



**CITY COUNCIL MEETING  
STAFF REPORT**

<b>Meeting Date:</b> March 2, 2026		<b>Subject:</b> Public Safety Council Goal Update – RVs and Abandoned Vehicles	
		<b>Staff Member:</b> Amanda Guile-Hinman, City Attorney, Hannah Young, Law Clerk	
		<b>Department:</b> Legal	
<b>Action Required</b>		<b>Advisory Board/Commission Recommendation</b>	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		<b>Comments:</b> N/A	
<b>Staff Recommendation:</b> N/A			
<b>Recommended Language for Motion:</b> N/A			
<b>Project / Issue Relates To:</b>			
<input checked="" type="checkbox"/> Council Goals/Priorities: 2025-27 Council Goal No. 2: Public Safety; Strategy 2.4		<input type="checkbox"/> Adopted Master Plan(s):	<input type="checkbox"/> Not Applicable

**ISSUE BEFORE COUNCIL:**

Consider the following policies/programs: (1) 48-hour parking limitation; (2) RV parking permit program; and (3) abandoned vehicle definition update.

## EXECUTIVE SUMMARY:

As part of its 2025-27 Council Goals, the City Council adopted Goal 2: Public Safety. The first outcome identified in Goal 2 is to “investigate enforcement solutions for RVs and examine abandoned vehicle definition in code.” Previously, staff met with Council during the [July 21, 2025 work session](#) to provide research on the issue, and present possible policy alternatives. Following this meeting, Council approved staff to conduct community outreach to garner crucial feedback from Wilsonville residents on which alternatives best meet their understanding of community needs. The outreach was concluded in November 2025, which were then brought to Council and addressed in the [December 15, 2025 work session](#). Following that work session, Council directed staff to move forward with providing a draft RV Permit Program and draft language to reduce the 72-hour street parking allowance to 48 hours and to update the definition of abandoned vehicles. From the information provided herein, during the March 2, 2026 work session, staff seeks the following feedback from Council:

1. Does Council want to proceed with updates to the Wilsonville Code regarding: (1) reducing allowed street parking from 72 hours to 48 hours; and (2) updating the definition of abandoned vehicle?
2. Does Council want to further consider a pilot RV parking permit program?
  - 2.1. How does Council wish to define RVs subject to the program?

## OVERVIEW OF POLICIES/PROGRAMS:

### A. Code Update: 48-Hour Parking and Updated Abandoned Vehicle Definition

Currently, Wilsonville Code requires vehicles to be left unattended in a single space for 72 hours before subject to citation or possible removal. As it stands, this can create an enforcement gap between when community members report a vehicle parked longer than 72 hours, and when code or law enforcement can observe for 72 hours and initiate enforcement strategies. By updating the code language to reduce the number of hours a vehicle is allowed to remain to 48, the overall timeline of enforcement and abatement is shortened, and response is thereby more efficient and effective for community members. Updating the abandoned vehicle definition will similarly create efficiency in towing vehicles parked for an extended period of time. **Attachment 1** outlines the proposed code language updates.

### B. RV Permit Program

The draft RV permit program was developed based on Council input to address the presence of RVs left on public property in Wilsonville. The program is modeled after the four jurisdictions in Oregon that currently implement similar programs, with variables changed to suit feedback received from the Council discussion.

If Council elects to pursue an RV Permit Program, staff’s primary recommendation is to pursue a pilot program, and direct staff to report on outcomes from the program before adopting it into Wilsonville Code. As discussed in the July work session, only four jurisdictions in Oregon currently have this program and only one of the four found it particularly successful. That jurisdiction,

Gresham, provided resources to undertake proactive enforcement, rather than solely complaint-based enforcement. Since the City currently engages code enforcement generally based on complaints received, testing the program for a period of time to determine its efficacy may be an appropriate first step. Furthermore, from the responses from the community outreach, the RV permit program received the most opposition (65 opposed compared to 47 and 33 opposed to the other options) and the least support (120 supportive or extremely supportive compared to 129 and 139 for the other options) of the three options presented. “Maintain current regulations” received the most support and the least opposition of the three options.

