

Ord. No. 899

CFEC Parking Development Code Amendments

City Council Public Hearing
July 21, 2025



Background

- State Climate Friendly and Equitable Communities (CFEC) rules
- Parking reform is one component

Goals of Development Code Amendments

- Compliance with State rules
- Look for opportunities to better encourage quality and functional development in Wilsonville

Purpose of the State Rules

- Remove or substantially reform minimum parking requirements Statewide
- State finding: minimum requirements overproduce parking leading to:
 - Inefficient land use
 - Less walkability
 - More pollution from driving

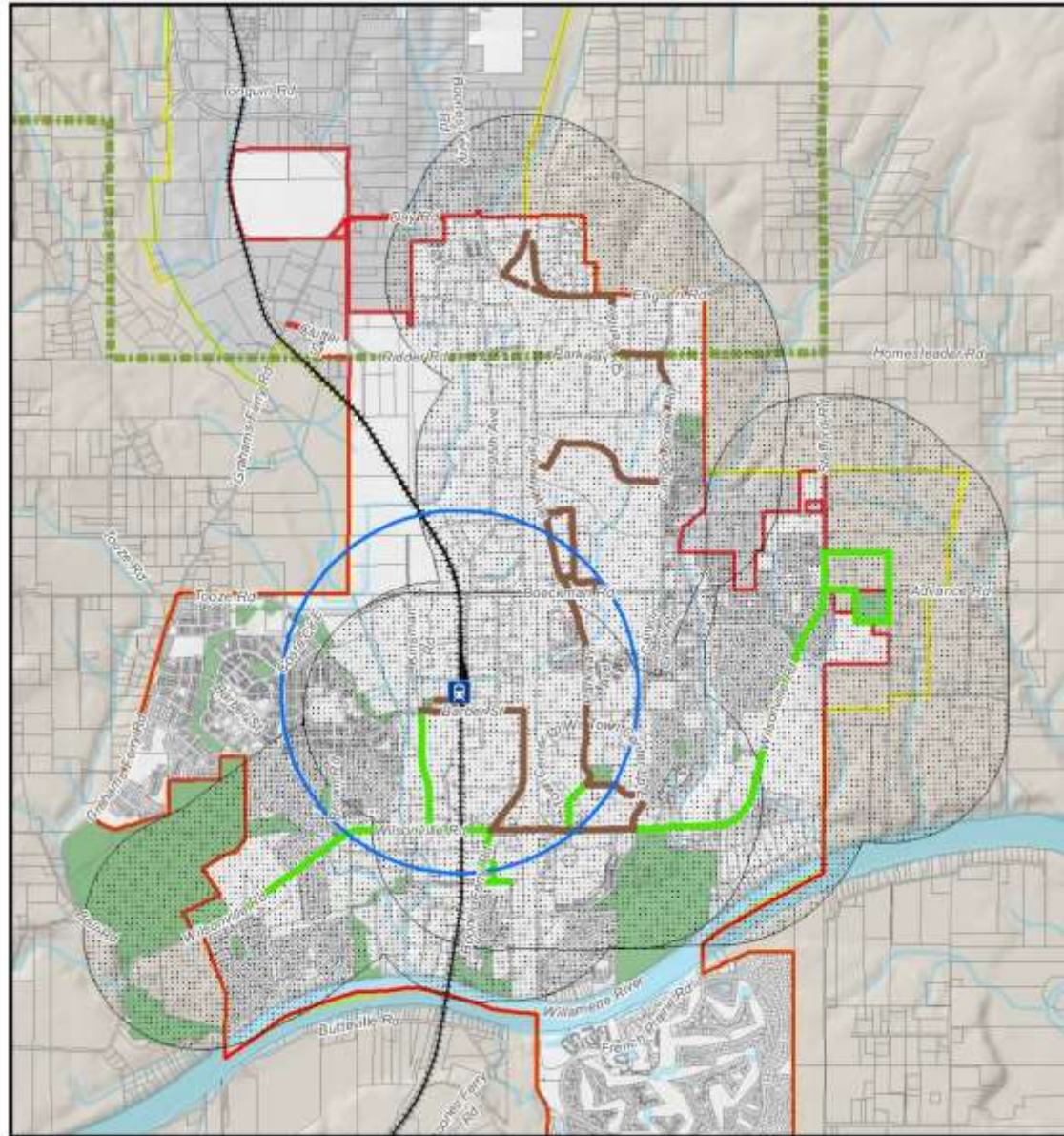
Two Compliance Phases

- Parking A (already in effect, superseding City Code)
- Parking B (must be complied with by June 30, 2025)

Parking A

- Already in effect, current project will just update code to align
- Transit proximity rule supersedes (removes) parking minimums for most of the City except:
 - Charbonneau
 - Western 2/3 of Villebois
 - Portion of northwest industrial area
- “Electric Vehicle Ready” requirements

Transit Proximity Areas



Parking B

- Choose 1 of 3 options for parking minimum reform
 - Option 1: Remove parking minimums
 - Option 2: Menu of reform policies
 - Option 3: Detailed prescriptive reform
- Parking area design reforms

Parking B

Majority of City

Option 1	Option 2	Option 3
No parking minimums		

Charbonneau, western Villebois, northwest industrial area

Option 1	Option 2	Option 3
No parking minimums	Parking minimums allowed	
No additional programs or policies	Choose at least 2 new programs/policies: <ul style="list-style-type: none">Unbundled parkingLimit multi-family requirement to ½ per unitTax parking revenueFlexible commute benefit for larger employers (50+)	Implement all prescribed programs/policies: <ul style="list-style-type: none">No minimum parking for specified usesNo parking for change of useDistrict parking management or unbundled multi-family parking

Current Parking Lot Design Standards

General Parking Area Standards (200 or less Parking Spaces)	Enhanced Standards for Parking Areas with more than 200 Spaces
<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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

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



CFEC Parking Design Standards 40+ Spaces

- Require enhanced 40% parking lot tree canopy

OR

- Require general 30% parking lot tree canopy and install solar panels



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 option standards
 - More than 200 spaces – Existing enhanced design standards + optional solar standards

Error to Correct in the Packet

When calculating vehicle parking maximums or bicycle parking requirements in Table 5 for a development with multiple uses, the **requirement shall be the** sum of the requirements of the several uses computed separately.

Planning Commission Recommendation

City Council adopt Ord. No. 899 approving the proposed Development Code amendments to comply with CFEC Parking Rules.

