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# 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 shred 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.