



# **PLANNING COMMISSION**

## **WEDNESDAY, APRIL 9, 2025**

### **WORK SESSION**

3. CFEC Parking (Pauly)(60 Minutes)



## PLANNING COMMISSION MEETING STAFF REPORT

<b>Meeting Date:</b> April 9, 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 draft Development Code updates and provide additional input for City Council on Option 2 for “Parking B” compliance.			
<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

For this third work session related to the Climate Friendly and Equitable Communities (CFEC) Parking Compliance and Standards Reform project the Planning Commission will be introduced to proposed Code amendments aligning with Option 1 for “Parking B” compliance along with Code amendments reflecting “Parking A” already in effect (Attachment 1). In addition, the Commission will review additional details of Option 2 for “Parking B” for further consideration

and discussion. In a prior work session, the City Council requested additional information on Option 2, and additional input from Planning Commission will supplement the additional information prepared by Staff.

**EXECUTIVE SUMMARY:**

In the previous two work sessions the Commission (1) received an introduction to the CFEC Parking Compliance and Standards Reform project and its purpose and (2) provided preliminary guidance to the project team on which compliance option for “Parking B” to choose.

As a refresher, 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). 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 overproduce 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 discussed in prior work sessions, 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. 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. Parking B requires (1) the City to choose one of three options (see table below) for parking reform related to minimum parking requirements and (2) institute design regulation improvements for parking areas, such as tree canopy requirements.

Parking B Compliance Options

The table below summarizes how the different Parking B options would impact the different areas of Wilsonville. In the prior work session Planning Commission supported moving forward with Option 1. Option 1 provides uniform standards throughout the City, has the lowest implementation cost, and would not result in a significant difference in the parking built than the more involved and more expensive Options 2 and 3. In a subsequent work session, City Council also supported moving forward with Option 1, but wanted to better understand the menu of policies under Option 2.

**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 parking minimums required	No parking minimums required	No parking minimums 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>

Below is more detail on the Option 2 policy menu. For each menu item, more details are provided below of the requirements from the Oregon Administrative Rules (OAR) 660-012-0445 (Attachment 2) as well as level of effort for City implementation. If the City selected Option 2, at least two of these items would need to be selected for adoption. Staff seeks any additional feedback from the Commission on the Option 2 menu items to share with City Council.

1. Parking spaces leased/sold separately from housing units or leased commercial space. Also referred to as “unbundled parking”, this represents two menu items, as listed in the OAR, (A) residential and (B) commercial. If Option 2 was pursued, the City could select either residential or commercial unbundling, or both. Cities are responsible for

implementing unbundled parking and would enforce this in new leases or renewals, which leases the City has never been party to and does not have an existing mechanism to review. While unbundling parking is a relatively easy to understand and straightforward requirement, it would take substantial City effort to implement. The vast majority of current residential and commercial leases in the City include bundled parking, meaning they provide ample parking as an amenity with no specific lease discussion or with specific parking designated for the tenant. Substantial City staff effort would be needed to educate property owners and leasing agents about the requirements, set up a compliance monitoring and reporting system, and enforce non-compliance. It is unknown how the City could ensure it reviewed all new leases for compliance. Such a program for residential or commercial, or both, is likely to require a substantial amount of a full-time-equivalent (FTE) staff position, which would be a significant cost.

2. Flexible commute benefits for more than 50 employees. This menu item from the OAR would be a requirement, enforced by the City, for employers with 50 or more employees to have a specific, State-defined, flexible commute benefit. It would apply to employers who provide free or subsidized parking to their employees, which is assumed to be the vast majority, if not all, of the large employers in Wilsonville. The required benefit defined by the State is providing the greater of \$50 per month or the fair market value of the provided parking to employees who regularly commute via modes that don't require use of the parking. The City currently has a flexible commute program through SMART, but it is a voluntary program focused on outreach and incentives, rather than a mandatory program. While a new mandatory program could potentially be wrapped in with the current voluntary program, the effort to educate all covered employers and ensure compliance would be a substantial new task for program staff. Also, the City would be an employer subject to the requirement and would need to offer the per month benefit for City employees choosing alternative transportation.
3. No more than ½ space per unit required for multi-family development. In the limited areas outside the transit-proximity areas, this menu item would change the required per unit multi-family parking space to one space for every two units. The City's current code requirements range from 1 to 1.75 per unit, dependent on the size of the unit and total number of units. While the ½ space per unit is greater than the no space requirement in Parking B Option 1, neither requirement is anticipated to change much what is built in the limited area of applicability. This menu item would be easy to implement by writing it into the Development Code as part of the current update. It would then have no additional administrative costs as it would be implemented during the existing development review process.
4. Tax revenue from parking spaces. This menu item involves a ten percent or more tax levied by the City on revenue from commercial parking lots. OAR defines "commercial parking lot" as a site where the primary use is renting or leasing vehicle parking spaces. It does not include shared parking. No current commercial parking lots meeting this definition currently exist in the City or are anticipated in the foreseeable future. The City would have administrative costs to set up and administer the tax program; if taxable parking businesses existed, the administrative costs could be covered by the revenue.

The City could set up a program in Code, subject to implementation when future commercial parking lots are developed.

Another nuance of Option 2 menu is that one of the selected menu items must be unbundled parking for residential, unbundled parking for commercial, or the flexible commute benefit. The City could not just select reduced multi-family parking and tax revenue on commercial parking spaces. Based on feedback to date, coupled with the additional analysis, City staff reaffirms the recommendation to pursue Option 1, but welcomes any additional discussion with the Commission regarding Option 2 and these menu items.

### Parking B Parking Design Reforms

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. The attached Code memo provides an explanation of compliance with the applicable OARs as well as the related draft Development Code amendments (Attachment 1). Highlights of the draft amendments include:

- New policies for redevelopment of underutilized parking;
- Updated standards around shared parking;
- Added and modified standards to comply with State rules related to tree canopy cover and solar panel development in larger parking areas; and
- Addition of more parking maximums.

The project team requests the Commission review the materials and come prepared with questions and any suggested specific edits or policy direction.

### ***Discussion Question:***

- What additional thoughts does the Planning Commission have on Parking B Option2? Does the recommendation of pursuing Option 1 remain?
- What questions and guidance does the Planning Commission on the compliance analysis and draft Development Code updates?

