

**DATE:** June 22, 2026

**TO:** City Council

**FROM:** Audrey D. Seymour, Assistant City Manager

**VIA:** Kimbra McCarthy, City Manager

**SUBJECT:** Public Right-of-Way Safety and Access Update

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**PURPOSE**

This memorandum provides an update to the City Council regarding the impacts of prolonged, extensive, and concentrated parking of oversized vehicles (including those used for living purposes) in Mountain View's public right-of-way. The update is provided as requested by Council during a topic that was raised under Council Reports at the April 28, 2026, meeting regarding potential next steps following the expiration of the Navarro class action settlement agreement on February 28, 2027.

**BACKGROUND**

This memo updates a prior memo, dated December 23, 2025, which provided the following information: living in vehicle and homelessness counts over time; feedback from businesses, property owners, schools, and residents regarding concerns associated with oversized vehicle parking; legal context for regulating parking and enforcing encampment bans; increased regulation by nearby jurisdictions; current City efforts to address right-of-way safety and access concerns; and the City's long-standing commitment to provide off-street safe parking, supportive services, and affordable housing to assist vulnerable populations in attaining and maintaining stable housing. The December 2025 memorandum is included as Attachment 1.

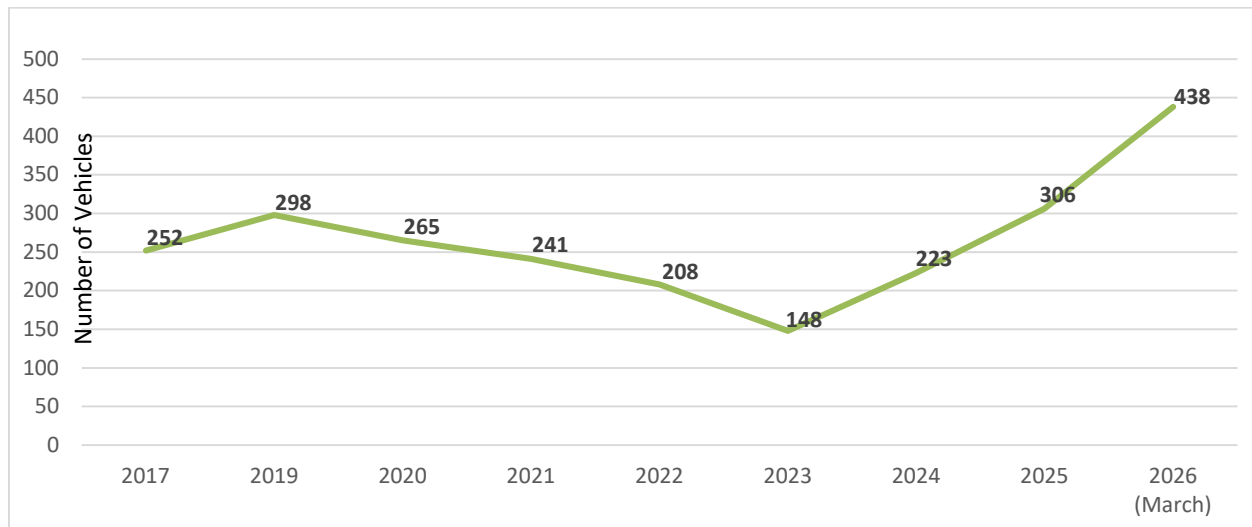
Oversized vehicle parking in Mountain View predominantly consists of people living in recreational vehicles or unattached trailers. As noted in the December memo, the current locations with a high concentration of oversized vehicle parking are primarily in non-residential areas of the city that are home to commercial and industrial uses.

## **DISCUSSION**

### **City and Regional Trends in Vehicle Habitation/Homelessness**

#### ***City Counts and Trends***

The City has conducted a count of vehicles used for living purposes in the City's right-of-way since 2017. The total count of lived-in vehicles in Mountain View has fluctuated over time, with an upward trend. The most recent increase is particularly notable, with the count up 132 vehicles (43%) in the seven-month period between August 2025 and March 2026 (Figure 1). Over the entire nine-year period of counts, the number of vehicles has increased by 186 (74%).



**Figure 1: Living in Vehicle Count Over Time**

As shown in the March 2026 count below (Table 1), 92% of vehicles currently identified as lived in are oversized, of which recreational vehicles (RVs) and trailers are 63% and 29% respectively. This latest survey was the first to separately count trailers, which were previously counted as either RVs or "other." Future counts will continue to provide this detail to determine any trend toward trailers, especially unhitched trailers, which are less mobile and account for the vast majority of inhabited trailers parked in the right-of-way. The limited mobility of unhitched trailers presents an additional challenge in compliance with the 72-hour parking limit and in the event of an emergency incident or right-of-way maintenance operation.

**Table 1: March 2026 Living in Vehicle Count  
(By Type of Vehicle)**

| Type of Vehicle      | Number     | Percentage  |
|----------------------|------------|-------------|
| Recreational Vehicle | 278        | 63%         |
| Trailer - Unhitched  | 104        | 24%         |
| Trailer - Hitched    | 20         | 5%          |
| Passenger Vehicle    | 27         | 6%          |
| Other                | 9          | 2%          |
| <b>Total</b>         | <b>438</b> | <b>100%</b> |

Only a small number of identified inhabited vehicles in the March 2026 count are cars or other passenger vehicles. These smaller vehicles do not appear in the same concentrations and are not generating reports of concerns. It is also interesting to note that both the count and percentage of lived-in passenger vehicles has gone down significantly between the first count in 2017, when passenger vehicles were 37% of the total and early 2026, when the proportion of passenger vehicles was 6% (Table 2).

**Table 2: 2017 vs. 2026 Living in Vehicle Proportions  
(By Type of Vehicle)**

| Type of Vehicle   | 2017        | Mar. 2026   |
|-------------------|-------------|-------------|
| Oversized Vehicle | 63%         | 92%         |
| Passenger Vehicle | 37%         | 6%          |
| Other             | N/A         | 2%          |
| <b>Total</b>      | <b>100%</b> | <b>100%</b> |

In summary, the following trends have been quantified or observed since the counting of inhabited vehicles in the Mountain View right-of-way began in 2017.

- 74% increase in the number of lived-in vehicles;
- 92% of lived-in vehicles are oversized (compared to 63% in 2017);
- Estimated 50% of lived-in vehicles rented out by “vanlords;”
- Proliferation of unregulated mobile businesses providing road-side sewage and wastewater pump out and other services to lived-in vehicles;
- Influx of people from other areas; and

- Increased aggressive behavior.

These trends indicate that the use of the public right-of-way for living purposes has become a growing and entrenched issue. **Furthermore, from anecdotal information, we cannot say that the people currently using oversized vehicles as housing in Mountain View are primarily displaced Mountain View residents. Rather, we are increasingly hearing that people are relocating to Mountain View from other areas.**

### ***Regional Trends in Parking Regulation***

As noted in the December 23, 2025 memo, one of the major factors contributing to increased numbers of lived-in oversized vehicles in Mountain View is the construction of new infrastructure that removes parking (such as the installation of bike lanes on El Camino Real in Palo Alto, Mountain View and Los Altos) and the introduction of new parking regulations in other jurisdictions in the region.

Given the mobile nature of homelessness, which, by its very definition, does not have a fixed location, what happens in one city can quickly have a significant impact on another city nearby. Consistent, comparable data across jurisdictions about oversized vehicles used as housing on public streets is not available. Many cities report increases, but don't necessarily conduct regular counts as the City of Mountain View does. Nonetheless, in response to mounting community feedback and concerns about oversized, lived-in vehicles, other cities have enacted or are exploring a range of regulations.

**Staff surveyed 35 cities in Santa Clara and San Mateo counties.** The most common forms of regulation are summarized in Table 3 and further detailed in Attachment 2. Given the many variations possible regarding the types of vehicles, locations, and timing subject to regulations, it can be difficult to make comparisons. Table 3 simplifies the regulations into general categories. The table also shows how jurisdictions can use a combination of different types of regulation.



**Table 3: Summary of Vehicle Regulations  
(Santa Clara and San Mateo County Cities)**

| Type of Regulation                                                      | # of Cities | Cities                                                                                                                                                                                                                                                                                                                                |
|-------------------------------------------------------------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Oversized Vehicle Ban</b>                                            |             |                                                                                                                                                                                                                                                                                                                                       |
| By location (all, residential, or other designated public right-of-way) | 9           | Campbell, Cupertino, Gilroy, Los Gatos, Morgan Hill, Palo Alto, San Jose, Brisbane, San Mateo                                                                                                                                                                                                                                         |
| By time limits                                                          | 11          | Los Altos, Burlingame, Daly City, East Palo Alto, Half Moon Bay, Hillsborough, Menlo Park, Millbrae, Redwood City, San Carlos, South San Francisco                                                                                                                                                                                    |
| Other                                                                   | 2           | Mountain View (Narrow Street and Bike Lane Ordinances), Pacifica                                                                                                                                                                                                                                                                      |
| <b>Overnight Parking Ban</b><br>(various hours, locations)              | 27          | Cupertino, Los Altos, Los Altos Hills, Los Gatos, Milpitas, Monte Sereno, Mountain View, Palo Alto, San Jose, Santa Clara, Sunnyvale, Atherton, Brisbane, Burlingame, Colma, Daly City, Foster City, Half Moon Bay, Hillsborough, Menlo Park, Millbrae, Redwood City, San Bruno, San Carlos, South San Francisco, Woodside, San Mateo |
| <b>Vanlord Ban</b>                                                      | 3           | Cupertino, Palo Alto, San Jose                                                                                                                                                                                                                                                                                                        |
| <b>Unhitched Trailer Vehicle Ban</b>                                    | 8           | Cupertino, Palo Alto, Saratoga, Belmont, Brisbane, Burlingame, Colma, San Mateo                                                                                                                                                                                                                                                       |

Brief descriptions of each type of regulation are provided below, along with a summary of recent actions by neighboring City of Palo Alto.

- Oversized vehicle parking ban: 22 of 35 surveyed cities prohibit oversized vehicle parking in certain locations or at certain times. Of these, 9 cities prohibit oversized vehicle parking by location (citywide, in residential areas, or in other designated locations) and 11 cities set time limits for oversized vehicle parking, some prohibiting oversized vehicles from parking overnight. For example, Menlo Park adopted an ordinance in 2025 prohibiting oversized vehicle parking between 2 a.m. and 5 a.m. on all city streets. This removed oversized vehicles parking in the commercial areas that were not already covered by Menlo Park's long-standing overnight parking ban for all vehicles in residential areas.

As a corollary to banning oversized vehicle parking, a small number of cities have discussed developing an oversized vehicle permit program. For example, the City of San Francisco has such a program and the City of Palo Alto is exploring establishing one for a limited number of vehicles on certain designated streets.

- Overnight parking ban: 27 of 35 surveyed cities prohibit overnight parking, noting various hours and locations, some more extensive than others and some providing a permitting process to allow overnight parking under certain circumstances. Mountain View's criteria for restriction of overnight parking relates to areas sensitive to overnight noise and activity (e.g. residential neighborhoods and ecological/habitat areas). The City Council adopted these criteria on [May 24, 2022](#) and they went into effect in August 2022, at which point "no overnight parking" signs were removed from other, primarily commercial and industrial, locations.
- Vanlord ban: The use of rented oversized vehicles for the purpose of living on public streets, many in a dilapidated condition, creates additional enforcement challenges (72-hour parking limit and sewage discharge), as well as access challenges in the event of an emergency. Three cities (Palo Alto, Cupertino, and San Jose) have enacted van lord bans.
- Unhitched trailer ban: Like vehicles owned by vanlords, unhitched trailers are less mobile and pose enforcement and right-of-way access challenges. Eight cities (Palo Alto, Cupertino, Saratoga, Belmont, Brisbane, Burlingame, Colma, and San Mateo) have enacted unhitched trailer bans.

### ***Recent Actions in the City of Palo Alto***

As noted above, some cities use a combination of parking regulations and strategies to maintain right-of-way safety and access and address concerns associated with oversized vehicles. As an example, the City of Palo Alto has undertaken various actions, in a two-phased approach beginning with council direction on October 2025, to manage the public right-of-way, including:

- Prohibited the renting of public parking spaces (vanlording)
- Prohibited detached trailer parking
- Instituted frequent street sweeping, requiring vehicles to move twice a month (signed with temporary signage and staffed through overtime)
- Prioritized the towing of unregistered vehicles, addressing a backlog of noncompliant vehicles
- Provided case management and basic needs services (Palo Alto also established a 22-space off-street safe parking program, which opened in 2021)

In addition, Palo Alto is exploring the following:

- Expanding the safe parking program
- Creating an oversized vehicle permit program
- Establishing an oversized vehicle buy-back program

In a [June 8, 2026](#) update to the Palo Alto City Council, it was reported that the count of oversized vehicles parking in monitored locations had decreased from 191 to 133 between January and May 2026. Given the timing, with Palo Alto's increased oversized vehicle parking regulation, enforcement, and right-of-way cleaning (beginning in October 2025) and the increased number of oversized vehicles in Mountain View (between the August 2025 and March 2026 counts), staff believes that the efforts in Palo Alto are a contributing factor to the increase in vehicles in Mountain View.

Palo Alto's June 8, 2026, update also discusses the staffing and operational capacity considerations associated with the above actions. The increased street cleaning had substantial workload impacts on public works staff, requiring overtime and the deferral of other work. Police overtime and staff reassignment were also needed. Palo Alto also reports that it was difficult to balance the frequency and volume of towable vehicles compared to tow yard capacity and that it was necessary to pay for oversized vehicle towing services. (Mountain View also provides a subsidy for oversized vehicle towing.)

### ***Encampment Abatement***

In addition to the impact of parking regulations on the movement of people living in vehicles, encampment abatement policies and actions in the region can result in changes in city-specific homelessness counts. Although many cities have had camping bans on the books for many years, enforcement was limited by the 2018 Federal Supreme Court *Martin v. Boise* ruling. This ruling required municipalities to have available shelter beds before penalizing people for sleeping on public property. In 2024, in the *City of Grants Pass v. Johnson* case, the Supreme Court overturned this provision. As one example, according to a study by UC Berkeley, following this change, encampment clearings in Oakland went up from an average of 14 to 32 per month. More recently, in April 2026, the City of Oakland adopted an Encampment Abatement Policy, making it easier for the city to clear homeless encampments.

### **Impacts on Mountain View Businesses**

#### ***Counts and Trends by Location***

Figure 1 above shows the increase in inhabited vehicle parking over time. Another trend of note is the concentration of lived-in vehicle parking in commercial and industrial areas.

As shown in Table 4 below, in the March 2026 count, 392 lived-in vehicles (89%) were concentrated in nine commercial/industrial areas: 1) Independence Avenue, Leghorn Street, and Wyandotte Street; 2) Terra Bella Avenue; 3) Marine Way, Coast Avenue, Casey Avenue, Garcia Avenue, and Broderick Way; 4) North Bernardo Avenue and Ravendale Drive; 5) National Avenue; 6) Polaris Avenue and Gemini Avenue, 7) Pear Avenue; 8) Pioneer Way; and 9) Clyde Avenue and

Logue Avenue. A map of the March 2026 count is included as Attachment 3. Brief profiles of these nine areas, showing business types and entities are provided in Attachment 4.

**Table 4: Lived-in Vehicles by Area  
(March 2026)**

| Area of Interest                    | Land Use*                               | Vehicles   |             | Approx. Street Segment Length |              |
|-------------------------------------|-----------------------------------------|------------|-------------|-------------------------------|--------------|
|                                     |                                         | Number     | Percent     | Feet                          | Miles        |
| Independence/Leghorn/Wyandotte      | Industrial<br>Commercial<br>Residential | 78         | 18%         | 9,022                         | 1.70         |
| Terra Bella                         | Industrial<br>Residential<br>Mixed Use  | 75         | 17%         | 4,789                         | 0.90         |
| Marine/Coast/Casey/Garcia/Broderick | Commercial                              | 65         | 15%         | 6,816                         | 1.28         |
| N Bernardo/Ravendale                | Commercial                              | 56         | 13%         | 5,136                         | 0.98         |
| National                            | Commercial                              | 37         | 8%          | 1,711                         | 0.32         |
| Polaris/Gemini                      | Industrial<br>Residential               | 26         | 6%          | 2,045                         | 0.38         |
| Pear                                | Commercial<br>Mixed Use                 | 21         | 5%          | 3,148                         | 0.59         |
| Pioneer                             | Commercial                              | 18         | 4%          | 794                           | 0.15         |
| Clyde/Logue                         | Commercial<br>Mixed Use                 | 16         | 4%          | 6,444                         | 1.22         |
| <b>Subtotal</b>                     |                                         | <b>392</b> | <b>89%</b>  |                               |              |
| Other                               |                                         | 46         | 11%         | 18,254                        | 3.43         |
| <b>Total</b>                        |                                         | <b>438</b> | <b>100%</b> | <b>58,160</b>                 | <b>10.95</b> |

\*These zoning categories may differ from those used for brokerage or economic development purposes. Commercial land uses may include “flex space,” which is characterized by a combination of office, warehouse, and/or light industrial.

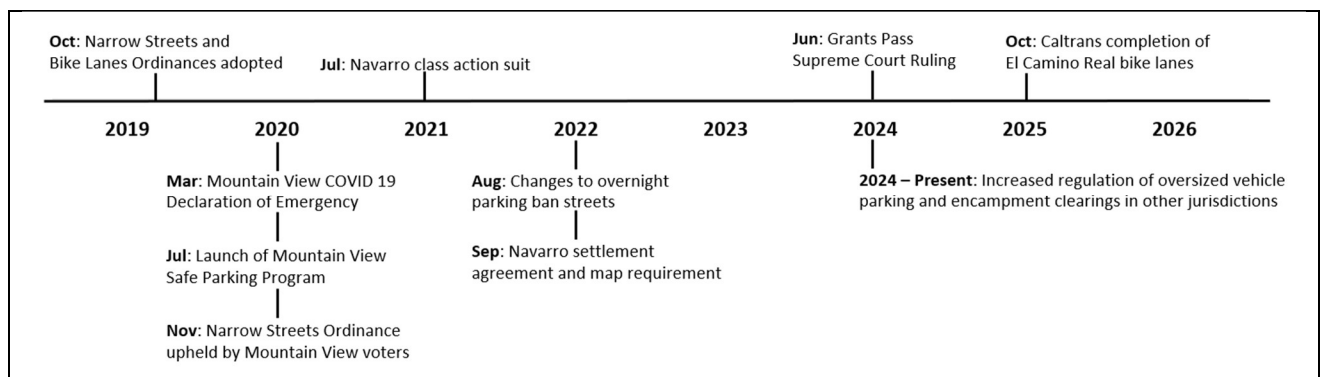
Table 5 below shows how the concentration of lived-in vehicles has shifted between 2019 (the first year for which counts are available by location) and 2026. In 2019, these same nine areas accounted for only 42 vehicles or 14% of the total count of vehicles used for living purposes, compared to 392 vehicles or 89% in March 2026. In 2019, residential areas account for 78 of the 256 vehicles in the “other” category in Table 5, whereas in 2026, 9 of the 46 vehicles in the “other” category were in residential areas.

**Table 5: Lived-in Vehicles by Area  
(2019-2026)**

| Area of Interest                    | 2019       | 2020       | 2021       | 2022       | 2023       | 2024       | 2025       | 2026       |
|-------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Independence/Leghorn/Wyandotte      | 9          | 5          | 4          | 17         | 34         | 39         | 55         | 78         |
| Terra Bella                         | 14         | 22         | 18         | 22         | 18         | 31         | 51         | 75         |
| Marine/Coast/Casey/Garcia/Broderick | 10         | 8          | 4          | 18         | 33         | 60         | 88         | 65         |
| N Bernardo/Ravendale                |            |            |            |            | 8          | 14         | 27         | 56         |
| National                            | 1          |            |            |            | 7          | 12         | 15         | 37         |
| Polaris/Gemini                      |            |            | 13         | 11         | 10         | 5          | 10         | 26         |
| Pear                                | 8          | 5          | 7          | 4          | 6          |            | 3          | 21         |
| Pioneer                             |            |            | 7          | 14         | 13         | 10         | 12         | 18         |
| Clyde/Logue                         |            |            |            | 1          | 2          | 4          | 10         | 16         |
| <b>Subtotal #</b>                   | <b>42</b>  | <b>40</b>  | <b>53</b>  | <b>87</b>  | <b>131</b> | <b>175</b> | <b>271</b> | <b>392</b> |
| <b>Subtotal %</b>                   | <b>14%</b> | <b>15%</b> | <b>22%</b> | <b>42%</b> | <b>89%</b> | <b>78%</b> | <b>89%</b> | <b>89%</b> |
| Other                               | 256        | 225        | 188        | 121        | 17         | 48         | 35         | 46         |
| <b>Total</b>                        | <b>298</b> | <b>265</b> | <b>241</b> | <b>208</b> | <b>148</b> | <b>223</b> | <b>306</b> | <b>438</b> |

The shift in the proportion of lived-in vehicle parking toward the commercial/industrial areas began with a near doubling between 2021 and 2022 (from 22% to 42%), followed by another doubling between 2022 and 2023 (from 42% to 89%). This timing coincides with the return to office mandates which began in 2021 and were largely in place by fall 2023, bringing employees back to these locations and other employer sites across the region.

Milestones likely impacting the number and location of inhabited oversized vehicles in Mountain View are shown in the timeline in Figure 2 below.

**Figure 2: Timeline of Pertinent Milestones**

### ***Constituent Engagement Regarding Oversized Vehicle Parking***

As noted in the December 23, 2025, memo, businesses and property owners in the areas with prolonged, extensive, concentrated overnight vehicle parking have been reaching out to the City with a range of concerns summarized in the section below and discussed in greater detail in the prior memo. In the six months since then, business outreach to the City has continued and increased, and has taken the form of emails, letters, 911 and nonemergency calls to the Mountain View Police Department (MVPD), submittals to the online customer response portal AskMV, and direct complaints made to the City Manager's Office. **The communications include letters from four attorneys representing businesses or property owners. One of these letters transmits a claim for financial damages based on inverse condemnation. These legal letters and other communications representative of the issues being raised to the City are included in Attachment 5.**

To identify ways to address the range of concerns raised, the City Manager's Office is leading coordination across City departments and divisions, including MVPD, Traffic Engineering, Construction Engineering, Civil Infrastructure Engineering, Planning, and Economic Development. This coordination has included numerous meetings with businesses and property owners since 2025 to learn more about the concerns, explore options, and express the City's commitment to supporting Mountain View's business community and economic vitality.

Businesses and property owners expressing concerns that City staff has met and/or corresponded with include:

- Wisk Aero
- Nuro
- Wipro
- Intuit
- Google
- Alembic
- Lunar Energy
- Cariad
- Alivacor
- MPI Consolidated
- Tri-State Enterprises
- Palo Alto Preparatory School
- Midwife and the Baker
- Cucina Venti
- Pear Avenue LLC.
- Sobrato
- Greystar
- BXP
- Kilroy
- Vanni Properties
- Riverside Interests
- W.F. Batton Management Company
- Smith Brothers Properties

### ***Summary of Reported Concerns***

Businesses and property owners in the nine areas of concentrated oversize vehicle parking have continued to voice concerns related to traffic safety, public safety, public health, environmental

health, and business success and viability. A summary of concerns is listed below. More detail is available in Attachment 1.

- Increased vacancy rates (tenants not renewing, difficulty attracting new tenants); reduced lease revenue and property value
- Deferred decisions to purchase properties or invest in property renovation
- Traffic, bike and pedestrian safety due to impaired sight lines
- Challenges implementing Transportation Demand Management bicycle programs
- Trespass, vandalism, theft of power and water, building and vehicle burglary, and arson
- Aggressive or uncomfortable behavior by vehicle occupants and dogs
- Waste leakage, intentional dumping, public defecation, and the accumulation of garbage
- Employees and visitors feeling unsafe
- Negative feedback from investors, corporate partners, and visitors to the business
- Blocked visibility of businesses and business signage
- Loss of street parking for customers and employees

### ***Economic Value in Areas with Concentrated Oversized Vehicle Parking***

As noted above, several businesses and property owners that have contacted the City have expressed concerns that concentrated and prolonged oversized vehicle parking has negatively affected business activity, vacancy rates, property values, and investor confidence, among other concerns. While staff have received these concerns, it is not possible to verify, quantify or predict such economic impacts, nor determine the extent to which oversized vehicle parking may be contributing to them.

To provide potentially relevant context, staff has reviewed data related to the economic value of properties and businesses located within the nine identified areas. The data includes commercial vacancy rates, employee counts (indicating local jobs that could be affected if businesses were to leave Mountain View), business license tax revenue generated for the City, unsecured property tax revenue associated with businesses in the area, and property tax revenue potentially at risk due to assessed value appeals that have been filed with the Santa Clara County Assessor. A summary of these indicators is provided in Table 6.

Brief descriptions of the economic value categories follow the table.

**Table 6: Economic Value**

| Area of Interest                        | Total Square Feet | Vacancy Rate (Q1 2026) | # of Employees (2026) | Business License Tax (2026) | Unsecured Prop. Tax (2025-26) | Potential Property Tax Lost on Appeal |
|-----------------------------------------|-------------------|------------------------|-----------------------|-----------------------------|-------------------------------|---------------------------------------|
| Independence, Leghorn, Wyandotte        | 878K              | 9.5%                   | 700                   | \$13,876                    | \$37,533                      | \$27,550                              |
| Terra Bella                             | 576K              | 28.5%                  | 1,356                 | \$76,396                    | \$131,831                     | \$321,933                             |
| Marine, Coast, Casey, Garcia, Broderick | 1.1M              | 0.0%                   | 4,117                 | \$480,585                   | \$551,231                     | \$587,348                             |
| N Bernardo, Ravendale                   | 918K              | 34.2%                  | 1,211                 | \$59,017                    | \$237,459                     | \$409,739                             |
| National                                | 466K              | 12.4%                  | 286                   | \$8,207                     | \$272,050                     | \$591,818                             |
| Polaris, Gemini                         | 96K               | 1.0%                   | 133                   | \$1,987                     | \$3,626                       | \$191,316                             |
| Pear                                    | 384K              | 53.3%                  | 93                    | \$1,259                     | \$1,070,155                   | \$102,668                             |
| Pioneer                                 | 140K              | 3.9%                   | 91                    | \$836                       | \$25,808                      | \$0                                   |
| Clyde, Logue                            | 1.4M              | 2.6%                   | 721                   | \$23,519                    | \$391,729                     | \$207,037                             |
| <b>Total</b>                            | <b>5.6M</b>       | <b>N/A</b>             | <b>8,708</b>          | <b>\$665,682</b>            | <b>\$2,721,422</b>            | <b>\$2,439,409</b>                    |

- **Vacancy rate:** Vacancy rates reflect conditions in the first quarter of 2026 and are sourced from the commercial real estate inventory database used by the City to monitor economic development trends. For comparison, the citywide commercial vacancy rate is approximately 16%. Among the nine areas reviewed, Pear Avenue (53.3%), N Bernardo/Ravendale (34.2%), and Terra Bella Avenue (28.5%) have the highest vacancy rates, which significantly exceed the citywide average. The vacancy rate along Pear Avenue is primarily attributable to two vacant office properties, while the elevated vacancy rates in the N Bernardo/Ravendale and Terra Bella areas are driven by multiple vacant buildings. Property owners in these areas have expressed major concerns about vacancy rates, with stories of tenants declining to renew leases and difficulty attracting new tenants because of issues in the public right-of-way.

Looking more closely at the types of buildings that are vacant, the commercial real estate database shows vacancy rates for properties categorized as “flex space” (a combination of office, warehouse, and/or light industrial), which are even higher than general vacancy rates on Terra Bella Avenue (36%) and N Bernardo/Ravendale (44%). National Avenue is also experiencing higher than average flex space vacancies (40%). These types of “flex” properties support a wide range of economic activity and play an important role in the City's innovation ecosystem by providing specialized facilities that enable businesses to develop, test, manufacture, and scale new products and technologies.



- Number of employees: According to 2026 City business license tax registration data, businesses within the nine areas employ approximately 8,700 workers. For context, this represents approximately 13% of the 64,617 employees reported in the City's business license tax database. These businesses support a diverse range of industries, including technology, engineering, research and development, and advanced manufacturing. Many of these industries provide high-wage jobs and contribute to the City's economic diversity. Retaining the employers that support these jobs is important to maintaining a diverse economic base and preserving local employment opportunities that support family economic security and the local economy. Based on City estimates, employees working in the nine areas are estimated to generate approximately \$260,000 in annual sales tax revenue for the City.
- Business license tax: This 2026 data is also from the business license tax registration system. Business license taxes are based on the number of employees, using a base amount plus an amount per employee. Both the base amount and per employee amount increase as the number of employees increases, depending on seven established tiers. The nine areas generate approximately \$665,000 in annual business license tax revenue, with revenues ranging from less than \$1,000 in some areas to more than \$450,000 in the Marine/Coast/Casey/Garcia/Broderick area.
- Unsecured property tax: Unsecured property tax is levied on the value of business property, such as equipment, machinery, and other movable assets, that is not attached to real property. Unlike land or buildings, which continue to generate secured property tax revenue regardless of business occupancy, unsecured property can be removed, relocated, or otherwise disposed of if a business closes or relocates. The nine areas generate approximately \$2.7 million in annual unsecured property tax revenue. Revenue varies significantly by area, ranging from less than \$5,000 to more than \$1 million.
- Appealed AV property tax revenue: Potential property tax revenue loss to the City is based on assessment appeals that were pending before the Santa Clara County Assessor as of January 6, 2026. The estimates reflect the amount of City property tax revenue that would be lost if all pending appeals were approved at the values requested by the property owners. Pending assessment appeals exist in eight of the nine areas reviewed. The estimated City property tax revenue associated with these appeals ranges from approximately \$30,000 to nearly \$600,000 by area, with a total potential revenue impact of approximately \$2.4 million across all nine areas.

While the outcome of any individual appeal is uncertain, the number and value of pending appeals provide an indicator of property owners' concerns regarding property valuation and market conditions in these areas.

Economic Vitality is one of the City Council's seven Strategic Priorities. In 2024, the Council adopted an Economic Vitality Strategy with five goals, including helping "small, independent,

locally owned businesses flourish” and growing “Mountain View’s proven, advanced industries, through support for established employers, business attraction, innovation, and entrepreneurship.” Based on feedback from Mountain View’s business community and market trends, staff is concerned about the City’s ability to retain local and large employers in the nine reviewed areas, many of whom lead and drive innovation in important and emerging economic sectors, provide high-quality local jobs, and contribute to Mountain View’s attractiveness as a place for business investment.

### **Update on City Efforts to Address Right-of-way Safety and Access Concerns**

The December 23, 2025, memo described the City’s current efforts to address safety and access concerns related to oversized vehicle parking in the public right-of-way including: enforcement of parking regulations, street and storm drain cleaning; red curb painting; private partnerships for right-of-way improvements; and school site parking restrictions. The sections below provide updates on these City efforts, including both recent or planned resource enhancements and areas where resource constraints remain a factor.

#### ***Enforcement***

As mentioned in the December 23, 2025, memo, in 2017, the City created a Community Outreach Officer position as a member of the MVPD Neighborhood and Events Services (NES) Division to make connections with individuals and families living in vehicles to both refer them to housing and support services and gain compliance with parking and other City regulations. The NES team currently consists of four staff, with one Sergeant, one Police Officer, one Community Services Officer, and one Police Assistant.

In 2025, in response to concerns, the frequency of patrols for 72-hour parking limit enforcement was doubled through an augmentation of NES capacity and supported with staff from other units.

Table 7 below shows the citations and tows in the nine areas with prolonged, extensive, concentrated oversized vehicle parking throughout 2025 and 2026 as of June 4, 2026.

**Table 7: Citations and Tows in the Nine Areas of Interest  
(2025 Through June 4, 2026)**

| Area of Interest                    | Citations   | Tows      |
|-------------------------------------|-------------|-----------|
| Independence/Leghorn/Wyandotte      | 338         | 11        |
| Terra Bella                         | 273         | 4         |
| Marine/Coast/Casey/Garcia/Broderick | 252         | 5         |
| N Bernardo/Ravendale                | 220         | 3         |
| National                            | 198         | 7         |
| Polaris/Gemini                      | 74          | 1         |
| Pear                                | 43          | 0         |
| Pioneer                             | 56          | 0         |
| Clyde/Logue                         | 109         | 3         |
| <b>Total</b>                        | <b>1563</b> | <b>34</b> |

Businesses and property owners in the nine areas report that oversized vehicles are not regularly moving, stating their observations that many vehicles appear to be staying for extended periods. The lack of vehicle turnover and the bumper-to-bumper parking of oversized vehicles and associated passenger vehicles (sometimes staked out by the occupants with cones) has resulted in little to no on street parking for business employees, customers, and visitors. Some businesses report that employees are parking several blocks away and do not feel safe walking past a “solid wall” of lived-in vehicles, especially during evening and early morning hours.

