

ORDINANCE NO. 899 CFEC Parking DEVELOPMENT CODE AMENDMENTS

Public Hearing

FINDINGS REPORT

INTRODUCTION

This Findings Report provides evidence demonstrating how the City of Wilsonville’s adoption of amendments related to the CFEC Parking Compliance and Standards Reform Public Hearing – Ordinance No. 899 (the proposal) complies with applicable City, Metro, and State policies and regulations. Please refer to the complete project record for additional information supporting adoption of the proposed Development Code amendments.

STATEWIDE PLANNING GOALS

The proposed Development Code amendments maintain compliance with the City’s Comprehensive Plan which has been acknowledged to comply with Statewide Planning goals.

OREGON ADMINISTRATIVE RULES

OAR 660-012-0400 - PARKING MANAGEMENT

OAR 660-012-0400 mandates that the City of Wilsonville comply with the parking-related provisions of the Climate Friendly and Equitable Communities (CFEC) regulations, specifically OAR 660-012-0400 through -0450. This rule delineates the three available compliance pathways. Pursuant to the provisions of OAR 660-012-0420, the City’s decision to eliminate minimum parking requirements renders it exempt from the obligations set forth in OAR 660-012-0425, -0430, -0435, -0440, -0445, and -0450.

As the primary function of this rule is to define compliance alternatives, no amendments to the Wilsonville Development Code (WDC) are necessary to satisfy its requirements.

OAR 660-012-0405 PARKING REGULATION IMPROVEMENTS

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 Code updates needed to meet these rules.

OAR (660-012-0405(1)(A)) PREFERENTIAL PLACEMENT OF CARPOOL/VANPOOL PARKING

WDC currently requires preferential parking for carpools/vanpools in three cases, per 4.155(.06)A; however, it does not specify a requirement in “designated employee parking areas in new developments with more than 50 parking spaces.” The proposed Code edits add this as an additional case where preferential carpool/vanpool parking is required.

This additional case is added as WDC 4.155(.06)A.1, with the existing three cases following, ordered for clarity.

OAR (660-012-0405(1)(B)) ALLOW REDEVELOPMENT OF A PORTION OF A PARKING LOT FOR BIKE OR TRANSIT USES

WDC 4.155(.07) allows for redevelopment of parking areas consistent with this rule, albeit with the stipulation that parking can only be reduced by “up to ten percent of the minimum required parking spaces for that use.”

The proposed Code strikes the ten percent stipulation from WDC 4.155(.07) and specifies that any portion of a parking area may be redeveloped for these uses, as specified by this rule.

OAR (660-012-0405(2)) ALLOW AND ENCOURAGE REDEVELOPMENT OF UNDERUSED PARKING

WDC 4.155(.02) H currently prohibits the use of required parking spaces for any use besides parking unless a temporary permit is obtained pursuant to WDC 4.163. It is also noted that WDC 4.155(.02) P, which is proposed to be retained as-is, permits parklets within on-street parking spaces.

The proposed Code would remove language from WDC 4.155(.02) H related to requirements to satisfy Rule -0420, and a new section is added following (WDC 4.155(.02) F under the new numbering) to define specific regulations around redevelopment of parking.

OAR (660-012-0405(3)) ALLOW AND FACILITATE SHARED PARKING

Shared parking is allowed via WDC 4.155(.02) E, and further addressed within WDC 4.155(.02) S, which incentivizes shared parking by allowing for lot size or open space reductions when shared visitor parking meeting certain requirements is developed in residential areas.

No Code changes are needed or proposed to address this Rule.

OAR (660-012-0405(4)(A)) TREE CANOPY, SOLAR, OR FEE-IN-LIEU, FOR PARKING MORE THAN ½ ACRE

This rule states that Wilsonville must require any or all of the following for new parking areas larger than ½ acre:

- 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.

WDC currently includes extensive landscaping requirements, however there are areas where updates are needed to fully comply with this section and -0405(b) and (c) described below.