### **EXPECTED RESULTS:**

Feedback and guidance on the CFEC Parking Compliance and Standards Reform project, including on draft Development Code amendments.

### **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 was held on March 20 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 continues to explore available alternatives to best tailor the Development Code updates to Wilsonville's context.

**ATTACHMENTS:**

1. Memo from Brian Davis RE: CFEC Parking Code Updates – DRAFT Recommended Revisions to Wilsonville Development Code including attached draft Code amendments (April 2, 2025).
2. Oregon Administrative Rules excerpt regarding Parking B Option 2 policy menu with Staff notes (March 20, 2025)

## Memorandum



**To:** Dan Pauly & Georgia McAlister, City of Wilsonville

**From:** Brian Davis, AICP

**Date:** April 2, 2025

**Re:** CFEC Parking Code Updates – DRAFT Recommended Revisions to Wilsonville Development Code

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### Introduction

This memorandum summarizes the full set of development code revisions recommended to bring Wilsonville into compliance with Oregon’s new administrative rules (OAR) pertaining to parking that were recently enacted as part of the Climate Friendly and Equitable Communities (CFEC) program. The parking-related rules (OAR 660-12-0400 through -0450 and -0630) aim to reduce the amount of unnecessary parking built as a result of minimum requirements, and to reduce adverse impacts of new parking to the extent possible.

The new rules require Wilsonville to choose one of three broad paths to compliance allowed within the rules (“options,” per DLC’s terminology). Based on feedback received from city staff, the Planning Commission, and City Council, Wilsonville’s preferred path to compliance is *Option 1*, which requires the removal of minimum requirements from Wilsonville’s Development Code (WDC), but subsequently exempts the City from OAR 660-12-0425 through -0450. If for any reason the City elects to move forward with *Option 2* additional code edits will be necessary beyond what is indicated in this memo and the attachment, primarily to differentiate the minimum parking requirements in areas still subject to parking minimums and the transit-proximate areas that are exempt.

The proposed code revisions detailed herein thus present a route to compliance via *Option 1*. The following section details the requirements of the new Rules and any updates to WDC that are needed to come into compliance with each Rule. The full text of the proposed Code changes is provided in a separate attached document.

Note the recommendations include renumbering or re-lettering of several sections of Code. Code citations in the below analysis refer to WDC as currently organized.

### Applicable Rules and Recommended WDC Changes

#### Parking Management (OAR 660-012-0400)

OAR 660-012-0400 establishes that Wilsonville is required to comply with the parking-related CFEC regulations (OAR 660-012-0400 through -0450) and details the parameters of the three compliance



options. The rule indicates that by removing parking requirements per OAR 660-012-0420, Wilsonville is exempt from the provisions of OAR 660-012-0425, -0430 -0435, -0440, -0445, and -0450.

No code changes are directly required to meet this rule.

### 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 Code updates needed to meet these rules.

#### **Preferential placement of carpool/vanpool parking (660-012-0405(1)(a))**

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 other three cases following, ordered for clarity.

#### **Allow redevelopment of a portion of a parking lot for bike or transit uses (660-012-0405(1)(b))**

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.

#### **Allow and encourage redevelopment of underused parking (660-012-0405(2))**

WDC 4.155(.02)H currently prohibits the use of required parking spaces 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.

#### **Allow and facilitate shared parking (660-012-0405(3))**

Shared parking is allowed via WDC 4.155(.02)E, and further addressed within WDC 4.155(.02)S, which appears to incentivize 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.

#### **Tree canopy, solar, or fee-in-lieu, for parking more than ½ acre (660-012-0405(4)(a))**

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.

Wilsonville currently has extensive landscaping requirements, including the requirements set by WDC 4.155(.03)B.3. The 40% tree canopy coverage requirement specified by 4.155(.03)B.3.b is in compliance with both this rule and OAR 660-012-405(4)(b), and the pedestrian connectivity required by 4.155(.03)B.3.c is in compliance with OAR 660-012-405(4)(c). However, the new rules apply to all parking areas more than ½ acre while WDC 4.155(.03)B.3 applies only to parking areas with more than 200 stalls, which are likely to be two acres or more.

Staff have indicated that Wilsonville's landscaping requirements are generally well-liked and working well, so the simplest path to compliance would be to change the applicability of **WDC 4.155(.03)B.3** to all parking areas greater than half an acre. This is proposed in the code updates below. While this would subject more potential parking areas to the more rigorous standards throughout WDC 4.155(.03)B.3, this would bring the code into compliance with this rule as well as subsections 4(b) and 4(c), as described below, maintain consistency across properties, and be easier to implement and manage for City staff.

Alternatively, Wilsonville can change the applicability of **WDC 4.155(.03)B.3.b** and **WDC 4.155(.03)B.3.c** to any parking area more than one-half acre, and retain the remaining requirements as applicable to parking areas larger than 200 spaces.

Deciding whether to endorse the current approach (changing applicability of *the entirety* of **WDC 4.155(.03)B.3** to parking areas more than one-half acre) or the alternative approach (changing applicability of *only* **WDC 4.155(.03)B.3.b** and **WDC 4.155(.03)B.3.c** to parking areas more than one-half acre) will be a key decision point for Planning Commission and City Council as this process moves forward.

Regarding a solar option, initial feedback from the Planning Commission and City Council indicated support for allowing for a solar option, albeit at a lower priority than landscaping. A potential way to implement this would be to allow for the solar option if an applicant can show that it is infeasible to meet the landscaping requirement. Oregon City is pursuing a similar approach. The approach proposed in the *Revised Development Code Text* adds a new clause (**WDC 4.155(.03)B.4**) which allows the solar option for parking areas less than 200 spaces where it is infeasible to meet the landscaping requirement, retaining the spirit of WDC 4.155(.03)B.3. This clause is optional and electing whether or not to include it represents another decision point.

**New parking more than ½ acre must have trees along driveways or 30% coverage (660-012-0405(4)(b))**

This requirement can be met either via meeting the 40% tree canopy option by changing **WDC 4.155(.03)B.3** to apply to all parking areas greater than half an acre, as outlined above for (660-012-0405(4)(a)), or with a tree canopy reduced to 30% if the applicant is meeting the requirement of the previous section via a solar or fee-in-lieu path.

