



PLANNING COMMISSION

WEDNESDAY, JUNE 11, 2025

PUBLIC HEARING

2. CFEC Parking (Pauly)(30 Minutes)

**PLANNING COMMISSION
RESOLUTION NO. LP25-0002**

**A RESOLUTION OF THE CITY OF WILSONVILLE PLANNING COMMISSION
RECOMMENDING CITY COUNCIL APPROVAL OF THE CLIMATE FRIENDLY AND EQUITABLE
COMMUNITIES (CFEC) PARKING COMPLIANCE AND REFORM PROJECT DEVELOPMENT CODE
AMENDMENTS.**

WHEREAS, the Climate Friendly and Equitable Communities (CFEC) Parking Compliance and Standards Reform Project is driven by the State of Oregon’s CFEC Program; and

WHEREAS, on March 10, 2022, Governor Kate Brown issued Executive Order 20-04, directing state agencies to take action to reduce climate pollution in response to Oregon’s failure to meet its legislatively adopted goal of reducing statewide emissions by 75% by 2050; and

WHEREAS, in alignment with this directive, the Oregon Land Conservation and Development Commission (LCDC) adopted updates to the State’s transportation and land use planning administrative rules (OARs), which form the foundation of the CFEC Program and require local government compliance; and

WHEREAS, among the key requirements of the CFEC Program are the parking reforms outlined in Oregon Administrative Rules (OAR or “Rules”) 660-012-0400 through 660-012-0450, which aim to eliminate or significantly reduce minimum parking requirements in local development codes due to their contribution to inefficient land use, reduced walkability, and increased greenhouse gas emissions; and

WHEREAS, the project seeks to update the Development Code to align with the parking Rules; and

WHEREAS, the City has selected Option 1 for minimum parking reform under OAR 660-012-0400 through 0450, which will apply only to areas not already exempt under the transit proximity rule (OAR 660-012-0430 and 0440); and

WHEREAS, the proposed Development Code amendments include parking design standards required by the Rules—including tree canopy requirements, EV readiness, bicycle parking updates, and parking lot redevelopment flexibility—and will apply citywide; and

WHEREAS, to gather public input, the project team conducted public work sessions, hosted a public open house, and conducted an online survey; and

WHEREAS, the Planning Commission held four public work sessions and the City Council held two public work sessions to review and provide input on the project; and

WHEREAS, required notice of a public hearing has been provided to a list of interested parties and interested agencies, published in the *Wilsonville Spokesman*, posted on the City's website, and posted in a variety of public areas in City buildings, all in accordance with the public hearing and notice procedures that are set forth in Sections 4.012 and 4.198 of the Wilsonville Code; and

WHEREAS, the Planning Commission held a public hearing on June 11, 2025, to gather additional testimony and evidence regarding the proposed Development Code amendments; and

WHEREAS, the Commission afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of their proceeding; and WHEREAS, the Planning Commission has duly considered the subject, including the staff recommendations and all the exhibits and testimony introduced and offered by all interested parties.

NOW, THEREFORE, THE CITY OF WILSONVILLE PLANNING COMMISSION RESOLVES AS FOLLOWS:

- Section 1. The Wilsonville Planning Commission does hereby adopt the Planning Staff Report (attached hereto as Exhibit A), as presented at the public hearing, including the findings and recommendations contained therein.
- Section 2. The Planning Commission does hereby recommend that the Wilsonville City Council adopt the proposed Development Code amendments (Attachment 1 to Exhibit A).
- Section 3. Effective Date. This Resolution is effective upon adoption.

ADOPTED by the Wilsonville Planning Commission at a regular meeting thereof this 11th day of June, 2025, and filed with the Planning Administrative Assistant on this date.

ATTEST:

Mandi Simmons, Administrative Assistant III

SUMMARY OF VOTES:

Nicole Hendrix, Chair

Jennifer Willard, Vice-Chair

Matt Constantine

Ronald Heberlein

Andrew Karr

Samuel Scull

Yana Semenova

EXHIBITS:

A. LP25-0002 Staff Report and Attachments

1. CFEC Parking Compliance Proposed Development Code Amendments – June 4, 2025
2. LP25-0002 Findings Report – June 4, 2025
3. LP25-0002 CFEC Parking Compliance and Standards Reform Record (electronic only)



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: June 11, 2025		Subject: LP25-0002 CFEC Parking Compliance and Standards Reform	
		Staff Member: Daniel Pauly, Planning Manager	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input checked="" type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable	
		Comments:	
Staff Recommendation: Adopt Resolution LP25-0002, recommending City Council approval of the CFEC Parking Compliance and Reform Project Development Code amendments.			
Recommended Language for Motion: I move to adopt Resolution LP25-0002, recommending that City Council adopt the Development Code amendments related to parking.			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input type="checkbox"/> Adopted Master Plan(s):	<input checked="" type="checkbox"/> Not Applicable Required by State law	

ISSUE BEFORE COMISSION

Consideration of a recommendation to City Council for approval of the CFEC Parking Compliance and Reform Project Development Code Amendments.

EXECUTIVE SUMMARY:

The CFEC Parking Compliance and Standards Reform Project is primarily driven by the State's Climate Friendly and Equitable Communities (CFEC) Program. On March 10, 2022, Governor Kate Brown issued Executive Order 20-04, directing state agencies to take action to reduce climate pollution. This order was issued in response to Oregon's failure to meet its climate pollution reduction targets, including a 2007 legislative goal to cut statewide emissions by 75% by 2050. In alignment with this directive, the Oregon Land Conservation and Development Commission (LCDC) developed and adopted updates to the state's transportation and land use planning administrative rules (OARs). These updated OARs—and the requirement for local governments to comply with them—form the foundation of the CFEC Program.

Among the key requirements of CFEC is parking reform, as outlined in OAR 660-012-0400 through 660-012-0450. These CFEC Parking Rules are designed to eliminate or significantly reduce minimum parking requirements in local development codes. The State of Oregon found that such requirements often lead to an oversupply of parking, which contributes to inefficient land use, reduced walkability, and increased greenhouse gas emissions from vehicle use.

The CFEC Parking Rules are being implemented in two phases, referred to by the State as "**Parking A**" and "**Parking B**." The **Parking A** rules are already in effect and currently override Wilsonville's existing Development Code. The City has been applying these rules in practice, even before formally updating its code. The most significant impact of the **Parking A** rules in Wilsonville is the transit proximity provision, which eliminates minimum parking requirements in areas well-served by transit—defined as within ¼ mile of the most frequent bus service or within ½ mile of a rail transit stop. This provision applies to much of the city, including key areas such as Frog Pond and Town Center. The primary areas not covered by this rule include Charbonneau, the western two-thirds of Villebois, and the industrial zones in northwest Wilsonville. The current project is focused on updating the Development Code to align with the **Parking A** rules; however, it does not involve making new policy decisions regarding those rules.

The **Parking B** rules did require additional policy decisions and Development Code amendments that the City has not yet completed. Addressing these requirements has been the focus of the current project. While the original State deadline for compliance was June 30, 2023, the City requested and received an extension to June 30, 2025. Although the extension was granted due to staffing constraints, it has also allowed the City to observe how neighboring jurisdictions are implementing the rules and to monitor the outcome of legal challenges. The courts have upheld the rules, and no further appeals are possible.

Due to scheduling constraints, final adoption of the **Parking B** reforms will occur after the June 30, 2025 deadline. While the Planning Commission will have taken final action, the City Council's schedule and the 30-day effective period mean the reforms will not be in effect until September 3, 2025. The Department of Land Conservation and Development (DLCD) has advised that the most restrictive State rules will apply during this interim period. However, staff

anticipates minimal risk, as no development applications are expected during this time that would be significantly affected by the difference between City code and State rules.

Parking B requires the City to (1) select one of three options for reforming minimum parking requirements, and (2) implement enhanced design standards for parking areas, such as tree canopy requirements. The chosen option for minimum parking reform will apply only to areas not already exempt under the Parking A transit proximity rule—specifically Charbonneau, the western two-thirds of Villebois, and the industrial zones in northwest Wilsonville. In contrast, the design regulation improvements will apply citywide.

The table below summarizes how each of the **Parking B** options would affect different areas of Wilsonville.

Parking B Parking Options Related to Different Areas of the City

Area of the City	Option 1	Option 2	Option 3
Majority of City subject to Parking A Transit Proximity rule including Town Center and Frog Pond	No minimum parking required	No minimum parking required	No minimum parking required
Charbonneau and Western 2/3 of Villebois (built-out residential areas) Northwest Industrial Areas	No parking minimums	<ul style="list-style-type: none"> • Able to enforce parking minimums Implement at least two of the following: <ul style="list-style-type: none"> • Parking spaces leased/sold separately from housing units or leased commercial space (enforced by City) • No more than ½ space per unit required for multi-family • Tax revenue from parking spaces • Flexible commute benefit for more than 50 employees 	<ul style="list-style-type: none"> • Able to enforce parking minimums Implement all of the following: <ul style="list-style-type: none"> • No minimum parking required for a variety of specific uses including small sites, vacant buildings, small homes, historic buildings, etc. • No additional parking for changes in use • District management of on-street parking or lease multi-family parking and housing units separately

Following staff analysis and discussions at Planning Commission and City Council work sessions and a public open house, the City has chosen Option 1 to comply with the **Parking B** minimum parking standards. This decision is based on several key considerations:

- **Citywide Consistency:** Option 1 ensures uniform regulations across Wilsonville, avoiding the complexity of applying different standards to a small subset of the city.

- **Comparable Outcomes:** Options 2 and 3 are unlikely to result in significantly different parking outcomes for a couple of primary reasons. First, the residential areas that would be subject to Options 2 or 3, particularly Villebois and Charbonneau, are largely built out and not expected to undergo major redevelopment in the near future. Additionally for residential areas, all options are subject to the same Parking A rule limiting residential parking requirements to no more than one space per unit and affordable housing and small units (under 750 square feet) are exempt from minimum parking requirements. Second, while the industrial areas on the northeast edge of the City have substantial development capacity, industrial developments tend to exceed minimum parking requirements due to market and financing expectations, limiting any impact of City minimum parking requirements. For example:
 - The recently approved Parkworks Campus expansion, located within a transit proximity exemption area, proposed 262 parking spaces—well above the 191 that would have been required without the exemption.
 - The new Precision Countertops headquarters in the Coffee Creek industrial area required 61 spaces and proposed 71.
- **Administrative Efficiency:** Options 2 and 3 also introduce additional regulatory and administrative burdens. Implementing unbundled parking would require significant staff time for community education and enforcement. A parking revenue tax would necessitate new administrative systems. Option 3’s requirement for a parking management district would further increase staffing need for oversight, enforcement, and operations.

In addition to amending the Development Code to incorporate the Parking A requirements and the City’s selected Parking B option, CFEC also requires citywide climate-friendly parking lot design standards. Key components of these design standards include:

- Removing barriers to the redevelopment of underutilized parking areas;
- Implementing “EV Ready” infrastructure requirements;
- Reducing parking maximums for certain land uses;
- Updating bicycle parking standards; and
- Revising tree canopy requirements, including provisions that allow solar panels as a partial alternative to tree coverage.

Conclusion:

The project team has prepared Development Code amendments that reflect the input received to date and the necessary policy changes to comply with State law (Attachment 1). The project team has also prepared a Findings Report supporting the recommended Planning Commission action, including findings regarding compliance with the CFEC rules (Attachment 2). Following further review of the amendments along with supporting information, and holding a public hearing, the Planning Commission will consider a recommendation to City Council regarding the amendments .

EXPECTED RESULTS:

Recommending City Council approval of the Development Code amendments for the CFEC Parking Compliance and Standards Reform Project.

TIMELINE:

Following the Planning Commission's recommendation, City Council will hold a public hearing and first reading of the ordinance on July 21, with a second reading scheduled for August 4. If adopted, the Development Code amendments will take effect on September 3, 2025.

CURRENT YEAR BUDGET IMPACTS:

Consultant work for the project is funded by a \$20,000 grant from the Oregon Department of Land Conservation and Development (DLCDC), with the City covering associated staff time.

COMMUNITY INVOLVEMENT PROCESS:

In addition to public hearings, the Planning Commission and City Council will hold public work sessions. A public open house was also held on March 20, 2025, to inform the community about the project and gather input on the proposed code updates. An Outreach Report can be found in the Record that includes more information on the input received during the public survey and public open house (Attachment 3).

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

Promotes more efficient land use and helps reduce climate impacts. Compliance also ensures clearer development standards and eliminates confusion caused by City code provisions that are currently superseded by conflicting State regulations.

ALTERNATIVES:

While options for complying with certain State rules are limited, the City has carefully explored available alternatives to ensure the Development Code updates are thoughtfully tailored to Wilsonville's unique context.

ATTACHMENTS:

1. CFEC Parking Compliance Proposed Development Code Amendments – June 4, 2025
2. LP25-0002 Findings Report – June 4, 2025
3. LP25-0002 CFEC Parking Compliance and Standards Reform Record (electronic only)

Wilsonville CFEC Parking Code Updates

Draft Development Code Amendments

June 4, 2025

Development Code Language

The full text of all proposed code updates is provided below.

Proposed new language is **bolded and underlined**

Proposed deleted language is ~~stricken~~

Language that has been skipped is indicated by [...]

Section 4.001. Definitions

[...]

97. Charging Station: a device or facility for delivering electricity for motor vehicles that use electricity for propulsion that is accessible to a vehicle parked in a nearby space.

[...]

Section 4.030. - Jurisdiction and Powers of Planning Director and Community Development Director

[...]

D. Administrative Relief: In issuing the permits in subsection "B," above, the Planning Director may grant limited relief in cases of hardship. The Director shall follow the Class II—Administrative Approval procedures to determine whether administrative relief shall be granted. If the Director receives a complete application, along with the required filing fee, and the request involves only the expansion or reduction by not more than 20 percent of one or more quantifiable provisions of yard, area, **or** lot dimension, ~~or parking requirements~~ of the zone, the Director may approve the application, based upon findings of fact supported by evidence in the record. The Variance procedures and standards specified in Section 4.196 shall be used in determining whether administrative relief shall be granted.

[...]

~~Section 4.113. Standards Applying to Residential Developments in any Zone~~

[...]

~~(.05) Off Street Parking. Off street parking shall **may** be provided as specified in Section 4.155.~~

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Proposed Development Code Amendments

Attachment 1 to the Staff Report



[...]

Section 4.118. - Standards Applying to all Planned Development Zones.

[...]

(.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:

A. Waive the following typical development standards:

[...]

10. Minimum number of ~~parking or~~ loading spaces;

[...]

Section 4.125. - V—Village Zone

[...]

(.05) *Development Standards Applying to All Developments in the Village Zone.* In addition to other applicable provisions of the Wilsonville Planning and Land Development Ordinance, all development in the Village zone shall be subject to Tables V-1 through V-4, and to the following. If there is a conflict between the provisions of the Village zone and other portions of the Code, then the provisions of this section shall apply.

Table V-1: Development Standards

[...]

7 The garage setback from alley shall be between 3 and 5 foot or, when as optional parking space is located between the garage and the alley, shall be ~~16 ft. minimum, or~~ 18 ft. minimum ~~if driveway will serve as required parking.~~ Lots with important trees, as identified in the Master Plan, or grade differences at the alley, affecting garage location shall be exempt from this requirement.

[...]



(.07) *General Regulations—Off-Street Parking, Loading and Bicycle Parking.* Except as required by Subsections (A) through (D), below, the requirements of Section 4.155 shall apply within the Village zone.

[...]

B. ~~Minimum and Maximum~~ Off-Street Parking Requirements:

1. Table V-2, Off-Street Parking Requirements, below, shall be used to determine the ~~minimum and~~ maximum parking standards and bicycle parking standards for noted land uses. The ~~minimum~~ maximum number of required parking spaces shown in Table V-2 shall be determined by rounding to the nearest whole parking space. ~~For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required.~~

2. ~~Minimum parking requirements may be met by dedicated off-site parking, including surfaced parking areas and parking structures.~~

3. ~~Except for detached single-family dwellings and middle housing, on-street parking spaces, directly adjoining and on the same side of the street as the subject property, may be counted towards meeting the minimum off-street parking requirements.~~

4. ~~Minimum parking requirements may be reduced under the following conditions:~~

a. ~~When complimentary, shared parking availability can be demonstrated, or;~~

b. ~~Bicycle parking may substitute for up to 25 percent of required Mixed-Use or Multi-Family Residential parking. For every five non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement for compact spaces may be reduced by one space.~~

Table V-2: Off Street Parking Requirements

Permitted or Conditional Use	Min. Vehicle Spaces	Max. Vehicle Spaces	Bicycle Short-term (Spaces)	Bicycle Long-term (Spaces)
Permitted Uses				



Table V-2: Off Street Parking Requirements				
Permitted or Conditional Use	Min. Vehicle Spaces	Max. Vehicle Spaces	Bicycle Short-term (Spaces)	Bicycle Long-term (Spaces)
Single-Family Detached Dwellings	1.0/DU	NR	NR	NR
Single-Family Accessory Dwelling Units	NR	NR	NR	NR
Middle Housing ²	1.0/DU	NR	NR	NR
Multi-Family Dwellings	1.0/1 Bdr 1.5/2 Bdr 1.75/3 Bdr	<u>1.2 spaces/studio unit and 2 spaces/non-studio unit</u>	1 per 20 units Min. of 2	1 per 4 units Min. of 2
Community Housing	1 per 4 residents	1 per unit	NR	1 per 8 residents Min. of 2
Commercial Uses				
Convenience Store	2/1,000 sf	5/1,000 sf	1 per 5,000 sf Min. of 2	1 per 12,000 sf Min. of 2
Restaurant/Pub	2/1,000 sf	10/1,000 sf	1 per 5,000 sf Min. of 2	1 per 12,000 sf Min. of 2

**Table V-2: Off Street Parking Requirements**

Permitted or Conditional Use	Min. Vehicle Spaces	Max. Vehicle Spaces	Bicycle Short-term (Spaces)	Bicycle Long-term (Spaces)
Child Day Care	0.2 per student/staff	0.3 per student/staff	None	1 per 10,000 sf Min. of 2
Medical/Dental	3/1,000 sf	4/1,000 sf	1 per 40,000 sf Min. of 2	1 per 70,000 sf Min. of 2
All other commercial uses	2/1,000 sf	4/1,000 sf	1 per 10,000 sf Min. of 2	1 per 40,000 sf Min. of 2
Conditional Uses				
Schools	0.2 per student/staff	0.3 per student/staff	0.3 per student/staff	0.2 per classroom
Recreational Facilities	3/1,000 sf¹	5/1,000 sf ¹	1 per 3,000 sf Min. of 4	1 per 3,000 sf Min. of 4
Conference Center	0.3 per seat	0.5 per seat	1 per 15 seats Min. of 2	1 per 40 seats Min. of 10

**Table V-2: Off Street Parking Requirements**

Permitted or Conditional Use	Min. Vehicle Spaces	Max. Vehicle Spaces	Bicycle Short-term (Spaces)	Bicycle Long-term (Spaces)
Library/Museum	2/1,000 sf	4/1,000 sf	1 per 1,000 sf Min. of 6	1 per 1,000 sf Min. of 6
Religious Institution	.25 per seat	.5 per seat	1 per 2,000 sf Min. of 2	1 per 4,000 sf Min. of 2
Theater	.25 per seat	.5 per seat	1 per 20 seats Min. of 2	1 per 50 seats Min. of 4
Overnight Lodging Facility	1 per room	1.5 per room	1 per 20 rooms Min. of 2	1 per 20 rooms Min. of 2
Light Manufacturing/Research and Development	2/1000 sf	4/1000 sf	1 per 10,000 sf Min. of 2	1 per 40,000 sf Min. of 2
All other Conditional Uses	2/1000 sf	4/1000 sf	1 per 10,000 sf Min. of 2	1 per 40,000 sf Min. of 2

NR No requirement

[...]



(.23) Redevelopment to Add Middle Housing Units: For lots previously developed with at least one residential unit in the Village Zone, the following standards apply for adding additional residential units. This includes replacement of residential structures, adding new residential structures, expanding existing residential structures, or adding units within a residential structure without expanding the structure.

[...] D. *Parking*: ~~Parking shall be provided~~ **Any parking provided** shall be consistent with Table V-2 and other related provisions of [Section 4.125](#).

Section 4.134. - Coffee Creek Industrial Design Overlay District

[...]

Table CC-3: Site Design

[...]

4. Parking Location and Design

General	<p>Unless noted otherwise below, the following provisions apply:</p> <ul style="list-style-type: none"> • Section 4.155 (03) Minimum and Maximum Off-Street Parking Requirements • Section 4.155 (04) Bicycle Parking • Section 4.155 (06) Carpool and Vanpool Parking Requirements • Section 4.176 for Parking Perimeter Screening and Landscaping—permits the parking landscaping and screening standards as multiple options <p>The following Development Standards are adjustable:</p> <ul style="list-style-type: none"> • Parking Location and Extent: up to 20 spaces permitted on an Addressing Street
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Section 4.155. - General Regulations—Parking, Loading and Bicycle Parking.

[...]

(.02) *General Provisions*



A. The **When off-street parking is provided, the** provision and maintenance of **the** off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.

B. No area shall be considered a parking space unless it can be shown that the area is accessible and usable for that purpose, and has maneuvering area for the vehicles, as determined by the Planning Director.

C. ~~In cases of enlargement of a building or a change of use from that existing on the effective date of this Code, the number of parking spaces required shall be based on the additional floor area of the enlarged or additional building, or changed use, as set forth in this Section. Current development standards, including parking area landscaping and screening, shall apply only to the additional approved parking area.~~

~~DC.~~ In the event several uses occupy a single structure or lot, the total requirement for off-street parking shall be **When calculating vehicle parking maximums or bicycle parking requirements in Table 5 for a development with multiple uses,** the sum of the requirements of the several uses computed separately, ~~except as modified by subsection "E," below. Within the TC Zone, the cumulative number of parking spaces required by this subsection may be reduced by 25 percent. the requirement shall be the sum of the requirements of the several uses computed separately.~~

~~E.~~ **D. To minimize land dedicated to parking,** Owners of two or more uses, structures, or lots may **and are encouraged to** utilize jointly the same parking area..

~~F.~~ Off-street parking spaces existing prior to the effective date of this Code may be included in the amount necessary to meet the requirements in case of subsequent enlargement of the building or use to which such spaces are necessary.

~~G.~~ *Off-Site Parking.* Except for single-family dwellings and middle housing, the vehicle parking spaces required by this Chapter may be located on another lot, provided the lot is within 500 feet of the use it serves and the DRB has approved the off-site parking through the Land Use Review. The distance from the parking area to the use shall be measured from the nearest parking space to the main building entrance, following a sidewalk or other pedestrian route. Within the TC Zone there is no maximum distance to an off-site location provided the off-site parking is located within the TC Zone. The right to use the off-site parking must be evidenced in the form of recorded deeds, easements, leases, or contracts securing full and permanent access to such parking areas for all the parties jointly using them. Within the TC zone, there is no maximum distance to an off-site location provided the off-site parking is located within the TC Zone.

~~H.~~ **E.** The conducting of any business activity shall not be permitted ~~on the required~~ in parking **areas** spaces, unless a temporary use permit is approved pursuant to [Section 4.163](#).

F. Redevelopment of existing parking areas to other uses is allowed. Redevelopment is encouraged. When reviewing redevelopment of existing parking areas, the Planning Director or Development Review Board shall not deny an application based on the subject area's previous designation to meet minimum vehicle parking

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Proposed Development Code Amendments
Attachment 1 to the Staff Report*



requirements, or that a use previously approved subject to minimum parking requirements would fall below those previously applied minimum parking requirements with the redevelopment.

~~I. G.~~ Where the boundary of a parking lot adjoins or is within a residential district, such parking lot shall be screened by a sight-obscuring fence or planting. The screening shall be continuous along that boundary and shall be at least six feet in height.

~~J. H.~~ Parking spaces along the boundaries of a parking lot over 650 square feet in area, excluding access areas, shall be provided with a sturdy bumper guard or curb at least six inches high and located far enough within the boundary to prevent any portion of a car within the lot from extending over the property line or interfering with required screening or sidewalks.

~~K. I.~~ All areas used for parking and maneuvering of cars shall be surfaced with asphalt, concrete, or other surface, such as pervious materials (i. e. pavers, concrete, asphalt) that is found by the City's authorized representative to be suitable for the purpose. In all cases, suitable drainage, meeting standards set by the City's authorized representative shall be provided.

~~L. J.~~ Artificial lighting which may be provided shall be so limited or deflected as not to shine into adjoining structures or into the eyes of passers-by.

~~M.~~ Off-street parking requirements for types of uses and structures not specifically listed in this Code shall be determined by the Development Review Board if an application is pending before the Board. Otherwise, the requirements shall be specified by the Planning Director, based upon consideration of comparable uses.

~~N. K.~~ Up to 40 percent of the off-street spaces may be compact car spaces as identified in [Section 4.001](#) - "Definitions," and shall be appropriately identified.

~~O. L.~~ Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planting areas adjacent to said curbs shall be increased to a minimum of seven feet in depth. This standard shall apply to a double row of parking, the net effect of which shall be to create a planted area that is a minimum of seven feet in depth.

~~P. M.~~ Parklets are permitted within the TC Zone on up to two parking spaces per block and shall be placed in front of the business. Placement of parklet requires a temporary right-of-way use permit and approval by the City Engineer.

~~Q. N.~~ Residential garages shall not count towards minimum parking requirements unless meet all of the following criteria are met:

1. The garage contains an area, clear of any obstructions, equal to a standard size parking space (nine feet by 18 feet) for each ~~counted~~ parking space within the garage;



2. Nine square feet is provided either in the garage or in a screened area of the lot per container provided by the franchise hauler (solid waste, recycling, yard debris, etc.) to ensure they are not placed in the parking spaces **unless garbage and recycling is provided in an approved enclosure approved pursuant to Wilsonville Development Code;**

~~3. A deed restriction is placed on the property requiring the space stay clear except for identified exceptions such as 30 days before and after a change of tenant or an equivalent restriction within the development's CC&R's;~~

~~R. N.~~ Public sidewalks, public sidewalk easements or other public non-vehicle pedestrian easement areas shall not be counted towards the area of parking spaces or used for parking.

~~S. O.~~ Shared visitor parking in certain residential areas:

1. In order to provide visitor parking in non-multi-family residential areas with limited parking, lot size and/or required open space may be reduced equal to the area of standard-sized parking spaces as described in 2. below if all the following criteria are met:
 - a. Ten percent or more of lots in the development do not have at least one adjacent on-street parking space that is at least 22 feet long.
 - b. Shared parking spaces are within 250 feet of a lot without an on-street parking space.
 - c. Shared parking spaces will be owned by an HOA and have enforceable covenants in place to ensure spaces are managed for visitor parking and not storage of extra vehicles or overflow parking of residents. This may include time limits on parking, limits on overnight parking, or other similar limits.
2. When shared visitor parking is provided that meets the standards of 1. above, lot size or open space area for the development may be reduced as provided below. The same visitor parking spaces cannot be used to reduce both lot size and open space area. To achieve both reductions, adequate visitor parking space must be provided to offset both lot size and open space area reductions.
 - a. Individual lot size may be reduced by up to 2.5 percent of the minimum lot size for the zone to allow an equal area to be developed as shared parking, as long as the shared parking space is within 250 feet of the reduced lot.
 - b. Open space required under Subsection 4.113 (.01) may be reduced by up to 2.5 percent of gross development area (from 25 percent down to as low as 22.5 percent) to allow an area equal to the reduced open space as shared parking. No more than 50 percent of the reduced open space area may be from the required usable open space. In the RN



zone, the ten percent Open Space requirement for Small-Lot Subdistrict may be reduced to eight percent.

- c. In order to reduce stormwater runoff and the need for stormwater facilities, shared visitor parking areas are encouraged to be constructed of pervious surfaces.

(.03) ~~Minimum and Maximum Off-Street Parking Requirements:~~

[...]

- B. Parking areas over 650 square feet, excluding access areas, and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:
 - 1. **General Landscaping Requirements:** ~~Landscaping of at least ten percent of the parking area designed to be screened from view from the public right-of-way and adjacent properties.~~
 - At least 10% of each parking area shall be landscaped to ensure it is screened from view from the public right-of-way and adjacent properties.
 - This landscaping shall ~~be considered to be part of~~ **count towards** the 15 percent total landscaping required in Section 4.176.03 for the site development.
 - 2. ~~Landscape tree planting areas shall be a minimum of eight feet in width and length and spaced every eight parking spaces or an equivalent aggregated amount.~~
 - a. ~~Trees shall be planted in a ratio of one tree per eight parking spaces or fraction thereof, except in parking areas of more than 200 spaces where a ratio of one tree per six spaces shall be applied as noted in subsection [4.155](.03)B.3. A landscape design that includes trees planted in areas based on an aggregated number of parking spaces must provide all area calculations.~~
- 2. **Tree Planting Requirements:**
 - a. **Ratios:**
 - **For parking areas with fewer than 40 spaces, one tree shall be planted for every eight parking spaces.**
 - **For parking areas with 40 or more spaces, one tree shall be planted for every six parking spaces, except as reduced under the Solar Panel Installation Option described in d. below.**
 - b. **Calculation:**
 - **When calculating the required number of trees based on the ratios in a., any non-whole number shall be rounded up to the nearest whole number.**
 - c. **Landscape Tree Planting Areas:**
 - i. **Each landscape tree planting area shall have a minimum dimension of eight feet in both width and length, or provide an equivalent soil volume within the top 36 inches.**
 - 1. **Root barriers must be installed for any hard surfaces located within eight feet of the center of the tree trunk.**



ii. Planting areas shall be evenly spaced throughout the planting area (e.g., every 6 or 8 parking spaces depending on the ratio in a.). Planting areas are considered spaced evenly when:

- 90 percent of parking spaces are within five parking spaces of a tree; and
- the parking area has one 64 square-foot or greater planting area for every 6 or 8 parking spaces, depending on the ratio in a.

d. Solar Panel Installation Option:

- For parking areas with 40 spaces or more, a developer may choose to exempt up to 25 percent of the parking spaces from the calculation of the ratio in a. by installing a prescribed amount of on-site solar panels as follows:
 - i. For each 0.5 kilowatt of generation capacity of on-site solar panels, one parking space may be exempted from the calculation of the ratio in a.

e. Tree Planting Location and Shading Requirements:

i. Required trees may be planted within the parking area or the perimeter, provided that a minimum percentage of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area, as follows:

- For parking areas with less than 40 spaces, 30 percent.
- For parking areas with 40 spaces or more not utilizing the Solar Panel Installation Option in d. above, 40 percent.
- For parking areas with 40 spaces utilizing the Solar Panel Installation Option in d. above, 40 percent minus 0.4 percent for each percent of parking spaces exempted from the tree-to-parking-space ratio due to solar panel installation (e.g., if a 150-space parking area has 15 parking spaces exempted, which is 10 percent of the parking spaces, the shading requirement percentage would be 36 percent).

bf. Clearance for Parking Trees:

- Except for trees planted for screening, all deciduous interior parking lot ~~area~~ trees must be suitably sized, located, and maintained to provide a branching minimum of seven feet clearance at maturity.

fg. Stormwater Integration:

~~Where topography and slope condition permit, the landscape buffer parking lot landscaping shall integrate parking lot stormwater treatment in bioswales and related plantings~~

- While integration of stormwater facilities into the parking area landscaping is encouraged, required parking lot trees shall not be placed in stormwater facilities designed for future soil media replacement.

~~Use of berms or drainage swales are allowed provided that planting areas with lower grade are constructed so that they are protected from vehicle maneuvers. Drainage swales shall be constructed to Public Works Standards~~

3. Coordination of Landscaping with Sign Plans:~~In addition to the application requirements of section 4.035(-.04)6.d., where~~



- **Where** view of signs is pertinent to landscape design, any approved or planned sign plan shall accompany the application for landscape design approval.

34. Additional Design Standards for Large Parking Areas:

- Due to their large amount of impervious surface, new development with parking areas of more than 200 spaces that are located in any zone, and that may be viewed from the public right-of-way, shall be landscaped to **meet** the following additional standards:

a. ~~One trees shall be planted per six parking spaces or fraction thereof. At least 25 percent of the required trees must be planted in the interior of the parking area.~~

b. ~~Required trees may be planted within the parking area or the perimeter, provided that a minimum of 40 percent of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area. Shading shall be determined based on shadows cast on the summer solstice.~~

ca. Internal Pedestrian Walkways:

- ~~All p~~ Parking lots in excess of 200 parking spaces shall provide an internal pedestrian walkway for every six parking aisles.
- Minimum walkway clearance shall be at least five feet in width.
- Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles.
- Walkways shall be designed to channel pedestrians to the ~~front~~ **main** entrance of the building.

cb. Street-like Features Along Drive Aisles:

- Parking lots more than three acres in size shall provide street-like features along principal drive aisles, including curbs, sidewalks, street trees or planting strips, and bicycle routes.

cc. Increased Landscape Buffer:

- All parking lots viewed from the public right-of-way shall have a minimum 12 foot landscaped buffer extending from the edge of the property line at the right-of-way to the edge of the parking area.
- Buffer landscaping shall meet the low screen standard of 4.176(.02)D except that trees, groundcovers and shrubs shall be grouped to provide visual interest and to create view openings no more than ten feet in length and provided every 40 feet.
- Notwithstanding this requirement, view of parking area that is unscreened from the right-of-way due to slope or topography shall require an increased landscaping standard under 4.176(.02) in order to buffer and soften the view of vehicles as much as possible.
- For purposes of this section, "view from the public right-of-way" is intended to mean the view from the sidewalk directly across the street from the site, or if no sidewalk, from the opposite side of the adjacent street or road.

e. Tree Planting Location:

- At least 25 percent of the required trees shall be planted in the interior of the parking area.



- f. ~~Where topography and slope condition permit, the landscape buffer shall integrate parking lot storm water treatment in bioswales and related plantings. Use of berms or drainage swales are allowed provided that planting areas with lower grade are constructed so that they are protected from vehicle maneuvers. Drainage swales shall be constructed to Public Works Standards~~
- g. ~~In addition to the application requirements of section 4.035(.04)6.d., where view of signs is pertinent to landscape design, any approved or planned sign plan shall accompany the application for landscape design approval.~~

[...]

E. In all multi-family dwelling developments, there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and bicycles **bicycle parking is required as indicated in section 4.155 (.04). Additionally, areas to provide for parking and storage of mopeds or motorcycles are encouraged.** Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.

F. ~~Except for single family dwelling units and middle housing, on-street parking spaces, directly adjoining the frontage of and on the same side of the street as the subject property, may be counted towards meeting the minimum off-street parking standards.~~

~~G. F.~~ Table 5 shall be used to determine the ~~minimum and maximum parking standards~~ **requirements and allowances** for various land uses. The number of ~~required~~ parking spaces **related to the requirements and allowances** shown on Table 5 shall be determined by rounding to the nearest whole parking space. ~~For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained 600 square feet, a second parking space would be required. Structured parking and on-street parking are exempted from the parking maximums in Table 5.~~

~~H. G.~~ **Electrical Vehicle (EV) Charging Stations Infrastructure Requirements:**

~~1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.~~

1. Applicability:

- **The requirements apply equally whether Charging Stations are installed with the initial development of the parking area or at a later date. As such, the requirements focus on readiness for, not installation of, Charging Stations.**
- **The requirements apply to all new off-street parking areas for the multi-family and non-residential land uses indicated in this section.**

2. Residential and Mixed-Use Development:

- **For any residential or mixed-use development with five or more dwelling units on a single lot, at least 40 percent of all off-street vehicle parking spaces must be EV Ready, meeting the requirements in 4. below. No waivers, administrative relief, or variance requests are permitted.**



3. Other Uses:

- Private commercial and industrial parking areas must comply with minimum EV infrastructure standards set by the Building Code. EV infrastructure required by the Building Code shall also meet the Standards in Subsections 4. c. and f. below.

4. EV Ready Requirements:

- For a vehicle parking space to be considered EV Ready, and thus count towards the minimum in 3. above and meeting the requirements of 3. above, the following requirements shall be met:
 - a. Designation of Charging Station Locations:
 - A location is designated for a device or multi-component facility to deliver electricity to a vehicle parked in the space.
 - b. Sizing of Electrical Service to Site:
 - Electrical service to the site is sized for the cumulative number of Charging Stations and supporting electrical equipment.
 - c. Space for On-site Electrical Equipment to Support Capacity:
 - Space shall be designated within a building, or elsewhere at the site where screening standards in Section 4.176 can be met, for on-site electrical equipment, including overcurrent devices, with the capacity to serve the Charging Stations.
 - d. Conduit:
 - Conduit shall be installed between the Charging Stations Locations and supporting electrical service and equipment;
 - Conduit shall support electrical wiring for a Level 2 EV Charging Station;
 - Unless connected to Charging Stations during initial development, the conduit shall have labels on both ends to mark the conduit as provided for future Charging Stations.
 - f. Coordination of Charging Stations with Other Site Elements:
 - The location of Charging Stations and supporting equipment shall be coordinated and placed to avoid conflicts with other site elements during site planning including landscaping, screening, stormwater facilities, and pedestrian facilities.

~~26. Modification of existing parking spaces to accommodate electric vehicle charging stations~~ EV Charging Stations on-site is allowed outright.

I. *Motorcycle parking:*

~~1. Motorcycle parking may substitute for up to five spaces or five percent of required automobile parking, whichever is less. For every four motorcycle parking spaces provided, the automobile parking requirement is reduced by one space.~~

1. ~~Each motorcycle~~ **Motorcycle parking** spaces must be at least four feet wide and eight feet deep. Existing parking may be converted to take advantage of this provision.

(.04) *Bicycle Parking:*

[...]

B. Standards for Required Bicycle Parking:

[...]

4. Bicycle lockers or racks, when provided, shall be securely anchored. **Unless within a lockable space only available to authorized users, racks shall allow ways to lock at least two points on a bicycle.**

5. Bicycle parking shall be located within 30 feet of the main entrance to the building or inside a building, in a location that is well-lit and easily accessible for bicycles. For multi-tenant developments, with multiple business entrances, bicycle parking may be distributed on-site among more than one main entrance.

6. Bicycle parking areas shall include parking spaces to accommodate large bicycles, including family and cargo bicycles.

~~6. Z.~~ With Planning Director approval, on street vehicle parking can also be used for bicycle parking.

[...]

TABLE 5: PARKING STANDARDS			
USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
a. Residential			
1. Single-family dwelling units, middle housing,	1 per dwelling unit.^{1,2} 2 spaces are encouraged for dwelling units over 1000 square feet.³	No Limit	
2. Accessory dwelling unit	None required	No limit	None required

TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
3. Multiple-family dwelling units	1 per D.U. (less than 500 sq. ft.) 1.25 per D.U. (1 bdrm) 1.5 per D.U. (2 bdrm) 1.75 per D.U. (3 bdrm) Within the TC Zone, parking minimum is 1 per DU, regardless of the number of bedrooms, if constructed as a residential only building	No Limit <u>1.2 spaces/studio unit and 2 spaces/non-studio unit</u>	1 per D.U.
4. Manufactured or mobile home park	2 spaces/unit²	No Limit	1 per D.U.
b. Commercial Residential			
1. Hotel	1 per 1,000 sq. ft.	No Limit	1 per 5 units Min. of 2
2. Motel	1 per 1,000 sq. ft.	No Limit	1 per 5 units Min. of 2
3. Clubs, Lodges	Spaces to meet the combined requirements of the uses being conducted	No Limit	1 per 20 parking spaces Min. of 2

TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
	such as hotel, restaurant, auditorium, etc.		
c. Institutions			
1. Welfare or correctional institution	1 space/3 beds for patients or inmates	No Limit	1 per 50 beds Min. of 2
2. Convalescent hospital, nursing home, sanitarium, rest home, home for the aged	1 space/2 beds for patients or residents	No Limit	1 per 6,000 sq. ft. Min. of 2
3. Hospital	2 spaces/bed	No Limit	1 per 20 parking spaces Min. of 2
d. Places of Public Assembly			
1. Church	1 space/4 seats, or 8 ft of bench length in the main auditorium	.8 per seat	1 per 50 seats Min. of 2

TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
2. Library, reading room, museum, art gallery	2.5 per 1,000 sq. ft.	No Limit	1 per 1,000 sq. ft. Min. of 6
3. Preschool nursery, kindergarten	.2 per student and staff	.3 per student and staff	1 per 3,500 sq. ft. Min. of 2
4. Elementary or Middle School	.2 per student and staff	.3 per student and staff	8 per class (above 2 nd grade) K—2 nd grade: 1 per 3,500 sq. ft.
5. High School	.2 per student and staff	.3 per student and staff	4 per class
6. College, commercial school for adults	.2 per student and staff	.3 per student and staff	1 per class Min. of 4
7. Other auditorium, meeting rooms	.3 per seat	.5 per seat	1 per 50 seats Min. of 4
8. Stadium, arena, theater	.3 per seat	.5 per seat	1 per 40 seats Min. of 4
9. Bowling alley	4 spaces/lane	No Limit	1 per 10 lanes Min. of 2

TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
10. Dance hall, skating rink, gym, swim or fitness center	4.3 per 1,000 sq. ft.	6.5 per 1,000- sq. ft.	1 per 4,000 sq. ft. Min. of 2
11. Tennis or racquetball facility	1 per 1,000 sq. ft.	1.5 per 1,000 sq. ft.	1 per court Min. of 2
e. Commercial			
1. Retail store except supermarkets and stores selling bulky merchandise and grocery stores 1,500 sq. ft. gross floor area or less	4.1 per 1,000 sq. ft.	6.2 <u>5</u> per 1,000 sq. ft.	1 per 4,000 sq. ft. Min. of 2
2. Commercial retail, 1,501 sq. ft. or more	4.1 per 1,000 sq. ft. There is no minimum off-street parking requirement within the TC zone for commercial retail less than 5,000 sq. ft. and within a mixed-use building	6.2 <u>5</u> per 1,000 sq. ft.	1 per 4,000 sq. ft. Min. of 2

TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
3. <u>Service Automobile service, dealerships or repair shops</u>	4.1 per 1,000 sq. ft.	6.2 per 1,000 sq. ft.	1 per 4,000 sq. ft.
4. Retail stores and outlets selling furniture, automobiles or other bulky merchandise where the operator can show the bulky merchandise occupies the major areas of the building	1.67 per 1,000 sq. ft.	6.2 per 1,000 sq. ft.	1 per 8,000 sq. ft. Min. of 2
5. Office or flex space (except medical and dental) Bank with drive-thru	2.7 per 1,000 sq. ft. 4.3 per 1,000 sq. ft.	4.1 per 1,000 sq. ft. 6.5 <u>5</u> per 1,000 sq. ft.	1 per 5,000 sq. ft. Min. of 2
6. Medical and dental office or clinic area	3.9 per 1000 sq. ft.	5.9 <u>5</u> per 1,000 sq. ft.	1 per 5000 sq. ft. Min. of 2
7. Eating or drinking establishments Fast food (with drive-thru) Other	15.3 per 1,000 sq. ft. 9.9 per 1000 sq. ft.	23 per 1,000 sq. ft. 14.9 per 1,000 sq. ft.	1 per 4000 sq. ft. Min. of 4

TABLE 5: PARKING STANDARDS			
USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
8. Mortuaries	1 space/4 seats, or 8 ft. of bench length in chapels	No Limit	Min. of 2
f. Industrial			
1. Manufacturing establishment	1.6 per 1,000 sq. ft.	No Limit	1 per 10,000 sq. ft. Min. of 6
2. Storage warehouse, wholesale establishment, rail or trucking freight terminal	.3 per 1,000 sq. ft.	.5 per 1,000 sq. ft.	1 per 20,000 sq. ft. Min. of 2
g. Park & Ride or Transit Parking	As needed	No Limit	10 5 per acre, minimum of 4 , with 50% in lockable enclosures

NOTES:

¹- ~~No additional off-street parking is required for a triplex or quadplex created through the addition to, or conversion of, an existing single-family detached dwelling.~~

²- ~~Garages (except for parking structures in the Town Center) do not count towards minimum parking unless all the requirements of Subsection [4.155](#) (.02) Q. are met.~~

³- ~~No permit for single-family dwelling units, middle housing, or multiple-family dwelling units of nine or fewer units shall be denied based on only providing one parking space per unit.~~



² For land uses with more than 65,000 square feet of floor area, surface parking may not consist of more area than the floor area of the building.

³ Non-surface-level parking, such as tuck-under parking, underground and subsurface parking, and parking structures are exempt from maximum requirements.

(.05) *Minimum Off-Street Loading Requirements:*

[...]

~~5. Off-street parking areas used to fulfill the requirements of this Ordinance shall not be used for loading and unloading operations except during periods of the day when not required to meet parking needs.~~

B. *Exceptions and Adjustments:*

[...]

(.06) *Carpool and Vanpool Parking Requirements:*

A. Carpool and vanpool parking spaces shall be identified for the following uses:

1. Designated employee parking areas in all new developments with more than 50 parking spaces,

~~1- 2.~~ New commercial and industrial developments with 75 or more parking spaces,

~~2- 3.~~ New institutional or public assembly uses, and

~~3- 4.~~ Transit park-and-ride facilities with 50 or more parking spaces.

[...]

~~(.07) *Parking Area Redevelopment.*~~

~~The number of parking spaces may be reduced by up to ten percent of the minimum required parking spaces for that use when a portion of the existing parking area is modified to accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations.~~

I.

Section 4.172. - Flood Plain Regulations

*LP25-0002 CFEC Parking Compliance and Standards Reform
Proposed Development Code Amendments
Attachment 1 to the Staff Report*



[...]

(.07) General Standards:

[...]

I. Parking Lots and Storage Areas:

1. All parking lots and storage areas below the flood plain elevation shall be paved.
2. A minimum of 25 percent of the ~~required~~ **provided** parking spaces must be provided above the 100-year flood plain elevation for all non-residential uses.
3. Residential uses **providing one or more parking spaces per unit** shall provide at least one parking space per unit above the 100-year flood plain elevation.

[...]

Section 4.184. - Conditional Use Permits—Authorization

[...]

(.07) Conditional Use Regulations—Service Stations.

[...]

F. Access, Parking and Circulation Requirements:

[...]

~~2. On-site parking shall be provided for each employee on duty. The peak employment period shall be used to determine the number of employee parking spaces.~~

~~3.~~ 2. No vehicles subject to the control of the operator of the premises may temporarily be parked on sidewalks, parkways, driveways, alleys or other public ways.

[...]



Section 4.191. - Non-Conforming Site Conditions

[...]

(.05) A structure with non-conforming site conditions may be expanded or enlarged, provided that there is a proportional decrease in the non-conforming site conditions. For example, an application to expand the floor area of a building by 10%, on a site that has 20% shortage of required bicycle parking, will be permitted, provided that at least a 10% increase in bicycle parking is also provided.

Section 4.430. - Location, Design and Access Standards for Mixed Solid Waste and Recycling Areas.

[...]

(.02) *Location Standards:*

[...]

F. Exterior storage areas can be located in a parking area, ~~the proposed use provides at least the minimum number of parking spaces required for the use after deducting the area used for storage.~~ Storage areas shall be appropriately screened according to the provisions of [Section 4.430\(.03\)](#), below.

[...]

Section 4.803. - Development Review Standards.

(.01) The following development standards are applicable to all WCF and SWF applications:

[...]

~~L. *Parking.* No net loss in minimum required parking spaces shall occur as a result of the installation of any WCF.~~



LP25-0002 CFEC Parking Compliance and Standards Reform Public Hearing

FINDINGS REPORT

INTRODUCTION

This Findings Report provides evidence demonstrating how the City of Wilsonville’s adoption of amendments related to the CFEC Parking Compliance and Standards Reform Public Hearing – Case File LP25-0002 (the proposal) complies with applicable City, Metro, and State policies and regulations. Please refer to the complete project record for additional information supporting adoption of the proposed Development Code amendments.

STATEWIDE PLANNING GOALS

The proposed Development Code amendments maintain compliance with the City’s Comprehensive Plan which has been acknowledged to comply with Statewide Planning goals.

OREGON ADMINISTRATIVE RULES

OAR 660-012-0400 - PARKING MANAGEMENT

OAR 660-012-0400 mandates that the City of Wilsonville comply with the parking-related provisions of the Climate Friendly and Equitable Communities (CFEC) regulations, specifically OAR 660-012-0400 through -0450. This rule delineates the three available compliance pathways. Pursuant to the provisions of OAR 660-012-0420, the City’s decision to eliminate minimum parking requirements renders it exempt from the obligations set forth in OAR 660-012-0425, -0430, -0435, -0440, -0445, and -0450.

As the primary function of this rule is to define compliance alternatives, no amendments to the Wilsonville Development Code (WDC) are necessary to satisfy its requirements.

OAR 660-012-0405 PARKING REGULATION IMPROVEMENTS

New requirements under rule -0405 address any new parking that is developed or redeveloped, and fall under eight broad categories. These are cited below, along with Code updates needed to meet these rules.

OAR (660-012-0405(1)(A)) PREFERENTIAL PLACEMENT OF CARPOOL/VANPOOL PARKING

WDC currently requires preferential parking for carpools/vanpools in three cases, per 4.155(.06)A; however, it does not specify a requirement in “designated employee parking areas in new developments with more than 50 parking spaces.” The proposed Code edits add this as an additional case where preferential carpool/vanpool parking is required.

This additional case is added as WDC 4.155(.06)A.1, with the existing three cases following, ordered for clarity.

OAR (660-012-0405(1)(B)) ALLOW REDEVELOPMENT OF A PORTION OF A PARKING LOT FOR BIKE OR TRANSIT USES

WDC 4.155(.07) allows for redevelopment of parking areas consistent with this rule, albeit with the stipulation that parking can only be reduced by “up to ten percent of the minimum required parking spaces for that use.”

The proposed Code strikes the ten percent stipulation from WDC 4.155(.07) and specifies that any portion of a parking area may be redeveloped for these uses, as specified by this rule.

OAR (660-012-0405(2)) ALLOW AND ENCOURAGE REDEVELOPMENT OF UNDERUSED PARKING

WDC 4.155(.02) H currently prohibits the use of required parking spaces for any use besides parking unless a temporary permit is obtained pursuant to WDC 4.163. It is also noted that WDC 4.155(.02) P, which is proposed to be retained as-is, permits parklets within on-street parking spaces.

The proposed Code would remove language from WDC 4.155(.02) H related to requirements to satisfy Rule -0420, and a new section is added following (WDC 4.155(.02) F under the new numbering) to define specific regulations around redevelopment of parking.