The enforcement of parking regulations, including the 72-hour parking limit, is challenging due to the large volume of parked vehicles, geographic area to cover, the not uncommon practice of vehicle owners/occupants tampering with vehicle marking, and the time it can take for some enforcement actions when it is necessary to locate both the vehicle occupant and a separate owner. In addition, as mentioned earlier, there is insufficient tow yard capacity to move and store oversized vehicles.

Starting in July 2026, the NES staff will be increased to a team of seven, adding a Police Officer and two Community Services Officers, in order to increase outreach to oversized vehicle residents and enforcement of parking regulations, including the 72-hour parking limit. The MVPD is also exploring more efficient and effective ways to time stamp parking in order to establish 72-hour violations.

### ***Street and Storm Drain Cleaning***

The City has continued the twice-yearly comprehensive Clean Streets program, which includes thorough street cleaning, storm drain cleaning, placement of debris bins, and tree trimming as

needed. The most recent cleanings took place in April and May 2026 in the following five locations: Terra Bella; Marine, Coast, Casey, and Garcia; N Bernardo and Ravendale; National, and Independence, Leghorn, and Wyandotte. The City is exploring options for expanding this program to cover all nine areas of extensive, concentrated oversized vehicle parking twice per year. In addition, the City is exploring increasing the frequency of basic street sweeping services, without the other elements of the comprehensive Clean Streets program.

In conversations with Intuit, they expressed an interest to increase street sweeping to maintain the cleanliness around their campus. They have received a permit from the City to conduct an additional four street sweeping sessions per year as a pilot private program.

As reported in the December 2025 memo, leaking and dumping of sewage and wastewater from lived-in oversized vehicles is a concern with public health and quality of life impacts. Businesses and property owners in the nine areas continue to report this issue, noting the strong odor and visual blight. In response to reports and MVPD observations during parking enforcement, the City has performed 14 storm drain cleanings so far in 2026, including five during the spring Clean Streets program.

Also of note, there was a significant recreational vehicle fire on Independence Avenue in May 2026, requiring the response of two fire engines, one truck, and a Battalion Chief. Public Works crews also responded to the incident to prevent debris and contaminated water from entering the storm drain. Since 2016, the Fire Department has responded to seven significant fires in lived-in oversized vehicles. Such fires pose a serious risk to the lives and property of the residents in the burning vehicle, and potentially to surrounding vehicles (often parked very closely together) as well as adjacent properties. In addition, these fires present environmental risks associated with hazardous materials, such as propane tanks, batteries, and electrical systems.

### ***Traffic Safety Improvements***

The City responds to reports of traffic safety concerns, including sight line visibility issues associated with oversized vehicles. Such sight line issues are most notable at driveways and intersections and can be addressed through the application of red paint to the curb and/or signage, prohibiting parking by any vehicle, including oversized vehicles. Based on the City's extensive street system and the capacity of the Traffic Engineering team to address the full scope of its responsibilities, the traditional process for adding red curb markings has been in response to safety complaints and service requests. In 2026, staff took a more proactive approach, assessing needs and applying red curb in areas with generally known concerns, such as the nine areas addressed in this memo.

Existing red curb was refreshed and new red curb was added at driveways, intersections, and fire hydrants in March through May this year in the following locations:

- Independence from Wyandotte to Leghorn
- Leghorn from Rengstorff to Independence
- Wyandotte for the first 400 feet west of Independence (in addition, signs were added prohibiting parking during school hours adjacent to Palo Alto Preparatory School)
- Terra Bella from Middlefield to Shoreline
- Marine, Coast, Casey, and Broderick
- N Bernardo and Ravendale
- National

Additional areas where the need for red curb will be assessed and addressed include:

- Independence from Leghorn to Charleston
- Terra Bella east of Shoreline – existing red curb will be extended consistent with recent work on other streets
- Pear Avenue on the side of the street opposite the Computer History Museum
- Polaris and Gemini
- Clyde Ct and Logue

In addition to the application of red curb markings to address traffic safety, the following improvements have been made or are being considered:

- Broderick: Wisk Aero received a permit and installed crosswalks at both ends of the street.
- Leghorn: The City installed an electronic speed feedback sign in both directions near the LifeMoves Mountain View site.
- Polaris: The City plans to add bulb outs at the intersection of Polaris and Wright.

### ***Private Partnerships for Right-of-way Improvements***

As mentioned in the December 2025 memo, Intuit, headquartered in Mountain View, has been in dialog with the City since August 2025 about their concerns and interests regarding oversized vehicle parking, including employee safety and bicycling as part of their robust Transportation Demand Management program and movement between Intuit's 11 buildings on Marine Way, Casey Avenue, Coast Avenue, and Garcia Avenue. Approximately 4,000 employees are based at this campus, and employees are now required to be on-site at least three days per week. Intuit remains interested in planning, managing, and funding a Voluntary Public Improvement project to add bike lanes on the above streets, in accordance with the vision and requirements in the North Bayshore Precise Plan. Intuit and their consulting civil engineers have submitted a preliminary concept layout and staff has provided general feedback to Intuit. Staff expects a full

permit application to be submitted within the next month, which will then be reviewed by staff. Staff will bring the Voluntary Public Improvement agreement to Council for approval, likely in December, in conjunction with adding the above streets to the resolution indicating the streets that are subject to the City's Bike Lane Ordinance. Construction of the bike lanes would begin in early 2027.

### **Update on City Efforts to Promote Housing Stability and Reduce Homelessness**

#### ***Pathways to Housing***

The December 23, 2025, memo provides background information about the City of Mountain View's extensive ongoing efforts to address housing instability in Mountain View, starting in 2015, when people living in oversized vehicles were parking in increasing numbers in the city, raising concerns from the community. Over the past 10 years, the City's intent has been to pursue a balanced approach that addresses the needs of vulnerable people and the safety, access, and quality of life concerns in areas with a concentration of oversized vehicle parking and people conducting the daily functions of living essentially in public.

The City's efforts to address the housing crisis and help unhoused or unstably housed people are also detailed in the [Pathways to Housing Plan](#), which was adopted by the City Council on June 10, 2025.

Highlights of the Plan include:

- **Safe parking:** The City's current Safe Parking Program capacity is 105 vehicle parking spaces for living purposes, including 46 oversized vehicles at Shoreline Lot B. In a two phased project, phase 1 will add 30 oversized vehicle parking spaces for living at Shoreline Lot B to offset the future loss of oversized vehicle parking spaces at the Evelyn lot site, which is being developed for affordable housing. Phase 2 of the program expansion will add 17 more oversized vehicle parking spaces at Shoreline Lot B. With 93 oversized vehicle spaces, Shoreline Lot B will have doubled in size and will more than replace the 30 oversized vehicle spaces at the Evelyn safe parking site. Spaces for commuter vehicles associated with the lived-in vehicles will also be increased substantially. **With the increase of safe parking capacity at Lot B, the City's total safe parking program will have capacity for up to 101 safe parking spaces, including the capacity for eight vehicles at faith lots.**
- **Direct financial assistance:** The Pathways to Housing Plan includes a direct financial assistance program to provide flexible funds to help extremely low-income households maintain housing and address other essential needs, such as vehicle repairs, transportation access, and medical care. Council approved an allocation of \$150,000 for this program, adding \$50,000 to the initial recommendation of \$100,000.

- Affordable housing development: Over the past ten years, the City has added more than 1,000 affordable housing units to Mountain View's housing supply, bringing the total to over 2,000 affordable units. To facilitate development, over the same period, the City has invested \$100 million in housing funds and provided nearly 4 acres of land to affordable housing developers. **Currently, the City is actively advancing five affordable housing developments scheduled to be completed or begin construction in 2026, resulting in the addition of over 550 new affordable housing units to the City's housing supply.**
- Below market rate (BMR) policies: On [June 9, 2026](#), the Council adopted an ordinance improving the effectiveness of the City's BMR Housing Program by increasing physical accessibility requirements, updating in-lieu fees, streamlining program guideline updates, and other changes. These updates maintain the City's commitment to requiring on-site affordable housing (as part of market-rate housing developments) while providing clear, objective, and implementable standards for alternative compliance that align the program with State housing policies and funding frameworks and support housing production and access.
- Community Ownership Action Plan: The City is developing a plan to support innovative housing models, including community ownership, to preserve naturally affordable housing and build community well-being and connection. The Community Ownership Action Plan will provide a policy framework and funding for housing acquisition and technical assistance. The Plan is scheduled for City Council for adoption on June 23, 2026.
- Low- and middle- income home ownership: To improve affordable homeownership opportunities and address the "missing middle" – the affordability gap between means-tested affordable housing and market rate housing costs – the City is currently developing a low- and middle-income homeownership strategy. The strategy will include an evaluation of affordable ownership development opportunities on City property, an analysis of barriers to condominium development, and an implementation plan.

### ***Reflections on Reducing Homelessness***

Mountain View is known as a regional leader in addressing the affordable housing crisis and was the first city in Santa Clara County to be designated by the state as a Prohousing City. Unfortunately, housing options are still not sufficient in Mountain View or the region to meet the magnitude of need. Even with all of the City policies, programs, and projects listed above, the number of homeless people in Mountain View has continued to increase. Staff believes this is driven both by the overall level of housing need and the parking regulation and encampment clearing actions of other cities.

The City of San Jose and the City/County of San Francisco have recently reported success in reducing the number of homeless people in their public rights of way. This has come with

significant investments in shelters, drug treatment, and other facilities and programs that are out of reach for a smaller, built-out city like Mountain View. With status quo parking regulation, and the observed trend of people coming here from other areas, staff predicts that homelessness in Mountain View will continue to increase.

In the matter of oversized vehicles used for living purposes in the public right-of-way the City faces difficult tradeoffs between four of the City Council's seven Council Strategic Priorities: Community for All, Housing, Quality of Life, and Economic Vitality.

### **NEXT STEPS**

To continue to address the needs of homeless and unstably housed people in Mountain View, staff will continue to implement the Pathways to Housing Plan and the City's broad range of affordable housing programs, projects, and policies.

Staff will continue to engage in problem-solving with businesses, residents, and property owners to address concerns associated with oversized vehicle parking to the extent possible, with the actions noted in prior sections of this memo. This includes exploring an increase in street cleaning and alternate methods for marking vehicles to establish 72-hour parking violations. Depending on the ability to implement new or expanded efforts within existing resources, staff may return to Council to seek additional resources.

Staff will also continue the review process for Intuit to construct bike lane improvements on Marine Way, Casey Avenue, and Coast Avenue through the City's Voluntary Public Improvement process.

### **ATTACHMENTS**

1. December 23, 2025 memorandum
2. Oversized vehicle parking regulations in other jurisdictions
3. Living in Vehicles Count Map (March 2026)
4. Business Profiles of Areas with Concentrated Oversized Vehicle Parking
5. Communications from Businesses and Property Owners



## MEMORANDUM

City Manager's Office

**DATE:** December 23, 2025

**TO:** City Council

**FROM:** Audrey Seymour, Assistant City Manager

**VIA:** Kimbra McCarthy, City Manager

**SUBJECT:** Public Right-of-Way Safety and Access

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### PURPOSE

The purpose of this memorandum is to provide an update to the City Council regarding increased concerns about impacts related to the use of Mountain View's public right-of-way for the parking of oversized vehicles (including vehicles used for habitation and commercial trucks and trailers), with some locations experiencing ongoing, high concentrations of oversized vehicle parking. These high-concentration locations are primarily in non-residential areas of the city that are home to commercial, office, and industrial uses. As described in the memorandum, several factors may be contributing to the increased reports of concern (page 10).

The memorandum summarizes:

- Feedback from businesses, schools, and residents regarding **impacts and concerns of oversized vehicle parking** related to traffic safety, environmental health, public safety, economic viability, and quality of life (pages 7-10);
- **Actions of nearby jurisdictions to regulate oversize vehicle parking** (pages 10-13);
- **Current efforts to address public right-of-way safety and access impacts** in Mountain View (pages 13-17); and
- **Approaches being explored for additional City action** (pages 17-20).

Oversized vehicle parking in Mountain View is predominantly the result of people living in recreational vehicles and unattached trailers. Therefore, it is important for this memorandum to acknowledge that managing the right-of-way for safety and access is closely related to another City priority – supporting vulnerable residents on a path to more stable housing. Context on the City's response to homelessness and legal framework for regulation of parking is included in the Background section below on pages 2-5 and 5-7, respectively.

## **BACKGROUND**

### **Housing Instability and the City's Response**

While the focus of this memo is on public right-of-way safety and access, it is essential to consider this policy matter within the context of the City's extensive ongoing efforts to address housing instability in Mountain View. These efforts are summarized below and further detailed in the [Pathways to Housing Plan](#), which was adopted by the City Council on June 10, 2025. The Plan also outlines the goals, actions, and expenditure plan for the next seven to 10 years.

### ***Homelessness in Mountain View and the Use of Oversized Vehicles as Housing***

Homelessness in the region has reached a crisis level, driven in large part by a shortage of affordable housing. Homelessness in Mountain View is assessed in a biannual point-in-time (PIT) count undertaken by the County of Santa Clara. The Mountain View Police Department's (MVPD) Neighborhood and Events Services (NES) team conducts an additional count of vehicles that appear to be used for living purposes (Living in Vehicles or LIV count). The most recent PIT and LIV counts were conducted in January 2025 and July 2025, respectively. The [2025 Santa Clara County Point-in-Time count report](#) is available on the County's website. A map of vehicle locations from the 2025 LIV count is included as Attachment 1. This map has been annotated to show where concerns have been reported.

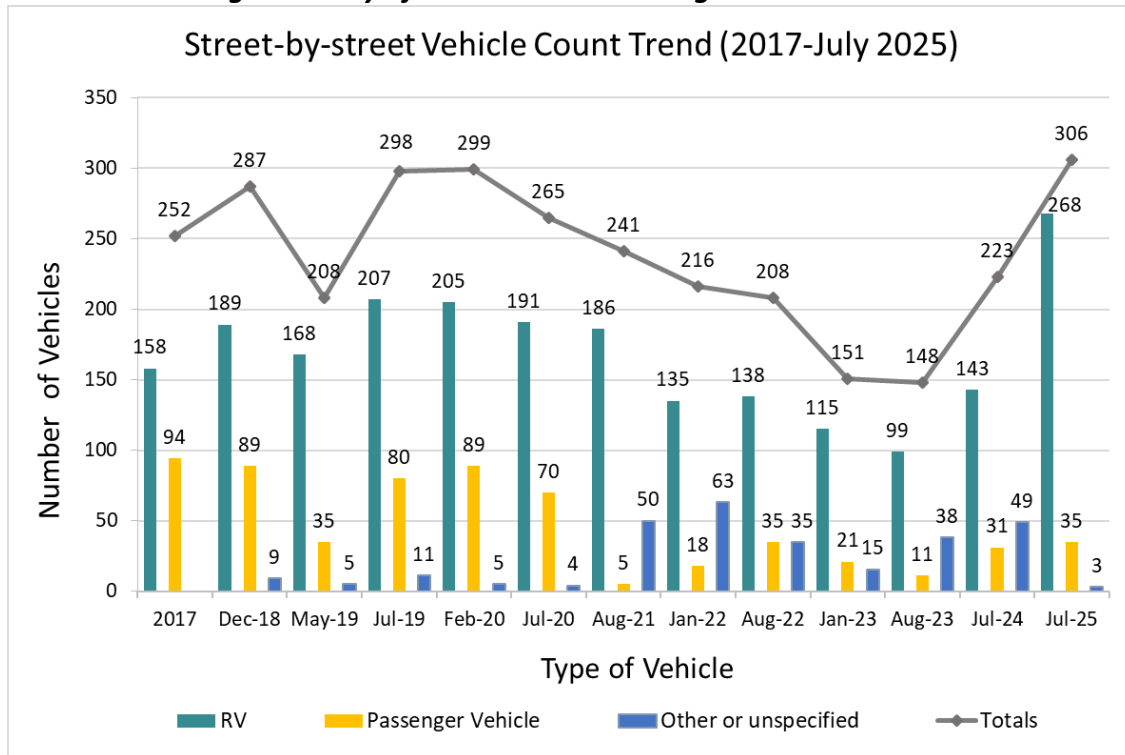
**The two 2025 counts show significant increases in homelessness in Mountain View, with the number of homeless (including people living in vehicles, shelters, and interim housing) increasing 56%, from 562 in 2023 to 879 in 2025, and the number of vehicles used for living purposes increasing 32% from 223 in 2024 to 306 in 2025, with the vast majority living in oversized vehicles, such as recreational vehicles.** (See Table 1 and Figure 1 below.) The 56% increase in Mountain View's PIT count compares to an 8% increase for the County as a whole.

It should be noted that the County made several methodological changes in the 2025 PIT count, including the first-time use of a 2-for-1 multiplier, which assumes two occupants for each lived-in vehicle. This could result in an overcount of the number of homeless individuals in Mountain View, which has many vehicles inhabited by single men. Also, there was an observed increase in commuters with homes in other places coming to the area to work and living in a vehicle in Mountain View during the week. These individuals would be included in the total PIT count, even though they are not homeless.

**Table 1: 2025 Point-in-Time Results by Jurisdiction**

| Jurisdiction                | Unsheltered | Sheltered | Total  | Percent of County's Homeless Population |
|-----------------------------|-------------|-----------|--------|-----------------------------------------|
| Campbell                    | 108         | 0         | 108    | 1.0%                                    |
| Cupertino                   | 101         | 0         | 101    | 1.0%                                    |
| Gilroy                      | 702         | 257       | 959    | 9.0%                                    |
| Los Altos                   | 12          | 0         | 12     | 0.0%                                    |
| Los Altos Hills             | *           | 0         | *      | 0.0%                                    |
| Los Gatos                   | 27          | 0         | 27     | 0.0%                                    |
| Milpitas                    | 79          | 0         | 79     | 1.0%                                    |
| Monte Sereno                | *           | 0         | *      | 0.0%                                    |
| Morgan Hill                 | 67          | *         | 69     | 1.0%                                    |
| Mountain View               | 722         | 157       | 879    | 8.0%                                    |
| Palo Alto                   | 399         | 19        | 418    | 4.0%                                    |
| San Jose                    | 3,959       | 2,544     | 6,503  | 61.0%                                   |
| Santa Clara                 | 711         | 83        | 794    | 7.0%                                    |
| Saratoga                    | 19          | 0         | 19     | 0.0%                                    |
| Sunnyvale                   | 328         | 93        | 421    | 4.0%                                    |
| Unincorporated              | 234         | 0         | 234    | 2.0%                                    |
| Confidential Locations (DV) | 0           | 84        | 84     | 1.0%                                    |
| Total                       | 7,472       | 3,239     | 10,711 |                                         |

**Figure 1: City of Mountain View Living-in-Vehicle Count**



### **City Action to Address Homelessness in Mountain View**

Since 2016, the City has dedicated nearly \$1 million per year to programs and services for people experiencing or at risk of homelessness. This includes safe parking (until recently the largest program in Santa Clara County), interim (or transitional) housing, permanent supportive housing, outreach, emergency shelter, case management, supportive services, and basic services, such as hygiene and sanitation. The City also collaborates closely with community-based organizations, volunteer groups, and government agencies to combine and leverage resources to help as many people in need as possible.

In response to the COVID-19 pandemic, starting in 2020, the City launched several additional major initiatives to protect its most vulnerable residents, seeking to lessen the pandemic's impact on the unhoused and prevent additional homelessness. This included a \$5.3 million rent relief program, funded largely through Federal rescue funds and community contributions, and the LifeMoves Mountain View 100-unit interim housing program.

In addition, the City has supported affordable housing development, market-rate housing development, below market rate (BMR) policies, and rent stabilization, tenant protections and other displacement prevention strategies. Mountain View's housing stock currently includes over 2,000 affordable units (including 100% fully affordable developments and BMR units), with an

additional 2,600 units currently in the pipeline. Since 2014, the City has invested nearly \$191 million in affordable housing. This includes over \$9 million towards the conversion of the Crestview Hotel into the Heartwood Apartments, a 49-unit permanent supportive housing project for individuals experiencing homelessness and youth aging out of the foster system.

Finally, the City has made important organizational changes to provide ongoing focus and staff resources to address homelessness and the needs of the unstably housed. This includes the creation of a Community Outreach Officer position in the MVPD in 2017, a Human Services Division in the City Manager's Office in 2021, and a stand-alone Housing Department in 2023.

More information about the City's investment in addressing housing instability can be found in the [Pathways to Housing Plan](#) and the [Human Services Annual Update](#).

**It is clear that despite the City's considerable investments in addressing homelessness and housing instability, the increase in homelessness in Mountain View over the past two years (56%) exceeds the countywide increase (8%). This raises a question about the factors that might be driving the changes in homelessness in different areas, especially given the mobile nature of homelessness, which, by its very definition, does not have a permanent location. The *Navarro* settlement terms coupled with impacts of parking regulations of neighboring jurisdictions are significant factors, as explored in the Discussion section in this memorandum.**

### **Legal Context for Regulating Parking in the Public Right-of-Way**

Before discussing the impacts of and responses to oversized vehicle parking in the public right-of-way, this section provides the legal context for parking regulation.

#### ***City Authority for Regulating Parking***

A city's authority to regulate parking on public streets in California primarily derives from the California Vehicle Code (CVC). CVC section 21 expressly limits this authority by prohibiting local jurisdictions from enacting or enforcing any ordinance or resolution that addresses matters already covered by the CVC unless the CVC specifically grants such authority. Despite this general preemption, the CVC does delegate certain powers to regulate parking to local governments. Parking regulations that are limited to specific street segments must have signs posted describing the parking restrictions in order to enforce them.

There are approximately 140 miles of streets under the City's jurisdiction. The City ensures that the street system is available for the public's travel needs (vehicular, transit, bicycle, and pedestrian), including the necessary infrastructure for safe travel (e.g., traffic control devices, streetlights, drainage for flood control) and amenities to enhance the street (e.g., trees), with an increasing focus on improvements to create complete streets that promote active transportation.

In response to a priority project in the Fiscal Years 2023-25 Council Work Plan, staff presented to Council on June 11, 2024 a [comprehensive overview of street parking regulations](#) in Mountain View. As outlined in this Council item, the City restricts or regulates parking for a range of purposes, including providing for public safety (e.g., vehicular line of sight and turning clearance, bicycle and/or pedestrian accessibility, inadequate width for parking, fire hydrant access, emergency vehicle access, etc.) and promoting parking turnover to keep parking available for general public use (e.g., time limits for areas with high parking demand, loading zones, school zones, etc.).

### ***Oversize Vehicle Parking Regulations (Narrow Streets and Streets with Bike Lanes)***

In October 2019, the City Council adopted regulations restricting the parking of oversized vehicles which exceed 22 feet in length, or 7 feet in width, or 7 feet in height, including boats, large trucks, and recreational vehicles, on narrow streets (known as the Narrow Streets Ordinance) and streets adjacent to bike lanes with restricted right-of-way designations for bicycles (known as the Bike Lane Ordinance) to address traffic safety concerns. The Oversized Vehicle Ordinance was subject to a ballot measure and was approved by the voters in November 2020.

### ***Navarro Settlement***

In July 2021, a class action suit, *Navarro v. The City of Mountain View* was filed against the City to challenge the Narrow Streets and Bike Lane Ordinances, arguing that the Ordinances sought to banish low-income populations. The City and plaintiffs reached a settlement agreement in September 2022. **Under the terms of the agreement, the City is required to designate no less than three miles of street segments with available parking capacity of oversized vehicles on both sides of the street.** On these designated street segments, the following restrictions do not apply: Narrow Streets Ordinance, Bike Lane Ordinance, prohibitions on parking between 2:00 a.m. and 6:00 a.m., time limits on parking for less than 72 hours, or any blanket prohibition on all parking. Additionally, the City must post a map online indicating where specific parking restrictions apply throughout Mountain View and comply with defined notice requirements prior to towing any oversized vehicle.

The map showing where oversized vehicle parking is restricted and allowed is included as Attachment 2. The streets shown on the map where oversized vehicle parking is not prohibited add up to a total of 8.7 miles, not all of which is necessarily viewed as conducive to oversized vehicle parking. **According to the July 2025 LIV counts, oversized vehicles are parking on 5.5 miles of the available streets.** As shown in Table 2 below, of these 5.5 miles, two-thirds (3.8 miles) front non-residential land uses. There are 3.2 miles where oversized vehicle parking is not prohibited but that are not currently used for oversized vehicle parking; this is mostly within residential areas.

**Table 2: Mileage Available and Used for Oversized Vehicle Parking  
(Based on July 2025 LIV Counts)**

| Land Use Category            | With<br>Oversized Vehicle<br>Parking | With No<br>Oversized Vehicle<br>Parking | Total     |
|------------------------------|--------------------------------------|-----------------------------------------|-----------|
| Non-Residential <sup>1</sup> | 3.8 miles                            | 1.0 miles                               | 4.8 miles |
| Residential <sup>2</sup>     | 1.7 miles                            | 2.2 miles                               | 3.9 miles |
| Total                        | 5.5 miles                            | 3.2 miles                               | 8.7 miles |

<sup>1</sup> Non-Residential includes office, commercial, and industrial uses.

<sup>2</sup> Residential includes single-family, multi-family, and mixed-used residential.

**The *Navarro* Settlement Agreement is scheduled to expire on February 28, 2027.**

## **DISCUSSION**

### **Impacts and Concerns Related to Oversized Vehicle Parking in the Public Right-of-Way**

The City began a major initiative in 2015 to address the growing number of oversized vehicles being used for habitation in the public right-of-way in Mountain View. From the beginning, the City's intent was to pursue a balanced approach that addressed the needs of people in need and the safety, access, and quality of life impacts of a concentration of oversized vehicle parking and people conducting the daily functions of living essentially in public.

As mentioned in the Background section above, this included funding, policies, and programs for unstably housed people, such as Safe Parking, and the creation of a Community Outreach Officer position as a member of the MVPD NES team to make connections with the individuals and families living in vehicles to both refer them to housing and support services and to gain compliance with parking and other City regulations. The work of the Community Outreach Officer and others in the NES team requires adherence to the *Navarro* settlement, including educating people about the map of street segments on which oversized vehicle parking is not prohibited.

Over time, with the installation of no-parking signs on streets subject to the Narrow Streets and Bike Lane Ordinances, and the removal of signs prohibiting parking from 2 a.m. to 6 a.m. based on criteria adopted by Council in May 2022, the NES team and the public began to see an increasing concentration of oversized vehicle parking in some areas, primarily areas with commercial, office, and industrial uses.

As the 2025 LIV count map shows (Attachment 1), the **areas with a concentration of vehicles used for habitation in the right-of-way** are:

- Marine Way, Coast Avenue, Casey Avenue, Broderick Way
- Independence Avenue, Leghorn Street, Wyandotte Street
- Terra Bella Avenue
- National Avenue, Clyde Avenue, Logue Avenue
- Bernardo Avenue, Ravendale Drive
- Pioneer Way

### ***Feedback From Residents, Schools, and Businesses***

In the past year, staff has seen an increase in calls for service and complaints about the impacts of the crowding of oversized vehicles on streets and around properties, and the illegal and/or disconcerting actions of some of the people living in vehicles. **The volume of constituent communications so far in 2025 includes nearly 200 cases submitted to AskMV, 400 MVPD calls for service, and a growing number of emails to the City Manager's Office and City Council.**

The **impacts reported** include:

- Losses and safety concerns due to trespass, vandalism, theft of power and water, building and vehicle burglary, arson, and aggressive or uncomfortable behavior (including dog attacks, yelling, catcalling of young female students, and open doors exposing partially-clothed men);
- Environmental and public health risks due to waste leakage from vehicles or intentional dumping, public defecation, and the accumulation of garbage;
- Unsafe pedestrian, bicycle, and traffic conditions due to impaired sight lines and debris on sidewalks and roadways;
- Unwelcoming environment for and negative feedback from employees, customers, investors, students, parents, neighbors, and prospective buyers/tenants;
- Blocked visibility of businesses and business signage; and
- Loss of street parking for customers and employees.

Staff from the City Manager's Office, Police Department, Public Works Department, and Community Development Department, including the Economic Development Division, have held multiple meetings with people doing business amidst extensive oversized vehicle parking, including Palo Alto Preparatory School, Intuit, Wisk, Smith Development, Boston Properties,



Riverside Interests, Wipro, and a group of property owners on Terra Bella Avenue, who had contacted Councilmember Showalter.

Examples of **situations that illustrate the impacts** are listed below:

- Employees being frightened to walk between buildings or to their car, with some businesses hiring private security;
- Female students being followed and catcalled at Palo Alto Preparatory School, and the school experiencing a 40% decline in enrollment, leading them to consider leaving Mountain View or closing. The school has noted that their initial response to the arrival of people living in oversized vehicles parked around their campus was to reach out and create connections; unfortunately, over the past year, this approach has become untenable as the school has seen a dramatic change in the behavior of vehicle residents who are not acting as good neighbors.
- Reports of individuals emptying containers of waste into the gutter to which the City responds with street and storm drain testing and cleaning to keep waste from entering the Bay; More information about the City's response to environmental risks from lived-in vehicles is included later in this memorandum.
- An employee's car being t-boned while exiting a driveway at which visibility was blocked by an oversized vehicle;
- Businesses being hindered in implementing their Transportation Demand Management programs because employees do not feel safe using company bikes in the vicinity or employee bikes are stolen from the on-campus bike parking facility;
- Businesses facing logistical and public relations challenges hosting events and launching ventures with national or international visibility (Intuit's Small Business AI Workshops; Wipro's dedication of the Silicon Valley Innovation Center for its global employee base);
- A real estate agent not able to lease a property to an interested tenant; and
- A business (Wisk) reconsidering plans to invest in facility improvements and maintain and grow their business in Mountain View; Wisk, headquartered in Mountain View, is working to develop the world's first autonomous air taxi. When being courted by the State of California Governor's Office of Business and Economic Development (GoBiz) to expand their business in California, Wisk leaders expressed their frustrations with the parking situation in Mountain View, prompting numerous calls and meetings between City staff and State GoBiz, which sought to understand the situation and advocate for Wisk.

Preliminary analysis shows an 18.5% vacancy rate in the areas with a concentration of oversized vehicle parking listed above.

### ***Potential Factors Driving Increased Impacts***

There are a number of **potential factors driving the increase in oversized vehicle parking in Mountain View and complaints about the impacts**. These include:

- The change in criteria for overnight parking prohibition and removal of such prohibitions from many streets in commercial areas;
- The return of more employees to on-site work, increasing the opportunities for tensions between the different activities taking place in or adjacent to the public right-of-way;
- The perceived increase in the rental of oversized vehicles by vanlords, attracting people from outside of Mountain View;
- The perceived increase in aggressive and challenging behavior by people living in vehicles in the public right-of-way;
- The installation of bike lanes on El Camino Real in Palo Alto, removing spaces previously used by oversized vehicles; and
- Expanded parking polices and enforcement in nearby jurisdictions.

This last factor is discussed in the section below.

### **Oversized Parking Regulations in Other Jurisdictions**

#### ***Changing Legal Context***

The ability of local governments to address homelessness issues changed in June 2024 following the U.S. Supreme Court's decision in *City of Grants Pass, Oregon v. Johnson*, in which plaintiffs challenged several City of Grants Pass ordinances that prohibited sleeping in public sidewalks, camping on public property, and overnight parking in city parks. Plaintiffs argued that these laws violated the Eighth Amendment prohibition of "cruel and unusual punishment." The Supreme Court ruled that the Eighth Amendment does not limit whether certain conduct, such as camping on public property, can be prohibited. **The *Grants Pass* decision overturned the Ninth Circuit Court of Appeals' earlier ruling in *Martin v. Boise*, which had prohibited cities from enforcing public-camping bans against people experiencing homelessness when the number of homeless individuals in the jurisdiction exceeded the number of practically available shelter beds.**

Citing the *Grants Pass* Supreme Court ruling, in July 2025, executive orders were issued at both the Federal and State level calling on agencies to enact bans on camping on state land. Within this shifting legal landscape (and not being subject to the terms of the *Navarro* settlement), jurisdictions in the region have been exploring and enacting various restrictions on public camping and the parking of oversized vehicles.