If Wilsonville elects to change the applicability of **WDC 4.155(.03)B.3** to all parking areas larger than one-half acre, as proposed to meet OAR 660-012-0412(4)(a) and described above, this Rule would also be satisfied. The proposed new clause **WDC 4.155(.03)B.4** allows for the option of meeting the 30% requirement along with solar; again, this clause is optional.

### **Pedestrian connections through large parking lots (660-012-0405(4)(c))**

Again, this requirement is met by changing the applicability of WDC 4.155(.03)B.3 to all parking areas larger than one-half acre.

Some clarifying text to **WDC 4.155(.03)B.3.c** was added to ensure compliance with the rules, and referring to standards specified by WDC 4.154, which contains several design requirements that are consistent with this rule.

### **Parking maximums in appropriate locations (660-012-0405(5))**

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.

### **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.

Proposed Code language is 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**. It is recommended that WDC 4.144(03)H.2 be retained.

Based upon implementation guidance and experience working in other communities, it is also recommended that definitions for “electrical service capacity” and “electric vehicle charging station” are added to **WDC 4.001**. These are provided in the proposed code.

### **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. With a 2023 population of 27,634, Wilsonville is subject to this requirement. Wilsonville currently has maximum requirements specified for all applicable uses via WDC 4.155 Table 5, albeit many are set higher than the new rules allow.

A key piece of the initial outreach to Planning Commission and City Council focused on whether this adjustment should be made only to the transit-proximate areas as required by the rule, or whether to implement citywide given that most or all buildable land in Wilsonville is within transit-proximate areas. Both bodies expressed a clear preference to have one set of requirements applicable to the whole city, so that is the approach proposed with these code edits.

In the proposed Code, maximums for all applicable commercial uses have been reduced to five spaces per 1,000 s.f. as required, and maximum requirements for multi-family housing in **WDC 4.155 Table 5** and **WDC 4.125 Table V-2** have been added in accordance with this rule. 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.

### Exemption for Communities without Parking Mandates (OAR 660-012-0420)

This rule states that cities that do not include parking mandates within land use regulations are exempt from OARs -0425 through -0450. This is Wilsonville's preferred route to compliance, so the following edits are necessary to remove parking requirements and references thereto. If the City Council were to shift the compliance route to Option 2, the project team would need to bring back edits that differentiate between transit-proximate areas and non transit-proximate area in the Code text as well as maintain allowed parking minimums in the non transit-proximate areas.

**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. Similarly, **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.

### OARs 660-012-0425 - 0450

Because Wilsonville is choosing Option 1 as a compliance alternative, it is exempt from these code sections. If Option 2 is selected at a later time, additional edits would be necessary to incorporate.

No changes are needed to code here.

### 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 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.

**Bike parking must meet certain standards regarding security and accessibility (660-012-630(4))**

This rule specifies several design standards for bike parking.

WDC 4.155(.04) is fairly robust and adequately addresses requirements regarding the size of spaces, accessibility, and location. A few minor additions are proposed to **WDC 4.155(.04)** to meet the letter of this rule, including 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.

**Provide parking for bikes and other “small-scale mobility devices” at key destinations (660-012-630(5))**

This regulation is worded fairly loosely, and based on feedback from DLCD 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.

Attachment



**Attachment to Memo**  
**Wilsonville CFEC Parking Code Updates**  
Revised Draft Development Code Text  
April 2, 2025

**Development Code Language**

The full text of all proposed code updates is provided below.

- Proposed new language is **bolded and underlined**
- Proposed deleted language is ~~stricken~~
- Language that has been skipped is indicated by [...]

**Section 4.001. Definitions**

[...]

**96. “Electrical service capacity” means:**

- (a) **Building electrical service, sized for the anticipated load of electric vehicle charging stations, that has overcurrent devices necessary for electric vehicle charging stations or has adequate space to add the overcurrent devices; and**
- (b) **Designated space within a building to add electrical service with capacity for electric vehicle charging stations; or**
- (c) **A designated location on building property, in or adjacent to a landscaped area, for installing remote service for electric vehicle charging stations; and**
- (d) **A conduit system installed from building electrical service, or from the dedicated spaces or locations described in subparagraph (b) or (c) of this paragraph, to parking spaces that can support, at a minimum, electrical wiring for installation of level 2 electric vehicle charging stations and, if the conduit is for future installation of electric vehicle charging stations, that there are labels installed at both ends of the conduit to mark the conduit as: provided for future electric vehicle charging stations.**

**97. “Electric vehicle charging station” means a device or facility for delivering electricity for motor vehicles that use electricity for propulsion that is accessible to a vehicle parked in a nearby space.**

*Note: all definitions following will need to be sequentially renumbered, so “encroachment area” becomes #98, etc.*

[...]

**Section 4.030. - Jurisdiction and Powers of Planning Director and Community Development Director**

[...]



D. Administrative Relief: In issuing the permits in subsection "B," above, the Planning Director may grant limited relief in cases of hardship. The Director shall follow the Class II—Administrative Approval procedures to determine whether administrative relief shall be granted. If the Director receives a complete application, along with the required filing fee, and the request involves only the expansion or reduction by not more than 20 percent of one or more quantifiable provisions of yard, area, or lot dimension, ~~or parking requirements~~ of the zone, the Director may approve the application, based upon findings of fact supported by evidence in the record. The Variance procedures and standards specified in Section 4.196 shall be used in determining whether administrative relief shall be granted.

[...]

**Section 4.113. - Standards Applying to Residential Developments in any Zone**

[...]

(.05) *Off Street Parking.* Off-street parking shall may be provided as specified in Section 4.155.

[...]

**Section 4.118. - Standards Applying to all Planned Development Zones.**

[...]

(.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:

A. Waive the following typical development standards:

[...]

10. Minimum number of ~~parking~~ or loading spaces;

[...]

**Section 4.125. - V—Village Zone**

[...]

(.05) *Development Standards Applying to All Developments in the Village Zone.* In addition to other applicable provisions of the Wilsonville Planning and Land Development Ordinance, all development in the Village zone shall



be subject to Tables V-1 through V-4, and to the following. If there is a conflict between the provisions of the Village zone and other portions of the Code, then the provisions of this section shall apply.

Table V-1: Development Standards

[...]