If Council is interested in the revisions proposed in Attachment 1, staff anticipates that the updates may address some of the public health, safety, welfare, and livability issues identified by Council and community members. Therefore, staff recommends that, if Council desires to move forward with an RV permit program, the program begins as a pilot program to determine its efficacy in further promoting public health, safety, welfare, and livability, as well as determining true costs to run the program. **Attachment 2** attached hereto, provides a draft pilot program for a RV Parking Permit Program.

Staff will also need guidance from the Council regarding the types of vehicles to consider including (motorhomes, travel trailers, camper vans, truck campers, etc.). **Attachment 3** provides examples of definitions from other jurisdictions.

**TIMELINE:**

Following Council discussion of the draft program and code language, staff can prepare an ordinance for updates to the Wilsonville Code and a resolution for the RV permit program for further Council consideration. Prior to consideration of an ordinance and resolution, staff anticipates another work session may be necessary to specifically discuss funding for code enforcement more generally to encompass new programs and policies Council is considering under Council Goal No. 2. Currently, Council Goal No. 2 is planned to be completed in fall 2026 for all strategies.

**CURRENT YEAR BUDGET IMPACTS:**

Staff do not anticipate current year budget impacts outside of public outreach costs discussed below – this project is currently being managed in-house by City staff. However, new programs will have administrative overhead costs to deploy them. Moreover, towing RVs generally costs between \$7,000 and \$10,000 per tow. The City does not have a dedicated funding source for these costs. Furthermore, since the City’s approach to code violations is to pursue compliance and, generally, to only seek reimbursement of City costs incurred, the City does not derive discernible income from code enforcement currently.

Staff anticipates that, as Council continues to discuss the strategies under the outcome to streamline responses to code enforcement issues, a larger discussion regarding funding of code enforcement will need to occur. While any one proposed change regarding code enforcement may not indicate a need for a dedicated funding source, the potential combination of multiple new programs will be cost-prohibitive without a revenue source. While staff is not proposing a

funding source at this time, Council should be aware that multiple new public safety programs may require discussions about how to fund the programs.

**POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:**

Council’s Public Safety Goal aims to ensure that City staff and community members have the tools necessary to address different public safety and livability concerns.

Updates to the City’s parking regulations may address some of the public health, safety, welfare, and livability issues that community members express either to Council or through calls to law enforcement. Mechanisms to adjust the time allowed to park in one given area from a total 144 hours to 96 before law enforcement may take action could produce a visible benefit in response time and overall abatement of nuisance.

**STAFF RECOMMENDATION:**

Ensuring that the City has the tools necessary to proactively prevent the proliferation of long-term RV parking on city streets can address livability concerns. This strategy may aid the City in crafting regulations that address specific concerns without being overbroad, vague, or inflexible in the City’s longstanding approach to code compliance. The goal is to balance livability concerns with providing reasonable regulations to achieve compliance.

At this time, staff recommends moving forward with the updated code language (**Attachment 1**), and allowing time for enforcement changes before introducing the pilot program—as its efficacy is inconsistent within the jurisdictions actively utilizing similar programs. By lowering allowed parking time limits and adding to the definition of abandoned vehicle, the permit program may not become necessary.

**ALTERNATIVES:**

Council could elect to pursue one or more of the possible policy updates discussed in this staff report. Council could determine not to pursue an update to parking regulations, but rather instruct staff and law enforcement to place particular emphasis on enforcing current parking regulations.

**CITY MANAGER COMMENT:**

N/A

**ATTACHMENTS:**

1. Draft Code Language Update – Parking Time Limitation and Abandoned Vehicle Definition
2. Draft RV Parking Permit Program
3. Examples of RV Definitions