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	
☐ Motion	☐ Approval	
☐ Public Hearing Date:	☐ Denial	
☐ Ordinance 1st Reading Date:	☒ None Forwarded	
☐ Ordinance 2nd Reading Date:	☐ Not Applicable	
☐ Resolution	**Comments:**	
☒ Information or Direction		
☐ Information Only		
☐ Council Direction		
☐ Consent Agenda		
Staff Recommendation: Provide input on draft Development Code updates.		
Recommended Language for Motion: N/A		
Project / Issue Relates To:		
☐Council Goals/Priorities:	☐Adopted Master Plan(s):	☒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

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Current Parking Lot Design Standards

General Parking Area Standards (200 or less Parking Spaces)	Enhanced Standards for Parking Areas with more than 200 Spaces
• 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	• 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

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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

40 spaces

200 spaces

8275

8269

8255

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

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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

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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.***

~~b~~*f*. ***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.

~~f~~*g*. ***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.

~~3~~*4*. ***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.~~

~~c~~*a*.   ***Internal Pedestrian Walkways:***

- ~~All p~~*P*arking 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.

~~d~~*b*.   ***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.

~~e~~*c*.   ***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.~~