



**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: December 15, 2025		Subject: Public Safety Project Update – Community Outreach on Alternative RV Policies Staff Member: Amanda Guile-Hinman, City Attorney and Hannah Young, Law Clerk Department: Legal	
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 type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: N/A			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: 2025-27 Council Goal No. 2: Public Safety; Strategy 2.1	<input type="checkbox"/> Adopted Master Plan(s):	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

Council discussion and input on (1) results from completed Community Outreach regarding the Public Safety Goal strategy investigating enforcement solutions for RVs; and (2) proposed next steps following this outreach.

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, and by addressing each of these topics, this staff report provides an overview of the outreach conducted and provides further insight into potential alternatives. From the information provided herein, during the December 15, 2025 work session, staff seeks the following feedback from Council:

1. Direction whether any additional information is needed prior to consideration of policy update(s).
2. Direction whether a particular policy update should be drafted for Council to consider at a future work session.

I. BACKGROUND

Based on the implementation timeline identified in the approved Council Goals, staff began working on the first outcome of Goal 2 in May 2025. An interdepartmental team consisting of employees from Legal, Code Compliance, Planning, Building, Administration, Police and Community Development met to discuss the strategies identified for the outcome of streamlining response to code enforcement challenges. A chart of each subgroup for the five (5) strategies is provided below:

Strategy	Subgroup Members
2.1 – Investigate enforcement solutions for RVs (and examine abandoned vehicle definition in code)	Legal, Code Compliance, Police, Administration
2.2 – Update Chapter 1 code enforcement process and penalties (incl. admin process instead of police citation)	Legal, Code Compliance, Planning, Building, Administration, Police (optional)
2.3 – Update Nuisance code provisions, with particular review of noxious vegetation, property appearance, noise, and other chronic nuisances	Legal, Code Compliance, Planning (optional), Building (optional), Natural Resources (stormwater), TVF&R (fire season)
2.4 – Investigate developing a graffiti enforcement/reward program	Legal, Code Compliance, Police, Administration, Public Works (optional)
2.5 – Review Clack Co administrative warrant process and consider whether City should adopt a similar local process	Legal, Code Compliance, Police, Administration, Building, Planning

This report provides an update on the community outreach conducted by staff regarding potential updates to Wilsonville Code provisions concerning recreational vehicles and abandoned vehicles (“RV” and “ABV”). The overall goal of updated RV/ABV programs serve Council’s public safety initiatives outlined in its 2025-27 Council Goals. The purpose of this outreach was to garner community feedback regarding current issues Wilsonville residents face with parking regulations and any proposed programs or updates.

Potential abatement programs were presented to Council at the July 21 work session, where Council directed staff to move forward with conducting community outreach via *Let’s Talk Wilsonville!* and other stakeholder outreach. This memo discusses the various findings from responses received and proposed next steps as Council advances its public safety initiatives.

II. OUTREACH METHODS

Staff conducted three outreach efforts to accumulate a variety of feedback from the Wilsonville community. Staff drafted a questionnaire for the general public, which was posted on *Let’sTalkWilsonville!* From September 2, 2025 through October 12, 2025. Prior to completing the community questionnaire, participants were asked to review a FAQ page, in which staff provided an overview of the project and various existing data points regarding ABVs and RVs in Wilsonville.

The questions in the community questionnaire were included in the Community Outreach Framework shared with Council at the July work session. Noting the importance of stakeholder input and seeking feedback from particularly impacted groups, staff created additional questions for homeowners association (HOA) members, business owners¹, and RV owners/possessors, also based on the Outreach Framework previously reviewed by Council. Staff made several efforts to reach these particular stakeholder groups, and ultimately received responses from HOA members and some RV owners/possessors.

III. RESPONSES

In total, 221 respondents answered the community questionnaire, 181 residents from HOA’s responded to the HOA survey², and staff connected with nine (9) RV owners for responses. Out of the 405 total results, the primary findings are detailed below.

A. Community Questionnaire Results

The community questionnaire provided up to 15 questions to participants. The report of the community questionnaire results is attached hereto as **Attachment 1**. Question 15 is omitted from Attachment 1 as it includes personal contact information of respondents who answered the question.

¹ Project staff engaged in several communications with a business organization to distribute a business owner survey and present on this project at one of its meetings, but were unable to have the business owner survey distributed or to present on this project prior to the December 15, 2025 work session.

² Project staff sought contact information for the HOAs within Wilsonville, and attempted to reach out to the HOAs for which staff obtained contact information (a total of 15). Two contacts were willing to distribute the HOA-specific survey, resulting in 181 total responses. 177 of those responses came from the Charbonneau HOA.