### ***Examples of Oversized Parking and Public Camping Regulations in Other Districts***

Staff has reviewed Santa Clara, San Mateo, and San Francisco Counties, and identified several existing or pending regulations that restrict oversized vehicle parking. Examples of existing and emerging regulations are summarized below.

#### **Enforcing Camping Bans**

A camping ban is a law prohibiting people from sleeping and setting up shelter in parks, sidewalks, streets, and other public areas. These bans typically carry fines or jail time for people violating the ban. There are variations on the enforcement of bans, such as the number of warnings given and whether offers of available shelter need to be provided. Such bans respond to frustration with homelessness, drug use, and mental health crises occurring in public spaces and the impacts on environmental and public health and safety. National news reports indicate that within six months of the *Grants Pass* ruling, more than a hundred jurisdictions across the country had banned people from sleeping on public property, even if they have no other place to go. **More cities in California enacted bans after Governor Newsom issued a statement urging local governments to take action and providing a model ordinance.** Examples of jurisdictions with camping bans are listed below. In addition, most cities, including Mountain View, will abate encampments by working with individuals to remove their belongings and conducting a cleanup to address the remaining garbage, belongings, and biological waste.

- The City of San Jose is enforcing an encampment ban in the city's "No Encampment Zones."
- The County of San Mateo passed a camping ban in January 2024 to be enforced after two warnings and declined offers of shelter.
- In July 2025, the City of Redwood City adopted a similar ban.

#### **Prohibiting "Vanlord" Activities**

**The practice of "vanlording" is when someone rents out recreational vehicles or other vehicles for housing purposes. These vehicles, parked in the public right-of-way, are often in disrepair and provide substandard, unregulated habitation. The MVPD NES team estimates that approximately half of the oversized vehicles used for living purposes in Mountain View are rented from a vanlord.**

Vanlords buy oversized vehicles, often from impound, store them in the right-of-way while they are being worked on, and advertise on sites like FaceBook Marketplace, Craigslist, Turbo Tenant, Outdoorsy.com, and RVshare.com. (See Attachment 3 for 28 listings for Mountain View and Palo Alto found in September 2025.) The NES team has anecdotal information that vanlords charge from \$200 to over \$1,000 per month in rent. Tenants living in leased vehicles do not have the keys and must rely on the vanlord to move the vehicle for proper waste disposal, to comply with the 72-hour parking regulation, and to respond to emergency situations. Vanlord arrangements make it more difficult and time-consuming for the City to enforce parking and waste leaking regulations since it often requires identifying and locating both the vehicle owner and tenant.

- In July 2025, the City of San Jose enacted a ban prohibiting vanlord rentals and parking and sleeping in these rentals on city streets from 9 p.m. to 6 a.m.
- The City of Palo Alto's Council voted on December 8, 2025 to adopt an ordinance prohibiting vanlords from leasing or renting an oversized vehicle that is intended for or later used for living while being parked on City streets or parking lots, and parking or storing oversized vehicles intended for rental on city streets or parking lots, amongst other provisions. The City of Palo Alto states that this is the first phase of a two-phase approach to address concerns related to oversized vehicles.
- In the City of Cupertino, vanlords are curtailed by the prohibition of oversized vehicle parking overnight without a permit, with permits issued only to residents for limited time periods. In addition, the Cupertino ordinance prohibits the renting or loaning of any vehicle as a home or sleeping quarters on any public right-of-way.

#### Prohibiting the Parking of Unattached Trailers

**Unattached trailers may include recreational campers or commercial flatbeds or tankers that require a separate truck or other vehicle to tow them in order to be moved. Community members and staff have noticed an increase in both trailers used for living and commercial purposes in Mountain View's right-of-way. The majority of the commercial trailers appear to be from businesses based in other jurisdictions that are using Mountain View streets for short-term storage.**

- On December 8, the Palo Alto City Council voted to adopt an ordinance prohibiting the parking of unattached trailers.
- The Cities of Cupertino, Saratoga, and Burlingame prohibit the parking of unmounted campers or trailers on public streets.

#### Requiring Permits for Oversized Vehicle Parking

Permits for oversized vehicles require adopting a policy detailing permit parameters, a program to administer the granting of permits, and a plan and staffing for program enforcement. Program parameters may include the definition of an oversized vehicle, permit recipients (e.g., residents),

permit duration (usually temporary), number of permits per year, and locations where permits are valid.

- In October 2025, the City of Cupertino enacted an ordinance prohibiting oversized vehicles from parking on city streets overnight without a permit. Permits are provided only to residents (up to 20 per year, each good for up to 72-hours).
- In July 2025, the City and County of San Francisco enacted regulations limiting oversized vehicles to two hours of parking in any one place without a permit. A limited number of permits were issued, based on a point-in-time count of oversized vehicles parking on San Francisco public spaces.
- The City of Palo Alto is considering development of a permit program as a second phase, following the Phase 1 strategies listed above.

#### Designating Tow-Away Zones or Limiting Oversized Vehicle Parking to Certain Streets

City tow-away zones designate streets or street segments on which parking of oversized vehicles is prohibited due to safety or nuisance concerns. These locations are typically in residential or sensitive areas, such as near schools or waterways.

- The City of San Jose has launched its OLIVE (Oversized and Lived-In Vehicle Enforcement) program, creating tow-away zones in areas near schools, parks, and waterways.
- The City of Palo Alto is considering limiting oversized vehicle parking to certain streets as a second phase, following the Phase 1 strategies listed above.

#### Mountain View's Response to Address Safety and Access in the Public Right-of-Way

There are several approaches to address challenges in the right-of-way associated with concentrated parking of oversized vehicles. The sections that follow summarize Mountain View's current efforts and some approaches being explored.

#### ***Current Efforts to Maintain and Enhance Right-of-Way Safety and Access***

**The City has several policies, plans, projects, and programs designed to enhance safety on and access to City streets and sidewalks.** These include the [Vision Zero Plan](#) adopted by the Council on September 10, 2024, the Active Transportation Plan, which is currently under development, various parking regulations as described in the [June 11, 2024 comprehensive overview](#), and numerous completed and planned capital projects to construct bike and pedestrian improvements. Other efforts are described in more detail below.

### Enforcement of Parking Regulations

As previously mentioned, the MVPD has a dedicated team, NES, which, among other duties, is responsible for outreach to help connect people in need with housing and supportive services and enforcement of applicable laws related to oversized vehicles used for housing and parked in the public right-of-way.

#### **Issues for enforcement include:**

- 72-hour parking limit;
- Sewage and wastewater discharge;
- Encroachment of belongings or debris under or between vehicles or on sidewalks; and
- Vehicle registration.

The NES team is staffed by a Police Sergeant, one Police Officer (the Community Outreach Officer), and one Community Services Officer. There are two Police Assistants assigned to NES for parking enforcement. Additional MVPD staff support is provided via overtime shifts, as needed. There are approximately 40 streets or street segments in Mountain View where oversized vehicles are allowed to park overnight, with the most impacted areas listed earlier in this memorandum. **Enforcement efforts have been increased over the past several months in response to increasing complaints. Enforcement occurs both in response to calls for service and through proactive patrol.**

The **enforcement process** is complex and time-consuming, including the following actions:

- Make regular patrols in the highly impacted areas and respond to calls for service to mark vehicle tires, monitor for movement, check registrations, and observe for leaks of liquid and belongings or debris in the right-of-way;
- In the event of liquid leaks, test the discharge for biological waste;
- In the event of leaks or dumping of biological waste, coordinate with the City's utility crews to conduct street and storm drain cleaning (see below for more information);
- Explain regulations and expectations to vehicle residents if on-site and seek real-time action when possible to address a leak, remove belongings, etc.;
- If no one is present, search records to identify and contact the vehicle tenants and/or owners;
- Issue citations when appropriate; and

- Arrange for tows in the event of multiple citations or serious infractions, such as an active, unabated biological waste leak.

The numbers of calls for service, citations and tows related to oversized vehicles in 2025 as of December 8 are shown below in Table 3.

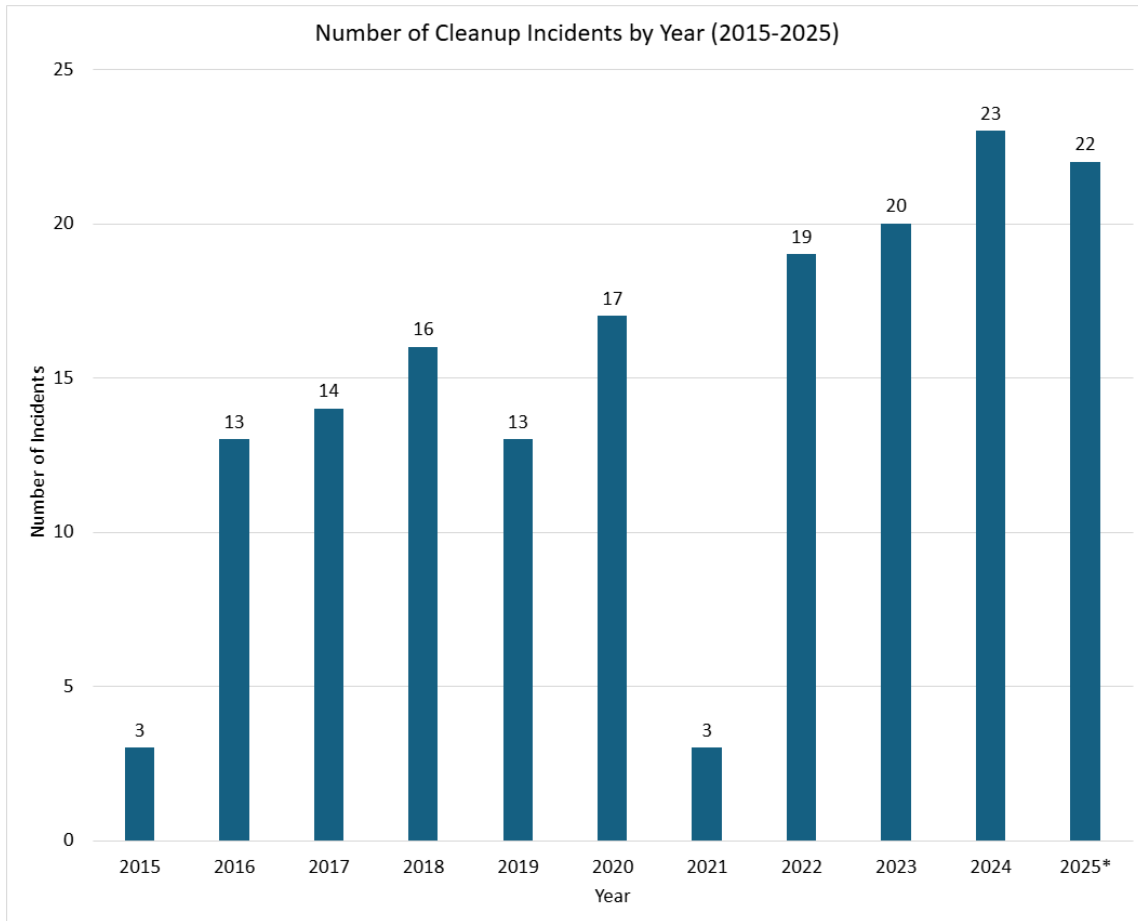
**Table 3: 2025 NES Activity**

| Type of NES Activity | Number<br>as of Dec. 8 2025 |
|----------------------|-----------------------------|
| Calls for Service    | 400                         |
| Citations            | 84                          |
| Tows                 | 52                          |

#### Street and Storm Drain Cleaning

**The City currently conducts a biannual Clean Streets Program in the Spring and Fall in five heavily parked areas.** These events are coordinated among Human Services, Police, Fire, Public Works, and Community Services staff. Vehicles are provided advanced notice of the requirement to move by the scheduled cleaning day. The scope of the cleaning includes: providing bins for oversized vehicles in advance; removing debris; performing deep street cleaning; cleaning storm drains and trimming tree branches as needed. A few other streets receive as needed Clean Streets services on a case-by-case basis. **Staff is exploring resource needs to increase street cleaning from twice per year to four or six times per year. Intuit, in particular, is interested in more frequent street cleaning and has expressed a willingness to support the cost of additional cleanings.**

**Additionally, reported or observed leaks and dumping of biological waste and other hazardous substances are mitigated through storm drain cleaning.** Wastewater Utility staff typically respond with two to three staff, a large vacuum truck, and a utility truck. Upon arrival, staff check to see if the spill has reached a storm drain. If it has not, staff will protect the storm drain and clean up the spill and street. If the spill did reach a storm drain, staff will protect the storm drain from additional spill material, test the storm lines to determine the extent of storm line affected by the spill, flush and clean all affected storm lines with high-pressure water and high-powered vacuum to remove the dirty water, and finally clean up the street. All documented spills are reported annually in the Municipal Regional Stormwater Permit by the Fire Department Environmental Protection Division. The number of cleanup events from 2015 through September 2025 is shown below in Figure 2.

**Figure 2: Number of Storm Drain Incidents by Year 2015-2025**

\*2025 Data is through September

### Red Curb Painting

Vehicles, especially oversized vehicles, parked close to intersections and driveways can interfere with the line of sight for pedestrians, bicyclists, and vehicle drivers, creating a safety risk. In response to concerns and requests about such locations, the City assesses whether it is warranted to apply red paint prohibiting parking for a limited stretch of curb in the impacted area. **The City has responded to many such requests and painted red curb as appropriate.** Some work is currently underway to assess for additional red curb around the Intuit and Wisk campuses in North Bayshore and to consider other requests, such as the addition of crosswalks and passenger loading and unloading zones.

### Ongoing Dialog with Impacted Businesses, Residents, and Other Stakeholders

Staff has created an interdepartmental team led by the City Manager's Office, and including representatives from the Public Works, Community Development, and the Police Departments,



to meet and problem-solve with businesses, residents, and other property owners and tenants who reach out with concerns about the impacts of oversized vehicle parking. For example, as described below, staff has been meeting with Intuit to explore options for addressing shared interests with the support of private resources.

### ***Approaches Being Explored to Maintain and Enhance Right-of-Way Safety and Access***

#### **Engagement with Intuit to Explore Development of Bike Lanes Identified in the North Bayshore Precise Plan**

Intuit is headquartered in Mountain View, with a campus of 11 buildings, either owned or leased, on Marine Way, Casey Avenue, Coast Avenue, and Garcia Avenue in North Bayshore. Approximately 4,000 employees are based at this campus, and employees are now required to be on-site at least three days per week.

Over the past two years, Intuit has contacted the City multiple times to express concerns about oversized vehicle parking, resulting in meetings with the Mayor, City Manager, various department heads, and traffic engineering staff.

In August 2025, a meeting was convened to engage in deeper dialogue. At this meeting, staff shared information about the City's legal and policy parameters for addressing both the needs of unstably housed residents as a Community for All and public right-of-way safety and access within the constraints of the *Navarro* settlement. Staff also emphasized the importance of Intuit engaging as a partner with the City and finding ways to make a more significant contribution to the Mountain View community.

Intuit shared its interest in remaining in Mountain View and having a safe and welcoming environment for its employees, investors, and other visitors, accessible and safe routes for biking and walking between campuses and to and from work (in support of the company's transportation demand management program), and roadway improvements as part of its overall campus improvement plan. Intuit also stated its commitment to be a more active partner with the City and in the community.

**Staff and Intuit have continued to meet to explore what a partnership might entail. The primary focus is on Intuit providing financial support and project management – in what is referred to as a Voluntary Public Improvement – for the implementation of the bike lanes identified in the North Bayshore Precise Plan on Marine Way, Coast Avenue, and Casey Avenue** (shown in yellow in Figure 3 below). Typically, bike lane projects such as these are timed for when the City has funding and the streets are ready for repaving, which might not take place for five or more years in this location. In a Voluntary Public Improvement, a private entity can accelerate this timeline, such as when Google funded and managed the Charleston Transit Corridor Phase 1 project and

the Plymouth/Alta/Huff/Joaquin street improvements, which included separated bikeways and bike lanes, respectively.

**Figure 3: North Bayshore Precise Plan Conceptual Street Framework**



The bike lane standards in the North Bayshore Precise Plan call for buffered bike lanes (preferably with a vertical element). Buffered bike lanes would require the removal of on-street parking on these streets. Intuit is also interested in making Coast Avenue a private street, connecting Intuit's buildings on Marine Way to its buildings along Bill Campbell Way, which is already a private street and is conceived in the North Bayshore Precise Plan as a conceptual greenway (shown in green, roughly parallel to Marine Way, in Figure 3 above).

The process for Voluntary Public Improvements is outlined below in Figure 4, showing the City's engagement with design review and inspection and the Council approval of the Voluntary Improvement Agreement with key City provisions regarding the private entity's responsibilities.

**Figure 4: Voluntary Improvement Process**



**Staff anticipates that, if a Voluntary Public Improvement Agreement between the City and Intuit is successfully negotiated and approved by the Council, the time needed to complete this process would result in a bike lane project being ready to start construction in early 2027, coinciding with the termination of the *Navarro* settlement.**

Staff has also met with other property owners and businesses in this area of North Bayshore. This includes Wisk, whose campus includes four buildings in Mountain View, with three on Terminal Avenue (on which overnight parking is prohibited) and its headquarters building on Broderick Way. (Wisk also has one building in Palo Alto, nearby on the other side of San Antonio Road). Staff also met the principals of Smith Development, which owns several of the buildings leased by Intuit. Wisk and Smith Development have expressed interest in exploring a partnership with Intuit to support the street improvements. For Wisk, which also has an employee bike program, their particular interest is in having bike lanes on Broderick Way.

### Prohibition of Oversized Vehicle Parking Around Schools

Palo Alto Preparatory School is a private school on Wyandotte Street that serves students from different backgrounds, including students with Individual Education Plans (IEPs) placed by the Mountain View Los Altos Union High School District. As mentioned above, the school initially embraced people living in vehicles around their campus as new neighbors, making contact and

bringing food. However, over time, the school has seen a change in the vehicles and inhabitants, with more troubling behaviors. These behaviors include men catcalling to female students, men sitting in their vehicles with the door open, partially clothed and in full view of students walking by on the sidewalk, a vehicle resident defecating on the school's lawn during the school day in view of students, a vehicle resident upset at not being able to park his passenger vehicle behind his oversized vehicle yelling and continuously sounding his horn to try to get the school to move its van, and the school needing to sort out a pizza delivery when a vehicle resident gave the school's address with his order.

**In light of these challenges, the school has experienced a 40% decline in enrollment and is now considering whether it may need to relocate or close.**

The goal of the City's Safe Routes to School program is to increase walking and bicycling trips to and from school, while improving safety for children using this active transportation alternative to driving. The four "Es" of safe routes to school are engineering, education, enforcement, and encouragement. Successful encouragement includes promoting a comfortable bicycling and walking environment that provides both traffic and personal safety. The conditions on the roads and sidewalks around PAP are not conducive to students walking and biking safely on their way to and from school, and as they visit nearby businesses during their breaks.

**Staff is drafting an ordinance to allow the placement of signs prohibiting oversized vehicle parking within a buffer around schools**, with that buffer set to capture an area that may warrant additional safety treatments due to the congregation of children approaching the school from within the buffer distances. Assuming a buffer of 600 feet, there are currently three schools in Mountain View – Palo Alto Preparatory, St. Joseph on Miramonte Avenue, and Crittenden Middle School near Terra Bella Avenue – where oversized vehicle parking is permitted within this buffer. Installation of signs enabling enforcement of the ordinance would be at the direction of the City Traffic Engineer, based on an assessment of need.

Currently, Palo Alto Preparatory is the one school location with a concentration of oversized parking, which is creating a need. **Staff anticipates bringing this ordinance to the City Council for consideration at the January 27, 2026, meeting.** Should Council adopt the ordinance and signs are posted within 600 feet of the school, approximately 0.6 miles on Wyandotte Street, Independence Avenue, and Leghorn Street would be removed from the inventory of streets where oversized vehicle parking is not prohibited, leaving 8.1 miles available for oversized vehicle parking, which exceeds the three miles required by the *Navarro* settlement. Of this 8.1 miles, 4.2 miles are in non-residential areas. As previously mentioned, the 2025 LIV count indicated 5.5 miles of streets with vehicles used for living purposes in Mountain View.

**NEXT STEPS**

Staff will continue to engage in problem-solving with businesses, residents, and property owners who are experiencing impacts from the parking of oversized vehicles and will continue to conduct enforcement, street and storm drain cleaning, and assessments for red curb. As mentioned above, staff anticipates bringing an ordinance related to oversized vehicle parking around schools to the Council for consideration in January. If approved by the City Council, following a second reading and installation of signs, enforcement of the parking restriction could begin.

Staff will also continue the exploration of a Voluntary Public Improvement with Intuit, who may collaborate with other businesses to secure additional private funding for bike lane improvements on Marine Way, Casey Avenue, Coast Avenue, and Broderick Way. Intuit might seek to coordinate with other property owners to pursue the conversion of Coast Avenue to a private street. This would go through the City's established public street vacation process, ultimately coming before the City Council for consideration.

In addition, staff will continue to monitor oversized vehicle parking policies in other jurisdictions and the potential movement of vehicles into Mountain View.

**OPTION FOR COUNCIL DIRECTION**

If directed by Council, staff could explore additional policies, such as a prohibition of "vanlords" or unattached trailers, or parking regulation changes. Should the Council wish to consider any of these or other policies or parking regulation changes for implementation prior to termination of the Navarro settlement in February 2027, it would be necessary to conduct legal analysis related to conformance with the *Navarro* settlement agreement. The direction to explore additional policies would need to be provided to staff during the Council/Staff Committee Reports portion of a Council meeting (typically under "Item 8").

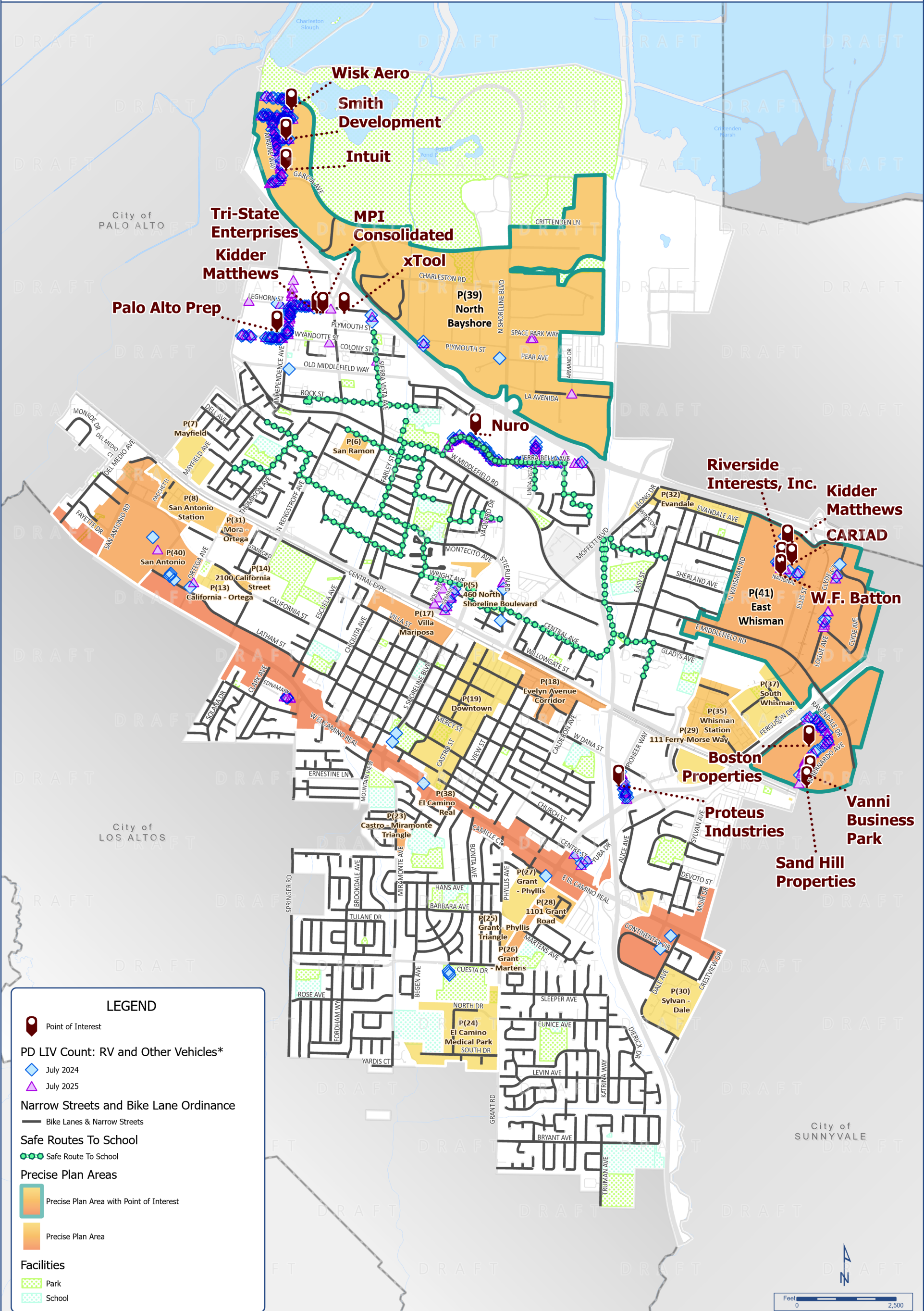
**Attachments:**

1. 2025 Living in Vehicles Count Map, with notations of reported concerns
2. Navarro Map of Streets with Parking Restrictions
3. Listing of Recreational Vehicle Rentals



Concerns Associated with Oversized Vehicles,  
2024 – Dec. 2025

All Precise Plans

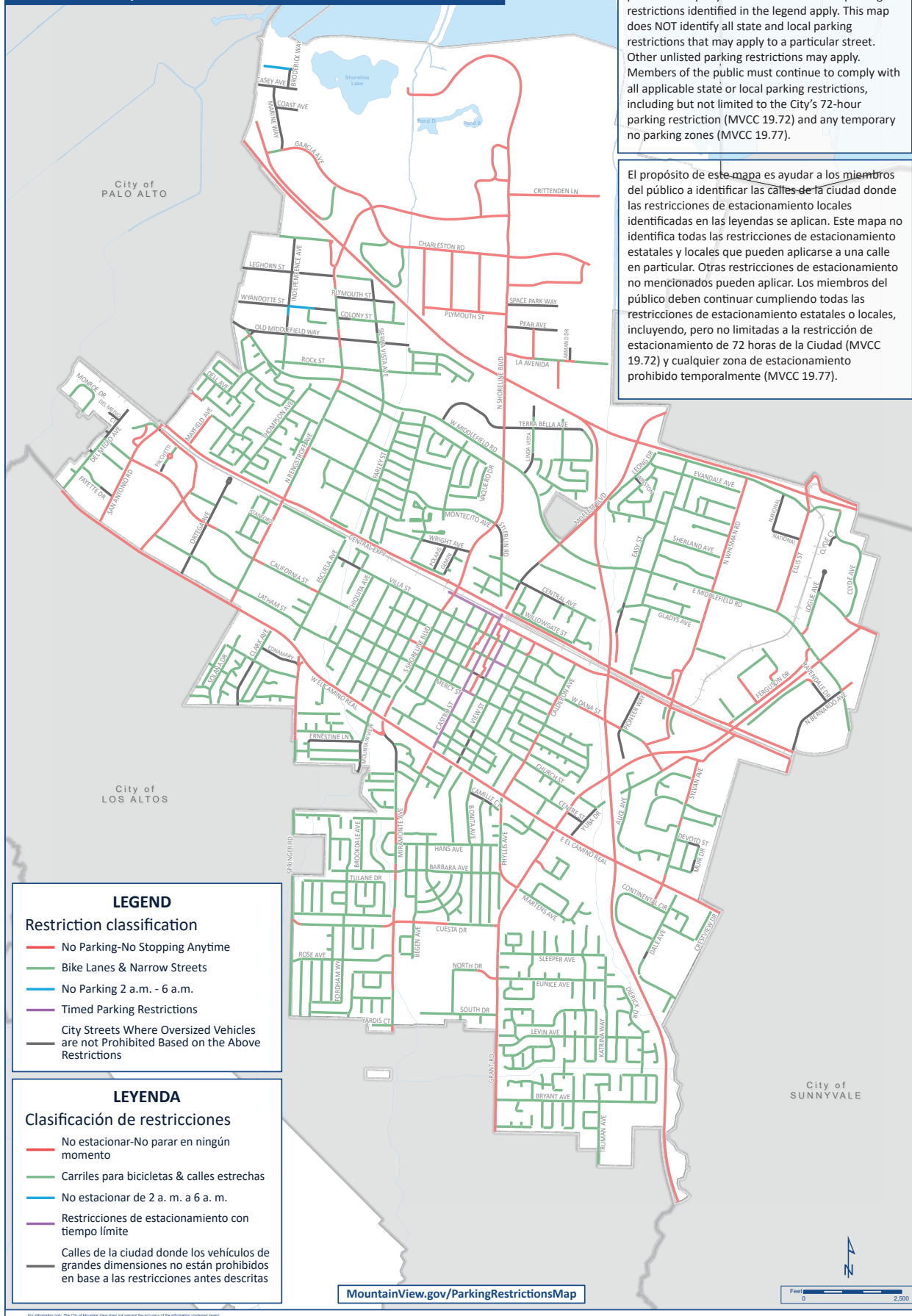


\* Other: includes other types of moving vehicles such as buses, boats, unhitched trailers, etc.

For information only. The City of Mountain View does not warrant the accuracy of the information contained herein.  
\\ntm\media\CityGIS\Departmental\TUsers\ESavage\2022 - Road\Business\Oversized Vehicle Challenged Areas\Oversized Vehicles in PROW.aprx (20251001 Concerns Associated with Oversized Vehicles- DRAFT).last saved on 12/10/2025 at 11:43 AM

**Effective September 1, 2022**  
**Efectivo el 1 de septiembre de 2022**

El propósito de este mapa es ayudar a los miembros del público a identificar las calles de la ciudad donde las restricciones de estacionamiento locales identificadas en las leyendas se aplican. Este mapa no identifica todas las restricciones de estacionamiento estatales y locales que pueden aplicarse a una calle en particular. Otras restricciones de estacionamiento no mencionados pueden aplicar. Los miembros del público deben continuar cumpliendo todas las restricciones de estacionamiento estatales o locales, incluyendo, pero no limitadas a la restricción de estacionamiento de 72 horas de la Ciudad (MVCC 19.72) y cualquier zona de estacionamiento prohibido temporalmente (MVCC 19.77).





## RV Rental Research (Sep. 2025)

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### Findings

- 21 unique listings found
  - 5 repeated listings
- 3 identifiable “vanlords”

### Addresses

- 1 Ellis Street, Mountain View, CA 94043
- 1 San Antonio Road E, Palo Alto, CA 94303
- 74 Devonshire Ave, Mountain View, CA
- 1 Meadow T, Palo Alto, CA 94303
- 1 San Antonio Road C09, Palo Alto, CA 94303
- 1 San Antonio Road C10, Palo Alto, CA 94303
- 1 Bayshore Road V, Palo Alto, CA 94303
- 1 San Antonio Road V, Palo Alto, CA 94303
- 1 San Antonio Road CC, Palo Alto, CA 94303
- 1 Park Boulevard, Palo Alto, CA 94303
- 1 National Ave., Mountain View, CA 94043
- 1 Bayshore Road FR, Palo Alto, CA 94303

### One Drive Folder with Screen Grabs

- [RV Rental Screen Grabs](#)
- # on table corresponds with Screen Grab # in One Drive “RV Rental Screen Grabs” folder.