OAR (660-012-0405(3)) ALLOW AND FACILITATE SHARED PARKING

Shared parking is allowed via WDC 4.155(.02) E, and further addressed within WDC 4.155(.02) S, which incentivizes shared parking by allowing for lot size or open space reductions when shared visitor parking meeting certain requirements is developed in residential areas.

No Code changes are needed or proposed to address this Rule.

OAR (660-012-0405(4)(A)) TREE CANOPY, SOLAR, OR FEE-IN-LIEU, FOR PARKING MORE THAN ½ ACRE

This rule states that Wilsonville must require any or all of the following for new parking areas larger than ½ acre:

- A) Require installation of solar panels capable of generating 0.5 kilowatts per new parking space;
- B) Require a fee-in-lieu payment of \$1,500 per new parking space to be invested in a city, county, or state fund dedicated to renewable energy development; or
- C) Require a tree canopy covering 40% of the parking lot.

WDC currently includes extensive landscaping requirements, however there are areas where updates are needed to fully comply with this section and -0405(b) and (c) described below.

To meet all requirements and to add additional clarity to existing landscaping requirements, WDC 4.155(.03)B.2 was rewritten to comprehensively describe landscaping and connectivity requirements, specifying minimum requirements and additional requirements for parking areas with more than 40 stalls (approximately equivalent to ½ acre to meet CFEC's requirement).

While not necessary to comply with CFEC, WDC 4.155(.03)B.3 is added to retain the requirement that landscaping does not block road signs and, WDC 4.155(.03)B.4 specifies further requirements for areas larger than 200 spaces, retaining and reorganizing for clarity Wilsonville's existing requirements for these larger parking areas.

Additionally, the code amendments include a solar option allowed via WDC 4.155(.03)B.2.d, structured per feedback received from Planning Commission and City Council.

New parking more than ½ acre must have trees along driveways or 30% tree canopy coverage for the parking area (660-012-0405(4)(b)), which the existing Code and Code amendments enable.

The updates to WDC 4.155(.03)B.2 specify tree planting ratios and canopy calculations and requirements for parking areas larger than 40 spaces, meeting (and in many cases exceeding) the requirements set forth in this rule.

OAR (660-012-0405(4)(C)) PEDESTRIAN CONNECTIONS THROUGH LARGE PARKING LOTS

WDC 4.154(.01) describes pedestrian access and circulation requirements which are applicable to parking areas. These meet the requirements set forth by this rule. Some clarifying text to WDC 4.155(.03)B.4.a was added for consistency between the Code sections.

OAR (660-012-0405(5)) PARKING MAXIMUMS IN APPROPRIATE LOCATIONS

This rule requires implementation of parking maximums in "appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments." Since Wilsonville currently has citywide parking maximums, it currently meets this requirement with no updates needed.

Note that some maximums within WDC 4.155 Table 5 are adjusted in the proposed Code to come into compliance with OAR 660-012-0415. This is described below.

OAR 660-012-0410 ELECTRIC VEHICLE CHARGING (OAR 660-012-0410)

Rule -0410 calls for new private multi-family residential or mixed-use developments with five or more residential dwelling units to install conduits to serve 40% of vehicle parking spaces. Currently, Wilsonville's code allows for EV charging and parking per 4.155(.03)H, however the provisions do not meet the 40% requirement.

The proposed Code language is updated to conform to the letter of Rule -0410, eliminating references to minimum requirements and adding the 40% requirement to WDC 4.144(.03)H.1. To add additional clarity, definitions for “electrical service capacity” and “electric vehicle charging station” are added to WDC 4.001.

OAR 660-012-0415 PARKING MAXIMUMS

As a city of more than 25,000 Wilsonville is subject to rule -0415, which requires implementation of certain maximum parking requirements within the transit corridors and rail stop areas listed in OAR 660-012-0440, as described above. Wilsonville currently has maximum requirements specified for all applicable uses, although some are set higher than the new rules allow.

To comply with this rule, WDC 4.155 Table 5 and WDC 4.125 Table V-2 are updated to reduce maximums, for all applicable commercial uses, to five spaces per 1,000 s.f., and establish maximum requirements of 1.2 spaces per studio apartment and 2 spaces per other unit of multi-family housing. Additionally, a note has been added below Table 5 stipulating that for developments of more than 65,000 s.f., surface parking may not consist of more area than the floor area of the building.

OAR 660-012-0420 EXEMPTION FOR COMMUNITIES WITHOUT PARKING MANDATES

This rule states that cities that do not include parking mandates within land use regulations are exempt from OARs -0425 through -0450.

To ensure that Wilsonville is in compliance here and exempt from Rules -0425 through -0450, the following changes have been made to the Code:

WDC 4.155.02, General Provisions, has been edited extensively to remove references to parking requirements, and change applicability of any relevant design requirements to parking that has been “provided” rather than “required.”

WDC 4.155 Table 5 has been edited to remove all minimum requirements, and the notes below the table edited or eliminated.

WDC 4.125 Table V-2, which specifies parking requirements specific to the Village Zone, has been edited to remove all minimum requirements. References to parking requirements elsewhere in the code have been edited or removed as appropriate.

OAR 660-012-0630 BICYCLE PARKING REQUIREMENTS

Lastly, several new requirements regarding bicycle parking are introduced via Rule -0630. These fall under four categories, summarized below.

OAR (660-012-630(2)) MINIMUM BICYCLE PARKING REQUIREMENTS FOR CERTAIN USES

WDC 4.155 Table 5 specifies bicycle parking requirements and includes a minimum requirement for all uses specified by this rule.

WDC is currently in compliance and no changes are needed here.

OR (660-012-630(3)) COVERED BICYCLE PARKING REQUIRED FOR MULTIFAMILY AND MIXED-USE RESIDENTIAL

In addition to requiring the minimum number of parking spaces above, this rule stipulates that cities must require at least 0.5 stalls per unit in covered bicycle parking.

WDC 4.155.04.C meets this Rule, requiring half of the one-per-unit minimum from Table 5 to be covered (as well as monitored). No changes are needed or recommended here.

OR (660-012-630(4)) BIKE PARKING MUST MEET CERTAIN STANDARDS REGARDING SECURITY AND ACCESSIBILITY

This rule specifies several design standards for bike parking.

WDC 4.155(.04) adequately addresses requirements regarding the size of spaces, accessibility, and location. The proposed updates include a requirement that stalls allow for two points to which to lock, a requirement that the space be well-lit, and a provision to allow for cargo bikes or family bikes. These updates bring WDC into full compliance with this section.

OR (660-012-630(5)) PROVIDE PARKING FOR BIKES AND OTHER “SMALL-SCALE MOBILITY DEVICES” AT KEY DESTINATIONS

This regulation is worded fairly loosely, and based on feedback from DLCD is intended to apply more to right-of-way management policies than development code.

No updates to development code are needed to comply here. For on-street considerations, requirements here can be addressed when Wilsonville next updates its TSP

METRO- REGIONAL TRANSPORTATION FUNCTIONAL PLAN TITLE 4 PARKING MANAGEMENT

3.08.410 A. AND C.- PARKING RATIOS

3.08.410.A. mandates that the City of Wilsonville establish both minimum and maximum parking ratios compliant with Table 3.08-3, with minimum ratios requiring equal to or less than those shown.

With removal of all parking minimum ratios the minimum ratios will be less than Metro requirements. New parking maximum ratios established by the proposed Development Code amendments are also less than those required by Metro.

3.08.410.F. - LARGE PARKING LOTS

3.08.410 F. requires that parking lots greater than 3 acres have street-like features including curbs, sidewalks and street trees or planting strips. The proposed Code amendments maintain this existing requirement for parking areas greater than 3 acres.

3.08.410 H. - BICYCLE PARKING

3.08.410.H. establishes bicycle parking including certain amounts of short-term and long-term parking. All modifications of existing bicycle parking requirements to comply with the State Administrative Rules remain in compliance with Metro requirements.

WILSONVILLE COMPREHENSIVE PLAN AND DEVELOPMENT CODE

The Wilsonville Comprehensive Plan and Development Code establish how Code amendments may be initiated and reviewed by the City.

CITIZEN INVOLVEMENT

GOAL 1.1: To encourage and provide means for interested parties to be involved in land use planning processes, on individual cases and City-wide programs and policies.

Policy 1.1.1: The City of Wilsonville shall provide opportunities for a wide range of public involvement in City planning programs and processes.

Response: By following the applicable implementation measures, see findings below, the City provided opportunities for public involvement encouraging, and providing means for, involvement of interested parties. Specific information on public involvement throughout the project can be found in the Outreach Report and its attachments included with the public hearing Staff Report.

Public notice of the public hearings was emailed to affected agencies and interested individuals. **These criteria are met.**

Implementation Measure 1.1.1.a. Early Involvement

Response: The City reached out early in the process before drafting decision were made on the amendments seeking public input. The Planning Commission, City Council, and community members had the opportunity to comment on the proposed amendments in public work sessions. The City held 6 work sessions with the Planning Commission and City Council. These work sessions were televised, streamed online, and open to the public. **This criterion is met.**

Implementation Measure 1.1.1.e. Encourage Participation of Certain Individuals, Including Residents and Property Owners

Response: Through the task force meetings, online survey, public open house, work sessions, and public hearings, the City has encouraged the participation of a wide variety of individuals addressing the groups listed above. **This criterion is met.**

Implementation Measure 1.1.1.f. Procedures to Allow Interested Parties to Supply Information

Response: The City afforded interested parties the opportunity to provide oral input and testimony during the public hearings. In addition, the City afforded them the opportunity to provide written input and testimony. Throughout the work sessions, the City also encouraged and afforded opportunity for comments either in writing, in-person, or virtually at Planning Commission meetings. **This criterion is met.**

Implementation Measure 1.1.1.g. Types of Planning Commission Meetings, Gathering Input Prior to Public Hearings

Response: Prior to the scheduled public hearing on the amendments, the Planning Commission held four work sessions open to the public on December 11, 2024, January 8, 2025, April 9, 2025, and May 14, 2025, during which the Planning Commission considered public input and provided feedback, which was incorporated into the current draft. **This criterion is met.**

Implementation Measure 1.1.1.h. Public Notices for Planning Commission Meetings

Response: The notice regarding the public hearing clearly indicated the type of meeting. **This criterion is met.**

GOAL 1.2: For Wilsonville to have an interested, informed, and involved citizenry.***Policy 1.2.1: The City of Wilsonville shall provide user-friendly information to assist the public in participating in City planning programs and processes.***

Response: During this process, an interested parties list was developed through the *Let's Talk, Wilsonville!* and the public open house. These contacts, as well as online and print information to the general public, continued to serve as the basis for outreach during the review of the amendments. Through the Planning Commission and City Council work session schedules, public hearing notices, Planning Commission meeting minutes, project-related materials and announcements on the City website and *Let's Talk, Wilsonville!*, an online survey, and information in the *Boones Ferry Messenger*, the City has informed and encouraged the participation of a wide variety of individuals. **These criteria are met.**

Implementation Measures 1.2.1.a., b., c. User Friendly Information for Public

The published hearing notices and other meeting notices provided user-friendly information about the purpose, location, and nature of the meetings as has been standardized by the City. The notices widely publicized different ways for interested parties to participate, access additional information about the proposal, and staff contact information for questions they may have. The notice to interested parties provided the necessary information for them with access to the draft amendments on which the Planning Commission will base their decision. **This criterion is met.**

Policy 1.3: The City of Wilsonville shall coordinate with other agencies and organizations involved with Wilsonville's planning programs and policies.***Implementation Measure 1.3.1.b. Coordinate Planning Activities with Affected Agencies***

Response: The appropriate agencies have been notified through the DLCD notice and/or the Public Hearing Notice. Any comments will be entered into the public hearing record to be considered. **This criterion is met.**

COMPREHENSIVE PLAN IMPLEMENTATION MEASURE RELATED TO PARKING MINIMUMS

Implementation Measure 3.3.1.h. Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.

The Development Code amendments fulfill this implementation measure by a reduction (e.g., eliminating) to minimum parking requirements citywide.

PROCEDURES – DEVELOPMENT CODE AMENDMENTS

Section 4.032 Authority of the Planning Commission: This section specifies that the Planning Commission sits as an advisory body, making recommendations to the City Council on a variety of land use issues. The Commission has the authority to review and make recommendations on amendments to the Development Code.

Response: The Planning Commission will conduct a public hearing and provide the City Council with a recommendation on adoption of the Development Code text amendments. The City Council is the final local authority on this proposal. **At conclusion of the public hearing process, these criteria will be met.**

Section 4.033 – Authority of City Council: This section specifies that the City Council has final decision-making authority on amendments to the text of the Development Code as authorized in Section 4.197.

Response: The City Council will receive a recommendation from the Planning Commission on the Development Code text amendments. The City Council is the final local authority regarding this proposal, which will be adopted via Ordinance following a public hearing and a review of evidence and testimony. **At conclusion of the public hearing process, these criteria will be met.**

Section 4.197 – Development Code Amendments—Adoption by the City Council: This section provides standards for the review of Development Code amendments, integrating the applicable criteria outlined in the Introduction section, Procedures subsection, of the Comprehensive Plan.

Subsection 4.197 (.01) Procedures and Criteria

Response: Findings in this document confirm that the process to amend the Development Code text followed applicable procedures. Findings in this document establish that the proposed Development Code amendments meet the criteria including complying with applicable Comprehensive Plan goals, do not conflict with other code text not being amended, compliance with State Administrative Rules, and is necessary to comply with State law. The development and adoption of the proposed Development Code amendments followed the applicable procedures as follows: the Planning Commission initiated the legislative Plan amendments; the City Council will consider the amendments after receiving findings and recommendations from the Planning Commission and public testimony; and amendments were provided

sufficiently in advance of the first evidentiary Planning Commission hearing to allow adequate time for providing public notice and preparing a staff report on the proposal. **This criterion is met.**

LP25-0002
CFEC Parking Compliance and Standards Reform
Planning Commission Public Hearing Record Index
June 11, 2025

PLANNING COMMISSION AND CITY COUNCIL MEETINGS

June 11, 2025 - Planning Commission Public Hearing
Resolution LP25-0002 w/Staff Report and Attachments (as approved, see above)
Presentation (*will be available after hearing*)
Affidavit of Notice of Hearing

May 14, 2025 - Planning Commission Work Session
Staff Report and Attachments
Presentation
Minutes Excerpt

April 21, 2025 - City Council Work Session
Staff Report and Attachments
Presentation
Action Minutes

April 9, 2025 - Planning Commission Work Session
Staff Report and Attachments
Presentation
Minutes Excerpt

February 3, 2025 - City Council Work Session
Staff Report and Attachments
Presentation
Action Minutes

January 8, 2025 - Planning Commission Work Session
Staff Report and Attachments
Presentation
Minutes Excerpt

December 11, 2024 - Planning Commission Work Session
Staff Report and Attachments
Presentation
Minutes Excerpt

PUBLIC ENGAGEMENT

Outreach Report (Includes all **Public Comment**)

ARTICLES

Wilsonville Spokesman: February 10, 2025



PLANNING COMMISSION

WEDNESDAY, JUNE 11, 2025

PUBLIC HEARING

2. CFEC Parking (Pauly)(30 Minutes)

**AFFIDAVIT OF MAILING AND POSTING NOTICE OF
PUBLIC HEARING IN THE CITY OF WILSONVILLE**

STATE OF OREGON)

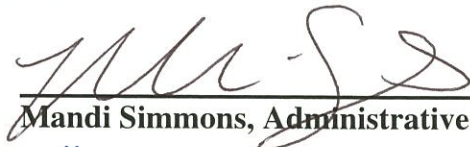
COUNTIES OF CLACKAMAS)
AND WASHINGTON)

CITY OF WILSONVILLE)

I, Mandi Simmons, do hereby certify that I am Administrative Assistant for the City of Wilsonville, Counties of Clackamas and Washington, State of Oregon, that the attached copy of Notice of Public Hearing is a true copy of the originals of the following that I did cause to be mailed/displayed copies of said public hearing in the exact form hereto attached:

- Single-paged notice was emailed on May 21, 2025 to the attached list of affected agencies
- The content of the notice was sent to the Wilsonville Spokesman for publication in the May 29, 2025 online newspaper and the June 5, 2025 newspaper issue
- The content of the notice was posted on May 21, 2025 on the City's website
- Single-paged notice was posted at physical locations listed below on May 21, 2025
 - City Hall, 29799 SW Town Center Loop, East, Wilsonville OR 97070
 - Wilsonville Community Center, 7965 SW Wilsonville Road, Wilsonville, OR 97070
 - Library, 8200 SW Wilsonville Road, Wilsonville OR 97070

Witness my hand this 29th day of May 2025


Mandi Simmons, Administrative Assistant

Acknowledged before me this 29th day of May 2025, in Clackamas County, Oregon

Noelle Colleen Edwards

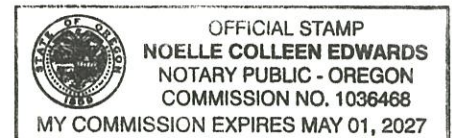
Signature of Oregon Notary

Noelle Colleen Edwards

Printed Notary Name

NOTARY PUBLIC

My Commission Expires May 1st, 2027



NOTICE OF LEGISLATIVE PUBLIC HEARING BEFORE THE PLANNING COMMISSION AND CITY COUNCIL: CFEC PARKING COMPLIANCE AND STANDARDS REFORM, CASE FILE LP25-0002

PLANNING COMMISSION

On **Wednesday, June 11, 2025, beginning at 6 pm**, the Planning Commission will hold a public hearing regarding the **CFEC Parking Compliance and Standards Reform**, and will consider whether to recommend to City Council adoption of the Development Code amendments.

You will not receive another notice unless you: submit a request in writing or by phone, or submit testimony or sign-in at the hearing.

CITY COUNCIL

On **Monday, July 21, 2025, beginning at 7 pm**, the City Council will hold a public hearing regarding the **CFEC Parking Compliance and Standards Reform**, after which it may make the final decision.

The hearings will take place at **Wilsonville City Hall**, 29799 SW Town Center Loop East. A complete copy of the project record, including staff report, findings, and recommendations, will be available online and at City Hall for viewing seven (7) days prior to each public hearing.

SUMMARY OF PROPOSAL

Wilsonville is updating its Development Code to align with Oregon's Climate Friendly and Equitable Communities (CFEC) Program related to parking, which aims to reduce pollution, improve walkability, and promote efficient land use. Required changes include reforming parking minimums and maximums, updating EV and bike parking standards, and enhancing parking lot design requirements to be more climate friendly.

HOW TO COMMENT: Oral or written testimony may be presented at the public hearings. Written comment on the proposal is also welcome prior to the public hearings. To have your written comments or testimony distributed to the Planning Commission before the meeting, it must be received by 2 pm on June 3, 2025. **Direct written comments to** Mandi Simmons, Administrative Assistant, 29799 SW Town Center Loop East, Wilsonville, Oregon, 97070 or msimmons@wilsonvilleoregon.gov

*Note: Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. **The City will endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting.** To obtain such services, please call Mandi Simmons, Administrative Assistant at (503) 682-4960.*

DLCD List of Affected Agencies – e-mail distribution list 04.2025

Pat McGough West Linn/Wilsonville School District	mcgoughp@wlwv.k12.or.us
Erin Wardell, Planning and Development Services Manager Washington County	Erin_Wardell@washingtoncountyor.gov
Steve Koper City of Tualatin	skoper@tualatin.gov
Attn: Development Review ODOT Region 1	ODOT_R1_DevRev@odot.oregon.gov
Ben Baldwin Tri-Met Project Planning Dept.	DevelopmentReview@trimet.org
Mike McCord, NW Region Manager Oregon Water Resources Department	Mike.L.MCCORD@water.oregon.gov
Dr. Kathy Ludwig West Linn/Wilsonville School District 3J	ludwigk@wlwv.k12.or.us
Portland General Electric: David Underwood Dumitri Ilioi Tod Shattuck	david.underwood@pgn.com Dumitru.Ilioi@pgn.com Tod.Shattuck@pgn.com
Land Use Contact, Planning Department METRO	landusenotifications@oregonmetro.gov
Nina Carlson NW Natural Gas	nina.carlson@nwnatural.com
Matt Ketchem, Operations Manager Republic Services of Clackamas & Washington Counties	mketchem@republicservices.com
Planning Director City of Canby	planningapps@canbyoregon.gov
Diane Taniguchi-Dennis Clean Water Services	Dennisd@cleanwaterservices.org
Department of Corrections	DOCRealPropertyManager@doc.oregon.gov

DLCD List of Affected Agencies – e-mail distribution list 04.2025

Department of State Lands:	Support.SERVICES@dsl.oregon.gov
Isaac Ambruso, Government Relations Director Home Builders Associations	isaaca@hbapdx.org
Brady Strutz, Interim Chief Operations Officer Sherwood School District Admin Office	bstrutz@sherwood.k12.or.us
Martha Fritzie Clackamas County Principal Planner	MFritzie@Clackamas.us
Christine Svetkovich Oregon Department of Environmental Quality	christine.svetkovich@deq.oregon.gov
Sam Kaufmann Tualatin Valley Water District	Sam.Kaufmann@tvwd.org
Planning Director City of Sherwood	planning@sherwoodoregon.gov
Darin Smith BPA, Realty Department	dxsmith@bpa.gov
Heidi Hicks (Contact for both stations per Alexander McGladrey) Tualatin Valley Fire and Rescue (Kinsman) Tualatin Valley Fire and Rescue (Elligsen)	Heidi.Hicks@tvfr.com



CMG OREGON

-Ad Proof-

This is the proof of your ad, scheduled to run on the dates indicated below. Please proofread carefully, and if changes are needed, please contact Sarah Penn prior to deadline at or Sarah.Penn@youroregonnews.com.

<p>Date: 05/29/25 Account #: 108863 Reference #: CASE FILE LP25-0002 Company Name: WILSONVILLE, CITY OF Contact: Address: 29799 SW TOWN CENTER LOOP E WILSONVILLE Telephone: (503) 570-1510 Fax: (503) 682-1015</p>	<p>Ad ID: 361083 Start: 05/28/25 Stop: 06/05/25 Total Cost: \$69.56 Ad Size: 8.042 Column Width: 1 Column Height: 8.042 Ad Class: 1202 Phone # Email: Sarah.Penn@youroregonnews.com</p>
<p>Run Dates:</p> <p>Wilsonville Spokesman 05/29/25 Wilsonville Spokesman 06/05/25</p>	

**NOTICE OF LEGISLATIVE PUBLIC HEARING
BEFORE THE PLANNING COMMISSION
AND CITY COUNCIL:
CFEC PARKING COMPLIANCE AND
STANDARDS REFORM, CASE FILE LP25-0002**

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SUMMARY OF PROPOSAL:

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HOW TO COMMENT:

Oral or written testimony may be presented at the public hearings. Written comment on the proposal is also welcome prior to the public hearings. To have your written comments or testimony distributed to the Planning Commission before the meeting, it must be received by 2 pm on June 3, 2025. **Direct written comments** to Mandi Simmons, Administrative Assistant, 29799 SW Town Center Loop East, Wilsonville, Oregon, 97070 or msimmons@wilsonvilleoregon.gov

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Published May 29(online), June 5, 2025 WS361083



PLANNING COMMISSION

WEDNESDAY, MAY 14, 2025

WORK SESSION

4. CFEC Parking (Pauly)(30 Minutes)



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: May 14, 2025		Subject: CFEC Parking Compliance and Standards Reform	
		Staff Member: Daniel Pauly, Planning Manager	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input checked="" type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable	
		Comments:	
Staff Recommendation: Provide input on draft Development Code updates.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input type="checkbox"/> Adopted Master Plan(s):	<input checked="" type="checkbox"/> Not Applicable Required by State law	

ISSUE BEFORE COMISSION

For the fourth and final work session on the Climate Friendly and Equitable Communities (CFEC) Parking Compliance and Standards Reform project, the Planning Commission will receive an update on draft Development Code amendments, which address questions and comments from the April session.

EXECUTIVE SUMMARY:

The State Climate Friendly and Equitable Communities (CFEC) Program drives the CFEC Parking Compliance and Standards Reform project. CFEC requirements, outlined in OAR 660-012-0400 through 660-012-0450, aim to reform or eliminate minimum parking requirements in local development codes. The State finds that these requirements lead to inefficient land use, reduced walkability, and increased pollution

The proposed amendments to Wilsonville's Development Code can be grouped based on the number of compliance paths, those with a **single compliance path** and those with **multiple compliance paths**.

Single Compliance Path Development Code Amendments

These Code amendments are mandated by CFEC rules and do not provide discretion or alternatives for cities in their implementation. Examples of proposed Development Code amendments with a single compliance path include:

- Removing barriers to the redevelopment of underutilized parking
- "EV Ready" requirements
- Lowering parking maximums for certain uses
- Updating bicycle parking requirements

During the April work session, the Commission had no further comments or questions on these amendments.

Multiple Compliance Path Development Code Amendments

Draft amendments with **multiple compliance paths** include **reforming parking minimums** and **parking area design standards**. The Commission thoroughly discussed options for **reforming parking minimums** in prior work sessions. The project team updated parking tables and other references in the Development Code, consistent with Planning Commission and Council direction, implementing the "Option 1" path of removing parking minimums citywide.

At the April work session, the Commission raised several questions regarding options for **parking area design standards**. Commissioners expressed concerns about unintended consequences of additional design standards not required by CFEC. Additionally, the Commission provided preliminary feedback on the extent to allow solar panels in lieu of a portion of the required tree canopy. This work session aims to address the Commission's questions and confirm the direction on design standard Code amendments. Based on discussion with the Commission and Council, the project team reviewed compliance options and updated recommendations for the design standards (Attachment 1) and drafted recommended Development Code amendments related to parking area design standards (Attachment 2).

As discussed at the last work session, to understand the compliance paths for updating parking area design standards, it is helpful to first review current, long-standing design standards.

Wilsonville's current **parking area design standards** include general standards for areas with 200 or fewer spaces and enhanced standards for areas with more than 200 spaces. General standards include screening along edges, a certain percentage of landscaping, and a parking-space-to-tree ratio. Enhanced standards for large parking areas include wider landscape buffers, a higher parking-space-to-tree ratio, walkways every six parking aisles, and street-like features along principal drive aisles.

CFEC rules have a lower threshold than the City's current standards for triggering some enhanced design requirements, applying them to parking areas with 40 spaces rather than 200. The City's existing standards comply with CFEC rules for areas with fewer than 40 spaces and more than 200 spaces, but compliance for the "middle tier" of 40 to 200 spaces needs to be addressed to comply with CFEC.

In the prior draft of the Development Code amendments, the City met the enhanced requirements for the middle tier by changing the 200-space enhanced standards threshold to 40 spaces. This change would have applied all existing enhanced Code requirements to "middle-tier" parking areas. The Planning Commission's feedback from April advised caution in applying additional land-consuming requirements, particularly enhanced screening and landscaping for drive aisles, to the "middle-tier" sized parking areas. The feedback raised concerns that some current enhanced standards could be difficult to meet, especially for the smaller end of the "middle tier" sized parking areas. Based on feedback and further analysis, the updated recommendation creates three tiers of parking area design standards, as follows:

1. Less than 40 spaces – Existing general design standards
2. 40 to 200 spaces – Existing general design standards plus CFEC-required enhanced tree standards and optional solar standard (see below)
3. More than 200 spaces – Existing enhanced design standards, plus optional solar standard (see below)

CFEC rules also give the City options regarding whether to **allow solar panels in lieu of 25% of the required enhanced parking area tree canopy**. The options are:

1. Require 40% parking area tree canopy
2. Require 30% parking area tree canopy, with the option to increase to 40% tree canopy or install solar panels to generate a prescribed amount of power in lieu of up to one quarter of the otherwise required tree canopy.

In April, the Planning Commission's feedback supported flexibility for the final 10%, recognizing the climate benefits of both trees and solar power. The updated draft Development Code amendments allow developers to choose either option without requiring a waiver or special process (see Attachment 2).

Discussion Question:

- Does the Planning Commission support the three-tier parking area design standards in the updated draft Development Code amendments?

- What additional feedback on parking area design standards, particularly regarding tree canopy, does the Planning Commission have?
- Do the updated draft Development Code amendments accurately reflect the Planning Commissions guidance around allowance of solar panels in lieu of a portion of the required tree canopy?

EXPECTED RESULTS:

Feedback and guidance on the updated draft Development Code amendments.

TIMELINE:

The Planning Commission is scheduled for a public hearing on this matter at their June meeting, with City Council adoption in July.

CURRENT YEAR BUDGET IMPACTS:

The consultant work on the project is funded by a \$20,000 grant from the Oregon Department of Land Conservation and Development (DLCD) with the City covering City staff time.

COMMUNITY INVOLVEMENT PROCESS:

Public work sessions will be held by the Planning Commission and City Council in addition to public hearings. A public event was held on March 20 to inform the public of the project and seek input on the Code updates.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

More efficient use of land and reduction of impacts on the climate. Compliance will enable clearer standards for development and avoid the confusion of City Code that is superseded by conflicting State Rules.

ALTERNATIVES:

While alternatives are limited for compliance with some of the State Rules, the City continues to explore available alternatives to best tailor the Development Code updates to Wilsonville's context.

ATTACHMENTS:

1. Parking Area Design Standards Presentation (April 30, 2025)
2. Updated Design Standards Draft Development Code Amendments- (May 2, 2025)

CFEC Parking Compliance and Standards Reform

Parking Area Design Standards Presentation
April 30, 2025



Current Parking Lot Design Standards

General Parking Area Standards (200 or less Parking Spaces)	Enhanced Standards for Parking Areas with more than 200 Spaces
<ul style="list-style-type: none">• Edges meet “low screen” landscaping standard• At least 10 percent landscaping• Parking space to tree ratio 8:1• No extra on-site pedestrian requirements• No specific drive aisle design standards	<ul style="list-style-type: none">• Minimum 12-foot landscape buffer along edges• Also at least 10 percent landscaping• Parking space to tree ratio 6:1• Walkways every 6 parking aisles• Street-like features along principal drive aisles



Current Standards and CFEC Compliance

- CFEC Rules have a lower threshold for some enhanced design requirements
 - About 40 parking spaces (0.5 acres) rather than 200
- Current City Standard compliance varies based on parking area size
 - Less than 40 spaces –Yes
 - **40 to 200 – No**
 - More than 200 spaces –Yes



Parking Area Examples



Enhanced Design Standards & CFEC

Current Enhanced Requirements for Parking Areas with more than 200 Spaces	Required by CFEC Rules?
Wider buffer on edge	NO
Additional tree canopy*	YES
Prescribed walkway spacing	NO
Street like principal drive aisles	NO

*Interrelates to solar power generation options



Updated Recommended Code Amendments- Parking Area Design Standards

- Create three tiers of parking area design standards
 - Less than 40 spaces – Existing general design standards
 - 40 to 200 spaces – Existing general design standards + CFEC-required enhanced tree/solar standards
 - More than 200 spaces – Existing enhanced design standards + optional solar standards



Design Standards Solar Option

- Should developers be allowed to install solar panels in lieu of 25% of required “enhanced” parking lot tree canopy?
 - Require enhanced 40% parking lot tree canopy
- OR
- Require general 30% parking lot tree canopy, developer option to increase to 40% tree canopy or install solar panels



Updated Design Standards Draft Development Code Amendments

Section 4.155. General Regulations—Parking, Loading and Bicycle Parking.

(.03) ~~Minimum and Maximum Off-Street Parking Requirements:~~

...

- B. Parking areas over 650 square feet, excluding access areas, and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

1. **General Landscaping Requirements:** ~~Landscaping of at least ten percent of the parking area designed to be screened from view from the public right-of-way and adjacent properties.~~

- At least 10% of each parking area shall be landscaped to ensure it is screened from view from the public right-of-way and adjacent properties.
- This landscaping shall ~~be considered to be part of~~ **count towards** the 15 percent total landscaping required in Section 4.176.03 for the site development.

2. ~~Landscape tree planting areas shall be a minimum of eight feet in width and length and spaced every eight parking spaces or an equivalent aggregated amount.~~

- a. ~~Trees shall be planted in a ratio of one tree per eight parking spaces or fraction thereof, except in parking areas of more than 200 spaces where a ratio of one tree per six spaces shall be applied as noted in subsection [4.155](.03)B.3. A landscape design that includes trees planted in areas based on an aggregated number of parking spaces must provide all area calculations.~~

2. Tree Planting Requirements:

a. Ratios:

- **For parking areas with fewer than 40 spaces, one tree shall be planted for every eight parking spaces.**
- **For parking areas with 40 or more spaces, one tree shall be planted for every six parking spaces, except as reduced under the Solar Panel Installation Option described in d. below.**

b. Calculation:

- **When calculating the required number of trees based on the ratios in a., any non-whole number shall be rounded up to the nearest whole number.**

c. Landscape Tree Planting Areas:

- i. **Each landscape tree planting area shall have a minimum dimension of eight feet in both width and length, or provide an equivalent soil volume within the top 36 inches.**

1. **Root barriers must be installed for any hard surfaces located within eight feet of the center of the tree trunk.**

- ii. **Planting areas shall be spaced equally throughout the planting area (e.g., every 6 or 8 parking spaces depending on the ratio in a.) or an equivalent aggregated amount.**

d. Solar Panel Installation Option:

- **For parking areas with 40 spaces or more, a developer may choose to exempt up to 25 percent of the parking spaces from the calculation of the ratio in a. by installing a prescribed amount of on-site solar panels as follows:**

- i. **For each 0.5 kilowatt of generation capacity of on-site solar panels, one parking space may be exempted from the calculation of the ratio in a.**

e. Tree Planting Location and Shading Requirements:

- i. **Required trees may be planted within the parking area or the perimeter, provided that a minimum percentage of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area.**

- **For parking areas with less than 40 spaces, 30 percent.**
- **For parking areas with 40 spaces or more not utilizing the Solar Panel Installation Option in d. above, 40 percent.**
- **For parking areas with 40 spaces utilizing the Solar Panel Installation Option in d. above, 40 percent minus 0.4 percent for each percent of parking spaces exempted from the tree-to-parking-space ratio due to solar panel installation (e.g., if a 150-space parking area has 15 parking spaces exempted, 10 percent of the parking spaces, the shading requirement percentage would be 36 percent).**
- ii. **For parking areas 40 spaces or larger, at least 25 percent of the required trees shall be planted in the interior of the parking area.**

bf. Clearance for Parking Trees:

- Except for trees planted for screening, all deciduous interior parking lot ~~lot~~ **area** trees must be suitably sized, located, and maintained to provide a branching minimum of seven feet clearance at maturity.

fg. Stormwater Integration:

Where topography and slope condition permit, the landscape buffer parking lot landscaping shall integrate parking lot stormwater treatment in bioswales and related plantings

- **While integration of stormwater facilities into the parking area landscaping is encouraged, required parking trees shall not be placed in stormwater facilities designed for future soil media replacement.**

Use of berms or drainage swales are allowed provided that planting areas with lower grade are constructed so that they are protected from vehicle maneuvers. Drainage swales shall be constructed to Public Works Standards

3. Coordination of Landscaping with Sign Plans: ~~In addition to the application requirements of section 4.035(.04)6.d., where~~

- **Where** view of signs is pertinent to landscape design, any approved or planned sign plan shall accompany the application for landscape design approval.

34. Additional Design Standards for Large Parking Areas:

- Due to their large amount of impervious surface, new development with parking areas of more than 200 spaces that are located in any zone, and that may be viewed from the public right-of-way, shall be landscaped to **meet** the following additional standards:

Attachment 2 Planning Commission CFEC Parking Work Session May 14, 2025

- a. ~~One tree shall be planted per six parking spaces or fraction thereof. At least 25 percent of the required trees must be planted in the interior of the parking area.~~
- b. ~~Required trees may be planted within the parking area or the perimeter, provided that a minimum of 40 percent of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area. Shading shall be determined based on shadows cast on the summer solstice.~~
- ca. **Internal Pedestrian Walkways:**
- ~~All parking lots in excess of 200 parking spaces shall provide an internal pedestrian walkway for every six parking aisles.~~
 - Minimum walkway clearance shall be at least five feet in width.
 - Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles.
 - Walkways shall be designed to channel pedestrians to the front entrance of the building.
- cb. **Street-like Features Along Drive Aisles:**
- Parking lots more than three acres in size shall provide street-like features along principal drive aisles, including curbs, sidewalks, street trees or planting strips, and bicycle routes.
- cc. **Increased Landscape Buffer:**
- All parking lots viewed from the public right-of-way shall have a minimum 12 foot landscaped buffer extending from the edge of the property line at the right-of-way to the edge of the parking area.
 - Buffer landscaping shall meet the low screen standard of 4.176(.02)D except that trees, groundcovers and shrubs shall be grouped to provide visual interest and to create view openings no more than ten feet in length and provided every 40 feet.
 - Notwithstanding this requirement, view of parking area that is unscreened from the right-of-way due to slope or topography shall require an increased landscaping standard under 4.176(.02) in order to buffer and soften the view of vehicles as much as possible.
 - For purposes of this section, "view from the public right-of-way" is intended to mean the view from the sidewalk directly across the street from the site, or if no sidewalk, from the opposite side of the adjacent street or road.
- f. ~~Where topography and slope condition permit, the landscape buffer shall integrate parking lot storm water treatment in bioswales and related plantings. Use of berms or drainage swales are allowed provided that planting areas with lower grade are constructed so that they are protected from vehicle maneuvers. Drainage swales shall be constructed to Public Works Standards~~
- g. ~~In addition to the application requirements of section 4.035(.04)6.d., where view of signs is pertinent to landscape design, any approved or planned sign plan shall accompany the application for landscape design approval.~~

CFEC Parking Compliance and Standards Reform

Planning Commission Work Session
May 14, 2025



Current Parking Lot Design Standards

General Parking Area Standards (200 or less Parking Spaces)	Enhanced Standards for Parking Areas with more than 200 Spaces
<ul style="list-style-type: none">• Edges meet “low screen” landscaping standard• At least 10 percent landscaping• Parking space to tree ratio 8:1• No extra on-site pedestrian requirements• No specific drive aisle design standards	<ul style="list-style-type: none">• Minimum 12-foot landscape buffer along edges• Also at least 10 percent landscaping• Parking space to tree ratio 6:1• Walkways every 6 parking aisles• Street-like features along principal drive aisles



Current Standards and CFEC Compliance

- CFEC Rules have a lower threshold for some enhanced design requirements
 - About 40 parking spaces (0.5 acres) rather than 200
- Current City Standard compliance varies based on parking area size
 - Less than 40 spaces –Yes
 - **40 to 200 – No**
 - More than 200 spaces –Yes



Parking Area Examples



Enhanced Design Standards & CFEC

Current Enhanced Requirements for Parking Areas with more than 200 Spaces	Required by CFEC Rules?
Wider buffer on edge	NO
Additional tree canopy*	YES
Prescribed walkway spacing	NO
Street like principal drive aisles	NO

*Interrelates to solar power generation options



Updated Recommended Code Amendments- Parking Area Design Standards

- Create three tiers of parking area design standards
 - Less than 40 spaces – Existing general design standards
 - 40 to 200 spaces – Existing general design standards + CFEC-required enhanced tree/solar standards
 - More than 200 spaces – Existing enhanced design standards + optional solar standards



Design Standards Solar Option

- Should developers be allowed to install solar panels in lieu of 25% of required “enhanced” parking lot tree canopy?
 - Require enhanced 40% parking lot tree canopy
- OR
- Require general 30% parking lot tree canopy, developer option to increase to 40% tree canopy or install solar panels



Questions for the Planning Commission

- Does the Planning Commission support the **three-tier** parking area design standards in the updated draft Development Code amendments?
- What additional feedback on parking area design standards, particularly regarding **tree canopy**, does the Planning Commission have?
- Do the updated draft Development Code amendments accurately reflect the Planning Commissions guidance around **allowance of solar panels** in lieu of a portion of the required tree canopy?
- Any **other input** on draft Development Code amendments prior to the upcoming Public Hearing?



Thank You



recognizing that, primarily commercial was preferred, as opposed to primarily retail, like a retail strip. There had to be an enterprise component, which is why 'enterprise' was in the Purpose Statement, and it would be more commercial than more traditional large industrial type uses.

- The Craft Industrial area could be a destination, like the Hood River waterfront, and if the City wants those small craft businesses to be successful, some type of language had to be incorporated into the Purpose Statement to help build that visual.
 - While the area was not seen as a destination during concept planning, it was worth exploring. Property owners were already running businesses on their home sites, and the City recognized that and acknowledged the area would likely morph over time. It would not be the first area to develop in Basalt Creek and would not develop with large industrial uses like the flat vacant parcels on Green Hill Lane would.
- While food carts or trucks may not be appropriate within the Craft Industrial area, food being prepared onsite for food trucks to load and drive out to sell elsewhere in the city could fall under the Artisan Food and Beverage Production category.

4. CFEC Parking (Pauly)

Planning Manager Pauly noted the work done at prior work sessions on the CFEC Parking Compliance and Standards Reform project and presented on the Parking Lot Design Review Standards via PowerPoint, comparing the City's current and enhanced design standards to the CFEC compliance standards and providing the updated recommended Code amendments based on further analysis and feedback from both City Council and the Planning Commission. Questions for the Commission's consideration regarded design standards for the solar option and several questions to help finalize the draft Development Code amendments for the public hearing. (Slides 7-8)

Commissioner comments and feedback were as follows along with Staff's responses to questions as noted:

- The proposed language regarding the tree canopy and allowance of solar made sense, although the solar language was a bit wordy and confusing in terms of the calculations.
- In Section 4.A Internal Pedestrian Walkways, the existing language about walkways being designed to channel pedestrians to the building's front entrance would be changed to "main entrance", which would also be consistent with language in the ADA Parking Code.
- In Section 2.E.i, the purpose of parking areas with 40 or more spaces having at least 25% of the required trees planted in the interior of the parking area was either CFEC rules or the current Code. Staff would confirm and email the Commission.
- Section 4.B appeared to specify acreage not parking spaces. Because the CFEC rules and current Code did not align, Staff decided to go with spaces, which could vary as a 200-space Costco parking lot was bigger than a 200-space Wilsonville high school parking lot.
 - Most of the existing City Code language used spaces which would likely be used fairly often going forward, but this was the one existing Code standard that used acreage, which was intentional in the event a certain land area was dedicated to parking

regardless of the number of spaces. The street-like features were required to break up large expansive parking lots.

- Staff recommended keeping the language as is for two reasons. First, there was a direct nexus to the requirement to acreage rather than number of spaces, and there was a reason that choice was made in the Code. It was not an obvious error or typo, so better to defer to what was written.
- Only the portion of canopy that overhung the parking lot would count towards the 12-ft landscape buffer requirement (Section 4.C), otherwise it would be a street tree if on the exterior side of that 12-ft buffer. Any trees right in the middle of the lot may just be a pretty tree with stormwater benefits, etc.
- The Development Code did not specify tree types as doing so in the early 2000s resulted in problems seen currently after learning new things about different species and cultivars over the years. Now it was more performance-based, as any tree that would provide canopy and could be pruned to provide clearance was preferred. Otherwise, the actual tree species were at the landscape architect's discretion.
- In lieu of made sense if the solar was installed in the parking lot, but not if it was installed on the roof.
 - While installing solar in the parking lot made sense, 30% tree canopy was also required for the parking lot, making the roof a more functional placement, likely with more climate benefit than being under a tree in the parking lot.
- The .5 kw generation capacity of an onsite solar panel noted in Section 2.D.i to exempt a parking space was not an industry standard, but a State rule the City was complying with
- The trees in the parking lot would reduce the heat island by generating shade. Any solar would have to be installed at a height to meet parking clearance requirements, making it tall enough to generate an equivalent magnitude of shade achieved by the trees.
 - The solar requirement stated onsite, not in the parking lot and would apply to multi-family development. Smart designers would not necessarily install the solar panels in the lot, but likely on the roof of the building or elsewhere onsite, which would be more beneficial from a climate standpoint. Solar panels would either be on the roof of the building or on a full row covering parking. Trees would not go in that same location.
 - California and Arizona had parking lots with rows of parking stalls with solar panels across the entire section. In Arizona, parking lots frequently had trees around the perimeter and the center featured covered parking with solar panels on top.
- If the City wanted to encourage solar, figuring out where to place solar panels should not be so complicated. The solar option should be as easy as possible to adhere to the standards; otherwise, it was easier to plant a tree.
- It was funny the canopy had to be over the parking lot, yet solar panels could be on the roof, because the point was to reduce greenhouse gas emissions. The canopy would reduce emissions whether over the parking lot or in another green space, so it should count no matter where the tree was planted. Installing solar panels could be cost-prohibitive if everything had to be run into the parking lot.

- Per the Development Code, 40% of the parking spaces had to be wired for EV, and those charging stations would likely have a solar panel on top, so the lots would have to be designed such that the tree canopy did not shade the EV spaces.

The Commission unanimously supported the three-tier parking area design standards.

Mr. Pauly stated he would follow up on a few of the questions via email, adding he had worked with the consultant and the State to not have to speak two different languages when discussing the solar panels, the number of parking spaces and tree canopy percentages, but he would review the language to see about simplifying the language further.

INFORMATIONAL

5. City Council Action Minutes (April 7 & 21, 2025) (No staff presentation)
6. 2025 PC Work Program (No staff presentation)

Chair Hendrix noted she would not be present at July's meeting due to a conference. She thanked Staff for having the questions in the presentation match what was in the Staff report, which made it easier to understand.

Vice Chair Willard reported on the Westside Economic Alliance Conference, which included all the westside communities and addressed economic development. Key takeaways regarded the magnitude of housing being built in Hillsboro, the strong case made about the industrial land crisis in Oregon, the Metro Area, and on the westside; and how the entire region and state had benefitted from Hillsboro's aggressive growth and posture, but now Hillsboro was out of urban growth reserve.

- She highlighted key points of ECONorthwest's Regional Economic Update Report, noting the vital importance economic developments being connected, the interesting connection to social services; how economic development impacted counties in different ways; and concerns about industrial land inventory being way too low to attract development.
- People who wanted to bring business to Oregon were turning away because they were being asked about their tolerance for lawsuits, delays, etc., and if it was low, they were told they probably should not build in Oregon.
- ECONorthwest's main message was for regulatory relief of land use planning and had brought up Wilsonville and Basalt Creek as a wonderful opportunity to invite industrial jobs into the region. However, Wilsonville was unable to maximize the opportunity because City Staff were not given any funding or relief from mandatory items to be able to bird dog all the different tax lots and property owners to create a coordinated, deliberate plan to develop Basalt Creek into something big.
- She loved the conference and thanked the City for the opportunity to attend. She believed attendance should be mandatory for planning commissioners and city



CITY COUNCIL

MONDAY, APRIL 21, 2025

WORK SESSION

CFEC Parking (Pauly)



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: April 21, 2025		Subject: Climate Friendly and Equitable Communities (CFEC) Parking Compliance and Standards Reform	
		Staff Member: Daniel Pauly, Planning Manager	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input checked="" type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable	
		Comments: N/A	
Staff Recommendation: Provide requested input on draft Development Code updates and the additional information provided regarding Option 2 for "Parking B" compliance.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input type="checkbox"/> Adopted Master Plan(s):	<input checked="" type="checkbox"/> Not Applicable Required by State law	

ISSUE BEFORE COMISSION

The City Council will be introduced to proposed Code amendments to comply with Climate Friendly and Equitable Communities (CFEC) "Parking A" requirements and Option 1 for "Parking B" compliance (Attachment 1). In addition, staff have provided additional details regarding "Parking B" Option 2 for Council review as requested at the prior work session on this topic.

EXECUTIVE SUMMARY:

In the previous work session, the Council (1) received an introduction to the CFEC Parking Compliance and Standards Reform project and its purpose and (2) provided preliminary guidance to the project team on which compliance option for “Parking B” to choose.

As a refresher, the primary driver of the CFEC Parking Compliance and Standards Reform project is the State Climate Friendly and Equitable Communities (CFEC) Program. On March 10, 2022, Governor Kate Brown issued Executive Order 20-04, directing state agencies to reduce climate pollution. Executive Order 20-04 was in response to Oregon not meeting its climate pollution reduction goals, one of which was adopted in 2007 by state legislators to reduce the state’s climate pollution by 75% by 2050. In response, the Oregon Land Use Conservation and Development Commission (LCDC) developed, and the State adopted, updates to Oregon’s transportation and land use planning administrative rules (OARs). These new OARs and local government compliance with them are the core of the CFEC program.

Among the CFEC requirements is parking reform as laid out in OAR 660-012-0400 through 660-012-0450 (CFEC Parking Rules). The CFEC Parking rules aim to remove or substantially reform minimum parking requirements in local government codes based on the State’s findings that minimum parking requirements overproduce parking leading to, among other things, inefficient land use, less walkability, and more pollution from driving.

The CFEC Parking Rules are broken into two phases, referred to by the State as “**Parking A**” and “**Parking B.**” **Parking A** rules are a set of rules already in effect superseding Wilsonville’s Development Code, and the City has been applying them since the effective date and prior to the City Code being updated. As discussed in prior work sessions, the most impactful part of the Parking A rules for Wilsonville is the transit proximity rule that supersedes parking minimums in the Development Code for much of the City, including Frog Pond and Town Center. The only substantial areas of the City not covered by this transit proximity rule are Charbonneau, the western 2/3 of Villebois, and industrial areas in northwest Wilsonville. The current project will update the City’s Development Code to be congruent with Parking A rules, but no decisions are left to be made regarding these rules.

Parking B rules require additional reform not yet completed by the City. This reform is the focus of the current project. Parking B requires (1) the City to choose one of three options (see table below) for parking reform related to minimum parking requirements and (2) institute design regulation improvements, such as tree canopy requirements, for parking areas.

Parking B Compliance Options

The table below summarizes how the different Parking B options would impact different areas of Wilsonville. In the prior work session, Council expressed support to move forward with Option 1. Option 1 provides uniform standards throughout the City, has the lowest implementation cost, and would not result in a significantly different amount of provided parking when compared to the more involved and more expensive Options 2 and 3.