The vast majority of respondents (95.5%) identified as residents of Wilsonville. Additionally, 86% identified as living in a single-family residence. The questionnaire also asked how concerned respondents were about finding adequate and accessible parking on a regular basis. The majority, 56.1%, were not concerned.

Drilling down to discussing RVs specifically, almost half, 47.1%, identified that their neighbors owned RVs, while the respondent did not. Of the 221 responses, 136 identified that either the respondent, their neighbors, or both owned RVs, while 85 respondents stated neither they nor their neighbors owned an RV.

When asked what factors should the City consider when drafting revisions to parking regulations, respondents were given a list of choices and asked to prioritize the options by identifying whether the factor: should not be taken into consideration, given slight consideration, given moderate consideration, or given the majority/primary consideration. The top priorities, the ones identified as majority/primary, included livability improvements, safety improvements, and enforcement capabilities. The lowest priority factors included administrative workload, over-regulation concerns, and cost.

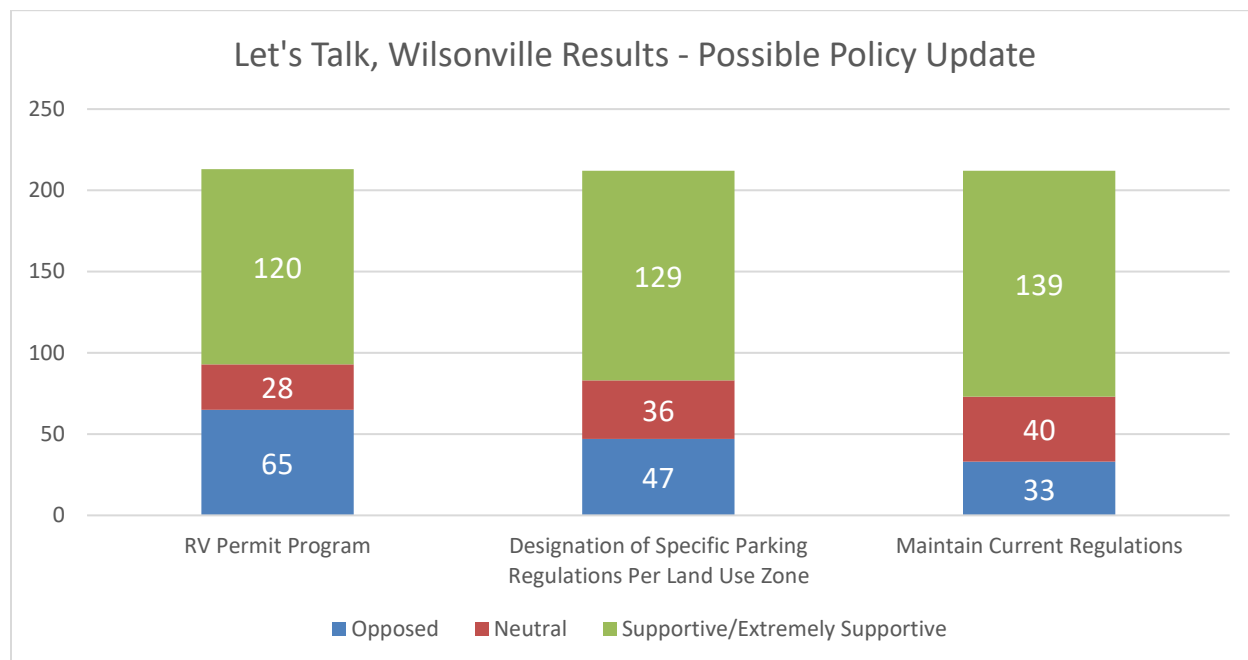
The questionnaire also asked about the alternatives that Council directed staff to investigate further at the July 21 work session – designating specific parking regulations per land use zone, an RV permit program, or maintaining the current 72-hour parking time limit. Respondents were asked to identify whether they oppose, are neutral, are supportive, or extremely supportive of each policy.

The policy that received the most “extremely supportive” responses and the most of the combined “supportive” and “extremely supportive” responses was the option to maintain the current 72-hour regulations. The option that received the most opposition was the RV permit program. Below is the chart from the questionnaire representing the responses:

Q12 Which of the following directions would you support the City pursuing?