To meet all requirements and to add additional clarity to existing landscaping requirements, WDC 4.155(.03)B.2 was rewritten to comprehensively describe landscaping and connectivity requirements, specifying minimum requirements and additional requirements for parking areas with more than 40 stalls (approximately equivalent to ½ acre to meet CFEC’s requirement).

While not necessary to comply with CFEC, WDC 4.155(.03)B.3 is added to retain the requirement that landscaping does not block road signs and, WDC 4.155(.03)B.4 specifies further requirements for areas larger than 200 spaces, retaining and reorganizing for clarity Wilsonville’s existing requirements for these larger parking areas.

Additionally, the code amendments include a solar option allowed via WDC 4.155(.03)B.2.d, structured per feedback received from Planning Commission and City Council.

New parking more than ½ acre must have trees along driveways or 30% tree canopy coverage for the parking area (660-012-0405(4)(b)), which the existing Code and Code amendments enable.

The updates to WDC 4.155(.03)B.2 specify tree planting ratios and canopy calculations and requirements for parking areas larger than 40 spaces, meeting (and in many cases exceeding) the requirements set forth in this rule.

OAR (660-012-0405(4)(C)) PEDESTRIAN CONNECTIONS THROUGH LARGE PARKING LOTS

WDC 4.154(.01) describes pedestrian access and circulation requirements which are applicable to parking areas. These meet the requirements set forth by this rule. Some clarifying text to WDC 4.155(.03)B.4.a was added for consistency between the Code sections.

OAR (660-012-0405(5)) PARKING MAXIMUMS IN APPROPRIATE LOCATIONS

This rule 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 updates needed.

Note that some maximums within WDC 4.155 Table 5 are adjusted in the proposed Code to come into compliance with OAR 660-012-0415. This is described below.

OAR 660-012-0410 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.

The proposed Code language is updated 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. To add additional clarity, definitions for “electrical service capacity” and “electric vehicle charging station” are added to WDC 4.001.

OAR 660-012-0415 PARKING MAXIMUMS

As a city of more than 25,000 Wilsonville is subject to rule -0415, 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. Wilsonville currently has maximum requirements specified for all applicable uses, although some are set higher than the new rules allow.

To comply with this rule, WDC 4.155 Table 5 and WDC 4.125 Table V-2 are updated to reduce maximums, for all applicable commercial uses, to five spaces per 1,000 s.f., and establish maximum requirements of 1.2 spaces per studio apartment and 2 spaces per other unit of multi-family housing. Additionally, a note has been added below Table 5 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.

OAR 660-012-0420 EXEMPTION FOR COMMUNITIES WITHOUT PARKING MANDATES

This rule states that cities that do not include parking mandates within land use regulations are exempt from OARs -0425 through -0450.

To ensure that Wilsonville is in compliance here and exempt from Rules -0425 through -0450, the following changes have been made to the Code:

WDC 4.155.02, General Provisions, has been edited extensively to remove references to parking requirements, and change applicability of any relevant design requirements to parking that has been “provided” rather than “required.”

WDC 4.155 Table 5 has been edited to remove all minimum requirements, and the notes below the table edited or eliminated.

WDC 4.125 Table V-2, which specifies parking requirements specific to the Village Zone, has been edited to remove all minimum requirements. References to parking requirements elsewhere in the code have been edited or removed as appropriate.

OAR 660-012-0630 BICYCLE PARKING REQUIREMENTS

Lastly, several new requirements regarding bicycle parking are introduced via Rule -0630. These fall under four categories, summarized below.

OAR (660-012-630(2)) MINIMUM BICYCLE PARKING REQUIREMENTS FOR CERTAIN USES

WDC 4.155 Table 5 specifies bicycle parking requirements and includes a minimum requirement for all uses specified by this rule.

WDC is currently in compliance and no changes are needed here.

OR (660-012-630(3)) COVERED BICYCLE PARKING REQUIRED FOR MULTIFAMILY AND MIXED-USE RESIDENTIAL

In addition to requiring the 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 meets this Rule, 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.