Parking B Parking Options Related to Different Areas of the City

Area of the City	Option 1	Option 2	Option 3
Majority of City subject to Parking A Transit Proximity rule including Town Center and Frog Pond	No parking minimums required	No parking minimums required	No parking minimums required
Charbonneau and Western 2/3 of Villebois (built-out residential areas), and Northwest Industrial Areas	No parking minimums	<ul style="list-style-type: none"> • Able to enforce parking minimums <p>Implement at least two of the following:</p> <ul style="list-style-type: none"> • Parking spaces leased/sold separately from housing units or leased commercial space (enforced by City) • No more than ½ space per unit required for multi-family • Tax revenue from parking spaces • Flexible commute benefit for more than 50 employees 	<ul style="list-style-type: none"> • Able to enforce parking minimums <p>Implement all of the following:</p> <ul style="list-style-type: none"> • No minimum parking required for a variety of specific uses including small sites, vacant buildings, small homes, historic buildings, etc. • No additional parking for changes in use • District management of on-street parking or lease multi-family parking and housing units separately

While the Council supported moving forward with Option 1, the Council also wanted to better understand the menu of policies under Option 2. Below is more detail on the Option 2 policy menu. For each menu item, more details are provided about the requirements from the Oregon Administrative Rules (OAR) 660-012-0445 (Attachment 2) as well as the level of effort for City implementation. If the City selected Option 2, at least two of these items would need to be selected for adoption.

1. Parking spaces leased/sold separately from housing units or leased commercial space. Also referred to as “unbundled parking,” this represents two separate menu items in the OARs: (A) residential and (B) commercial. If Option 2 was pursued, the City could select either residential or commercial unbundling, or both. Cities are responsible for implementing unbundled parking and would enforce this in new leases or renewals. Existing leases would not be subject to the requirement until they are renewed. Currently, the City is not party to and does not review commercial or residential leases. A mechanism does not currently exist to review these documents. While unbundling parking is a relatively easy to understand and a straightforward requirement, it would take substantial City effort to implement and enforce. The vast majority of current residential and commercial leases in the City include bundled parking, meaning they provide ample parking as an amenity with no specific lease discussion and no specific parking designated for each tenant. Substantial City staff effort would be needed to educate property owners and leasing agents about the requirements, set up a compliance monitoring and reporting system, set up a process to participate in the creation and renewal of leases, and enforce non-compliance. It is unknown how the City could ensure it reviewed all new leases for compliance. Such a program for residential or commercial, or both, is likely to require a substantial amount of a full-time-equivalent (FTE) staff position, which would be a significant cost.
2. Flexible commute benefits for more than 50 employees. This menu item from the OARs would be a requirement for employers with 50 or more employees who provide free or subsidized parking to their employees, which is assumed to be the vast majority, if not all, of the large employers in Wilsonville. These employers would be required to have a specific, State-defined, flexible commute benefit: providing to employees who regularly commute via modes that do not require the use of parking, the greater of either \$50 per month or the fair market value of the provided parking. The City would be responsible for ensuring employer participation. The City currently has a flexible commute program through SMART, but it is a voluntary program focused on outreach and incentives, rather than a mandatory program. While a new mandatory program could potentially be wrapped in with the current voluntary program, the effort to educate all covered employers and ensure compliance would be a substantial new task for program staff. Also, the City would be an employer subject to the requirement and would need to ensure its current transit pass partial reimbursement program meets the requirement.
3. No more than ½ space per unit required for multi-family development. In the limited areas outside the transit-proximity areas, this menu item would change the required per unit multi-family parking space to one space for every two units. The City’s current code requirements range from 1 to 1.75 per unit, dependent on the size of the unit and total number of units. While the ½ space per unit is greater than the no space requirement in Parking B Option 1, neither requirement is anticipated to change much what is built in the limited area of applicability. This menu item would be easy to implement by writing it into the Development Code as part of the current update. It would then have no additional administrative costs as it would be implemented during the existing development review process.

4. Tax revenue from parking spaces. This menu item involves a ten percent or more tax levied by the City on revenue from commercial parking lots. OAR defines “commercial parking lot” as a site where the primary use is renting or leasing vehicle parking spaces. It does not include shared parking. No current commercial parking lots meeting this definition exist in the City or are anticipated in the foreseeable future. The City would have administrative costs to set up and administer the tax program; if taxable parking businesses existed, the administrative costs could be covered by the revenue. The City could set up a program in Code, subject to implementation when future commercial parking lots are developed.

A nuance of the Option 2 menu is that one of the selected menu items must be either unbundled parking for residential, unbundled parking for commercial, or the flexible commute benefit. The City could not just select reduced multi-family parking and tax revenue on commercial parking spaces. Based on Council feedback to date, coupled with the additional analysis, City staff and Planning Commission continue to recommend Option 1. However, at the work session, staff welcomes discussion from the Council regarding Option 2 and these menu items.

Parking B Parking Design Reforms

In addition to code edits to integrate Parking A requirements and the selected Parking B option, Parking B requires reforms related to parking lot design. The project team has drafted relevant Development Code amendments and provided an explanation of compliance with all applicable OARs (Attachment 1). Highlights of the draft parking design reform amendments include:

- New policies for redevelopment of underutilized parking;
- Updated standards around shared parking;
- Added and modified standards to comply with State rules related to tree canopy cover and solar panel development in larger parking areas; and
- Addition of more parking maximums.

The Planning Commission reviewed the draft Code amendments at their April 9 work session. While the results of the discussion were not available prior to publication of this report, their feedback will be shared during the work session. The project team requests the Council review the materials and come prepared with questions and any suggested edits or policy direction.

Discussion Question:

- What additional thoughts does the Council have on Parking B Option2? Does the recommendation of pursuing Parking B Option 1 remain?
- What questions and guidance does the Council have on the compliance analysis and draft Development Code updates?

EXPECTED RESULTS:

Feedback and guidance on the CFEC Parking Compliance and Standards Reform project, including on draft Development Code amendments.

TIMELINE:

The Planning Commission and City Council will consider adoption of Development Code standards over the coming months with final action required by June 30, 2025.

CURRENT YEAR BUDGET IMPACTS:

The consultant work on the project is funded by a \$20,000 grant from the Oregon Department of Land Conservation and Development (DLCDD) with the City covering City staff time.

COMMUNITY INVOLVEMENT PROCESS:

Public work sessions are being held by the Planning Commission and City Council in addition to the required public hearings. A public event was held on March 20 to inform the public of the project and seek input on the Code updates.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

More efficient use of land and reduction of impacts on the climate. Compliance will enable clearer standards for development and avoids the confusion of City Code that is superseded by conflicting State Rules.

ALTERNATIVES:

While alternatives are limited for compliance with some of the State Rules, the City continues to explore available alternatives to best tailor the Development Code updates to Wilsonville's context.

ATTACHMENTS:

1. Memo: CFEC Parking Code Updates (April 2, 2025)
2. Oregon Administrative Rules Parking B Option 2 policy menu (March 20, 2025)

Memorandum



To: Dan Pauly & Georgia McAlister, City of Wilsonville

From: Brian Davis, AICP

Date: April 2, 2025

Re: CFEC Parking Code Updates – DRAFT Recommended Revisions to Wilsonville Development Code

Introduction

This memorandum summarizes the full set of development code revisions recommended to bring Wilsonville into compliance with Oregon's new administrative rules (OAR) pertaining to parking that were recently enacted as part of the Climate Friendly and Equitable Communities (CFEC) program. The parking-related rules (OAR 660-12-0400 through -0450 and -0630) aim to reduce the amount of unnecessary parking built as a result of minimum requirements, and to reduce adverse impacts of new parking to the extent possible.

The new rules require Wilsonville to choose one of three broad paths to compliance allowed within the rules ("options," per DLCD's terminology). Based on feedback received from city staff, the Planning Commission, and City Council, Wilsonville's preferred path to compliance is *Option 1*, which requires the removal of minimum requirements from Wilsonville's Development Code (WDC), but subsequently exempts the City from OAR 660-12-0425 through -0450. If for any reason the City elects to move forward with *Option 2* additional code edits will be necessary beyond what is indicated in this memo and the attachment, primarily to differentiate the minimum parking requirements in areas still subject to parking minimums and the transit-proximate areas that are exempt.

The proposed code revisions detailed herein thus present a route to compliance via *Option 1*. The following section details the requirements of the new Rules and any updates to WDC that are needed to come into compliance with each Rule. The proposed Code changes are attached.

Note: the recommendations include renumbering or re-lettering of several sections of Code. Code citations in the below analysis refer to WDC as currently organized.

Applicable Rules and Recommended WDC Changes

Parking Management (OAR 660-012-0400)

OAR 660-012-0400 establishes that Wilsonville is required to comply with the parking-related CFEC regulations (OAR 660-012-0400 through -0450) and details the parameters of the three compliance options. The rule indicates that by removing parking requirements per OAR 660-012-0420,

Wilsonville is exempt from the provisions of OAR 660-012-0425, -0430 -0435, -0440, -0445, and -0450.

No code changes are directly required to meet this rule.

Parking Regulation Improvements (OAR 660-012-0405)

New requirements under rule -0405 address any new parking that is developed or redeveloped, and fall under eight broad categories. These are cited below, along with Code updates needed to meet these rules.

Preferential placement of carpool/vanpool parking (660-012-0405(1)(a))

WDC currently requires preferential parking for carpools/vanpools in three cases, per 4.155(.06)A; however it does not specify a requirement in “designated employee parking areas in new developments with more than 50 parking spaces.” The proposed Code edits add this as an additional case where preferential carpool/vanpool parking is required.

This additional case is added as **WDC 4.155(.06)A.1**, with the other three cases following, ordered for clarity.

Allow redevelopment of a portion of a parking lot for bike or transit uses (660-012-0405(1)(b))

WDC 4.155(.07) allows for redevelopment of parking areas consistent with this rule, albeit with the stipulation that parking can only be reduced by “up to ten percent of the minimum required parking spaces for that use.”

The proposed Code strikes the ten percent stipulation from **WDC 4.155(.07)** and specifies that any portion of a parking area may be redeveloped for these uses, as specified by this rule.

Allow and encourage redevelopment of underused parking (660-012-0405(2))

WDC 4.155(.02)H currently prohibits the use of required parking spaces unless a temporary permit is obtained pursuant to WDC 4.163. It is also noted that WDC 4.155(.02)P, which is proposed to be retained as-is, permits parklets within on-street parking spaces.

The proposed Code would remove language from **WDC 4.155(.02)H** related to requirements to satisfy Rule -0420, and a new section is added following (**WDC 4.155(.02)F** under the new numbering) to define specific regulations around redevelopment of parking.

Allow and facilitate shared parking (660-012-0405(3))

Shared parking is allowed via WDC 4.155(.02)E, and further addressed within WDC 4.155(.02)S, which appears to incentivize shared parking by allowing for lot size or open space reductions when shared visitor parking meeting certain requirements is developed in residential areas.

No Code changes are needed or proposed to address this Rule.

Tree canopy, solar, or fee-in-lieu, for parking more than ½ acre (660-012-0405(4)(a))

This rule states that Wilsonville must require any or all of the following for new parking areas larger than ½ acre:

- A) Require installation of solar panels capable of generating 0.5 kilowatts per new parking space;
- B) Require a fee-in-lieu payment of \$1,500 per new parking space to be invested in a city, county, or state fund dedicated to renewable energy development; or
- C) Require a tree canopy covering 40% of the parking lot.

Wilsonville currently has extensive landscaping requirements, including the requirements set by WDC 4.155(.03)B.3. The 40% tree canopy coverage requirement specified by 4.155(.03)B.3.b is in compliance with both this rule and OAR 660-012-405(4)(b), and the pedestrian connectivity required by 4.155(.03)B.3.c is in compliance with OAR 660-012-405(4)(c). However, the new rules apply to all parking areas more than ½ acre while WDC 4.155(.03)B.3 applies only to parking areas with more than 200 stalls, which are likely to be two acres or more.

Staff have indicated that Wilsonville's landscaping requirements are generally well-liked and working well, so the simplest path to compliance would be to change the applicability of **WDC 4.155(.03)B.3** to all parking areas greater than half an acre. This is proposed in the code updates below. While this would subject more potential parking areas to the more rigorous standards throughout WDC 4.155(.03)B.3, this would bring the code into compliance with this rule as well as subsections 4(b) and 4(c), as described below, maintain consistency across properties, and be easier to implement and manage for City staff.

Alternatively, Wilsonville can change the applicability of **WDC 4.155(.03)B.3.b** and **WDC 4.155(.03)B.3.c** to any parking area more than one-half acre, and retain the remaining requirements as applicable to parking areas larger than 200 spaces.

Deciding whether to endorse the current approach (changing applicability of the entirety of **WDC 4.155(.03)B.3** to parking areas more than one-half acre) or the alternative approach (changing applicability of only **WDC 4.155(.03)B.3.b** and **WDC 4.155(.03)B.3.c** to parking areas more than one-half acre) will be a key decision point for Planning Commission and City Council as this process moves forward.

Regarding a solar option, initial feedback from the Planning Commission and City Council indicated support for allowing for a solar option, albeit at a lower priority than landscaping. A potential way to implement this would be to allow for the solar option if an applicant can show that it is infeasible to meet the landscaping requirement. Oregon City is pursuing a similar approach. The approach proposed in the

Key Decision Point: For parking lots 0.5 to 2.5 acres in size (approx. 40-199 spaces) should requirements fully align with the standards for larger parking lots (200+ spaces) or only those required by CFEC rules?

Key Decision Point: Should the City allow solar panels to be installed in lieu of meeting some or all of tree canopy requirements?

Revised Development Code Text adds a new clause (**WDC 4.155(.03)B.4**) which allows the solar option for parking areas less than 200 spaces where it is infeasible to meet the landscaping requirement, retaining the spirit of WDC 4.155(.03)B.3. This clause is optional and electing whether or not to include it represents another decision point.

New parking more than ½ acre must have trees along driveways or 30% coverage (660-012-0405(4)(b))

This requirement can be met either via meeting the 40% tree canopy option by changing **WDC 4.155(.03)B.3** to apply to all parking areas greater than half an acre, as outlined above for (660-012-0405(4)(a)), or with a tree canopy reduced to 30% if the applicant is meeting the requirement of the previous section via a solar or fee-in-lieu path.

If Wilsonville elects to change the applicability of **WDC 4.155(.03)B.3** to all parking areas larger than one-half acre, as proposed to meet OAR 660-012-0412(4)(a) and described above, this Rule would also be satisfied. The proposed new clause **WDC 4.155(.03)B.4** allows for the option of meeting the 30% requirement along with solar; again, this clause is optional.

Pedestrian connections through large parking lots (660-012-0405(4)(c))

Again, this requirement is met by changing the applicability of WDC 4.155(.03)B.3 to all parking areas larger than one-half acre.

Some clarifying text to **WDC 4.155(.03)B.3.c** was added to ensure compliance with the rules, and referring to standards specified by WDC 4.154, which contains several design requirements that are consistent with this rule.

Parking maximums in appropriate locations (660-012-0405(5))

This rule requires implementation of parking maximums in “appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments.” Since Wilsonville currently has citywide parking maximums, it currently meets this requirement with no updates needed.

Note that some maximums within **WDC 4.155 Table 5** are adjusted in the proposed Code to come into compliance with OAR 660-012-0415. This is described below.

Electric Vehicle Charging (OAR 660-012-0410)

Rule -0410 calls for new private multi-family residential or mixed-use developments with five or more residential dwelling units to install conduits to serve 40% of vehicle parking spaces. Currently, Wilsonville’s code allows for EV charging and parking per 4.155(.03)H, however the provisions do not meet the 40% requirement.

Proposed Code language is written to conform to the letter of Rule -0410, eliminating references to minimum requirements and adding the 40% requirement to **WDC 4.144(.03)H.1**. It is recommended that WDC 4.144(.03)H.2 be retained.

Based upon implementation guidance and experience working in other communities, it is also recommended that definitions for “electrical service capacity” and “electric vehicle charging station” are added to **WDC 4.001**. These are provided in the proposed code.

Parking Maximums (OAR 660-012-0415)

Cities with 25,000 people or more within the Portland metro area are subject to rule -0415(1), which requires implementation of certain maximum parking requirements within the transit corridors and rail stop areas listed in OAR 660-012-0440, as described above. With a 2023 population of 27,634, Wilsonville is subject to this requirement. Wilsonville currently has maximum requirements specified for all applicable uses via WDC 4.155 Table 5, albeit many are set higher than the new rules allow.

A key piece of the initial outreach to Planning Commission and City Council focused on whether this adjustment should be made only to the transit-proximate areas as required by the rule, or whether to implement citywide given that most or all buildable land in Wilsonville is within transit-proximate areas. Both bodies expressed a clear preference to have one set of requirements applicable to the whole city, so that is the approach proposed with these code edits.

In the proposed Code, maximums for all applicable commercial uses have been reduced to five spaces per 1,000 s.f. as required, and maximum requirements for multi-family housing in **WDC 4.155 Table 5** and **WDC 4.125 Table V-2** have been added in accordance with this rule. Additionally, a note has been added below Table 5 stipulating that for developments of more than 65,000 s.f., surface parking may not consist of more area than the floor area of the building.

Exemption for Communities without Parking Mandates (OAR 660-012-0420)

This rule states that cities that do not include parking mandates within land use regulations are exempt from OARs -0425 through -0450. This is Wilsonville’s preferred route to compliance, so the following edits are necessary to remove parking requirements and references thereto. If the City Council were to shift the compliance route to Option 2, the project team would need to bring back edits that differentiate between transit-proximate areas and non transit-proximate area in the Code text as well as maintain allowed parking minimums in the non transit-proximate areas.

WDC 4.155.02, General Provisions, has been edited extensively to remove references to parking requirements, and change applicability of any relevant design requirements to parking that has been “provided” rather than “required.” **WDC 4.155 Table 5** has been edited to remove all minimum requirements, and the notes below the table edited or eliminated. Similarly, **WDC 4.125 Table V-2**, which specifies parking requirements specific to the Village Zone, has been edited to remove all minimum requirements. References to parking requirements elsewhere in the code have been edited or removed as appropriate.

OARs 660-012-0425 – 0450

Because Wilsonville is choosing Option 1 as a compliance alternative, it is exempt from these code sections. If Option 2 is selected at a later time, additional edits would be necessary to incorporate.

No changes are needed to code here.

Bicycle Parking Requirements (OAR 660-012-0630)

Lastly, several new requirements regarding bicycle parking are introduced via Rule -0630. These fall under four categories, summarized below.

Minimum bicycle parking requirements for certain uses (660-012-630(2))

WDC 4.155 Table 5 specifies bicycle parking requirements, and includes a minimum requirement for all uses specified by this rule.

The code is currently in compliance and no changes are needed here.

Covered bicycle parking required for multifamily and mixed-use residential (660-012-630(3))

In addition to requiring some minimum number of parking spaces above, this rule stipulates that cities must require at least 0.5 stalls per unit in *covered* bicycle parking.

WDC 4.155.04.C meets this Rule, requiring half of the one-per-unit minimum from Table 5 to be covered (as well as monitored). No changes are needed or recommended here.

Bike parking must meet certain standards regarding security and accessibility (660-012-630(4))

This rule specifies several design standards for bike parking.

WDC 4.155(.04) is fairly robust and adequately addresses requirements regarding the size of spaces, accessibility, and location. A few minor additions are proposed to **WDC 4.155(.04)** to meet the letter of this rule, including a requirement that stalls allow for two points to which to lock, a requirement that the space be well-lit, and a provision to allow for cargo bikes or family bikes.

Provide parking for bikes and other “small-scale mobility devices” at key destinations (660-012-630(5))

This regulation is worded fairly loosely, and based on feedback from DLCD is intended to apply more to right-of-way management policies than development code.

No updates to development code are needed to comply here. For on-street considerations, requirements here can be addressed when Wilsonville next updates its TSP.

Attachment A: Draft Code Amendments



Attachment A to Memo:

Wilsonville CFEC Parking Code Updates

Revised Draft Development Code Amendments

April 2, 2025

Development Code Language

The full text of all proposed code updates is provided below.

- Proposed new language is **bolded and underlined**
- Proposed deleted language is ~~stricken~~
- Language that has been skipped is indicated by [...]

Section 4.001. Definitions

[...]

96. “Electrical service capacity” means:

- (a) **Building electrical service, sized for the anticipated load of electric vehicle charging stations, that has overcurrent devices necessary for electric vehicle charging stations or has adequate space to add the overcurrent devices; and**
- (b) **Designated space within a building to add electrical service with capacity for electric vehicle charging stations; or**
- (c) **A designated location on building property, in or adjacent to a landscaped area, for installing remote service for electric vehicle charging stations; and**
- (d) **A conduit system installed from building electrical service, or from the dedicated spaces or locations described in subparagraph (b) or (c) of this paragraph, to parking spaces that can support, at a minimum, electrical wiring for installation of level 2 electric vehicle charging stations and, if the conduit is for future installation of electric vehicle charging stations, that there are labels installed at both ends of the conduit to mark the conduit as: provided for future electric vehicle charging stations.**

97. “Electric vehicle charging station” means a device or facility for delivering electricity for motor vehicles that use electricity for propulsion that is accessible to a vehicle parked in a nearby space.

Note: all definitions following will need to be sequentially renumbered, so “encroachment area” becomes #98, etc.

[...]

Section 4.030. - Jurisdiction and Powers of Planning Director and Community Development Director

[...]



D. Administrative Relief: In issuing the permits in subsection "B," above, the Planning Director may grant limited relief in cases of hardship. The Director shall follow the Class II—Administrative Approval procedures to determine whether administrative relief shall be granted. If the Director receives a complete application, along with the required filing fee, and the request involves only the expansion or reduction by not more than 20 percent of one or more quantifiable provisions of yard, area, or lot dimension, ~~or parking requirements~~ of the zone, the Director may approve the application, based upon findings of fact supported by evidence in the record. The Variance procedures and standards specified in Section 4.196 shall be used in determining whether administrative relief shall be granted.

[...]

Section 4.113. - Standards Applying to Residential Developments in any Zone

[...]

(.05) *Off Street Parking.* Off-street parking ~~shall~~ may be provided as specified in Section 4.155.

[...]

Section 4.118. - Standards Applying to all Planned Development Zones.

[...]

(.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:

A. Waive the following typical development standards:

[...]

10. Minimum number of ~~parking~~ or loading spaces;

[...]

Section 4.125. - V—Village Zone

[...]

(.05) *Development Standards Applying to All Developments in the Village Zone.* In addition to other applicable provisions of the Wilsonville Planning and Land Development Ordinance, all development in the Village zone shall



be subject to Tables V-1 through V-4, and to the following. If there is a conflict between the provisions of the Village zone and other portions of the Code, then the provisions of this section shall apply.

Table V-1: Development Standards

[...]

7 The garage setback from alley shall be between 3 and 5 foot or, when as optional parking space is located between the garage and the alley, shall be ~~16 ft. minimum, or~~ 18 ft. minimum ~~if driveway will serve as required parking.~~ Lots with important trees, as identified in the Master Plan, or grade differences at the alley, affecting garage location shall be exempt from this requirement.

[...]

(.07) *General Regulations—Off-Street Parking, Loading and Bicycle Parking.* Except as required by Subsections (A) through (D), below, the requirements of Section 4.155 shall apply within the Village zone.

[...]

B. ~~Minimum and Maximum~~ Off-Street Parking Requirements:

1. Table V-2, Off-Street Parking Requirements, below, shall be used to determine the ~~minimum and~~ maximum parking standards and bicycle parking standards for noted land uses. The ~~minimum~~ maximum number of required parking spaces shown in Table V-2 shall be determined by rounding to the nearest whole parking space. ~~For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required.~~

2. ~~Minimum parking requirements may be met by dedicated off-site parking, including surfaced parking areas and parking structures.~~

3. ~~Except for detached single-family dwellings and middle housing, on-street parking spaces, directly adjoining and on the same side of the street as the subject property, may be counted towards meeting the minimum off-street parking requirements.~~

4. ~~Minimum parking requirements may be reduced under the following conditions:~~

a. ~~When complimentary, shared parking availability can be demonstrated, or;~~



~~b. Bicycle parking may substitute for up to 25 percent of required Mixed Use or Multi-Family Residential parking. For every five non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement for compact spaces may be reduced by one space.~~

Table V-2: Off Street Parking Requirements

Permitted or Conditional Use	Min. Vehicle Spaces	Max. Vehicle Spaces	Bicycle Short-term (Spaces)	Bicycle Long-term (Spaces)
Permitted Uses				
Single-Family Detached Dwellings	1.0/DU	NR	NR	NR
Single-Family Accessory Dwelling Units	NR	NR	NR	NR
Middle Housing ²	1.0/DU	NR	NR	NR
Multi-Family Dwellings	1.0/1 Bdr 1.5/2 Bdr 1.75/3 Bdr	<u>1.2 spaces/studio unit and 2 spaces/non-studio unit</u>	1 per 20 units Min. of 2	1 per 4 units Min. of 2
Community Housing	1 per 4 residents	1 per unit	NR	1 per 8 residents Min. of 2
Commercial Uses				



Table V-2: Off Street Parking Requirements

Permitted or Conditional Use	Min. Vehicle Spaces	Max. Vehicle Spaces	Bicycle Short-term (Spaces)	Bicycle Long-term (Spaces)
Convenience Store	2/1,000 sf	5/1,000 sf	1 per 5,000 sf Min. of 2	1 per 12,000 sf Min. of 2
Restaurant/Pub	2/1,000 sf	10/1,000 sf	1 per 5,000 sf Min. of 2	1 per 12,000 sf Min. of 2
Child Day Care	0.2 per student/staff	0.3 per student/staff	None	1 per 10,000 sf Min. of 2
Medical/Dental	3/1,000 sf	4/1,000 sf	1 per 40,000 sf Min. of 2	1 per 70,000 sf Min. of 2
All other commercial uses	2/1,000 sf	4/1,000 sf	1 per 10,000 sf Min. of 2	1 per 40,000 sf Min. of 2
Conditional Uses				
Schools	0.2 per student/staff	0.3 per student/staff	0.3 per student/staff	0.2 per classroom



Table V-2: Off Street Parking Requirements

Permitted or Conditional Use	Min. Vehicle Spaces	Max. Vehicle Spaces	Bicycle Short-term (Spaces)	Bicycle Long-term (Spaces)
Recreational Facilities	3/1,000 sf ¹	5/1,000 sf ¹	1 per 3,000 sf Min. of 4	1 per 3,000 sf Min. of 4
Conference Center	0.3 per seat	0.5 per seat	1 per 15 seats Min. of 2	1 per 40 seats Min. of 10
Library/Museum	2/1,000 sf	4/1,000 sf	1 per 1,000 sf Min. of 6	1 per 1,000 sf Min. of 6
Religious Institution	.25 per seat	.5 per seat	1 per 2,000 sf Min. of 2	1 per 4,000 sf Min. of 2
Theater	.25 per seat	.5 per seat	1 per 20 seats Min. of 2	1 per 50 seats Min. of 4
Overnight Lodging Facility	1 per room	1.5 per room	1 per 20 rooms Min. of 2	1 per 20 rooms Min. of 2



Table V-2: Off Street Parking Requirements

Permitted or Conditional Use	Min. Vehicle Spaces	Max. Vehicle Spaces	Bicycle Short-term (Spaces)	Bicycle Long-term (Spaces)
Light Manufacturing/Research and Development	2/1000 sf	4/1000 sf	1 per 10,000 sf Min. of 2	1 per 40,000 sf Min. of 2
All other Conditional Uses	2/1000 sf	4/1000 sf	1 per 10,000 sf Min. of 2	1 per 40,000 sf Min. of 2

NR No requirement

[...]

(.23) Redevelopment to Add Middle Housing Units: For lots previously developed with at least one residential unit in the Village Zone, the following standards apply for adding additional residential units. This includes replacement of residential structures, adding new residential structures, expanding existing residential structures, or adding units within a residential structure without expanding the structure.

[...] D. *Parking*: ~~Parking shall be provided~~ **Any parking provided** shall be consistent with Table V-2 and other related provisions of [Section 4.125](#).

Section 4.134. - Coffee Creek Industrial Design Overlay District

[...]

Table CC-3: Site Design



[...]

4. Parking Location and Design

General

Unless noted otherwise below, the following provisions apply:

- [Section 4.155](#) (03) ~~Minimum and Maximum~~ Off-Street Parking Requirements
- [Section 4.155](#) (04) Bicycle Parking
- [Section 4.155](#) (06) Carpool and Vanpool Parking Requirements
- [Section 4.176](#) for Parking Perimeter Screening and Landscaping—permits the parking landscaping and screening standards as multiple options

The following Development Standards are adjustable:

- Parking Location and Extent: up to 20 spaces permitted on an Addressing Street

Section 4.155. - General Regulations—Parking, Loading and Bicycle Parking.

[...]

(.02) General Provisions

A. The **When off-street parking is provided, the** provision and maintenance of **the** off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.

B. No area shall be considered a parking space unless it can be shown that the area is accessible and usable for that purpose, and has maneuvering area for the vehicles, as determined by the Planning Director.

~~C.~~ In cases of enlargement of a building or a change of use from that existing on the effective date of this Code, ~~the number of parking spaces required~~ **compliance with parking regulations** shall be based on the additional floor area of the enlarged or additional building, or changed use, as set forth in this Section. Current development standards, including parking area landscaping and screening, shall apply only to ~~the~~ **any** additional approved parking area.

~~D.~~ ~~In the event several uses occupy a single structure or lot, the total requirement for off-street parking shall be~~ **When calculating vehicle parking maximums or bicycle parking requirements in Table 5 for a development with multiple uses,** the sum of the requirements of the several uses computed separately, ~~except as modified by subsection "E," below. Within the TC Zone, the cumulative number of parking spaces required by this subsection~~



~~may be reduced by 25 percent. the requirement shall be the sum of the requirements of the several uses computed separately.~~

~~E. D. To minimize land dedicated to parking, o~~ Owners of two or more uses, structures, or lots may **and are encouraged to** utilize jointly the same parking area when the peak hours of operation do not overlap and permanent access is provided to such parking areas for all the parties jointly using them.

~~F. Off-street parking spaces existing prior to the effective date of this Code may be included in the amount necessary to meet the requirements in case of subsequent enlargement of the building or use to which such spaces are necessary.~~

~~G. Off Site Parking. Except for single family dwellings and middle housing, the vehicle parking spaces required by this Chapter may be located on another lot, provided the lot is within 500 feet of the use it serves and the DRB has approved the off-site parking through the Land Use Review. The distance from the parking area to the use shall be measured from the nearest parking space to the main building entrance, following a sidewalk or other pedestrian route. Within the TC Zone there is no maximum distance to an off-site location provided the off-site parking is located within the TC Zone. The right to use the off-site parking must be evidenced in the form of recorded deeds, easements, leases, or contracts securing full and permanent access to such parking areas for all the parties jointly using them. Within the TC zone, there is no maximum distance to an off-site location provided the off-site parking is located within the TC Zone.~~

~~H. E.~~ The conducting of any business activity shall not be permitted ~~on the required~~ in parking **areas** spaces, unless a temporary use permit is approved pursuant to [Section 4.163](#).

F. Redevelopment of existing parking areas to other uses is allowed. Redevelopment is encouraged when existing parking is underutilized. When reviewing redevelopment of existing parking areas, the Planning Director or Development Review Board shall not deny an application based on the subject area's previous designation to meet minimum vehicle parking requirements, or that a use previously approved subject to minimum parking requirements would fall below those previously applied minimum parking requirements with the redevelopment.

~~I. G.~~ Where the boundary of a parking lot adjoins or is within a residential district, such parking lot shall be screened by a sight-obscuring fence or planting. The screening shall be continuous along that boundary and shall be at least six feet in height.

~~J. H.~~ Parking spaces along the boundaries of a parking lot over 650 square feet in area, excluding access areas, shall be provided with a sturdy bumper guard or curb at least six inches high and located far enough within the boundary to prevent any portion of a car within the lot from extending over the property line or interfering with required screening or sidewalks.

~~K. I.~~ All areas used for parking and maneuvering of cars shall be surfaced with asphalt, concrete, or other surface, such as pervious materials (i. e. pavers, concrete, asphalt) that is found by the City's authorized representative to



be suitable for the purpose. In all cases, suitable drainage, meeting standards set by the City's authorized representative shall be provided.

~~L. J.~~ Artificial lighting which may be provided shall be so limited or deflected as not to shine into adjoining structures or into the eyes of passers-by.

~~M. Off-street parking requirements for types of uses and structures not specifically listed in this Code shall be determined by the Development Review Board if an application is pending before the Board. Otherwise, the requirements shall be specified by the Planning Director, based upon consideration of comparable uses.~~

~~N. K.~~ Up to 40 percent of the off-street spaces may be compact car spaces as identified in [Section 4.001](#) - "Definitions;" ~~and~~ shall be appropriately identified.

~~O. L.~~ Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planting areas adjacent to said curbs shall be increased to a minimum of seven feet in depth. This standard shall apply to a double row of parking, the net effect of which shall be to create a planted area that is a minimum of seven feet in depth.

~~P. M.~~ Parklets are permitted within the TC Zone on up to two parking spaces per block and shall be placed in front of the business. Placement of parklet requires a temporary right-of-way use permit and approval by the City Engineer.

~~Q. N.~~ Residential garages shall ~~not count towards minimum parking requirements unless~~ meet all of the following criteria ~~are met~~:

1. The garage contains an area, clear of any obstructions, equal to a standard size parking space (nine feet by 18 feet) for each ~~counted~~ parking space within the garage;
2. Nine square feet is provided either in the garage or in a screened area of the lot per container provided by the franchise hauler (solid waste, recycling, yard debris, etc.) to ensure they are not placed in the parking spaces **unless garbage and recycling is provided in an approved enclosure approved pursuant to Wilsonville Development Code;**
3. ~~A deed restriction is placed on the property requiring the space stay clear except for identified exceptions such as 30 days before and after a change of tenant or an equivalent restriction within the development's CC&R's;~~

~~R. N.~~ Public sidewalks, public sidewalk easements or other public non-vehicle pedestrian easement areas shall not be counted towards the area of parking spaces or used for parking.

~~S. O.~~ Shared visitor parking in certain residential areas:



1. In order to provide visitor parking in non-multi-family residential areas with limited parking, lot size and/or required open space may be reduced equal to the area of standard-sized parking spaces as described in 2. below if all the following criteria are met:
 - a. Ten percent or more of lots in the development do not have at least one adjacent on-street parking space that is at least 22 feet long.
 - b. Shared parking spaces are within 250 feet of a lot without an on-street parking space.
 - c. Shared parking spaces will be owned by an HOA and have enforceable covenants in place to ensure spaces are managed for visitor parking and not storage of extra vehicles or overflow parking of residents. This may include time limits on parking, limits on overnight parking, or other similar limits.
2. When shared visitor parking is provided that meets the standards of 1. above, lot size or open space area for the development may be reduced as provided below. The same visitor parking spaces cannot be used to reduce both lot size and open space area. To achieve both reductions, adequate visitor parking space must be provided to offset both lot size and open space area reductions.
 - a. Individual lot size may be reduced by up to 2.5 percent of the minimum lot size for the zone to allow an equal area to be developed as shared parking, as long as the shared parking space is within 250 feet of the reduced lot.
 - b. Open space required under Subsection 4.113 (.01) may be reduced by up to 2.5 percent of gross development area (from 25 percent down to as low as 22.5 percent) to allow an area equal to the reduced open space as shared parking. No more than 50 percent of the reduced open space area may be from the required usable open space. In the RN zone, the ten percent Open Space requirement for Small-Lot Subdistrict may be reduced to eight percent.
 - c. In order to reduce stormwater runoff and the need for stormwater facilities, shared visitor parking areas are encouraged to be constructed of pervious surfaces.

(.03) ~~Minimum and Maximum~~ Off-Street Parking Requirements:

[...]

B. Parking areas over 650 square feet, excluding access areas, and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

[...]



2. Landscape tree planting areas shall be a minimum of eight feet in width and length and spaced every eight parking spaces or an equivalent aggregated amount.

a. Trees shall be planted in a ratio of one tree per eight parking spaces or fraction thereof, except in parking areas of more than ~~200 spaces~~ **one-half acre** where a ratio of one tree per six spaces shall be applied as noted in subsection 4.155(.03)B.3. A landscape design that includes trees planted in areas based on an aggregated number of parking spaces must provide all area calculations.

[...]

3. Due to their large amount of impervious surface, new development with parking areas of more than ~~200 spaces~~ **one-half acre** that are located in any zone, ~~and that may be viewed from the public right-of-way,~~ shall be landscaped to the following additional standards:

a. One trees shall be planted per six parking spaces or fraction thereof. At least 25 percent of the required trees must be planted in the interior of the parking area.

b. Required trees may be planted within the parking area or the perimeter, provided that a minimum of 40 percent of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area. Shading shall be determined based on shadows cast on the summer solstice.

c. All parking lots in excess of ~~200 parking spaces~~ **one-half acre** shall provide an internal pedestrian walkway **consistent with the requirements of 4.154(.01)** ~~for every six parking aisles.~~ Minimum walkway clearance shall be at least five feet in width. Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles. Walkways shall be designed to channel pedestrians to the front entrance of the building.

[...]

4. For parking areas more than one-half acre and fewer than 200 parking spaces, in lieu of meeting the 40% tree canopy required by 4.155(.03)B.3.b., a tree canopy coverage of 30% can be provided along with installation of solar panels with a generation capacity of at least 0.5 kilowatt per new parking space. Panels may be located anywhere on the property, subject to WDC standards.

[...]



E. In all multi-family dwelling developments, ~~there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and bicycles~~ **bicycle parking is required as indicated in section 4.155 (.04).**

Additionally, areas to provide for parking and storage of mopeds or motorcycles are encouraged. Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.

~~F. Except for single family dwelling units and middle housing, on-street parking spaces, directly adjoining the frontage of and on the same side of the street as the subject property, may be counted towards meeting the minimum off-street parking standards.~~

~~G. F.~~ Table 5 shall be used to determine the ~~minimum and maximum~~ parking standards **requirements and allowances** for various land uses. The number of ~~required~~ parking spaces **related to the requirements and allowances** shown on Table 5 shall be determined by rounding to the nearest whole parking space. ~~For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained 600 square feet, a second parking space would be required.~~ Structured parking and on-street parking are exempted from the parking maximums in Table 5.

~~H. G.~~ **Electrical Vehicle Charging Stations:**

~~1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.~~

1. Electrical Service Capacity must be provided to new off-street parking spaces subject to the following standards. Waivers, administrative relief or variance requests to these standards are prohibited.

a. Residential or mixed-use development with five or more dwelling units on a lot must provide electrical service capacity to a minimum of 40 percent of all off-street vehicle parking spaces on the lot.

2. Modification of existing parking spaces to accommodate electric vehicle charging stations on site is allowed outright.

I. **Motorcycle parking:**

~~1. Motorcycle parking may substitute for up to five spaces or five percent of required automobile parking, whichever is less. For every four motorcycle parking spaces provided, the automobile parking requirement is reduced by one space.~~

2. ~~Each motorcycle~~ **Motorcycle parking** spaces must be at least four feet wide and eight feet deep. Existing parking may be converted to take advantage of this provision.

(.04) Bicycle Parking:



[...]

B. Standards for Required Bicycle Parking:

[...]

4. Bicycle lockers or racks, when provided, shall be securely anchored. **Unless within a lockable space only available to authorized users, racks shall allow ways to lock at least two points on a bicycle.**

5. Bicycle parking shall be located within 30 feet of the main entrance to the building or inside a building, in a location that is well-lit and easily accessible for bicycles. For multi-tenant developments, with multiple business entrances, bicycle parking may be distributed on-site among more than one main entrance.

6. Bicycle parking areas shall include parking spaces to accommodate large bicycles, including family and cargo bicycles.

~~6-7.~~ 7. With Planning Director approval, on street vehicle parking can also be used for bicycle parking.

[...]

TABLE 5: PARKING STANDARDS			
USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
a. Residential			
1. Single-family dwelling units, middle housing,	1 per dwelling unit. ^{1,2} 2 spaces are encouraged for dwelling units over 1000 square feet. ³	No Limit	
2. Accessory dwelling unit	None required	No limit	None required



TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
3. Multiple-family dwelling units	1 per D.U. (less than 500 sq. ft.) 1.25 per D.U. (1 bdrm) 1.5 per D.U. (2 bdrm) 1.75 per D.U. (3 bdrm) Within the TC Zone, parking minimum is 1 per DU, regardless of the number of bedrooms, if constructed as a residential only building	No Limit <u>1.2 spaces/studio unit and 2 spaces/non-studio unit</u>	1 per D.U.
4. Manufactured or mobile home park	2 spaces/unit²	No Limit	1 per D.U.
b. Commercial Residential			
1. Hotel	1 per 1,000 sq. ft.	No Limit	1 per 5 units Min. of 2
2. Motel	1 per 1,000 sq. ft.	No Limit	1 per 5 units Min. of 2
3. Clubs, Lodges	Spaces to meet the combined requirements of the uses being conducted	No Limit	1 per 20 parking spaces Min. of 2



TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
	such as hotel, restaurant, auditorium, etc.		
c. Institutions			
1. Welfare or correctional institution	1 space/3 beds for patients or inmates	No Limit	1 per 50 beds Min. of 2
2. Convalescent hospital, nursing home, sanitarium, rest home, home for the aged	1 space/2 beds for patients or residents	No Limit	1 per 6,000 sq. ft. Min. of 2
3. Hospital	2 spaces/bed	No Limit	1 per 20 parking spaces Min. of 2
d. Places of Public Assembly			
1. Church	1 space/4 seats, or 8 ft of bench length in the main auditorium	.8 per seat	1 per 50 seats Min. of 2



TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
2. Library, reading room, museum, art gallery	2.5 per 1,000 sq. ft.	No Limit	1 per 1,000 sq. ft. Min. of 6
3. Preschool nursery, kindergarten	.2 per student and staff	.3 per student and staff	1 per 3,500 sq. ft. Min. of 2
4. Elementary or Middle School	.2 per student and staff	.3 per student and staff	8 per class (above 2 nd grade) K—2 nd grade: 1 per 3,500 sq. ft.
5. High School	.2 per student and staff	.3 per student and staff	4 per class
6. College, commercial school for adults	.2 per student and staff	.3 per student and staff	1 per class Min. of 4
7. Other auditorium, meeting rooms	.3 per seat	.5 per seat	1 per 50 seats Min. of 4
8. Stadium, arena, theater	.3 per seat	.5 per seat	1 per 40 seats Min. of 4
9. Bowling alley	4 spaces/lane	No Limit	1 per 10 lanes Min. of 2



TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
10. Dance hall, skating rink, gym, swim or fitness center	4.3 per 1,000 sq. ft.	6.5 per 1,000- sq. ft.	1 per 4,000 sq. ft. Min. of 2
11. Tennis or racquetball facility	1 per 1,000 sq. ft.	1.5 per 1,000 sq. ft.	1 per court Min. of 2
e. Commercial			
1. Retail store except supermarkets and stores selling bulky merchandise and grocery stores 1,500 sq. ft. gross floor area or less	4.1 per 1,000 sq. ft.	6.2 5 per 1,000 sq. ft.	1 per 4,000 sq. ft. Min. of 2
2. Commercial retail, 1,501 sq. ft. or more	4.1 per 1,000 sq. ft. There is no minimum off-street parking requirement within the TC zone for commercial retail less than 5,000 sq. ft. and within a mixed-use building	6.2 5 per 1,000 sq. ft.	1 per 4,000 sq. ft. Min. of 2



TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
3. <u>Service Automobile service, dealerships or repair shops</u>	4.1 per 1,000 sq. ft.	6.2 per 1,000 sq. ft.	1 per 4,000 sq. ft.
4. Retail stores and outlets selling furniture, automobiles or other bulky merchandise where the operator can show the bulky merchandise occupies the major areas of the building	1.67 per 1,000 sq. ft.	6.2 per 1,000 sq. ft.	1 per 8,000 sq. ft. Min. of 2
5. Office or flex space (except medical and dental) Bank with drive-thru	2.7 per 1,000 sq. ft. 4.3 per 1,000 sq. ft.	4.1 per 1,000 sq. ft. 6.5 5 per 1,000 sq. ft.	1 per 5,000 sq. ft. Min. of 2
6. Medical and dental office or clinic area	3.9 per 1000 sq. ft.	5.9 5 per 1,000 sq. ft.	1 per 5000 sq. ft. Min. of 2
7. Eating or drinking establishments Fast food (with drive-thru) Other	15.3 per 1,000 sq. ft. 9.9 per 1000 sq. ft.	23 per 1,000 sq. ft. 14.9 per 1,000 sq. ft.	1 per 4000 sq. ft. Min. of 4



TABLE 5: PARKING STANDARDS			
USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
8. Mortuaries	1 space/4 seats, or 8 ft. of bench length in chapels	No Limit	Min. of 2
f. Industrial			
1. Manufacturing establishment	1.6 per 1,000 sq. ft.	No Limit	1 per 10,000 sq. ft. Min. of 6
2. Storage warehouse, wholesale establishment, rail or trucking freight terminal	.3 per 1,000 sq. ft.	.5 per 1,000 sq. ft.	1 per 20,000 sq. ft. Min. of 2
g. Park & Ride or Transit Parking	As needed	No Limit	10 5 per acre, minimum of 4 , with 50% in lockable enclosures

NOTES:

¹ ~~No additional off-street parking is required for a triplex or quadplex created through the addition to, or conversion of, an existing single-family detached dwelling.~~

² ~~Garages (except for parking structures in the Town Center) do not count towards minimum parking unless all the requirements of Subsection [4.155](#) (.02) Q. are met.~~

³ ~~No permit for single-family dwelling units, middle housing, or multiple-family dwelling units of nine or fewer units shall be denied based on only providing one parking space per unit.~~



² For land uses with more than 65,000 square feet of floor area, surface parking may not consist of more area than the floor area of the building.

³ Non-surface-level parking, such as tuck-under parking, underground and subsurface parking, and parking structures are exempt from maximum requirements.

(.05) Minimum Off-Street Loading Requirements:

[...]

~~5. Off-street parking areas used to fulfill the requirements of this Ordinance shall not be used for loading and unloading operations except during periods of the day when not required to meet parking needs.~~

B. Exceptions and Adjustments:

[...]

(.06) Carpool and Vanpool Parking Requirements:

A. Carpool and vanpool parking spaces shall be identified for the following uses:

1. Designated employee parking areas in new developments with more than 50 parking spaces,

~~1- 2.~~ New commercial and industrial developments with 75 or more parking spaces,

~~2- 3.~~ New institutional or public assembly uses, and

~~3- 4.~~ Transit park-and-ride facilities with 50 or more parking spaces.

[...]

~~(.07) Parking Area Redevelopment-~~

~~The number of parking spaces may be reduced by up to ten percent of the minimum required parking spaces for that use when a portion of the existing parking area is modified to accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations.~~

I.

Section 4.172. - Flood Plain Regulations



[...]

(.07) General Standards:

[...]

I. Parking Lots and Storage Areas:

1. All parking lots and storage areas below the flood plain elevation shall be paved.
2. A minimum of 25 percent of the ~~required~~ **provided** parking space must be provided above the 100-year flood plain elevation for all nonresidential uses.
3. Residential uses **providing one or more parking spaces per unit** shall provide at least one parking space per unit above the 100-year flood plain elevation.

[...]

Section 4.184. - Conditional Use Permits—Authorization

[...]

(.07) Conditional Use Regulations—Service Stations.

[...]

F. Access, Parking and Circulation Requirements:

[...]

~~2. On-site parking shall be provided for each employee on duty. The peak employment period shall be used to determine the number of employee parking spaces.~~

~~3.~~ 2. No vehicles subject to the control of the operator of the premises may temporarily be parked on sidewalks, parkways, driveways, alleys or other public ways.

[...]

Section 4.191. - Non-Conforming Site Conditions



[...]

(.05) A structure with non-conforming site conditions may be expanded or enlarged, provided that there is a proportional decrease in the non-conforming site conditions. For example, an application to expand the floor area of a building by 10%, on a site that has 20% shortage of required bicycle parking, will be permitted, provided that at least a 10% increase in bicycle parking is also provided.

Section 4.430. - Location, Design and Access Standards for Mixed Solid Waste and Recycling Areas.

[...]

(.02) *Location Standards:*

[...]

F. Exterior storage areas can be located in a parking area, ~~the proposed use provides at least the minimum number of parking spaces required for the use after deducting the area used for storage.~~ Storage areas shall be appropriately screened according to the provisions of [Section 4.430\(.03\)](#), below.

[...]

Section 4.803. - Development Review Standards.

(.01) The following development standards are applicable to all WCF and SWF applications:

[...]

~~L. *Parking.* No net loss in minimum required parking spaces shall occur as a result of the installation of any WCF.~~

660-012-0445

Parking Management Alternative Approaches

- (1) In lieu of adopting land use regulations without parking mandates under OAR 660-012-0420 [*City Staff Note: Parking B Option 1*], cities and counties shall select and implement either a fair parking policy approach as provided in subsection (a) [*City Staff Note: Parking B Option 2*] or a reduced regulation parking management approach as provided in subsection (b) [*City Staff Note: Parking B Option 3*].
 - (a) A fair parking policy approach shall include at least two of the following five provisions, including at least one provision from paragraphs (A) through (C):
 - (A) A requirement that parking spaces for each residential unit in multi-unit housing developments be unbundled parking upon lease creation, lease renewal, or sale. Cities and counties may exempt townhouse and rowhouse development from this requirement;
 - (B) A requirement that parking spaces serving leased commercial developments be unbundled parking upon lease creation or renewal;
 - (C) A requirement for employers of 50 or more employees who provide free or subsidized parking to their employees at the workplace provide a flexible commute benefit of \$50 per month or the fair market value of that parking, whichever is greater, to those employees eligible for that free or subsidized parking who regularly commute via other modes instead of using that parking;
 - (D) A tax on the revenue from commercial parking lots collecting no less than 10 percent of income, with revenues dedicated to improving transportation alternatives to drive-alone travel; and
 - (E) A reduction of parking mandates for new multi-unit housing development to no higher than one-half spaces per unit, including visitor parking.