This next chart combined the “supportive” and “extremely supportive” responses for each of the policy choices:



The questionnaire also allowed respondents to provide additional comments regarding the project. Many of the comments discussed individuals experiencing homelessness. For clarity, the City cannot adopt regulations that selectively target RVs owned or used by individuals experiencing homelessness. Such actions would be discriminatory and illegal. The City currently prohibits any individual from “camping” on any City property or right-of-way outside of the designated area and designated time set forth in the City’s administrative rules regulating camping. The City also currently prohibits any vehicle from being parked for more than 72-hours in one location. The City can adopt policies that regulate all people equally, such as the 72-hour parking limitation or enforcing the Oregon vehicle code statutes concerning vehicle registration. However, the City cannot regulate only RVs owned or used by individuals experiencing homelessness.

To coordinate on issues regarding camping and parking, City staff and law enforcement meet regularly (often monthly) on parking and traffic concerns, as well as camping enforcement. Information on complaints received are also tracked³. Staff and law enforcement also engage directly with individuals both when calls are received on a particular parking issue and when out in the community. This project, both in recognition of the stated Council Goal and applicable state

³ A comprehensive review of the monthly parking and traffic reports was provided to the Council as part of the July 21 work session.

and federal laws, is not intended to, and cannot, exclusively regulate individuals experiencing homelessness.

B. HOA Results

Of the 15 HOA groups that staff had contacts, two provided the HOA questions to their HOAs, which resulted in a total of 181 responses. See **Attachments 2 and 3**. The Charbonneau HOA responses make up almost all of the responses received at 177. Most of the respondents had not taken the community questionnaire. These questionnaires, rather than focusing on specific policies, sought to learn whether parking, and RV parking specifically, are issues in the applicable residential neighborhood. Based on the feedback, and particularly because most HOA regulations have additional street parking limitations, RV parking in the neighborhood was not a significant concern.

C. RV Owner Results

In addition to specific questions in the community survey for individuals who identified as owning an RV, City staff connected with 9 RV owners throughout Wilsonville to garner specific feedback on proposed RV/ABV policy alternatives and any potential new programs regulating RV parking. See **Attachment 4**.

The tailored questions for RV owners had them rank their concern level on identified alternatives (hours changes, finding adequate space for parking, designated limits for loading/unloading) from “Not Concerned at All” to “Extremely Concerned.” Of those, the alternatives that received the most “Extremely Concerned” ranking were the potential requirement to obtain a free parking permit for their RV; and potential limits on the number of permits one may obtain per year. Of the nine respondents, seven (7) were extremely concerned about the potential permit and all nine (9) were extremely concerned about potential limits on number of permits per year.

When asked to rank their support for various alternatives, five (5) respondents indicated that they would not be supportive of an RV permit program.

IV. COUNCIL DIRECTION

With this information from the public outreach, staff now seek Council direction for next steps.

1. Does Council need any additional information prior to consideration of any policy update(s)?
 - a. If so, what specific information would be helpful to Council?
2. Is Council interested in directing staff to draft a particular policy update to consider at a future work session?

Based on feedback from the interdepartmental project team and the results of the public outreach, staff offer the following recommendations, should Council consider one or more policy updates:

Hourly limits for different zones:

Should Council desire to consider different parking time limits for different zones, staff recommend that Council consider, as an alternative, lowering the parking time limit city-wide to 48 hours. Staff recommends this alternative for several reasons: (1) it provides a clear standard across the city and decreases the possibility of confusion of community members and enforcement staff; (2) eliminates the need for signages throughout the city to demarcate the various time limit requirements; and (3) addresses concerns of the length of time individuals are parked without moving their vehicles by reducing the length of time allowed by 24 hours.

RV permit program:

If Council wants to pursue an RV permit program, staff recommends that Council start the program as a pilot program for a period of time and then have staff report on the outcomes from the program before adopting it into the Wilsonville Code. As previously reported in the July work session, only four (4) jurisdictions in Oregon currently have this program and only one (1) of the four (4) 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.

Staff will also need guidance from the Council regarding the types of vehicles would it consider to include (motorhomes, travel trailers, camper vans, truck campers, etc).

EXPECTED RESULTS:

Staff anticipate that 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.

TIMELINE:

Assuming Council desires to update the City's parking regulations, work sessions and proposed Council adoption are planned for spring-summer 2026. Council Goal No. 2 has a planned completion 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 currently does not have a dedicated fund for this cost.

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 (administrative warrants, graffiti mitigation, RV towing) 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.

ALTERNATIVES:

Council could elect to pursue one (1) 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. Let's Talk, Wilsonville! Questionnaire Results Report
2. Charbonneau HOA Questionnaire Results
3. Other HOA Questionnaire Results
4. RV Owner/Possessor Questionnaire Results