### Known Repeats (stacked)

- Listing 1 and Listing 27
- Listing 2 and Listing 13
- Listing 7 and Listing 19
- Listing 10 and Listing 23
- Listing 11 and Listing 20

### Table

| # | Listing & Link                                            | Address       | Website              | Screen Grab                                                                    | Date last checked | Vanlord | Repeat?    |
|---|-----------------------------------------------------------|---------------|----------------------|--------------------------------------------------------------------------------|-------------------|---------|------------|
| 1 | <a href="#">Mountain View 1 Bed 1 Bath RV Home Rental</a> | Mountain View | Facebook Marketplace | <a href="#">1-Mountain View 1 Bed 1 Bath RV Home Rental-FB Marketplace.png</a> | 9/17/25           | Unknown | Same as 27 |



|    |                                                                                                                |                                           |                      |                                                                                                                                      |          |                                      |            |
|----|----------------------------------------------------------------------------------------------------------------|-------------------------------------------|----------------------|--------------------------------------------------------------------------------------------------------------------------------------|----------|--------------------------------------|------------|
| 27 | <a href="#">RV Rental "National MV"</a>                                                                        | 1 Ellis Street, Mountain View, CA 94043   | Craigslist           | <a href="#">27- RV Rental National MV- Craigslist.png</a>                                                                            | 09/17/25 | <a href="#">Kate Lee,</a> [REDACTED] | Same as 1  |
| 2  | <a href="#">RV Rental "E"</a>                                                                                  | 1 San Antonio Road E, Palo Alto, CA 94303 | Craigslist           | <a href="#">2-RV Rental E- Craigslist.png</a>                                                                                        | 9/17/25  | <a href="#">Kate Lee,</a> [REDACTED] | Same as 13 |
| 13 | <a href="#">RV Rental "E" Palo Alto 2 Bed 1 Bath</a>                                                           | 1 San Antonio Road, Palo Alto, CA 94303   | Craigslist           | <a href="#">13- RV Rental E- Craigslist.png</a>                                                                                      | 09/17/25 | <a href="#">Kate Lee,</a> [REDACTED] | Same as 2  |
| 3  | <a href="#">Private Room for Rent RV Rental</a>                                                                | 74 Devonshire Ave, Mountain View, CA      | Facebook Marketplace | <a href="#">3-Private Room for Rent RV Rental-FB Marketplace.png</a>                                                                 | 09/17/25 | Unknown                              | No         |
| 4  | <a href="#">Mountain View Ocupacion Maxima 2 RV Rental</a>                                                     | Mountain View                             | Facebook Marketplace | <a href="#">4-Mountain View Ocupacion Maxima 2 RV Rental- FB Marketplace.png</a>                                                     | 09/17/25 | Unknown                              | No         |
| 5  | <a href="#">1995 Fleetwood bounder Palo Alto RV Rental</a>                                                     | Palo Alto                                 | Facebook Marketplace |                                                                                                                                      | 09/17/25 | Unknown                              | No         |
| 6  | <a href="#">RV Rental Facebook Group Clasificados Sunnyvale, San Jose, Mountain View, Los Altos, Cupertino</a> | Mountain View                             | Facebook Marketplace | <a href="#">6-RV Rental Facebook Group Clasificados Sunnyvale, San Jose, Mountain View, Los Altos, Cupertino- FB Marketplace.png</a> | 09/17/25 | Unknown                              | No         |

|    |                                                                |                                             |                      |                                                                                      |          |                                      |            |
|----|----------------------------------------------------------------|---------------------------------------------|----------------------|--------------------------------------------------------------------------------------|----------|--------------------------------------|------------|
| 7  | <a href="#">Palo Alto 1 Bed 1 Bath RV Home Rental</a>          | Palo Alto                                   | Facebook Marketplace | <a href="#">7- Palo Alto 1 Bed 1 Bath RV Home- FB Marketplace.png</a>                | 09/17/25 | Unknown                              | Same as 19 |
| 19 | <a href="#">Palo Alto 1 Bed 1 Bath RV Home Max Occupancy 2</a> | 1 Meadow T, Palo Alto, CA 940303            | Turbo Tenant         | <a href="#">19- Palo Alto 1 Bed 1 Bath RV Home Max Occupancy 2- Turbotenant.png</a>  | 09/17/25 | Unknown                              | Same as 7  |
| 8  | <a href="#">Palo Alto 1 Bed 1 Bath RV Home</a>                 | Palo Alto                                   | Facebook Marketplace | <a href="#">8- Palo Alto 1 Bed 1 Bath RV Home- FB Marketplace.png</a>                | 09/17/25 | Unknown                              | No         |
| 9  | <a href="#">RV Rental "C09"</a>                                | 1 San Antonio Road C09, Palo Alto, CA 94303 | Craigslist           | <a href="#">9- RV Rental C09- Craigslist.png</a>                                     | 09/17/25 | <a href="#">Kate Lee,</a> [REDACTED] | No         |
| 10 | <a href="#">RV Rental "C10"</a>                                | 1 San Antonio Road C10, Palo Alto, CA 94303 | Craigslist           | <a href="#">10- RV Rental C10- Craigslist.png</a>                                    | 09/17/25 | <a href="#">Kate Lee,</a> [REDACTED] | Same as 23 |
| 23 | <a href="#">Palo Alto 1 Bed 1 Bath RV Home Max Occupancy 3</a> | 1 San Antonio Rd C10, Palo Alto, CA 94303   | Turbo Tenant         | <a href="#">23- Palo Alto 1 Bed 1 Bath RV Home Max Occupancy 3 - Turbotenant.png</a> | 09/17/25 | Unknown                              | Same as 10 |
| 11 | <a href="#">RV Rental "V"</a>                                  | 1 Bayshore Road V, Palo Alto, CA 94303      | Craigslist           | <a href="#">11- RV Rental V- Craigslist.png</a>                                      | 09/17/25 | <a href="#">Kate Lee,</a> [REDACTED] | Same as 20 |
| 20 | <a href="#">Palo Alto 1 Bed 1 Bath RV Home Max</a>             | 1 Bayshore Rd V, Palo Alto, CA 94303        | Turbo Tenant         | <a href="#">20- Palo Alto 1 Bed 1 Bath RV Home Max Occupancy -</a>                   | 09/17/25 | Unknown                              | Same as 11 |

|    |                                                                 |                                               |                      |                                                                                        |          |                                                                                                               |    |
|----|-----------------------------------------------------------------|-----------------------------------------------|----------------------|----------------------------------------------------------------------------------------|----------|---------------------------------------------------------------------------------------------------------------|----|
|    | <a href="#">Occupancy</a>                                       |                                               |                      | <a href="#">Turbotenant.png</a>                                                        |          |                                                                                                               |    |
| 12 | <a href="#">RV Rental "CC"</a>                                  | 1 San Antonio Road CC, Palo Alto, CA 94303    | Craigslist           | <a href="#">12- RV Rental CC- Craigslist.png</a>                                       | 09/17/25 | <a href="#">Kate Lee,</a>  | No |
| 14 | <a href="#">Palo Alto Casa Traila De 1 Habitacion 1 Bano RV</a> | Mountain View                                 | Facebook Marketplace | <a href="#">14-Palo Alto Casa Traila De 1 Habitacion 1 Bano RV- FB Marketplace.png</a> | 09/17/25 | Unknown                                                                                                       | No |
| 15 | <a href="#">Mountain View Ocupacion Maxima 3 RV Rental</a>      | Mountain View                                 | Facebook Marketplace | <a href="#">15-Mountain View Ocupacion Maxima 3 RV Rental- FB Marketplace.png</a>      | 09/17/25 | Unknown                                                                                                       | No |
| 16 | <a href="#">Townhouse 1 BD 1 BA</a>                             | Mountain View                                 | Facebook Marketplace | <a href="#">16- Townhouse 1 BD 1 BA- FB Marketplace.png</a>                            | 09/17/25 | Unknown                                                                                                       | No |
| 17 | <a href="#">Like New 2022 Meaner Bean Tear Drop Trailer</a>     | Mountain View                                 | outdoorsy.com        | <a href="#">17- Like New 2022 Meaner Bean Tear Drop Trailer- Outdoorsy.png</a>         | 09/17/25 | Jon, member                                                                                                   | No |
| 18 | <a href="#">Thor Motor Coach Majestic 23A Off-Grid Solar</a>    | Mountain View                                 | Rvshare.com          | <a href="#">18-Thor Motor Coach Majestic 23A Off-Grid Solar- RVShare.png</a>           | 09/17/25 | John, member                                                                                                  | No |
| 21 | <a href="#">Palo Alto Studio</a>                                | 1 Park Blvd , Palo Alto , CA 94303            | Turbo Tenant         | <a href="#">21- Palo Alto Studio- Turbotenant.png</a>                                  | 09/17/25 | Unknown                                                                                                       | No |
| 22 | <a href="#">Palo Alto 1 Bed 1 Bath Max</a>                      | 1 San Antonio Rd C09, 1 , Palo Alto, CA 94303 | Turbo Tenant         | <a href="#">22- Palo Alto 1 Bed 1 Bath Max Occupancy</a>                               | 09/17/25 | Unknown                                                                                                       | No |

|           |                                                       |                                          |            |                                                                          |          |                                      |    |
|-----------|-------------------------------------------------------|------------------------------------------|------------|--------------------------------------------------------------------------|----------|--------------------------------------|----|
|           | <a href="#">Occupancy 3</a>                           |                                          |            | <a href="#">3-Turbotenant.png</a>                                        |          |                                      |    |
| <b>26</b> | <a href="#">RV Rental "WC"</a>                        | 1 National Ave., Mountain View, CA 94043 | Craigslist | <a href="#">26-RV Rental WC-Craigslist.png</a>                           | 09/17/25 | <a href="#">Kate Lee,</a> [REDACTED] | No |
| <b>28</b> | <a href="#">Palo Alto 2 Bed 1 Bath RV Home Rental</a> | 1 Bayshore Road FR, Palo Alto, CA 94303  | Craigslist | <a href="#">28- Palo Alto 2 Bed 1 Bath RV Home Rental-Craigslist.png</a> | 09/17/25 | <a href="#">Kate Lee,</a> [REDACTED] | No |

As of September 17, 2025.

## Santa Clara County Public Right of Way Parking and Camping Regulation

Last updated: May 14, 2026

- **10 out of 15 SCC Cities regulate overnight parking.**
  - Residential/commercial parking permit programs: Cupertino, Milpitas, Monte Sereno, San Jose, Santa Clara, Sunnyvale
  - Designated Streets/Zones: Los Altos, Los Altos Hills, Los Gatos, and Palo Alto.
- **10 out of 15 SCC Cities regulate oversized vehicle (OSV) parking.**
  - Prohibit OSV parking in the PROW: Campbell, Cupertino, Gilroy, Los Gatos, and Palo Alto
  - Prohibit OSV parking in residential PROW: Morgan Hill and San Jose
  - Designated Streets/Zones: Mountain View
  - Time limit restrictions: Los Altos
- **3 out of 15 SCC Cities are exploring oversized vehicle (OSV) parking permit programs:** Cupertino, Palo Alto, and Sunnyvale.
- **3 out of 15 SCC Cities have explicit vanlord bans:** Cupertino, Palo Alto, and San Jose.
  - Three cities ban vanlords through short-term rental definitions/regulations: Los Altos Hills, Los Gatos, and Sunnyvale.
- **6 out of the 15 SCC Cities regulate unhitched inoperable vehicles in the PROW.**
  - Prohibit inoperable vehicles in the PROW: Cupertino, Palo Alto, and Saratoga
  - Time limit restrictions: Los Altos Hills and Monte Sereno prohibit on all streets if parked for >3 days. Gilroy prohibits on all streets if parked for >7 days.
- **8 out of the 15 SCC Cities have living in vehicle camping bans:** Mountain View, Campbell, Cupertino, Gilroy, Milpitas, San Jose, Santa Clara, and Saratoga.

“No” = No city-led regulation/program/ordinance

“Yes” = City-led regulation/program/ordinance

“PPD” = Preferential Parking District/Zone

“PP” = Parking Permits

**Santa Clara County Public Right of Way Parking and Camping Regulation**

Last updated: May 14, 2026

- **14 out of 15 SCC Cities have encampment bans:** Mountain View, Campbell, Cupertino, Gilroy, Los Altos, Los Altos Hills, Los Gatos, Milpitas, Morgan Hill, Palo Alto, San Jose, Santa Clara, Saratoga, and Sunnyvale.
  - SCC Cities that have received media attention related to encampment cleanups: San Jose (See San Jose Spotlight, Mercury News, Kron 4, CBS News, NBC Bay Area)

\*Please refer to the matrix below for more details.

**“No”** = No city-led regulation/program/ordinance

**“Yes”** = City-led regulation/program/ordinance

**“PPD”** = Preferential Parking District/Zone

**“PP”** = Parking Permits

## Santa Clara County Public Right of Way Parking and Camping Regulation

Last updated: May 14, 2026

| Contextual Data |          |     | PROW Parking and Camping Regulations                                               |                                                   |                                                |                                    |                                                |                        |                             |                     |       |
|-----------------|----------|-----|------------------------------------------------------------------------------------|---------------------------------------------------|------------------------------------------------|------------------------------------|------------------------------------------------|------------------------|-----------------------------|---------------------|-------|
| City            | City Pop | PIT | Overnight Parking <sup>i</sup>                                                     | Oversized Vehicle Parking <sup>i</sup>            | Oversized Vehicle Permit Program               | Vanlord Ban                        | Unhitched Inoperable Vehicle Ban <sup>ii</sup> | Living in Vehicle Bans | Encampment Bans             | Encampment Cleanups | Other |
| Mountain View   | 86,513   | 879 | Yes, designated streets in residential and ecological/habitat areas <sup>iii</sup> | Narrow Streets Ord., Bike Lane Ord. <sup>iv</sup> | No                                             | No                                 | No                                             | 19.111 (1999)          | 35.23.3 (2013), 21.2 (1938) | Yes                 | No    |
| Campbell        | 43,281   | 108 | No                                                                                 | Yes, PROW prohibited                              | No                                             | No                                 | No                                             | 6.40.010 (2019)        | 6.40.010 (2019)             | Yes                 | No    |
| Cupertino       | 59,831   | 101 | Yes, PP                                                                            | Yes, 20 permit limit per household                | Yes <sup>v</sup> 20 permit limit per household | Explicit vanlord ban <sup>vi</sup> | PROW Prohibited <sup>vii</sup>                 | 13.04.190 (2020)       | 13.04.190 (2020)            | Yes                 | No    |
| Gilroy          | 62,205   | 959 | No                                                                                 | Yes, PROW prohibited                              | No                                             | No                                 | All streets prohibited >7 days <sup>viii</sup> | 15.8 (2005)            | 5.2 (2023)                  | -                   | No    |

“No” = No city-led regulation/program/ordinance

“Yes” = City-led regulation/program/ordinance

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## Santa Clara County Public Right of Way Parking and Camping Regulation

Last updated: May 14, 2026

| Contextual Data |          |                |                                     | PROW Parking and Camping Regulations   |                                  |                                                      |                                                |                        |                           |                     |       |
|-----------------|----------|----------------|-------------------------------------|----------------------------------------|----------------------------------|------------------------------------------------------|------------------------------------------------|------------------------|---------------------------|---------------------|-------|
| City            | City Pop | PIT            | Overnight Parking <sup>i</sup>      | Oversized Vehicle Parking <sup>i</sup> | Oversized Vehicle Permit Program | Vanlord Ban                                          | Unhitched Inoperable Vehicle Ban <sup>ii</sup> | Living in Vehicle Bans | Encampment Bans           | Encampment Cleanups | Other |
| Los Altos       | 31,720   | 12             | Yes, PPD                            | Yes, PROW prohibited for >30min        | No                               | No                                                   | No                                             | No                     | 9.30 (2026) <sup>ix</sup> | No                  | No    |
| Los Altos Hills | 8,458    | - <sup>x</sup> | Yes, PROW prohibited >30min 2am-4am | No                                     | No                               | Ban via short-term rental definition <sup>xi</sup>   | All streets prohibited > 3 days <sup>xii</sup> | No                     | 12-1.01 (2021)            | No                  | No    |
| Los Gatos       | 33,355   | 27             | Yes, PPD                            | Yes, PROW prohibited                   | No                               | Ban via short-term rental definition <sup>xiii</sup> | No                                             | No                     | 19.10.055 (2013)          | Yes                 | No    |
| Milpitas        | 81,915   | 79             | Yes, PP VTA Transit                 | No                                     | No                               | No                                                   | No                                             | V-19-3 (2004)          | X-9-1.00 (2022)           | -                   | No    |
| Monte Sereno    | 3,637    | -              | Yes, PP                             | No                                     | No                               | No                                                   | All streets prohibited >3 days <sup>xiv</sup>  | No                     | No                        | No                  | No    |

“No” = No city-led regulation/program/ordinance

“Yes” = City-led regulation/program/ordinance

“PPD” = Preferential Parking District/Zone

“PP” = Parking Permits



## Santa Clara County Public Right of Way Parking and Camping Regulation

Last updated: May 14, 2026

| Contextual Data |          |       | PROW Parking and Camping Regulations |                                                                      |                                  |                                      |                                                |                        |                            |                                                          |                                                   |
|-----------------|----------|-------|--------------------------------------|----------------------------------------------------------------------|----------------------------------|--------------------------------------|------------------------------------------------|------------------------|----------------------------|----------------------------------------------------------|---------------------------------------------------|
| City            | City Pop | PIT   | Overnight Parking <sup>i</sup>       | Oversized Vehicle Parking <sup>i</sup>                               | Oversized Vehicle Permit Program | Vanlord Ban                          | Unhitched Inoperable Vehicle Ban <sup>ii</sup> | Living in Vehicle Bans | Encampment Bans            | Encampment Cleanups                                      | Other                                             |
| Morgan Hill     | 46,599   | 69    | No                                   | Yes, residential prohibited                                          | No                               | No                                   | No                                             | No                     | 12.20.067 (2017)           | Yes                                                      | No                                                |
| Palo Alto       | 68,794   | 418   | Yes, PPD                             | Yes, permit required, designated parking zones <sup>xv</sup>         | Yes <sup>xvi</sup>               | Explicit vanlord ban <sup>xvii</sup> | PROW Prohibited <sup>xviii</sup>               | Repealed (2014)        | 9.60.040 (1999)            | -                                                        | Exploring OSV Buyback Program <sup>xix</sup>      |
| San Jose        | 979,415  | 6,503 | Yes, PP                              | Yes, residential prohibited, designated tow away zones <sup>xx</sup> | No                               | Explicit vanlord ban <sup>xxi</sup>  | No                                             | 6.48.020 (2025)        | 6.46.020 (2015), 13.23.300 | Yes & police patrols no-encampment zones <sup>xxii</sup> | Trash & biowaste removal for OSV <sup>xxiii</sup> |
| Santa Clara     | 134,587  | 794   | Yes, PP                              | No                                                                   | No                               | No                                   | No                                             | 12.50.010 (2008)       | 12.50.010 (2008)           | -                                                        | No                                                |
| Saratoga        | 31,110   | 19    | No                                   | No                                                                   | No                               | No                                   | PROW Prohibited <sup>xxiv</sup>                | 11-05.030 (2011)       | 11-05.030 (2011)           | No                                                       | No                                                |

“No” = No city-led regulation/program/ordinance

“Yes” = City-led regulation/program/ordinance

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## Santa Clara County Public Right of Way Parking and Camping Regulation

Last updated: May 14, 2026

| Contextual Data |          |     | PROW Parking and Camping Regulations |                                        |                                             |                                                      |                                                |                        |                 |                      |                                                 |
|-----------------|----------|-----|--------------------------------------|----------------------------------------|---------------------------------------------|------------------------------------------------------|------------------------------------------------|------------------------|-----------------|----------------------|-------------------------------------------------|
| City            | City Pop | PIT | Overnight Parking <sup>i</sup>       | Oversized Vehicle Parking <sup>i</sup> | Oversized Vehicle Permit Program            | Vanlord Ban                                          | Unhitched Inoperable Vehicle Ban <sup>ii</sup> | Living in Vehicle Bans | Encampment Bans | Encampment Cleanups  | Other                                           |
| Sunnyvale       | 159,673  | 421 | Yes, PP Caltrain                     | No                                     | Exploring OSV permit program <sup>xxv</sup> | Ban via short-term rental definition <sup>xxvi</sup> | No                                             | No                     | 9.63.030 (2015) | Yes <sup>xxvii</sup> | Exploring OSV Buyback Program <sup>xxviii</sup> |

<sup>i</sup> For the purposes of this document, parking regulations limiting PROW parking to 72 hours in one spot are not included as they are standard across the surveyed municipalities.

<sup>ii</sup> For the purposes of this document, parking regulations concerning inoperable vehicles in the PROW as a nuisance subject to abatement are not included as they are standard across the surveyed municipalities.

<sup>iii</sup> Mountain View: No parking from 2:00 a.m. to 6:00 a.m. on streets consistent with Council adopted policy (residential and ecological/habitat areas), including Terminal Boulevard (one block long) and from the intersection of Wyandotte Street and Independence Avenue to Wyandotte Park to the West and approximately one-half block to the South.

<sup>iv</sup> Mountain View: Subject to Navarro Settlement Agreement through February 2027.

<sup>v</sup> Cupertino: 9/3/2025 City Council approved Ordinance No. 25-2275 (amendment to Sections 11.24.130, 11.27.050, 11.28.010) to issue up to twenty (20) parking permits per household, annually, to park their oversized vehicle. Permits will be valid for 72 hours only and the oversized vehicle may not repark within 1500 feet of the original space after the 72 hours. Oversized vehicle parking restriction signage will be installed in areas disproportionately impacted by OSV parking. City website will be updated to allow for residents to obtain OSV parking permits online. City to develop an outreach program to connect unhoused people with services.

<https://cupertino.legistar.com/LegislationDetail.aspx?ID=7640446&GUID=AA6B4AEF-0865-48BB-ADEB-056F131B83A5&Options=&Search=>

<https://cupertino.legistar.com/MeetingDetail.aspx?ID=1266556&GUID=AF5649C8-0311-4E9A-A295-3C1FDAE7782D&Options=info%7C&Search=>

**“No”** = No city-led regulation/program/ordinance

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## Santa Clara County Public Right of Way Parking and Camping Regulation

Last updated: May 14, 2026

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- <sup>vi</sup> Cupertino: 9/3/2025 City Council approved Ordinance No. 25-2275 (amendment to Sections 11.24.130, 11.27.050, 11.28.010) to prohibit the renting or loaning of any vehicle as a home or sleeping quarters on any public right of way in exchange for money, goods, or <https://cupertino.legistar.com/LegislationDetail.aspx?ID=7640446&GUID=AA6B4AEF-0865-48BB-ADEB-056F131B83A5&Options=&Search=>, <https://cupertino.legistar.com/MeetingDetail.aspx?ID=1266556&GUID=AF5649C8-0311-4E9A-A295-3C1FDAE7782D&Options=info%7C&Search=>
- <sup>vii</sup> Cupertino: it is unlawful to park unhitched trailers on any public street.
- <sup>viii</sup> Gilroy: it is unlawful to park inoperable vehicles on public or private streets for more than 7 days.
- <sup>ix</sup> Los Altos: 4/14/2026 City of Los Altos approved the first reading of the ordinance to add a new Chapter 9.30 “Camping and Storage of Personal Property in Public Areas” related to unlawful camping. <https://losaltosca.portal.civicclerk.com/event/2175/files/report/5321>
- <sup>x</sup> Los Altos Hills: Values for cities with <11 people were not shown in the PIT due to sample size.
- <sup>xi</sup> Los Altos Hills: 10-1.1204 Short Term Rental General Requirements: Rental of sleeping space in vehicles is prohibited.
- <sup>xii</sup> Los Altos Hills: it is unlawful to park inoperable vehicles on public or private streets for more than 3 days.
- <sup>xiii</sup> Los Gatos: 14.140.050 Short Term Rentals: Rental of sleeping space in vehicles is prohibited.
- <sup>xiv</sup> Monte Sereno: it is unlawful to park inoperable vehicles on public or private streets for more than 3 days.
- <sup>xv</sup> Palo Alto: 8/25/2025 Policy & Services Committee Meeting: (Phase 2) Explore designating non-residential and non-residential adjacent streets where Oversized Vehicle parking would be permitted. <https://portal.laserfiche.com/Portal/DocView.aspx?id=217076&repo=r-704298fc&searchid=a4f75af7-942e-46e2-a88e-c5f1f0c3e1d8>
- <sup>xvi</sup> Palo Alto: 2/23/2026 (Item 2) The Palo Alto Oversized Vehicle (OSV) Ad Hoc Committee is exploring a Pilot Permit Program with designated permit zones, short term permit durations (e.g., 30-90 days), access to sanitation services, conduct standards, and permit eligibility restrictions. <https://cityofpaloalto.primegov.com/Portal/Meeting?meetingTemplatId=19144>
- <sup>xvii</sup> Palo Alto: 12/8/2025 City of Palo Alto adopted the Emergency Ordinance Prohibiting Vanlording. <https://cityofpaloalto.primegov.com/Portal/Meeting?meetingTemplatId=16345>
- <sup>xviii</sup> Palo Alto: 12/8/2025 City of Palo Alto ordinance Prohibiting Unattached Trailer Parking in the PROW. <https://cityofpaloalto.primegov.com/Portal/Meeting?meetingTemplatId=16345>
- <sup>xix</sup> Palo Alto: 10/20/2025 City Council approved the Phased Approach to Address Oversized Vehicle Impacts: (Phase 1.6) 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; (Phase 1.7) Recruit new safe parking on privately-owned and congregation-based parking lots, excepting any safe parking site that requires undedicating parkland. <https://cityofpaloalto.primegov.com/Portal/Meeting?meetingTemplatId=16270>, <https://portal.laserfiche.com/Portal/DocView.aspx?id=217076&repo=r-704298fc&searchid=a4f75af7-942e-46e2-a88e-c5f1f0c3e1d8>
- <sup>xx</sup> Palo Alto: Oversized and Lived-In Vehicle Enforcement (OLIVE) Pilot Program: The program will establish temporary tow-away zones to allow clean-up of impacted areas and encourage oversized vehicles to relocate. <https://www.sanjoseca.gov/home/showpublisheddocument/112302/638522459606300000>, <https://www.sjmayormatt.com/news-room/san-jose-to-launch-pilot-program-addressing-oversized-and-lived-in-vehicles-on-city-streets>

“No” = No city-led regulation/program/ordinance

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## Santa Clara County Public Right of Way Parking and Camping Regulation

Last updated: May 14, 2026

<sup>xxi</sup> San Jose: City of San Jose adopted Municipal Code 6.48 (Ordinance No. 31223): Rental of Recreational Vehicles to Be Used For Lodging Within The Public Right of Way ("Vanlording"). [https://library.municode.com/ca/san\\_jose/ordinances/code\\_of\\_ordinances?nodeId=1363727](https://library.municode.com/ca/san_jose/ordinances/code_of_ordinances?nodeId=1363727), <https://sanjose.legistar.com/View.ashx?M=F&ID=14299849&GUID=439E9295-2AD8-4702-81C6-F52C2EDBF779>

<sup>xxii</sup> San Jose: enforces encampment and abatement in designated "no-encampment zones" which are established along waterways and around Emergency Interim Housing Sites. San Jose's Neighborhood Quality of Life police unit routinely patrols no-encampment zones, chronic problem areas, and abatement sites. They focus on violations that impact neighborhoods, waterways, and public infrastructure. <https://www.sanjoseca.gov/your-government/departments-offices/transportation/parking/vehicle-abatement/oversized-and-lived-in-vehicle-enforcement>

<sup>xxiii</sup> San Jose: The BeautifySJ Program provides trash pickup and biowaste removal to lived-in vehicles to ensure that streets and sidewalks are free of debris.

<sup>xxiv</sup> Saratoga: it is unlawful to park unhitched trailers on any public street.

<sup>xxv</sup> Sunnyvale: 4/21/2026 City of Sunnyvale City Council directed staff to identify and designate an area for a permitted oversized vehicle parking program.

<https://sunnyvaleca.legistar.com/LegislationDetail.aspx?ID=7986125&GUID=A98CCBA8-9438-4344-B05F-8A531715731F&Options=&Search=>

<sup>xxvi</sup> City of Sunnyvale Municipal Code 19.76.040(7) Short Term Rental Regulation: Prohibits vehicles from being used as a short-term rental.

<https://ecode360.com/42732501?highlight=human&highlight=vehicles&searchId=3188543887302739#42732501>

<sup>xxvii</sup> Sunnyvale: As of 11/12/2025, the City of Sunnyvale doesn't specifically enforce encampment bans. Although, street outreach is sent to offer services when an encampment complaint is received. The City will assess if there is a separate criminal element and address the criminal element separately from the encampment.

<sup>xxviii</sup> 4/21/2026 Sunnyvale City Council directed staff to (1) pursue funding opportunities for an RV buy-back program, (2) identify and designate an area for a permitted oversized vehicle parking program. <https://sunnyvaleca.legistar.com/LegislationDetail.aspx?ID=7986125&GUID=A98CCBA8-9438-4344-B05F-8A531715731F&Options=&Search=>

**"No"** = No city-led regulation/program/ordinance

**"Yes"** = City-led regulation/program/ordinance

**"PPD"** = Preferential Parking District/Zone

**"PP"** = Parking Permits

## San Mateo County Public Right of Way Parking and Camping Regulations

Last updated: May 14, 2026

- **16 out of 20 SMC Cities regulate overnight parking.**
  - Residential/commercial parking permit programs: Atherton, Brisbane, Burlingame, Daly City, Half Moon Bay, Hillsborough, Menlo Park, Millbrae, Redwood City, San Carlos, San Mateo
  - Designated Streets/Zones: Brisbane, Colma, Foster City, Redwood City, San Bruno, South San Francisco
  - Time limit restrictions: Woodside
- **13 out of 20 SMC Cities regulate oversized vehicle (OSV) parking.**
  - Time limit restrictions: Burlingame, Daly City, East Palo Alto, Half Moon Bay, Hillsborough, Menlo Park, Millbrae, Redwood City, San Carlos, and South San Francisco
  - Prohibit OSV parking in the PROW: Brisbane
  - Prohibit OSV parking in residential PROW: San Mateo
  - Designated Streets/Zones: Pacifica
- **No SMC Cities currently have oversized vehicle parking permit programs or explicit vanlord bans in place.**
  - **5 out of 20 SMC Cities issue temporary permits<sup>i</sup> exempting vehicles from oversized parking restrictions**: Brisbane, Half Moon Bay, Hillsborough, Pacifica, San Carlos
- **7 out of 20 SMC Cities regulate unhitched inoperable vehicles in the PROW.**
  - Prohibit inoperable vehicles on all streets: Belmont, Brisbane, and Colma
  - Prohibit inoperable vehicles in the PROW: Burlingame
  - Prohibit inoperable vehicles in residential PROW: San Mateo
  - Time limit restrictions: Half Moon Bay prohibits inoperable vehicles on all streets for >5 days. In Portola Valley, it is a misdemeanor to park unhitched inoperable vehicles on all streets for >30 days.

**“No”** = No city-led regulation/program/ordinance

**“Yes”** = City-led regulation/program/ordinance

**“PPD”** = Preferential Parking District/Zone

**“PP”** = Parking Permits

## San Mateo County Public Right of Way Parking and Camping Regulations

Last updated: May 14, 2026

- **15 out of 20 SMC Cities have living in vehicle camping bans:** Atherton, Belmont, Brisbane, Burlingame, Daly City, East Palo Alto, Foster City, Half Moon Bay, Menlo Park, Millbrae, Redwood City, San Bruno, San Carlos, San Mateo, and South San Francisco
- **10 out of 20 SMC Cities have encampment bans:** Atherton, Belmont, Colma, Daly City, East Palo Alto, Half Moon Bay, Millbrae, Pacifica, Redwood City, and South San Francisco
  - SMC Cities that have received media attention related to encampment cleanups: Redwood City (See San Mateo Daily Journal, NBC Bay Area), East Palo Alto (See NBC Bay Area)

\*Please refer to the matrix below for more details.