CFEC Parking Compliance and Standards Reform

City Council
Work Session
April 21, 2025



Tonight's Agenda

- Brief project review
- Follow up on “Parking B” Compliance Option 2 from last work session
- Review Development Code amendments

Review

- Background
 - State CFEC rules
 - Parking reform is one component
- Project goals
 - Compliance with rules
 - Look for opportunities to better encourage quality and functional development in Wilsonville



Review: Two Compliance Phases

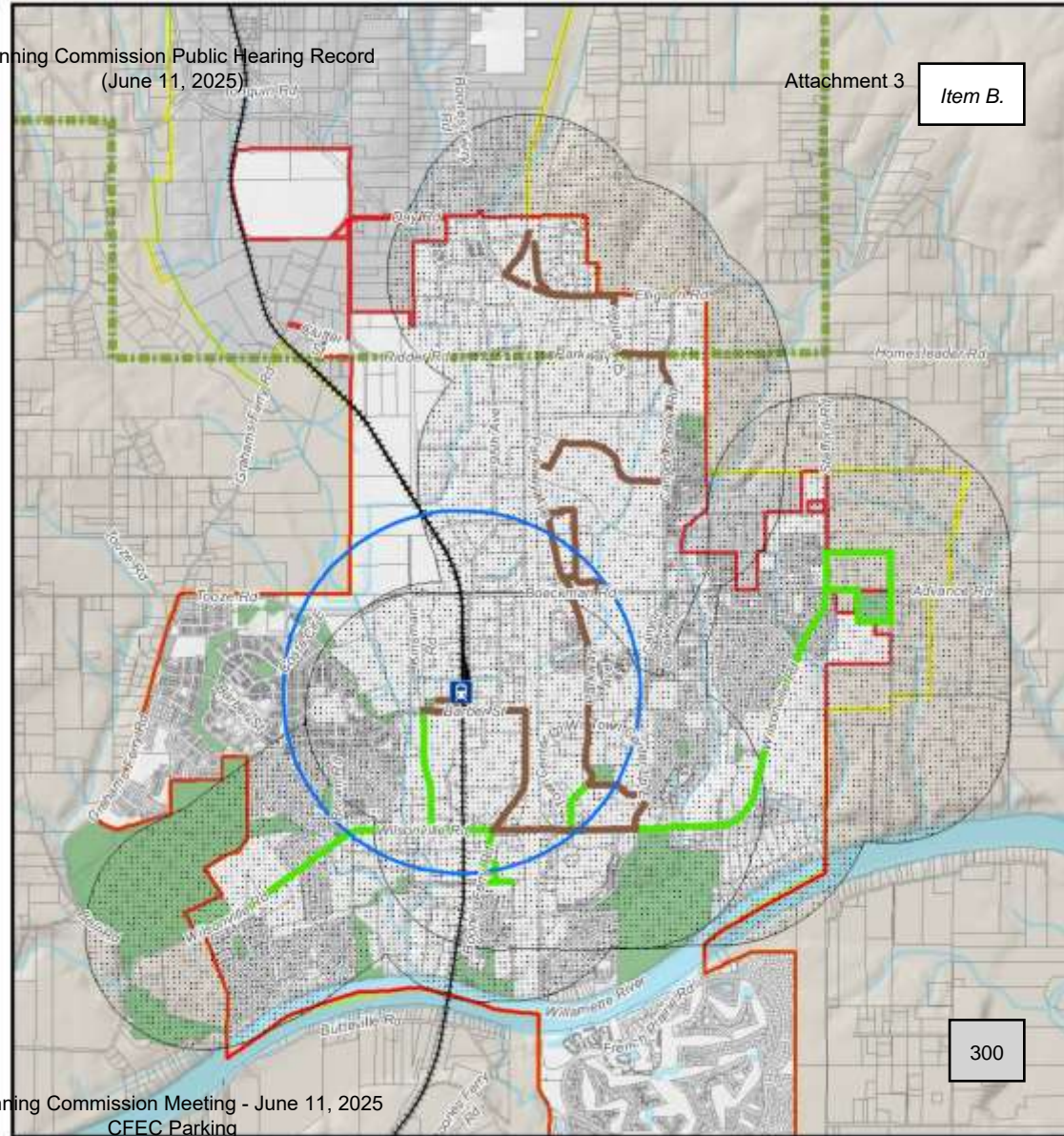
- Parking A (already in effect, superseding City Code)
 - Transit proximity rule already supersedes parking minimums for most of the City (notable exemptions are Charbonneau, Western 2/3 of Villebois, and northwest industrial area)
- Parking B (must be complied with by June 30, 2025)

Transit Proximity Areas

Planning Commission Public Hearing Record
(June 11, 2025)

Attachment 3

Item B.



300

Parking B Compliance Options

Majority of City

Option 1	Option 2	Option 3
No parking minimums		

Charbonneau, western Villebois, northwest industrial area

Option 1	Option 2	Option 3
No parking min.	Parking minimums allowed	
No additional programs or policies	Choose at least 2 new polices incl. 1 with*: <ul style="list-style-type: none">• Residential unbundled parking*• Commercial unbundled parking*• Flexible commute benefit for larger employers (50+)*• Limit multi-family min. to ½ per unit• Tax commercial parking revenue	Implement all prescribed programs/policies: <ul style="list-style-type: none">• No minimum parking for specified uses• No parking for change of use• District parking management or unbundled multi-family parking

Questions for the City Council

- What additional thoughts does the City Council have on Parking B Option 2?
- Does the guidance to pursue Option 1 remain?

Development Code Amendments

Development Code Amendments with Single Compliance Path

- Removing barriers to redevelopment of underutilized parking
- “EV Ready” requirements
- Lower parking maximums for some uses
- Updated bicycle parking requirements

Development Code Amendments with Multiple Compliance Paths

- Remove parking minimums
 - Parking tables (Village Zone and Citywide)
 - Code references
- Parking lot design standards: trees, solar, pedestrian amenities

Current Parking Lot Design Standards

General Parking Area Standards (200 or less Parking Spaces)	Enhanced Standards for Parking Areas with more than 200 Spaces
<ul style="list-style-type: none">• Edges meet “low screen” landscaping standard• At least 10 percent landscaping• Parking space to tree ratio 8:1• No extra on-site pedestrian requirements• No specific drive aisle design standards	<ul style="list-style-type: none">• Minimum 12-foot landscape buffer along edges• Also at least 10 percent landscaping• Parking space to tree ratio 6:1• Walkways every 6 parking aisles• Street-like features along principal drive aisles

Current Standards and CFEC Compliance

- CFEC Rules have a lower threshold for some enhanced design requirements
 - About 40 parking spaces (0.5 acres) rather than 200
- Current City Standard compliance varies based on parking area size
 - Less than 40 spaces –Yes
 - **40 to 200 – No**
 - More than 200 spaces –Yes

Parking Area Examples



Enhanced Design Standards & CFEC

Current Enhanced Requirements for Parking Areas with more than 200 Spaces	Required by CFEC Rules?
Wider buffer on edge	NO
Additional tree canopy*	YES
Prescribed walkway spacing	NO
Street like principal drive aisles	NO

*Interrelates to solar power generation options

Recommended Next Steps

- Revise draft Code Amendments to create three tiers of design standards
 - Less than 40 spaces – Existing general design standards
 - 40 to 200 spaces – Existing general design standards + CFEC-required enhanced tree/solar standards
 - More than 200 spaces – Existing enhanced design standards + optional solar standards

Design Standards Solar Option

- Should developers be allowed to install solar panels in lieu of 25% of required “enhanced” parking lot tree canopy?
 - Require enhanced 40% parking lot tree canopy
- OR
- Require general 30% parking lot tree canopy, developer option to increase to 40% tree canopy or install solar panels

Thank You

CFEC Parking Compliance and Standards Reform

City Council
Work Session
April 21, 2025



Tonight's Agenda

- Brief project review
- Follow up on “Parking B” Compliance Option 2 from last work session
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- Background
 - State CFEC rules
 - Parking reform is one component
- Project goals
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Review: Two Compliance Phases

- Parking A (already in effect, superseding City Code)
 - Transit proximity rule already supersedes parking minimums for most of the City (notable exemptions are Charbonneau, Western 2/3 of Villebois, and northwest industrial area)
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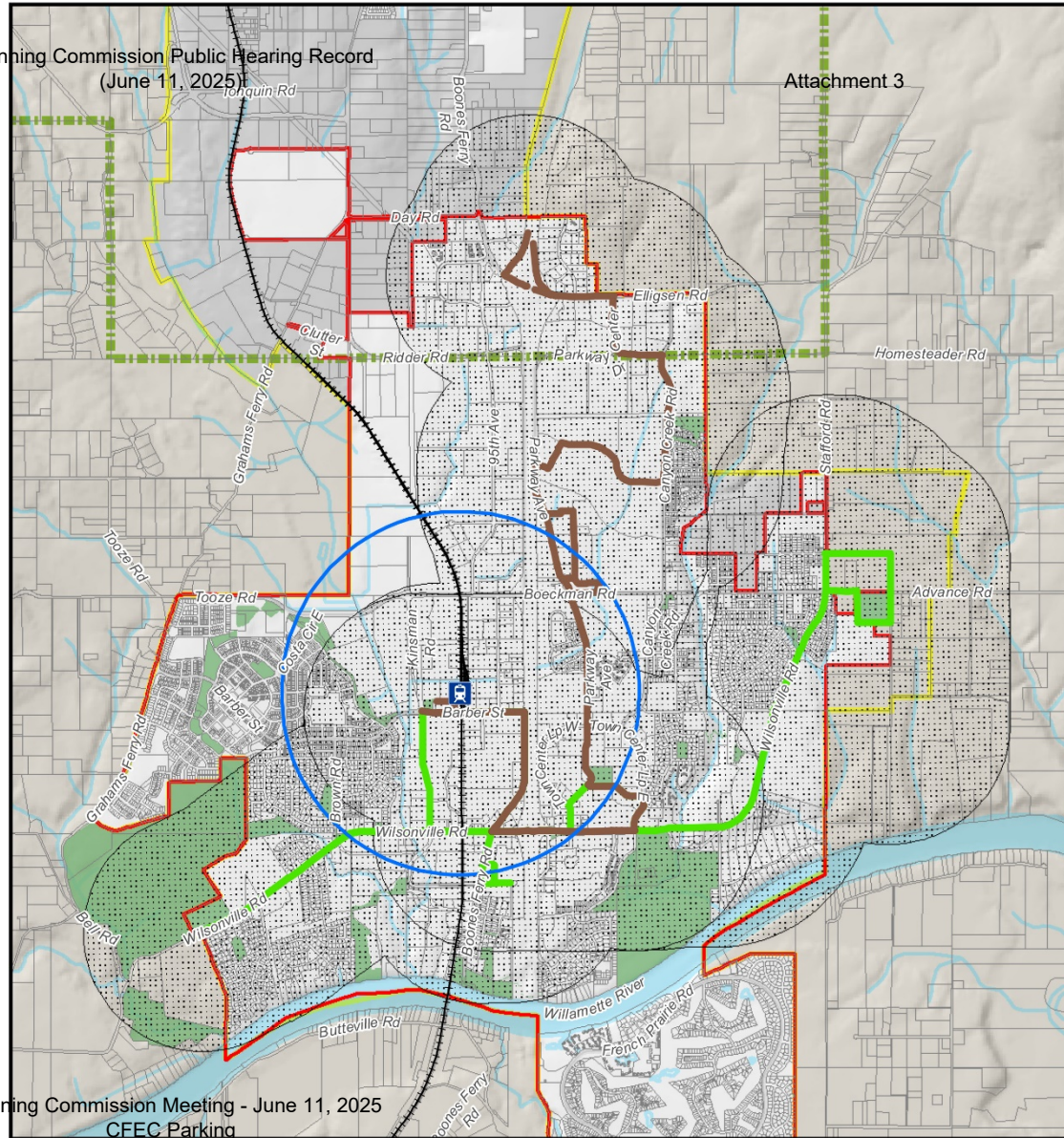


Transit Proximity Areas

Planning Commission Public Hearing Record
(June 11, 2025)

Attachment 3

Planning Commission Meeting - June 11, 2025
CFEC Parking



Parking B Compliance Options

Majority of City

Option 1	Option 2	Option 3
No parking minimums		

Charbonneau, western Villebois, northwest industrial area

Option 1	Option 2	Option 3
No parking min.	Parking minimums allowed	
No additional programs or policies	Choose at least 2 new polices incl. 1 with*: <ul style="list-style-type: none">• Residential unbundled parking*• Commercial unbundled parking*• Flexible commute benefit for larger employers (50+)*• Limit multi-family min. to ½ per unit• Tax commercial parking revenue	Implement all prescribed programs/policies: <ul style="list-style-type: none">• No minimum parking for specified uses• No parking for change of use• District parking management or unbundled multi-family parking

Questions for the City Council

- What additional thoughts does the City Council have on Parking B Option 2?
- Does the guidance to pursue Option 1 remain?



Development Code Amendments



Development Code Amendments with Single Compliance Path

- Removing barriers to redevelopment of underutilized parking
- “EV Ready” requirements
- Lower parking maximums for some uses
- Updated bicycle parking requirements



Development Code Amendments with Multiple Compliance Paths

- Remove parking minimums
 - Parking tables (Village Zone and Citywide)
 - Code references
- Parking lot design standards: trees, solar, pedestrian amenities



Current Parking Lot Design Standards

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<ul style="list-style-type: none">• Edges meet “low screen” landscaping standard• At least 10 percent landscaping• Parking space to tree ratio 8:1• No extra on-site pedestrian requirements• No specific drive aisle design standards	<ul style="list-style-type: none">• Minimum 12-foot landscape buffer along edges• Also at least 10 percent landscaping• Parking space to tree ratio 6:1• Walkways every 6 parking aisles• Street-like features along principal drive aisles



Current Standards and CFEC Compliance

- CFEC Rules have a lower threshold for some enhanced design requirements
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Parking Area Examples



Enhanced Design Standards & CFEC

Current Enhanced Requirements for Parking Areas with more than 200 Spaces	Required by CFEC Rules?
Wider buffer on edge	NO
Additional tree canopy*	YES
Prescribed walkway spacing	NO
Street like principal drive aisles	NO

*Interrelates to solar power generation options



Updated Recommended Code Amendment

- Create three tiers of parking lot design standards
 - Less than 40 spaces – Existing general design standards
 - 40 to 200 spaces – Existing general design standards + CFEC-required enhanced tree/solar standards
 - More than 200 spaces – Existing enhanced design standards + optional solar standards



Design Standards Solar Option

- Should developers be allowed to install solar panels in lieu of 25% of required “enhanced” parking lot tree canopy?
 - Require enhanced 40% parking lot tree canopy
- OR
- Require general 30% parking lot tree canopy, developer option to increase to 40% tree canopy or install solar panels



Questions for the Planning Commission

- Does the Planning Commission support the **three-tier** parking area design standards in the updated draft Development Code amendments?
- What additional feedback on parking area design standards, particularly regarding **tree canopy**, does the Planning Commission have?
- Do the updated draft Development Code amendments accurately reflect the Planning Commissions guidance around **allowance of solar panels** in lieu of a portion of the required tree canopy?



Thank You





ACTION MINUTES

April 21, 2025 at 7:30 PM

Wilsonville City Hall & Remote Video Conferencing

PRESENT:

Mayor O'Neil
Councilor President Berry
Councilor Dunwell
Councilor Cunningham
Councilor Shevlin

STAFF PRESENT:

Amanda Guile-Hinman, City Attorney
Bryan Cosgrove, City Manager
Dan Pauly, Planning Manager
Jeanna Troha, Assistant City Manager
Kimberly Rybold, Senior Planner
Zach Weigel, City Engineer
Zoe Mombert, Assistant to the City Manager

WORK SESSION [5:01 PM]

REVIEW OF AGENDA AND ITEMS ON CONSENT

There was none.

COUNCILORS' CONCERNS

There was none.

PRE-COUNCIL WORK SESSION

1. Housing Our Future

Staff sought final feedback from the Council on the draft Housing Needs and Capacity Analysis (HNCA) and draft Housing Production Strategy (HPS), which together comprise the Housing Our Future project.

2. Climate Friendly and Equitable Communities (CFEC) Parking Compliance and Standards Reform

Staff sought the Council's feedback on Code amendments drafted to comply with the State Climate Friendly and Equitable Communities (CFEC) parking reforms designed to yield more efficient land use and reduce impacts to the climate by removing minimum parking requirements. The Council directed staff to support the Planning Commission's recommendations on new design standards to apply to medium-sized parking lots.

3. Sewer & Storm Utility Rate Review

Staff walked the Council through the results of a recent Sewer and Storm Utility Rate Review, which was informed by inflationary construction costs and an assessment of operational support and capital improvements identified in the Wastewater Treatment Plant Master Plan and the Stormwater Master Plan to meet the City's future need.

WORK SESSION ADJOURN [6:38 PM]

EXECUTIVE SESSION [6:46 PM]

4. ORS 192.660(2)(h) Legal Counsel/Litigation

EXECUTIVE SESSION ADJOURN [7:13 PM]

CITY COUNCIL MEETING [7:30 PM]

CALL TO ORDER

5. Roll Call

6. Pledge of Allegiance

7. Motion to approve the following order of the agenda.

Moved to approve the agenda 5-0.

MAYOR'S BUSINESS

Upcoming Meetings

Upcoming meetings were announced by the Mayor as well as the regional meetings he attended on behalf of the City.

The Mayor read proclamations recognizing Vietnamese American Remembrance Day, Building Month, and Mental Health Awareness Month.

COMMUNICATIONS

8. Tualatin Valley Fire & Rescue State of the District

The Tualatin Valley Fire and Rescue Chief provided the agencies 2025 State of the District Address.

9. Urban & Community Forestry Organization Presidents Award Recipient Chris Neamtzu

Community Development Director Chris Neamtzu was presented with the Urban & Community Forestry President's Award from Oregon Community Trees and the Oregon Department of Forestry.

The City Manager acknowledged Chris Neamtzu, Community Development Director's April 30, 2025 retirement, thanking him for 30 years of service to Wilsonville and highlighting many of the projects he helped advance during his tenure.

CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on any matter concerning City's Business or any matter over which the Council has control. It is also the time to address items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS

Councilors announced prior and upcoming meetings and events.

CONSENT AGENDA

10. Minutes of the April 7, 2025 City Council Meeting.

The Consent Agenda was adopted 5-0.

NEW BUSINESS

There was none.

CONTINUING BUSINESS

There was none.

PUBLIC HEARING

There was none.

CITY MANAGER'S BUSINESS

The City Manager expressed condolences to Aaron Woods family.

LEGAL BUSINESS

11. Public Contracting Quarterly Report

The City Attorney shared the Public Contracts Quarterly Report was included in the packet for Council's information.

CITY COUNCIL ADJOURN [9:04 PM]



PLANNING COMMISSION

WEDNESDAY, APRIL 9, 2025

WORK SESSION

3. CFEC Parking (Pauly)(60 Minutes)



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: April 9, 2025		Subject: CFEC Parking Compliance and Standards Reform	
		Staff Member: Daniel Pauly, Planning Manager	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input checked="" type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable	
		Comments:	
Staff Recommendation: Provide requested input on draft Development Code updates and provide additional input for City Council on Option 2 for "Parking B" compliance.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input type="checkbox"/> Adopted Master Plan(s):	<input checked="" type="checkbox"/> Not Applicable Required by State law	

ISSUE BEFORE COMISSION

For this third work session related to the Climate Friendly and Equitable Communities (CFEC) Parking Compliance and Standards Reform project the Planning Commission will be introduced to proposed Code amendments aligning with Option 1 for "Parking B" compliance along with Code amendments reflecting "Parking A" already in effect (Attachment 1). In addition, the Commission will review additional details of Option 2 for "Parking B" for further consideration

and discussion. In a prior work session, the City Council requested additional information on Option2, and additional input from Planning Commission will supplement the additional information prepared by Staff.

EXECUTIVE SUMMARY:

In the previous two work sessions the Commission (1) received an introduction to the CFEC Parking Compliance and Standards Reform project and its purpose and (2) provided preliminary guidance to the project team on which compliance option for “Parking B” to choose.

As a refresher, the primary driver of the CFEC Parking Compliance and Standards Reform project is the State Climate Friendly and Equitable Communities (CFEC) Program. On March 10, 2022, Governor Kate Brown issued Executive Order 20-04, directing state agencies to reduce climate pollution. Executive Order 20-04 was in response to Oregon not meeting its climate pollution reduction goals, one of which was adopted in 2007 by state legislators to reduce the state’s climate pollution by 75% by 2050. In response, the Oregon Land Use Conservation and Development Commission (LCDC) developed, and the State adopted, updates to Oregon’s transportation and land use planning administrative rules (OARs). These new OARs and local government compliance with them are the core of the CFEC program.

Among the CFEC requirements is parking reform as laid out in OAR 660-012-0400 through 660-012-0450 (CFEC Parking Rules). The CFEC Parking rules aim to remove or substantially reform minimum parking requirements in local government codes based on the State’s findings that minimum parking requirements overproduce parking leading to, among other things, inefficient land use, less walkability, and more pollution from driving.

The CFEC Parking Rules are broken into two phases, referred to by the State as “**Parking A**” and “**Parking B**”. **Parking A** rules are a set of rules already in effect superseding Wilsonville’s Development Code, and the City has been applying them prior to the City Code being updated. As discussed in prior work sessions, the most impactful part of the Parking A rules for Wilsonville is the transit proximity rule that supersedes parking minimums in the Development Code for much of the City, including Frog Pond and Town Center. The only substantial areas of the City not covered by this transit proximity rule are Charbonneau, the western 2/3 of Villebois, and industrial areas in northwest Wilsonville. The current project will seek to update the City’s Development Code to be congruent with Parking A rules, but no decisions are left to be made regarding the Parking A rules.

Parking B rules require additional reform not yet completed by the City. This reform is the focus of the current project. Parking B requires (1) the City to choose one of three options (see table below) for parking reform related to minimum parking requirements and (2) institute design regulation improvements for parking areas, such as tree canopy requirements.

Parking B Compliance Options

The table below summarizes how the different Parking B options would impact the different areas of Wilsonville. In the prior work session Planning Commission supported moving forward with Option 1. Option 1 provides uniform standards throughout the City, has the lowest implementation cost, and would not result in a significant difference in the parking built than the more involved and more expensive Options 2 and 3. In a subsequent work session, City Council also supported moving forward with Option 1, but wanted to better understand the menu of policies under Option 2.

Parking B Parking Options Related to Different Areas of the City

Area of the City	Option 1	Option 2	Option 3
Majority of City subject to Parking A Transit Proximity rule including Town Center and Frog Pond	No parking minimums required	No parking minimums required	No parking minimums required
Charbonneau and Western 2/3 of Villebois (built-out residential areas) Northwest Industrial Areas	No parking minimums	<ul style="list-style-type: none"> • Able to enforce parking minimums Implement at least two of the following: <ul style="list-style-type: none"> • Parking spaces leased/sold separately from housing units or leased commercial space (enforced by City) • No more than ½ space per unit required for multi-family • Tax revenue from parking spaces • Flexible commute benefit for more than 50 employees 	<ul style="list-style-type: none"> • Able to enforce parking minimums Implement all of the following: <ul style="list-style-type: none"> • No minimum parking required for a variety of specific uses including small sites, vacant buildings, small homes, historic buildings, etc. • No additional parking for changes in use • District management of on-street parking or lease multi-family parking and housing units separately

Below is more detail on the Option 2 policy menu. For each menu item, more details are provided below of the requirements from the Oregon Administrative Rules (OAR) 660-012-0445 (Attachment 2) as well as level of effort for City implementation. If the City selected Option 2, at least two of these items would need to be selected for adoption. Staff seeks any additional feedback from the Commission on the Option 2 menu items to share with City Council.

1. Parking spaces leased/sold separately from housing units or leased commercial space.
Also referred to as “unbundled parking”, this represents two menu items, as listed in the OAR, (A) residential and (B) commercial. If Option 2 was pursued, the City could select either residential or commercial unbundling, or both. Cities are responsible for

implementing unbundled parking and would enforce this in new leases or renewals, which leases the City has never been party to and does not have an existing mechanism to review. While unbundling parking is a relatively easy to understand and straightforward requirement, it would take substantial City effort to implement. The vast majority of current residential and commercial leases in the City include bundled parking, meaning they provide ample parking as an amenity with no specific lease discussion or with specific parking designated for the tenant. Substantial City staff effort would be needed to educate property owners and leasing agents about the requirements, set up a compliance monitoring and reporting system, and enforce non-compliance. It is unknown how the City could ensure it reviewed all new leases for compliance. Such a program for residential or commercial, or both, is likely to require a substantial amount of a full-time-equivalent (FTE) staff position, which would be a significant cost.

2. Flexible commute benefits for more than 50 employees. This menu item from the OAR would be a requirement, enforced by the City, for employers with 50 or more employees to have a specific, State-defined, flexible commute benefit. It would apply to employers who provide free or subsidized parking to their employees, which is assumed to be the vast majority, if not all, of the large employers in Wilsonville. The required benefit defined by the State is providing the greater of \$50 per month or the fair market value of the provided parking to employees who regularly commute via modes that don't require use of the parking. The City currently has a flexible commute program through SMART, but it is a voluntary program focused on outreach and incentives, rather than a mandatory program. While a new mandatory program could potentially be wrapped in with the current voluntary program, the effort to educate all covered employers and ensure compliance would be a substantial new task for program staff. Also, the City would be an employer subject to the requirement and would need to offer the per month benefit for City employees choosing alternative transportation.
3. No more than ½ space per unit required for multi-family development. In the limited areas outside the transit-proximity areas, this menu item would change the required per unit multi-family parking space to one space for every two units. The City's current code requirements range from 1 to 1.75 per unit, dependent on the size of the unit and total number of units. While the ½ space per unit is greater than the no space requirement in Parking B Option 1, neither requirement is anticipated to change much what is built in the limited area of applicability. This menu item would be easy to implement by writing it into the Development Code as part of the current update. It would then have no additional administrative costs as it would be implemented during the existing development review process.
4. Tax revenue from parking spaces. This menu item involves a ten percent or more tax levied by the City on revenue from commercial parking lots. OAR defines "commercial parking lot" as a site where the primary use is renting or leasing vehicle parking spaces. It does not include shared parking. No current commercial parking lots meeting this definition currently exist in the City or are anticipated in the foreseeable future. The City would have administrative costs to set up and administer the tax program; if taxable parking businesses existed, the administrative costs could be covered by the revenue.

The City could set up a program in Code, subject to implementation when future commercial parking lots are developed.

Another nuance of Option 2 menu is that one of the selected menu items must be unbundled parking for residential, unbundled parking for commercial, or the flexible commute benefit. The City could not just select reduced multi-family parking and tax revenue on commercial parking spaces. Based on feedback to date, coupled with the additional analysis, City staff reaffirms the recommendation to pursue Option 1, but welcomes any additional discussion with the Commission regarding Option 2 and these menu items.

Parking B Parking Design Reforms

In addition to code edits to integrate Parking A requirements and the selected Parking B option, Parking B requires reforms related to parking lot design. The attached Code memo provides an explanation of compliance with the applicable OARs as well as the related draft Development Code amendments (Attachment 1). Highlights of the draft amendments include:

- New policies for redevelopment of underutilized parking;
- Updated standards around shared parking;
- Added and modified standards to comply with State rules related to tree canopy cover and solar panel development in larger parking areas; and
- Addition of more parking maximums.

The project team requests the Commission review the materials and come prepared with questions and any suggested specific edits or policy direction.

Discussion Question:

- What additional thoughts does the Planning Commission have on Parking B Option2? Does the recommendation of pursuing Option 1 remain?
- What questions and guidance does the Planning Commission on the compliance analysis and draft Development Code updates?

EXPECTED RESULTS:

Feedback and guidance on the CFEC Parking Compliance and Standards Reform project, including on draft Development Code amendments.

TIMELINE:

The Planning Commission and City Council will consider this over the coming months with final action required by June 30, 2025.

CURRENT YEAR BUDGET IMPACTS:

The consultant work on the project is funded by a \$20,000 grant from the Oregon Department of Land Conservation and Development (DLCD) with the City covering City staff time.

COMMUNITY INVOLVEMENT PROCESS:

Public work sessions will be held by the Planning Commission and City Council in addition to public hearings. A public event was held on March 20 to inform the public of the project and seek input on the code updates.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

More efficient use of land and reduction of impacts on the climate. Compliance will enable clearer standards for development and avoids the confusion of City code that is superseded by conflicting State rules.

ALTERNATIVES:

While alternatives are limited for compliance with some of the State rules, the City continues to explore available alternatives to best tailor the Development Code updates to Wilsonville's context.

ATTACHMENTS:

1. Memo from Brian Davis RE: CFEC Parking Code Updates – DRAFT Recommended Revisions to Wilsonville Development Code including attached draft Code amendments (April 2, 2025).
2. Oregon Administrative Rules excerpt regarding Parking B Option 2 policy menu with Staff notes (March 20, 2025)

Memorandum



To: Dan Pauly & Georgia McAlister, City of Wilsonville

From: Brian Davis, AICP

Date: April 2, 2025

Re: CFEC Parking Code Updates – DRAFT Recommended Revisions to Wilsonville Development Code

Introduction

This memorandum summarizes the full set of development code revisions recommended to bring Wilsonville into compliance with Oregon's new administrative rules (OAR) pertaining to parking that were recently enacted as part of the Climate Friendly and Equitable Communities (CFEC) program. The parking-related rules (OAR 660-12-0400 through -0450 and -0630) aim to reduce the amount of unnecessary parking built as a result of minimum requirements, and to reduce adverse impacts of new parking to the extent possible.

The new rules require Wilsonville to choose one of three broad paths to compliance allowed within the rules ("options," per DLCD's terminology). Based on feedback received from city staff, the Planning Commission, and City Council, Wilsonville's preferred path to compliance is *Option 1*, which requires the removal of minimum requirements from Wilsonville's Development Code (WDC), but subsequently exempts the City from OAR 660-12-0425 through -0450. If for any reason the City elects to move forward with *Option 2* additional code edits will be necessary beyond what is indicated in this memo and the attachment, primarily to differentiate the minimum parking requirements in areas still subject to parking minimums and the transit-proximate areas that are exempt.

The proposed code revisions detailed herein thus present a route to compliance via *Option 1*. The following section details the requirements of the new Rules and any updates to WDC that are needed to come into compliance with each Rule. The full text of the proposed Code changes is provided in a separate attached document.

Note the recommendations include renumbering or re-lettering of several sections of Code. Code citations in the below analysis refer to WDC as currently organized.

Applicable Rules and Recommended WDC Changes

Parking Management (OAR 660-012-0400)

OAR 660-012-0400 establishes that Wilsonville is required to comply with the parking-related CFEC regulations (OAR 660-012-0400 through -0450) and details the parameters of the three compliance



options. The rule indicates that by removing parking requirements per OAR 660-012-0420, Wilsonville is exempt from the provisions of OAR 660-012-0425, -0430 -0435, -0440, -0445, and -0450.

No code changes are directly required to meet this rule.

Parking Regulation Improvements (OAR 660-012-0405)

New requirements under rule -0405 address any new parking that is developed or redeveloped, and fall under eight broad categories. These are cited below, along with Code updates needed to meet these rules.

Preferential placement of carpool/vanpool parking (660-012-0405(1)(a))

WDC currently requires preferential parking for carpools/vanpools in three cases, per 4.155(.06)A; however it does not specify a requirement in “designated employee parking areas in new developments with more than 50 parking spaces.” The proposed Code edits add this as an additional case where preferential carpool/vanpool parking is required.

This additional case is added as **WDC 4.155(.06)A.1**, with the other three cases following, ordered for clarity.

Allow redevelopment of a portion of a parking lot for bike or transit uses (660-012-0405(1)(b))

WDC 4.155(.07) allows for redevelopment of parking areas consistent with this rule, albeit with the stipulation that parking can only be reduced by “up to ten percent of the minimum required parking spaces for that use.”

The proposed Code strikes the ten percent stipulation from **WDC 4.155(.07)** and specifies that any portion of a parking area may be redeveloped for these uses, as specified by this rule.

Allow and encourage redevelopment of underused parking (660-012-0405(2))

WDC 4.155(.02)H currently prohibits the use of required parking spaces unless a temporary permit is obtained pursuant to WDC 4.163. It is also noted that WDC 4.155(.02)P, which is proposed to be retained as-is, permits parklets within on-street parking spaces.

The proposed Code would remove language from **WDC 4.155(.02)H** related to requirements to satisfy Rule -0420, and a new section is added following (**WDC 4.155(.02)F** under the new numbering) to define specific regulations around redevelopment of parking.

Allow and facilitate shared parking (660-012-0405(3))

Shared parking is allowed via WDC 4.155(.02)E, and further addressed within WDC 4.155(.02)S, which appears to incentivize shared parking by allowing for lot size or open space reductions when shared visitor parking meeting certain requirements is developed in residential areas.

No Code changes are needed or proposed to address this Rule.

Tree canopy, solar, or fee-in-lieu, for parking more than ½ acre (660-012-0405(4)(a))



This rule states that Wilsonville must require any or all of the following for new parking areas larger than ½ acre:

- A) Require installation of solar panels capable of generating 0.5 kilowatts per new parking space;
- B) Require a fee-in-lieu payment of \$1,500 per new parking space to be invested in a city, county, or state fund dedicated to renewable energy development; or
- C) Require a tree canopy covering 40% of the parking lot.

Wilsonville currently has extensive landscaping requirements, including the requirements set by WDC 4.155(.03)B.3. The 40% tree canopy coverage requirement specified by 4.155(.03)B.3.b is in compliance with both this rule and OAR 660-012-405(4)(b), and the pedestrian connectivity required by 4.155(.03)B.3.c is in compliance with OAR 660-012-405(4)(c). However, the new rules apply to all parking areas more than ½ acre while WDC 4.155(.03)B.3 applies only to parking areas with more than 200 stalls, which are likely to be two acres or more.

Staff have indicated that Wilsonville's landscaping requirements are generally well-liked and working well, so the simplest path to compliance would be to change the applicability of **WDC 4.155(.03)B.3** to all parking areas greater than half an acre. This is proposed in the code updates below. While this would subject more potential parking areas to the more rigorous standards throughout WDC 4.155(.03)B.3, this would bring the code into compliance with this rule as well as subsections 4(b) and 4(c), as described below, maintain consistency across properties, and be easier to implement and manage for City staff.

Alternatively, Wilsonville can change the applicability of **WDC 4.155(.03)B.3.b** and **WDC 4.155(.03)B.3.c** to any parking area more than one-half acre, and retain the remaining requirements as applicable to parking areas larger than 200 spaces.

Deciding whether to endorse the current approach (changing applicability of the entirety of **WDC 4.155(.03)B.3** to parking areas more than one-half acre) or the alternative approach (changing applicability of *only* **WDC 4.155(.03)B.3.b** and **WDC 4.155(.03)B.3.c** to parking areas more than one-half acre) will be a key decision point for Planning Commission and City Council as this process moves forward.

Regarding a solar option, initial feedback from the Planning Commission and City Council indicated support for allowing for a solar option, albeit at a lower priority than landscaping. A potential way to implement this would be to allow for the solar option if an applicant can show that it is infeasible to meet the landscaping requirement. Oregon City is pursuing a similar approach. The approach proposed in the *Revised Development Code Text* adds a new clause (**WDC 4.155(.03)B.4**) which allows the solar option for parking areas less than 200 spaces where it is infeasible to meet the landscaping requirement, retaining the spirit of WDC 4.155(.03)B.3. This clause is optional and electing whether or not to include it represents another decision point.

New parking more than ½ acre must have trees along driveways or 30% coverage (660-012-0405(4)(b))



This requirement can be met either via meeting the 40% tree canopy option by changing **WDC 4.155(.03)B.3** to apply to all parking areas greater than half an acre, as outlined above for (660-012-0405(4)(a)), or with a tree canopy reduced to 30% if the applicant is meeting the requirement of the previous section via a solar or fee-in-lieu path.

If Wilsonville elects to change the applicability of **WDC 4.155(.03)B.3** to all parking areas larger than one-half acre, as proposed to meet OAR 660-012-0412(4)(a) and described above, this Rule would also be satisfied. The proposed new clause **WDC 4.155(.03)B.4** allows for the option of meeting the 30% requirement along with solar; again, this clause is optional.

Pedestrian connections through large parking lots (660-012-0405(4)(c))

Again, this requirement is met by changing the applicability of **WDC 4.155(.03)B.3** to all parking areas larger than one-half acre.

Some clarifying text to **WDC 4.155(.03)B.3.c** was added to ensure compliance with the rules, and referring to standards specified by **WDC 4.154**, which contains several design requirements that are consistent with this rule.

Parking maximums in appropriate locations (660-012-0405(5))

This rule requires implementation of parking maximums in “appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments.” Since Wilsonville currently has citywide parking maximums, it currently meets this requirement with no updates needed.

Note that some maximums within **WDC 4.155 Table 5** are adjusted in the proposed Code to come into compliance with OAR 660-012-0415. This is described below.

Electric Vehicle Charging (OAR 660-012-0410)

Rule -0410 calls for new private multi-family residential or mixed-use developments with five or more residential dwelling units to install conduits to serve 40% of vehicle parking spaces. Currently, Wilsonville’s code allows for EV charging and parking per 4.155(.03)H, however the provisions do not meet the 40% requirement.

Proposed Code language is written to conform to the letter of Rule -0410, eliminating references to minimum requirements and adding the 40% requirement to **WDC 4.144(.03)H.1**. It is recommended that **WDC 4.144(03)H.2** be retained.

Based upon implementation guidance and experience working in other communities, it is also recommended that definitions for “electrical service capacity” and “electric vehicle charging station” are added to **WDC 4.001**. These are provided in the proposed code.

Parking Maximums (OAR 660-012-0415)

Cities with 25,000 people or more within the Portland metro area are subject to rule -0415(1), which requires implementation of certain maximum parking requirements within the transit corridors and



rail stop areas listed in OAR 660-012-0440, as described above. With a 2023 population of 27,634, Wilsonville is subject to this requirement. Wilsonville currently has maximum requirements specified for all applicable uses via WDC 4.155 Table 5, albeit many are set higher than the new rules allow.

A key piece of the initial outreach to Planning Commission and City Council focused on whether this adjustment should be made only to the transit-proximate areas as required by the rule, or whether to implement citywide given that most or all buildable land in Wilsonville is within transit-proximate areas. Both bodies expressed a clear preference to have one set of requirements applicable to the whole city, so that is the approach proposed with these code edits.

In the proposed Code, maximums for all applicable commercial uses have been reduced to five spaces per 1,000 s.f. as required, and maximum requirements for multi-family housing in **WDC 4.155 Table 5** and **WDC 4.125 Table V-2** have been added in accordance with this rule. Additionally, a note has been added below Table 5 stipulating that for developments of more than 65,000 s.f., surface parking may not consist of more area than the floor area of the building.

Exemption for Communities without Parking Mandates (OAR 660-012-0420)

This rule states that cities that do not include parking mandates within land use regulations are exempt from OARs -0425 through -0450. This is Wilsonville's preferred route to compliance, so the following edits are necessary to remove parking requirements and references thereto. If the City Council were to shift the compliance route to Option 2, the project team would need to bring back edits that differentiate between transit-proximate areas and non transit-proximate area in the Code text as well as maintain allowed parking minimums in the non transit-proximate areas.

WDC 4.155.02, General Provisions, has been edited extensively to remove references to parking requirements, and change applicability of any relevant design requirements to parking that has been "provided" rather than "required." **WDC 4.155 Table 5** has been edited to remove all minimum requirements, and the notes below the table edited or eliminated. Similarly, **WDC 4.125 Table V-2**, which specifies parking requirements specific to the Village Zone, has been edited to remove all minimum requirements. References to parking requirements elsewhere in the code have been edited or removed as appropriate.

OARs 660-012-0425 – 0450

Because Wilsonville is choosing Option 1 as a compliance alternative, it is exempt from these code sections. If Option 2 is selected at a later time, additional edits would be necessary to incorporate.

No changes are needed to code here.

Bicycle Parking Requirements (OAR 660-012-0630)

Lastly, several new requirements regarding bicycle parking are introduced via Rule -0630. These fall under four categories, summarized below.

Minimum bicycle parking requirements for certain uses (660-012-630(2))



WDC 4.155 Table 5 specifies bicycle parking requirements, and includes a minimum requirement for all uses specified by this rule.

The code is currently in compliance and no changes are needed here.

Covered bicycle parking required for multifamily and mixed-use residential (660-012-630(3))

In addition to requiring some minimum number of parking spaces above, this rule stipulates that cities must require at least 0.5 stalls per unit in *covered* bicycle parking.

WDC 4.155.04.C meets this Rule, requiring half of the one-per-unit minimum from Table 5 to be covered (as well as monitored). No changes are needed or recommended here.

Bike parking must meet certain standards regarding security and accessibility (660-012-630(4))

This rule specifies several design standards for bike parking.

WDC 4.155(.04) is fairly robust and adequately addresses requirements regarding the size of spaces, accessibility, and location. A few minor additions are proposed to **WDC 4.155(.04)** to meet the letter of this rule, including a requirement that stalls allow for two points to which to lock, a requirement that the space be well-lit, and a provision to allow for cargo bikes or family bikes.

Provide parking for bikes and other “small-scale mobility devices” at key destinations (660-012-630(5))

This regulation is worded fairly loosely, and based on feedback from DLCD is intended to apply more to right-of-way management policies than development code.

No updates to development code are needed to comply here. For on-street considerations, requirements here can be addressed when Wilsonville next updates its TSP.

Attachment



Attachment to Memo
Wilsonville CFEC Parking Code Updates
Revised Draft Development Code Text
April 2, 2025

Development Code Language

The full text of all proposed code updates is provided below.

- Proposed new language is **bolded and underlined**
- Proposed deleted language is ~~stricken~~
- Language that has been skipped is indicated by [...]

Section 4.001. Definitions

[...]

96. “Electrical service capacity” means:

- (a) Building electrical service, sized for the anticipated load of electric vehicle charging stations, that has overcurrent devices necessary for electric vehicle charging stations or has adequate space to add the overcurrent devices; and
- (b) Designated space within a building to add electrical service with capacity for electric vehicle charging stations; or
- (c) A designated location on building property, in or adjacent to a landscaped area, for installing remote service for electric vehicle charging stations; and
- (d) A conduit system installed from building electrical service, or from the dedicated spaces or locations described in subparagraph (b) or (c) of this paragraph, to parking spaces that can support, at a minimum, electrical wiring for installation of level 2 electric vehicle charging stations and, if the conduit is for future installation of electric vehicle charging stations, that there are labels installed at both ends of the conduit to mark the conduit as: provided for future electric vehicle charging stations.

97. “Electric vehicle charging station” means a device or facility for delivering electricity for motor vehicles that use electricity for propulsion that is accessible to a vehicle parked in a nearby space.

***Note:** all definitions following will need to be sequentially renumbered, so “encroachment area” becomes #98, etc.*

[...]

Section 4.030. - Jurisdiction and Powers of Planning Director and Community Development Director

[...]



D. Administrative Relief: In issuing the permits in subsection "B," above, the Planning Director may grant limited relief in cases of hardship. The Director shall follow the Class II—Administrative Approval procedures to determine whether administrative relief shall be granted. If the Director receives a complete application, along with the required filing fee, and the request involves only the expansion or reduction by not more than 20 percent of one or more quantifiable provisions of yard, area, or lot dimension, ~~or parking requirements~~ of the zone, the Director may approve the application, based upon findings of fact supported by evidence in the record. The Variance procedures and standards specified in Section 4.196 shall be used in determining whether administrative relief shall be granted.

[...]

Section 4.113. - Standards Applying to Residential Developments in any Zone

[...]

(.05) *Off Street Parking.* Off-street parking ~~shall~~ may be provided as specified in Section 4.155.

[...]

Section 4.118. - Standards Applying to all Planned Development Zones.

[...]

(.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:

A. Waive the following typical development standards:

[...]

10. Minimum number of ~~parking~~ or loading spaces;

[...]

Section 4.125. - V—Village Zone

[...]

(.05) *Development Standards Applying to All Developments in the Village Zone.* In addition to other applicable provisions of the Wilsonville Planning and Land Development Ordinance, all development in the Village zone shall



be subject to Tables V-1 through V-4, and to the following. If there is a conflict between the provisions of the Village zone and other portions of the Code, then the provisions of this section shall apply.

Table V-1: Development Standards

[...]

7 The garage setback from alley shall be between 3 and 5 foot or, when as optional parking space is located between the garage and the alley, shall be ~~16 ft. minimum, or~~ 18 ft. minimum ~~if driveway will serve as required parking.~~ Lots with important trees, as identified in the Master Plan, or grade differences at the alley, affecting garage location shall be exempt from this requirement.

[...]

(.07) *General Regulations—Off-Street Parking, Loading and Bicycle Parking.* Except as required by Subsections (A) through (D), below, the requirements of Section 4.155 shall apply within the Village zone.

[...]

B. ~~Minimum and Maximum~~ Off-Street Parking Requirements:

1. Table V-2, Off-Street Parking Requirements, below, shall be used to determine the ~~minimum and~~ maximum parking standards and bicycle parking standards for noted land uses. The ~~minimum~~ maximum number of required parking spaces shown in Table V-2 shall be determined by rounding to the nearest whole parking space. ~~For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required.~~

2. ~~Minimum parking requirements may be met by dedicated off-site parking, including surfaced parking areas and parking structures.~~

3. ~~Except for detached single-family dwellings and middle housing, on-street parking spaces, directly adjoining and on the same side of the street as the subject property, may be counted towards meeting the minimum off-street parking requirements.~~

4. ~~Minimum parking requirements may be reduced under the following conditions:~~

a. ~~When complimentary, shared parking availability can be demonstrated, or;~~



~~b. Bicycle parking may substitute for up to 25 percent of required Mixed Use or Multi-Family Residential parking. For every five non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement for compact spaces may be reduced by one space.~~

Table V-2: Off Street Parking Requirements				
Permitted or Conditional Use	Min. Vehicle Spaces	Max. Vehicle Spaces	Bicycle Short-term (Spaces)	Bicycle Long-term (Spaces)
Permitted Uses				
Single-Family Detached Dwellings	1.0/DU	NR	NR	NR
Single-Family Accessory Dwelling Units	NR	NR	NR	NR
Middle Housing ²	1.0/DU	NR	NR	NR
Multi-Family Dwellings	1.0/1 Bdr 1.5/2 Bdr 1.75/3 Bdr	<u>1.2 spaces/studio unit and 2 spaces/non-studio unit</u>	1 per 20 units Min. of 2	1 per 4 units Min. of 2
Community Housing	1 per 4 residents	1 per unit	NR	1 per 8 residents Min. of 2
Commercial Uses				



Table V-2: Off Street Parking Requirements				
Permitted or Conditional Use	Min. Vehicle Spaces	Max. Vehicle Spaces	Bicycle Short-term (Spaces)	Bicycle Long-term (Spaces)
Convenience Store	2/1,000 sf	5/1,000 sf	1 per 5,000 sf Min. of 2	1 per 12,000 sf Min. of 2
Restaurant/Pub	2/1,000 sf	10/1,000 sf	1 per 5,000 sf Min. of 2	1 per 12,000 sf Min. of 2
Child Day Care	0.2 per student/staff	0.3 per student/staff	None	1 per 10,000 sf Min. of 2
Medical/Dental	3/1,000 sf	4/1,000 sf	1 per 40,000 sf Min. of 2	1 per 70,000 sf Min. of 2
All other commercial uses	2/1,000 sf	4/1,000 sf	1 per 10,000 sf Min. of 2	1 per 40,000 sf Min. of 2
Conditional Uses				
Schools	0.2 per student/staff	0.3 per student/staff	0.3 per student/staff	0.2 per classroom



Table V-2: Off Street Parking Requirements

Permitted or Conditional Use	Min. Vehicle Spaces	Max. Vehicle Spaces	Bicycle Short-term (Spaces)	Bicycle Long-term (Spaces)
Recreational Facilities	3/1,000 sf ¹	5/1,000 sf ¹	1 per 3,000 sf Min. of 4	1 per 3,000 sf Min. of 4
Conference Center	0.3 per seat	0.5 per seat	1 per 15 seats Min. of 2	1 per 40 seats Min. of 10
Library/Museum	2/1,000 sf	4/1,000 sf	1 per 1,000 sf Min. of 6	1 per 1,000 sf Min. of 6
Religious Institution	.25 per seat	.5 per seat	1 per 2,000 sf Min. of 2	1 per 4,000 sf Min. of 2
Theater	.25 per seat	.5 per seat	1 per 20 seats Min. of 2	1 per 50 seats Min. of 4
Overnight Lodging Facility	1 per room	1.5 per room	1 per 20 rooms Min. of 2	1 per 20 rooms Min. of 2



Table V-2: Off Street Parking Requirements

Permitted or Conditional Use	Min. Vehicle Spaces	Max. Vehicle Spaces	Bicycle Short-term (Spaces)	Bicycle Long-term (Spaces)
Light Manufacturing/Research and Development	2/1000 sf	4/1000 sf	1 per 10,000 sf Min. of 2	1 per 40,000 sf Min. of 2
All other Conditional Uses	2/1000 sf	4/1000 sf	1 per 10,000 sf Min. of 2	1 per 40,000 sf Min. of 2

NR No requirement

[...]

(.23) Redevelopment to Add Middle Housing Units: For lots previously developed with at least one residential unit in the Village Zone, the following standards apply for adding additional residential units. This includes replacement of residential structures, adding new residential structures, expanding existing residential structures, or adding units within a residential structure without expanding the structure.

[...] D. *Parking*: ~~Parking shall be provided~~ **Any parking provided** shall be consistent with Table V-2 and other related provisions of [Section 4.125](#).

Section 4.134. - Coffee Creek Industrial Design Overlay District

[...]

Table CC-3: Site Design

[...]



4. Parking Location and Design

General

Unless noted otherwise below, the following provisions apply:

- [Section 4.155](#) (03) ~~Minimum and Maximum~~ Off-Street Parking Requirements
- [Section 4.155](#) (04) Bicycle Parking
- [Section 4.155](#) (06) Carpool and Vanpool Parking Requirements
- [Section 4.176](#) for Parking Perimeter Screening and Landscaping—permits the parking landscaping and screening standards as multiple options

The following Development Standards are adjustable:

- Parking Location and Extent: up to 20 spaces permitted on an Addressing Street

Section 4.155. - General Regulations—Parking, Loading and Bicycle Parking.

[...]

(.02) General Provisions

A. The **When off-street parking is provided, the** provision and maintenance of **the** off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.

B. No area shall be considered a parking space unless it can be shown that the area is accessible and usable for that purpose, and has maneuvering area for the vehicles, as determined by the Planning Director.

~~C. In cases of enlargement of a building or a change of use from that existing on the effective date of this Code, the number of parking spaces required shall be based on the additional floor area of the enlarged or additional building, or changed use, as set forth in this Section. Current development standards, including parking area landscaping and screening, shall apply only to the additional approved parking area.~~

~~D. In the event several uses occupy a single structure or lot, the total requirement for off-street parking shall be~~ **When calculating vehicle parking maximums or bicycle parking requirements in Table 5 for a development with multiple uses,** the sum of the requirements of the several uses computed separately, ~~except as modified by subsection "E," below. Within the TC Zone, the cumulative number of parking spaces required by this subsection may be reduced by 25 percent. the requirement shall be the sum of the requirements of the several uses computed separately.~~

~~E. D. To minimize land dedicated to parking, o~~ Owners of two or more uses, structures, or lots may **and are encouraged to** utilize jointly the same parking area when the peak hours of operation do not overlap, provided



satisfactory legal evidence is presented in the form of deeds, leases, or contracts securing full and permanent access to such parking areas for all the parties jointly using them.