OR (660-012-630(4)) BIKE PARKING MUST MEET CERTAIN STANDARDS REGARDING SECURITY AND ACCESSIBILITY

This rule specifies several design standards for bike parking.

WDC 4.155(.04) adequately addresses requirements regarding the size of spaces, accessibility, and location. The proposed updates include a requirement that stalls allow for two points to which to lock, a requirement that the space be well-lit, and a provision to allow for cargo bikes or family bikes. These updates bring WDC into full compliance with this section.

OR (660-012-630(5)) PROVIDE PARKING FOR BIKES AND OTHER “SMALL-SCALE MOBILITY DEVICES” AT KEY DESTINATIONS

This regulation is worded fairly loosely, and based on feedback from DLCDC is intended to apply more to right-of-way management policies than development code.

No updates to development code are needed to comply here. For on-street considerations, requirements here can be addressed when Wilsonville next updates its TSP

METRO- REGIONAL TRANSPORTATION FUNCTIONAL PLAN TITLE 4 PARKING MANAGEMENT

3.08.410 A. AND C.- PARKING RATIOS

3.08.410.A. mandates that the City of Wilsonville establish both minimum and maximum parking ratios compliant with Table 3.08-3, with minimum ratios requiring equal to or less than those shown.

With removal of all parking minimum ratios the minimum ratios will be less than Metro requirements. New parking maximum ratios established by the proposed Development Code amendments are also less than those required by Metro.

3.08.410.F. - LARGE PARKING LOTS

3.08.410 F. requires that parking lots greater than 3 acres have street-like features including curbs, sidewalks and street trees or planting strips. The proposed Code amendments maintain this existing requirement for parking areas greater than 3 acres.

3.08.410 H. - BICYCLE PARKING

3.08.410.H. establishes bicycle parking including certain amounts of short-term and long-term parking. All modifications of existing bicycle parking requirements to comply with the State Administrative Rules remain in compliance with Metro requirements.

WILSONVILLE COMPREHENSIVE PLAN AND DEVELOPMENT CODE

The Wilsonville Comprehensive Plan and Development Code establish how Code amendments may be initiated and reviewed by the City.

CITIZEN INVOLVEMENT

GOAL 1.1: To encourage and provide means for interested parties to be involved in land use planning processes, on individual cases and City-wide programs and policies.

Policy 1.1.1: The City of Wilsonville shall provide opportunities for a wide range of public involvement in City planning programs and processes.

Response: By following the applicable implementation measures, see findings below, the City provided opportunities for public involvement encouraging, and providing means for, involvement of interested parties. Specific information on public involvement throughout the project can be found in the Outreach Report and its attachments included with the public hearing Staff Report.

Public notice of the public hearings was emailed to affected agencies and interested individuals. **These criteria are met.**

Implementation Measure 1.1.1.a. Early Involvement

Response: The City reached out early in the process before drafting decision were made on the amendments seeking public input. The Planning Commission, City Council, and community members had the opportunity to comment on the proposed amendments in public work sessions. The City held 6 work sessions with the Planning Commission and City Council. These work sessions were televised, streamed online, and open to the public. **This criterion is met.**

Implementation Measure 1.1.1.e. Encourage Participation of Certain Individuals, Including Residents and Property Owners

Response: Through the task force meetings, online survey, public open house, work sessions, and public hearings, the City has encouraged the participation of a wide variety of individuals addressing the groups listed above. **This criterion is met.**

Implementation Measure 1.1.1.f. Procedures to Allow Interested Parties to Supply Information

Response: The City afforded interested parties the opportunity to provide oral input and testimony during the public hearings. In addition, the City afforded them the opportunity to provide written input and testimony. Throughout the work sessions, the City also encouraged and afforded opportunity for comments either in writing, in-person, or virtually at Planning Commission meetings. **This criterion is met.**

Implementation Measure 1.1.1.g. Types of Planning Commission Meetings, Gathering Input Prior to Public Hearings

Response: Prior to the scheduled public hearing on the amendments, the Planning Commission held four work sessions open to the public on December 11, 2024, January 8, 2025, April 9, 2025, and May 14, 2025, during which the Planning Commission considered public input and provided feedback, which was incorporated into the current draft. **This criterion is met.**

Implementation Measure 1.1.1.h. Public Notices for Planning Commission Meetings

Response: The notice regarding the public hearing clearly indicated the type of meeting. **This criterion is met.**

GOAL 1.2: For Wilsonville to have an interested, informed, and involved citizenry.