**“No”** = No city-led regulation/program/ordinance

**“Yes”** = City-led regulation/program/ordinance

**“PPD”** = Preferential Parking District/Zone

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## San Mateo County Public Right of Way Parking and Camping Regulations

Last updated: May 14, 2026

| Contextual Data |          |     |                                                          |                                         | PROW Parking Regulations         |             |                                                 |                            |                             |                     |       |
|-----------------|----------|-----|----------------------------------------------------------|-----------------------------------------|----------------------------------|-------------|-------------------------------------------------|----------------------------|-----------------------------|---------------------|-------|
| City            | City Pop | PIT | Overnight Parking <sup>ii</sup>                          | Oversized Parking <sup>ii</sup>         | Oversized Vehicle Permit Program | Vanlord Ban | Unhitched Inoperable Vehicle Ban <sup>iii</sup> | Living in Vehicle Bans     | Encampment Bans             | Encampment Cleanups | Other |
| Mountain View   | 86,513   | 879 | Yes, designated streets prohibited 2am-6am <sup>iv</sup> | Yes, Narrow Streets Ord, Bike Lane Ord. | No                               | No          | No                                              | 19.111 (1999)              | 21.2 (1938), 35.23.3 (2013) | Yes                 | No    |
| Atherton        | 7,007    | 2   | Yes, PP                                                  | No                                      | No                               | No          | No                                              | 10.16.050 (2013)           | 8.20.050 (1996)             | No                  | No    |
| Belmont         | 28,206   | 22  | No                                                       | No                                      | No                               | No          | All streets prohibited <sup>v</sup>             | 14-14 (2005), 15-82 (1984) | 16-29 (2017)                | No                  | No    |
| Brisbane        | 4,676    | 11  | Yes, PP, designated no parking zones                     | Yes, permit required, designated zones  | No                               | No          | All streets prohibited <sup>vi</sup>            | 17.32.040 (1984)           | No                          | Yes                 | No    |
| Burlingame      | 31,552   | 40  | Yes, PP                                                  | Yes, PROW prohibited 7pm-7am            | No                               | No          | PROW prohibited <sup>vii</sup>                  | 13.32.190 (1983)           | No                          | No                  | No    |
| Colma           | 1,411    | 11  | Yes, PPD                                                 | No                                      | No                               | No          | All streets prohibited <sup>viii</sup>          | No                         | 2.07 (2017)                 | Yes                 | No    |
| Daly City       | 102,155  | 72  | Yes, PP                                                  | Yes, PROW prohibited 5pm-7am            | No                               | No          | No                                              | 15.08.260 (2022)           | 9.24 (1992)                 | Yes                 | No    |

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## San Mateo County Public Right of Way Parking and Camping Regulations

Last updated: May 14, 2026

| Contextual Data |          |     |                                  |                                               | PROW Parking Regulations         |             |                                                 |                              |                            |                     |       |
|-----------------|----------|-----|----------------------------------|-----------------------------------------------|----------------------------------|-------------|-------------------------------------------------|------------------------------|----------------------------|---------------------|-------|
| City            | City Pop | PIT | Overnight Parking <sup>ii</sup>  | Oversized Parking <sup>ii</sup>               | Oversized Vehicle Permit Program | Vanlord Ban | Unhitched Inoperable Vehicle Ban <sup>iii</sup> | Living in Vehicle Bans       | Encampment Bans            | Encampment Cleanups | Other |
| East Palo Alto  | 29,133   | 81  | No                               | Yes, PROW prohibited 2am-5am                  | No                               | No          | No                                              | 12.04.010 (2011)             | 12.04.010 (2011)           | Yes <sup>ix</sup>   | No    |
| Foster City     | 32,658   | 4   | Yes, designated no parking zones | No                                            | No                               | No          | No                                              | 10.32.251 (1989)             | No                         | No                  | No    |
| Half Moon Bay   | 11,303   | 20  | Yes, PP                          | Yes, PROW prohibited 2am-5am, permit required | No                               | No          | All streets prohibited >5 days <sup>x</sup>     | 9.24.020 (1978)              | 9.13.040 (2020)            | Yes                 | No    |
| Hillsborough    | 11,254   | 0   | Yes, PP                          | Yes, PROW prohibited 2am-6am, permit required | No                               | No          | No                                              | No                           | No                         | -                   | No    |
| Menlo Park      | 33,311   | 74  | Yes, PP                          | Yes PROW prohibited 2am-5am, pp <sup>xi</sup> | No                               | No          | No                                              | 8.04.010 (2023)              | No                         | -                   | No    |
| Millbrae        | 23,164   | 22  | Yes, PP                          | Yes, PROW prohibited >5 hrs                   | No                               | No          | No                                              | 4.95 (2025), 5.35.020 (1976) | 4.95 (2025) <sup>xii</sup> | -                   | No    |

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## San Mateo County Public Right of Way Parking and Camping Regulations

Last updated: May 14, 2026

| Contextual Data |          |     |                                                      |                                                                          | PROW Parking Regulations         |             |                                                 |                                 |                              |                     |                                                  |
|-----------------|----------|-----|------------------------------------------------------|--------------------------------------------------------------------------|----------------------------------|-------------|-------------------------------------------------|---------------------------------|------------------------------|---------------------|--------------------------------------------------|
| City            | City Pop | PIT | Overnight Parking <sup>ii</sup>                      | Oversized Parking <sup>ii</sup>                                          | Oversized Vehicle Permit Program | Vanlord Ban | Unhitched Inoperable Vehicle Ban <sup>iii</sup> | Living in Vehicle Bans          | Encampment Bans              | Encampment Cleanups | Other                                            |
| Pacifica        | 37,217   | 180 | No                                                   | Yes, designated streets <sup>xiii</sup> , permit required <sup>xiv</sup> | No                               | No          | No                                              | No                              | 4-10.118 (2019)              | -                   | No                                               |
| Portola Valley  | 4,285    | 0   | No                                                   | No                                                                       | No                               | No          | Misdemeanor >30 days <sup>xv</sup>              | No                              | No                           | No                  | No                                               |
| Redwood City    | 82,073   | 189 | Yes, PP <sup>xvi</sup> , designated no parking zones | Yes, PROW prohibited 8pm-5am <sup>xvii</sup>                             | No <sup>xvii</sup>               | No          | No                                              | 20.101.5 (2020)                 | 49.3 (2025) <sup>xviii</sup> | Yes                 | No                                               |
| San Bruno       | 42,631   | 75  | Yes, PPD                                             | No                                                                       | No                               | No          | No                                              | 4.52.110 (2020)                 | No                           | -                   | No                                               |
| San Carlos      | 29,535   | 29  | Yes, PP                                              | Yes, PROW prohibited 10pm-6am, permit required                           | No                               | No          | No                                              | 8.40.020 (2001)                 | No                           | Yes                 | No                                               |
| San Mateo       | 104,315  | 95  | Yes, PP                                              | Yes, residential prohibited <sup>lxix</sup>                              | No                               | No          | Residential streets prohibited <sup>xx</sup>    | 10.04.140 (2016) <sup>xxi</sup> | No                           | Yes <sup>xxi</sup>  | Exploring waste-pump out station <sup>xxii</sup> |

“No” = No city-led regulation/program/ordinance

“PPD” = Preferential Parking District/Zone

“Yes” = City-led regulation/program/ordinance

“PP” = Parking Permits

## San Mateo County Public Right of Way Parking and Camping Regulations

Last updated: May 14, 2026

| Contextual Data     |          |     |                                     |                                 | PROW Parking Regulations         |             |                                                 |                        |                  |                     |       |
|---------------------|----------|-----|-------------------------------------|---------------------------------|----------------------------------|-------------|-------------------------------------------------|------------------------|------------------|---------------------|-------|
| City                | City Pop | PIT | Overnight Parking <sup>ii</sup>     | Oversized Parking <sup>ii</sup> | Oversized Vehicle Permit Program | Vanlord Ban | Unhitched Inoperable Vehicle Ban <sup>iii</sup> | Living in Vehicle Bans | Encampment Bans  | Encampment Cleanups | Other |
| South San Francisco | 65,397   | 79  | Yes, PPD                            | Yes, PROW prohibited 10pm-6am   | No                               | No          | No                                              | 11.40.300 (1992)       | 10.36.180 (1974) | Yes                 | No    |
| Woodside            | 5,206    | 2   | Yes, PROW prohibited >30min 2am-4am | No                              | No                               | No          | No                                              | No                     | No               | No                  | No    |

<sup>i</sup> Cities issue temporary permits to exempt residents from OSV parking regulations to allow specific uses (e.g., cleaning vehicle, delivery, guest, etc.) for a short term, limited period (typically 36-hour period; permits typically limited to one per household every 30 days)

<sup>ii</sup> For the purposes of this document, parking regulations limiting PROW parking to 72 hours in one spot are not included as they are standard across the surveyed municipalities.

<sup>iii</sup> For the purposes of this document, parking regulations concerning inoperable vehicles in the PROW as a nuisance subject to abatement are not included as they are standard across the surveyed municipalities.

<sup>iv</sup> Mountain View: No parking from 2:00 a.m. to 6:00 a.m. on streets consistent with Council adopted policy (residential and ecological/habitat areas), including Terminal Boulevard (one block long) and from the intersection of Wyandotte Street and Independence Avenue to Wyandotte Park to the West and approximately one-half block to the South.

<sup>v</sup> Belmont: it is unlawful to park inoperable vehicles on public or private streets, excluding highways.

<sup>vi</sup> Brisbane: it is unlawful to park inoperable vehicles on public or private streets, excluding highways.

<sup>vii</sup> Burlingame: it is unlawful to park unhitched trailers on any public street.

<sup>viii</sup> Colma: it is unlawful to park inoperable vehicles on public or private streets, excluding highways.

<sup>ix</sup> East Palo Alto: Each encampment assessed on a case-by-case basis through an established encampment response procedure. Procedure involves first requesting a Homelessness Outreach Team from the City's homelessness partner, LifeMoves. They will visit the encampment to offer resources, assistance, and shelter. If the individual refuses help from LifeMoves, City will notify the Public Works Director and City Attorney's Office of the encampment, and they will assess the encampment for abatement.

**"No"** = No city-led regulation/program/ordinance

**"Yes"** = City-led regulation/program/ordinance

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## San Mateo County Public Right of Way Parking and Camping Regulations

Last updated: May 14, 2026

Abatement is only approved if the encampment is deemed to be a risk to public health and safety and we will post notices at least 72 hours ahead of the scheduled abatement. The City also passed a bag and tag policy last year that allows individuals affected by encampment abatement to turn in belongings to the City to store for 90 days.

<sup>x</sup> Half Moon Bay: it is unlawful to park inoperable vehicles on public or private streets for more than 5 days.

<sup>xi</sup> Menlo Park: 2/25/2025 Menlo Park City Council passed an ordinance banning overnight parking in the PROW for OSVs/RVs between 2 am and 5 am.

<https://www.menlopark.gov/files/sharedassets/public/v/1/agendas-and-minutes/city-council/2025-meetings/20250225/l1-20250225-cc-oversized-vehicle-and-parking-ord.pdf>

<sup>xii</sup> Millbrae: As of 6/10/2025 Millbrae adopted Ordinance No. 819 which prohibits camping and vehicle human habitation in any public place. Violations shall constitute a public nuisance subject to abatement and violators may be prosecuted for a misdemeanor. <https://portal.laserfiche.com/Portal/DocView.aspx?id=143365&page=1&repo=r-c2783ec8>

<sup>xiii</sup> Pacifica: <https://www.cityofpacific.org/home/showpublisheddocument/626/637824474398170000>

<sup>xiv</sup> Pacifica OSV Temporary Parking permits are valid for 36-hour intervals. No more than 2 temporary parking permits will be issued per household within a 30 day period. <https://www.cityofpacific.org/departments/police/vehicles-traffic/oversized-vehicles-parking>

<sup>xv</sup> Portola Valley: it is a misdemeanor to park inoperable vehicles on public or private streets for more than 30 days.

<sup>xvi</sup> Redwood City: There will be up to three permits issued per household.

<sup>xvii</sup> Redwood City: The Redwood City Temporary RV Safe Parking program ended in February 2023. The program offered off-street safe parking and on-street permitted parking options to OSV/RV dwellers. Roughly 60% of the 91 households that joined the Redwood City Temporary Safe Parking Program transitioned to permanent housing. Since September 2020, OSVs and RVs have been prohibited from parking overnight between 8pm and 5am. <https://www.redwoodcity.org/departments/city-manager/city-manager-s-initiatives/addressing-homelessness-and-unstably-housed-residents/providing-paths-into-permanent-housing>

<sup>xviii</sup> Redwood City: 9/8/2025 City Council Meeting: Hopeful Horizons Ordinance Chapter 49 Passed [https://redwoodcity-ca.granicus.com/DocumentViewer.php?file=redwoodcity-ca\\_b49148d3e83f5d9656794e972244e426.pdf&view=1](https://redwoodcity-ca.granicus.com/DocumentViewer.php?file=redwoodcity-ca_b49148d3e83f5d9656794e972244e426.pdf&view=1)

<sup>xix</sup> San Mateo: 6/16/2025 City Council Special Meeting: Approved Option 1 as an approach to enforce municipal code 10.04.140 (Prohibiting Vehicle Use for Habitation and Sleep) but direct the Police Department to conduct outreach services at least twice prior to the issuance of a 24-hour warning, after which the enforcement in the form of a citation or removal of the vehicle could occur (or other appropriate enforcement action). Outreach will be done in English and Spanish by the Homeless Outreach Team. San Mateo Homeless Outreach Team is a multi-jurisdictional team comprised of law enforcement, mental health experts, housing facilitators, and substance abuse counselors. <https://sanmateo.primegov.com/Portal/Meeting?meetingTemplateId=9508>

<sup>xx</sup> San Mateo: The San Mateo City Council adopted Ordinance 2013-8 that prohibits unattached trailers from parking in the PROW on residential streets/zones. <https://www.cityofsanmateo.org/DocumentCenter/View/37290/Ord-8-3-18-Oversized-Vehicle-Parking-Restrictions?bidId=>

<sup>xxi</sup> San Mateo: 6/16/2025 City of San Mateo City Council Special Meeting: Approved the re-enforcement of Municipal Code 10.04.140. Police Department and Homeless Outreach Team will conduct outreach services at least twice before the issuance of a 24-hour warning, after which the enforcement of code 10.04.140 in the form of a citation or removal of vehicle could occur. <https://sanmateo.primegov.com/Portal/Meeting?meetingTemplateId=9508>

<sup>xxii</sup> San Mateo: 6/16/2025 City Council Special Meeting: City Council directed staff to explore options for a waste-pump out station and continued coordination with the county on long-term solutions. <https://sanmateo.primegov.com/Portal/Meeting?meetingTemplateId=9508>

“No” = No city-led regulation/program/ordinance

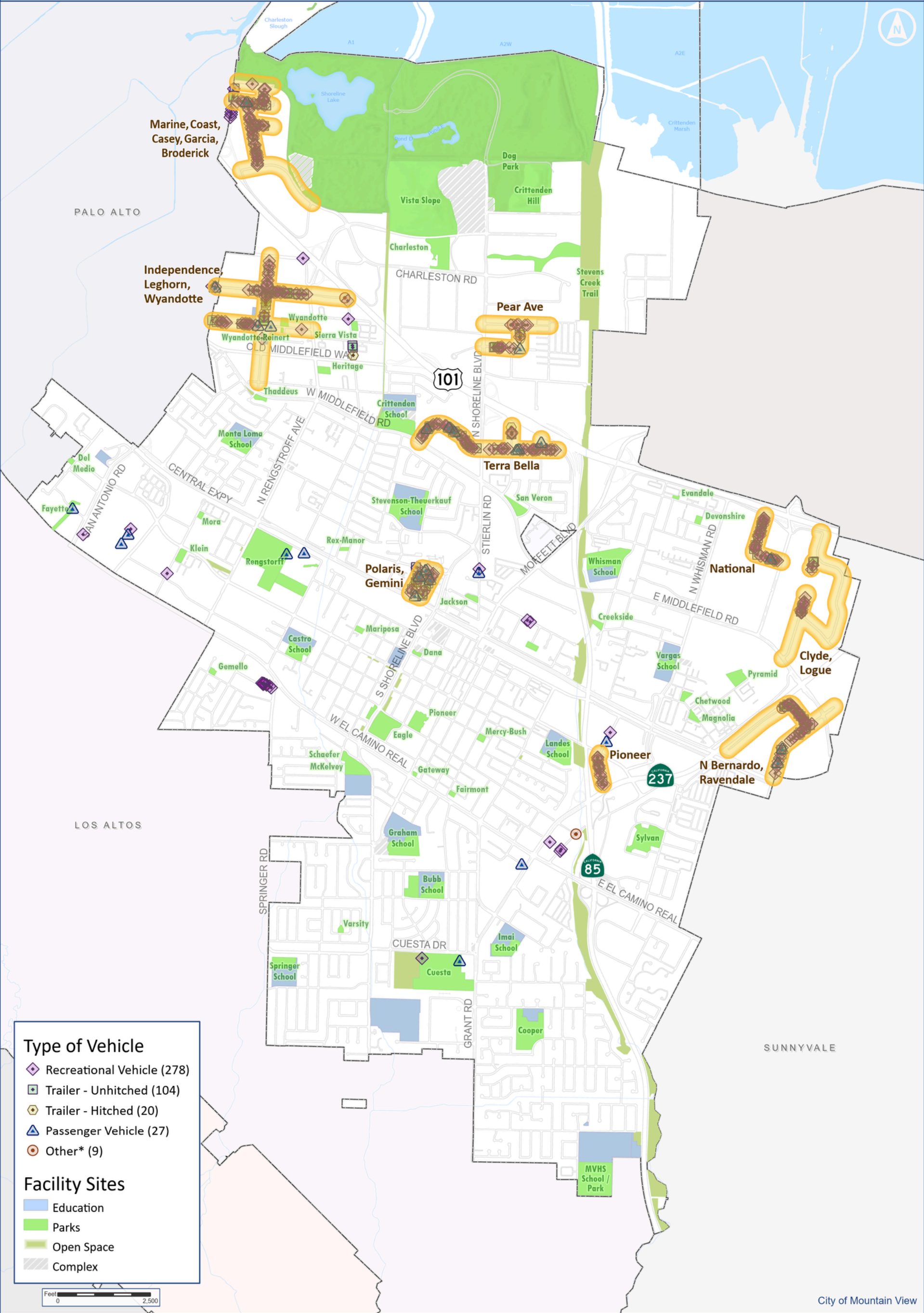
“Yes” = City-led regulation/program/ordinance

“PPD” = Preferential Parking District/Zone

“PP” = Parking Permits

# Map of Locations with Residents Living in Vehicles

Counts conducted March 2026



\* Other: includes other types of moving vehicles such as buses, boats, etc.  
Each mapped vehicle represents a unique household. Of the 438 households recorded, 152 appear to have an associated vehicle(s) for non-living, commuter purposes.

## Business Profiles of Areas with Concentrated Oversized Vehicle Parking

| Area of Interest                    | Land Use Categories                 | Examples of Business Types                                                                                                                                                                                                         | Sample of Businesses                                                                                                                                                                                                                                                                                                                                                                                    |
|-------------------------------------|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Independence/Leghorn/Wyandotte      | Industrial, Commercial, Residential | AI, Automotive, Charity Office, Coaching, Construction Showroom, Dental, Food Production, Healthcare Manufacturing, Investment Management, Optometry, Print Shop, Restaurant, Retail, Stone Warehouse, Telecommunications, Textile | Abundant Life Christian Fellowship, AT&T, Blue Water Pools, Casto Roofing, GT Aubert Construction, Hanabi Sushi, H2O Ai, Krispy Kreme, Lucky Mini Mart, LYFT, Michael's, Moog, Inc., Nail Touch, NowRx, O'Grady Paving, Pacific Eye Care Optometry, Powerflex Solar, Rengstorff Dental Care, Ross Dress for Less, Shirtstop, Stanford Health Care Specialty Pharmacy, Subaru, The Midwife and the Baker |
| Terra Bella                         | Industrial, Residential, Mixed-Use  | Automotive Development, Aviation, Construction Material, Dental, Faith Institution, Home Health Care, Medical, Restaurant, Robotics, R&D, Software Development                                                                     | Amaranth Medical, Amaru Robotics, Archer Aviation, Bring Me A Book, Deep Scale, Egnyte, Elementum, FUJIFILM Wako Diagnostics, Google, Hyundai, iDirect Government, Kodiak Robotics, Lunar Energy, Mitra Chem, Moveworks, Palo Alto Dental Arts Lab, Palo Alto Housing Corporation, Skybox, Taco Bell                                                                                                    |
| Marine/Coast/Casey/Garcia/Broderick | Commercial                          | Accounting, Faith Institution, Food Service, Light Manufacturing, R&D, Software Development, Technology                                                                                                                            | Aim Broadcasting LLC, Axcient, Google, Intuit, Lord's Grace Christian Church, Wisk Aero                                                                                                                                                                                                                                                                                                                 |
| N Bernardo/Ravendale                | Commercial                          | AI, Automotive Development, Consumer Product, Energy, Healthcare, Social Media, Telecommunications                                                                                                                                 | AliveCor, Inc., Driveai, Gwynnie Bee, Honda, Juul, Levita Magnetics, LinkedIn, Minaris Regenerative Medicine, LLC, NeuroPace, Nokia, Phantom AI, PTC Therapeutics, Inc, Quality Construction Developments, Toyota InfoTechnology Center                                                                                                                                                                 |
| National                            | Commercial                          | Analytics, Investment Management, R&D, Security, Technology, Janitorial, Legal                                                                                                                                                     | Alembic, Cariad, Google, Osprey Capital Management LLC, Racklive, Riverside Interests, Inc., Securitas Security Services USA, Service by Medallion, Thinair, Vitria Technology, Waterline Data Inc, Wipro Technologies                                                                                                                                                                                  |
| Polaris/Gemini                      | Industrial, Residential             | AI, Automotive, Community Service, Fitness, Food Services, Healthcare, Manufacturing, Professional Services, Technology, Warehouse                                                                                                 | A Deluxe Driving School, APWU Local 71, Axiomware Systems, Bay Area Gasket Guy, Ck Tool Company, Custom Fitness, Flying Fish Group, Footsteps Missions, Grace Community Home Health, Instant Servers, JC Labs, JP Digital Imaging Inc, Levit AI, Pacific Computer Supply, Rentech Precision Machining & Instrumentation, Squaglia Manufacturing Company, Vancott Design, Zoom Pizza                     |
| Pear Ave                            | Commercial, Mixed-Use               | Design Service, Energy, Healthcare, Manufacturing, Media, Restaurant, Retail, Software, Surgical and Medical Instrument Manufacturing                                                                                              | Bella's Imports Inc, Cucina Venti Restaurant, Dimaria Design, Genecode Healthcare, Google, Kitchens by Meyer, Nirvana Energy Systems, Pickering Laboratoties, Renvu LLC, Starbucks                                                                                                                                                                                                                      |
| Pioneer                             | Commercial                          | Automation & Robotics, Construction Services, Faith Institution, Industrial Manufacturing, Logistics & Fulfillment, Technology & Hardware, Telecommunications, Transportation Technology, Venture Acceleration                     | Applied Intuition, Anybots, Inc., AT&T, Corvus Robotics, Fedor Wall Systems, Fulfil Solutions, Lenz Technology, Mountain View Chinese Christian Church, Proteus Industries, Virtual Management, Y Combinator                                                                                                                                                                                            |
| Clyde/Logue                         | Commercial, Mixed-Use               | AI, Architecture, Automobile, Business Service, Construction, Design Service, Healthcare, Hospitality, R&D, Software Development, Technology, Telecommunications                                                                   | Alvacat, Amcell, Amcell, Applied Physics, C.L. Home Services, Canon Medical, Capriccio Music, Collecta Inc, French Cabinetry, Google, Hawk Ridge Systems, Hoya Health, Intrinsic Innovation, Minsource Inc, Mitsubishi Electric Automation, Inc, Samsung                                                                                                                                                |



Allen Matkins

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Sandi L. Nichols

**Via Electronic Mail**

April 21, 2026

Kimbra McCarthy  
City Manager  
City of Mountain View  
500 Castro Street  
Mountain View, CA 94041

**Re: Demand for City to Take Action To Address Ongoing OSV Extended  
Parking Issues on National Avenue; Request for Meeting**

Dear Ms. McCarthy:

This letter is submitted on behalf of my clients, the ownership of 425 National Avenue in Mountain View, to demand that the City of Mountain View (“City”) take prompt action to rectify the significant issues impacting the 425 National Avenue property, its owners and tenants, as well as others similarly situated, arising from the City’s decisions, actions, and inactions, that permit oversized vehicle (“OSV”) habitability and overnight parking on National Avenue following the City’s September 2022 settlement of the *Navarro v. City of Mountain View* lawsuit.

Specifically, to address the inequitable, significant impacts of OSV parking on the owners and tenants along National Avenue, we request the City take the following actions: (a) amend the City’s “Streets With Parking Restrictions” map to reclassify National Avenue as a street where the parking (including overnight parking) of oversized vehicles (“OSV”) is prohibited; (b) adopt additional policies and parking regulations to regulate OSV parking, including to prevent unattached trailers from parking in the City’s rights-of-way; (c) undertake more stringent and routine enforcement of Policy 524, the City’s 72-hour parking restrictions, particularly on National Avenue, without placing the onus on impacted property owners or tenants to repeatedly notify the City of such parking violations; and (d) undertake red curb painting on National Avenue to provide greater line-of-sight and safety for pedestrians and vehicles entering and exiting driveways.

My clients understand and appreciate the City’s effort to support the unhoused. But the current situation created by the City’s arbitrary designation of National Avenue and similar nearby commercial office areas for OSV extended overnight parking is not the solution; it has only created other significant issues and risks to the community and ongoing existing and potential liabilities for the City. Alternative approaches can and must be taken by the City now.

### **The City's Own Analysis Supports The Need For The Requested City Actions**

The City already is well aware of the issues that have arisen since the City's *Navarro* settlement and the City's arbitrary selection of certain City streets on which to allow extended overnight parking of OSVs (i.e., habitation) in commercially-zoned areas. The legality of such designation is questionable, particularly given the public health and safety issues (e.g., sewage, waste, and debris discharges) that have been identified by the City itself.

A recent 21-page Memorandum to the City Council, prepared by your office in December 2025, details "the increased concerns about impacts related to the use of Mountain View's public right-of-way for the parking of [OSVs] (including vehicles used for habitation and commercial trucks and trailers), with some locations experiencing ongoing, high concentrations of oversized vehicle parking." The "high-concentration locations" were noted to be "primarily in non-residential areas of the city," including areas of commercial and office uses,<sup>2</sup> such as National Avenue.

The City Memo acknowledges that the 2025 point-in-time ("PIT") count by the County of Santa Clara showed that there was a 56% increase in homelessness in Mountain View over the past two years compared to a much lower 8% countywide increase, and the number of vehicles used for living purposes in Mountain View increased some 32% from 2024 to 2025, with the vast majority living in OSVs. The City Memo identifies "[t]he *Navarro* settlement terms coupled with impacts of [more stringent] parking regulations of neighboring jurisdictions" as "significant factors" causing the City's increased homeless population.<sup>4</sup> The 2025 LIV count showed National Avenue and nearby streets as having a concentration of vehicles used for habitation in the right-of-way.<sup>5</sup>

According to the City Memo and other City documents, City management and staff fielded hundreds of complaints and calls for service in 2025 alone, requiring meetings with numerous entities regarding the negative impacts arising from OSV parking. The extensive list of impacts reported, and the situations illustrating those impacts, are not all repeated here but are discussed in more depth in the City Memo. Among those are the intentional dumping of sewage and wastewater discharges into storm drains, and debris under and between vehicles and on sidewalks.<sup>7</sup>

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<sup>1</sup> Memorandum to City Council from Audrey Seymore, Assistant City Manager via Kimbra McCarthy, City Manager (December 23, 2025) (the "City Memo"), attached hereto as "**Attachment 1**" for reference.

<sup>2</sup> *Id.*, p. 1.

<sup>3</sup> *Id.*, pp. 2, 5.

<sup>4</sup> *Id.*

<sup>5</sup> *Id.*, p. 8.

<sup>6</sup> See City Memo, pp. 8-10, 15.

<sup>7</sup> *Id.*, pp. 14-16; see also just one example of a "Wastewater Service Call Report," attached hereto as "**Attachment 2**."

Such misconduct and public safety issues in the areas of the OSV parking have resulted in the City having to expend its taxpayer funds on unscheduled flushing of storm drain inlets and storm mains to recover contaminated liquids, testing for biological wastes, and extra street sweeping in certain OSV parking areas.<sup>8</sup>

In that regard, the City's "Clean Streets" schedule places National Avenue and other specified streets as "Tier 2," to be "evaluated for inclusion" and "rotated in on a less frequent basis and/or...reduced scope, such as services that do not require vehicles to relocate (i.e., blowing around vehicles)."<sup>9</sup> Such decisions by the City only serve to further encourage the longer-term overnight parking of OSVs on National Avenue to the detriment of the adjacent property owners and their tenants.

The City is well informed of the detrimental impacts to these constituents, many of whom are high-tech, innovative companies (including my client's tenant, Wipro), which provide significant economic and other benefits to the City, and which are now at risk from the City's current approach to OSV parking. Indeed, the City's own "preliminary analysis shows an 18.5% vacancy rate in the areas with a concentration of [OSV] parking," and National Avenue is shown to be among them.<sup>10</sup> And as shown in photos of National Avenue taken this year (see "**Attachment 4**" hereto), it appears some of the OSVs, including very large unattached trailers, are in violation of the City's 72-hour parking law, further evidencing the occupants' intention of long-term habitation on National Avenue. Indeed, the violation of the City's 72-hour parking law has dramatically increased in the City since the *Navarro* settlement.<sup>11</sup> And last week, an RV was illegally parked in the Wipro parking lot at 425 National. The City's response was that the owner should contact its legal counsel.

As recognized by the City, other nearby cities have instituted more stringent parking restrictions, including, among other regulations, prohibiting "vanlords," i.e., someone renting out an

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<sup>8</sup> Such sewage dumping and runoff of contaminated liquids and debris into City sewers (much of which no doubt goes unnoticed by the City) also exposes the City to liability under its Municipal Regional Stormwater NPDES Permit for Clean Water Act permit violations.

<sup>9</sup> See, e.g., "Fall 2025 Clean Streets Schedule," attached hereto as "**Attachment 3**."

<sup>11</sup> See City Memo, pp. 8, 10.

According to a summary report prepared by the Supervisor of the City's Neighborhood and Event Services Unit (NES), the number of citations since 2022 has increased from 166 citations in 2023 to 848 citations in 2025 and 84 citations in January of 2026 alone (see "**Attachment 5**" hereto). It is unknown how many, if any, of those were issued on National Avenue. (We are still awaiting receipt of a substantial number of documents from the City in response to my firm's Public Records Act Request.) It also is unknown whether those citations were ignored, and if so, what, if any, actions were taken by the City to further enforce the 72-hour parking rule.



OSV for housing purposes (San Jose, Palo Alto, Cupertino);<sup>12</sup> and prohibiting parking of unattached trailers (e.g., Palo Alto, Cupertino, Saratoga, Burlingame). This is an issue on National Avenue, as shown in the photos attached hereto as “Attachment 4.” The City Memo advises that the City also could consider adopting such prohibitions. It should do so without further delay.

### **Requested Actions To Be Taken Now As To National Avenue**

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Specifically, as to National Avenue, we ask that the City take steps now to amend its “Streets with Parking Restrictions” map to eliminate National Avenue as a location “Where OSVs Are Not Prohibited Based on the Above Restrictions.” It can do so without violating the *Navarro* Settlement Agreement.<sup>13</sup> That settlement requires the City to designate at least three miles of streets where OSV parking is permitted with some available OSV parking capacity on both sides of the street. The City has designated a total of 8.7 miles of streets where OSV parking is permitted, and according to the July 2025 LIV counts, OSVs are parked on 5.5 miles of those available streets, including 3.8 miles fronting on non-residential land uses.<sup>14</sup> Eliminating National Avenue, which comprises only approximately 1,620 feet, or 0.31 miles,<sup>15</sup> still leaves ample permissible OSV parking on City streets to satisfy the *Navarro* settlement.<sup>16</sup>

Removing National Avenue from the “Streets with Parking Restrictions” map is consistent with the East Whisman Precise Plan (“Plan”) adopted by the City in 2019 and amended in 2024. The Plan envisions future buffered bike lanes for National Ave, stating that National Avenue is a “Local Street.”<sup>17</sup> It further provides design standards for a buffered bike lane.<sup>18</sup> Such bike lanes are considered Class II bikeways.<sup>19</sup> The Plan further provides: “Medium-term. Parking will be

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<sup>12</sup> Note that at least one such situation was found to exist on National Avenue as of December 2025. (See City Memo, Attachment 3.)

Notably, the *Navarro* Settlement Agreement contemplates that the map may be altered to add or subtract designated street segments. See *Navarro* Settlement Agreement, ¶ 1.B.

<sup>15</sup> See City Memo, p. 6.

<sup>16</sup> See “Attachment 6,” showing the distance calculated as shown on Google Maps.

