



**PLANNING COMMISSION**  
**WEDNESDAY, JANUARY 8, 2025**

**WORK SESSION**

2. CFEC Parking (Pauly)(60 Minutes)



## PLANNING COMMISSION MEETING STAFF REPORT

<b>Meeting Date:</b> January 8, 2025		<b>Subject:</b> CFEC Parking Compliance and Standards Reform	
		<b>Staff Member:</b> Daniel Pauly, Planning Manager	
		<b>Department:</b> Community Development	
<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 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	
		<b>Comments:</b>	
<b>Staff Recommendation:</b> Provide requested input on selecting a “Parking B” compliance option.			
<b>Recommended Language for Motion:</b> N/A			
<b>Project / Issue Relates To:</b>			
<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"> <li>• Able to enforce parking minimums</li> </ul> Implement at least two of the following: <ul style="list-style-type: none"> <li>• Parking spaces leased/sold separately from housing units or leased commercial space (enforced by City)</li> <li>• No more than ½ space per unit required for multi-family</li> <li>• Tax revenue from parking spaces</li> <li>• Flexible commute benefit for more than 50 employees</li> </ul>	<ul style="list-style-type: none"> <li>• Able to enforce parking minimums</li> </ul> Implement all of the following: <ul style="list-style-type: none"> <li>• No minimum parking required for a variety of specific uses including small sites, vacant buildings, small homes, historic buildings, etc.</li> <li>• No additional parking for changes in use</li> <li>• District management of on-street parking or lease multi-family parking and housing units separately</li> </ul>

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?

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**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**

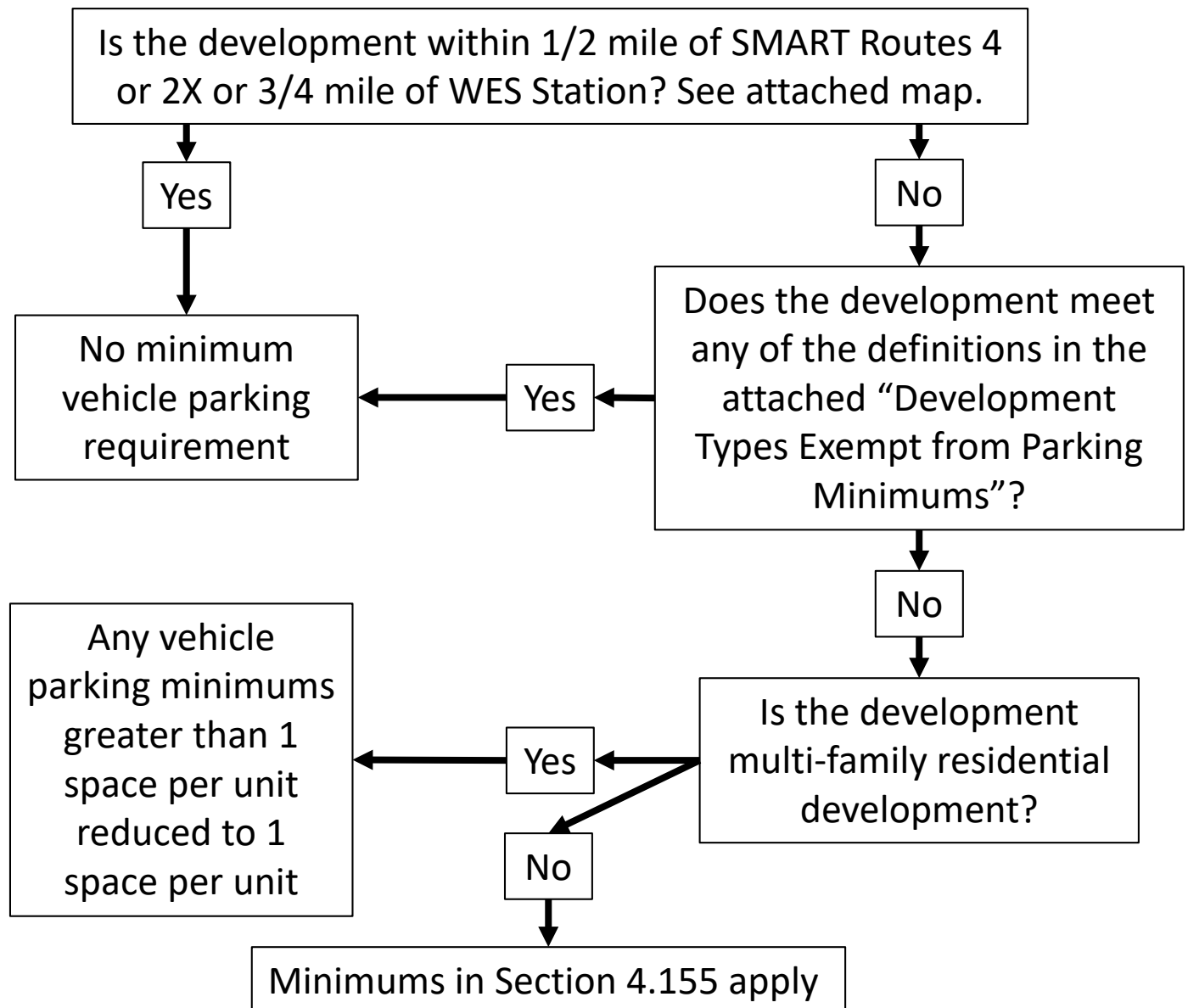
Option 1 660-012-0420	Options 2 and 3 660-012-0425 through 0450	
Repeal parking mandates	Reduce parking burdens – reduced mandates based on shared parking, solar panels, EV charging, car sharing, parking space accessibility, on-street parking, garage parking. May not require garages/carports.	
	Climate-friendly 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	<b>Option 2</b> enact at least two of five policies	<b>Option 3</b> all of the below
	<ol style="list-style-type: none"> <li>1. Unbundle parking for residential units</li> <li>2. Unbundle leased commercial parking</li> <li>3. Flexible commute benefit for businesses with more than 50 employees</li> <li>4. Tax on parking lot revenue</li> <li>5. No more than ½ parking space/unit mandated for multifamily development</li> </ol>	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