7 The garage setback from alley shall be between 3 and 5 foot or, when as optional parking space is located between the garage and the alley, shall be ~~16 ft. minimum, or~~ 18 ft. minimum if driveway will serve as required parking. Lots with important trees, as identified in the Master Plan, or grade differences at the alley, affecting garage location shall be exempt from this requirement.

[...]

(.07) *General Regulations—Off-Street Parking, Loading and Bicycle Parking.* Except as required by Subsections (A) through (D), below, the requirements of Section 4.155 shall apply within the Village zone.

[...]

B. ~~Minimum and Maximum Off-Street Parking Requirements:~~

1. Table V-2, Off-Street Parking Requirements, below, shall be used to determine the ~~minimum and~~ maximum parking standards and bicycle parking standards for noted land uses. The ~~minimum~~ maximum number of required parking spaces shown in Table V-2 shall be determined by rounding to the nearest whole parking space. ~~For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required.~~

2. ~~Minimum parking requirements may be met by dedicated off-site parking, including surfaced parking areas and parking structures.~~

3. ~~Except for detached single-family dwellings and middle housing, on-street parking spaces, directly adjoining and on the same side of the street as the subject property, may be counted towards meeting the minimum off-street parking requirements.~~

4. ~~Minimum parking requirements may be reduced under the following conditions:~~

a. ~~When complimentary, shared parking availability can be demonstrated, or;~~





b. Bicycle parking may substitute for up to 25 percent of required Mixed Use or Multi-Family Residential parking. For every five non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking requirement for compact spaces may be reduced by one space.

<b>Table V-2: Off Street Parking Requirements</b>				
<b>Permitted or Conditional Use</b>	<b>Min. Vehicle Spaces</b>	<b>Max. Vehicle Spaces</b>	<b>Bicycle Short-term (Spaces)</b>	<b>Bicycle Long-term (Spaces)</b>
<b>Permitted Uses</b>				
Single-Family Detached Dwellings	<del>1.0/DU</del>	NR	NR	NR
Single-Family Accessory Dwelling Units	NR	NR	NR	NR
Middle Housing <sup>2</sup>	<del>1.0/DU</del>	NR	NR	NR
Multi-Family Dwellings	<del>1.0/1 Bdr 1.5/2 Bdr 1.75/3 Bdr</del>	<b><u>1.2 spaces/studio unit and 2 spaces/non-studio unit</u></b>	1 per 20 units Min. of 2	1 per 4 units Min. of 2
Community Housing	<del>1 per 4 residents</del>	1 per unit	NR	1 per 8 residents Min. of 2
<b>Commercial Uses</b>				



<b>Table V-2: Off Street Parking Requirements</b>				
<b>Permitted or Conditional Use</b>	<b>Min. Vehicle Spaces</b>	<b>Max. Vehicle Spaces</b>	<b>Bicycle Short-term (Spaces)</b>	<b>Bicycle Long-term (Spaces)</b>
Convenience Store	<del>2/1,000 sf</del>	5/1,000 sf	1 per 5,000 sf Min. of 2	1 per 12,000 sf Min. of 2
Restaurant/Pub	<del>2/1,000 sf</del>	10/1,000 sf	1 per 5,000 sf Min. of 2	1 per 12,000 sf Min. of 2
Child Day Care	<del>0.2 per student/staff</del>	0.3 per student/staff	None	1 per 10,000 sf Min. of 2
Medical/Dental	<del>3/1,000 sf</del>	4/1,000 sf	1 per 40,000 sf Min. of 2	1 per 70,000 sf Min. of 2
All other commercial uses	<del>2/1,000 sf</del>	4/1,000 sf	1 per 10,000 sf Min. of 2	1 per 40,000 sf Min. of 2
<b>Conditional Uses</b>				
Schools	<del>0.2 per student/staff</del>	0.3 per student/staff	0.3 per student/staff	0.2 per classroom



<b>Table V-2: Off Street Parking Requirements</b>				
<b>Permitted or Conditional Use</b>	<b>Min. Vehicle Spaces</b>	<b>Max. Vehicle Spaces</b>	<b>Bicycle Short-term (Spaces)</b>	<b>Bicycle Long-term (Spaces)</b>
Recreational Facilities	<del>3/1,000 sf</del> <sup>±</sup>	5/1,000 sf <sup>1</sup>	1 per 3,000 sf Min. of 4	1 per 3,000 sf Min. of 4
Conference Center	<del>0.3 per seat</del>	0.5 per seat	1 per 15 seats Min. of 2	1 per 40 seats Min. of 10
Library/Museum	<del>2/1,000 sf</del>	4/1,000 sf	1 per 1,000 sf Min. of 6	1 per 1,000 sf Min. of 6
Religious Institution	<del>.25 per seat</del>	.5 per seat	1 per 2,000 sf Min. of 2	1 per 4,000 sf Min. of 2
Theater	<del>.25 per seat</del>	.5 per seat	1 per 20 seats Min. of 2	1 per 50 seats Min. of 4
Overnight Lodging Facility	<del>1 per room</del>	1.5 per room	1 per 20 rooms Min. of 2	1 per 20 rooms Min. of 2



<b>Table V-2: Off Street Parking Requirements</b>				
<b>Permitted or Conditional Use</b>	<b>Min. Vehicle Spaces</b>	<b>Max. Vehicle Spaces</b>	<b>Bicycle Short-term (Spaces)</b>	<b>Bicycle Long-term (Spaces)</b>
Light Manufacturing/Research and Development	<del>2/1000 sf</del>	4/1000 sf	1 per 10,000 sf Min. of 2	1 per 40,000 sf Min. of 2
All other Conditional Uses	<del>2/1000 sf</del>	4/1000 sf	1 per 10,000 sf Min. of 2	1 per 40,000 sf Min. of 2

NR No requirement

[...]

(.23) Redevelopment to Add Middle Housing Units: For lots previously developed with at least one residential unit in the Village Zone, the following standards apply for adding additional residential units. This includes replacement of residential structures, adding new residential structures, expanding existing residential structures, or adding units within a residential structure without expanding the structure.

[...] D. *Parking*: ~~Parking shall be provided~~ **Any parking provided** shall be consistent with Table V-2 and other related provisions of [Section 4.125](#).

**Section 4.134. - Coffee Creek Industrial Design Overlay District**

[...]

<b>Table CC-3: Site Design</b>
[...]