There is recent precedent for this approach. The City just amended the “Streets with Parking Restrictions” map, effective March 30, 2026, to disallow OSV parking and create a buffer near one or more schools on and near Wyandotte Street. See <https://www.mountainview.gov/home/showpublishedimage/3580/639104656164730000> According to the City Memo, such a amendment would remove approximately 0.6 miles of OSV-permitting parking, leaving 8.1 miles available for OSV parking, exceeding the three miles required by the *Navarro* settlement. See City Memo at 20. Eliminating National Avenue (0.31 mi.) would still allow for 7.8 miles of OSV parking in Mountain View.

<sup>18</sup> Plan, pp. 44, 130.

<sup>19</sup> *Id.*, pp. 47, 140–41, 166, 195.

*Id.*, p. 164.

removed on a project frontage by project frontage basis. The City may initiate removal of other parking spaces after an outreach process, to complete implementation of the buffered bike lane.”<sup>20</sup> “Medium-term” is defined as the period from 2025-2030 (p. 190); therefore, moving forward with the designation of National Ave. as a buffered bike lane now is fully consistent with the City’s adopted implementation objectives.

In the interim, the City should take more stringent enforcement measures to enforce the 72-hour parking law on National Avenue with more frequent patrols, citations, towing and/or other actions to make the prohibition a meaningful deterrent to the situation currently being experienced by National Avenue owners and tenants.

Last, we request that the City undertake red curb painting on National Avenue to provide greater line-of-sight and safety for pedestrians and vehicles entering and exiting driveways.

#### **Request for Confirmation of City’s Intentions Post-Expiration of *Navarro* Settlement**

The Navarro Settlement Agreement expires by its express terms on February 28, 2027. We assume the “Streets with Parking Restrictions” map will also expire or otherwise be modified to eliminate any OSV parking in areas of commercial office use at that same time. Indeed, the City should be preparing now to take alternative steps to address the homelessness issues in Mountain View, and to eliminate the OSV parking in the commercial areas, upon expiration of that agreement. We ask that the City confirm its intention to do so.<sup>21</sup>

#### **Conclusion**

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For all the foregoing reasons, the City should take action now to avoid the ongoing significant public health and safety concerns and the detrimental impacts, damages, and losses (e.g., diminution in property value, negative impacts on marketability and leasing opportunities) that the City’s designation of National Avenue and other nearby commercial streets for OSV parking has caused and is continuing to cause.

We would appreciate an opportunity to meet with you to discuss these issues and the actions we have requested the City take to address them. Please provide dates on which you are available to meet. You can reach me at [REDACTED]

---

<sup>20</sup> *Id.*, p.195.

<sup>21</sup> Asset forth above, the City need not await the expiration of the *Navarro* Settlement Agreement to take the requested actions as to National Avenue.

Allen Matkins Leck Gamble Mallory & Natsis LLP

Kimbra McCarthy

April 21, 2026

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Thank you very much. We look forward to hearing from you soon.

Very truly yours,

A handwritten signature in blue ink that reads "Sandi L. Nichols". The signature is written in a cursive, flowing style.

Sandi L. Nichols

Attachments

cc: Jennifer Logue, City Attorney  
Audrey Seymour, Asst. City Manager

# Allen Matkins

Allen Matkins Leck Gamble Mallory & Natsis LLP  
Attorneys at Law

www.allenmatkins.com

Sandi L. Nichols

## Via Email

June 11, 2026

Audrey Seymour  
Assistant City Manager  
City of Mountain View  
City Manager's Office  
500 Castro Street  
Mountain View, CA 94041  
audrey.seymour@mountainview.gov

**Re: 425 National Ave. - Additional Information to Facilitate June 23 Meeting**

Dear Ms. Seymour :

To augment my prior letter of April 21, 2026, and our subsequent email exchanges, on behalf of the ownership of 425 National Avenue, we are submitting additional documentation and photographs relating to the illegal oversized vehicle ("OSV") parking in front of and adjacent to 425 National Avenue in Mountain View.

Despite my client's multiple calls to City department staff, there has been no meaningful effort by the City to address the public and private nuisances and dangerous conditions created and arising from the OSV parking in front of their commercial office building. As further evidence of the lack of enforcement of the City's 72-hour/1000-foot relocation parking limitation and requirement (see Mountain View City Code Section 19.72 and Policy 524), my client hired a private security service to monitor the parking situation in front of 425 National Avenue for three weeks, from May 7 to May 31, 2026 (except for May 14 and 26, when security staff was unavailable.) The daily data and roll-up summary from the security company's observations are shown in the Excel spreadsheet attached to this letter as "**Attachment 1.**"

As shown in that spreadsheet, *in that three-week period alone*, four OSVs were parked and unmoved in front of 425 National for 18 to 22 days, far longer than is legally permissible. We are concerned about the lack of patrolling, ticketing, and towing of the OSVs habitually violating the City's ordinances on National Avenue. There needs to be consequences for these repeated violations or the City will have intentionally, but without any notice, comment, or patent decision-making, eliminated the 72-hour regulation from its code, at least as to OSVs.

Allen Matkins Leck Gamble Mallory & Natsis LLP  
Attorneys at Law

Audrey Seymour

June 11, 2026

Page 2

While we understand the City permitted OSV parking in certain designated areas for up to 72 hours as a result of the *Navarro* settlement (which expires next February), that Settlement Agreement expressly preserved the City's right to enforce its ordinances (*see, e.g.*, Section 2, third paragraph and Section 3.B.iii), which include the 72-hour parking/1000-foot relocation limitation and requirement. Consequently, we would like to discuss the lack of enforcement issue.

In addition, as shown on the photographs previously provided with my April 21 letter, and the additional photos collectively attached hereto as "**Attachment 2**," at least several of the OSVs deploy what are known as "slide-outs," which extend the width of the OSV by 2-3 feet, expanding the overall width of the OSV to at least 11-12 feet. (In some cases, the width and/or length of the OSVs also are extended by generators, steps, and other obstacles placed by the OSV occupants.)

The deployed slide-outs create a dangerous situation on the public street and sidewalk for pedestrians, cyclists, and motorists alike. Moreover, they render the newly-installed red-curb painting at 425 National Avenue inadequate to provide sufficient sight lines for those exiting the driveway. Notably, the City's *Navarro* Settlement Agreement made clear that the Side Street/Driveway Pedestrian & Vehicular Triangle of Safety requirements would still apply. (*See Navarro Settlement Agreement, Section 1.B. and Exhibit B.*) We ask that the City provide us with the City Engineering Dept.'s analysis of this sight-line issue in connection with the red curb painting at 425 National Avenue. (We also note that, as shown in a couple of the attached photos, vehicles ignore the red curb painting without any apparent enforcement.)

To resolve the issues being generated by the OSV parking on National Avenue as discussed above, we would like to discuss with you our request that the City amend the City's "Streets With Parking Restrictions" map to reclassify National Avenue (about 0.3 mi.) as a street where the parking (including overnight parking) of oversize vehicles ("OSV") is prohibited, which would still allow the City to retain compliance with the three miles of OSV parking required for now under the *Navarro* Settlement Agreement.

We look forward to productive discussions with you and the City team when we meet at your office on April 21st.

Very truly yours,



Sandi L. Nichols

Allen Matkins Leck Gamble Mallory & Natsis LLP  
Attorneys at Law

Audrey Seymour

June 11, 2026

Page 3

**Attachments**

cc via email:

Kimbra McCarthy (City Manager)

Francesca Serrano (Asst. City Attorney)

Michael Canfield (Police Chief)

Jennifer Ng (Public Works Director)

# **ATTACHMENT 1**

425 National RV'S

|            |           |
|------------|-----------|
| Start Date | 5/7/2026  |
| End Date   | 5/31/2026 |
| Total Days | 24        |

|                        |    |
|------------------------|----|
| Movement Violation     | 40 |
| Registration Violation | 4  |
| Total                  | 44 |

| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|
| 5.7.26           | 425 National |               | 7     | 2026 |           |          |              |
| 1                | 425 National |               | 9     | 2026 |           |          |              |
|                  | 425 National |               | 11    | 2026 |           |          |              |
|                  | 425 National |               | 2     | 2026 | Yes       |          | 1            |
|                  | 425 National |               | 7     | 2027 |           |          |              |
| Total Violations |              |               |       |      | 1         |          | 1            |

| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|
| 5.8.26           | 425 National |               | 11    | 2026 |           |          |              |
| 1                | 425 National |               | 7     | 2026 |           |          |              |
|                  | 425 National |               | 9     | 2026 |           |          |              |
|                  | 425 National |               | 2     | 2026 | Yes       |          | 1            |
|                  | 425 National |               | 7     | 2027 |           |          |              |
| Total Violations |              |               |       |      | 1         |          | 1            |

| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|
| 5.9.26           | 425 National |               | 7     | 2026 |           |          |              |
| 1                | 425 National |               | 2     | 2026 | Yes       |          | 1            |
|                  | 425 National |               | 9     | 2026 |           |          |              |
|                  | 425 National |               | 12    | 2026 |           |          |              |
|                  | 425 National |               | 7     | 2026 |           |          |              |
| Total Violations |              |               |       |      | 1         |          | 1            |



|                  |              | Registration  |       |      |           |          |              |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|
| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |
| 5.10.26          | 425 National |               | 9     | 2026 | Yes       | 1        |              |
| 1                | 425 National |               | 7     | 2026 | Yes       | 1        |              |
|                  | 425 National |               | 2     | 2026 | Yes       | 1        | 1            |
|                  | 425 National |               | 7     | 2026 | Yes       | 1        |              |
|                  | 425 National |               | 11    | 2026 |           |          |              |
| Total Violations |              |               |       |      | 5         | 4        | 1            |

|                  |              | Registration  |       |      |           |          |              |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|
| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |
| 5.11.26          | 425 National |               | 7     | 2026 | Yes       | 1        |              |
| 1                | 425 National |               | 12    | 2026 |           |          |              |
|                  |              |               |       |      |           |          |              |
|                  |              |               |       |      |           |          |              |
|                  |              |               |       |      |           |          |              |
| Total Violations |              |               |       |      | 1         | 1        |              |

| STREET SWEPT 5.12.26 |              |               |       |      |           |          |              |
|----------------------|--------------|---------------|-------|------|-----------|----------|--------------|
|                      |              | Registration  |       |      |           |          |              |
| Date                 | Location     | License Plate | Month | Year | Violation | Movement | Registration |
| 5.12.26              | 425 National |               | 5     | 2027 |           |          |              |
| 1                    | 425 National |               | 5     | 2026 |           |          |              |
|                      | 425 National |               | 1     | 2027 |           |          |              |
|                      | 425 National |               | 9     | 2026 |           |          |              |
|                      | 425 National |               | 7     | 2026 | Yes       | 1        |              |
|                      | 425 National |               | 11    | 2026 |           |          |              |
| Total Violations     |              |               |       |      | 1         | 1        |              |

|                  |              | Registration  |       |      |           |          |              |  |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|--|
| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |  |
| 5.13.26          | 425 National |               | 9     | 2026 |           |          |              |  |
| 1                | 425 National |               | 1     | 2027 |           |          |              |  |
|                  | 425 National |               | 5     | 2026 |           |          |              |  |
|                  | 425 National |               | 9     | 2026 |           |          |              |  |
|                  | 425 National |               | 11    | 2026 |           |          |              |  |
|                  | 425 National |               | 5     | 2027 |           |          |              |  |
| Total Violations |              |               |       |      |           |          |              |  |

|                  |              | Registration  |       |      |           |          |              |  |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|--|
| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |  |
| 5.14.26          | 425 National |               |       |      |           |          |              |  |
| 1                | 425 National |               |       |      |           |          |              |  |
|                  | 425 National |               |       |      |           |          |              |  |
|                  | 425 National |               |       |      |           |          |              |  |
|                  | 425 National |               |       |      |           |          |              |  |
|                  | 425 National |               |       |      |           |          |              |  |
| Total Violations |              |               |       |      |           |          |              |  |

|                  |              | Registration  |       |      |           |          |              |  |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|--|
| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |  |
| 5.15.26          | 425 National |               | 7     | 2026 |           |          |              |  |
| 1                | 425 National |               | 9     | 2026 |           |          |              |  |
|                  | 425 National |               | 5     | 2026 |           |          |              |  |
|                  | 425 National |               | 11    | 2026 |           |          |              |  |
|                  |              |               |       |      |           |          |              |  |
|                  |              |               |       |      |           |          |              |  |
| Total Violations |              |               |       |      |           |          |              |  |

|                  |              | Registration  |       |      |           |          |              |  |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|--|
| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |  |
| 5.16.26          | 425 National |               | 9     | 2026 |           |          |              |  |
| 1                | 425 National |               | 5     | 2026 |           |          |              |  |
|                  | 425 National |               | 7     | 2026 |           |          |              |  |
|                  |              |               |       |      |           |          |              |  |
|                  |              |               |       |      |           |          |              |  |
|                  |              |               |       |      |           |          |              |  |
| Total Violations |              |               |       |      |           |          |              |  |

|                  |              | Registration  |       |      |           |          |              |  |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|--|
| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |  |
| 5.17.26          | 425 National |               | 9     | 2026 |           |          |              |  |
| 1                | 425 National |               | 5     | 2026 |           |          |              |  |
|                  | 425 National |               | 11    | 2026 |           |          |              |  |
|                  | 425 National |               | 7     | 2026 |           |          |              |  |
|                  |              |               |       |      |           |          |              |  |
|                  |              |               |       |      |           |          |              |  |
| Total Violations |              |               |       |      |           |          |              |  |

|                  |              | Registration  |       |      |           |          |              |  |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|--|
| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |  |
| 5.18.26          | 425 National |               | 7     | 2026 | YES       | 1        |              |  |
| 1                | 425 National |               | 5     | 2026 | YES       | 1        |              |  |
|                  | 425 National |               | 11    | 2026 |           |          |              |  |
|                  | 425 National |               | 9     | 2026 | YES       | 1        |              |  |
|                  |              |               |       |      |           |          |              |  |
|                  |              |               |       |      |           |          |              |  |
| Total Violations |              |               |       |      | 3         | 3        |              |  |

|                  |              | Registration  |       |      |           |          |              |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|
| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |
| 5.19.26          | 425 National |               | 7     | 2026 | Yes       | 1        |              |
| 1                | 425 National |               | 5     | 2026 | Yes       | 1        |              |
|                  | 425 National |               | 9     | 2026 | Yes       | 1        |              |
|                  | 425 National |               | 11    | 2026 |           |          |              |
|                  |              |               |       |      |           |          |              |
|                  |              |               |       |      |           |          |              |
| Total Violations |              |               |       |      | 3         | 3        |              |

|                  |              | Registration  |       |      |           |          |              |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|
| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |
| 5.20.26          | 425 National |               | 7     | 2026 | Yes       | 1        |              |
| 1                | 425 National |               | 11    | 2026 | Yes       | 1        |              |
|                  | 425 National |               | 9     | 2026 | Yes       | 1        |              |
|                  | 425 National |               | 5     | 2026 | Yes       | 1        |              |
|                  |              |               |       |      |           |          |              |
|                  |              |               |       |      |           |          |              |
| Total Violations |              |               |       |      | 4         | 4        |              |

|                  |              | Registration  |       |      |           |          |              |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|
| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |
| 5.21.26          | 425 National |               | 9     | 2026 | Yes       | 1        |              |
| 1                | 425 National |               | 5     | 2026 | Yes       | 1        |              |
|                  | 425 National |               | 11    | 2026 | Yes       | 1        |              |
|                  | 425 National |               | 7     | 2026 | Yes       | 1        |              |
|                  |              |               |       |      |           |          |              |
|                  |              |               |       |      |           |          |              |
| Total Violations |              |               |       |      | 4         | 4        |              |

|                  |              | Registration  |       |      |           |          |              |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|
| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |
| 5.22.26          | 425 National |               | 9     | 2026 | Yes       | 1        |              |
| 1                | 425 National |               | 11    | 2026 | Yes       | 1        |              |
|                  | 425 National |               | 5     | 2026 | Yes       | 1        |              |
|                  |              |               |       |      |           |          |              |
|                  |              |               |       |      |           |          |              |
|                  |              |               |       |      |           |          |              |
| Total Violations |              |               |       |      | 3         | 3        |              |

|                  |              | Registration  |       |      |           |          |              |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|
| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |
| 5.23.26          | 425 National |               | 9     | 2026 | Yes       | 1        |              |
| 1                | 425 National |               | 5     | 2026 | Yes       | 1        |              |
|                  | 425 National |               | 11    | 2026 | Yes       | 1        |              |
|                  | 425 National |               | 7     | 2026 |           |          |              |
|                  |              |               |       |      |           |          |              |
|                  |              |               |       |      |           |          |              |
| Total Violations |              |               |       |      | 3         | 3        |              |

|                  |              | Registration  |       |      |           |          |              |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|
| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |
| 5.24.26          | 425 National |               | 9     | 2026 | Yes       | 1        |              |
| 1                | 425 National |               | 5     | 2026 | Yes       | 1        |              |
|                  | 425 National |               | 11    | 2026 | Yes       | 1        |              |
|                  | 425 National |               | 7     | 2026 |           |          |              |
|                  |              |               |       |      |           |          |              |
|                  |              |               |       |      |           |          |              |
| Total Violations |              |               |       |      | 3         | 3        |              |

|                  |              | Registration  |       |      |           |          |              |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|
| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |
| 5.25.26          | 425 National |               | 9     | 2026 | Yes       | 1        |              |
| 1                | 425 National |               | 5     | 2026 | Yes       | 1        |              |
|                  | 425 National |               | 11    | 2026 | Yes       | 1        |              |
|                  | 425 National |               | 7     | 2026 |           |          |              |
|                  |              |               |       |      |           |          |              |
|                  |              |               |       |      |           |          |              |
| Total Violations |              |               |       |      | 3         | 3        |              |

|                  |          | Registration  |       |      |           |          |              |
|------------------|----------|---------------|-------|------|-----------|----------|--------------|
| Date             | Location | License Plate | Month | Year | Violation | Movement | Registration |
| 5.26.26          |          |               |       |      |           |          |              |
| 1                |          |               |       |      |           |          |              |
|                  |          |               |       |      |           |          |              |
|                  |          |               |       |      |           |          |              |
|                  |          |               |       |      |           |          |              |
|                  |          |               |       |      |           |          |              |
| Total Violations |          |               |       |      | 0         | 0        |              |

|                  |              | Registration  |       |      |           |          |              |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|
| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |
| 5.27.26          | 425 National |               | 11    | 2026 |           |          |              |
| 1                | 425 National |               | 5     | 2026 |           |          |              |
|                  | 425 National |               | 7     | 2026 |           |          |              |
|                  | 425 National |               | 9     | 2026 |           |          |              |
|                  |              |               |       |      |           |          |              |
|                  |              |               |       |      |           |          |              |
| Total Violations |              |               |       |      | 0         | 0        | 0            |

|                  |              | Registration  |       |      |           |          |              |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|
| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |
| 5.28.26          | 425 National |               | 7     | 2026 |           |          |              |
| 1                | 425 National |               | 11    | 2026 |           |          |              |
|                  | 425 National |               | 5     | 2026 |           |          |              |
|                  | 425 National |               | 9     | 2026 |           |          |              |
|                  |              |               |       |      |           |          |              |
|                  |              |               |       |      |           |          |              |
| Total Violations |              |               |       |      | 0         | 0        |              |

|                  |              | Registration  |       |      |           |          |              |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|
| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |
| 5.29.26          | 425 National |               | 7     | 2026 |           |          |              |
| 1                | 425 National |               | 11    | 2026 |           |          |              |
|                  | 425 National |               | 5     | 2026 |           |          |              |
|                  | 425 National |               | 9     | 2026 |           |          |              |
|                  |              |               |       |      |           |          |              |
|                  |              |               |       |      |           |          |              |
| Total Violations |              |               |       |      | 0         | 0        |              |

|                  |              | Registration  |       |      |           |          |              |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|
| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |
| 5.30.26          | 425 National |               | 7     | 2026 | Yes       | 1        |              |
| 1                | 425 National |               | 11    | 2026 | Yes       | 1        |              |
|                  | 425 National |               | 5     | 2026 | Yes       | 1        |              |
|                  | 425 National |               | 9     | 2026 | Yes       | 1        |              |
|                  |              |               |       |      |           |          |              |
|                  |              |               |       |      |           |          |              |
| Total Violations |              |               |       |      | 4         | 4        |              |

|                  |              | Registration  |       |      |           |          |              |
|------------------|--------------|---------------|-------|------|-----------|----------|--------------|
| Date             | Location     | License Plate | Month | Year | Violation | Movement | Registration |
| 5.31.26          | 425 National |               | 7     | 2026 | Yes       | 1        |              |
| 1                | 425 National |               | 11    | 2026 | Yes       | 1        |              |
|                  | 425 National |               | 5     | 2026 | Yes       | 1        |              |
|                  | 425 National |               | 9     | 2026 | Yes       | 1        |              |
|                  |              |               |       |      |           |          |              |
|                  |              |               |       |      |           |          |              |
| Total Violations |              |               |       |      | 4         | 4        |              |

#### Notes

- 1 Our movement violations do not include any violations of the 1000 ft rule.
- 2 Due to security staffing issues we did not have guards on 5.14 and 5.26



| Days Monitored From 5/7/26 - 5/31/26 |               |                    |                   |                    | 24                     |                                |                                    |             |          |
|--------------------------------------|---------------|--------------------|-------------------|--------------------|------------------------|--------------------------------|------------------------------------|-------------|----------|
| Location Of License Plate            | License Plate | Registration Month | Registration Year | Movement Violation | Registration Violation | % of Total Movement Violations | % of Total Registration Violations | Days Onsite | % Onsite |
| 425 National                         |               | 7                  | 2026              | 9                  |                        | 22.5%                          |                                    | 21          | 88%      |
| 425 National                         |               | 9                  | 2026              | 11                 |                        | 27.5%                          |                                    | 22          | 92%      |
| 425 National                         |               | 5                  | 2026              | 10                 |                        | 25.0%                          |                                    | 18          | 75%      |
| 425 National                         |               | 11                 | 2026              | 8                  |                        | 20.0%                          |                                    | 20          | 83%      |
| 425 National                         |               | 2                  | 2026              | 1                  | 4                      | 2.5%                           | 100%                               | 4           | 17%      |
| 425 National                         |               | 7                  | 2027              | 1                  |                        | 2.5%                           |                                    | 4           | 17%      |
| 425 National                         |               | 12                 | 2026              |                    |                        |                                |                                    | 2           | 8%       |
| 425 National                         |               | 5                  | 2027              |                    |                        |                                |                                    | 2           | 8%       |
| 425 National                         |               | 1                  | 2027              |                    |                        |                                |                                    | 2           | 8%       |
| Total                                |               |                    |                   | 40                 | 4                      | 100.0%                         | 100%                               |             |          |

#### Notes

- 1 Our movement violations do not include any violations of the 1000 ft rule.
- 2 Due to security staffing issues we did not have guards on 5.14 and 5.26

# **ATTACHMENT 2**













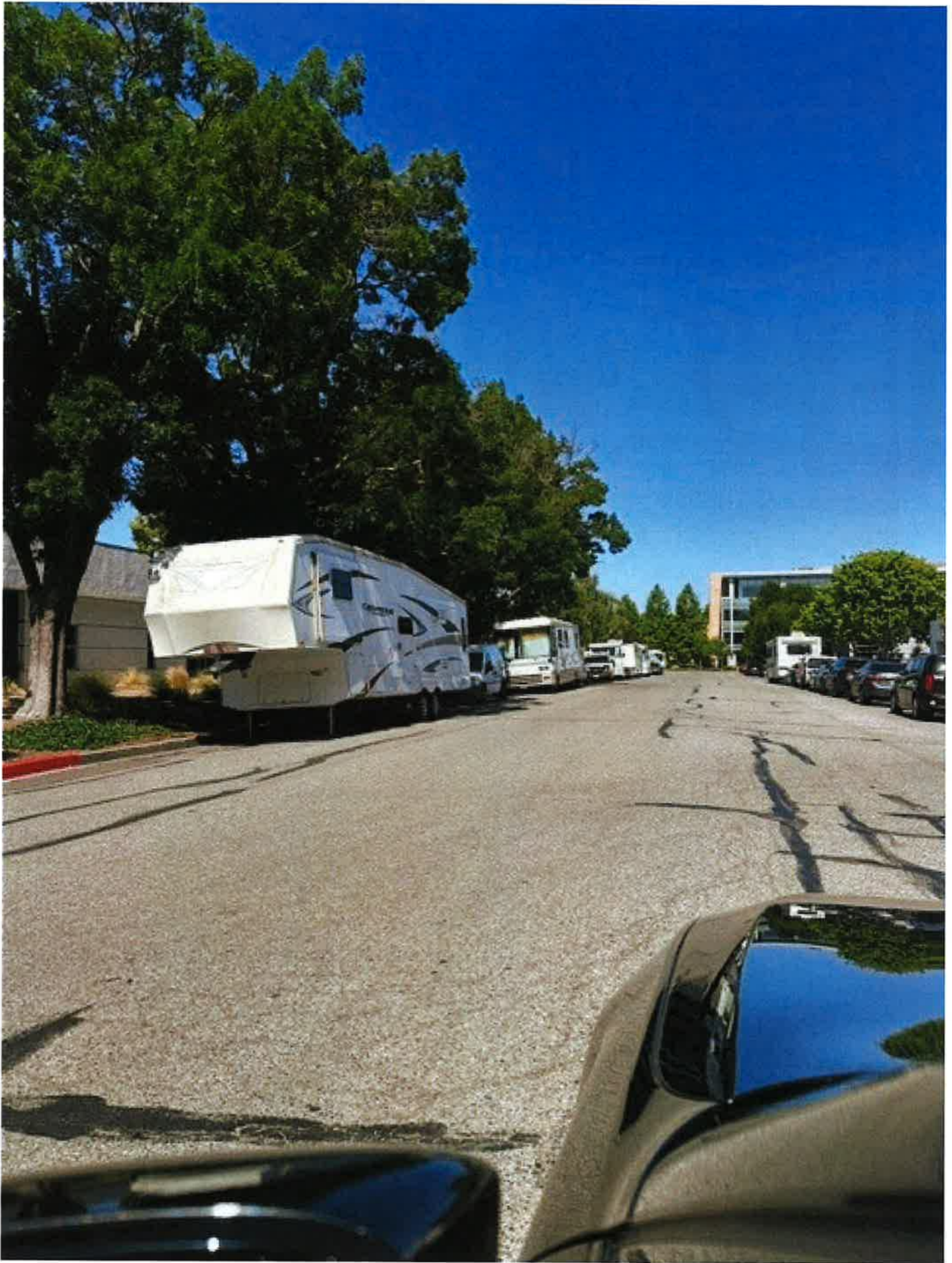




























[REDACTED]

S ubject:

RE: Formal Complaint-RV Parking on National Avenue

---

From: Gregory Welsh <[gwelsh@alembicllc.com](mailto:gwelsh@alembicllc.com)>  
Sent: Saturday, January 31, 2026 12:47 PM  
To: ,City Manager <[city.mgr@mountainview.gov](mailto:city.mgr@mountainview.gov)>  
Cc: Mary Koo [REDACTED]; Gregory Welsh <[REDACTED]>  
Subject: Formal Complaint-RV Parking on National Avenue

**CAUTION: EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.**

Dear City Manager's Office of Mountain View,

I run a business at 627 National Ave and have notified the police many times over the past 2+ years regarding RV and "Campers" that continue to do illegal activity and park long term on National Ave. This has been an ongoing problem in which I have discussed with the Police Department to no avail. The Police Department chalks tires but does not come back to tow vehicles, some vehicles that have been located in the same position for multiple weeks. I am trying to run a professional and more important safe business for my employees. My employees, especially those working after dark, have raised serious concerns with their safety and this is why I am reaching out as I have experienced firsthand safety related issues as well. I am very concerned especially after the numerous phone calls that and since the city has not taken any action especially for the safety of my employees that I may be faced with a potential safety violation and/or lawsuit in the workplace. I am reaching out since I have a company obligation to ensure the safety of my employees.

We recently installed cameras around our facility to improve safety in the workplace but ask that the city to improve the safety of my employees when they leave the facility especially when they have to walk down the street past campers who are doing illegal activity into the evening.

In summary I have observed and have encountered the following incidents during and while leaving work. I have respectfully asked people to leave only to be threatened and have lost my patience as I am trying to manage a safe and professional business.

- Individuals using Alembic's water faucets to gain water access-Required installation of locks to prevent this
- Individuals using alcohol, drugs on the sidewalk
- Late last year had city of mountain view remove biohazard waste including needles from the front of our building curbside
- Individuals barbecuing on the sidewalk.
- Vehicles/RV's being moved with children in the front seat of the vehicles being towed
- RV's parked in the same location in excess of 2-3 weeks only to be moved again down the same street.

- Dumping sewer waste from an RV into the storm drain.
- Congregating of numerous people in the late hours.

Your help in resolving this by taking immediate action to this issue would be much appreciated.

I have some suggestions that I would like to share in resolving this but also would like to understand what the city can do to make the community outside my workplace a safer place for my employees.

Best regards,

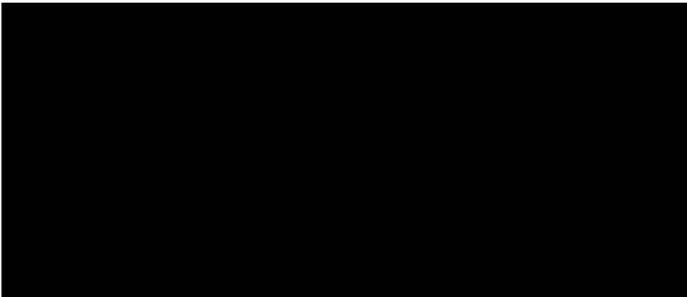
Greg

Greg Welsh

Chief Operating Officer

-----

Alembic, LLC





[REDACTED]

---

S uject:

FW: RV parking on N. Bernardo. Mt. View

-----Original Message-----

From: Jim Spencer [REDACTED]

Sent: Tuesday, May 5, 2026 2:44 PM

To: , City Manager [city.mgr@mountainview.gov](mailto:city.mgr@mountainview.gov); City Council [city.council@mountainview.gov](mailto:city.council@mountainview.gov)

Cc: Serena Wu [REDACTED] Renee Equihua [REDACTED]

Subject: RV parking on N. Bernardo. Mt. View

CAUTION: EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or aachments.

To: Members of the Mountain View City Council

Iam wring on behalf of Alivecor Inc. We are located at 189 N. Bernardo Ave. in Mountain View. Over the past 3 years there have been a growing number of RV's permanently parking on N. Bernardo Ave. They have spread down most of the road and now they are blocking our ability to see when exing our parking lot. Central Expressway is exing right near our driveway and we cannot see around the large RVs parked. So we have had several near miss accidents. At this point it is a maer of me before a near miss becomes a really bad accident.

We have reached out to our landlord and we are aware that they have reached out to the City to address this problem. Yet nothing has changed, it has only become more extensive.

I wanted to make sure we wrote this note to you in order to have it documented that you were made aware of this problem. It is not a case of "if" a bad accident happens, it is a case of "when".

Regards,

Jim Spencer  
Sr. Vice President, Operaons  
Alivecor Inc.



John Loftus  
Director of Safety and Security  
Boston Properties (BXP)

July 24, 2025

Mayor Ellen Kamei  
City of Mountain View  
P.O. Box 7540  
Mountain View, CA. 94039-7540

Boston

Los Angeles

New York

San Francisco

Seattle

Washington, DC

**Subject:** Urgent Concerns Regarding RV Encampments at Mountain View  
Research Park

Madam Mayor,

Let me begin by saying how much we have valued being part of the Mountain View business community for so many years. Unfortunately, I am writing today to bring to your attention several serious issues currently impacting our properties in the city.

Due to a recent lawsuit, it is our understanding that the streets bordering the Mountain View Research Park have effectively become ground zero for the city's homeless relocation solution, leaving our property virtually surrounded by RVs and their occupants.

I cannot overstate the significant impact this "relocation solution" has had – not only on our ability to attract new tenants, but also on our efforts to retain existing tenants. We have received numerous complaints describing how the RV encampments present an unsightly image for the business park. Additionally, RV residents have engaged in disruptive behaviors, including yelling at employees, stringing clotheslines from our trees, and lounging in lawn chairs on our landscaped areas.



The size and placement of these RVs also create safety hazards by obstructing the view of vehicles exiting our parking lots, posing risks to drivers, cyclists, and pedestrians on surrounding streets. Furthermore, the RVs block visibility of our tenants' signage, negatively impacting their businesses.