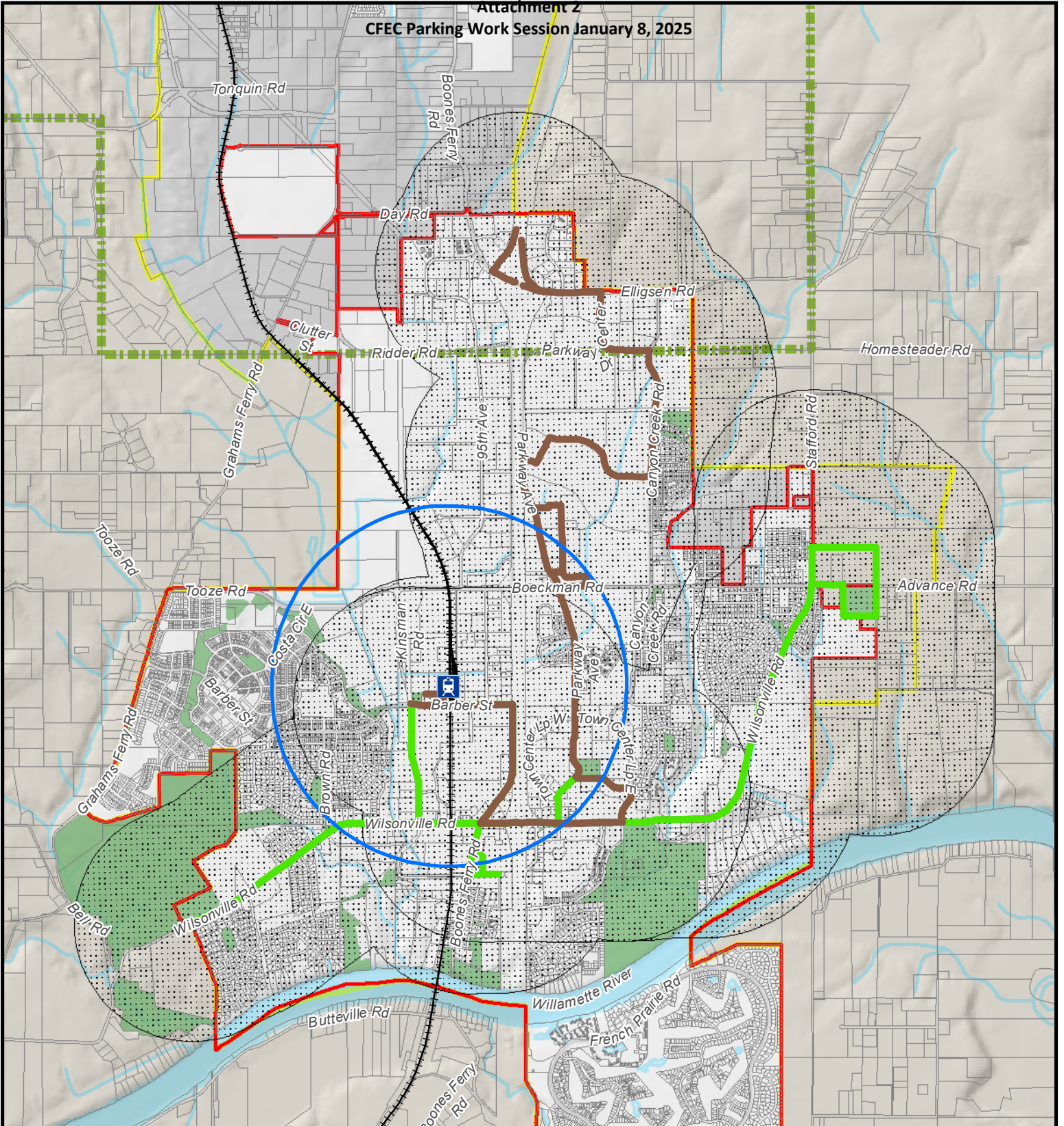
Pursuant to OAR 660-012-0430 and OAR 660-012-0440 certain State rules take precedence over any conflicting parking standards in Wilsonville's Development Code beginning January 1, 2023. In particular, a number of the vehicle parking minimums reflected in Table 5 of Section 4.155 are superseded. Use the 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**



1/6/2023

0 0.25 Miles



- 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  
CFEC Parking



## 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 DLCDC).

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)