~~F. Off street parking spaces existing prior to the effective date of this Code may be included in the amount necessary to meet the requirements in case of subsequent enlargement of the building or use to which such spaces are necessary.~~

~~G. Off-Site Parking. Except for single-family dwellings and middle housing, the vehicle parking spaces required by this Chapter may be located on another lot, provided the lot is within 500 feet of the use it serves and the DRB has approved the off-site parking through the Land Use Review. The distance from the parking area to the use shall be measured from the nearest parking space to the main building entrance, following a sidewalk or other pedestrian route. Within the TC Zone there is no maximum distance to an off-site location provided the off-site parking is located within the TC Zone. The right to use the off-site parking must be evidenced in the form of recorded deeds, easements, leases, or contracts securing full and permanent access to such parking areas for all the parties jointly using them. Within the TC zone, there is no maximum distance to an off-site location provided the off-site parking is located within the TC Zone.~~

~~H. E.~~ The conducting of any business activity shall not be permitted ~~on the required~~ in parking areas spaces, unless a temporary use permit is approved pursuant to [Section 4.163](#).

F. Redevelopment of existing parking areas to other uses is allowed. Redevelopment is encouraged when existing parking is underutilized. When reviewing redevelopment of existing parking areas, the Planning Director or Development Review Board shall not deny an application based on the subject area's previous designation to meet minimum vehicle parking requirements, or that a use previously approved subject to minimum parking requirements would fall below those previously applied minimum parking requirements with the redevelopment.

~~I. G.~~ Where the boundary of a parking lot adjoins or is within a residential district, such parking lot shall be screened by a sight-obscuring fence or planting. The screening shall be continuous along that boundary and shall be at least six feet in height.

~~J. H.~~ Parking spaces along the boundaries of a parking lot over 650 square feet in area, excluding access areas, shall be provided with a sturdy bumper guard or curb at least six inches high and located far enough within the boundary to prevent any portion of a car within the lot from extending over the property line or interfering with required screening or sidewalks.

~~K. I.~~ All areas used for parking and maneuvering of cars shall be surfaced with asphalt, concrete, or other surface, such as pervious materials (i. e. pavers, concrete, asphalt) that is found by the City's authorized representative to be suitable for the purpose. In all cases, suitable drainage, meeting standards set by the City's authorized representative shall be provided.



~~L. J.~~ Artificial lighting which may be provided shall be so limited or deflected as not to shine into adjoining structures or into the eyes of passers-by.

~~M. Off street parking requirements for types of uses and structures not specifically listed in this Code shall be determined by the Development Review Board if an application is pending before the Board. Otherwise, the requirements shall be specified by the Planning Director, based upon consideration of comparable uses.~~

~~N. K.~~ Up to 40 percent of the off-street spaces may be compact car spaces as identified in [Section 4.001](#) - "Definitions;" and shall be appropriately identified.

~~O. L.~~ Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planting areas adjacent to said curbs shall be increased to a minimum of seven feet in depth. This standard shall apply to a double row of parking, the net effect of which shall be to create a planted area that is a minimum of seven feet in depth.

~~P. M.~~ Parklets are permitted within the TC Zone on up to two parking spaces per block and shall be placed in front of the business. Placement of parklet requires a temporary right-of-way use permit and approval by the City Engineer.

~~Q. N.~~ Residential garages shall ~~not count towards minimum parking requirements unless~~ meet all of the following criteria ~~are met~~:

1. The garage contains an area, clear of any obstructions, equal to a standard size parking space (nine feet by 18 feet) for each ~~counted~~ parking space within the garage;

2. Nine square feet is provided either in the garage or in a screened area of the lot per container provided by the franchise hauler (solid waste, recycling, yard debris, etc.) to ensure they are not placed in the parking spaces **unless garbage and recycling is provided in an approved enclosure approved pursuant to Wilsonville Development Code;**

~~3. A deed restriction is placed on the property requiring the space stay clear except for identified exceptions such as 30 days before and after a change of tenant or an equivalent restriction within the development's CC&R's;~~

~~R. N.~~ Public sidewalks, public sidewalk easements or other public non-vehicle pedestrian easement areas shall not be counted towards the area of parking spaces or used for parking.

~~S. O.~~ Shared visitor parking in certain residential areas:

1. In order to provide visitor parking in non-multi-family residential areas with limited parking, lot size and/or required open space may be reduced equal to the area of standard-sized parking spaces as described in 2. below if all the following criteria are met:



- a. Ten percent or more of lots in the development do not have at least one adjacent on-street parking space that is at least 22 feet long.
 - b. Shared parking spaces are within 250 feet of a lot without an on-street parking space.
 - c. Shared parking spaces will be owned by an HOA and have enforceable covenants in place to ensure spaces are managed for visitor parking and not storage of extra vehicles or overflow parking of residents. This may include time limits on parking, limits on overnight parking, or other similar limits.
2. When shared visitor parking is provided that meets the standards of 1. above, lot size or open space area for the development may be reduced as provided below. The same visitor parking spaces cannot be used to reduce both lot size and open space area. To achieve both reductions, adequate visitor parking space must be provided to offset both lot size and open space area reductions.
 - a. Individual lot size may be reduced by up to 2.5 percent of the minimum lot size for the zone to allow an equal area to be developed as shared parking, as long as the shared parking space is within 250 feet of the reduced lot.
 - b. Open space required under Subsection 4.113 (.01) may be reduced by up to 2.5 percent of gross development area (from 25 percent down to as low as 22.5 percent) to allow an area equal to the reduced open space as shared parking. No more than 50 percent of the reduced open space area may be from the required usable open space. In the RN zone, the ten percent Open Space requirement for Small-Lot Subdistrict may be reduced to eight percent.
 - c. In order to reduce stormwater runoff and the need for stormwater facilities, shared visitor parking areas are encouraged to be constructed of pervious surfaces.

(.03) ~~Minimum and Maximum~~ Off-Street Parking Requirements:

[...]

B. Parking areas over 650 square feet, excluding access areas, and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

[...]

2. Landscape tree planting areas shall be a minimum of eight feet in width and length and spaced every eight parking spaces or an equivalent aggregated amount.



a. Trees shall be planted in a ratio of one tree per eight parking spaces or fraction thereof, except in parking areas of more than ~~200 spaces~~ one-half acre where a ratio of one tree per six spaces shall be applied as noted in subsection 4.155(.03)B.3. A landscape design that includes trees planted in areas based on an aggregated number of parking spaces must provide all area calculations.

[...]

3. Due to their large amount of impervious surface, new development with parking areas of more than ~~200 spaces~~ one-half acre that are located in any zone, ~~and that may be viewed from the public right-of-way,~~ shall be landscaped to the following additional standards:

a. One trees shall be planted per six parking spaces or fraction thereof. At least 25 percent of the required trees must be planted in the interior of the parking area.

b. Required trees may be planted within the parking area or the perimeter, provided that a minimum of 40 percent of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area. Shading shall be determined based on shadows cast on the summer solstice.

c. All parking lots in excess of ~~200 parking spaces~~ one-half acre shall provide an internal pedestrian walkway consistent with the requirements of 4.154(.01) ~~for every six parking aisles.~~ Minimum walkway clearance shall be at least five feet in width. Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles. Walkways shall be designed to channel pedestrians to the front entrance of the building.

[...]

4. For parking areas more than one-half acre and fewer than 200 parking spaces, in lieu of meeting the 40% tree canopy required by 4.155(.03)B.3.b., a tree canopy coverage of 30% can be provided along with installation of solar panels with a generation capacity of at least 0.5 kilowatt per new parking space. Panels may be located anywhere on the property, subject to WDC standards.

[...]

E. In all multi-family dwelling developments, ~~there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and bicycles~~ bicycle parking is required as indicated in section 4.155 (.04). **Additionally, areas to provide for parking and storage of mopeds or motorcycles are encouraged.** Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.



~~F. Except for single family dwelling units and middle housing, on-street parking spaces, directly adjoining the frontage of and on the same side of the street as the subject property, may be counted towards meeting the minimum off-street parking standards.~~

~~G. F.~~ Table 5 shall be used to determine the ~~minimum and maximum parking standards~~ **requirements and allowances** for various land uses. The number of ~~required~~ parking spaces **related to the requirements and allowances** shown on Table 5 shall be determined by rounding to the nearest whole parking space. ~~For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained 600 square feet, a second parking space would be required.~~ Structured parking and on-street parking are exempted from the parking maximums in Table 5.

~~H. G.~~ *Electrical Vehicle Charging Stations:*

~~1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.~~

1. Electrical Service Capacity must be provided to new off-street parking spaces subject to the following standards. Waivers, administrative relief or variance requests to these standards are prohibited.

a. Residential or mixed-use development with five or more dwelling units on a lot must provide electrical service capacity to a minimum of 40 percent of all off-street vehicle parking spaces on the lot.

2. Modification of existing parking spaces to accommodate electric vehicle charging stations on site is allowed outright.

I. *Motorcycle parking:*

~~1. Motorcycle parking may substitute for up to five spaces or five percent of required automobile parking, whichever is less. For every four motorcycle parking spaces provided, the automobile parking requirement is reduced by one space.~~

2. ~~Each motorcycle~~ **Motorcycle parking** spaces must be at least four feet wide and eight feet deep. Existing parking may be converted to take advantage of this provision.

(.04) *Bicycle Parking:*

[...]

B. *Standards for Required Bicycle Parking:*



[...]

4. Bicycle lockers or racks, when provided, shall be securely anchored. **Unless within a lockable space only available to authorized users, racks shall allow ways to lock at least two points on a bicycle.**

5. Bicycle parking shall be located within 30 feet of the main entrance to the building or inside a building, in a location that is well-lit and easily accessible for bicycles. For multi-tenant developments, with multiple business entrances, bicycle parking may be distributed on-site among more than one main entrance.

6. Bicycle parking areas shall include parking spaces to accommodate large bicycles, including family and cargo bicycles.

~~6-7.~~ With Planning Director approval, on street vehicle parking can also be used for bicycle parking.

[...]

TABLE 5: PARKING STANDARDS			
USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
a. Residential			
1. Single-family dwelling units, middle housing,	1 per dwelling unit. ^{1,2} 2 spaces are encouraged for dwelling units over 1000 square feet ³	No Limit	
2. Accessory dwelling unit	None required	No limit	None required



TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
3. Multiple-family dwelling units	1 per D.U. (less than 500 sq. ft.) 1.25 per D.U. (1 bdrm) 1.5 per D.U. (2 bdrm) 1.75 per D.U. (3 bdrm) Within the TC Zone, parking minimum is 1 per DU, regardless of the number of bedrooms, if constructed as a residential only building	No Limit <u>1.2 spaces/studio unit and 2 spaces/non-studio unit</u>	1 per D.U.
4. Manufactured or mobile home park	2 spaces/unit²	No Limit	1 per D.U.
b. Commercial Residential			
1. Hotel	1 per 1,000 sq. ft.	No Limit	1 per 5 units Min. of 2
2. Motel	1 per 1,000 sq. ft.	No Limit	1 per 5 units Min. of 2
3. Clubs, Lodges	Spaces to meet the combined requirements of the uses being conducted	No Limit	1 per 20 parking spaces Min. of 2



TABLE 5: PARKING STANDARDS			
USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
	such as hotel, restaurant, auditorium, etc.		
c. Institutions			
1. Welfare or correctional institution	1 space/3 beds for patients or inmates	No Limit	1 per 50 beds Min. of 2
2. Convalescent hospital, nursing home, sanitarium, rest home, home for the aged	1 space/2 beds for patients or residents	No Limit	1 per 6,000 sq. ft. Min. of 2
3. Hospital	2 spaces/bed	No Limit	1 per 20 parking spaces Min. of 2
d. Places of Public Assembly			
1. Church	1 space/4 seats, or 8 ft of bench length in the main auditorium	.8 per seat	1 per 50 seats Min. of 2



TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
2. Library, reading room, museum, art gallery	2.5 per 1,000 sq. ft.	No Limit	1 per 1,000 sq. ft. Min. of 6
3. Preschool nursery, kindergarten	.2 per student and staff	.3 per student and staff	1 per 3,500 sq. ft. Min. of 2
4. Elementary or Middle School	.2 per student and staff	.3 per student and staff	8 per class (above 2 nd grade) K—2 nd grade: 1 per 3,500 sq. ft.
5. High School	.2 per student and staff	.3 per student and staff	4 per class
6. College, commercial school for adults	.2 per student and staff	.3 per student and staff	1 per class Min. of 4
7. Other auditorium, meeting rooms	.3 per seat	.5 per seat	1 per 50 seats Min. of 4
8. Stadium, arena, theater	.3 per seat	.5 per seat	1 per 40 seats Min. of 4
9. Bowling alley	4 spaces/lane	No Limit	1 per 10 lanes Min. of 2



TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
10. Dance hall, skating rink, gym, swim or fitness center	4.3 per 1,000 sq. ft.	6.5 per 1,000- sq. ft.	1 per 4,000 sq. ft. Min. of 2
11. Tennis or racquetball facility	1 per 1,000 sq. ft.	1.5 per 1,000 sq. ft.	1 per court Min. of 2
e. Commercial			
1. Retail store except supermarkets and stores selling bulky merchandise and grocery stores 1,500 sq. ft. gross floor area or less	4.1 per 1,000 sq. ft.	6.2 5 per 1,000 sq. ft.	1 per 4,000 sq. ft. Min. of 2
2. Commercial retail, 1,501 sq. ft. or more	4.1 per 1,000 sq. ft. There is no minimum off-street parking requirement within the TC zone for commercial retail less than 5,000 sq. ft. and within a mixed-use building	6.2 5 per 1,000 sq. ft.	1 per 4,000 sq. ft. Min. of 2



TABLE 5: PARKING STANDARDS			
USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
3. <u>Service Automobile service, dealerships or repair shops</u>	4.1 per 1,000 sq. ft.	6.2 per 1,000 sq. ft.	1 per 4,000 sq. ft.
4. Retail stores and outlets selling furniture, automobiles or other bulky merchandise where the operator can show the bulky merchandise occupies the major areas of the building	1.67 per 1,000 sq. ft.	6.2 per 1,000 sq. ft.	1 per 8,000 sq. ft. Min. of 2
5. Office or flex space (except medical and dental) Bank with drive-thru	2.7 per 1,000 sq. ft. 4.3 per 1,000 sq. ft.	4.1 per 1,000 sq. ft. 6.5 <u>5</u> per 1,000 sq. ft.	1 per 5,000 sq. ft. Min. of 2
6. Medical and dental office or clinic area	3.9 per 1000 sq. ft.	5.9 <u>5</u> per 1,000 sq. ft.	1 per 5000 sq. ft. Min. of 2
7. Eating or drinking establishments Fast food (with drive-thru) Other	15.3 per 1,000 sq. ft. 9.9 per 1000 sq. ft.	23 per 1,000 sq. ft. 14.9 per 1,000 sq. ft.	1 per 4000 sq. ft. Min. of 4



TABLE 5: PARKING STANDARDS			
USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
8. Mortuaries	1 space/4 seats, or 8ft. of bench length in chapels	No Limit	Min. of 2
f. Industrial			
1. Manufacturing establishment	1.6 per 1,000 sq. ft.	No Limit	1 per 10,000 sq. ft. Min. of 6
2. Storage warehouse, wholesale establishment, rail or trucking freight terminal	.3 per 1,000 sq. ft.	.5 per 1,000 sq. ft.	1 per 20,000 sq. ft. Min. of 2
g. Park & Ride or Transit Parking	As needed	No Limit	10 2 per acre, <u>minimum of 4</u> , with 50% in lockable enclosures

NOTES:

¹- ~~No additional off-street parking is required for a triplex or quadplex created through the addition to, or conversion of, an existing single-family detached dwelling.~~

²- ~~Garages (except for parking structures in the Town Center) do not count towards minimum parking unless all the requirements of Subsection [4.155](#) (.02) Q. are met.~~

³- ~~No permit for single family dwelling units, middle housing, or multiple family dwelling units of nine or fewer units shall be denied based on only providing one parking space per unit.~~



² For land uses with more than 65,000 square feet of floor area, surface parking may not consist of more area than the floor area of the building.

³ Non-surface-level parking, such as tuck-under parking, underground and subsurface parking, and parking structures are exempt from maximum requirements.

(.05) Minimum Off-Street Loading Requirements:

[...]

~~5. Off-street parking areas used to fulfill the requirements of this Ordinance shall not be used for loading and unloading operations except during periods of the day when not required to meet parking needs.~~

B. Exceptions and Adjustments:

[...]

(.06) Carpool and Vanpool Parking Requirements:

A. Carpool and vanpool parking spaces shall be identified for the following uses:

1. Designated employee parking areas in new developments with more than 50 parking spaces,

~~1- 2.~~ New commercial and industrial developments with 75 or more parking spaces,

~~2- 3.~~ New institutional or public assembly uses, and

~~3- 4.~~ Transit park-and-ride facilities with 50 or more parking spaces.

[...]

~~(.07) Parking Area Redevelopment.~~

~~The number of parking spaces may be reduced by up to ten percent of the minimum required parking spaces for that use when a portion of the existing parking area is modified to accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations.~~

I.

Section 4.172. - Flood Plain Regulations



[...]

(.07) General Standards:

[...]

I. Parking Lots and Storage Areas:

1. All parking lots and storage areas below the flood plain elevation shall be paved.
2. A minimum of 25 percent of the ~~required~~ **provided** parking space must be provided above the 100-year flood plain elevation for all nonresidential uses.
3. Residential uses **providing one or more parking spaces per unit** shall provide at least one parking space per unit above the 100-year flood plain elevation.

[...]

Section 4.184. - Conditional Use Permits—Authorization

[...]

(.07) Conditional Use Regulations—Service Stations.

[...]

F. Access, Parking and Circulation Requirements:

[...]

~~2. On-site parking shall be provided for each employee on duty. The peak employment period shall be used to determine the number of employee parking spaces.~~

~~3.~~ 2. No vehicles subject to the control of the operator of the premises may temporarily be parked on sidewalks, parkways, driveways, alleys or other public ways.

[...]

Section 4.191. - Non-Conforming Site Conditions



[...]

(.05) A structure with non-conforming site conditions may be expanded or enlarged, provided that there is a proportional decrease in the non-conforming site conditions. For example, an application to expand the floor area of a building by 10%, on a site that has 20% shortage of required bicycle parking, will be permitted, provided that at least a 10% increase in bicycle parking is also provided.

Section 4.430. - Location, Design and Access Standards for Mixed Solid Waste and Recycling Areas.

[...]

(.02) *Location Standards:*

[...]

F. Exterior storage areas can be located in a parking area, ~~the proposed use provides at least the minimum number of parking spaces required for the use after deducting the area used for storage.~~ Storage areas shall be appropriately screened according to the provisions of [Section 4.430\(.03\)](#), below.

[...]

Section 4.803. - Development Review Standards.

(.01) The following development standards are applicable to all WCF and SWF applications:

[...]

~~L. *Parking.* No net loss in minimum required parking spaces shall occur as a result of the installation of any WCF.~~

Attachment 2 CFEC Parking Planning Commission Work Session April 9, 2025

660-012-0445

Parking Management Alternative Approaches

- (1) In lieu of adopting land use regulations without parking mandates under OAR 660-012-0420 *[City Staff Note: Parking B Option 1]*, cities and counties shall select and implement either a fair parking policy approach as provided in subsection (a) *[City Staff Note: Parking B Option 2]* or a reduced regulation parking management approach as provided in subsection (b) *[City Staff Note: Parking B Option 3]*.
 - (a) A fair parking policy approach shall include at least two of the following five provisions, including at least one provision from paragraphs (A) through (C):
 - (A) A requirement that parking spaces for each residential unit in multi-unit housing developments be unbundled parking upon lease creation, lease renewal, or sale. Cities and counties may exempt townhouse and rowhouse development from this requirement;
 - (B) A requirement that parking spaces serving leased commercial developments be unbundled parking upon lease creation or renewal;
 - (C) A requirement for employers of 50 or more employees who provide free or subsidized parking to their employees at the workplace provide a flexible commute benefit of \$50 per month or the fair market value of that parking, whichever is greater, to those employees eligible for that free or subsidized parking who regularly commute via other modes instead of using that parking;
 - (D) A tax on the revenue from commercial parking lots collecting no less than 10 percent of income, with revenues dedicated to improving transportation alternatives to drive-alone travel; and
 - (E) A reduction of parking mandates for new multi-unit housing development to no higher than one-half spaces per unit, including visitor parking.

CFEC Parking Compliance and Standards Reform: Development Code Amendments & “Parking B” Revisit

Planning Commission
Work Session
April 9, 2025



Tonight's Agenda

- Review Development Code amendments
 - Focus on decision points
- Additional details of “Parking B” Compliance Option 2



Review

- Background
 - State CFEC rules
 - Parking reform is one component
- Project goals
 - Compliance with rules
 - Look for opportunities to better encourage quality and functional development in Wilsonville



Review: Two Compliance Phases

- Parking A (already in effect, superseding City Code)
 - Transit proximity rule already supersedes parking minimums for most of the City (notable exemptions are Charbonneau, Western 2/3 of Villebois, and northwest industrial area)
- Parking B (must be complied with by June 30, 2025)

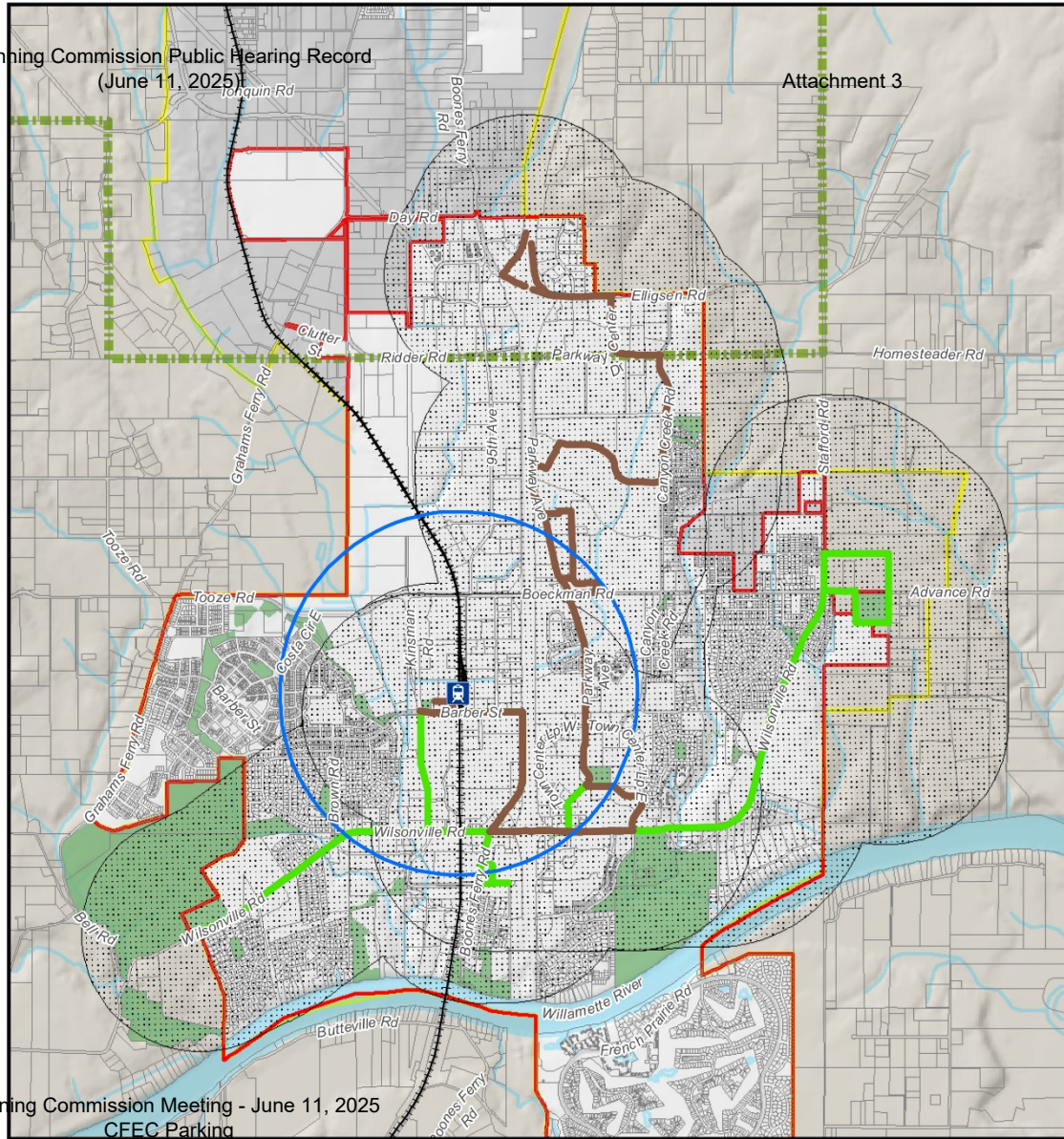


Transit Proximity Areas

Planning Commission Public Hearing Record
(June 11, 2025)

Attachment 3

Planning Commission Meeting - June 11, 2025
CFEC Parking



Parking B Compliance Options

Majority of City

Option 1	Option 2	Option 3
No parking minimums		

Charbonneau, western Villebois, northwest industrial area

Option 1	Option 2	Option 3
No parking min.	Parking minimums allowed	
No additional programs or policies	Choose at least 2 new polices incl. 1 with*: <ul style="list-style-type: none">• Residential unbundled parking*• Commercial unbundled parking*• Flexible commute benefit for larger employers (50+)*• Limit multi-family min. to ½ per unit• Tax commercial parking revenue	Implement all prescribed programs/policies: <ul style="list-style-type: none">• No minimum parking for specified uses• No parking for change of use• District parking management or unbundled multi-family parking

Questions for the Commission

- What additional thoughts does the Planning Commission have on Parking B Option 2 to share with City Council? Does the recommendation of pursuing Option 1 remain?



Development Code Amendments



Summary of Key Code Amendments

- Remove parking minimums
 - Parking tables (Village Zone and Citywide)
 - Code references
- “EV Ready” requirements
- Lower parking maximums for some uses
- Updated bicycle parking requirements



Summary of Key Code Amendments

- New policies for redevelopment of underutilized parking
- Updated standards around shared parking
- Parking lot design standards: trees, solar, pedestrian amenities



Decision Points for PC Guidance

- What design standards to apply to parking areas ½ acre up to about 2.5 acres (40-199 parking spaces)?
- Make the same as larger (200+) or have separate standards?
- Impacts
 - Ratio of trees to parking spaces
 - Tree placement
 - Pedestrian facilities



Decision Points for PC Guidance

Current

Regular Design Standards		Full Enhanced Standards
Less than ½ Acre	½-2 ½ Acres	2 ½ acres+
Less than 40 spaces	40-199 spaces	200+ spaces

Update

Regular Design Standards	Full or Partial Enhanced Standards?	Full Enhanced Standards
Less than ½ Acre	½-2 ½ Acres	2 ½ acres+
Less than 40 spaces	40-199 spaces	200+ spaces

Decision Points for PC Guidance

- To what extent should solar panels be allowed in lieu of parking lot landscaping?
 - Not at all
 - When meet landscaping standards are unfeasible (i.e. waiver process)
 - At the Developer's discretion
- If solar allowed, would a fee in lieu be permitted?



Question for the Commission

- What questions and guidance does the Planning Commission have on the draft Development Code updates?



needed to examine what was possible to ensure the population's needs identified in the HNCA are met and aligned with requirements or incentives being implemented.

The Commissioners supported the draft HNCA and HPS as presented.

Chair Hendrix confirmed there was no public comment on the Housing Our Future project.

Senior Planner Rybold confirmed the upcoming Planning Commission public hearing would be for both the HCNA and HPS documents.

3. Climate Friendly and Equitable Communities Parking (Pauly)

Daniel Pauly, Planning Manager, presented the Climate Friendly and Equitable Communities (CFEC) Parking Compliance via PowerPoint, noting the Planning Commission's input was being sought on the Development Code updates and additional details regarding Parking B, Compliance Option 2 for which City Council sought additional Planning Commission feedback on the menu options.

Brian Davis, Consultant, Studio Davis, added that pursuing Option 1 was recommended because it required no parking minimums and would apply to the vast majority of the city. The project team welcomed any additional discussion with the Commission regarding Option 2 and its menu items.

The Planning Commission confirmed it still recommended Parking B Option 1 to City Council, noting it had the lowest implementation cost, and that Option 2 seemed to involve a lot of work and enforcement without any significant difference in parking.

Mr. Davis continued the presentation, reviewing the key Development Code amendments required to implement CFEC Parking Compliance (Slides 9-10) with additional comments from Planning Manager Pauly. Feedback from the Commission was sought on the parking lot design standard options (Slides 11-13) as well as the draft Development Code updates overall.

Commissioner questions and input were as follows with responses to Commissioner questions as noted:

- Mr. Davis confirmed if a developer chose solar for climate mitigation, a 30% tree canopy would still be required.
- Is solar included as an option for developers in their designs or is solar just part of parking lot configuration? Who benefits from the electricity generated from the solar?
- Are there other components of the Full Enhanced Standards that would be expensive if applied to a half-acre parking lot?
- What is the difference between applying and not applying the Full or Partial Enhanced Standards and how expensive would it be to apply those standards to a half-acre lot?

- Planning Manager Pauly displayed and highlighted Municipal Code Sections 4.155.(03), noting that for the Full or Partial Enhanced Standards, the ½- to 2½-acres, Code Sections 4.155.(03).b and (03).c would still be required, as well as the ratio of trees per parking spaces, street-like features along the principal drive aisles, and enhanced landscaping.
 - A ½- to 1-acre parking lot would have some substantial additional requirements that would consume land, leading to the question of whether to make the Code a bit more complicated or streamline it by adding the additional requirements.
 - The current regular design standards for ½- to 2½-acre lots had lower standards; for instance, not as many pedestrian pathways are required. (Slide 12)
 - He confirmed not all the standards were new. Code Sections 4.155.(03).a, (03).d and (03).e would be additional requirements for the ½- to 2½-acres, while (03).f and (03).g were more like notes.
 - Code Section 4.155.(03).a—shifts from having an island or equivalent for every 8 parking spaces to every 6 parking spaces.
 - Code Section 4.155.(03).d—still requires access drives, for example, but street-like features would not be required.
- The requirements essentially shrink the parking available in a 1/2-acre parking lot, especially with (03).e.
- The key difference between the Code options is the amount of landscaping that will be required.
 - Mr. Pauly believed the low screen standard was still the minimum; some buffer would still be required, but not a 12-ft buffer.
- It was surprising that the State had not gone after the landscape buffers, which were large land areas that did not serve the climate.
- Mr. Pauly noted areas within the city where the new parking lot standards may apply, stating that in areas like Coffee Creek, parking areas may not reach a ½-acre, so the regular design standards would apply, though some could get up to 1 acre. In Wilsonville, 200-space parking lots were rare, so the Full or Partial Enhanced Standards would apply to potential development and many more properties.
- Mr. Davis confirmed street trees counted into the tree canopy calculation and cited the following, “Development shall either provide trees along driveways or a minimum of 30% tree canopy coverage over new parking areas.”
- If a new developer or business in Coffee Creek completely solarized its parking lot, providing EV charging stations, how could it meet the 30% canopy requirement?

Given the detailed level of the questions and in the interest of time, continuing the discussion to another work session was suggested.

Key Commissioner comments and responses to further questions by the project team continued as follows:

- Providing visual examples, perhaps satellite views showing how the different parking area standard options would impact existing parking lots was suggested.

- When considering criteria, consider what would make someone want to develop and bring jobs to Wilsonville, and what could Staff manage, how would the Code be enforced?
- Mr. Pauly clarified that while the term, underutilized parking, was used in the rules, from a functional standpoint as the Code was currently drafted, it removed barriers to redevelopment of any parking in general, not just underutilized parking.
 - Mr. Davis added the Implementation Guide included language about the property owner being able to decide what is or is not underutilized; however, Wilsonville could adopt a specific definition in its Code.
 - He noted Wilsonville's Code already met the CFEC standards by allowing underutilized parking to be redeveloped. While "encouraged" is used, it pointed to allowing it in certain circumstances.
 - Mr. Pauly added that the use of encourage in the Code often translates to removing Code barriers.
- Having three different parking design standards seemed best to prevent developers from having to do more than was necessary.
- The Commissioners agreed that where there was little impact one way or another, it was best to keep it simple; however, adding some complexity when there was impact on the ground made sense.
- Mr. Davis believed the amendments would have a relatively small impact on a relatively large number of parking lots.
 - He wanted to do some geometry on the difference the requirements would have on the 12-ft buffer and the percentage of the potential parking area.
 - Mr. Pauly added the Development Code did not define the width of the landscape buffer, which was generally 8-ft for trees; however, the queuing distance for the drive aisle at the access was the driving factor in the depth of the buffer.
- Mr. Davis said he would create a graphic to show 30% tree canopy on a ½-acre verses 200 space lot. This was the first time the Code met all the CFEC requirements, but not for right size of parking lot.
- While a simple, streamlined Code was desired, including if/then options was suggested to make it as efficient and simple as possible.
- Which is more climate friendly, trees or solar?
 - Mr. Davis hoped DLCDD had done some research to know why the numbers work, whether to stop heat islands, generate energy in the most efficient way, or have an aesthetically pleasing parking lot.
- As a tree-friendly city, how would Wilsonville accommodate solar without eliminating its Tree City USA designation? It would be nice to have some guidance from the State.
- The fee-in-lieu option, throwing money at the problem, is not a solution.
- Mr. Pauly noted examples of when the landscaping standards might not be unfeasible, such as the odd geometry of a lot impacting the project layout, preventing the applicant from meeting the 40% canopy requirement, so a solar panel might be added. The intent of the City's waiver process is to enable the City to entertain better designs.
- Mr. Pauly confirmed that fee-in-lieu of generally equates to in lieu of trees.

- Addressing what is more climate friendly and how climate friendly is defined is key to answering whether solar panels should be allowed in lieu of landscaping. Solar panels 12 ft in the air provide more shade than a tree of a similar size, so climate friendly benefits come from both options, each simply generates different things, carbon capture verses electricity generation, etc.
- Mr. Davis acknowledged the confusion of having the two different requirements. The 30% tree canopy requirement had to be met regardless, and then the climate requirement, which was higher tree canopy requirement that could instead be met with solar. Some landscaping would be done either way, but now more rigidly defined landscaping would be required as well as 10% more tree canopy in aggregate for climate mitigation. Fee-in-lieu could be used for solar or the additional 10% canopy and was calculated on a per space basis.
- Commissioners expressed interest in allowing solar in lieu of landscaping/trees.
 - Some wanted more details about whether paying in lieu of solar was at the expense of planting trees, or if trees would still be planted.
 - Requiring the solar panels to be in the parking lot was also mentioned, as solar panels on rooftops, for example, would not count.
- Mr. Davis noted that currently, solar panels were allowed anywhere on the property. Developers could choose to meet the 30% tree canopy and find somewhere on the site for the solar, in the parking lot or on the building; or they could meet the 40% tree canopy and not have to worry about meeting the solar requirement.
- One company in Colorado had solar panels that provided energy for the EV parking spaces below. Because the solar panels ran the entire length of the parking lane, there were no trees. charging stations.
- Mr. Pauly noted the conversation was helpful to Staff as the rules were not straight forward. He agreed to share thoughts from Staff's perspective next time.
- Mr. Davis noted there may not be much difference between allowing a solar option via a waiver process verses allowing solar at the developer's discretion. A reasonably good planning consultant would be able to get that waiver approved most of the time.
- Mr. Pauly stated he leaned against having a waiver if solar was allowed, but would talk further with Staff.
- Mr. Pauly explained the redevelopment of existing parking areas to other uses could mean redeveloping to a park or building. The intent was to allow redevelopment to whatever it could be if it was a greenfield site.

Chair Hendrix called for public comment.

Jeffrey Zundel commended Staff for hosting and responding to questions at the open house on the parking minimums, which helped answer some critical questions. He appreciated the questions asked by the Planning Commission to ensure the right codes were being put in place and to address parking holistically. As the topic was shared with the public, addressing confusing items would be important. For example, did removing parking minimums mean people's parking was being taken away? Staff had responded that market forces were still at

play and underwriters would not fund development that did not have adequate parking, which was very helpful to hear. It was also helpful to hear the amendments were part of a much bigger set of Code standards and grander holistic plan citywide.

Mr. Pauly appreciated the Commission's feedback, noting the project team had the direction needed to return with some crystal recommendations next time. He agreed to talk with Staff about include the PowerPoints and perhaps questions for the Commission in the meeting packet to provide further clarity when preparing for agenda items.

INFORMATIONAL

4. City Council Action Minutes (March 3 & 17, 2025) (No staff presentation)
5. 2025 PC Work Program (No staff presentation)

There were no questions or comments.

ADJOURNMENT

The meeting was adjourned at 8:09 p.m.



CITY COUNCIL

MONDAY, FEBRUARY 3, 2025

WORK SESSION

CFEC Parking (Pauly)



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: February 3, 2025		Subject: Climate Friendly and Equitable Communities (CFEC) Parking Compliance and Standards Reform	
		Staff Member: Daniel Pauly, Planning Manager	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input checked="" type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable Comments: Planning Commission has held two work sessions on the topic and their input is reflected in this report.	
Staff Recommendation: Provide requested input on upcoming CFEC Parking Compliance and Standards Reform.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input type="checkbox"/> Adopted Master Plan(s):	<input checked="" type="checkbox"/> Not Applicable Required by State law	

ISSUE BEFORE COUNCIL:

This work session will introduce the Climate Friendly and Equitable Communities (CFEC) Parking Compliance and Standards Reform project to the Council. The work session will cover (1) the drivers of the project and (2) the scope. The work session will also seek the Council's guidance on certain compliance options to inform upcoming Development Code amendments.

EXECUTIVE SUMMARY:

The primary driver of the Climate Friendly and Equitable Communities (CFEC) Parking Compliance and Standards Reform project is the State Climate Friendly and Equitable Communities Program. On March 10, 2022, Governor Kate Brown issued Executive Order 20-04, directing state agencies to reduce climate pollution. Executive Order 20-04 was in response to Oregon not meeting its climate pollution reduction goals, one of which was adopted in 2007 by state legislators to reduce the state's climate pollution by 75% by 2050. In response, the Oregon Land Conservation and Development Commission (LCDC) developed, and the State adopted, updates to Oregon's transportation and land use planning administrative rules (OARs). These new OARs and local government compliance with them are the core of the CFEC program.

Among the CFEC requirements is parking reform as laid out in OAR 660-012-0400 through 660-012-0450 (CFEC Parking Rules). Attachment 1 is a State handout summarizing the CFEC Parking Rules. Other CFEC requirements, such as those around transportation planning, will be the focus of additional City projects in the coming years.

As explained in Attachment 1, the CFEC Parking rules aim to remove or substantially reform minimum parking requirements in local government codes based on the State's findings that minimum parking requirements over produce parking leading to, among other things, inefficient land use, less walkability, and more pollution from driving.

The CFEC Parking Rules have been challenged in court by various local governments. The City of Wilsonville was aware of the litigation but did not participate. In March 2024 the Oregon Court of Appeals largely rejected local governments' challenges to the rules (Court of Appeals Case Number A180037, *CITY of CORNELIUS et. al. vs DLCD*, decision issued March 6, 2024). On August 8, 2024, the Oregon Supreme Court denied a petition to review, leaving the March Court of Appeals decision in place.

As has been the practice for State requirements with which the City must comply, the project will look at ways to best tailor the parking reforms to the Wilsonville context and community input, and to leverage positive outcomes while complying with State law. This commitment to tailor to Wilsonville's context and find opportunities to continue to encourage quality and functional development is a second primary driver of the project. This is a similar approach as used in other State requirement projects such as the Middle Housing in Wilsonville project.

As shown in Attachment 1, the CFEC Parking Rules are broken into two phases, referred to by the State as "**Parking A**" and "**Parking B**".

Parking A is a set of rules already in effect superseding Wilsonville's Development Code, and the City has been applying them prior to the City Code being updated. Attachment 2 is a handout the City produced to help applicants, staff, decision makers, and other interested parties understand how the Parking A rules impact Wilsonville. Parking A rules limit minimum parking requirements for certain uses, particularly residential uses, and disallow requiring a minimum amount of parking within $\frac{3}{4}$ miles of transit rail stations (like the WES Station on Barber Street) and within

½ mile of the most frequent bus routes in the community (SMART Routes 4 and 2X). This latter transit proximity rule supersedes parking minimums in the Development Code for much of the City, including Frog Pond and Town Center. The only substantial areas of the City not covered by the transit proximity rule are Charbonneau, the western 2/3 of Villebois, and industrial areas in northwest Wilsonville (see map in Attachment 2).

For Parking A rules, the current project seeks to update the City's Development Code to be congruent with the rules already being applied. Staff notes that while the City does not require a minimum amount of parking in the areas subject to the transit proximity rules, it is also not discouraging parking. Developments submitted under the rules have been considering market demand and the requirements of financing institutions lending on projects to determine how much parking to build.

Parking A rules also include a requirement for a certain amount of electric "EV Ready" parking spaces in new multi-family or mixed-use developments. These requirements are summarized in Attachment 3. Similar to other Parking A rules, this project will update the Development Code to be congruent with the rules already being applied.

Parking B rules require additional reform not yet completed by the City. This reform is the focus of the current project. The original deadline for compliance with Parking B was June 30, 2023, but the City previously requested and was granted an alternative date of June 30, 2025 for compliance. The granting of the alternative date took into account City staff capacity and alignment with the City's broader long-range work program. As described on Page 2 of Attachment 1, Parking B requires the City to (1) choose one of three options for parking reform related to minimum parking requirements and (2) institute design regulation improvements for parking areas such as tree canopy requirements citywide.

Additional Details and Options For Parking B Compliance

To help the Council understand the different Parking B minimum parking reform compliance options prior to directing staff on which option to pursue, the table below summarizes how the different options would impact different areas of Wilsonville.

As time and budget allows, the project team will also bring forward concepts for parking management strategies beyond the scope of the Development Code. However, certain parking management strategies will require work outside the scope of the current project. Notably, for a majority of the City subject to the transit-proximity rules under Parking A, there is no difference between the three options. The different areas of the City can be seen on page 3 of Attachment 3.

Parking B Parking Options Related to Different Areas of the City

Area of the City	Option 1	Option 2	Option 3
Majority of City subject to Parking A Transit Proximity rule including Town Center and Frog Pond	No minimum parking required	No minimum parking required	No minimum parking required
Charbonneau and Western 2/3 of Villebois (built-out residential areas) Northwest Industrial Areas	No parking minimums	<ul style="list-style-type: none"> Able to enforce parking minimums (as modified by Parking A requirements) <p>Implement at least two of the following:</p> <ul style="list-style-type: none"> Parking spaces leased/sold separately from housing units or leased commercial space (enforced by City) No more than ½ space per unit required for multi-family City Tax on revenue from parking spaces Flexible commute benefit provided by employers with more than 50 employees 	<ul style="list-style-type: none"> Able to enforce parking minimums (as modified by Parking A requirements) <p>Implement all of the following:</p> <ul style="list-style-type: none"> No minimum parking required for a variety of specific uses including small sites, vacant buildings, small homes, historic buildings, etc. No additional parking for changes in use District management of on-street parking or lease multi-family parking and housing units separately

The Planning Commission recommends pursuing Option 1 for Parking B compliance for the reasons listed below, with which City staff concurs. Option 1 is also consistent with the compliance options chosen by nearby jurisdictions with similar circumstances (see Attachment 4).

- Option 1 would provide for consistent regulations Citywide rather than having different standards for a small subset of the City.

- Option 2 or 3 are not likely to have a substantially different outcome than Option 1 in terms of the amount of parking built for the following reasons:
 - Villebois and Charbonneau are built out or close to built out and not anticipated to significantly change in the next couple decades.
 - In no case can the City require substantially more residential parking than would be allowed under Option 1. The Parking A rules require, regardless of Parking B option, that residential development not require more than 1 space per unit. Also, affordable housing and small units (smaller than 750 square feet) are exempt regardless of the option chosen.
 - Industrial development historically provides ample parking due to market and underwriting requirements. For example, the recent approval of an additional industrial building for the Parkworks Campus was in an area subject to the transit proximity exemption. The application proposed 262 parking spaces. Even without the transit proximity exemption, Parkworks would have only required 191 parking spaces. As another example, the new Precision Countertops headquarters in the Coffee Creek industrial area required 61 parking spaces and proposed 71 parking spaces.
- Options 2 and 3 involve additional regulations and administrative costs with, as explained above, very limited impact. The administrative cost would both be for the City, property owners, and the business community. Implementing unbundling of the sale or lease of parking from the associated residential or commercial use would require substantial staff time to both educate the community and equitably enforce. It would require active management by the property owners to lease them separately. Any new tax, such as the optional tax on parking revenue, would require City staff to administer and enforce, and businesses to provide resources to track and pay. A parking management district as required under Option 3 would also require City staff to administer, patrol, and enforce in cooperation with property owners and businesses.

At this work session Staff seeks to understand if the Council concurs with the recommendation to pursue Option 1, or if the Council sees merit to further explore Option 2 and/or 3.

In addition to code edits to integrate Parking A requirements and the selected Parking B option, Parking B requires reforms related to parking lot design. Attachment 5 provides a high-level overview of the expected Development Code edits regarding these design reforms. Highlights include:

- Add new policies for redevelopment of underutilized parking;
- Update standards around shared parking;
- Add and modify standards to comply with State rules related to tree canopy cover and solar panel development in larger parking areas; and
- Review and potentially update parking maximums.

Based on the feedback previously received from the Planning Commission and tonight's feedback from City Council, the project team will move forward with drafting code edits and seeking public comment on specific elements of the Development Code amendments. As the project progresses the project team will look at ways to best tailor the parking reforms to the Wilsonville context and community input while complying with State law.

Discussion Question:

- What questions does the City Council have about the reasons (drivers), purpose, and scope of the CFEC Parking Compliance and Standards Reform project?
- Does the City Council concur with the recommendation of pursuing Option 1, remove parking minimums, for the Parking B compliance option, or does the Council see merit in further exploration of Options 2 and/or 3?
- What questions and guidance does the City Council have on the likely needed Development Code updates described in Attachment 3?

EXPECTED RESULTS:

Feedback and guidance on the CFEC Parking Compliance and Standards Reform project, including which parking minimum compliance option to pursue under Parking B reform requirements.

TIMELINE:

The Planning Commission and City Council will consider this over the coming months with final action required by June 30, 2025.

CURRENT YEAR BUDGET IMPACTS:

The consultant work on the project is funded by a \$20,000 grant from the Oregon Department of Land Conservation and Development (DLCD) with the City covering City staff time.

COMMUNITY INVOLVEMENT PROCESS:

Public work sessions will be held by the Planning Commission and City Council in addition to public hearings. A public event is planned within the next couple months 2025 to inform the public of the project and seek input on the code updates.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

More efficient use of land and reduction of impacts on the climate. Compliance will enable clearer standards for development and avoid the confusion of City code that is superseded by conflicting State rules.

ALTERNATIVES:

While alternatives are limited for compliance with some of the State rules, the City will explore available alternatives to best tailor the Development Code updates to Wilsonville's context.

CITY MANAGER COMMENTS:

N/A

ATTACHMENTS:

1. DLCD Parking Reform Summary (August 9, 2023)
2. City of Wilsonville Guide to Oregon Administrative Rules Superseding Parking Requirements in Wilsonville's Development Code (January 19, 2023)
3. City of Wilsonville Guide to Oregon Statute and Administrative Rules Requiring "Electric Vehicle Ready" Development (May 30, 2023)
4. List of Parking B minimum parking compliance options by nearby cities.
5. Other Parking Reform Analysis (December 27, 2024, updated January 23, 2025)



Parking Reform Summary

August 9, 2023

Rules Implementing

OAR 660-012-0400 through 0450 (see also definitions in 0005 and deadlines and processes in 0012)

Who do the rules apply to, and when is action needed?

The parking reforms apply to the 48 Oregon cities in Oregon's eight metropolitan areas (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Portland Metro, Rogue Valley, Salem/Keizer), and counties in these areas with more than 5,000 people inside the urban growth boundary but outside city limits with urban sewer and water services (Clackamas, Marion, Washington).

Some of the rules have been directly effective since January 1, 2023; others since March 31, 2023. Some rules require local action by June 30, 2023, or an alternative date approved by the department.

Why reform costly parking mandates?

Parking mandates, also known as minimum parking requirements, are a one-size-fits-all approach that ends up hiding the costs of parking in other goods, from housing to business costs to wages. That means the costs of car ownership and use are subsidized, leading people to own more cars and drive more than they would if they were aware of the true costs. Providing 300 square-feet of parking lot for each car that wants a parking spot is a significant cost – in the thousands, and often tens of thousands, of dollars.

Because of the cookie-cutter approach of mandates, parking is often over-built, adding unnecessary costs, while pushing apart buildings and making areas less walkable. That means more driving, and more pollution.

A better approach, one that has been used by communities around the world for decades, is to let the free market provide parking where there is demand. Experience shows lenders usually require sufficient off-street parking, and developers will build it, especially when the on-street parking is properly managed.

How do cities and counties amend their codes to meet the requirements in the rules?

The cleanest path to meet rules requirements is to update local zoning and development codes to meet the requirements in OAR 660-012-0405 through 0415, and repeal all parking mandates. The provisions of 0425 through 0450 do not apply to communities without parking mandates.

Many of the requirements in 0405 through 0415 may already be in city code, as some of those provisions have been required by the Transportation Planning Rules for many years.

If a community prefers to keep some mandates, the provisions in 0425 through 0450 reduce the mandates and the negative impacts of remaining mandates.

Questions?