4. Parking Location and Design	
General	<p>Unless noted otherwise below, the following provisions apply:</p> <ul style="list-style-type: none"> <li>• <a href="#">Section 4.155</a> (03) <del>Minimum and Maximum</del> Off-Street Parking Requirements</li> <li>• <a href="#">Section 4.155</a> (04) Bicycle Parking</li> <li>• <a href="#">Section 4.155</a> (06) Carpool and Vanpool Parking Requirements</li> <li>• <a href="#">Section 4.176</a> for Parking Perimeter Screening and Landscaping—permits the parking landscaping and screening standards as multiple options</li> </ul> <p>The following Development Standards are adjustable:</p> <ul style="list-style-type: none"> <li>• Parking Location and Extent: up to 20 spaces permitted on an Addressing Street</li> </ul>

**Section 4.155. - General Regulations—Parking, Loading and Bicycle Parking.**

[...]

*(.02) General Provisions*

A. The **When off-street parking is provided, the** provision and maintenance of **the** off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.

B. No area shall be considered a parking space unless it can be shown that the area is accessible and usable for that purpose, and has maneuvering area for the vehicles, as determined by the Planning Director.

~~C. In cases of enlargement of a building or a change of use from that existing on the effective date of this Code, the number of parking spaces required shall be based on the additional floor area of the enlarged or additional building, or changed use, as set forth in this Section. Current development standards, including parking area landscaping and screening, shall apply only to the additional approved parking area.~~

~~D. In the event several uses occupy a single structure or lot, the total requirement for off-street parking shall be **When calculating vehicle parking maximums or bicycle parking requirements in Table 5 for a development with multiple uses,** the sum of the requirements of the several uses computed separately, ~~except as modified by subsection "E," below. Within the TC Zone, the cumulative number of parking spaces required by this subsection may be reduced by 25 percent. the requirement shall be the sum of the requirements of the several uses computed separately.~~~~

~~E. **D. To minimize land dedicated to parking,** Owners of two or more uses, structures, or lots may **and are encouraged to** utilize jointly the same parking area when the peak hours of operation do not overlap, provided~~

satisfactory legal evidence is presented in the form of deeds, leases, or contracts securing full and permanent access to such parking areas for all the parties jointly using them.

~~F. Off street parking spaces existing prior to the effective date of this Code may be included in the amount necessary to meet the requirements in case of subsequent enlargement of the building or use to which such spaces are necessary.~~

~~G. *Off-Site Parking.* Except for single-family dwellings and middle housing, the vehicle parking spaces required by this Chapter may be located on another lot, provided the lot is within 500 feet of the use it serves and the DRB has approved the off-site parking through the Land Use Review. The distance from the parking area to the use shall be measured from the nearest parking space to the main building entrance, following a sidewalk or other pedestrian route. Within the TC Zone there is no maximum distance to an off-site location provided the off-site parking is located within the TC Zone. The right to use the off-site parking must be evidenced in the form of recorded deeds, easements, leases, or contracts securing full and permanent access to such parking areas for all the parties jointly using them. Within the TC zone, there is no maximum distance to an off-site location provided the off-site parking is located within the TC Zone.~~

~~H. E.~~ The conducting of any business activity shall not be permitted on the required in parking areas spaces, unless a temporary use permit is approved pursuant to [Section 4.163](#).

**F. Redevelopment of existing parking areas to other uses is allowed. Redevelopment is encouraged when existing parking is underutilized. When reviewing redevelopment of existing parking areas, the Planning Director or Development Review Board shall not deny an application based on the subject area's previous designation to meet minimum vehicle parking requirements, or that a use previously approved subject to minimum parking requirements would fall below those previously applied minimum parking requirements with the redevelopment.**

~~I. G.~~ Where the boundary of a parking lot adjoins or is within a residential district, such parking lot shall be screened by a sight-obscuring fence or planting. The screening shall be continuous along that boundary and shall be at least six feet in height.

~~J. H.~~ Parking spaces along the boundaries of a parking lot over 650 square feet in area, excluding access areas, shall be provided with a sturdy bumper guard or curb at least six inches high and located far enough within the boundary to prevent any portion of a car within the lot from extending over the property line or interfering with required screening or sidewalks.

~~K. I.~~ All areas used for parking and maneuvering of cars shall be surfaced with asphalt, concrete, or other surface, such as pervious materials (i. e. pavers, concrete, asphalt) that is found by the City's authorized representative to be suitable for the purpose. In all cases, suitable drainage, meeting standards set by the City's authorized representative shall be provided.



~~L. J.~~ Artificial lighting which may be provided shall be so limited or deflected as not to shine into adjoining structures or into the eyes of passers-by.

~~M.~~ Off-street parking requirements for types of uses and structures not specifically listed in this Code shall be determined by the Development Review Board if an application is pending before the Board. Otherwise, the requirements shall be specified by the Planning Director, based upon consideration of comparable uses.

~~N. K.~~ Up to 40 percent of the off-street spaces may be compact car spaces as identified in [Section 4.001](#) - "Definitions;" and shall be appropriately identified.

~~O. L.~~ Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planting areas adjacent to said curbs shall be increased to a minimum of seven feet in depth. This standard shall apply to a double row of parking, the net effect of which shall be to create a planted area that is a minimum of seven feet in depth.

~~P. M.~~ Parklets are permitted within the TC Zone on up to two parking spaces per block and shall be placed in front of the business. Placement of parklet requires a temporary right-of-way use permit and approval by the City Engineer.

~~Q. N.~~ Residential garages shall not count towards minimum parking requirements unless meet all of the following criteria are met:

1. The garage contains an area, clear of any obstructions, equal to a standard size parking space (nine feet by 18 feet) for each ~~counted~~ parking space within the garage;
2. Nine square feet is provided either in the garage or in a screened area of the lot per container provided by the franchise hauler (solid waste, recycling, yard debris, etc.) to ensure they are not placed in the parking spaces **unless garbage and recycling is provided in an approved enclosure approved pursuant to Wilsonville Development Code;**
- ~~3. A deed restriction is placed on the property requiring the space stay clear except for identified exceptions such as 30 days before and after a change of tenant or an equivalent restriction within the development's CC&R's;~~

~~R. N.~~ Public sidewalks, public sidewalk easements or other public non-vehicle pedestrian easement areas shall not be counted towards the area of parking spaces or used for parking.