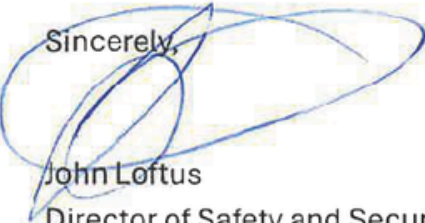
I am unsure how the decision was made to designate all streets bordering Mountain View Research Park as RV parking areas, but I can say with confidence that BXP was neither consulted nor informed prior to implementation.

BXP has made a substantial investment in Mountain View, and we remain committed to the success of this community. However, we urge the city to pursue a more effective and balanced solution to this complex issue – one that does not compromise the safety and viability of its business districts. It is evident that other Bay Area municipalities are adopting a more proactive approach.

We would appreciate an opportunity to discuss this matter further and to better understand the city's plans to address these concerns.

Thank you for your attention to this urgent matter.

Sincerely,



John Loftus

Director of Safety and Security

BXP

Corie A. Edwards

May 5, 2026

**VIA ELECTRONIC DELIVERY ONLY**

Ms. Kimbra McCarthy, City Manager  
City of Mountain View  
200 Castro Street  
Mountain View, CA 94041

**Re: Mountain View Research Park | Notice of Inverse Condemnation Claim**  
**Our File No: 7574.15**

Dear Ms. McCarthy:

This office is counsel to BXP Research Park LP, a Delaware limited partnership (f/k/a BXP Research Park LLC, a Delaware limited liability company) (for convenience, “**BXP**”), the record owner of the real properties (“**BXP Properties**”) comprising Mountain View Research Park (“**Park**”), within the City of Mountain View (“**City**”). The total square footage of the buildings located on the BXP Properties is approximately 574,000 square feet; the BXP Properties themselves encompass 40.75 acres of land.

This correspondence will briefly outline some of the peculiar, direct, and substantial impacts that BXP has suffered as a result of the City’s regulatory conduct following the City’s voluntary settlement of *Navarro v. City of Mountain View, et al.* (“**Navarro Litigation**”) in September of 2022. The *Navarro* Litigation was a response to the City’s effort to limit the parking of “oversized” vehicles on City streets, which vehicles largely consist of recreational vehicles that are being used to illegally house individuals (“**RVs-as-Housing**”). The recreational vehicles are not permitted or regulated for housing use, and the occupancy of them is not temporary. In fact, we understand that many of the RVs-as-Housing are being rented out by “vanlords” as a low-cost alternative to traditional housing units.

Although the City elected to resolve the *Navarro* Litigation by voluntarily agreeing to designate three (3) miles of City streets where RVs-as-Housing may be used and occupied on either side of the street, and to post an online map that identifies the location where the parking and occupation of such RVs-as-Housing is allowed (“**Navarro Settlement**”), the City substantially exceeded this obligation by designating nearly nine (9) miles of roadway. As of December 2025, nearly six (6) of those miles were occupied by RVs-as-Housing. The City has allowed *and encouraged* people to illegally reside on City streets. It has turned vehicular thoroughfares into unregulated housing “villages” for the benefit of RV occupants, singling out property owners whose properties are adjacent to City-designated land to bear the burden. As nearby jurisdictions have maintained or strengthened their restrictions on RVs-as-Housing, the City has attracted even more individuals to occupy its public streets.

As you know, City staff have received a number of earlier communications from and have met with Christine Yuen, Senior Vice President, Leasing, Rod Diehl, EVP, West Coast Regions, and other BXP representatives, concerning the impacts that the Park has suffered as a result of the City's implementation of the *Navarro* Settlement. Unfortunately, the City has taken no action to limit the use and occupation of RVs-as-Housing on the public streets in and around the Park. Accordingly, **BXP now demands that the City take action to lessen and/or resolve the peculiar, direct, and substantial impacts that BXP has been required to bear and compensate BXP for the diminution in market value to the BXP Properties and other losses it has suffered as a result of the City's actions.** If the City will continue to allow the use and occupation of RVs-as-Housing, it must compensate BXP for the ongoing losses that will be the consequence.

BXP has owned the BXP Properties for approximately twenty (20) years, and regrets that it must engage with the City in this manner. But the losses suffered by the largest publicly traded developer, owner, and manager of premier workplaces in the United States, at the City's hands, are too great.

**The City's implementation of the *Navarro* Settlement far exceeds the accommodations that the City agreed to make.**

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The City's implementation of the *Navarro* Settlement prioritized the interests of people who are using and occupying RVs-as-Housing over the interests of long-standing property owners and businesses in Mountain View. As stated, the City designated nearly **three times** the amount of roadway than was required. It can be no surprise that **nearly double** the space that the City agreed to provide is being used for RVs-as-Housing. The map posted by the City specifically identifies "City Streets Where Oversized Vehicles are **not Prohibited**," *i.e.*, it identifies where the use of RVs-as-Housing is allowed (emphasis added). In so doing, the City invited the people to use and occupy RVs-as-Housing in *areas designated by the City* that are adjacent to commercial properties, including the Park.

Many other nearby jurisdictions have prohibited the use of RVs-as-Housing by implementing parking restrictions. Mountain View, on the other hand, extended an invitation. As a result, Mountain View has seen a dramatic increase in the number of RVs-as-Housing occupying City streets that the City chose to designate for that purpose.

**The City's designation of areas for use and occupation of RVs-as-Housing singles out BXP and other commercial property owners in Mountain View to bear the brunt of the resulting peculiar, direct, and substantial impacts.**

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The issues raised here are no secret to the City. In December 2025, Assistant City Manager, Audrey Seymour, prepared a lengthy Memorandum to City Council ("**Memorandum**"), specifically acknowledging that "businesses, residents, and property owners . . . are experiencing impacts from the parking of oversized vehicles. . . ." (Memorandum, at 21). The Memorandum identified "Boston Properties" as the owner/operator of some of the properties that the City knew were suffering impacts (Attachment 1 to the Memorandum). The Memorandum emphasized that "[o]versized vehicle parking in Mountain View is predominantly the result of people living in recreational vehicles and unattached trailers" (Memorandum, at 1). It cited a variety of resulting public safety risks, including the dumping of biological waste and hazardous substances into the City storm drain (Memorandum, at 14-15). The Memorandum also acknowledged "troubling behaviors" exhibited by people using and occupying

RVs-as-Housing, with impacts that included a “40% decline in enrollment” at a school, and concerns about RVs-as-Housing being used and occupied in and around the Park, specifically on Ravendale Drive and N. Bernardo Avenue.

City staff and members of the City Council have been made aware of the peculiar, direct, and substantial impacts that commercial property owners are being required to bear as a result of City’s discretionary policy decisions. Yet the City takes no action, demonstrating the City’s disregard for the ongoing impacts to private property owners.

**BXP, as the owner of sixteen (16) properties in the Park, has suffered peculiar, direct, and substantial impacts and ongoing financial losses at the City’s hands.**

BXP has owned the BXP Properties for approximately twenty (20) years. The BXP Properties have historically performed exceptionally well with occupancy remaining at high levels through the Great Recession of the late 2000s, and as illustrated by the table (right), also performing well during and after the COVID-19 Pandemic.

| Mountain View |          |
|---------------|----------|
| Year          | Leased % |
| 2020          | 76%      |
| 2021          | 82%      |
| 2022          | 79%      |
| 2023          | 61%      |
| 2024          | 61%      |
| 2025          | 55%      |

But the City’s implementation of the *Navarro* Settlement, and its invitation for non-residents to use and occupy RVs-as-Housing on City streets in and near the Park, caused vacancy levels to increase dramatically. This information is not new. In January of 2026, BXP informed the City that six (6) of BXP’s sixteen (16) buildings in the Park were and are impacted by the significant increase in RV Parking along Ravendale Drive and N. Bernardo Avenue:

| Address                           | Square Footage | Period of Vacancy |
|-----------------------------------|----------------|-------------------|
| 777 E. Middlefield                | 59,251         | Since 12/31/21    |
| 440 N. Bernardo/<br>765 Ravendale | 27,790         | Since 7/31/23     |
| 350 N. Bernardo                   | 15,690         | Since 9/30/25     |
| 354 N. Bernardo                   | 2,686          | Since 9/30/25     |
| 360 N. Bernardo                   | 11,109         | Since 9/30/25     |
| 201 Ravendale                     | 29,427         | Since 10/31/18    |
| 203 Ravendale                     | 24,164         | Since 7/31/18     |
| 815 E. Middlefield                | 25,518         | Since 12/7/23     |
| 825 E. Middlefield                | 47,081         | Since 8/1/19      |

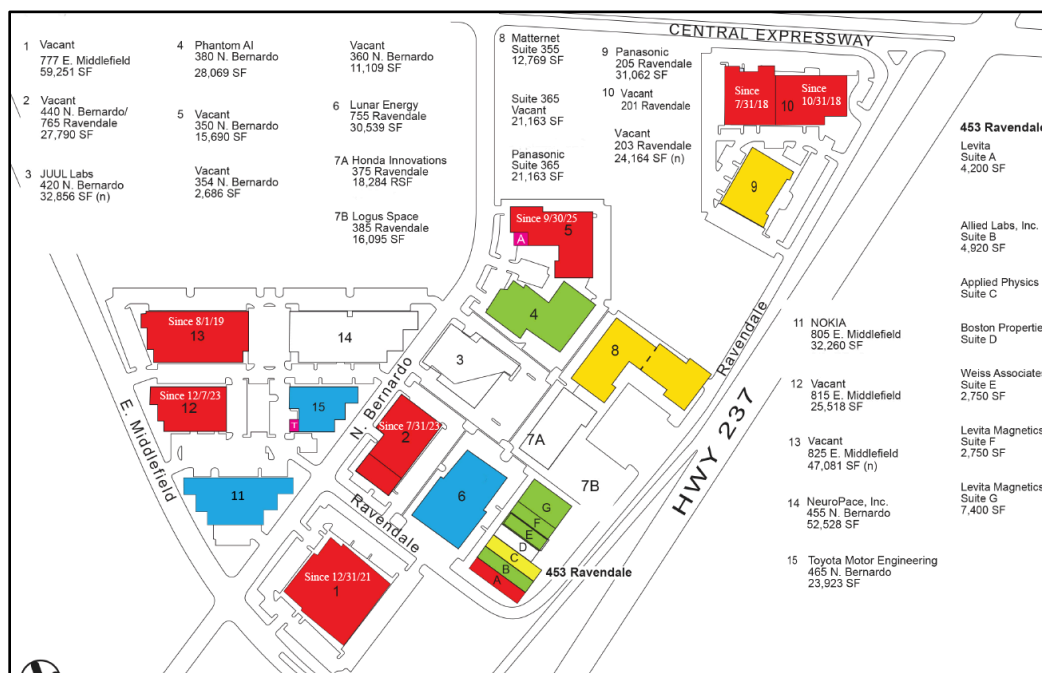
Real estate brokers have repeatedly reported that the unsightly RVs-as-Housing are the primary reason why tenants have vacated and why commercial spaces cannot be re-let. As recently as April 30, 2026, a prospective tenant of 777 E. Middlefield reported to BXP’s real estate broker that it would not move forward with lease negotiations due to the security concerns around the RVs-as-Housing: “this building is perfect, but **the RVs were an eye sore and we can’t put our employees in that position from a security standpoint**” [emphasis added]. An existing tenant – which leases approximately 30,000



square feet of office space, informed BXP that it had concerns about RVs-as-Housing being parked directly outside its facility and building entrance. Complaints have been made about dangerous driving conditions caused by the RVs-as-Housing and the negative impression that the RVs-as-Housing leave on visiting clients and investors. BXP has been asked to address safety concerns. But the City's actions deprive BXP of the power to respond.

The experiences of BXP's on-site staff lend credibility to the complaints made by brokers and tenants. BXP staff have observed people who dwell in the RVs-as-Housing enter the Park, which is private property, on many occasions. The occupants of RVs-as-Housing have yelled at BXP employees. They have also allowed dogs to enter onto the BXP Properties off-leash, and have chased and threatened tenants. They dump trash and car oil near tenant areas and have broken locks to access water from a BXP spigot.

The below graphic was sent to the City on March 10, 2026, and graphically illustrates the locations of vacancies in the BXP Properties:



the City to prioritize the project.<sup>1</sup> But City staff took no action other than to suggest that a meeting be scheduled and requested that BXP provide additional information concerning its losses.

**The impacts suffered by BXP as a result of the City's implementation of the *Navarro* Settlement are compensable takings.**

---

Article 1, Section 19 of the California constitution broadly requires compensation to a property owner when private property is taken for public use: “[p]rivate property may be taken or damaged for a public use and only when just compensation . . . has first been paid. . . .” A compensatory regulatory taking occurs when regulatory conduct – such as the implementation of the *Navarro* Settlement – unduly impacts private property, even when the regulation stops short of denying all economically viable use. In *Penn Central Transp. Co. v. City of New York* (1978) 438 U.S. 104 [landmarks ordinance], the United States Supreme Court identified several factors that have been used by courts to determine whether or not regulatory conduct so interferes with private property rights as to require payment of compensation. Those factors include “the ‘extent to which the regulation has interfered with distinct investment-backed expectations. . . .’” *Penn Central*, 438 U.S. at 124. The Court recognized that regulatory conduct “may so frustrate distinct investment-backed expectations as to amount to a ‘taking.’” *Id.* at 127, citing *Pennsylvania Coal Co. v. Mahon* (1922) 260 U.S. 393, 43 S.Ct. 158 [regulation of mining activities]. State action that amounts to a “taking” of real property entitles a private property owner to compensation, which may be obtained through an inverse compensation action:

United States Supreme Court recognized that a regulation of property that “goes too far” may effect a taking of that property, though its title remains in private hands. . . .

*Kavanau v. Santa Monica Rent Control Bd.* (1997) 16 Cal.4th 761, 773. The property owner need not suffer a complete loss in the value of its property to be entitled to compensation. *Id.* at 774 [emphasis in original].

Regulatory conduct need not directly impact property, such as a zoning regulation, to be actionable and entitle a property owner to inverse condemnation compensation. California case authority establishes, for example, that property owners who suffer adverse impacts from drainage improvements on adjacent properties, have suffered a compensable loss. *See e.g., Locklin v. City of Lafayette* (1994) 7 Cal.4th 327 [downstream property owner cannot be compelled to accept disproportionate share of burden of drainage improvements undertaken for public benefit, and may be entitled to compensation for inverse condemnation]. Inverse condemnation may also result from noise and noxious odors near private property. *See e.g., Varjabedian v. City of Madera* (1977) 20 Cal.3d 285 [viable inverse condemnation claim based on odor from a sewage treatment plant that made residential property unsuitable for human habitation]; *Harding v. Dept. of Transportation* (1984) 159 Cal.App.3d 359 [construction of freeway and embankment near highway as a basis for inverse condemnation]; and *Aaron v. City of Los Angeles* (1974) 40 Cal.App.3d 471 [noise from a municipal airport caused a reduction in market value].

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<sup>1</sup> The Memorandum commented (at page 17) that Intuit made a similar proposal.

We are confident that BXP can – and will – establish that the City’s designation of City streets in and around the Park for the use and occupation of RVs-as-Housing, and its direction that occupants of RVs-as-Housing should park in those areas imposes a “direct and particular and substantial burden” on the BXP Properties.<sup>2</sup> Like the claimants in *Varjabedian*, BXP has been “singled out” to suffer the impacts of the City’s response to the RV-as-Housing problem. *Varjabedian*, 20 Cal.3d at 298. And like the claimants in *Aaron*, the City will be unable to avoid liability based on claims that the occupants of the RVs-as-Housing are the cause of BXP’s loss, because the City’s conduct is a substantial cause of the damage. *Aaron*, 40 Cal.App.3d at 487. If BXP were to prevail on a claim, it may recover diminution in market value, loss of use or rental value, and other damages. It will also have a right to recover its expert costs, appraisal fees, and attorneys’ fees.

As you are likely aware, a five- (5-) year statute of limitation applies to inverse condemnation claims, particularly in cases where the harm is continuing. Cal. Code of Civ. Proc. §§ 318 and 319. Case law establishes that that inverse condemnation claims like that at issue here may not immediately accrue, and a claimant is permitted to wait until the situation at issue stabilizes. *Aaron*, 40 Cal.App.3d at 392.

BXP remains interested in partnering with the City to resolve impacts that it is suffering from the City’s policy of encouraging the use and occupancy of RVs-as-Housing in and around the BXP Properties. Accordingly, please have a member of City staff contact us at your earliest convenience, and no later than May 15, 2026. We look forward to a productive discussion.

Very truly yours,

**REUBEN, JUNIUS & ROSE, LLP**



Corie A. Edwards

Encl. Claim Against the City of Mountain View, CA

cc: Audrey Seymour ([Audrey.Seymour@mountainview.gov](mailto:Audrey.Seymour@mountainview.gov))

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<sup>2</sup> It has been noted that “[t]here is a very close relation between the concepts of inverse condemnation and nuisance by a governmental entity.” See e.g., *Aaron v. City of Los Angeles* (1974) 40 Cal.App.3d 471, 481. Accordingly, appended to this correspondence is BXP’s Claim Against the City of Mountain View, which is submitted in an abundance of caution notwithstanding that BXP has no obligation to submit a claim Cal. Gov. Code § 905.1 “[n]o claim is required to be filed to maintain an action against a public entity for taking of, or damage to, private property pursuant to Section 19 of Article I of the California Constitution.”]. If BXP is required to proceed to litigation, it reserves the right to pursue compensation and other damages for its losses under any cognizable legal theory.



## CLAIM AGAINST THE CITY OF MOUNTAIN VIEW, CA

Pursuant to Government Code 910, subject to certain limited exceptions, a claim must be filed with the City of Mountain View within six (6) months of the incident. Completed claims must be mailed or hand-delivered to the **City Clerk's Office, 500 Castro Street, P.O. Box 7540, Mountain View, California, 940397540**. Emailed or faxed claims will not be accepted. Please complete each section and print clearly. This claim form is a public record and shall be provided upon request in conformance with the Public Records Act, Government Code Sec. 7920.000 *et seq.*

**Attach copies of itemized receipts, estimates, photographs, or other documentation of your claim.**

Claimant's Full Legal Name: BXP Research Park LP, a Delaware limited partnership (f/k/a BXP Research Park LLC, a Delaware limited liability company)

Date of Birth: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ Driver's License: State: \_\_\_\_\_ No.: \_\_\_\_\_

Gender: ☐ Male or ☐ Female

Home/Cell Phone: \_\_\_\_\_ Business Phone: \_\_\_\_\_

Claimant's Address:

Street

Apt. No.

City

Zip Code

Post Office Address

Where Notices Should  
be Sent if Different  
from Claimant's  
Address:

c/o Reuben, Junius & Rose, LLP,

Street

City

State

Zip Code

Date of Incident: ongoing - \_\_\_\_\_ - \_\_\_\_\_

Time of Incident: \_\_\_\_\_ ☐ A.M. or ☐ P.M.

Location of Incident: Mountain View Research Park

CAUSE OF LOSS: Detailed description of the event, act, or omission which you allege caused the injury or damage for which you are submitting this claim. Please use additional paper if necessary:

See May 5, 2026 Letter.

Implementation of City's settlement of Navarro v. City of Mountain View, et al.

Continue to Page 2

Name(s) of Public Employee(s) causing injury, damage, or loss: \_\_\_\_\_

\_\_\_\_\_

Name and telephone number of any known witnesses: \_\_\_\_\_

\_\_\_\_\_

DESCRIPTION OF LOSS (Describe injury, property damage, or loss. If there were no injuries, state "NO INJURIES."):

See May 5, 2026 Letter.

Amount Claimed: \$ \_\_\_\_\_  
and Basis for Computation:

See May 5, 2026 Letter.

The Mandatory Insurer Reporting Law (Section 111 of Public Law 110-173) requires group health plan insurers to report Social Security Numbers (SSNs) in order for Medicare to coordinate payments with other insurance benefits. Individuals who receive ongoing reimbursement for medical care through no-fault insurance, Workers' Compensation, or who receive a settlement, judgment, or award from liability insurance/self-insurance or Workers' Compensation, will be asked to furnish information concerning their SSN. In order for the City to comply with the mandatory reporting requirements of the Medicare, Medicaid, and SCHIP Extension Act of 2007, the following information is required:

Are you presently or have you ever been enrolled in Medicare Part A or B? ☐ YES ☒ NO

IF YES, PROVIDE MEDICARE NUMBER: \_\_\_\_\_

Disclosure of your SSN is required if your claim is for personal injury pursuant to the Medicare, Medicaid, and SCHIP Extension Act (Public Law 110-173 Section 111). The Federal Government requires the City to report settlements for present or future medical care. This information will be kept confidential and only shared with the Federal Government. The City is unable to process payment without this information. If your claim is not for personal injury, disclosure of your SSN is voluntary.

SOCIAL SECURITY NUMBER: \_\_\_\_\_

I certify that the forgoing is true and correct. Submitted by:

May 5, 2026  
Date

Corie A. Edwards  
Claimant Name or Attorney Representing Claimant

  
Claimant Signature or Attorney Representing Claimant

**WARNING: It is a criminal offense to intentionally file a false or fraudulent claim and is punishable by imprisonment for up to one (1) year or a fine of up to \$10,000, or both (Penal Code Section 72).**

**From:** [MVCRM=comcate.com@mg.comcate.com](mailto:MVCRM=comcate.com@mg.comcate.com) on behalf of [City of Mountain View](#)  
**Subject:** New Comcate eFM case: Homeless>Living in Vehicles (you are owner)  
**Date:** Wednesday, October 15, 2025 10:15:10 AM

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**CAUTION:** EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.

Case ID#: 81228  
Case Detail page: <https://clients.comcate.com/rep/caseDetail.php?ag=128&id=2297624>  
Topic>Subtopic: Homeless>Living in Vehicles  
Case Location:  
450 NATIONAL Av MOUNTAIN VIEW, CA 94043-2230

Action that triggered this email: Case created

Customer: Pinjic, Ermina

Owner: [REDACTED]

Date case was created (Days outstanding): 10/15/2025 (0)

Your role on this case: Primary Owner

Customer request (only first sentences): Good morning, I hope this message finds you well. I'm writing on behalf of CARIAD Inc, located on 450 National Ave Mountain View CA 94043, to raise a concern about the increasing number of RV's, semi-trucks and trailers that are consistently parking along National Ave. Not only has impacted the appearance and cleanliness of the area but has led to congestion on National Ave. We understand the broader challenges around vehicle residency and public space, but we would like clarification on what the current city policies are regarding RV and commercial vehicles, whether there are time limits and what solutions are available for situations like this. We would greatly appreciate any guidance on how this matter can be addressed. You can contact me via email at [REDACTED]

You can also access your account by going to the employee home page and entering your username and password.



# Official Correspondence & Strategy Document

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Subject: URGENT: Public Health Nuisance and Proposed Infrastructure Solution - Cucina Venti

To: Kimbra McCarthy (City Manager)  
CC: Mayor Ellen Kamei; Vice Mayor Emily Ann Ramos; Mountain View City Council; MVPD Code Enforcement

Dear Ms. McCarthy and Members of the Council,

As a dedicated business owner in Mountain View for 18 years, I am writing to formally bring to your attention a critical and escalating public health crisis occurring on the public right-of-way immediately adjacent to Cucina Venti.

While I have attempted to address these issues through the Police Department, the lack of effective intervention has allowed the following hazardous conditions to persist:

- **Illegal Bio-Hazardous Dumping:** Recurrent disposal of human waste and refuse from nearby RVs directly in front of our establishment and the neighboring dental office.
- **Unsecured Medical Waste Scavenging:** Individuals are regularly scavenging through trash bags from the neighboring dental office, creating a high-risk environment for needle sticks and exposure to hazardous materials in a high-traffic public area.

These conditions constitute a Public Health Nuisance and a direct violation of the sanitation standards required for a high-end food service establishment. As you are aware, my restaurant is held to the strict requirements of the California Retail Food Code. The City's failure to maintain sanitary conditions on public property is now jeopardizing my ability to comply with Santa Clara County Environmental Health standards and is causing irreparable harm to our brand and the safety of our patrons.

#### A Proposed Solution: Infrastructure Alignment

We have observed that in neighboring areas heavily populated by Google, the majority of lanes have been protected by dedicated bike lanes. We believe implementing a similar protected bike lane along our block would be a simple, effective solution. This would improve transit safety while naturally resolving the issues of illegal dumping and long-term RV parking that are currently degrading the public health of this corridor.

I value my long-standing relationship with the City of Mountain View and would prefer to resolve this matter internally through these infrastructure improvements. However, if I do not see a concrete plan for immediate sanitation and a timeline for these safety improvements within five business days, I will have no choice but to escalate this

matter to the Santa Clara County Department of Environmental Health and the County Hazardous Materials Program to protect my business permit and public safety.

I look forward to your immediate confirmation that this matter is being addressed.

Sincerely,

Bella Awdisho  
Owner/Operator, Cucina Venti

KILROY REALTY CORPORATION

February 27, 2026



Audrey Seymour  
Assistant City Manager  
City of Mountain View

Audrey,

Thank you, again, for your interest in this topic and your willingness to help us understand the issue and your diligence to find an appropriate and acceptable resolution for all parties.

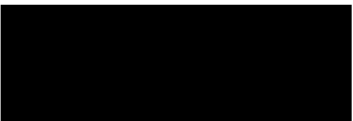
As you requested, we are sending you what we think is the best way for you and others to understand the “what, how and why” of the City of Menlo Park regarding their decision regarding OSV overnight parking. We believe that the City documents attached below are the best way to convey to you in their own words what worked and why.

The attachments include the agenda, staff report, and minutes of the Menlo Park City Council meetings where their OSV Ordinance was discussed and approved. Ultimately, we hope this will be helpful to you in helping to find a path for your Council that works best for your community.

We hope these are helpful, as a start in our effort to help where we can. If these are useful, we would be happy to provide documents from City of Palo Alto on the same topic. Sincerely,

Sincerely,

**LARISSATRUMMELL**  
Asset Manager

**KILROYREALTYCORPORATION**

Cc: Kirstin Hinds, Armanda Rotella  
Enclosures (3)

[REDACTED]

[REDACTED]

S subject:

[REDACTED]

FW: Lunar Energy / Ravendale and N. Bernardo Ave

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From: Grace Hsu [REDACTED]  
Sent: Tuesday, June 16, 2026 10:00 AM  
To: Seymour, Audrey <[audrey.ramberg@mountainview.gov](mailto:audrey.ramberg@mountainview.gov)>  
Cc: Kunal Girotra [REDACTED]  
Subject: Lunar Energy / Ravendale and N. Bernardo Ave

**CAUTION: EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.**

Hi Audrey,

Just left you a voicemail and wanted to follow-up in email. My name is Grace Hsu and I'm the head of policy at [LunarEnergy](https://lunarenergy.com), which employs over 220 employees who are primarily based in the Bay Area and London. Our founder and CEO, Kunal Girotra, formerly headed up Tesla Energy. We are a manufacturer of residential batteries that saves homeowners money on their energy bills and provides critical backup power during severe weather events: we've been proudly located in Mountain View since early 2023. We've delivered over 3,000 battery systems to homeowners all over California - many in the Bay Area, and we also partner with local community choice aggregators such as Ava, SVCE and PCE to operate their distributed energy resources platform to discharge power from EVs and batteries back to the grid when it needs it most.

Lunar Energy is headquartered at 755 Ravendale Dr in Mountain View, which is one of the streets on which oversized vehicles are allowed to park. Unfortunately the RV situation has become a driving safety hazard.

As we enter and exit our street and the parking lot of our office space (and enter Ravendale) the density of RVs means it's quite difficult to safely pull out of the office driveway, or exit our street, as there are major blind spots created by RVs parked left and right of our buildings.

Possible solutions:

We are sympathetic to the situation where people with ties to Mountain View should have the ability to stay in affordable housing situations.

We're particularly keen on ensuring that our employees are able to safely enter and exit our parking lot without being worried about an accident.

Would you/the City be supportive of bike lanes or restricting RV parking in front of our building?

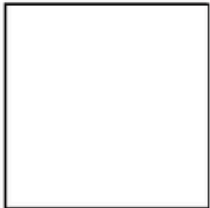
We'd love for you to visit and see the situation first-hand and we'd enjoy giving you a company and lab tour as well!

Many thanks,  
Grace

--

**Grace Hsu** (she/her)

General Counsel, VP of People and Policy | [lunarenergy.com](https://lunarenergy.com) | [LinkedIn](#) | [Instagram](#)



[REDACTED]

[REDACTED]

Subject:

[REDACTED]

FW: Help with van situation

From: MacMcConnell [REDACTED]  
Date: June11,2026at5:06:11AMPDT  
To: EllenKamei<[mountainviewellen@gmail.com](mailto:mountainviewellen@gmail.com)>  
Subject: Help with van situation

Hi Ellen,  
I don't think we've emailed since you took office as mayor! Congratulations.

Can I get your help with the van situation on Independence and Wyandotte? The campers have completely taken over the area and there isn't any parking for my employees. My morning shift starts at 4am and a few women have mentioned feeling uncomfortable parking so far away and also having to walk past dilapidated campers. I am very sympathetic to the folks living in this type of housing insecurity, but they are hampering my business. The new parking changes for the nearby school didn't help things either.

Am I correct that MV is the only city still allowing parking on city streets? I am ready to advocate for changing that. If you could please pass me along to the party responsible for these issues that would be great. Thank you for your time.

All the best,  
Mac McConnell



[REDACTED]

please reach out to

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August 14, 2025

Kimbra McCarthy  
City Manager  
City of Mountain View  
500 Castro Street  
Mountain View, CA 94041

Re: Follow-Up on Oversized Vehicle Parking Impacts on 2177 Leghorn Street – Request for Targeted Mitigations

Dear Ms. McCarthy:

Thank you for your July 1, 2025 response to my earlier letter regarding oversized vehicle (OSV) parking on Leghorn Street. I appreciate the City's explanation of its affordable housing initiatives and current enforcement measures under the Navarro settlement.

While I understand the legal constraints the City operates under, the ongoing concentration of OSVs in certain commercial corridors – particularly around 2177 Leghorn Street – continues to create challenges that are not experienced equally in other parts of Mountain View. These impacts include diminished curb access, safety concerns, sanitation concerns, and reduced visual appeal for customers and tenants.

I recognize that the Navarro settlement requires maintaining at least three miles of OSV-permissible street segments, but it also leaves room for enforcement tools such as the 72-hour parking limit, removal of inoperable or unregistered vehicles, and temporary restrictions for street cleaning or maintenance. The recent City of Grants Pass v. Johnson decision may also create opportunities to revisit certain terms through the courts if needed (see Federal Rule of Civil Procedure 60(b)(5)).

In the near term, the City could consider:

- Enhanced tracking for 72-hour compliance to discourage vehicles from simply rotating spaces on the same block.
- More consistent enforcement of registration and operability requirements, which may also encourage turnover and compliance.
- Increased street cleaning in high-impact areas, with the associated temporary parking restrictions provided for under the settlement.

While these ideas are consistent with existing settlement terms, my primary goal is to ensure that the current concentration of OSV parking in a small number of areas does not become a recurring issue after the Navarro settlement ends. To that end, I respectfully request the City provide written confirmation that, upon the settlement's expiration in approximately September 2026, it will not renew, extend, or enter into any similar agreement or policy that results in the disproportionate siting of OSV parking in limited commercial or industrial areas. Future regulations should aim to distribute impacts equitably across the City, thereby protecting the vitality of all business districts and neighborhoods.

I believe such a commitment — combined with modest, near-term enforcement adjustments — would give property owners, residents, and the City alike clarity and confidence that we are moving toward a more balanced and sustainable approach.

I look forward to the City's response.

Respectfully,

**MPI Consolidated LLC**

  
Eric Rafia  
Manager

cc: Ellen Kamei, Mayor  
Emily Ann Ramos, Vice Mayor  
John McAlister, Councilmember

*This correspondence is provided in the spirit of collaboration and without waiver of any rights or remedies available under law.*

February 11, 2025

Kimbra McCarthy  
City Manager  
City of Mountain View  
500 Castro Street  
Mountain View, CA 94041



Subject: Urgent Action Required – Public Safety, Economic Harm, and Property Rights Concerns Related to RV Encampments

Dear Ms. McCarthy:

I write to bring to your immediate attention the serious and escalating economic harm and public safety issues resulting from the City's policies permitting long-term habitation of oversized vehicles (OSVs) on Leghorn Street. As the owner of 2177 Leghorn Street, I have directly suffered financial loss, business disruption, and substantial interference with the lawful use and enjoyment of my property due to the City's failure to address these ongoing conditions.