Evan Manvel
Climate Mitigation Planner
evan.manvel@dlcd.oregon.gov
971-375-5979

Parking A – Reform Near Transit; Certain Uses by December 31, 2022

Apply to development applications submitted after December 31, 2022 (amend code or directly apply these rules)

0430 Cannot mandate more than 1 space/unit for residential developments with more than 1 unit
 No mandates for small units, affordable units, child care, facilities for people with disabilities, shelters

0440 No parking mandates allowed within ¼ mile of rail stations or ½ mile of frequent transit corridors

0410 Electric Vehicle Charging *due March 31, 2023

- New private multi-family residential or mixed-use developments install conduit to serve 40% of units

Parking B – More Reform, Choose an Approach by June 30, 2023 or alternative date

0405 Parking Regulation Improvement

- Preferential placement of carpool/vanpool parking
- Allow redevelopment of any portion of a parking lot for bike or transit uses
- Allow and encourage redevelopment of underused parking
- Allow and facilitate shared parking
- New parking of more than ½ acre must install 40% tree canopy OR solar panels OR fee-in-lieu
- New parking of more than ½ acre must have trees along driveways (or 30% tree coverage)
- Pedestrian connections through large parking lots
- Parking maximums in appropriate locations (in existing TPR)

0415 Provisions Specific to More Populous Cities

- Cities >25,000 in metro or >100,000 outside set certain parking maximums in specified areas
 (additional provisions for 200,000+ population cities, i.e. Portland, are not listed here)

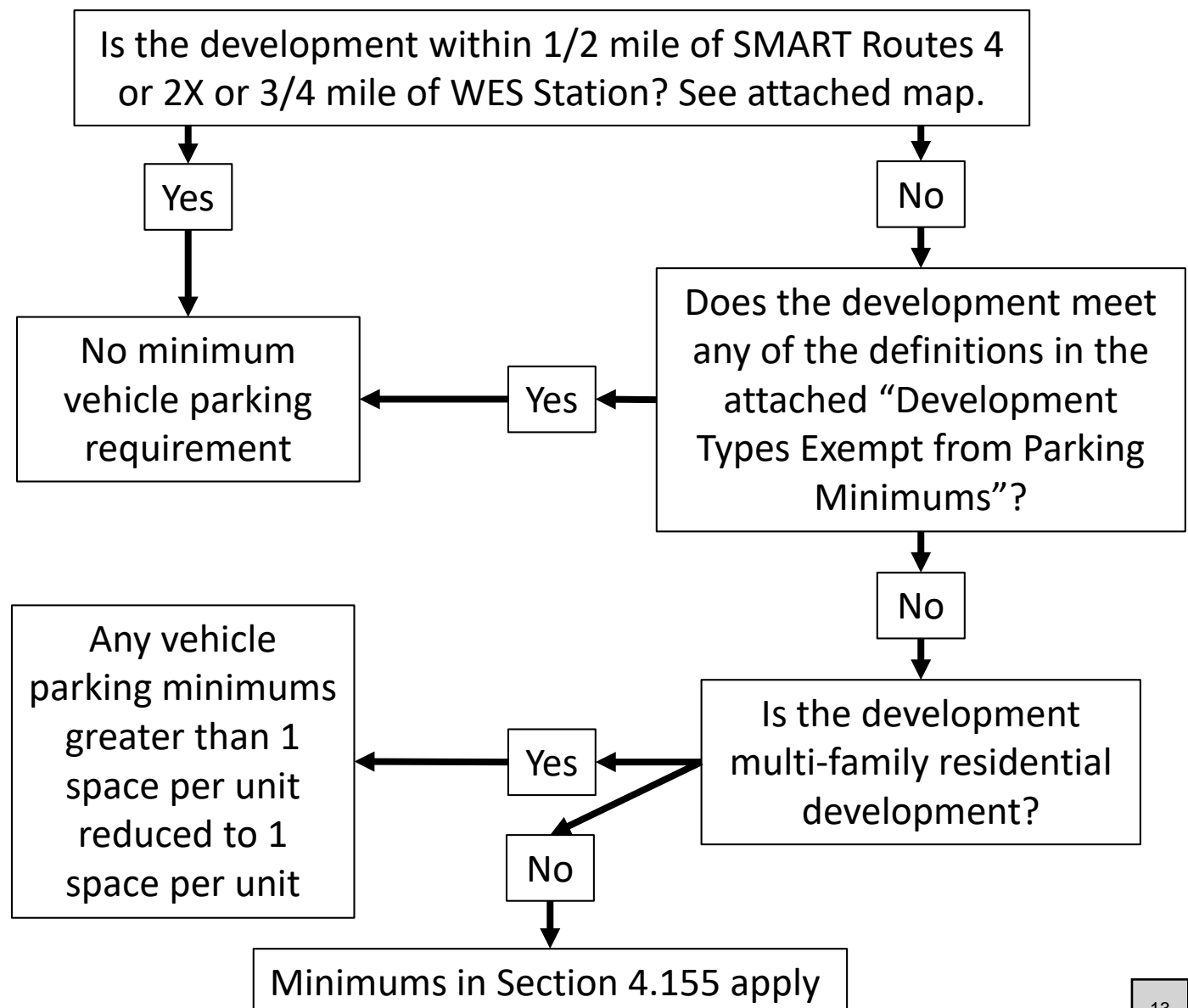
0420-0450 Three options for parking reform

Option 1 660-012-0420	Options 2 and 3 660-012-0425 through 0450	
Repeal parking mandates	Reduce parking burdens – reduced mandates based on shared parking, solar panels, EV charging, car sharing, parking space accessibility, on-street parking, garage parking. May not require garages/carports.	
	Climate-friendly area parking – remove mandates in and near climate-friendly areas or adopt parking management policies; unbundle parking for multifamily units	
	Cities pop. 100,000+ adopt on-street parking prices for 5% of on-street parking spaces by September 30, 2023 and 10% of spaces by September 30, 2025	
	Option 2 enact at least two of five policies	Option 3 all of the below
No additional action needed	1. Unbundle parking for residential units 2. Unbundle leased commercial parking 3. Flexible commute benefit for businesses with more than 50 employees 4. Tax on parking lot revenue 5. No more than ½ parking space/unit mandated for multifamily development	No mandates for a variety of specific uses, small sites, vacant buildings, studios/one bedrooms, historic buildings, LEED or Oregon Reach Code developments, etc. No additional parking for changes in use, redevelopments, expansions of over 30%. No mandates within ½ mile of climate-friendly areas, Metro 2040 centers. Designate district to manage on-street residential parking, or unbundle parking multi-family.



Guide to Oregon Administrative Rules Superseding Parking Requirements in Wilsonville's Development Code

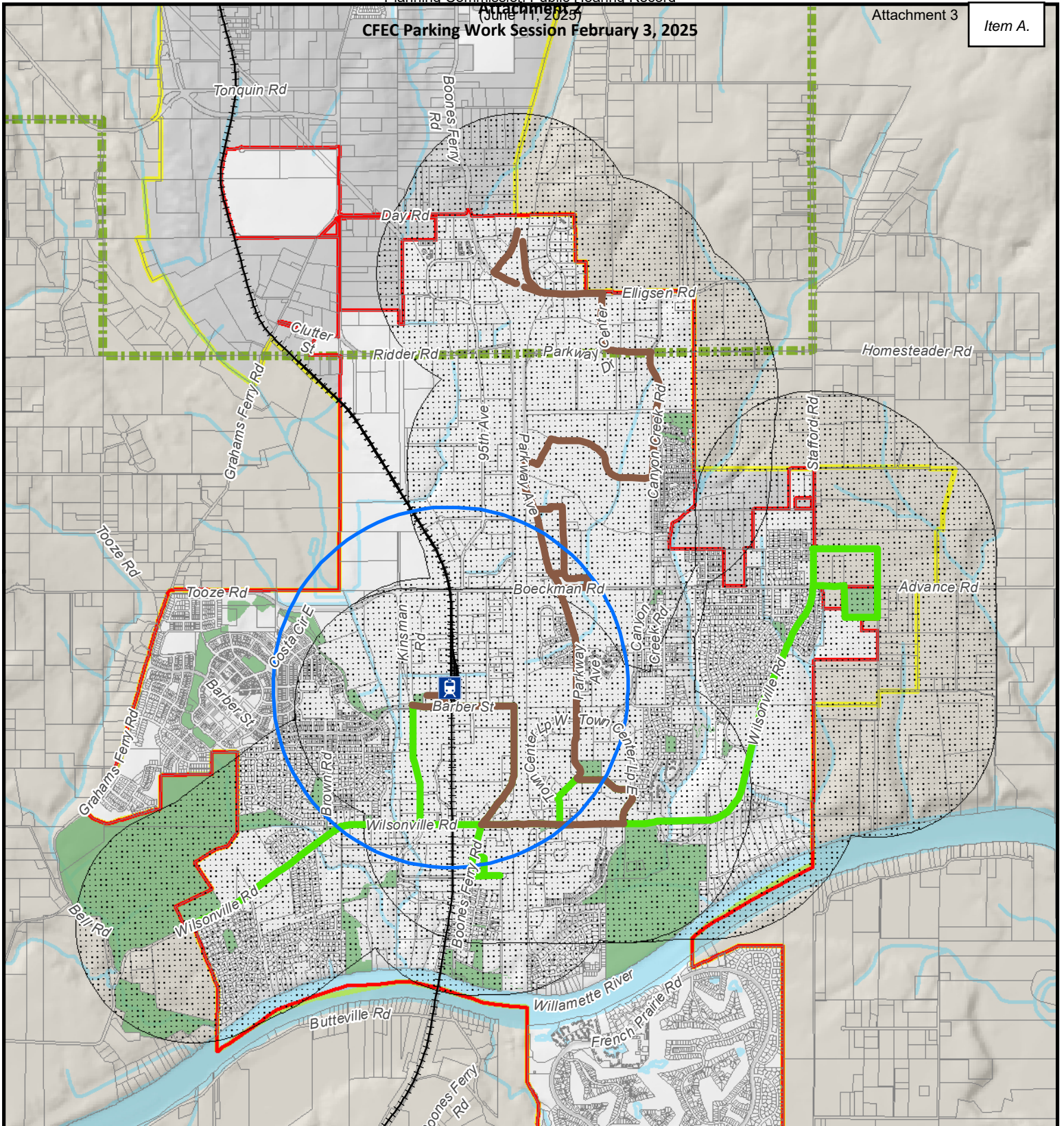
Pursuant to OAR 660-012-0430 and OAR 660-012-0440 certain State rules take precedence over any conflicting parking standards in Wilsonville's Development Code beginning January 1, 2023. In particular, a number of the vehicle parking minimums reflected in Table 5 of Section 4.155 are superseded. Use the following flow chart to determine what parking standards to apply.



Development Types Exempt from Parking Minimums Under OAR 660-012-0430

An Attachment to “Guide to Oregon Administrative Rules Superseding Parking Requirements in Wilsonville’s Development Code”

- Facilities and homes designed to serve people with psychosocial, physical, intellectual or developmental disabilities, including but not limited to a: residential care facility, residential training facility, residential treatment facility, residential training home, residential treatment home, and conversion facility as defined in ORS 443.400.
- Child care facility. Definition in ORS 329A.250: any facility that provides child care to children, including a day nursery, nursery school, child care center, certified or registered family child care home or similar unit operating under any name. Exemptions apply. See exemption list in ORS 329A.250 (5) (a)-(d).
- Single-room occupancy housing.
- Residential units smaller than 750 square feet. Note: Accessory Dwelling Units (ADUs) have no parking required in Wilsonville’s Development Code.
- Affordable housing. Summary of definition in OAR 660-039-0010 (see OAR for full definition): housing affordable to households making 80% or less of median income without assistance, except for spaces in manufactured dwelling parks where income is 100% or less of median income.
- Publicly supported housing. Summary of definition in as defined in ORS 456.250 (see ORS 456.250 (6) for full definition): multi-family housing receiving benefits from government assistance including HUD, Department of Agriculture. Does not include units for which developer received only fee waiver as part of development, or receives only Section 8 housing vouchers or similar.
- Emergency and transitional shelters for people experiencing homelessness.
- Domestic violence shelters.



The City of Wilsonville, Oregon
 Clackamas and Washington Counties

**Areas exempt from vehicle parking
 minimums pursuant to OAR
 660-012-0440**



- WES Stop + 3/4 Mile
- Wilsonville City Limits
- SMART 4 & 2X + 1/2 Mile
- County Boundary
- SMART Route 2X
- UGB
- SMART Route 4



1/6/2023

Miles
 0 0.25



Guide to Oregon Statute and Administrative Rules Requiring “Electric Vehicle Ready” Development

House Bill 2180 (2021) ORS 455.417 “HB 2180” requires, effective July 1, 2022, certain new development to provide electrical service capacity for electric vehicles to at least 20% of parking spaces. Providing electrical service capacity includes providing: (A) **necessary electrical service** or designating adequate space for necessary electrical services **and** (B) a **conduit system** from provided or planned electrical service to the required percentage of parking spaces.

OAR 660-012-0410(1) and OAR 660-012-0012(5) “CFEC Rules” require, effective March 31, 2023, the 20% required by HB 2180 be doubled to 40% for new multi-family and mixed use development. Note the statutory 20% requirement is in the Building Code, but the added CFEC Rules 20% is not. It is enforced during land use review.

What Percent of “Electric Vehicle Ready” Spaces is Required for A New Development?

HB 2180 (20% of spaces)

- Private commercial and industrial parking areas

CFEC Rules (40% of spaces)

- Multi-family buildings with 5 or more units
- Mixed-use commercial/residential buildings (5+ units)

Not Required (0% of spaces)

- Other residential buildings
- Public buildings and parking areas

Resources:

[ODOT Transportation Electrification](#)
[ODOT Community Charging Rebates Program](#)
[Oregon Department of Land Conservation and Development Implementation Guidance](#)

CFEC Implementation Choice for Parking B by Jurisdiction

- Option 1 (Waive Parking)
 - Milwaukie
 - Lake Oswego
 - Tualatin
 - West Linn
- Option 2 (2 of 5 Policies)
 - Sherwood
 - Gladstone
- Option 3 (List of Exemptions)
 - Oregon City

(source: City of Happy Valley survey of other jurisdictions, shared via email with City of Wilsonville December 4, 2024, updated January 23, 2025 to reflect Lake Oswego's final decision in December 2024)



Other Required Parking Reforms

Parking Regulation Improvements (OAR 660-012-0405)

New requirements under rule -0405 address any new parking that is developed or redeveloped, and fall under eight broad categories. These are cited below, along with brief notes on potential avenues for Wilsonville to pursue.

Preferential placement of carpool/vanpool parking (660-012-0405(1)(a))

WDC currently requires preferential parking for carpools/vanpools in several scenarios, per 4.155.06. Some clarification and potential small changes will be needed regarding applicability, as the administrative rule requires this preference in “employee parking areas in new developments with more than 50 parking spaces.” Wilsonville’s code generally meets or exceeds these requirements, however 4.155.06.A.1. indicates that preferential carpool/vanpool treatment is required in new commercial/industrial developments with 75 or more parking spaces. This may need to be adjusted to be consistent with the letter of the requirement, although Wilsonville clearly is meeting the spirit of this regulation. We will seek clarification from DLCD.

Allow redevelopment of a portion of a parking lot for bike or transit uses (660-012-0405(1)(b))

WDC 4.155.07 addresses this requirement allowing for redevelopment of parking areas consistent with this rule. However as currently written, parking can only be reduced by “up to ten percent of the minimum required parking spaces for that use.” For areas subject to the Transit Proximity rule under Parking and for any of the remaining area Wilsonville pursues Option 1, the easiest path to compliance would simply be striking that clause. If Options 2 or 3 are selected for the other areas, then this rule will need to be further analyzed.

Allow and encourage redevelopment of underused parking (660-012-0405(2))

To wit, the current code does not currently address potential redevelopment of underused parking. Language will need to be added to allow for this possibility, including information on how to identify underused parking and review processes necessary to win necessary approvals. DLCD’s OAR 660-012-0405 Implementation Guidance from January 2024:

Jurisdictions should enact policies allowing and encouraging conversion of parking spaces in the right-of-way. DLCD encourages jurisdictions to proactively identify underused on-street parking that can be converted to active uses. Nothing in this rule is intended to restrict a jurisdiction’s ability to limit the number of converted spaces in an area or district, retain an appropriate supply of ADA spaces, or to decline requests that may pose a safety hazard...the Department recommends there be minimal or no review required for the act of removing parking spaces.

There are a number of different ways that this code language could be structured; discussing these and the implications for future potential redevelopment will be an important piece of future public engagement.

Allow and facilitate shared parking 660-012-0405(3))

Shared parking is currently addressed within WDC 4.155.02.S, however it applies only to residential contexts, and is heavily tied to minimum requirements in terms of how it allows for shared parking. This section will need to be rewritten to remove references to minimums and otherwise encouraging and facilitating shared parking.

Tree canopy, solar, or fee-in-lieu, for parking more than ½ acre 660-012-0405(4)(a))

This is perhaps the most impactful requirement of Rule -0405 in the context of Wilsonville. Even with removal of minimums, parking areas are likely to accompany any development or redevelopment in Wilsonville, and this requirement will shape what those areas look like and their impact to the overall sense of place.

To come into compliance, Wilsonville must require at least one, or any combination, of the following:

- A) Require installation of solar panels capable of generating 0.5 kilowatts per new parking space;
- B) Require a fee-in-lieu payment of \$1,500 per new parking space to be invested in a city, county, or state fund dedicated to renewable energy development; or
- C) Require a tree canopy covering 40% of the parking lot.

While Wilsonville currently requires a tree canopy for parking areas, the current language appears to fall short of the 40% requirement, although Wilsonville's code does appear to exceed the requirements here in other ways. There are a number of other elements of Wilsonville's landscaping requirements that staff have indicated are working well, so these will be retained while clarifying coverage requirements and definitions to ensure compliance with this rule.

The City does not currently allow for solar panels in addition to or in lieu of landscaping requirements, nor is there a fee-in-lieu program in place as an alternative. Whether or not to allow for one or both of these may be another area where the City can seek input from the public, and has been a ripe area for conversation in other cities given the importance to the future character of development.

New parking more than ½ acre must have trees along driveways or 30% coverage (660-012-0405(4)(b))

As above, Wilsonville currently has fairly robust landscaping requirements and can meet the letter of this rule via fairly modest adjustments to existing language (primarily WDC 4.155.03.B). The requirement can be met simply by meeting the 40% tree canopy requirement from the previous section, or by requiring 30% tree coverage under the same standards while meeting the previous requirement via the solar or fee-in-lieu path.

This requirement can also be met by providing "continuous coverage" of driveways, while drive aisles would not require coverage. DLCD Implementation Guidelines define differences between driveways and drive aisles and intend to give jurisdictions flexibility in meeting this requirement, so similar definitions can be added to WDC to ensure compliance with this option if chosen.

Pedestrian connections through large parking lots (660-012-0405(4)(c))

Wilsonville currently addresses pedestrian connections in parking lots via WDC 4.154. The OAR includes specificity on destinations to connect via walking paths – building entrances, existing or planned public walkways, transit stops, and accessible parking spaces – that should be added to WDC 4.154 for clarity, but the existing code otherwise appears to meet this requirement.

Parking maximums in appropriate locations (660-012-0405(5))

This rule, intentionally worded very loosely, requires implementation of parking maximums in “appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments.” Since Wilsonville currently has citywide parking maximums, it currently meets this requirement with no further adjustments, although some of the specific maximums will need to be adjusted to come into compliance with OAR 660-012-0415, described below.

Electric Vehicle Charging (OAR 660-012-0410)

Rule -0410 calls for new private multi-family residential or mixed-use developments with five or more residential dwelling units to install conduits to serve 40% of vehicle parking spaces.

Currently, Wilsonville’s code allows for EV charging and parking per 4.155.03.H, however the provisions do not meet the 40% requirement. This section will need to be written to conform to the letter of Rule -0410, eliminating references to minimum requirements and adding the 40% requirement to WDC 4.144.03.H.1. The City may elect to retain WDC 4.144.03.H.2, allowing for addition of EV charging infrastructure outright, for clarity. Meeting this requirement is largely prescriptive; however if Wilsonville seeks to encourage growth of EV charging infrastructure within its parking system beyond the 40% conduit requirement, this is an area that could benefit from the outreach initiatives.

Parking Maximums (OAR 660-012-0415)

Cities with 25,000 people or more within the Portland metro area are subject to rule -0415(1), which requires implementation of certain maximum parking requirements within the transit corridors and rail stop areas listed in OAR 660-012-0440, as described above. The State uses figures from the Portland State University Population Research Center to determine applicability. These data show Wilsonville’s 2023 population at 27,634, so it will be subject to this requirement.

As discussed above, Wilsonville currently has maximum requirements specified for a number of uses via WDC 4.155 Table 5. However, many of these are set higher than Rule -0415 allows, so Wilsonville will need to reduce maximums for commercial uses to no more than five stalls per 1,000 s.f., and implement maximums for multifamily residential uses within ½ mile of transit. Additionally, a new regulation is required stipulating that for developments of more than 65,000 s.f., surface parking may not consist of more area than the floor area of the building.

The key decision to be made here is whether to implement these maximums only in the areas required (likely through an additional table and/or code section), or to amend Table 5 to apply these new maximums citywide. As with Rule -0400, most of Wilsonville’s developable area meets the State’s applicability standards regarding proximity to transit, triggering the maximum requirements. However, unlike with removing minimums, it would be simpler in practice to implement maximums within only affected areas, since no alternative action would be required. Additionally, the requirement to implement maximums for multifamily residential appears only to apply to areas within half a mile of the SMART bus lines and NOT the ¾ mile circle surrounding the WES station (we will seek clarification of that from DLCD).

The approach to take here, and the implications of enacting citywide maximums versus limiting maximums to only the required areas, are another potential area of focus for upcoming outreach process.

Bicycle Parking Requirements (OAR 660-012-0630)

Lastly, several new requirements regarding bicycle parking are introduced via Rule -0630. These fall under four categories, summarized below.

Minimum bicycle parking requirements for certain uses (660-012-630(2))

WDC 4.155 Table 5 specifies bicycle parking requirements, and includes a minimum requirement for all uses specified by this rule. The code is currently in compliance and no changes are needed here.

Covered bicycle parking required for multifamily and mixed-use residential (660-012-630(3))

In addition to requiring some minimum number of parking spaces above, this rule stipulates that cities must require at least 0.5 stalls per unit in *covered* bicycle parking. WDC 4.155.04.C appears to meet this requirement, requiring half of the one-per-unit minimum from Table 5 to be covered (as well as monitored). No changes are needed or recommended here.

Bike parking must meet certain standards regarding security and accessibility (660-012-630(3))

This is another rule that has provisions that seem to intentionally allow for some flexibility and interpretation from cities when implementing. WDC 4.155.04 is fairly robust and adequately addresses requirements regarding the size of spaces, accessibility, and location. A few specific items will need to be added to meet the letter of this rule, including a requirement that stalls allow for two points to which to lock (or be in a locked room), and a provision to allow for cargo bikes or family bikes.

Provide parking for bikes and other "small-scale mobility devices" at key destinations (660-012-630(4))

Again, this rule is vague and includes only a requirement that cities "provide for" bike/small-scale mobility devices without detail on how to do so. While Wilsonville does not include Metro Region 2040 centers or climate-friendly areas, it does include a number of "key destinations" per OAR 660-012-360. Many or most already require minimum bike parking as described above, so no significant changes are needed here. By and large, this rule will impact Wilsonville's future right-of-way management and parking planning but does not appear to require a code provision at present for Wilsonville to come into compliance. We will seek clarification from DLCD on this as well.

CFEC Parking Compliance and Standards Reform

City Council
Work Session
February 3, 2025



Tonight's Agenda

- Project background, goals, and scope
- Consider “Parking B” Compliance Options
- Overview of anticipated Development Code amendments

Background

Background

- State Climate Friendly and Equitable Communities (CFEC) rules
- Parking reform is one component

Purpose of the State Rules

- Remove or substantially reform minimum parking requirements Statewide
- State finding: minimum requirements overproduce parking leading to:
 - Inefficient land use
 - Less walkability
 - More pollution from driving

Project Goals

- Compliance with State rules
- Look for opportunities to better encourage quality and functional development in Wilsonville

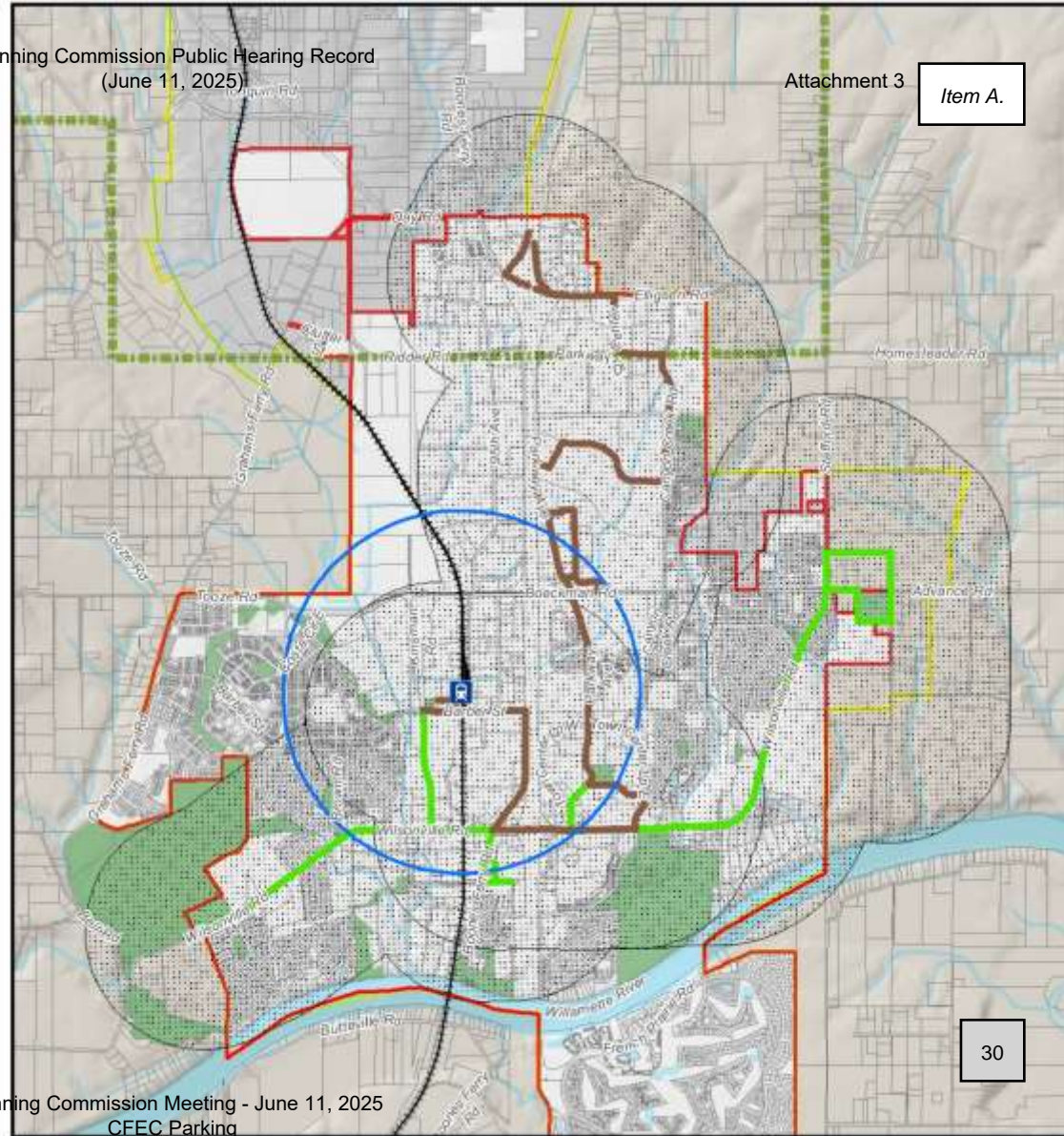
Two Compliance Phases

- Parking A (already in effect, superseding City Code)
- Parking B (must be complied with by June 30, 2025)

Parking A

- Already in effect, current project will just update code to align
- Transit proximity rule supersedes (removes) parking minimums for most of the City except:
 - Charbonneau
 - Western 2/3 of Villebois
 - Portion of northwest industrial area
- “Electric Vehicle Ready” requirements

Transit Proximity Areas



Parking B

- Focus of current project
- Choose 1 of 3 options for parking minimum reform
 - Option 1: Remove parking minimums
 - Option 2: Menu of reform policies
 - Option 3: Detailed prescriptive reform
- Parking area design reforms

Parking B Compliance Options

Majority of City

Option 1	Option 2	Option 3
No parking minimums		

Charbonneau, western Villebois, northwest industrial area

Option 1	Option 2	Option 3
No parking minimums	Parking minimums allowed	
No additional programs or policies	Choose at least 2 new programs/policies: <ul style="list-style-type: none">• Unbundled parking• Limit multi-family requirement to ½ per unit• Tax parking revenue• Flexible commute benefit for larger employers (50+)	Implement all prescribed programs/policies: <ul style="list-style-type: none">• No minimum parking for specified uses• No parking for change of use• District parking management or unbundled multi-family parking

Parking B Compliance Options

Majority of City

Option 1	Option 2	Option 3
No parking minimums		

Charbonneau, western Villebois, northwest industrial area

Option 1	Option 2	Option 3
No parking minimums	Parking minimums allowed	
No additional programs or policies	Choose at least 2 new programs/policies: <ul style="list-style-type: none">• Unbundled parking• Limit multi-family requirement to ½ per unit• Tax parking revenue• Flexible commute benefit for larger employers (50+)	Implement all prescribed programs/policies: <ul style="list-style-type: none">• No minimum parking for specified uses• No parking for change of use• District parking management or unbundled multi-family parking

Question for the Council

- Does the City Council concur with the guidance from Planning Commission to pursue Option 1, remove parking minimums, or does the City Council see merit in further exploration of Options 2 and/or 3?

Other Required Code Amendments

Other Required Code Updates

- Redevelopment of underutilized parking
- Shared parking
- Trees or solar for parking areas
- Additional parking maximums

Question for the Council

- What questions and guidance does the City Council have on the likely needed Development Code amendments?



ACTION MINUTES

February 03, 2025, at 5:00 PM

Wilsonville City Hall & Remote Video Conferencing

PRESENT:

Mayor O'Neil
Councilor President Berry
Councilor Dunwell
Councilor Cunningham
Councilor Shevlin

STAFF PRESENT:

Amanda Guile-Hinman, City Attorney
Andrea Villagrana, Human Resource Manager
Bill Evans, Communications & Marketing Manager
Bryan Cosgrove, City Manager
Dan Pauly, Planning Manager
Jeanna Troha, Assistant City Manager
Kerry Rappold, Natural Resources Manager
Kimberly Veliz, City Recorder
Mark Ottenad, Public/Government Affairs Director
Matt Lorenzen, Economic Development Manager
Mike Nacrelli, Civil Engineer
Miranda Bateschell, Planning Director
Zoe Mombert, Assistant to the City Manager

WORK SESSION [5:00 PM]

REVIEW OF AGENDA AND ITEMS ON CONSENT

There was none.

COUNCILORS' CONCERNS

There was none.

PRE-COUNCIL WORK SESSION

1. Climate Friendly and Equitable Communities Parking Compliance and Standards Reform

Staff and Consultant presented the Climate Friendly and Equitable Communities (CFEC) Parking Compliance and Standards Reform project to the Council, discussing the project's drivers and scope. Staff sought the Council's input on compliance options for upcoming Development Code amendments.

2. Climate Action Plan

Staff provided an overview of the planning process for the Climate Action Plan.

ADJOURN [6:29 PM]

There was a brief break to switch Zoom accounts.

EXECUTIVE SESSION [6:35 PM]

- ORS 192.660(2)(h) Legal Counsel/Litigation

ADJOURN [7:25 PM]

CITY COUNCIL MEETING [7:30 PM]

CALL TO ORDER

1. Roll Call
2. Pledge of Allegiance
3. Motion to approve the following order of the agenda.

Motion approved 5-0.

MAYOR'S BUSINESS

4. Wilsonville Wildcats Week Proclamation

The Mayor read a proclamation declaring February 3-7, 2025, as Wilsonville Wildcats Week and presented proclamations to coaches and members of the Wilsonville Wildcats Girls Varsity Soccer Team.

5. Upcoming Meetings

Upcoming meetings were announced by the Mayor as well as the regional meetings he attended on behalf of the City.

COMMUNICATIONS

There was none.

**Action Minutes
February 03, 2025**

Page 2 of 4

CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on any matter concerning City's Business or any matter over which the Council has control. It is also the time to address items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS

Councilors announced prior and upcoming meetings and events.

CONSENT AGENDA

6. Resolution No. 3175

A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Professional Services Agreement With Brown And Caldwell To Provide Engineering Consulting Services For The Wastewater Treatment Plant Backup Ultraviolet System Replacement Project (Capital Improvement Project #2109).

7. Resolution No. 3182

A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Contract Amendment With Flow Line Construction, LLC. To Amend The Construction Contract For The Park At Merryfield And Boones Ferry Park Trails Project.

8. Minutes of the January 23, 2025 City Council Meeting.

The Consent Agenda was adopted 5-0.

NEW BUSINESS

There was none.

CONTINUING BUSINESS

There was none.

PUBLIC HEARING

There was none.

CITY MANAGER'S BUSINESS

Wished Council a happy Valentines Day and shared that Oregon's and the Library's birthday was on February 14.

LEGAL BUSINESS

The City Attorney testified to the Legislature on House Bill (HB) 3013, which pertained to land use approvals.

ADJOURN [9:03 PM]



PLANNING COMMISSION

WEDNESDAY, JANUARY 8, 2025

WORK SESSION

2. CFEC Parking (Pauly)(60 Minutes)



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: January 8, 2025		Subject: CFEC Parking Compliance and Standards Reform	
		Staff Member: Daniel Pauly, Planning Manager	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input checked="" type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable	
		Comments:	
Staff Recommendation: Provide requested input on selecting a "Parking B" compliance option.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input type="checkbox"/> Adopted Master Plan(s):	<input checked="" type="checkbox"/> Not Applicable Required by State law	

ISSUE BEFORE COMISSION

Following an introduction to the Climate Friendly and Equitable Communities (CFEC) Parking Compliance and Standards Reform project in December, this work session will seek Planning Commissions input on which "Parking B" compliance option to pursue and seek input on anticipated Development Code amendments.

EXECUTIVE SUMMARY:

The primary driver of the CFEC Parking Compliance and Standards Reform project is the State Climate Friendly and Equitable Communities (CFEC) Program. On March 10, 2022, Governor Kate Brown issued Executive Order 20-04, directing state agencies to reduce climate pollution. Executive Order 20-04 was in response to Oregon not meeting its climate pollution reduction goals, one of which was adopted in 2007 by state legislators to reduce the state's climate pollution by 75% by 2050. In response, the Oregon Land Use Conservation and Development Commission (LCDC) developed, and the State adopted, updates to Oregon's transportation and land use planning administrative rules (OARs). These new OARs and local government compliance with them are the core of the CFEC program.

Among the CFEC requirements is parking reform as laid out in OAR 660-012-0400 through 660-012-0450 (CFEC Parking Rules). Attachment 1 is a State handout summarizing the CFEC Parking Rules. Other CFEC requirements, such as those around transportation planning, will be subject to additional City projects in the coming years.

As explained in Attachment 1, the CFEC Parking rules aim to remove or substantially reform minimum parking requirements in local government codes based on the State's findings that minimum parking requirements over produce parking leading to, among other things, inefficient land use, less walkability, and more pollution from driving.

The CFEC Parking Rules are broken into two phases, referred to by the State as "**Parking A**" and "**Parking B**". **Parking A** rules are a set of rules already in effect superseding Wilsonville's Development Code, and the City has been applying them prior to the City Code being updated. As shown in Attachment 2, the most impactful part of the Parking A rules for Wilsonville is the transit proximity rule that supersedes parking minimums in the Development Code for much of the City, including Frog Pond and Town Center. The only substantial areas of the City not covered by this transit proximity rule are Charbonneau, the western 2/3 of Villebois, and industrial areas in northwest Wilsonville (see map in Attachment 2). The current project will seek to update the City's Development Code to be congruent with Parking A rules, but no decisions are left to be made regarding the Parking A rules.

Parking B rules require additional reform not yet completed by the City. This reform is the focus of the current project. The original deadline for compliance with Parking B rules set by the State was June 30, 2023, but the City previously requested and was granted an alternative compliance deadline of June 30, 2025. While the extension was based on staff capacity, the additional time has allowed the City to observe how neighboring jurisdictions have sought compliance as well as allow courts to consider legal challenges to the rules. Court decisions have upheld the OARs with no further appeals possible. Attachment 4 is a list of how nearby cities have chosen to comply with Parking B rules.

As described on Page 2 of Attachment 1, Parking B requires (1) the City to choose one of three options for parking reform related to minimum parking requirements and (2) institute design regulation improvements for parking areas such as tree canopy requirements. Whichever

Parking B option the City selects, it will only apply to the limited areas not already exempt from parking minimums under the Parking A transit proximity rule (including Charbonneau, the western 2/3 of Villebois, and industrial areas in northwest Wilsonville). The design regulation improvements will apply citywide.

The table below summarizes how the different Parking B options would impact the different areas of Wilsonville.

Parking B Parking Options Related to Different Areas of the City

Area of the City	Option 1	Option 2	Option 3
Majority of City subject to Parking A Transit Proximity rule including Town Center and Frog Pond	No minimum parking required	No minimum parking required	No minimum parking required
Charbonneau and Western 2/3 of Villebois (built-out residential areas) Northwest Industrial Areas	No parking minimums	<ul style="list-style-type: none"> • Able to enforce parking minimums Implement at least two of the following: <ul style="list-style-type: none"> • Parking spaces leased/sold separately from housing units or leased commercial space (enforced by City) • No more than ½ space per unit required for multi-family • Tax revenue from parking spaces • Flexible commute benefit for more than 50 employees 	<ul style="list-style-type: none"> • Able to enforce parking minimums Implement all of the following: <ul style="list-style-type: none"> • No minimum parking required for a variety of specific uses including small sites, vacant buildings, small homes, historic buildings, etc. • No additional parking for changes in use • District management of on-street parking or lease multi-family parking and housing units separately

Staff recommends Option 1 for Parking B compliance for a number of reasons, including:

- Option 1 would provide for consistent regulations Citywide rather than having different standards for a small subset of the City.
- Option 2 or 3 are not likely to have a substantially different outcome than Option 1 in terms of the amount of parking built. First, Villebois and Charbonneau are built out or close to built out and not anticipated to significantly change in the next couple decades. Also, in no case can the City require substantially more residential parking. The Parking A rules require, regardless of Parking B option, that residential development not require more than 1 space per unit. Also, affordable housing and small units (smaller than 750 square feet) are exempt regardless of option chosen. Second, industrial development

historically provides ample parking due to market and underwriting requirements. For example, the recent approval of an additional industrial building for the Parkworks Campus was in an area subject to the transit proximity exemption. The application proposed 262 parking spaces. Even without the transit proximity exemption, Parkworks would have only required 191 parking spaces. Another example, the new Precision Countertops headquarters in the Coffee Creek industrial area required 61 parking spaces and proposed 71 parking spaces.

- Options 2 and 3 involve additional regulations and administrative costs with, as explained above, very limited impact. Implementing unbundling of the sale or lease of parking from the associated residential or commercial use would require substantial staff time to both educate the community and equitably enforce. Any new tax, such as the optional tax on parking revenue, would require City staff to administer and enforce. A parking management district as required under Option 3 would also require City staff to administer, patrol, and enforce.

In addition to code edits to integrate Parking A requirements and the selected Parking B option, Parking B requires reforms related to parking lot design. Attachment 3 provides a high-level overview of the expected Development Code edits regarding these design reforms. Highlights include:

- New policies for redevelopment of underutilized parking;
- Update standards around shared parking;
- Add and modify standards to comply with State rules related to tree canopy cover and solar panel development in larger parking areas; and
- Review and potentially update parking maximums.

Based on the feedback from the Commission and upcoming feedback from City Council, the project team will move forward with drafting code edits and seeking public comment on specific elements of the Development Code amendments. As the project progresses it will look at ways to best tailor the parking reforms to the Wilsonville context and community input while complying with State law.

Discussion Question:

- Does the Planning Commission concur with the recommendation of pursuing Option 1, remove parking minimums, for the Parking B compliance option, or does the Commission see merit in further exploration of Options 2 and/or 3?
- What questions and guidance does the Planning Commission have on the likely needed Development Code updates described in Attachment 3?

EXPECTED RESULTS:

Feedback and guidance on the CFEC Parking Compliance and Standards Reform project, including which parking minimum compliance option to pursue under Parking B reform requirements.

TIMELINE:

The Planning Commission and City Council will consider this over the coming months with final action required by June 30, 2025.

CURRENT YEAR BUDGET IMPACTS:

The consultant work on the project is funded by a \$20,000 grant from the Oregon Department of Land Conservation and Development (DLCD) with the City covering City staff time.

COMMUNITY INVOLVEMENT PROCESS:

Public work sessions will be held by the Planning Commission and City Council in addition to public hearings. A public event is planned for early 2025 to inform the public of the project and seek input on the code updates.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

More efficient use of land and reduction of impacts on the climate. Compliance will enable clearer standards for development and avoids the confusion of City code that is superseded by conflicting State rules.

ALTERNATIVES:

While alternatives are limited for compliance with some of the State rules, the City will explore available alternatives to best tailor the Development Code updates to Wilsonville's context.

ATTACHMENTS:

1. DLCD Parking Reform Summary (August 9, 2023)
2. City of Wilsonville Guide to Oregon Administrative Rules Superseding Parking Requirements in Wilsonville's Development Code (January 19, 2023)
3. Other Parking Reform Analysis (December 27, 2024)
4. List of Parking B minimum parking compliance options by nearby cities.



Parking Reform Summary

August 9, 2023

Rules Implementing

OAR 660-012-0400 through 0450 (see also definitions in 0005 and deadlines and processes in 0012)

Who do the rules apply to, and when is action needed?

The parking reforms apply to the 48 Oregon cities in Oregon's eight metropolitan areas (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Portland Metro, Rogue Valley, Salem/Keizer), and counties in these areas with more than 5,000 people inside the urban growth boundary but outside city limits with urban sewer and water services (Clackamas, Marion, Washington).

Some of the rules have been directly effective since January 1, 2023; others since March 31, 2023. Some rules require local action by June 30, 2023, or an alternative date approved by the department.

Why reform costly parking mandates?

Parking mandates, also known as minimum parking requirements, are a one-size-fits-all approach that ends up hiding the costs of parking in other goods, from housing to business costs to wages. That means the costs of car ownership and use are subsidized, leading people to own more cars and drive more than they would if they were aware of the true costs. Providing 300 square-feet of parking lot for each car that wants a parking spot is a significant cost – in the thousands, and often tens of thousands, of dollars.

Because of the cookie-cutter approach of mandates, parking is often over-built, adding unnecessary costs, while pushing apart buildings and making areas less walkable. That means more driving, and more pollution.

A better approach, one that has been used by communities around the world for decades, is to let the free market provide parking where there is demand. Experience shows lenders usually require sufficient off-street parking, and developers will build it, especially when the on-street parking is properly managed.

How do cities and counties amend their codes to meet the requirements in the rules?

The cleanest path to meet rules requirements is to update local zoning and development codes to meet the requirements in OAR 660-012-0405 through 0415, and repeal all parking mandates. The provisions of 0425 through 0450 do not apply to communities without parking mandates.

Many of the requirements in 0405 through 0415 may already be in city code, as some of those provisions have been required by the Transportation Planning Rules for many years.

If a community prefers to keep some mandates, the provisions in 0425 through 0450 reduce the mandates and the negative impacts of remaining mandates.

Questions?

Evan Manvel
Climate Mitigation Planner
evan.manvel@dlcd.oregon.gov
971-375-5979

Parking A – Reform Near Transit; Certain Uses by December 31, 2022

Apply to development applications submitted after December 31, 2022 (amend code or directly apply these rules)

0430 Cannot mandate more than 1 space/unit for residential developments with more than 1 unit
 No mandates for small units, affordable units, child care, facilities for people with disabilities, shelters

0440 No parking mandates allowed within ¼ mile of rail stations or ½ mile of frequent transit corridors

0410 Electric Vehicle Charging *due March 31, 2023

- New private multi-family residential or mixed-use developments install conduit to serve 40% of units

Parking B – More Reform, Choose an Approach by June 30, 2023 or alternative date

0405 Parking Regulation Improvement

- Preferential placement of carpool/vanpool parking
- Allow redevelopment of any portion of a parking lot for bike or transit uses
- Allow and encourage redevelopment of underused parking
- Allow and facilitate shared parking
- New parking of more than ½ acre must install 40% tree canopy OR solar panels OR fee-in-lieu
- New parking of more than ½ acre must have trees along driveways (or 30% tree coverage)
- Pedestrian connections through large parking lots
- Parking maximums in appropriate locations (in existing TPR)

0415 Provisions Specific to More Populous Cities

- Cities >25,000 in metro or >100,000 outside set certain parking maximums in specified areas
 (additional provisions for 200,000+ population cities, i.e. Portland, are not listed here)

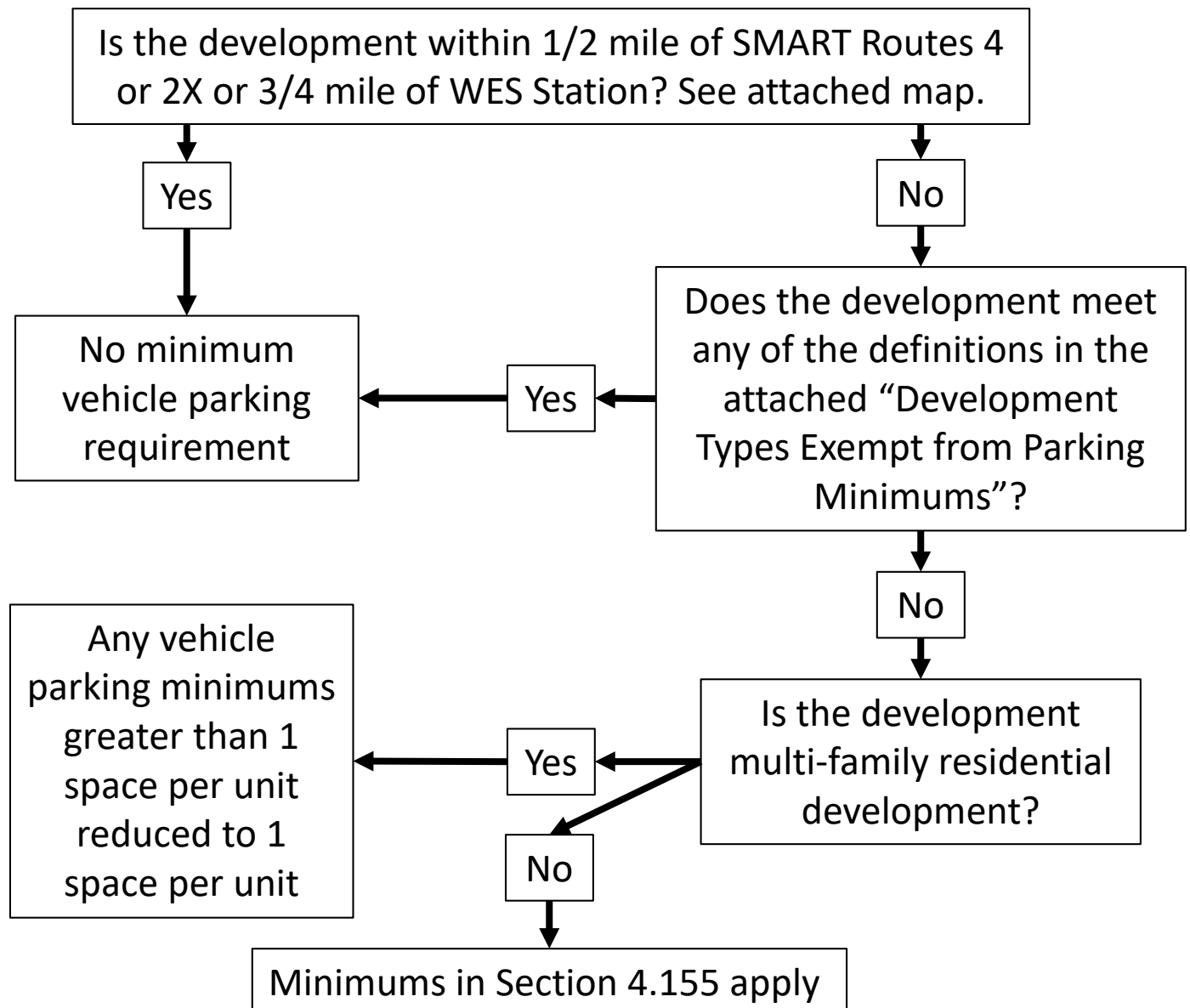
0420-0450 Three options for parking reform

Option 1 660-012-0420	Options 2 and 3 660-012-0425 through 0450	
Repeal parking mandates	Reduce parking burdens – reduced mandates based on shared parking, solar panels, EV charging, car sharing, parking space accessibility, on-street parking, garage parking. May not require garages/carports.	
	Climate-friendly area parking – remove mandates in and near climate-friendly areas or adopt parking management policies; unbundle parking for multifamily units	
	Cities pop. 100,000+ adopt on-street parking prices for 5% of on-street parking spaces by September 30, 2023 and 10% of spaces by September 30, 2025	
No additional action needed	Option 2 enact at least two of five policies	Option 3 all of the below
	1. Unbundle parking for residential units 2. Unbundle leased commercial parking 3. Flexible commute benefit for businesses with more than 50 employees 4. Tax on parking lot revenue 5. No more than ½ parking space/unit mandated for multifamily development	No mandates for a variety of specific uses, small sites, vacant buildings, studios/one bedrooms, historic buildings, LEED or Oregon Reach Code developments, etc. No additional parking for changes in use, redevelopments, expansions of over 30%. No mandates within ½ mile of climate-friendly areas, Metro 2040 centers. Designate district to manage on-street residential parking, or unbundle parking multi-family.