~~S. O.~~ Shared visitor parking in certain residential areas:

1. In order to provide visitor parking in non-multi-family residential areas with limited parking, lot size and/or required open space may be reduced equal to the area of standard-sized parking spaces as described in 2. below if all the following criteria are met:

- a. Ten percent or more of lots in the development do not have at least one adjacent on-street parking space that is at least 22 feet long.
  - b. Shared parking spaces are within 250 feet of a lot without an on-street parking space.
  - c. Shared parking spaces will be owned by an HOA and have enforceable covenants in place to ensure spaces are managed for visitor parking and not storage of extra vehicles or overflow parking of residents. This may include time limits on parking, limits on overnight parking, or other similar limits.
2. When shared visitor parking is provided that meets the standards of 1. above, lot size or open space area for the development may be reduced as provided below. The same visitor parking spaces cannot be used to reduce both lot size and open space area. To achieve both reductions, adequate visitor parking space must be provided to offset both lot size and open space area reductions.
- a. Individual lot size may be reduced by up to 2.5 percent of the minimum lot size for the zone to allow an equal area to be developed as shared parking, as long as the shared parking space is within 250 feet of the reduced lot.
  - b. Open space required under Subsection 4.113 (.01) may be reduced by up to 2.5 percent of gross development area (from 25 percent down to as low as 22.5 percent) to allow an area equal to the reduced open space as shared parking. No more than 50 percent of the reduced open space area may be from the required usable open space. In the RN zone, the ten percent Open Space requirement for Small-Lot Subdistrict may be reduced to eight percent.
  - c. In order to reduce stormwater runoff and the need for stormwater facilities, shared visitor parking areas are encouraged to be constructed of pervious surfaces.

*(.03) ~~Minimum and Maximum~~ Off-Street Parking Requirements:*

[...]

B. Parking areas over 650 square feet, excluding access areas, and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

[...]

- 2. Landscape tree planting areas shall be a minimum of eight feet in width and length and spaced every eight parking spaces or an equivalent aggregated amount.





a. Trees shall be planted in a ratio of one tree per eight parking spaces or fraction thereof, except in parking areas of more than ~~200 spaces~~ **one-half acre** where a ratio of one tree per six spaces shall be applied as noted in subsection 4.155(.03)B.3. A landscape design that includes trees planted in areas based on an aggregated number of parking spaces must provide all area calculations.

[...]

3. Due to their large amount of impervious surface, new development with parking areas of more than ~~200 spaces~~ **one-half acre** that are located in any zone, ~~and that may be viewed from the public right-of-way,~~ shall be landscaped to the following additional standards:

a. One trees shall be planted per six parking spaces or fraction thereof. At least 25 percent of the required trees must be planted in the interior of the parking area.

b. Required trees may be planted within the parking area or the perimeter, provided that a minimum of 40 percent of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area. Shading shall be determined based on shadows cast on the summer solstice.

c. All parking lots in excess of ~~200 parking spaces~~ **one-half acre** shall provide an internal pedestrian walkway **consistent with the requirements of 4.154(.01)** ~~for every six parking aisles.~~ Minimum walkway clearance shall be at least five feet in width. Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles. Walkways shall be designed to channel pedestrians to the front entrance of the building.

[...]

**4. For parking areas more than one-half acre and fewer than 200 parking spaces, in lieu of meeting the 40% tree canopy required by 4.155(.03)B.3.b., a tree canopy coverage of 30% can be provided along with installation of solar panels with a generation capacity of at least 0.5 kilowatt per new parking space. Panels may be located anywhere on the property, subject to WDC standards.**

[...]

E. In all multi-family dwelling developments, ~~there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and bicycles~~ **bicycle parking is required as indicated in section 4.155 (.04).** **Additionally, areas to provide for parking and storage of mopeds or motorcycles are encouraged.** Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.



~~F. Except for single family dwelling units and middle housing, on-street parking spaces, directly adjoining the frontage of and on the same side of the street as the subject property, may be counted towards meeting the minimum off-street parking standards.~~

~~G. F.~~ Table 5 shall be used to determine the ~~minimum and maximum parking standards~~ **requirements and allowances** for various land uses. The number of ~~required~~ parking spaces **related to the requirements and allowances** shown on Table 5 shall be determined by rounding to the nearest whole parking space. ~~For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained 600 square feet, a second parking space would be required.~~ Structured parking and on-street parking are exempted from the parking maximums in Table 5.

~~H. G.~~ Electrical Vehicle Charging Stations:

~~1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.~~

**1. Electrical Service Capacity must be provided to new off-street parking spaces subject to the following standards. Waivers, administrative relief or variance requests to these standards are prohibited.**

**a. Residential or mixed-use development with five or more dwelling units on a lot must provide electrical service capacity to a minimum of 40 percent of all off-street vehicle parking spaces on the lot.**

2. Modification of existing parking spaces to accommodate electric vehicle charging stations on site is allowed outright.

I. Motorcycle parking:

~~1. Motorcycle parking may substitute for up to five spaces or five percent of required automobile parking, whichever is less. For every four motorcycle parking spaces provided, the automobile parking requirement is reduced by one space.~~

2. ~~Each motorcycle~~ **Motorcycle parking** spaces must be at least four feet wide and eight feet deep. Existing parking may be converted to take advantage of this provision.

(.04) Bicycle Parking:

[...]

B. Standards for Required Bicycle Parking:



[...]

4. Bicycle lockers or racks, when provided, shall be securely anchored. **Unless within a lockable space only available to authorized users, racks shall allow ways to lock at least two points on a bicycle.**

5. Bicycle parking shall be located within 30 feet of the main entrance to the building or inside a building, in a location that is well-lit and easily accessible for bicycles. For multi-tenant developments, with multiple business entrances, bicycle parking may be distributed on-site among more than one main entrance.

**6. Bicycle parking areas shall include parking spaces to accommodate large bicycles, including family and cargo bicycles.**

~~6.~~ 7. With Planning Director approval, on street vehicle parking can also be used for bicycle parking.

[...]