The Measure C referendum and the federal settlement agreement (Navarro v. City of Mountain View) have not resolved these issues but instead have exacerbated them by concentrating oversized vehicle habitation in a limited number of areas—most notably, Leghorn Street. The City's settlement agreement prioritizes the interests of RV occupants over those of property owners, businesses, and taxpayers, leading to an inequitable and unsustainable outcome.

#### **Economic and Legal Impact on Property Owners**

- **Lost business opportunities and declining property values:** A prospective tenant recently withdrew from advanced lease negotiations for a long-term lease, explicitly citing safety and access concerns related to the RV encampments. Multiple other potential tenants have also raised concerns, making it materially more difficult to lease my property.
- **Public safety hazards and City liability exposure:** Oversized vehicle parking has blocked sightlines for vehicles, created parking shortages for employees and customers, and led to sanitation and health concerns. This raises serious questions regarding the City's duty to maintain safe and accessible public streets under California law.
- **Regulatory taking and legal claims:** By allowing OSV encampments on Leghorn Street while prohibiting them in other parts of the City, Mountain View has effectively diminished the economic value of affected properties, amounting to an inverse condemnation (regulatory taking) and actionable nuisance under California law (Cal. Const. Art. I, § 19).

#### **Demand for Immediate Action**

The City must take immediate corrective action to mitigate the significant and ongoing harm caused by its policies. Specifically, I demand that the City:

1. Reevaluate and modify its OSV parking designations to remove Leghorn Street as a designated OSV parking area and relocate these vehicles to alternative locations that do not disproportionately burden commercial property owners.

2. Enforce a citywide overnight parking ban for oversized vehicles (e.g., no parking between 10 PM – 6 AM) to eliminate unlawful habitation of public streets.
3. Establish permit-only parking zones in commercial corridors, including Leghorn Street, to prioritize business operations, customers, and employees.
4. Increase law enforcement and sanitation services to address illegal dumping, traffic hazards, and health and safety violations caused by RV encampments.
5. Commit to an impact study on the economic and public safety effects of OSV habitation in designated areas and take corrective action based on its findings.

**Reservation of Legal Rights**

The City's prior legal settlement does not absolve it of responsibility for the harm caused to affected property owners. If the City fails to take immediate action, I will be forced to explore all available legal and administrative remedies.

**Response Deadline**

Given the urgency of these concerns, I request a formal response within thirty (30) days outlining the specific steps the City intends to take to address these issues. Nothing in this letter shall be construed as a waiver of any legal rights, claims, or remedies available to me or other affected property owners.

I look forward to your prompt response and to working toward a fair and equitable resolution.

Sincerely,

**MPI Consolidated LLC**



Eric Rafia  
Manager

cc: Ellen Kamei, Mayor  
Emily Ann Ramos, Vice Mayor  
John McAlister, Councilmember



[REDACTED]

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S subject:

FW: Status of Terra Bella Avenue Bikeway Feasibility Study

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From: Katie Stevens [REDACTED]

Sent: Monday, February 16, 2026 5:38 PM

To: McCarthy, Kimbra <[Kimbra.McCarthy@mountainview.gov](mailto:Kimbra.McCarthy@mountainview.gov)>; Rotella, Amanda <[Amanda.Rotella@mountainview.gov](mailto:Amanda.Rotella@mountainview.gov)>

Cc: SeanKane [REDACTED]

Subject: Status of Terra Bella Avenue Bikeway Feasibility Study

**CAUTION: EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.**

Hi Kimbra and Amanda,

I hope you both are well. I'm reaching out as a few months ago, Nuro employees saw the signs posted to participate in the survey concerning the [Terra Bella Avenue Bikeway Feasibility Study](#) - many weighing in with support for options that provide for a bike lane along the road.

As you know, Nuro is headquartered at 1300 Terra Bella and has been at this location for almost a decade. About one year ago, we asked the City to help extend the red curb marking along the driveway in/out of our parking lot as road visibility was difficult due to the large vehicles consistently parked along the street. Nonetheless, visibility remains a significant challenge, and many employees already bike or are interested in biking to work. As such, Nuro leadership and employees are interested in an update on the study.

Do you have a sense as to when a recommendation will go before the Bike-Ped Advisory Committee or Council Transportation Committee?

We stand ready to assist you in this process, as helpful.

Thank you,

Katie

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Katie Stevens  
Head of Policy  
[REDACTED]

[www.nuro.ai](http://www.nuro.ai)

[Redacted]

**Subject:** FW: Pls Read: Issue with Nuro

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**From:** Peter Katz [Redacted]  
**Sent:** Thursday, May 28, 2026 5:19 PM  
**To:** Seymour, Audrey <[Audrey.Seymour@mountainview.gov](mailto:Audrey.Seymour@mountainview.gov)>; Rotella, Amanda <[amanda.rotella@mountainview.gov](mailto:amanda.rotella@mountainview.gov)>  
**Cc:** Murdock, Christian <[christian.murdock@mountainview.gov](mailto:christian.murdock@mountainview.gov)>  
**Subject:** Pls Read: Issue with Nuro

**CAUTION: EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.**

Hi all

Need to bring this to your attention, altho I am sure it is not new news.

We just had a meeting with Katie Stevens at Nuro. They remain very supportive of the Chamber and of Mountain View, but wanted us to know that the issues with the unhoused population and the overwhelming number of vans on their street is getting worse and untenable.

She is grateful for her meeting with Audrey and Amanda, and the understanding you have shown. She also recognizes it's a complex issue, made worse by the lawsuit. She was hopeful that the bike lane initiative might have helped, but since Council did not approve it she felt no progress is being made and that they needed to speak up again. Public defecation, needle use, gas canisters are more prevalent - and a public health issue - and (of course) it's not a good look for a professional organization or business district.

As you know, we've recently had renewed comments like this from Intuit and Google as well.

It may be time to engage PD again to at least address immediate public safety needs, as well as share plans the City may have for next Jan when the ruling has run its course.

Thanks for listening.

--

Peter Katz • President & CEO  
Mountain View Chamber of Commerce & Foundation



[Redacted]

[Redacted]



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Dear Ms. McCarthy,

lowen the shopping center at 1380 & 1390 Pear Avenue. In past 45 days, Pear Ave has been taken over by RVs that are parked overnight and have brought with them several unhoused people that are vandalizing my building, harassing tenants and customers and littering in a massive way. The police department have had to be called 6 times in the past week alone. An officer stated Pear Ave has recently been approved for RV parking? Regardless, I would like to meet with you and understand the best course of action to take here. My tenants are scared and complaining, the restaurant vendors cannot provide service as their semi tractor trailers now have nowhere to stop. This is a huge impact on multiple businesses. Are you available this upcoming Monday or Tuesday to meet and discuss?

Thank you,  
Jeff Curran  
Managing Partner  
Pear Ave Investors  




**ELEVATION LAW**

A Professional Corporation

D [REDACTED]

*Michael K. Brown*  
[REDACTED]

May 29, 2026

**Via Email**

City of Mountain View  
Attn: City Manager  
500 Castro Street  
Mountain View, CA 94041  
[city.mgr@mountainview.gov](mailto:city.mgr@mountainview.gov)

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Re: Nuisance Conditions on Pear Avenue

City Failure to Enforce 72 Hour Parking Limits

Dear Ms. McCarthy,

I represent Pear Avenue Investors, LLC, which owns the property known as 1380-90 Pear Avenue in Mountain View. I write to you as the head of the staff of the City of Mountain View and in your role as liaison to the City Council, the Police Department and the City Planning Department.

The focus of my letter is the City's failure to enforce its ordinances which are contributing to a continuing nuisance condition on Pear Avenue that is dramatically impacting my client's commercial development, all caused by the City's allowance of homeless overnight parking of RVs and overnight loitering, which has led to attempted break ins and property damage to my client's property.

We'd like to have a meeting with you and those in City leadership positions that could contribute to a productive discussion of the problem and potential solutions to what is happening on Pear Avenue. Please let me know what we can do to schedule such a meeting at the very earliest date.

My client principal, Jeff Curran, and also Bella Awdisho, the owner of Cucina Venti Restaurant, which leases roughly 1/3 of my client's property, would like to join our meeting with you. A meeting has already been held between Mr. Curran and Ms. Awdisho with Lt. Laurina Holt of your City Police Department, but the outcome of that meeting was very disappointing, and frankly, not in keeping with the City's enforcement of its laws which are intended to address the problem that we want to bring to your full attention.



May 29, 2026

Page 2 of 2

Lt. Holt was made aware of the problem that vehicles are parked up and down Pear Avenue for days and weeks at a time, and that the City has not taken steps to enforce its 72 hour maximum parking ordinance. However, Lt. Holt stated in the meeting that the City is not enforcing the 72 hours maximum ordinance and provided little information and certainly no satisfactory explanation. These vehicles should have been and should be towed after the 72 hours is up. We need confirmation that the City will enforce this ordinance. We suspect that many of these vehicles are not operational and that would amount to a further violation and reason for these vehicles to be towed. In fact, there are multiple vehicles sitting on the street well beyond the 72-hour limit, many for weeks and even months at a time. Some of these vehicles do not even have tires so they cannot be moved without a tow truck.

Please let me know who can help schedule the meeting I have requested on behalf of my client and the property tenants who are suffering greatly with this continuing condition.

Sincerely,

ELEVATION LAW P. C.

MICHAEL K. BROWN

**From:** [Bill Neidig](#)  
**To:** [Ramberg, Audrey Seymour](#)  
**Cc:** [Canfield, Michael](#); [Ng, Jennifer](#); [REDACTED]  
**Subject:** 615 National Avenue - Extended Overnight Parking  
**Date:** Thursday, August 14, 2025 4:25:55 PM  
**Attachments:** [615 National Avenue Long Term Parking-August 5 2025.pdf](#)

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**CAUTION:** EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.

Dear Audrey,

Julia and I appreciated you're meeting with us yesterday. I am writing to follow up some of the things we discussed.

- **Citations and Follow Up, Duration of Parking:** The records the City provided to me state that during 2024, 45 Citations were issued, mostly for extended parking. Of the 45 citations there were only 13 paid during 2024. Why is it that only 28% of citations issued resulted in payments? I filed a public information request asking for the number of vehicles towed from National Avenue in 2024 and to July 31, 2025. My guess is that the number is Zero or very

close to it. I will also ask for information regarding how many repeat offenders have not been towed as provided in Section 3 A. (i) of the Navarro Agreement. My concern is that, as professional as the police officers are, the City just goes through the motions but does not actually deter people from violating its ordinances for activity on National Avenue, certainly not the repeat offenders. As we discussed, the clever truckers and all the others the City hosts on National Avenue are well aware that the officers' schedule permits 10 days of continuous parking (240 hours). Could the City employ a less predictable schedule for enforcement?

Also, our calculations using the Assessor's records for National Avenue show that no vehicle may park near 615 National Avenue, be cited, move the required 1,000' and park again within

24 hours on National Avenue. Mountain View Code 19.72 also provides for towing. A police officer disputed the length of National Area. We would be pleased to review this

- **Class Members:** The Navarro "Class Members" "means all persons who reside or sought to reside in an oversized vehicle within the City of Mountain View...." For some reason, known to the City's attorneys, but not clear to me, the City decided not to focus on what the Navarro Class members actually wanted but to turn National Avenue into an overnight 72 hour continuous free for all. The City denies that it "directs" vehicles to park on National Avenue,

but through the widely distributed Composite Parking Regulation Map the City attracts truckers from Fresno, Tracy, Sunnyvale, East Palo Alto, Pleasanton, Lathrop, Santa Clara, Morgan Hill, Manteca, Palo Alto, Idaho, Maine and more (major truck list with contact

information attached). Although certainly not OSVs, the City also attracts cars, small pickup trucks, vans, boats, Uber and Lift drivers, and more. Based on our records none of these vehicles house people overnight. What is the City willing to do to stop attracting all vehicles that are not “Class Members”?

- **Street Sweeping and Street Markings;** Section 1 B of the Navarro Agreement gives the City the right without notice to mark curbs consistent with City codes and to change the street sweeping schedule. Section 2, page 4 permits the City to prohibit parking in order to preserve sight lines at driveways (curb cuts) and intersections and for “prohibitions on parking on certain street segments during times reserved for street cleaning”.

**First, Street Sweeping:** Section 19.92.4 of the City Code states “... unlawful for any person to stop or park any vehicle on a street or portion of street during those times reserved for street cleaning purposes.” National Avenue is scheduled for sweeping the first 4 Mondays of every month. Public Works Director Ng wrote to me that “.... an additional staff person will be dispatched to blow debris which may be trapped behind vehicles out for the sweeper to pick up.” Our video recordings do not show anyone with a leaf blower going in front of the street sweeper. Even if someone did so, trying to blow around 75’ truck tractors and trailers and other Oversize Vehicles is simply not effective. As noted, the City required, and the Navarro attorneys agreed to permit unencumbered street sweeping. As we are burdened by the terms of the City’s Navarro Agreement, we should at least receive any minimal benefits the agreement provides. Please explain to me why you deny effective street sweeping on National Avenue.

**Second, Street Markings:** As noted above, the Navarro Agreement permits the City to mark its streets in certain areas for no parking. We very much appreciate that Public Works Director Ng permitted the painting of short sections of curbs for safety in the area of our property. National Avenue intersects two major streets. There are 5 fire hydrants. 17 curb cuts, 12 pedestrian entries. State and I assume City code specify that all of these should have adjacent sections with red painted curbs. Further, National Avenue has inadequate handicap access, and no marked street crossings. There should be +-1,196’ of red curbs on the street and marked street crossings at Ellis Street and Fairchild Drive. We have a specifically designed, handicapped accessible sidewalk on our property that the City Building Department required us to create. It has two points of connection to National Avenue. We would like to install handicap-accessible ramps at those points of connection with the street at our expense and have the area appropriately marked. May we do that?

- **Oversized Vehicle, OSV:** An Oversized Vehicle or OSV is a vehicle as defined in Section 670 of the California Vehicle Code. One dimension is length, “that exceed twenty-two (22) feet”. The City permits all sorts of vehicles to park for extended periods of time on National Avenue. Putting that aside, the City states that it prohibits Oversize Vehicles from parking on most residential streets. However, our investigation indicates this is not true as a reasonable number of Oversized Vehicles owned by City homeowners park their Oversized Vehicles used for work and for pleasure in front of their homes in residential districts most nights. If the City permits its homeowners to park their Oversized Vehicles there is no reason the Oversized

Vehicles on National Avenue could not spread out onto all the City's residential streets. If your officers are interested, I can tell them what vehicles to look for in your residential neighborhoods.

- **National Avenue is a Superfund Site:** Your attorneys can argue about whether the City "directs" the fleet of vehicles to park for extended periods of time on National Avenue or the City just provides directions with its Composite Parking Regulation Map, but the facts and circumstances are clear that the Navarro Class Members and all the rest park and are permitted to reside on National Avenue for extended time periods by the City. In addition to the map, the City changed the parking rules that formerly prohibited parking between 12:00 AM and 6:00 AM. The City supervises their activities and makes clear to all that they are welcome. As the City knows well, National Avenue is part of the Middlefield Ellis Whisman Superfund Site as designated by the U. S. Environmental Protection Agency. On the EPA exhibit I showed to you National Avenue is the only MEW Superfund Site that the City has designated for extended overnight residence by Navarro Class Members. Also as the City knows 401 and 405 National Avenue next to our property are discharge source sites for a collection of cancer-causing chemicals, 6 of which are actively monitored. Focusing just on Trichloroethylene (TCE), the most recent samples I am aware of show that the surface of the ground has concentrations between 9.2 and 41 ug/m<sup>3</sup>. Also, as the City knows 1 ug/m<sup>3</sup> is the EPA maximum permitted residential standard. We are required by law to advise the occupants of our building of the presence of toxic materials. I believe you told me the City does not advise anyone. I think the City made a mistake designating National Avenue as a residence for Navarro Class Members. Two important notes: Our partners and we spend a substantial amount of money to ensure that we operate our building with approximate non-detect levels. And, as the City knows, the toxic vapors come from cancer causing liquids the City permitted to enter the ground water by not inspecting tanks of these materials. From the ground water come the vapors.

Audrey, as I told you and for the benefit of others who read this rather long email, this is the second time the City has taken its problems and are making them our problems. The City has done or failed to do things that have diminished the value of our building and caused concerns for the people who work in our building. Particularly at night, people are concerned. That includes members of the litigation law firm which is a tenant in the building. The City could have but did not inspect the leaking chemical tanks that have now caused toxic vapors to rise to the surface of the ground. We put in a lot of time and spend a lot of money so our people do not have to worry about that.

In regard to the Navarro Agreement, we believe the City first made a mistake including National Avenue in the settlement and as noted above, is not doing all it should do to protect our quiet enjoyment.



Best Regards,

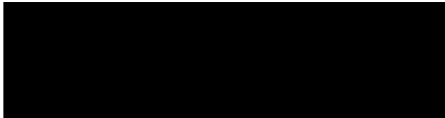
Bill

William Neidig  
Riverside Interests, Inc.





Servicing Truck March 23, 2025  
K & T TRANSPORT INC



Picture of a man with a hand gun  
DHILLON TRUCKING LOGISTICS INC





Message From  
Alvarez Trucking  
East Palo Alto





[REDACTED]

[REDACTED]

S subject:

[REDACTED]

FW: Request for Parking Restrictions on Independence Avenue (800-900 Blocks)

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From: Sergey Levi <[REDACTED]>  
Sent: Tuesday, April 21, 2026 11:56 PM  
To: CityCouncil <[citycouncil@mountainview.gov](mailto:citycouncil@mountainview.gov)>  
Cc: [REDACTED] Catherine Levi <[REDACTED]>  
Subject: Request for Parking Restrictions on Independence Avenue (800-900 Blocks)

**CAUTION: EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.**

Dear Mountain View City Council members,

I am writing as a parent of a child at the Tiny Einstein Child Development Center to express my concern about the ongoing RV parking situation on Independence Avenue. Over time Independence Avenue has essentially turned into an RV park, which is creating significant long-term issues for our community and local businesses.

As a parent, I see firsthand how this impacts our daily lives. Finding parking near the center for school events or even regular drop-off has become difficult, often forcing parents to park several blocks away. Furthermore, this situation is hurting local businesses like The Midwife and Baker; I have personally found myself driving away more than once because there was simply no parking available for patrons.

I would like to ask the City Council to consider long-term solutions to this problem, such as restricting overnight or long-vehicle parking on Independence Avenue, specifically focusing on the 800 and 900 blocks. Our local businesses and the convenience of families attending childcare in this area depend on accessible parking.

Thank you for your time and for considering this request.

Sincerely,  
Sergey Levi

**Gregory J. Bryan**  
Attorney At Law



10/15/2025

City of Mountain View  
Public Works Department / Code Enforcement  
500 Castro Street, #2  
Mountain View, CA 94041

**Subject: Request for Enforcement as Illegally Parked Mobile Homes on Leghorn Street**

Dear City Officials,

I am writing on behalf of my client, Tri-State Enterprises, Inc., who has a long-standing business located in Mountain View that has been there for decades. Recently there has been an increasing concern regarding the large number of mobile homes that have been parked along Leghorn Street for extended periods beyond the 72-hour parking limit.

These vehicles are obstructing visibility of their employees and their customers as they exit their parking area, creating a serious traffic and pedestrian safety hazard. They have witnessed several near-accidents due to blocked visibility, and the situation continues to get worse.

Despite their commitment to the Mountain View community, the City's continued inaction on this matter is forcing them to consider relocating their business and workforce to a safer location even though they prefer to remain in Mountain View. The City needs to take meaningful steps to enforce existing parking regulations and remove the mobile homes that are in violation.

We respectfully request that the City investigate this situation and take immediate enforcement action to restore safe access and visibility along Leghorn Street. We request that a red no parking zone be placed with 30 ft in each direction on Leghorn St from their driveway at 2133 Leghorn St., Mountain View, California 94043 so that their employees and customers can safely exit their business. Your assistance and attention to this matter are greatly appreciated.

Sincerely,

A handwritten signature in blue ink, appearing to read "G. J. Bryan".

Gregory J. Bryan  
Attorney At Law



## Seymour, Audrey

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**From:** Chris Vanni [REDACTED]  
**Sent:** Monday, May 4, 2026 8:44 AM  
**To:** Seymour, Audrey  
**Cc:** Serena Wu  
**Subject:** RE: Safety risk Bernardo Ave.  
**Attachments:** Bernardo Line of Site Risk.pdf; Gasoline being Poured.pdf; Van on Trailer (2.5 years now).pdf  
  
**Importance:** High

**CAUTION: EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.**

Audrey,

I am following up on my email below dated 4/23/26.

In addition I stopped by the Bernardo on my way through the area from San Francisco and wanted to share some photos of how bad the line of site is and the absolute risk it poses anyone entering or leaving 291-339 N. Bernardo. If an accident were to occur the City would find itself in an indefensible position on a direct suit from damages by anyone injured, or via subrogation should we pulled into it. I took the opportunity to drive Terra Bella and noted that there are fresh red lanes painted at driveways to mitigate this very issue. This should be done on Bernardo as we discussed ASAP!. Photos of blocked line of site at entry's are attached. I have also attached photo taken yesterday of person across the street from us pouring gasoline into a generator its appears, we have seen this many times and is not acceptable as 1) Risk for spills and hazardous material situation on the street as well into the storm water drains and 2) risk of fire not only to the vehicle but to surrounding buildings which the City could become liable for. I have also attached a photo of the van on trailer which has now been in same place for 2.5 years with my original message back in August or September to Christian at the City.

Our partnership has asked that I give them a monthly update on this including our participation in an acceptable day after plan with the City.

I have also been asked if the City could provide the original notice to surrounding property owners of its intent to allow parking on Bernardo as part of its proposal to settle the Navarro suit, as well as any impact studies it did in regard to it, what impacts were identified, what the possible mitigations were and what was actually adopted. I could not locate any records of notices on our end, so if you could provide it would be appreciated.

Chris Vanni  
Manager,  
Vanni Business Park, LLC

---

**From:** Chris Vanni  
**Sent:** Thursday, April 23, 2026 10:36 AM  
**To:** 'Serena Wu' [REDACTED] Seymour, Audrey <Audrey.Seymour@mountainview.gov>  
**Subject:** RE: Safety risk Bernardo Ave.

Audrey,

Wanted to check in about next steps.

1. Red curbs at driveways for safety
2. Better code enforcement under existing circumstances
3. Involvement by us in the planning for the day after

Chris Vanni

**From:** Serena Wu [REDACTED]  
**Sent:** Monday, April 13, 2026 2:33 PM  
**To:** Chris Vanni [REDACTED] Seymour, Audrey <[Audrey.Seymour@mountainview.gov](mailto:Audrey.Seymour@mountainview.gov)>  
**Subject:** RE: Safety risk Bernardo Ave.

Hi Chris,

Thank you for coordinating this meeting. I will attend, and I may also have members of our asset management leadership join as well.

Hi Audrey,

Thank you for initiating this meeting. I am the property manager for the 189 Bernardo Ave building. We are aligned with our neighboring properties—this RV situation has had a significant impact on our leasing availability and has raised several security and safety concerns in the area. It would be helpful to understand what actions can be taken to improve the current conditions, as well as what measures can be reinforced once the Navarro settlement sunsets.

Looking forward to our meeting.

Thanks

Serena Wu  
*Property Manager*



**From:** Chris Vanni [REDACTED]  
**Sent:** Monday, April 13, 2026 1:51 PM  
**To:** Seymour, Audrey <[Audrey.Seymour@mountainview.gov](mailto:Audrey.Seymour@mountainview.gov)>  
**Cc:** Serena Wu [REDACTED]  
**Subject:** RE: Safety risk Bernardo Ave.

Chris Vanni ([REDACTED])  
Manager Vanni Business Park, LLC  
President Vanni Properties, Inc.

[REDACTED]

---

S ubject: FW: Safety risk Bernardo Ave.

Importance: High

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From: Chris Vanni [REDACTED]  
Sent: Thursday, December 4, 2025 8:55 PM  
To: Atkins, Matthew <[Matthew.Atkins@mountainview.gov](mailto:Matthew.Atkins@mountainview.gov)>; Murdock, Christian  
<[Christian.Murdock@mountainview.gov](mailto:Christian.Murdock@mountainview.gov)>  
Cc: Steve Lynch [REDACTED]  
Subject: Re: Safety risk Bernardo Ave.

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Adding Steve to the email as I realize he was not on the initial email.

I have not heard back regarding the below. I want to add that one of my partners on the property called this evening to let me know he was in Mountain View today and was appalled at how much worse Bernardo is looking than even a few months ago. In any given day there are vehicles with expired tags, in conditions that are not drivable whether their tags are current or not, vehicles parked right at entry's and exists creating dangerous conditions, vehicles with pop outs extended further narrowing Bernardo, generators, refrigerators and other items on the curb or street, etc.

1. What is being done now, today to deal with the enforcing the law where it can, subject to the Settlement.

2. What is being done now to ensure the streets are safe to drive and our exits and entries are not impacted such that dangerous conditions continue. Please note if there is an accident, very likely there would be lawsuits and as I am sure the City must recognize, it would have a hard time defending itself for what is being allowed.

3. What is the plan on day 1, when the Settlement sunsets. Not having a plan, is not acceptable and a plan allowing this mess to remain would not be acceptable.

As is obvious these conditions make Bernardo virtually un leasable and devalue our properties. These conditions are directly in the control of the City. If the City refuses to enforce the law, that's a decision by the City with in our case real monetary impacts. If the City refuses to have a plan in place to clean up the mess it allowed when it settled prematurely (before the Grants Pass decision), that's a decision with very significant financial impacts.

We used to bring some of our lenders by Bernardo when we're showing of our projects. We would never bring execs from Chase or MetLife etc today. It's an embarrassment.

Chris Vanni

Sent from my iPhone

On Dec 2, 2025, at 10:54 AM, Chris Vanni  
[REDACTED] wrote:

Matthew and Christian,

Below is an email I received today from one of out tenants at [REDACTED] North Bernardo. I have been told this same thing several times, usually verbally when I am meeting with a tenant, and by Boeing also earlier this year when we were negotiating an extension. I also

wanted to update on the impact this is having on our leasing. Minaris, notified us they will not be renewing as they do not believe MV is the right fit. Originally they were looking to renew until the new executive team from the east coast came out for a site visit. I can only assume, but the mess they saw on Bernardo probably effected the decision. Another tenant at [REDACTED] has been very concerned about safety and security and just put their renewal negotiations on pause while they look at Sunnyvale.

In any event can we do anything with regard to the safety risk that is noted below at the very least for now, and can we be kept up to date on how this mess will be resolved once the settlement sunsets.

Chris Vanni

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From: Tony Peter [REDACTED]  
Sent: Tuesday, December 2, 2025 10:42 AM  
To: ChrisVanni [REDACTED]  
Subject: Safety

Hi Chris,

I wanted to bring to your attention that there have been a couple of near-miss accidents at the entrance to the business park. The issue appears to stem from limited visibility of oncoming vehicles due to RVs and trailers parked near the entrance.

Would it be possible for you to raise this safety concern with the City on behalf of all tenants and request the establishment of a no-parking zone in that area? This would help ensure safer entry and exit for everyone.

Thank you for your support.

Have a nice day.

**Tony Peter**

Associate Director

Facilities, Engineering and Validation  
Minaris Advanced Therapies



[<image002.jpg>](#)

[<image003.jpg>](#)

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Coming off Central







**From:** Manjeet McCarthy [REDACTED]  
**Sent:** Wednesday, July 2, 2025 9:04 AM  
**To:** Glaser, Heather <[Heather.Glaser@mountainview.gov](mailto:Heather.Glaser@mountainview.gov)>; McCarthy, Kimbra <[kimbra.mccarthy@mountainview.gov](mailto:kimbra.mccarthy@mountainview.gov)>  
**Subject:** Wisk Business Assistance

**CAUTION: EXTERNAL EMAIL** - Ensure you trust this email before clicking on any links or attachments.

Dear Ms. McCarthy and Ms. Glaser,

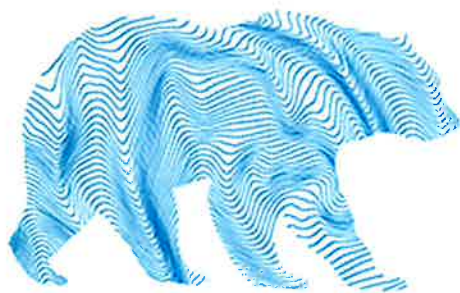
My name is Manjeet McCarthy, and I am an Associate Deputy Director for the Office of Permit Assistance with the Governor's Office of Business and Economic Development (GO-Biz).

A representative from WISK reached out to GO-Biz for assistance with their project in the city of Mountain View. They are concerned about the recent city ordinance allowing overnight RV parking in company parking lots. As a result of this ordinance, the Wisk parking lot has become overrun with RVs, which has dissuaded many potential hires. One of the RV residents threw a cigarette butt out their window resulting in a fire that melted the paint off a Wisk employee's car. They're looking to lessen their Mountain View footprint and expand more in Fremont as a result. I wanted to set up a meeting with WISK and your staff to address this issue and find resolution. Please let me know what the best time and date for a virtual meeting.

I am looking forward to hearing from you and working with you.

With gratitude,

Manjeet McCarthy (she/her)  
Associate Deputy Director, Office of Permit Assistance  
Governor's Office of Business & Economic Development  
[REDACTED]



**CALIFORNIA**  
**GOVERNOR'S OFFICE OF BUSINESS AND  
ECONOMIC DEVELOPMENT**

**Seymour, Audrey**

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**From:** [REDACTED] <jeong@nasson@gmail.com>  
**Sent:** Sunday, June 21, 2026 9:28 PM  
**To:** City Council  
**Subject:** [06/23/2026 City Council Meetings] Item 5 — Oral Communications from the Public on Nonagendized Items

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Dear Members of the Mountain View City Council,

As I write this, three RVs and a trailer have been parked in front of my home on Gemini Avenue for over a month — in the same spots, without moving. Yesterday, another trailer appeared directly in front of my doorstep, so close that opening my front door, I could nearly touch it.

I have lived here for over two years, and the situation has only gotten worse. In recent months, the pattern of long-term parking has become noticeably more aggressive. The City's 72-hour parking rule is not being enforced in any meaningful way.

Here is what enforcement actually looks like on Gemini Avenue: City staff come out once or twice a week to chalk tires. The vehicles do not move. I have spoken directly with the officer in charge. Nothing changes. After more than a month, a towing warning was finally posted — and I was told by the officer that this constitutes the first violation of observance. The first. After a month. I have security camera footage showing these vehicles have not moved for over 30 days, and yet the system is only now recognizing a first offense.

How did a purely residential street of townhomes and single-family homes end up like this? Why has the City not only failed to act, but actively expanded designated RV parking areas — giving more accommodation to vehicle dwellers while ignoring the residents who live here, own homes here, rent here, and pay taxes here? Whose voices is this City listening to?

The statistics tell the story. Mountain View's homeless population surged 56% between 2023 and 2025 — nearly seven times the county average. Ninety-seven percent of its unsheltered population lives in vehicles. These are not abstract numbers. We see them parked on our street. We live next to them every day. Why has Mountain View become a magnet for RV dwellers in recent years? The residents of Gemini Avenue did not create this problem, but we are the ones bearing its full weight.

I am aware that much of this stems from the Navarro settlement and that it may expire in early 2027. But will that truly be the end? And more importantly — for the residents living with this reality right now, every single day, a year is not a timeline. It is 365 more days of lost parking, accumulated trash, generator noise at night, and a street that no longer feels like the neighborhood we chose to call home.

We pay taxes to this City. I want to ask — how much of that is being spent to protect the quality of life of the taxpayers who fund it?

I am not asking the City to simply push these vehicles onto someone else's street. I understand that

the people living in them face real hardships, and I do not wish harm on anyone. But concentrating the burden on a handful of residential streets is not compassion. It is avoidance disguised as policy. Gemini Avenue residents deserve a systemic, citywide response — not another report form to fill out.

I have submitted a resident petition with signatures from Gemini Avenue neighbors. I respectfully — but urgently — request that this issue be reviewed by the Council Neighborhoods Committee. How much longer does the City intend to let this continue?

Sincerely,

Jeongeun (J.E.) Son  
Gemini Avenue, Mountain View

# Redaction Log

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