Guide to Oregon Administrative Rules Superseding Parking Requirements in Wilsonville's Development Code

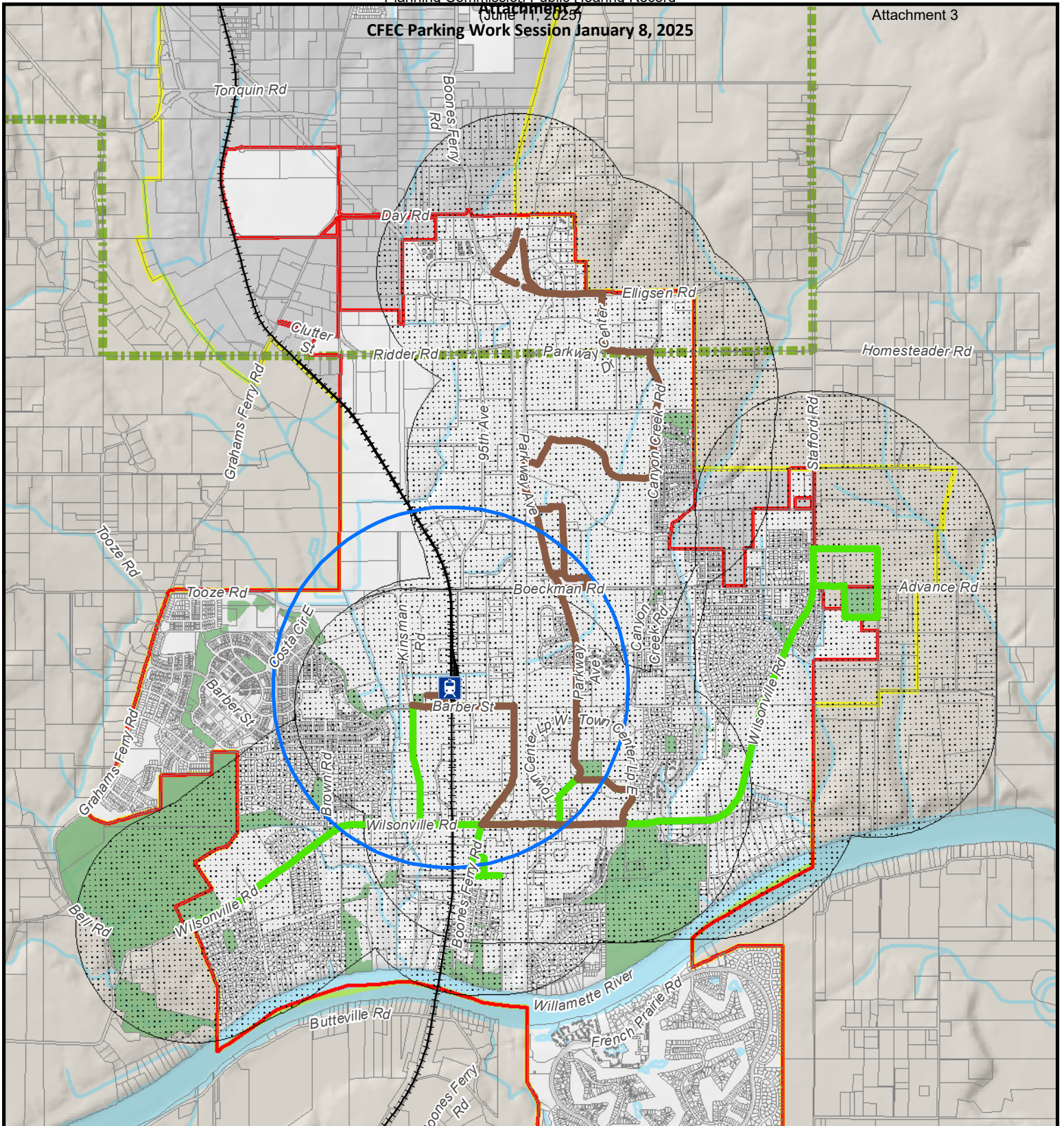
Pursuant to OAR 660-012-0430 and OAR 660-012-0440 certain State rules take precedence over any conflicting parking standards in Wilsonville's Development Code beginning January 1, 2023. In particular, a number of the vehicle parking minimums reflected in Table 5 of Section 4.155 are superseded. Use the following flow chart to determine what parking standards to apply.



Development Types Exempt from Parking Minimums Under OAR 660-012-0430

An Attachment to “Guide to Oregon Administrative Rules Superseding Parking Requirements in Wilsonville’s Development Code”

- Facilities and homes designed to serve people with psychosocial, physical, intellectual or developmental disabilities, including but not limited to a: residential care facility, residential training facility, residential treatment facility, residential training home, residential treatment home, and conversion facility as defined in ORS 443.400.
- Child care facility. Definition in ORS 329A.250: any facility that provides child care to children, including a day nursery, nursery school, child care center, certified or registered family child care home or similar unit operating under any name. Exemptions apply. See exemption list in ORS 329A.250 (5) (a)-(d).
- Single-room occupancy housing.
- Residential units smaller than 750 square feet. Note: Accessory Dwelling Units (ADUs) have no parking required in Wilsonville’s Development Code.
- Affordable housing. Summary of definition in OAR 660-039-0010 (see OAR for full definition): housing affordable to households making 80% or less of median income without assistance, except for spaces in manufactured dwelling parks where income is 100% or less of median income.
- Publicly supported housing. Summary of definition in as defined in ORS 456.250 (see ORS 456.250 (6) for full definition): multi-family housing receiving benefits from government assistance including HUD, Department of Agriculture. Does not include units for which developer received only fee waiver as part of development, or receives only Section 8 housing vouchers or similar.
- Emergency and transitional shelters for people experiencing homelessness.
- Domestic violence shelters.



The City of Wilsonville, Oregon
Clackamas and Washington Counties

**Areas exempt from vehicle parking
minimums pursuant to OAR
660-012-0440**



- WES Stop + 3/4 Mile
- Wilsonville City Limits
- SMART 4 & 2X + 1/2 Mile
- County Boundary
- SMART Route 2X
- UGB
- SMART Route 4

Planning Commission Meeting - January 8, 2025

C FEC Parking

Planning Commission Meeting - June 11, 2025

C FEC Parking



1/6/2023

Miles
0 0.25



Other Required Parking Reforms

Parking Regulation Improvements (OAR 660-012-0405)

New requirements under rule -0405 address any new parking that is developed or redeveloped, and fall under eight broad categories. These are cited below, along with brief notes on potential avenues for Wilsonville to pursue.

Preferential placement of carpool/vanpool parking (660-012-0405(1)(a))

WDC currently requires preferential parking for carpools/vanpools in several scenarios, per 4.155.06. Some clarification and potential small changes will be needed regarding applicability, as the administrative rule requires this preference in “employee parking areas in new developments with more than 50 parking spaces.” Wilsonville’s code generally meets or exceeds these requirements, however 4.155.06.A.1. indicates that preferential carpool/vanpool treatment is required in new commercial/industrial developments with 75 or more parking spaces. This may need to be adjusted to be consistent with the letter of the requirement, although Wilsonville clearly is meeting the spirit of this regulation. We will seek clarification from DLCD.

Allow redevelopment of a portion of a parking lot for bike or transit uses (660-012-0405(1)(b))

WDC 4.155.07 addresses this requirement allowing for redevelopment of parking areas consistent with this rule. However as currently written, parking can only be reduced by “up to ten percent of the minimum required parking spaces for that use.” For areas subject to the Transit Proximity rule under Parking and for any of the remaining area Wilsonville pursues Option 1, the easiest path to compliance would simply be striking that clause. If Options 2 or 3 are selected for the other areas, then this rule will need to be further analyzed.

Allow and encourage redevelopment of underused parking (660-012-0405(2))

To wit, the current code does not currently address potential redevelopment of underused parking. Language will need to be added to allow for this possibility, including information on how to identify underused parking and review processes necessary to win necessary approvals. DLCD’s OAR 660-012-0405 Implementation Guidance from January 2024:

Jurisdictions should enact policies allowing and encouraging conversion of parking spaces in the right-of-way. DLCD encourages jurisdictions to proactively identify underused on-street parking that can be converted to active uses. Nothing in this rule is intended to restrict a jurisdiction’s ability to limit the number of converted spaces in an area or district, retain an appropriate supply of ADA spaces, or to decline requests that may pose a safety hazard...the Department recommends there be minimal or no review required for the act of removing parking spaces.

There are a number of different ways that this code language could be structured; discussing these and the implications for future potential redevelopment will be an important piece of future public engagement.

Allow and facilitate shared parking (660-012-0405(3))

Shared parking is currently addressed within WDC 4.155.02.S, however it applies only to residential contexts, and is heavily tied to minimum requirements in terms of how it allows for shared parking. This section will need to be rewritten to remove references to minimums and otherwise encouraging and facilitating shared parking.

Tree canopy, solar, or fee-in-lieu, for parking more than ½ acre 660-012-0405(4)(a))

This is perhaps the most impactful requirement of Rule -0405 in the context of Wilsonville. Even with removal of minimums, parking areas are likely to accompany any development or redevelopment in Wilsonville, and this requirement will shape what those areas look like and their impact to the overall sense of place.

To come into compliance, Wilsonville must require at least one, or any combination, of the following:

- A) Require installation of solar panels capable of generating 0.5 kilowatts per new parking space;
- B) Require a fee-in-lieu payment of \$1,500 per new parking space to be invested in a city, county, or state fund dedicated to renewable energy development; or
- C) Require a tree canopy covering 40% of the parking lot.

While Wilsonville currently requires a tree canopy for parking areas, the current language appears to fall short of the 40% requirement, although Wilsonville's code does appear to exceed the requirements here in other ways. There are a number of other elements of Wilsonville's landscaping requirements that staff have indicated are working well, so these will be retained while clarifying coverage requirements and definitions to ensure compliance with this rule.

The City does not currently allow for solar panels in addition to or in lieu of landscaping requirements, nor is there a fee-in-lieu program in place as an alternative. Whether or not to allow for one or both of these may be another area where the City can seek input from the public, and has been a ripe area for conversation in other cities given the importance to the future character of development.

New parking more than ½ acre must have trees along driveways or 30% coverage (660-012-0405(4)(b))

As above, Wilsonville currently has fairly robust landscaping requirements and can meet the letter of this rule via fairly modest adjustments to existing language (primarily WDC 4.155.03.B). The requirement can be met simply by meeting the 40% tree canopy requirement from the previous section, or by requiring 30% tree coverage under the same standards while meeting the previous requirement via the solar or fee-in-lieu path.

This requirement can also be met by providing "continuous coverage" of driveways, while drive aisles would not require coverage. DLCD Implementation Guidelines define differences between driveways and drive aisles and intend to give jurisdictions flexibility in meeting this requirement, so similar definitions can be added to WDC to ensure compliance with this option if chosen.

Pedestrian connections through large parking lots (660-012-0405(4)(c))

Wilsonville currently addresses pedestrian connections in parking lots via WDC 4.154. The OAR includes specificity on destinations to connect via walking paths – building entrances, existing or planned public walkways, transit stops, and accessible parking spaces – that should be added to WDC 4.154 for clarity, but the existing code otherwise appears to meet this requirement.

Parking maximums in appropriate locations (660-012-0405(5))

This rule, intentionally worded very loosely, requires implementation of parking maximums in “appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments.” Since Wilsonville currently has citywide parking maximums, it currently meets this requirement with no further adjustments, although some of the specific maximums will need to be adjusted to come into compliance with OAR 660-012-0415, described below.

Electric Vehicle Charging (OAR 660-012-0410)

Rule -0410 calls for new private multi-family residential or mixed-use developments with five or more residential dwelling units to install conduits to serve 40% of vehicle parking spaces.

Currently, Wilsonville’s code allows for EV charging and parking per 4.155.03.H, however the provisions do not meet the 40% requirement. This section will need to be written to conform to the letter of Rule -0410, eliminating references to minimum requirements and adding the 40% requirement to WDC 4.144.03.H.1. The City may elect to retain WDC 4.144.03.H.2, allowing for addition of EV charging infrastructure outright, for clarity. Meeting this requirement is largely prescriptive; however if Wilsonville seeks to encourage growth of EV charging infrastructure within its parking system beyond the 40% conduit requirement, this is an area that could benefit from the outreach initiatives.

Parking Maximums (OAR 660-012-0415)

Cities with 25,000 people or more within the Portland metro area are subject to rule -0415(1), which requires implementation of certain maximum parking requirements within the transit corridors and rail stop areas listed in OAR 660-012-0440, as described above. The State uses figures from the Portland State University Population Research Center to determine applicability. These data show Wilsonville’s 2023 population at 27,634, so it will be subject to this requirement.

As discussed above, Wilsonville currently has maximum requirements specified for a number of uses via WDC 4.155 Table 5. However, many of these are set higher than Rule -0415 allows, so Wilsonville will need to reduce maximums for commercial uses to no more than five stalls per 1,000 s.f., and implement maximums for multifamily residential uses within ½ mile of transit. Additionally, a new regulation is required stipulating that for developments of more than 65,000 s.f., surface parking may not consist of more area than the floor area of the building.

The key decision to be made here is whether to implement these maximums only in the areas required (likely through an additional table and/or code section), or to amend Table 5 to apply these new maximums citywide. As with Rule -0400, most of Wilsonville’s developable area meets the State’s applicability standards regarding proximity to transit, triggering the maximum requirements. However, unlike with removing minimums, it would be simpler in practice to implement maximums within only affected areas, since no alternative action would be required. Additionally, the requirement to implement maximums for multifamily residential appears only to apply to areas within half a mile of the SMART bus lines and NOT the ¾ mile circle surrounding the WES station (we will seek clarification of that from DLCD).

The approach to take here, and the implications of enacting citywide maximums versus limiting maximums to only the required areas, are another potential area of focus for upcoming outreach process.

Bicycle Parking Requirements (OAR 660-012-0630)

Lastly, several new requirements regarding bicycle parking are introduced via Rule -0630. These fall under four categories, summarized below.

Minimum bicycle parking requirements for certain uses (660-012-630(2))

WDC 4.155 Table 5 specifies bicycle parking requirements, and includes a minimum requirement for all uses specified by this rule. The code is currently in compliance and no changes are needed here.

Covered bicycle parking required for multifamily and mixed-use residential (660-012-630(3))

In addition to requiring some minimum number of parking spaces above, this rule stipulates that cities must require at least 0.5 stalls per unit in *covered* bicycle parking. WDC 4.155.04.C appears to meet this requirement, requiring half of the one-per-unit minimum from Table 5 to be covered (as well as monitored). No changes are needed or recommended here.

Bike parking must meet certain standards regarding security and accessibility (660-012-630(3))

This is another rule that has provisions that seem to intentionally allow for some flexibility and interpretation from cities when implementing. WDC 4.155.04 is fairly robust and adequately addresses requirements regarding the size of spaces, accessibility, and location. A few specific items will need to be added to meet the letter of this rule, including a requirement that stalls allow for two points to which to lock (or be in a locked room), and a provision to allow for cargo bikes or family bikes.

Provide parking for bikes and other “small-scale mobility devices” at key destinations (660-012-630(4))

Again, this rule is vague and includes only a requirement that cities “provide for” bike/small-scale mobility devices without detail on how to do so. While Wilsonville does not include Metro Region 2040 centers or climate-friendly areas, it does include a number of “key destinations” per OAR 660-012-360. Many or most already require minimum bike parking as described above, so no significant changes are needed here. By and large, this rule will impact Wilsonville’s future right-of-way management and parking planning but does not appear to require a code provision at present for Wilsonville to come into compliance. We will seek clarification from DLCD on this as well.

CFEC Implementation Choice for Parking B by Jurisdiction

- Option 1 (Waive Parking)
 - Milwaukie – effective since June
 - Lake Oswego - Scheduled for Dec 3
 - Tualatin - approved in June.
 - West Linn – approved Nov 12th
- Option 2 (2 of 5 Policies)
 - Sherwood
 - Gladstone
- Option 3 (List of Exemptions)
 - Oregon City

(source: City of Happy Valley survey of other jurisdictions, shared via email with City of Wilsonville December 4, 2024)

CFEC Parking Compliance and Standards Reform:

“Parking B” Compliance Options and
Anticipated Development Code
Amendments

Planning Commission
Work Session
January 8, 2025



Tonight's Agenda

- Review project background, goals, and scope
- Consider “Parking B” Compliance Options
- Overview of anticipated Development Code amendments



Review



Review: Background

- State Climate Friendly and Equitable Communities (CFEC) rules
- Parking reform is one component



Review: Project Goals

- Compliance with State rules
- Look for opportunities to better encourage quality and functional development in Wilsonville



Review: Two Compliance Phases

- Parking A (already in effect, superseding City Code)
 - Transit proximity rule already supersedes parking minimums for most of the City (notable exemptions are Charbonneau, Western 2/3 of Villebois, and northwest industrial area)
- Parking B (must be complied with by June 30, 2025)



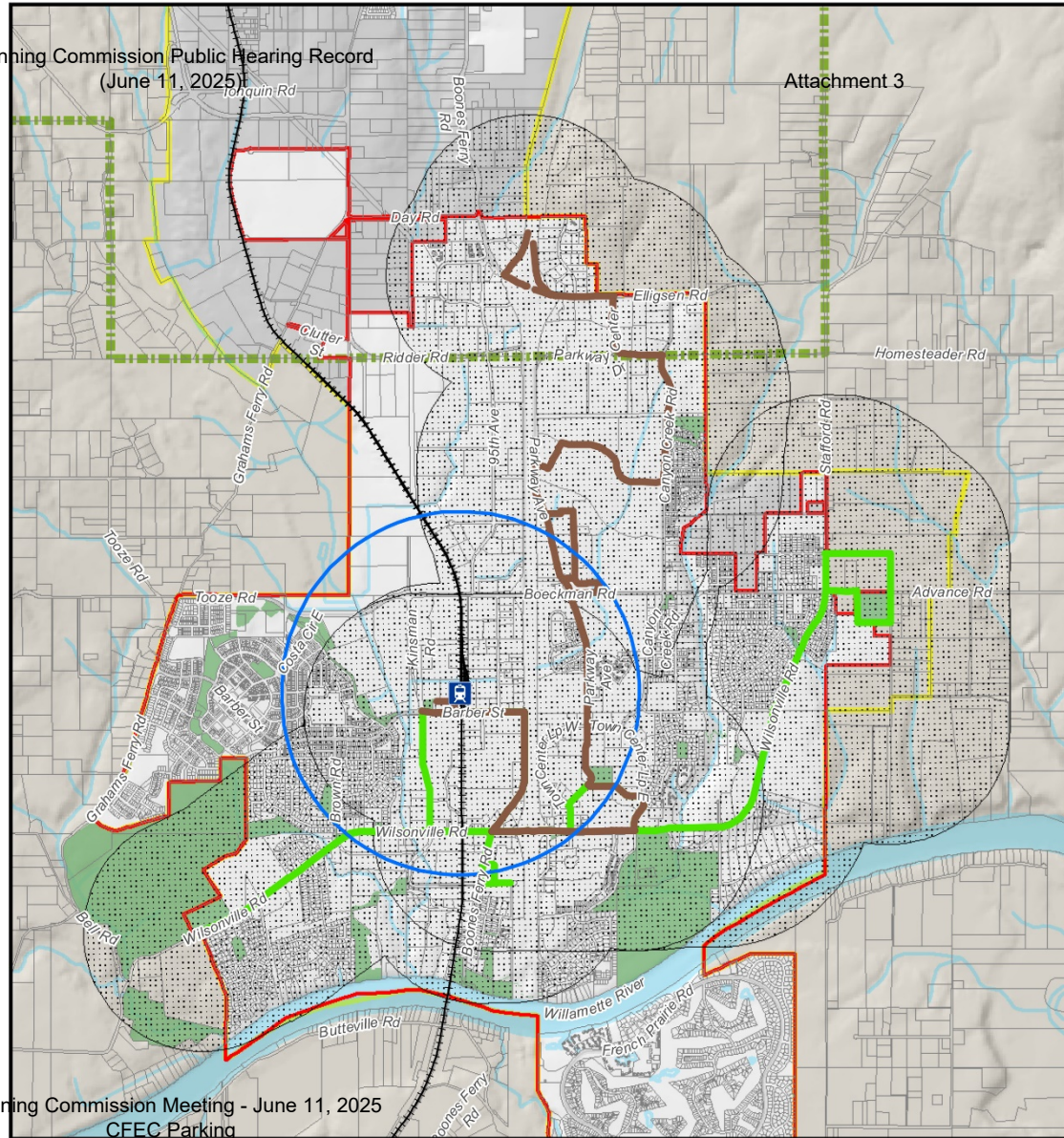
“Parking B” Compliance Options



Transit Proximity Areas

Planning Commission Meeting - June 11, 2025
CFEC Parking

CFEC Parking



Parking B

Majority of City

Option 1	Option 2	Option 3
No parking minimums		

Charbonneau, western Villebois, northwest industrial area

Option 1	Option 2	Option 3
No parking minimums	Parking minimums allowed	
No additional programs or policies	Choose at least 2 new programs/policies: <ul style="list-style-type: none">• Unbundled parking• Limit multi-family requirement to ½ per unit• Tax parking revenue• Flexible commute benefit for larger employers (50+)	Implement all prescribed programs/policies: <ul style="list-style-type: none">• No minimum parking for specified uses• No parking for change of use• District parking management or unbundled multi-family parking

Parking B

- Focus of current project
- Choose 1 of 3 options for parking minimum reform
 - Option 1: Remove parking minimums
 - Option 2: Menu of reform policies
 - Option 3: Detailed prescriptive reform
- Parking area design reforms



Question for the Commission

- Does the Planning Commission concur with the recommendation of pursuing Option 1, remove parking minimums, or does the Commission see merit in further exploration of Options 2 and/or 3?



Development Code Amendments



New requirements & decisions

Requirement	Decision Points
Allow and encourage redevelopment of underused parking (OAR 660-012-0405(2))	Wilsonville “must” allow, “should” encourage per DLCD. How should code identify underutilized parking, and be structured to encourage desired development patterns?
Allow and facilitate shared parking (OAR 660-012-0405(3))	Again, “must” allow, “should” facilitate. How?
Tree canopy, solar, or fee-in-lieu, for parking more than ½ acre (OAR 660-012-0405(4)(a))	Wilsonville currently requires tree canopy (although the requirement will need to be adjusted). Is there interest in adding an option for solar or fee-in-lieu?
Parking Maximums (OAR 660-012-0415)	Wilsonville must implement maximums within ½ mile of SMART bus lines. Should these apply citywide?
EV’s/Bike Parking (OAR 660-012-0410, 660-012-630)	Requirements largely prescriptive but some potential flexibility in terms of providing for EV’s, siting bike parking

Question for the Commission

- What questions and guidance does the Planning Commission have on the likely needed Development Code amendments?



schools and the Open House being held from 6:00 pm to 8:00 pm on January 16th in the Willamette River Room at City Hall. Adoption of the Climate Action Plan was expected in June or July. (Slides 29-30)

3. CFEC Parking (Pauly)

Daniel Pauly, Planning Manager, and **Consultant Brian Davis of Studio Davis** presented the Climate Friendly and Equitable Communities (CFEC) Parking Compliance and Standards Reform via PowerPoint, reviewing the background, goals, and scope of the project, the Parking B compliance options along with Staff's recommendation of Option 1, and the subsequent Development Code amendments anticipated.

Feedback from the Commission was as follows with responses to Commissioner questions as noted:

- **Planning Manager Pauly** agreed to calculate the overall percentages of land involved with the Parking A and B compliance phases, as well as vacant land or land available for development.
- **Consultant Davis** stated the vast majority of cities were going with Option 1 due to the proximity of public transit and administrative difficulties involved with the other options. However, the decision was very context sensitive and politically influenced. Oregon City had a smaller percentage of exempt land area and already had a number of programs required under Option 3 and therefore chose that option. (Slide 9)
- **Planning Director Bateschell** explained Parking A is always based on the frequency of transit routes. As the city expands into Frog Pond East and South and SMART modifies and expands its route to serve those neighborhoods, the extension of that frequent line would modify the ½-mile buffer zone and expand that boundary as the line moves. Similarly, if one of the SMART transit lines running through the industrial area modified its frequency, then there would be a ½-mile buffer around that transit line as well.
 - **Planning Manager Pauly** noted no transit line expansions were planned in the northwest industrial area. The Villebois line could increase in frequency and further lines could be added. The SMART Canby route went by Charbonneau, but it was not as frequent as the cross-town shuttle.
- **Planning Director Bateschell** explained that TriMet's 96 line would not be considered frequent and would not count for Wilsonville. The requirement regarded the frequency of the community and the frequency being served. Wilsonville's SMART service is much more frequent than TriMet's 96 line. The frequency of transit service was the metric established with the Department of Land Conservation and Development (DLCD).
 - At this point in time, the northwest industrial area is served less frequently, but as the city grows and develops into Basalt Creek, the bus lines currently serving Coffee Creek would extend into Basalt Creek, and the map would need to be modified to reflect the changes in the frequency of transit lines and which areas the City could enforce minimum parking standards.

- **Planning Manager Pauly** noted the map would not change much if TriMet's 96 line was added due to the route essentially already being in the buffer.
- **Consultant Davis** added Options 2 or 3 would result in even more complex City Code for developers to try to understand. Option 1 took any TriMet or SMART variables off the table.
- Option 1 was the easiest, least administrative, and least confusing for future development. The city's future development would occur in the northwest area as other areas of the city were pretty much built out and minimum parking was not a relevant topic.
- **Planning Manager Pauly** noted that historically, parking had not been a big issue for detached homes or rowhouses, whereas multifamily parking was usually limited regardless of the ½ mile per unit.

The Commission consented to move forward with recommending Option 1 to City Council.

Discussion on the potential Development Code amendments was as follows with responses to Commissioner questions as noted (Slide 13):

- **Consultant Davis** confirmed the ¾ mile radius only applied to transit rail stations and would not impact Town Center, which as a climate friendly area would not be impacted.
 - He confirmed the State requirements on Slide 13 would require modifications to existing Code.
- Encouraging versus prescribing was the general preference, using "should" versus "must".
- Requiring solar for parking larger than a half-acre was good, but having the fee-in-lieu was uncertain.
- Having maximum parking minimums citywide provided consistency.
- **Consultant Davis** clarified the key element of the flexibility regarding EV/Bike Parking was the words "at least". The City was required to have conduit for any new parking so at least 40% of the parking spaces could be EV spaces. If the Commission planned to have 100% EVs by a certain year, including that EV requirement in the Code would make sense. The flexibility regarding EVs and bike parking was to allow the City to meet or exceed the 40% requirement.
- Given the certainty around technological advancement, leaving EV/Bike Parking at 40% seemed wise. Getting the city to 100% EV did not seem possible.
- The solar option would encourage more solar, but paying a fee-in-lieu was not ideal.
 - **Consultant Davis** explained the purpose of the fee-in-lieu option was to incentivize not developing parking. If the City set that fee relatively high, the City would have funding to use toward a large parking lot in Town Center, allowing people to park once and frequent multiple businesses. The idea was whether the City wanted to encourage not building parking or building parking that was energy generative, or at least relatively attractive with stormwater facilities and tree canopies to provide shade. He shared Hood River's experiences with the fee-in-lieu option.
 - Ideally, as little land as possible would be devoted to parking, such as parking structures with solar panels on the roof. Minimum parking requirements had resulted in so many empty parking lots.

- Grace Chapel and Oregon Institute of Technology had a terrific, shared parking agreement.
 - **Planning Manager Pauly** noted City Code allowed shared parking for certain uses within a certain distance, particularly for non-residential uses. Staff had to make findings in the land use approval stating that minimum parking requirements had been met by the shared parking agreement and a condition that the agreement be signed was added so it was a legal binding agreement. He provided background on what lead to the agreement.
- With CFEC, the City would no longer have minimum parking requirements.
- The fee-in-lieu was an interesting option as it supported consolidated parking, which was a great idea.

Planning Manager Pauly stated the project team would return in a couple months to get feedback on any updated Code work, adding an event was being organized to get public input.

INFORMATIONAL

4. City Council Action Minutes (December 2, 2024) (No staff presentation)
No comments.

5. 2025 PC Work Program (No staff presentation)

Miranda Bateschell, Planning Director, explained the Commission's calendar for January was uncertain; however, some things were in flux, such as the housing needs and production strategy work, as well as work on the Climate Action Plan and CFEC projects. Staff was also scoping a revamp of the City's Comprehensive Plan, which had not yet been funded or adopted as part of the work program and budget. At this point, she hoped the Planning Commission would be able to take a break for a month or two next year.

ADJOURNMENT

The meeting was adjourned at 7:55 p.m.



PLANNING COMMISSION

WEDNESDAY, DECEMBER 11, 2024

WORK SESSION

4. CFEC Parking (Pauly)(30 Minutes)



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: December 11, 2024		Subject: CFEC Parking Compliance and Standards Reform	
		Staff Member: Daniel Pauly, Planning Manager	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input checked="" type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable	
		Comments:	
Staff Recommendation: Provide requested input on upcoming CFEC Parking Compliance and Standards Reform.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input type="checkbox"/> Adopted Master Plan(s):	<input checked="" type="checkbox"/> Not Applicable Required by State law	

ISSUE BEFORE COMISSION

This work session will introduce the Climate Friendly and Equitable Communities (CFEC) Parking Compliance and Standards Reform project to the Planning Commission, which the Commission will be working on during 2025. The work session will cover (1) the drivers of the project and (2) the scope. The intent is to give the Commission space to explore the topic before maneuvering into project decision-making.

EXECUTIVE SUMMARY:

The primary driver of the CFEC Parking Compliance and Standards Reform project is the State Climate Friendly and Equitable Communities (CFEC) Program. On March 10, 2022, Governor Kate Brown issued Executive Order 20-04, directing state agencies to reduce climate pollution. Executive Order 20-04 was in response to Oregon not meeting its climate pollution reduction goals, one of which was adopted in 2007 by state legislators to reduce the state's climate pollution by 75% by 2050. In response, the Oregon Land Use Conservation and Development Commission (LCDC) developed, and the State adopted, updates to Oregon's transportation and land use planning administrative rules (OARs). These new OARs and local government compliance with them are the core of the CFEC program.

Among the CFEC requirements is parking reform as laid out in OAR 660-012-0400 through 660-012-0450 (CFEC Parking Rules). Attachment 1 is a State handout summarizing the CFEC Parking Rules. Other CFEC requirements, such as those around transportation planning, will be subject to additional City projects in the coming years.

As explained in Attachment 1, the CFEC Parking rules aim to remove or substantially reform minimum parking requirements in local government codes based on the State's findings that minimum parking requirements over produce parking leading to, among other things, inefficient land use, less walkability, and more pollution from driving.

The CFEC Parking Rules have been challenged in court by various local governments. The City of Wilsonville was aware of the litigation but did not participate. In March 2024 the Oregon Court of Appeals largely rejected local governments' challenges to the rules (Court of Appeals Case Number A180037, CITY of CORNELIUS et. al. vs DLCD, decision issued March 6, 2024). On August 8, 2024, the Oregon Supreme Court denied a petition to review, leaving the March Court of Appeals decision in place.

As has been the practice for State requirements with which the City must comply, the project will look at ways to best tailor the parking reforms to the Wilsonville context and community input and to leverage positive outcomes while complying with State law. This commitment to tailor to Wilsonville's context and find opportunities to continue to encourage quality and functional development is a second primary driver of the project. This is a similar approach as used in other State requirement projects such as the Middle Housing in Wilsonville project.

As shown in Attachment 1, the CFEC Parking Rules are broken into two phases, referred to by the State as "**Parking A**" and "**Parking B**".

Parking A are a set of rules already in effect superseding Wilsonville's Development Code, and the City has been applying them prior to the City Code being updated. Attachment 2 is a handout the City produced to help applicants, staff, decision makers, and other interested parties understand how the Parking A rules impact Wilsonville. Parking A rules limit minimum parking requirements for certain uses, particularly residential uses, and disallow requiring a

minimum amount of parking within $\frac{3}{4}$ miles of transit rail stations (like the WES Station on Barber Street) and within $\frac{1}{2}$ mile of the most frequent bus routes in the community (SMART Routes 4 and 2X). This latter transit proximity rule supersedes parking minimums in the Development Code for much of the City, including Frog Pond and Town Center. The only substantial areas of the City not covered by the transit proximity rule are Charbonneau, the western 2/3 of Villebois, and industrial areas in northwest Wilsonville (see map in Attachment 2).

For Parking A rules, the current project seeks to update the City's Development Code to be congruent with the rules already being applied. Staff notes, that while the City does not require a minimum amount of parking in the areas subject to the transit proximity rules, it is also not discouraging parking. Developments submitted under the rules have been considering market demand and the requirements of financing institutions lending on projects to determine how much parking to build.

Parking A rules also include a requirement for a certain amount of electric "EV Ready" parking spaces in new multi-family or mixed-use developments. These requirements are summarized in Attachment 3. Similar to other Parking A rules, this project will update the Development Code to be congruent with the rules already being applied.

Parking B rules require additional reform not yet completed by the City. This reform is the focus of the current project. The original deadline for compliance with Parking B was June 30, 2023, but the City previously requested and was granted an alternative date of June 30, 2025 for compliance. The granting of the alternative date took into account City staff capacity and alignment with the City's broader long-range work program. As described on Page 2 of Attachment 1, Parking B requires (1) the City to choose one of three options for parking reform related to minimum parking requirements and (2) institute design regulation improvements for parking areas such as tree canopy requirements.

Upcoming work sessions will first provide the Planning Commission with the needed information to make an informed recommendation about which of the three Parking B minimum parking requirement reform options to pursue. Once the option selection is confirmed by City Council, subsequent work sessions will review Development Code amendments that incorporate: (1) compliance with Parking A, (2) compliance with the selected Parking B minimum parking option, and (3) Parking B design regulation improvements.

As time and budget allows, the project team will also bring forward concepts for parking management strategies beyond the Development Code. However, certain parking management strategies will require work outside the scope of the current project.

Discussion Question:

- What questions does the Planning Commission have about the reasons (drivers), purpose, and scope of the CFEC Parking Compliance and Standards Reform project?

EXPECTED RESULTS:

Initial feedback and guidance on the upcoming CFEC Parking Compliance and Standards Reform project.

TIMELINE:

The Planning Commission and City Council will consider this over the coming months with final action required by June 30, 2025.

CURRENT YEAR BUDGET IMPACTS:

The consultant work on the project is funded by a \$20,000 grant from the Oregon Department of Land Conservation and Development (DLCD) with the City covering City staff time.

COMMUNITY INVOLVEMENT PROCESS:

Public work sessions will be held by the Planning Commission and City Council in addition to public hearings. An additional public event is planned for early 2025.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

More efficient use of land and reduction of impacts on the climate.

ALTERNATIVES:

While alternatives are limited for compliance with some of the State rules, the City will explore available alternatives to best tailor the Development Code updates to Wilsonville's context.

ATTACHMENTS:

1. DLCD Parking Reform Summary (August 9, 2023)
2. City of Wilsonville Guide to Oregon Administrative Rules Superseding Parking Requirements in Wilsonville's Development Code (January 19, 2023)
3. City of Wilsonville Guide to Oregon Statute and Administrative Rules Requiring "Electric Vehicle Ready" Development (May 30, 2023)



Parking Reform Summary

August 9, 2023

Rules Implementing

OAR 660-012-0400 through 0450 (see also definitions in 0005 and deadlines and processes in 0012)

Who do the rules apply to, and when is action needed?

The parking reforms apply to the 48 Oregon cities in Oregon's eight metropolitan areas (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Portland Metro, Rogue Valley, Salem/Keizer), and counties in these areas with more than 5,000 people inside the urban growth boundary but outside city limits with urban sewer and water services (Clackamas, Marion, Washington).

Some of the rules have been directly effective since January 1, 2023; others since March 31, 2023. Some rules require local action by June 30, 2023, or an alternative date approved by the department.

Why reform costly parking mandates?

Parking mandates, also known as minimum parking requirements, are a one-size-fits-all approach that ends up hiding the costs of parking in other goods, from housing to business costs to wages. That means the costs of car ownership and use are subsidized, leading people to own more cars and drive more than they would if they were aware of the true costs. Providing 300 square-feet of parking lot for each car that wants a parking spot is a significant cost – in the thousands, and often tens of thousands, of dollars.

Because of the cookie-cutter approach of mandates, parking is often over-built, adding unnecessary costs, while pushing apart buildings and making areas less walkable. That means more driving, and more pollution.

A better approach, one that has been used by communities around the world for decades, is to let the free market provide parking where there is demand. Experience shows lenders usually require sufficient off-street parking, and developers will build it, especially when the on-street parking is properly managed.

How do cities and counties amend their codes to meet the requirements in the rules?

The cleanest path to meet rules requirements is to update local zoning and development codes to meet the requirements in OAR 660-012-0405 through 0415, and repeal all parking mandates. The provisions of 0425 through 0450 do not apply to communities without parking mandates.

Many of the requirements in 0405 through 0415 may already be in city code, as some of those provisions have been required by the Transportation Planning Rules for many years.

If a community prefers to keep some mandates, the provisions in 0425 through 0450 reduce the mandates and the negative impacts of remaining mandates.

Questions?

Evan Manvel
Climate Mitigation Planner
evan.manvel@dlcd.oregon.gov
971-375-5979

Parking A – Reform Near Transit; Certain Uses by December 31, 2022

Apply to development applications submitted after December 31, 2022 (amend code or directly apply these rules)

0430 Cannot mandate more than 1 space/unit for residential developments with more than 1 unit
No mandates for small units, affordable units, child care, facilities for people with disabilities, shelters

0440 No parking mandates allowed within ¼ mile of rail stations or ½ mile of frequent transit corridors

0410 Electric Vehicle Charging *due March 31, 2023

- New private multi-family residential or mixed-use developments install conduit to serve 40% of units

Parking B – More Reform, Choose an Approach by June 30, 2023 or alternative date

0405 Parking Regulation Improvement

- Preferential placement of carpool/vanpool parking
- Allow redevelopment of any portion of a parking lot for bike or transit uses
- Allow and encourage redevelopment of underused parking
- Allow and facilitate shared parking
- New parking of more than ½ acre must install 40% tree canopy OR solar panels OR fee-in-lieu
- New parking of more than ½ acre must have trees along driveways (or 30% tree coverage)
- Pedestrian connections through large parking lots
- Parking maximums in appropriate locations (in existing TPR)

0415 Provisions Specific to More Populous Cities

- Cities >25,000 in metro or >100,000 outside set certain parking maximums in specified areas
(additional provisions for 200,000+ population cities, i.e. Portland, are not listed here)

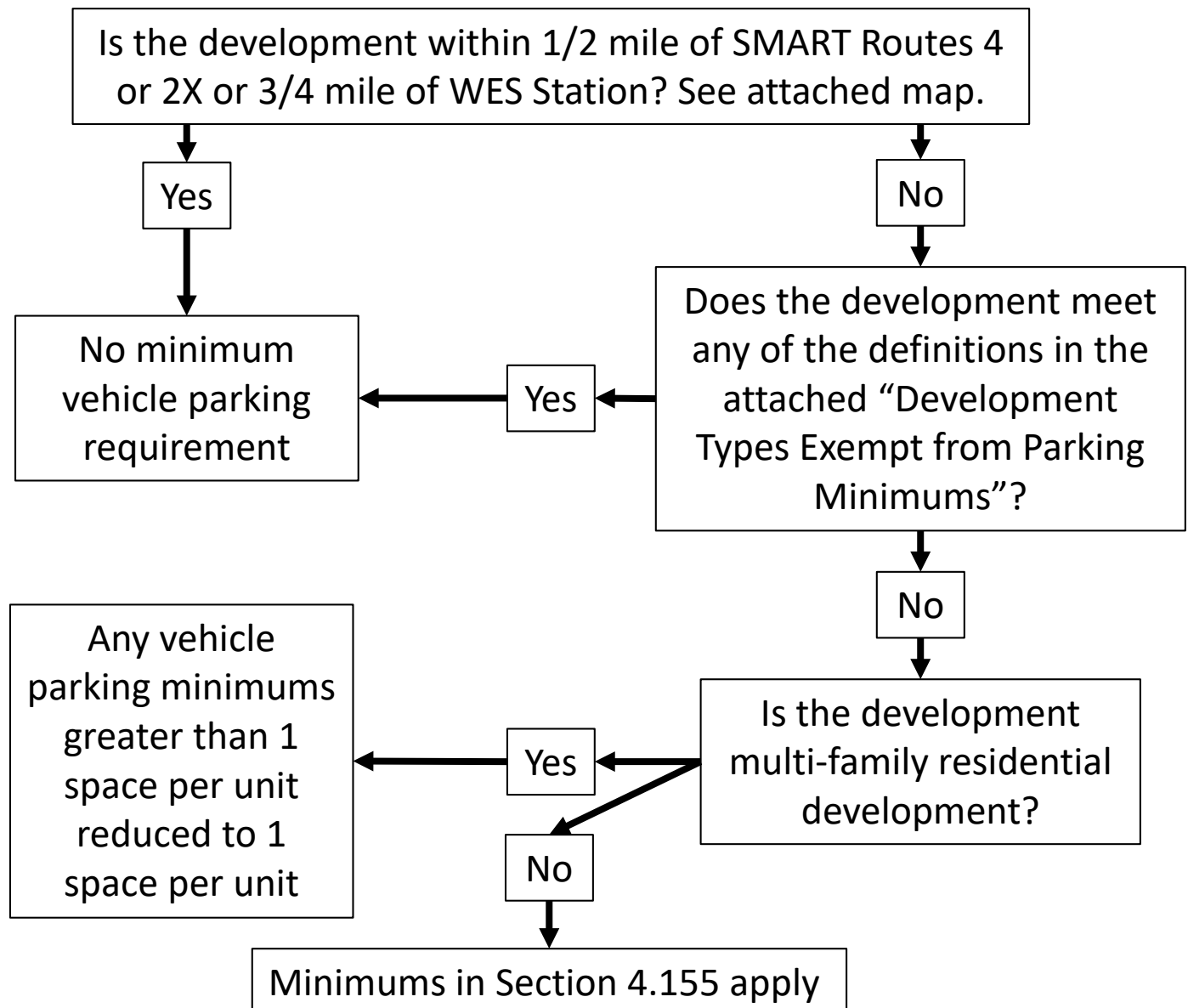
0420-0450 Three options for parking reform

Option 1 660-012-0420	Options 2 and 3 660-012-0425 through 0450	
Repeal parking mandates	Reduce parking burdens – reduced mandates based on shared parking, solar panels, EV charging, car sharing, parking space accessibility, on-street parking, garage parking. May not require garages/carports.	
	Climate-friendly area parking – remove mandates in and near climate-friendly areas or adopt parking management policies; unbundle parking for multifamily units	
	Cities pop. 100,000+ adopt on-street parking prices for 5% of on-street parking spaces by September 30, 2023 and 10% of spaces by September 30, 2025	
No additional action needed	Option 2 enact at least two of five policies	Option 3 all of the below
	<ol style="list-style-type: none"> Unbundle parking for residential units Unbundle leased commercial parking Flexible commute benefit for businesses with more than 50 employees Tax on parking lot revenue No more than ½ parking space/unit mandated for multifamily development 	<p>No mandates for a variety of specific uses, small sites, vacant buildings, studios/one bedrooms, historic buildings, LEED or Oregon Reach Code developments, etc.</p> <p>No additional parking for changes in use, redevelopments, expansions of over 30%.</p> <p>No mandates within ½ mile of climate-friendly areas, Metro 2040 centers.</p> <p>Designate district to manage on-street residential parking, or unbundle parking multi-family.</p>



Guide to Oregon Administrative Rules Superseding Parking Requirements in Wilsonville's Development Code

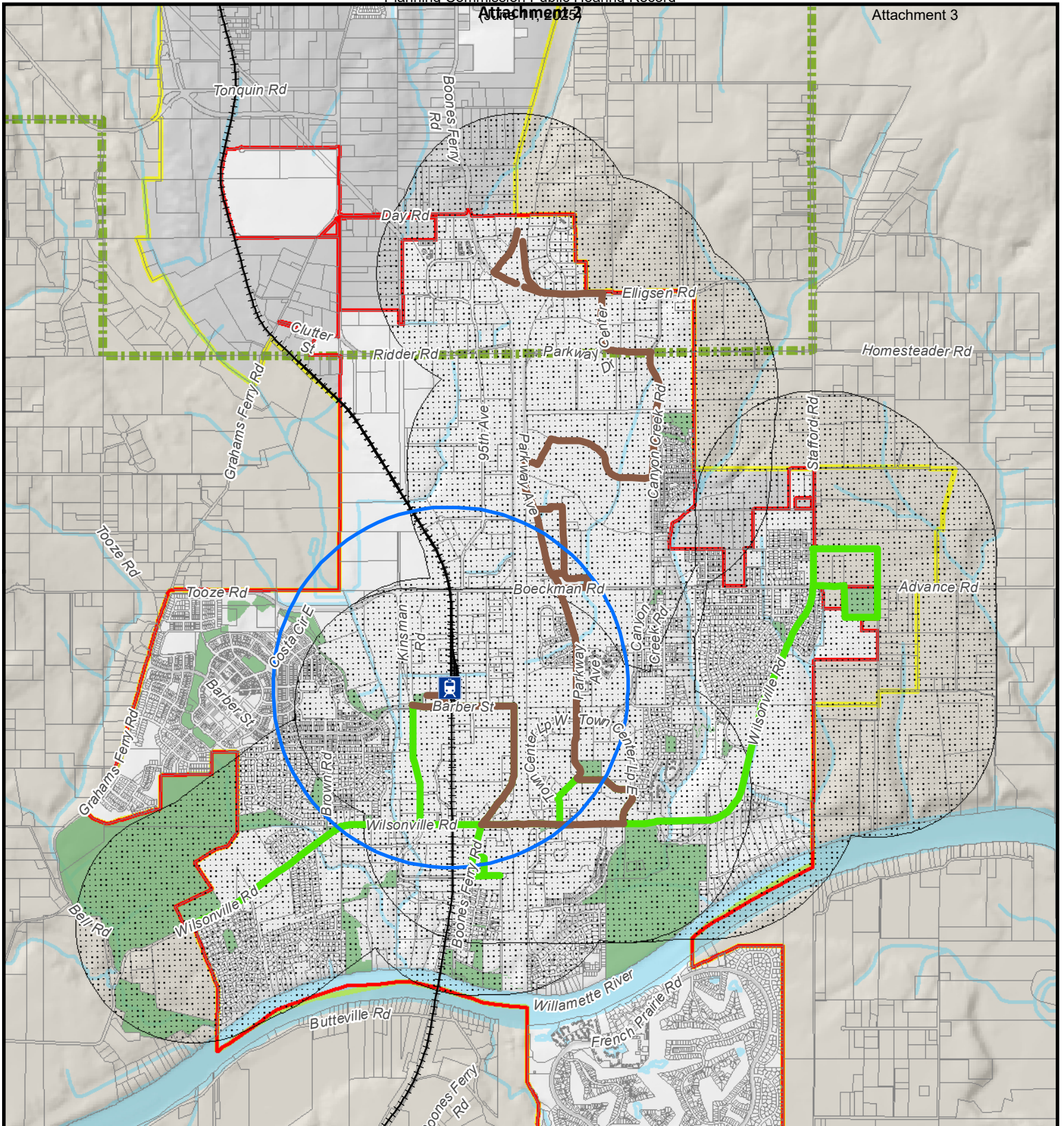
Pursuant to OAR 660-012-0430 and OAR 660-012-0440 certain State rules take precedence over any conflicting parking standards in Wilsonville's Development Code beginning January 1, 2023. In particular, a number of the vehicle parking minimums reflected in Table 5 of Section 4.155 are superseded. Use the following flow chart to determine what parking standards to apply.



Development Types Exempt from Parking Minimums Under OAR 660-012-0430

An Attachment to “Guide to Oregon Administrative Rules Superseding Parking Requirements in Wilsonville’s Development Code”

- Facilities and homes designed to serve people with psychosocial, physical, intellectual or developmental disabilities, including but not limited to a: residential care facility, residential training facility, residential treatment facility, residential training home, residential treatment home, and conversion facility as defined in ORS 443.400.
- Child care facility. Definition in ORS 329A.250: any facility that provides child care to children, including a day nursery, nursery school, child care center, certified or registered family child care home or similar unit operating under any name. Exemptions apply. See exemption list in ORS 329A.250 (5) (a)-(d).
- Single-room occupancy housing.
- Residential units smaller than 750 square feet. Note: Accessory Dwelling Units (ADUs) have no parking required in Wilsonville’s Development Code.
- Affordable housing. Summary of definition in OAR 660-039-0010 (see OAR for full definition): housing affordable to households making 80% or less of median income without assistance, except for spaces in manufactured dwelling parks where income is 100% or less of median income.
- Publicly supported housing. Summary of definition in as defined in ORS 456.250 (see ORS 456.250 (6) for full definition): multi-family housing receiving benefits from government assistance including HUD, Department of Agriculture. Does not include units for which developer received only fee waiver as part of development, or receives only Section 8 housing vouchers or similar.
- Emergency and transitional shelters for people experiencing homelessness.
- Domestic violence shelters.



The City of Wilsonville, Oregon
Clackamas and Washington Counties

**Areas exempt from vehicle parking
minimums pursuant to OAR
660-012-0440**



- WES Stop + 3/4 Mile
- Wilsonville City Limits
- SMART 4 & 2X + 1/2 Mile
- County Boundary
- SMART Route 2X
- UGB
- SMART Route 4

Planning Commission Meeting - December 11, 2024

CEFC Parking

CEFC Parking

CEFC Parking



1/6/2023

0 0.25 Miles



Guide to Oregon Statute and Administrative Rules Requiring “Electric Vehicle Ready” Development

House Bill 2180 (2021) ORS 455.417 “HB 2180” requires, effective July 1, 2022, certain new development to provide electrical service capacity for electric vehicles to at least 20% of parking spaces. Providing electrical service capacity includes providing: (A) **necessary electrical service** or designating adequate space for necessary electrical services **and** (B) **a conduit system** from provided or planned electrical service to the required percentage of parking spaces.

OAR 660-012-0410(1) and OAR 660-012-0012(5) “CFEC Rules” require, effective March 31, 2023, the 20% required by HB 2180 be doubled to 40% for new multi-family and mixed use development. Note the statutory 20% requirement is in the Building Code, but the added CFEC Rules 20% is not. It is enforced during land use review.

What Percent of “Electric Vehicle Ready” Spaces is Required for A New Development?

HB 2180

(20% of spaces)

- Private commercial and industrial parking areas

CFEC Rules

(40% of spaces)

- Multi-family buildings with 5 or more units
- Mixed-use commercial/residential buildings (5+ units)

Not Required

(0% of spaces)

- Other residential buildings
- Public buildings and parking areas

Resources:

[ODOT Transportation Electrification](#)

[ODOT Community Charging Rebates Program](#)

[Oregon Department of Land Conservation and Development Implementation Guidance](#)

CFEC Parking Compliance and Standards Reform: An Introduction

Planning Commission
Work Session
December 11, 2024



Background

- State Climate Friendly and Equitable Communities (CFEC) rules
- Parking reform is one component
- Parking rules challenged in court and upheld



Project Goals

- Compliance with State rules
- Look for opportunities to better encourage quality and functional development in Wilsonville



Purpose of the State Rules

- Remove or substantially reform minimum parking requirements Statewide
- State finding: minimum requirements overproduce parking leading to:
 - Inefficient land use
 - Less walkability
 - More pollution from driving



Two Compliance Phases

- Parking A (already in effect, superseding City Code)
- Parking B (must be complied with by June 30, 2025)



Parking A

- Already in effect, current project will just update code to align
- Transit proximity rule supersedes (removes) parking minimums for most of the City except:
 - Charbonneau
 - Western 2/3 of Villebois
 - Portion of northwest industrial area
- “Electric Vehicle Ready” requirements



Parking B

- Focus of current project
- Choose 1 of 3 options for parking minimum reform
 - Option 1: Remove parking minimums
 - Option 2: Menu of reform policies
 - Option 3: Detailed prescriptive reform
- Parking area design reforms



Beyond Compliance

- Parking management strategies for current and potential parking congestion
 - Address as budget allows
 - Potential future separate projects



Question for the Commission

- What questions do you have about:
 - The reasons for the project?
 - The scope of the project?