<b>TABLE 5: PARKING STANDARDS</b>			
<b>USE</b>	<b>PARKING MINIMUMS</b>	<b>PARKING MAXIMUMS</b>	<b>BICYCLE MINIMUMS</b>
<b>a. Residential</b>			
1. Single-family dwelling units, middle housing,	<del>1 per dwelling unit.<sup>1,2</sup></del> <del>2 spaces are encouraged for dwelling units over 1000 square feet.<sup>3</sup></del>	No Limit	
2. Accessory dwelling unit	<del>None required</del>	No limit	None required



<b>TABLE 5: PARKING STANDARDS</b>			
<b>USE</b>	<b>PARKING MINIMUMS</b>	<b>PARKING MAXIMUMS</b>	<b>BICYCLE MINIMUMS</b>
3. Multiple-family dwelling units	<p>1 per D.U. (less than 500 sq. ft.)</p> <p>1.25 per D.U. (1 bdrm)</p> <p>1.5 per D.U. (2 bdrm)</p> <p>1.75 per D.U. (3 bdrm)</p> <p>Within the TC Zone, parking minimum is 1 per DU, regardless of the number of bedrooms, if constructed as a residential only building</p>	<p>No Limit <u>1.2 spaces/studio unit and 2 spaces/non-studio unit</u></p>	1 per D.U.
4. Manufactured or mobile home park	2 spaces/unit <sup>2</sup>	No Limit	1 per D.U.
<b>b. Commercial Residential</b>			
1. Hotel	1 per 1,000 sq. ft.	No Limit	1 per 5 units Min. of 2
2. Motel	1 per 1,000 sq. ft.	No Limit	1 per 5 units Min. of 2
3. Clubs, Lodges	Spaces to meet the combined requirements of the uses being conducted	No Limit	1 per 20 parking spaces Min. of 2



<b>TABLE 5: PARKING STANDARDS</b>			
<b>USE</b>	<b>PARKING MINIMUMS</b>	<b>PARKING MAXIMUMS</b>	<b>BICYCLE MINIMUMS</b>
	such as hotel, restaurant, auditorium, etc.		
<b>c. Institutions</b>			
1. Welfare or correctional institution	<del>1 space/3 beds for patients or inmates</del>	No Limit	1 per 50 beds Min. of 2
2. Convalescent hospital, nursing home, sanitarium, rest home, home for the aged	<del>1 space/2 beds for patients or residents</del>	No Limit	1 per 6,000 sq. ft. Min. of 2
3. Hospital	<del>2 spaces/bed</del>	No Limit	1 per 20 parking spaces Min. of 2
<b>d. Places of Public Assembly</b>			
1. Church	<del>1 space/4 seats, or 8 ft of bench length in the main auditorium</del>	.8 per seat	1 per 50 seats Min. of 2



<b>TABLE 5: PARKING STANDARDS</b>			
<b>USE</b>	<b>PARKING MINIMUMS</b>	<b>PARKING MAXIMUMS</b>	<b>BICYCLE MINIMUMS</b>
2. Library, reading room, museum, art gallery	<del>2.5 per 1,000 sq. ft.</del>	No Limit	1 per 1,000 sq. ft. Min. of 6
3. Preschool nursery, kindergarten	<del>.2 per student and staff</del>	.3 per student and staff	1 per 3,500 sq. ft. Min. of 2
4. Elementary or Middle School	<del>.2 per student and staff</del>	.3 per student and staff	8 per class (above 2 <sup>nd</sup> grade) K—2 <sup>nd</sup> grade: 1 per 3,500 sq. ft.
5. High School	<del>.2 per student and staff</del>	.3 per student and staff	4 per class
6. College, commercial school for adults	<del>.2 per student and staff</del>	.3 per student and staff	1 per class Min. of 4
7. Other auditorium, meeting rooms	<del>.3 per seat</del>	.5 per seat	1 per 50 seats Min. of 4
8. Stadium, arena, theater	<del>.3 per seat</del>	.5 per seat	1 per 40 seats Min. of 4
9. Bowling alley	<del>4 spaces/lane</del>	No Limit	1 per 10 lanes Min. of 2



<b>TABLE 5: PARKING STANDARDS</b>			
<b>USE</b>	<b>PARKING MINIMUMS</b>	<b>PARKING MAXIMUMS</b>	<b>BICYCLE MINIMUMS</b>
10. Dance hall, skating rink, gym, swim or fitness center	<del>4.3 per 1,000 sq. ft.</del>	6.5 per 1,000- sq. ft.	1 per 4,000 sq. ft. Min. of 2
11. Tennis or racquetball facility	<del>1 per 1,000 sq. ft.</del>	1.5 per 1,000 sq. ft.	1 per court Min. of 2
<b>e. Commercial</b>			
1. Retail store except supermarkets and stores selling bulky merchandise and grocery stores 1,500 sq. ft. gross floor area or less	<del>4.1 per 1,000 sq. ft.</del>	<del>6.2</del> <u>5</u> per 1,000 sq. ft.	1 per 4,000 sq. ft. Min. of 2
2. Commercial retail, 1,501 sq. ft. or more	<del>4.1 per 1,000 sq. ft.</del> There is no minimum off-street parking requirement within the TC zone for commercial retail less than 5,000 sq. ft. and within a mixed use building	<del>6.2</del> <u>5</u> per 1,000 sq. ft.	1 per 4,000 sq. ft. Min. of 2



<b>TABLE 5: PARKING STANDARDS</b>			
<b>USE</b>	<b>PARKING MINIMUMS</b>	<b>PARKING MAXIMUMS</b>	<b>BICYCLE MINIMUMS</b>
3. <u>Service Automobile service, dealerships or repair shops</u>	<del>4.1 per 1,000 sq. ft.</del>	6.2 per 1,000 sq. ft.	1 per 4,000 sq. ft.
<del>4. Retail stores and outlets selling furniture, automobiles or other bulky merchandise where the operator can show the bulky merchandise occupies the major areas of the building</del>	<del>1.67 per 1,000 sq. ft.</del>	<del>6.2 per 1,000 sq. ft.</del>	<del>1 per 8,000 sq. ft. Min. of 2</del>
5. Office or flex space (except medical and dental)  Bank with drive-thru	<del>2.7 per 1,000 sq. ft.</del>  <del>4.3 per 1,000 sq. ft.</del>	4.1 per 1,000 sq. ft.  <del>6.5</del> <u>5</u> per 1,000 sq. ft.	1 per 5,000 sq. ft. Min. of 2
6. Medical and dental office or clinic area	<del>3.9 per 1000 sq. ft.</del>	<del>5.9</del> <u>5</u> per 1,000 sq. ft.	1 per 5000 sq. ft. Min. of 2
7. Eating or drinking establishments  Fast food (with drive-thru) Other	<del>15.3 per 1,000 sq. ft.</del>  <del>9.9 per 1000 sq. ft.</del>	23 per 1,000 sq. ft.  14.9 per 1,000 sq. ft.	1 per 4000 sq. ft. Min. of 4