Policy 1.2.1: The City of Wilsonville shall provide user-friendly information to assist the public in participating in City planning programs and processes.

Response: During this process, an interested parties list was developed through the *Let's Talk, Wilsonville!* and the public open house. These contacts, as well as online and print information to the general public, continued to serve as the basis for outreach during the review of the amendments. Through the Planning Commission and City Council work session schedules, public hearing notices, Planning Commission meeting minutes, project-related materials and announcements on the City website and *Let's Talk, Wilsonville!*, an online survey, and information in the *Boones Ferry Messenger*, the City has informed and encouraged the participation of a wide variety of individuals. **These criteria are met.**

Implementation Measures 1.2.1.a., b., c. User Friendly Information for Public

The published hearing notices and other meeting notices provided user-friendly information about the purpose, location, and nature of the meetings as has been standardized by the City. The notices widely publicized different ways for interested parties to participate, access additional information about the proposal, and staff contact information for questions they may have. The notice to interested parties provided the necessary information for them with access to the draft amendments on which the Planning Commission will base their decision. **This criterion is met.**

Policy 1.3: The City of Wilsonville shall coordinate with other agencies and organizations involved with Wilsonville's planning programs and policies.

Implementation Measure 1.3.1.b. Coordinate Planning Activities with Affected Agencies

Response: The appropriate agencies have been notified through the DLCD notice and/or the Public Hearing Notice. Any comments will be entered into the public hearing record to be considered. **This criterion is met.**

COMPREHENSIVE PLAN IMPLEMENTATION MEASURE RELATED TO PARKING MINIMUMS

Implementation Measure 3.3.1.h. Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.

The Development Code amendments fulfill this implementation measure by a reduction (e.g., eliminating) to minimum parking requirements citywide.

PROCEDURES – DEVELOPMENT CODE AMENDMENTS

Section 4.032 Authority of the Planning Commission: This section specifies that the Planning Commission sits as an advisory body, making recommendations to the City Council on a variety of land use issues. The Commission has the authority to review and make recommendations on amendments to the Development Code.

Response: The Planning Commission will conduct a public hearing and provide the City Council with a recommendation on adoption of the Development Code text amendments. The City Council is the final local authority on this proposal. **At conclusion of the public hearing process, these criteria will be met.**

Section 4.033 – Authority of City Council: This section specifies that the City Council has final decision-making authority on amendments to the text of the Development Code as authorized in Section 4.197.

Response: The City Council will receive a recommendation from the Planning Commission on the Development Code text amendments. The City Council is the final local authority regarding this proposal, which will be adopted via Ordinance following a public hearing and a review of evidence and testimony. **At conclusion of the public hearing process, these criteria will be met.**

Section 4.197 – Development Code Amendments—Adoption by the City Council: This section provides standards for the review of Development Code amendments, integrating the applicable criteria outlined in the Introduction section, Procedures subsection, of the Comprehensive Plan.

Subsection 4.197 (.01) Procedures and Criteria

Response: Findings in this document confirm that the process to amend the Development Code text followed applicable procedures. Findings in this document establish that the proposed Development Code amendments meet the criteria including complying with applicable Comprehensive Plan goals, do not conflict with other code text not being amended, compliance with State Administrative Rules, and is necessary to comply with State law. The development and adoption of the proposed Development Code amendments followed the applicable procedures as follows: the Planning Commission initiated the legislative Plan amendments; the City Council will consider the amendments after receiving findings and recommendations from the Planning Commission and public testimony; and amendments were provided

sufficiently in advance of the first evidentiary Planning Commission hearing to allow adequate time for providing public notice and preparing a staff report on the proposal. **This criterion is met.**