Creek was the only industrial area outside of Coffee Creek that was available for the city to grow into as part of its 20-year land supply and was an important consideration in planning and refining the vision for the future of Wilsonville's employment land.

- The City could potentially pursue specific industries with higher rent prices to justify development costs.
 - **Ms. Underwood** noted a high-intensity user like a data center in West Railroad could support infrastructure and lower development costs. Having a development plan for West Railroad that assembled multiple parcels for a much bigger area to impact the development potential would be useful.
 - With that suggestion, it made even more sense to manage the contractor establishments.
- **Ms. Underwood** explained from the analysis, many industries could be ideal for West Railroad, and the City could consider going after a specific industry like general manufacturing, food processing, and perhaps, warehousing and logistics, depending on the railway access, as well as other more advanced manufacturing industries. The mining north of the site could cause some complications or impacts.
 - She recalled Business Oregon and GPI both expressed excitement about Basalt Creek overall, adding City Staff could speak with them and other developers to see who may be interested in the site.
- Support was expressed for accommodating and managing contractor establishments, as the financial realities did not allow any other options and there were many challenges to manage upfront.
- Pursuing an IGA with the County for planning authority was a good idea to have more impact on design and ensure projects met the City's infrastructure requirements. The City should get more control over what the County was allowing contractor establishments to do.
- Wilsonville would be well-suited to keep its current precedent on annexation and continue on an owner-by-owner basis, rather than trying to force annexation.
- The conversation around the regional big picture and bringing in specific industry was appreciated. Perhaps resources were available at the state and federal levels to support bringing different kinds of industry to the Pacific Northwest.
 - **Ms. Underwood** noted the cleantech industries considered in the analysis had already been identified by the Oregon Task Force as having potential in Oregon.
- It was important to look beyond the next five years and not limit the approach to Basalt Creek based on what industry is "hot" right now.
- The infrastructure was a big concern. A lot of work is needed before the area is ready for industrial use. The rail bridge is a huge constraint as industrial uses would use 18-ft trailers and replacing a rail bridge is not inexpensive.

4. CFEC Parking (Pauly)

Planning Manager Pauly introduced the State Climate Friendly and Equitable Communities (CFEC) Parking Compliance and Standard Reform via PowerPoint, highlighting the legislative background leading to parking reform and parking rules, the City's project goals, and the purpose of the State rules. He described the two compliance phases, noting Parking A was already in

effect, and Parking B must be complied with by June 30, 2025. He highlighted three options for complying with Parking B, parking minimum reform, noting that the budget for this project would not address any of the City's parking management plans. Beyond compliance, the City wanted to consider parking management strategies for current and potential parking congestion that could be addressed as the budget would allow. He invited questions from the Planning Commission, noting work would continue in the coming months with the Commission providing input on the specific options at the next work session,

Planning Manager Pauly addressed questions from the Planning Commission as follows:

- Only conduit for electric vehicle charging stations had to be installed, not the actual charging stations.
- If these new guidelines had been applied to existing developments, many of the parking minimums would have been determined by financiers who would not approve loans unless certain minimums were met, as well as developers or marketers who saw benefits to having parking, so most projects would likely have similar amounts of parking with some outliers.
- By June 2025, the City had to make changes to the Development Code to align with Parking A and be in compliance with one of the options to comply with Parking B.
 - Option 1 of Parking B would remove parking minimums from a few additional areas than Parking A and would only affect a small amount of the city. Removing parking minimums as a requirement opened new conversations on parking design components and management strategies.
 - Brian Davis with Studio Davis has done a lot of parking work throughout the state, and he would be at the next Planning Commission work session.
- The CFEC project was being funded by the State, but scope was fairly small, excluding parking management, because the grant amount was minimal. The hope was to find more grant funding or that City Council would budget more funds in the future.
- The CFEC project applied to all properties, commercial and residential, including the potential redevelopment of Fry's or the movie theater where no parking minimums would be required.
- The State had not detailed what would happen if cities did not comply with CFEC, but doing so would likely cause confusion since the Code would conflict with the applicable State law.
 - He confirmed the majority of the city is already encompassed by Parking A; Parking B would clean up the Code to align with existing legislation.

Unlike Option 1 for Parking B, Options 2 and 3 would involve a substantial amount of Code writing and could also potentially require additional Staff to manage with limited applicability.

- The Planning Commission's recommendation about which option to pursue would be presented at a City Council work session in early February.

INFORMATIONAL

5. Frog Pond East and South Infrastructure Funding Plan (Pauly)

Planning Manager Pauly noted the Frog Pond East and South Infrastructure Funding Plan had been adopted by Council and the second reading for the Development Code adoption was held December 2nd. He presented the Funding Plan via PowerPoint, briefly reviewing the



Planning Commission Record

Public Engagement

CFEC Parking Compliance and Standards Reform Project

Outreach Summary Report

This report presents a summary of community input collected through an online survey, the public open house held on March 20, and additional written comments. The feedback gathered has played a key role in shaping the City of Wilsonville's strategy for updating parking compliance and reforming parking standards. Note that certain information is not intended to inform the current Development Code update, but rather further consideration of parking strategies.

Topic 1. Areas Identified as Difficult or Inconvenient for Parking

Survey Comments

- Villebois (within Costos Circle) (2 mentions)
- Canyon Creek Neighborhood
- Bridge Creek Apartments
- Terrene Apartments
- Village at Main Street (2 mentions)
- Town Center Shopping Center
- Old Town
- Apartments in general (2 mentions)

Open House & Written Comments

- Apartments
- Villebois (2 mentions)
- Town Center
- Bike parking in commercial areas
- EV-ready parking
- Commerce Circle
- Parkway Avenue North
- Meridian Creek Middle School
- Wilsonville Rd / Boones Ferry Rd
- Murase Plaza / Library
- Rose Lane (near apartments)
- Meadows Loop (near high school)
- Ash Meadows Circle / Lane
- Village at Main Street

How Feedback Was Used: These insights informed the selection of locations for targeted parking studies, further refined through input from Code Enforcement, the Police Department, and Public Works. While this information was not intended for the

Development Code revision portion of the project, the information offers information to the City in support of future consideration of additional parking strategies.

Topic 2. Timing of Parking Challenges

Survey Comments

- Varied by location

Open House & Written Comments

- Nighttime
- During major events

How Feedback Was Used: This feedback helped determine the timing of parking studies to ensure they captured data during peak demand periods.

Topic 3. Primary Reasons for Parking Challenges

Survey Comments

- Long distance between parking and destination (3 mentions)
- Difficulty finding available parking (4 mentions)

How Feedback Was Used: Although not directly influencing the current Development Code amendments, this information has been documented for potential use in shaping future parking strategies.

Topic 4. Locations with Consistently Insufficient Parking

Survey & Open House Comments

- High-density housing / apartments
- Restaurants

How Feedback Was Used: For the Development Code update, the feedback helped informed keeping existing code standards that encourage residential visitor parking, even in the absence of minimum parking requirements. The feedback also informed parking studies, many of which have focused on high-density residential areas, laying the ground work for potential future additional parking management strategies in these areas.

Topic 5. Alternative Parking Management Strategies

Survey Suggestions

- Limit growth
- Directional signage (2 mentions)
- Parking permits (3 mentions)
- Striping parking spaces (2 mentions)
- Posted time limits (3 mentions)

- Shared parking arrangements (2 mentions)
- Fines or disincentives for landlords with parking issues

Open House Suggestions

- Improved wayfinding for all transportation modes
- Mixed-mode street design
- Enhanced bike/pedestrian infrastructure
- Urban renewal and increased density beyond Town Center to encourage multi-mode usage to reduce parking demand.

Poster Dot Feedback

- Directional signage (3 mentions)
- Posted time limits (4 mentions)
- Parking permits (2 mentions)
- Clearly marked parking spaces (3 mentions)
- Shuttle buses for events (3 mentions)
- Shared parking arrangements (2 mentions)

How Feedback Was Used: The updated Development Code language was intentionally crafted to avoid creating barriers to these strategies. Additionally, the community input gathered will continue to inform future parking strategies and implementation efforts.

Topic 6. Desired Parking Lot Features

Survey Comments

- Adequate lighting (6 mentions)
- EV charging stations
- Easy access and exits
- Shade trees (2 mentions)
- Sidewalks and pedestrian pathways (4 mentions)
- Wider parking spaces

Open House & Written Comments

- Larger parking spaces
- Lighting
- Proximity to residences
- EV charging
- More ADA-compliant spaces
- Assigned, covered carports

How Feedback Was Used: In developing the design standards the project team prioritized aspects of the design supported by the outreach and subject to change as part of the code updates. The prioritized aspects included adequate shade trees, supporting sidewalk and pedestrian infrastructure, and EV charging infrastructure requirements. For the other

desired components care was taken not to create barriers to their development as allowed under current Code standards.

Topic 7. Additional Comments and Suggestions

Survey Feedback

- Developers should disclose parking limitations to prospective tenants and purchasers to help consumers make informed choices and plan for their parking needs and wants.
- Require garages in residential developments
- Encourage garage use in residential areas
- Address traffic issues
- Concerns about under-provision of residential parking

Open House & Written Comments

- Support for Option 1 as the most reasonable approach for minimum parking compliance
- Emphasize that customers value parking availability
- Expedite review of projects with adequate parking
- Require “storage areas” convertible to garages
- Implement payment systems for public/multi-story parking
- Increase SDCs with discounts for adequate parking; reinvest revenue in parking infrastructure
- Zone land for parking garages
- Provide overflow parking for Boones Ferry Park
- Address parking issues related to infill housing in Old Town

How Feedback Was Used: The updated Development Code continues to promote residential parking. While some community suggestions were not implemented at this stage, some due to limitations of the adopted CFEC Rules, the ideas are recorded for future consideration during parking strategy development. Also, maintaining garage design standards in residential areas responded to comments about residential garage usage. While the City cannot require parking, efforts responsive to public comment ensure that if provided, parking is designed appropriately to support use as parking rather than storage.

Attachments

1. Let’s Talk, Wilsonville! project page content
2. Online Survey Report from Let’s Talk, Wilsonville!
3. March 20 Open House materials, sign-in sheets, and community feedback



[Home](#) / [Parking in Wilsonville: An update to parking regulations and management strategies](#)

Parking in Wilsonville: An update to parking regulations and management strategies



Parking is an integral part of how many people experience a City. Whether parking their car while at home, visiting a business, gathering with friend and family, or going to an event, those that drive and ride have experienced looking for parking. While most people prefer ample parking as close to destination as possible, parking takes up valuable land and has negative impacts that should be balanced with providing more parking.

Recent changes to State of Oregon regulations have led the City to adjust how it regulates parking when new homes and businesses are built. As the City goes through the process to make these necessary adjustments, it presents an opportunity to better understand and give additional thought to a few key questions:

Where in Wilsonville is parking difficult or inconvenient, particularly on public streets?

If it is not feasible to build more parking, what other strategies can be successful in managing parking in areas where the demand for parking is greater than the available convenient parking spaces?

What types of buildings or use of buildings tend to have a difficult time accommodating demand for parking? Where might these buildings and uses be located in the future and how can the City prepare to successfully manage the parking demand?

When parking spaces or parking lots are built, what features are important to make them safe, comfortable, and convenient for users?

Please visit letstalkwilsonville.com/parking or join us for an in-person community open house to discuss parking Thursday March 20 at 6 p.m. at Wilsonville City Hall to discuss these questions and more. Light refreshments will be served. The open house is a hybrid event that can be joined virtually via Zoom <https://us02web.zoom.us/j/89797087569>.

Thank you for your interest and participation!

For more information contact Planning Manager Daniel Pauly at pauly@wilsonvilleoregon.gov or 503-570-1536.

SURVEYS & ...

CLOSED: This survey has concluded. If you would like share further thoughts about parking in Wilsonville please email pauly@wilsonvilleoregon.gov.

Your Insights on Parking in Wilsonville

Recent changes to State of Oregon regulations have led the City to adjust how it regulates parking when new homes and businesses are built. As the City goes through the process to make these necessary adjustments, it presents an opportunity to better understand and give additional thought to a few key questions. This survey seeks your insights in answering these questions. Thank you for your participation.



Page last updated: 14 Apr 2025, 04:22 PM

Key Dates

March 20 6 p.m. Open House at City Hall

Who's listening

Dan Pauly

Planning Manager

DP

CFEC Parking Compliance and Standards Reform Project Outreach Report Attachment 1

City of Wilsonville

Phone 5035701536

Email pauly@wilsonvilleoregon.gov

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HAVE YOUR SAY

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Subscribe for project updates

Subscribe

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CFEC Parking Compliance and Standards Reform Project Outreach Report Attachment 1

Survey Responses

19 July 2019 - 08 April 2025

Your Insights on Parking in Wilsonville

Let's Talk, Wilsonville!

Project: Parking in Wilsonville: An update to parking regulations and management strategies



VISITORS					
194					
CONTRIBUTORS			RESPONSES		
7			7		
7	0	0	7	0	0
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous



Responded At: Mar 14, 2025 16:05:10 pm

Last Seen: Apr 04, 2025 17:37:31 pm

IP Address: 50.53.80.122

Q1. Where in Wilsonville is parking difficult or inconvenient? Please be specific as possible as to location (i.e. Pine Street between 10th and 11th, the street across/next to from [business name], or the [business name] parking lot.)

Villebois within Costa Circle The Canyon Creek neighborhood Bridge Creek Apartments

Q2. For each location you listed above where parking is difficult or inconvenient, please indicate when parking is most difficult or inconvenient (i.e. day of the week, time of day, type of event). Is there a time when parking is not difficult or inconvenient?

All the time

Q3. What is the primary reason(s) the parking is difficult or inconvenient in the locations you listed above? (select all that apply)

not answered

Q4. In your experience, what types of buildings, businesses, destinations, etc. tend to have a difficult time having enough parking?

High-density new home developments Urban settings

Q5. If it is not feasible to build more parking in an area that has more demand than conveniently available parking spaces, which of the following strategies do you feel would be successful in managing limited parking? Pick as many you think would be successful.

Other (please specify)
Limit new development and slow down the urbanization of Wilsonville. Add parking in unfinished spaces (like Villebois)

Q6. When new parking lots are built, what features are important to make them safe, comfortable, and convenient for users? (select as many as apply)

Well lit in the dark

Q7. Please share any additional thoughts on parking in Wilsonville.

Suggest requiring new developers to clearly advertise parking limitations.



Responded At: Mar 14, 2025 16:49:25 pm

Last Seen: Apr 07, 2025 17:00:05 pm

IP Address: 73.11.107.112

Q1. Where in Wilsonville is parking difficult or inconvenient? Please be specific as possible as to location (i.e. Pine Street between 10th and 11th, the street across/next to from [business name], or the [business name] parking lot.)

Visiting friends at Terrene Apts.

Q2. For each location you listed above where parking is difficult or inconvenient, please indicate when parking is most difficult or inconvenient (i.e. day of the week, time of day, type of event). Is there a time when parking is not difficult or inconvenient?

Evening

Q3. What is the primary reason(s) the parking is difficult or inconvenient in the locations you listed above? (select all that apply)

not answered

Q4. In your experience, what types of buildings, businesses, destinations, etc. tend to have a difficult time having enough parking?

Apartments seldom have enough parking for all the people living in them.

Q5. If it is not feasible to build more parking in an area that has more demand than conveniently available parking spaces, which of the following strategies do you feel would be successful in managing limited parking? Pick as many you think would be successful.

Directional signs to nearby available parking
Parking permits to limit parking to certain users (such as adjacent residents)

Q6. When new parking lots are built, what features are important to make them safe, comfortable, and convenient for users? (select as many as apply)

Electric vehicle charging stations
Well lit in the dark

Q7. Please share any additional thoughts on parking in Wilsonville.

Do not allow new units to be built that don't provide for parking. One way is to provide garages for each unit.



Responded At: Mar 24, 2025 11:46:48 am

Last Seen: Mar 24, 2025 18:40:45 pm

IP Address: 75.145.73.86

Q1. Where in Wilsonville is parking difficult or inconvenient? Please be specific as possible as to location (i.e. Pine Street between 10th and 11th, the street across/next to from [business name], or the [business name] parking lot.)

I have no difficulty

Q2. For each location you listed above where parking is difficult or inconvenient, please indicate when parking is most difficult or inconvenient (i.e. day of the week, time of day, type of event). Is there a time when parking is not difficult or inconvenient?

N/A

Q3. What is the primary reason(s) the parking is difficult or inconvenient in the locations you listed above? (select all that apply)

	Other (please specify)
	N/A

Q4. In your experience, what types of buildings, businesses, destinations, etc. tend to have a difficult time having enough parking?

N/A

Q5. If it is not feasible to build more parking in an area that has more demand than conveniently available parking spaces, which of the following strategies do you feel would be successful in managing limited parking? Pick as many you think would be successful.

	Other (please specify)
	I don't see a big problem

Q6. When new parking lots are built, what features are important to make them safe, comfortable, and convenient for users? (select as many as apply)

	Other (please specify)
	Easy access and exits.

Q7. Please share any additional thoughts on parking in Wilsonville.

not answered



Responded At: Apr 02, 2025 19:11:18 pm

Last Seen: Apr 03, 2025 02:05:56 am

IP Address: 67.169.214.73

Q1. Where in Wilsonville is parking difficult or inconvenient? Please be specific as possible as to location (i.e. Pine Street between 10th and 11th, the street across/next to from [business name], or the [business name] parking lot.)

Any place S. of Wilsonville Rd behind Edge Fitness, Red Robin, the library, etc., back where the condos are.

Q2. For each location you listed above where parking is difficult or inconvenient, please indicate when parking is most difficult or inconvenient (i.e. day of the week, time of day, type of event). Is there a time when parking is not difficult or inconvenient?

Any time I go back there to drop off or pick up my kids from a friend's house there is no place to park & it's a tight squeeze.

Q3. What is the primary reason(s) the parking is difficult or inconvenient in the locations you listed above? (select all that apply)

Long distance from typically available parking to desired destination
Difficult to find any available parking spaces

Q4. In your experience, what types of buildings, businesses, destinations, etc. tend to have a difficult time having enough parking?

Apartments & condos

Q5. If it is not feasible to build more parking in an area that has more demand than conveniently available parking spaces, which of the following strategies do you feel would be successful in managing limited parking? Pick as many you think would be successful.

Striping parking to make it more efficient (especially street parking)
Directional signs to nearby available parking
Posted time limits on parking
Shared parking arrangements with nearby property owners

Q6. When new parking lots are built, what features are important to make them safe, comfortable, and convenient for users? (select as many as apply)

Shade trees
Sidewalks and pedestrian pathways
Well lit in the dark

Q7. Please share any additional thoughts on parking in Wilsonville.

For the most part it is okay except in any residential areas.



Responded At: Apr 05, 2025 13:24:11 pm

Last Seen: Apr 05, 2025 20:17:17 pm

IP Address: 174.174.71.9

Q1. Where in Wilsonville is parking difficult or inconvenient? Please be specific as possible as to location (i.e. Pine Street between 10th and 11th, the street across/next to from [business name], or the [business name] parking lot.)

Edge fitness center; Safeway (can't park close, too many pickup etc reserved spots);

Q2. For each location you listed above where parking is difficult or inconvenient, please indicate when parking is most difficult or inconvenient (i.e. day of the week, time of day, type of event). Is there a time when parking is not difficult or inconvenient?

always

Q3. What is the primary reason(s) the parking is difficult or inconvenient in the locations you listed above? (select all that apply)

Long distance from typically available parking to desired destination
Difficult to find any available parking spaces

Q4. In your experience, what types of buildings, businesses, destinations, etc. tend to have a difficult time having enough parking?

don't know

Q5. If it is not feasible to build more parking in an area that has more demand than conveniently available parking spaces, which of the following strategies do you feel would be successful in managing limited parking? Pick as many you think would be successful.

Parking permits to limit parking to certain users (such as adjacent residents)
Posted time limits on parking

Q6. When new parking lots are built, what features are important to make them safe, comfortable, and convenient for users? (select as many as apply)

Sidewalks and pedestrian pathways
Well lit in the dark

Q7. Please share any additional thoughts on parking in Wilsonville.

Developers of homes need to be appropriate sized garages and the encourage people to PARK IN THEIR GARAGE, AT LEAST ONE CAR. That would help the neighborhood parking problems alot.



Responded At: Apr 07, 2025 14:02:37 pm

Last Seen: Apr 07, 2025 18:29:13 pm

IP Address: 50.45.240.89

Q1. Where in Wilsonville is parking difficult or inconvenient? Please be specific as possible as to location (i.e. Pine Street between 10th and 11th, the street across/next to from [business name], or the [business name] parking lot.)

Villesbois, Old Town, other places where apartments went in without enough off-street parking

Q2. For each location you listed above where parking is difficult or inconvenient, please indicate when parking is most difficult or inconvenient (i.e. day of the week, time of day, type of event). Is there a time when parking is not difficult or inconvenient?

Evenings and weekends

Q3. What is the primary reason(s) the parking is difficult or inconvenient in the locations you listed above? (select all that apply)

Difficult to find any available parking spaces

Q4. In your experience, what types of buildings, businesses, destinations, etc. tend to have a difficult time having enough parking?

Restaurants

Q5. If it is not feasible to build more parking in an area that has more demand than conveniently available parking spaces, which of the following strategies do you feel would be successful in managing limited parking? Pick as many you think would be successful.

Parking permits to limit parking to certain users (such as adjacent residents)

Other (please specify)

Fine landlords for parking issues caused by their tenants.

Q6. When new parking lots are built, what features are important to make them safe, comfortable, and convenient for users? (select as many as apply)

Sidewalks and pedestrian pathways

Well lit in the dark

Q7. Please share any additional thoughts on parking in Wilsonville.

The City appears disinterested in combatting traffic and parking issues. Traffic is scapegoated to I5 and the state is blamed for parking/ middle housing laws. The only solution is to slow growth until adequate infrastructure can be added, but city staff seems to be on a mission to do just the opposite.



Responded At: Apr 08, 2025 10:06:44 am

Last Seen: Apr 08, 2025 15:45:26 pm

IP Address: 67.169.215.76

Q1. Where in Wilsonville is parking difficult or inconvenient? Please be specific as possible as to location (i.e. Pine Street between 10th and 11th, the street across/next to from [business name], or the [business name] parking lot.)

Around any set of apartments there are parking problems, especially in the evening hours.

Q2. For each location you listed above where parking is difficult or inconvenient, please indicate when parking is most difficult or inconvenient (i.e. day of the week, time of day, type of event). Is there a time when parking is not difficult or inconvenient?

NIGHT TIME

Q3. What is the primary reason(s) the parking is difficult or inconvenient in the locations you listed above? (select all that apply)

Difficult to find any available parking spaces

Available parking spaces are limited by permit or time restrictions

Q4. In your experience, what types of buildings, businesses, destinations, etc. tend to have a difficult time having enough parking?

Apartments and "SMART" growth subdivisions.

Q5. If it is not feasible to build more parking in an area that has more demand than conveniently available parking spaces, which of the following strategies do you feel would be successful in managing limited parking? Pick as many you think would be successful.

Striping parking to make it more efficient (especially street parking)

Directional signs to nearby available parking

Posted time limits on parking

Shared parking arrangements with nearby property owners

Q6. When new parking lots are built, what features are important to make them safe, comfortable, and convenient for users? (select as many as apply)

Shade trees

Sidewalks and pedestrian pathways

Other (please specify)

Wider parking spaces

Well lit in the dark

Q7. Please share any additional thoughts on parking in Wilsonville.

The City does not think through their decisions on the amount of parking required per unit. Here is an example. The City owns Creekside Woods. That facility was built to "relocate" residents displaced from the Thunderbird Mobile Club located where the Jory facility is today. The City figured that more aged people would not need/want cars. They were wrong. Most 2 person occupants at that facility had two cars. What to do? The City had to develop more parking spaces in an area that they had other plans for. Land is so expensive now that most developers do not have the opportunity to add more land for parking purposes after their development is completed. Besides, if the City approves a developer's inadequate parking plans, then the developer gets to walk away from the problem. Some single family development's in Wilsonville are being overrun in the evening with desperate apartment dwellers trying to find space. How will the City resolve this dilemma? NOT by allowing LESS parking spaces per unit built, or relying on residents to suddenly love spending more time on a bus, whether it's "free" or not.



PARKING REGULATIONS OPEN HOUSE

6 pm Thursday, March 20
Wilsonville City Hall

For those unable to attend, the event can be joined
virtually via Zoom at bit.ly/wilsonvilleparking



Join us for a community discussion on how parking is
regulated, its challenges, and potential solutions

CFEC Parking Compliance and Standards Reform Project Outreach Report Attachment 3

Light refreshments will be served

New State Rules About Parking and What it Means for Wilsonville

- State **Climate Friendly and Equitable Communities (CFEC)** rules
- Parking reform is one component

Purpose of the State Rules

- Remove or substantially reform **minimum parking requirements** Statewide based on finding that minimum requirements overproduce parking leading to:
 - Inefficient land use
 - Less walkability
 - More pollution from driving
- Parking can still be built, just not required

What Wilsonville is Working On

- Complying with State rules to remove/reform parking minimums
- Reviewing other tools to address parking concerns

Two Compliance Phases

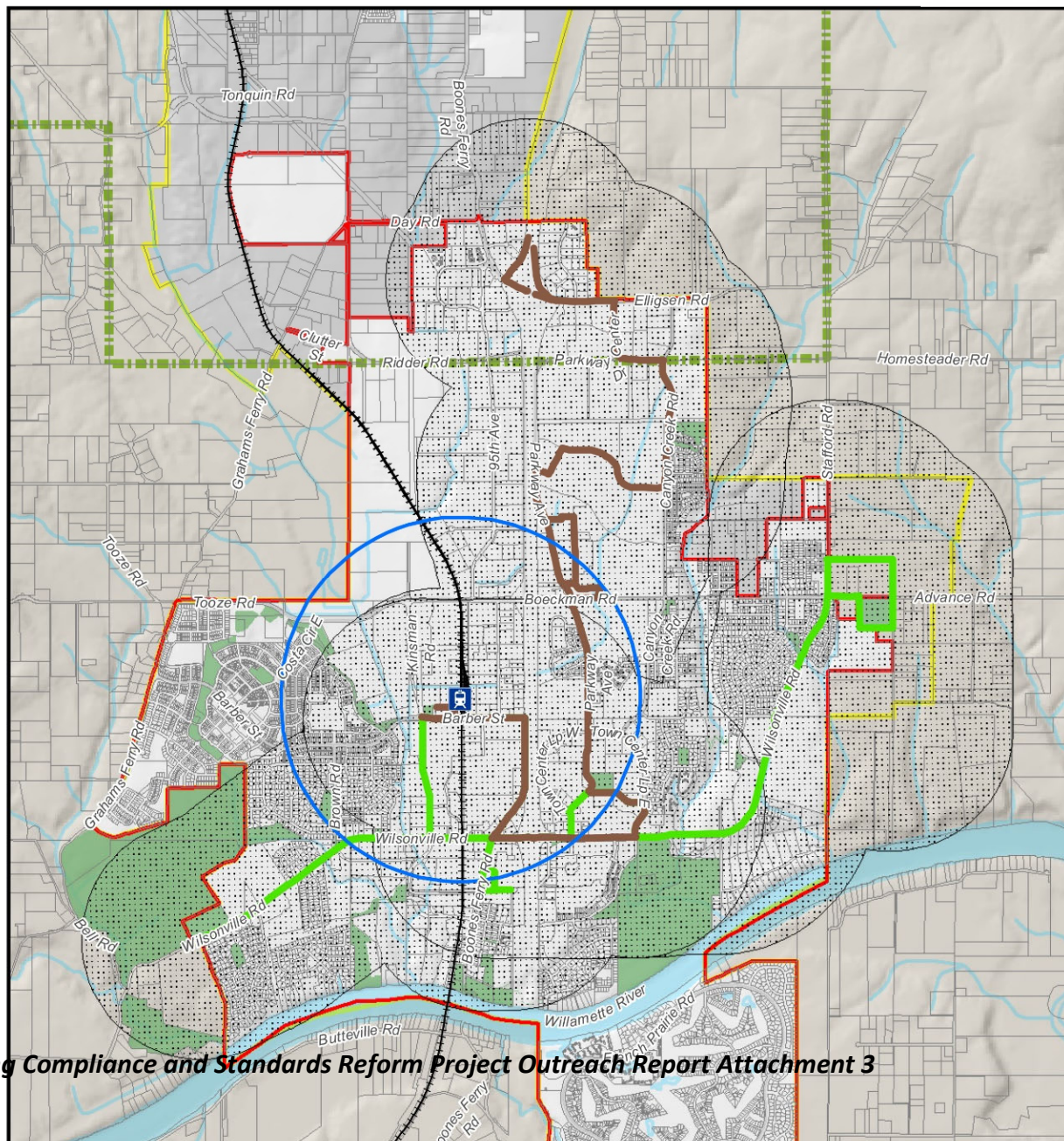
- Parking A:
 - In effect since January 2023, superseding City Code
 - No local options, no action by City
- Parking B:
 - Must be complied with by June 30, 2025

Three options to remove or reform parking minimums

Parking A

State Rules Already in Effect

- Update City code to align with proximity rules (no parking minimums within $\frac{3}{4}$ of transit rail stations and $\frac{1}{2}$ mile of frequent bus routes)
- Transit proximity rule supersedes (removes) parking minimums for most of the City except:
 - Charbonneau
 - Western 2/3 of Villebois
 - Portion of northwest industrial area



Parking B

State Rules the City is Considering Options For

- Focus of current project
- Choose 1 of 3 options for parking minimum reform
- Parking area design reforms

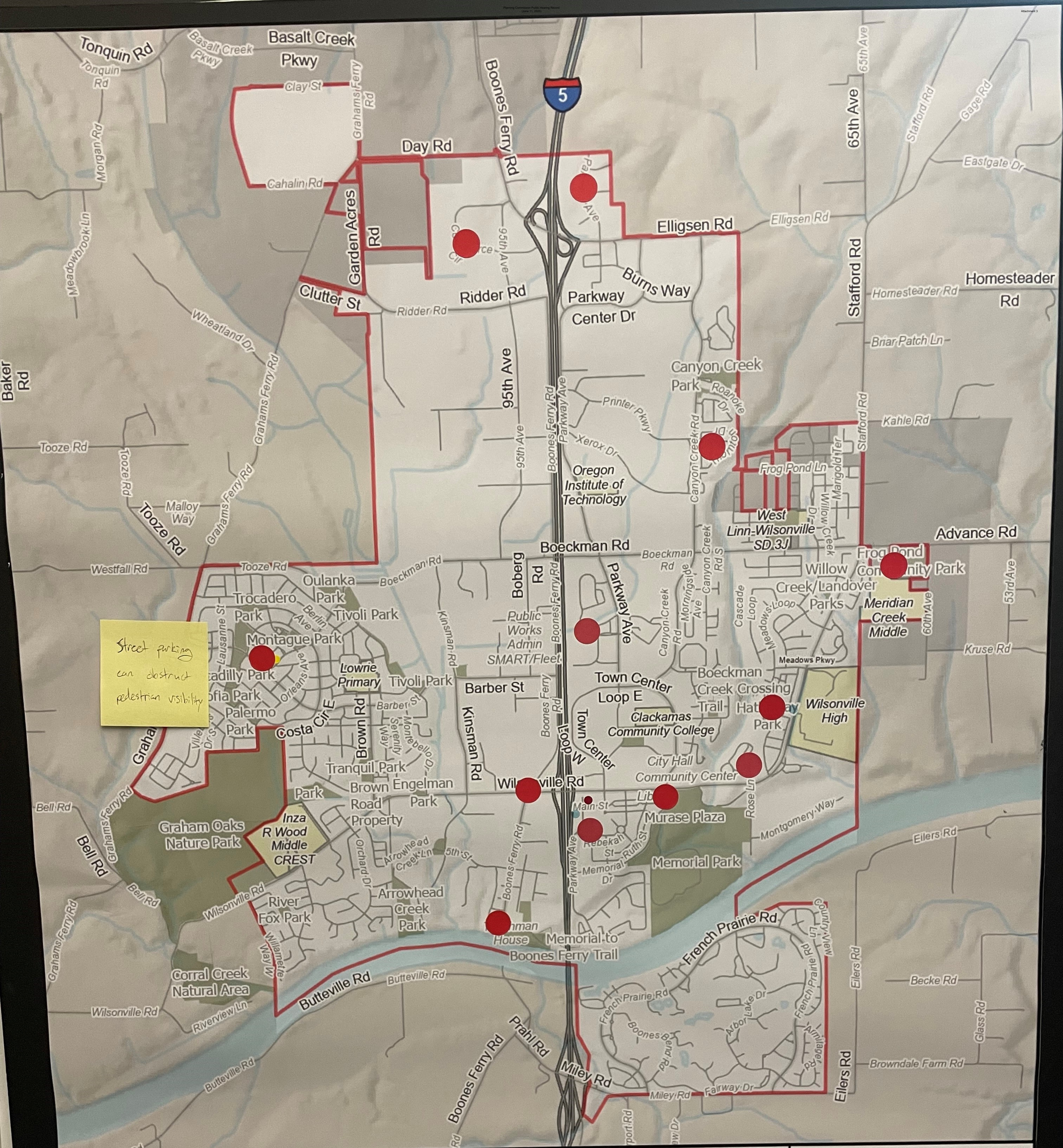
Parking B Reform Options

Majority of City (Covered by Transit Proximity Rule)

Option 1	Option 2	Option 3
No parking minimums		

Charbonneau, western Villebois, northwest industrial area

Option 1	Option 2	Option 3
No parking minimums	Parking minimums allowed	
No additional programs or policies	Choose at least 2 new programs/policies: <ul style="list-style-type: none"> • Unbundled parking • Limit multi-family requirement to ½ per unit • Tax parking revenue • Mandatory flexible commute benefit for larger employers (50+) 	Implement all prescribed programs/policies: <ul style="list-style-type: none"> • No minimum parking for specified uses • No parking for change of use • District parking management or unbundled multi-family parking



The City of Wilsonville, Oregon
Clackamas and Washington Counties



Parks and Places

- Schools
- City of Wilsonville Parks
- Wilsonville City Limits



3/18/2025

0 Miles 0.5

Limited Parking Management Strategies

Place a dot under your preferred parking management strategies when parking is limited or use a sticky note to add your own ideas.

Directional Signs to Nearby Parking



Better Way -
Finding in
general for
all modes of
transport



Posted Time Limits for Parking



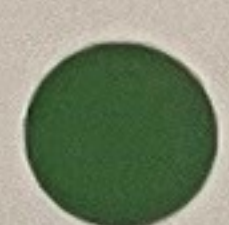
Parking Permits for Adjacent Residents or Businesses



Clearly Marked Parking Spaces



Shuttle Buses for Events



Shared Parking Arrangements Between Property Owners



Other

Diverse street
design that offers
mix of car-first,
transit-first, bike-first

more infra-
structure for
walking and
biking to
reduce reliance
on cars in the
first place

more urban
renewal and
density beyond
town center, think
infill development
and turning old
town square into
a mini-district
for example



Share Your Parking Experience

Use a sticky note to share what type of buildings, businesses, destinations, etc. you tend to have difficulty parking at.

Villebois Town Center

Bicycle parking
+ commercial
areas (near
entrances)

Electric charging
infrastructure

For each location listed above, use a sticky note to share when parking is most difficult or inconvenient (i.e. day of the week, time of day, type of event).

Streets near
Villebois Town
Center at night

Big events

Is there a time when parking is not difficult or inconvenient? Use a sticky note to share your experience.

Villebois
during the
day

Parking Management Tools & Examples



Wayfinding

Wayfinding aims to help people easily find parking when arriving by car, and navigate to and from their parking space while on foot. It is thus crucial to consider both driving and walking perspectives.



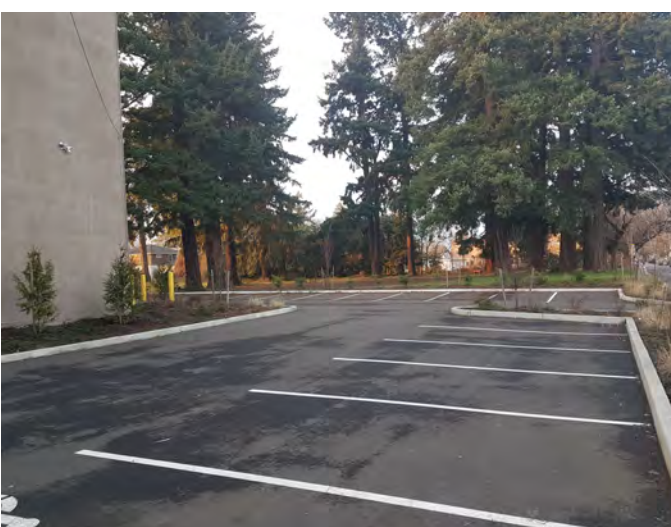
Parking lot signage & branding

Branding and signage help people identify public lots, providing guidance and affirmation on where to park. Ideally, these efforts are integrated with websites, visitors centers, and other public-facing resources.



Enforcement

Enforcement of time limits, regulations, “customer parking only,” etc., tends to be politically popular, but it is costly and can be difficult to accomplish effectively in many settings. In tourist settings, there are sometimes concerns of leaving visitors with negative impression.



Shared Parking / Event Parking

Shared parking agreements can allow for underutilized private parking lots to absorb excess demand. This can be particularly useful during special events, where intense impacts are felt upon a small area for a short period of time.



Metered parking

Metered parking is a powerful and effective tool to manage significant demand while also creating a source of revenue. It typically is used to address issues that have outgrown other interventions.

Permit programs

Permit programs aim to encourage certain types of parking demand within certain facilities. Common examples include residential or employee parking. Other demand can be precluded entirely, time limited, or even paid.



New Supply

Additional supply tends to be a relatively popular intervention, as it is a direct way to satisfy additional demand. But here is typically significant expense associated along with walkability and livability concerns.



Striping and Lighting

Striping stalls can improve efficiency by providing guidance and affirmation. It's relatively uncontentious and inexpensive but does require regular maintenance/refreshing. Sometimes residents oppose striping adjacent to their properties as it's seen to encourage parking.



Similarly, street lighting can activate underutilized parking by making parking areas feel safe, welcoming, and connected during evenings or winter months.





Planning Commission Public Hearing Record
(June 11, 2025)
Parking Open House

Attachment 3

Sign In Sheet
March 20, 2025

Name	Mailing Address	Email Address	Interested in more information?
Doris Wehler	Redacted Personal Contact Information		x
Truman Widling			✓
Michelle Dempsey			
Jeff Zundel			✓
Kate Greenfield			✓
Ramee Forrester			✓
Glenda Walls			✓
Kristi Corno			✓
Dana Crocker			
Stephanie Fisher			✓

CPEC Parking Compliance and Standards R



Planning Commission Public Hearing Record
(June 11, 2025)
Parking Open House

Attachment 3

Sign In Sheet
March 20, 2025

Name	Mailing Address	Email Address	Interested in more information?
Jerry Greenfield	Redacted Personal Contact Information		✓
Bill BAGNAU			No
Mary Rooney			No
Paul Diller			No

Doris Wehler's responses to Parking Open House held 3/20/25

Where is parking difficult or inconvenient on Wilsonville's public streets? None experienced.

When building more parking is not feasible, what strategies can be employed where demand for parking is greater than supply? Building parking is always feasible; it's just a matter of who pays for it.

What building types/uses struggle to accommodate demand for parking? Apartment housing where residents own more than one vehicle. The rental costs are so high that apartments are shared by more than one driver.

What features are important to make parking spaces safe, comfortable and convenient?

1. Large enough space to accommodate larger vehicles
2. Lighting for safety
3. Be located close to residence
4. EV charging stations
5. More handicapped spaces, as almost 20% of residents have some form of handicap.
6. Covered carports assigned to units

Here are some ideas to combat Oregon's law whereby new residences are not required to have parking. Incentivize voluntarily providing parking by:

- a. Reminding developers that prospective customers will not choose to live in places without adequate parking. Although people may use transit more over time, very few people can or will totally do without a vehicle.
- b. Give expedited review to projects that offer adequate parking.
- c. Require builders to have 24'x24' "storage" areas with large overhead doors that have wide access to streets.
- d. Require buildings greater than 2 stories to have a choice of putting in elevators or contributing an equal dollar amount for public parking.
- e. Increase system development charges with a credit for those who voluntarily provide adequate parking. Use those fees to buy land and operate parking garages.
- f. Set aside land for parking garages by zoning only for parking use.

The state has imposed their unreasonable parking restrictions which will cause prospective Wilsonville residents not to move here. It will also cause unrest and play havoc with those neighborhoods that have adequate parking to being infiltrated by vehicles not belonging to the neighborhood. **LOSS OF PARKING MEANS LOSS OF VALUE.**

In the state's effort to push transit only, they are doing great harm to Wilsonville. It's time for our City Council to seek out and join with other communities advocating for abolishment of this nonsensical law.



PUBLIC COMMENT CARD

Please print clearly.

DATE: _____

NAME: Nichole Dempsey

ADDRESS: info on file

TELEPHONE NO.: _____ EMAIL: _____

COMMENTS: _____

Near Entire concern: ^{(the} writing is on the wall)
overflow parking from Barnes Ferry Park ^{seeping} into the Old Town
Neighborhood - especially ^{defecting} those of us who live on Barnes Ferry Rd.

CFEC Parking Compliance and Standards Reform Project Outreach Report Attachment 3

being built
ie 5 BR w/ one-car driveways + one car garages which lines
the street with cars

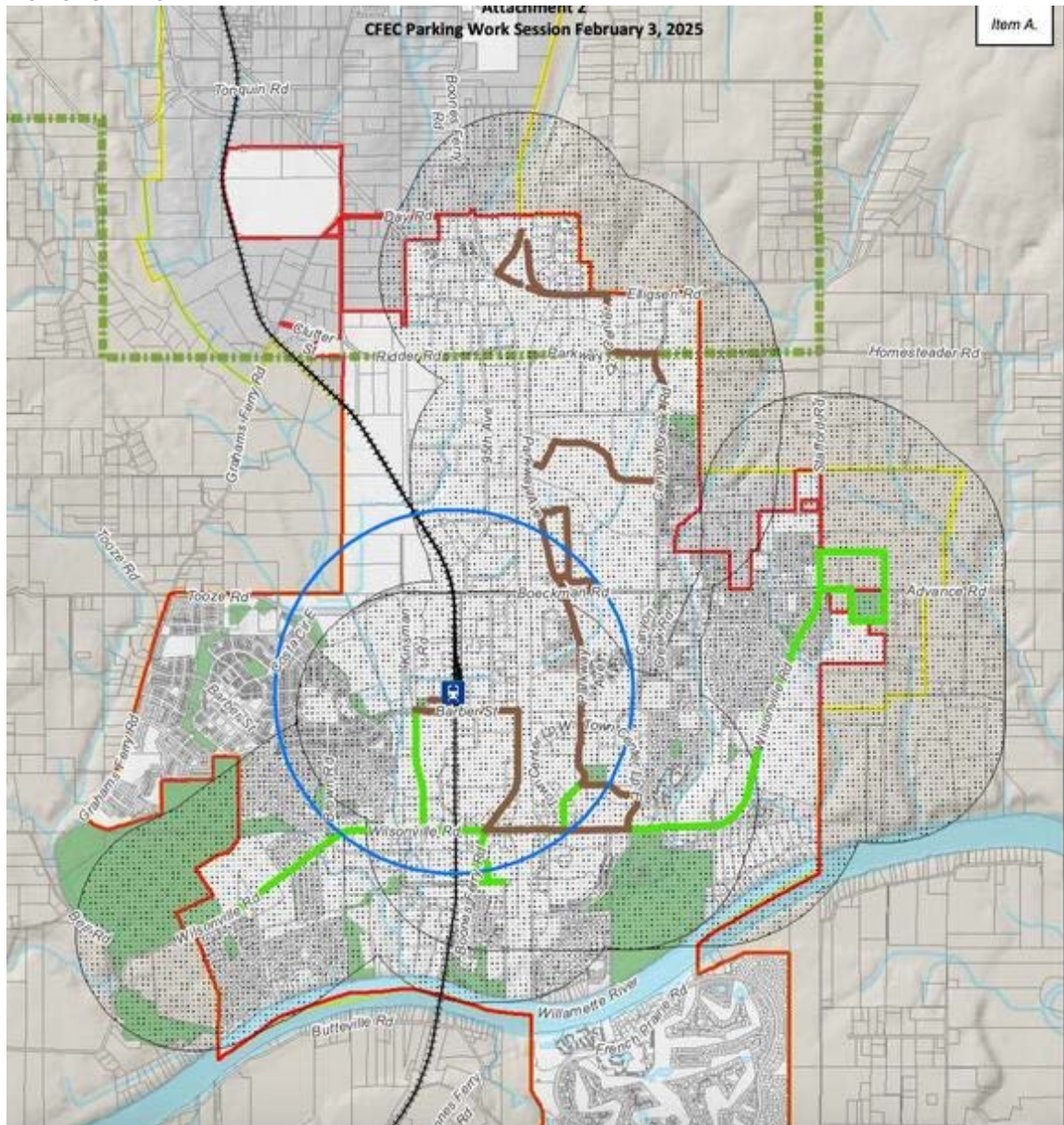


Planning Commission Record

Articles

Wilsonville City Council considers removing parking minimums to comply with state climate regulations

By Krista Kroiss,
2025-02-10



To comply with state climate regulations, the Wilsonville City Council is considering removing parking minimums across town.

The action, discussed by the City Council in a work session on Monday, Feb. 3, is one option available for meeting the state's Climate Friendly and Equitable Communities regulations. Two other options would allow for some parking minimums in specific situations among other requirements.

Some rules have already been in effect since 2023, such as those requiring cities to remove parking mandates within a certain distance of public transit

and in some residential and commercial areas. The second phase of reform, which is the city's current focus, was originally required to be implemented by June 30, 2023, but delayed to June 30 of this year.

The parking reform requirements that took effect in 2023 already prevent parking minimums throughout most of the city due to South Metro Area Regional Transit lines, with the exception of the Charbonneau neighborhood, the western two-thirds of Villebois, and a portion of land planned for industrial use in northwest Wilsonville.

The new regulations will affect these areas, but, in the work session, Wilsonville Planning Manager Dan Pauly said that the city doesn't expect the residential areas to be greatly impacted by new regulations because they have already been built.

"We don't anticipate... much change in (Villebois and Charbonneau), so, regardless of which option is chosen, we don't see much of a delta," Pauly said.

A staff report says the Wilsonville Planning Commission recommends the option to remove parking minimums completely to have consistent regulations citywide and save administrative costs.

After a question from Councilor Adam Cunningham, Pauly clarified that Frog Pond East and South — areas along Southwest Stafford Road and Southwest Advance Road that are planned for residential development — fall under the existing regulations enacted in 2023. Parking minimums are unable to be required in the areas due to the SMART transit line that runs through Frog Pond.

"As I was looking at this, it sure felt like we're being punished for having a transit line that runs so thoroughly through our town," Cunningham said. He asked if Frog Pond would be allowed to have parking minimums if the SMART transit line was shortened to exclude Frog Pond. Pauly said cutting off the transit line could cause transportation issues for students.

Through the regulations, the state aims to allow market demand to determine the amount of parking built rather than "one-size-fits-all" minimum requirements. The state says minimum parking standards have led many areas to have more parking than is needed and less land for more useful purposes like housing.

"The CFEC Parking rules aim to remove or substantially reform minimum parking requirements in local government codes based on the state's findings that minimum parking requirements overproduce parking leading to, among other things, inefficient land use, less walkability, and more pollution from driving," a staff report said.

Oregon's metropolitan areas and Clackamas, Marion, and Washington Counties are affected by the parking regulations.

If it chooses not to abolish parking minimums, the city has two other options. One would require the city to select two of five possible policies from a list that includes requiring parking be paid for separately from residential units or commercial buildings, offering flexible commute benefits for large businesses, taxing parking lot revenue, and requiring that no more than half a parking space per unit be built for multifamily development.

The other would require the city to adopt policies preventing additional parking from being built during redevelopment or a change of use for a property, removing parking mandates within a half mile of "climate friendly areas," and designating districts to manage on-street parking or require parking be purchased separately from multifamily development. This option would also require the city to remove parking mandates for a range of specific uses including small dwellings, vacant buildings, historic buildings, and others.

Under either option, parking minimums cannot be enforced on single-room occupancy housing and small residential units, housing designated as affordable, shelters for domestic violence and homelessness, child care facilities, and facilities for people with disabilities.

More pushback from council

Councilor Katie Dunwell cited a statement in the state's documents on why the regulations are occurring. She said it was "politically motivated" and alluded to restricting the number of cars people are able to own.

"We're a commuter city... we have a 'last mile' issue. SMART doesn't get people that are carrying their groceries, in the middle of a rainstorm, to their home, unless they call Dial A Ride," Dunwell said, adding that people won't walk or ride bikes to the grocery store on a rainy day. "It's an issue, and I'm really struggling to find a way to square that, with some of these requirements. Because ... it's hopeful, but I don't believe that it's realistic for a town like Wilsonville."

Mayor Shawn O'Neil echoed Dunwell, noting that a majority of Wilsonville residents commute out of the city for work.

"It's hard to believe that they're going to use bicycles to get their jobs in Portland and Salem. So I join in Councilor Dunwell's comments, it's frustrating," O'Neil said.

"The best I can say is this doesn't reflect city policy or our policy," Pauly said, adding that state policy supersedes local policy in this case and complying with state mandates is simpler for developers. "With this tool taken out of

our tool chest, doesn't take away the importance of parking in our community."

Pauly sees the city's future discussions focusing on what other tools or strategies can be used to ensure parking outside of parking minimums, such as having discussions with developers on the importance of parking.

Outside of requirements, Brian Davis, a consultant working with the city on the project, said developers understand the value of having parking.

"No one is going to shoot themselves in the foot by not developing enough parking to support their businesses," Davis said, adding that having garages and parking in residential areas have value to developers.