<b>TABLE 5: PARKING STANDARDS</b>			
<b>USE</b>	<b>PARKING MINIMUMS</b>	<b>PARKING MAXIMUMS</b>	<b>BICYCLE MINIMUMS</b>
8. Mortuaries	<del>1 space/4 seats, or 8ft. of bench length in chapels</del>	No Limit	Min. of 2
<b>f. Industrial</b>			
1. Manufacturing establishment	<del>1.6 per 1,000 sq. ft.</del>	No Limit	1 per 10,000 sq. ft. Min. of 6
2. Storage warehouse, wholesale establishment, rail or trucking freight terminal	<del>.3 per 1,000 sq. ft.</del>	.5 per 1,000 sq. ft.	1 per 20,000 sq. ft. Min. of 2
<b>g. Park &amp; Ride or Transit Parking</b>	As needed	No Limit	<del>10</del> <b>2</b> per acre, <b>minimum of 4</b> , with 50% in lockable enclosures

NOTES:

<sup>1</sup> ~~No additional off-street parking is required for a triplex or quadplex created through the addition to, or conversion of, an existing single-family detached dwelling.~~

<sup>2</sup> ~~Garages (except for parking structures in the Town Center) do not count towards minimum parking unless all the requirements of Subsection [4.155 \(.02\) Q](#) are met.~~

<sup>3</sup> ~~No permit for single-family dwelling units, middle housing, or multiple-family dwelling units of nine or fewer units shall be denied based on only providing one parking space per unit.~~



**2 For land uses with more than 65,000 square feet of floor area, surface parking may not consist of more area than the floor area of the building.**

**3 Non-surface-level parking, such as tuck-under parking, underground and subsurface parking, and parking structures are exempt from maximum requirements.**

*(.05) Minimum Off-Street Loading Requirements:*

[...]

~~5. Off-street parking areas used to fulfill the requirements of this Ordinance shall not be used for loading and unloading operations except during periods of the day when not required to meet parking needs.~~

*B. Exceptions and Adjustments:*

[...]

*(.06) Carpool and Vanpool Parking Requirements:*

A. Carpool and vanpool parking spaces shall be identified for the following uses:

**1. Designated employee parking areas in new developments with more than 50 parking spaces,**

~~1- 2.~~ New commercial and industrial developments with 75 or more parking spaces,

~~2- 3.~~ New institutional or public assembly uses, and

~~3- 4.~~ Transit park-and-ride facilities with 50 or more parking spaces.

[...]

~~(.07) Parking Area Redevelopment-~~

~~The number of parking spaces may be reduced by up to ten percent of the minimum required parking spaces for that use when a portion of the existing parking area is modified to accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations.~~

I.

**Section 4.172. - Flood Plain Regulations**

[...]

*(.07) General Standards:*

[...]

*I. Parking Lots and Storage Areas:*

1. All parking lots and storage areas below the flood plain elevation shall be paved.
2. A minimum of 25 percent of the ~~required~~ **provided** parking space must be provided above the 100-year flood plain elevation for all nonresidential uses.
3. Residential uses **providing one or more parking spaces per unit** shall provide at least one parking space per unit above the 100-year flood plain elevation.

[...]

**Section 4.184. - Conditional Use Permits—Authorization**

[...]

*(.07) Conditional Use Regulations—Service Stations.*

[...]

*F. Access, Parking and Circulation Requirements:*

[...]

~~2. On-site parking shall be provided for each employee on duty. The peak employment period shall be used to determine the number of employee parking spaces.~~

~~3.~~ 2. No vehicles subject to the control of the operator of the premises may temporarily be parked on sidewalks, parkways, driveways, alleys or other public ways.

[...]

**Section 4.191. - Non-Conforming Site Conditions**

[...]

(.05) A structure with non-conforming site conditions may be expanded or enlarged, provided that there is a proportional decrease in the non-conforming site conditions. For example, an application to expand the floor area of a building by 10%, on a site that has 20% shortage of required **bicycle** parking, will be permitted, provided that at least a 10% increase in **bicycle** parking is also provided.

**Section 4.430. - Location, Design and Access Standards for Mixed Solid Waste and Recycling Areas.**

[...]

(.02) *Location Standards:*

[...]

F. Exterior storage areas can be located in a parking area, ~~the proposed use provides at least the minimum number of parking spaces required for the use after deducting the area used for storage.~~ Storage areas shall be appropriately screened according to the provisions of [Section 4.430\(.03\)](#), below.

[...]

**Section 4.803. - Development Review Standards.**

(.01) The following development standards are applicable to all WCF and SWF applications:

[...]

~~L. *Parking.* No net loss in minimum required parking spaces shall occur as a result of the installation of any WCF.~~

**660-012-0445**

**Parking Management Alternative Approaches**

- (1) In lieu of adopting land use regulations without parking mandates under OAR 660-012-0420 [*City Staff Note: Parking B Option 1*], cities and counties shall select and implement either a fair parking policy approach as provided in subsection (a) [*City Staff Note: Parking B Option 2*] or a reduced regulation parking management approach as provided in subsection (b) [*City Staff Note: Parking B Option 3*].
  - (a) A fair parking policy approach shall include at least two of the following five provisions, including at least one provision from paragraphs (A) through (C):
    - (A) A requirement that parking spaces for each residential unit in multi-unit housing developments be unbundled parking upon lease creation, lease renewal, or sale. Cities and counties may exempt townhouse and rowhouse development from this requirement;
    - (B) A requirement that parking spaces serving leased commercial developments be unbundled parking upon lease creation or renewal;
    - (C) A requirement for employers of 50 or more employees who provide free or subsidized parking to their employees at the workplace provide a flexible commute benefit of \$50 per month or the fair market value of that parking, whichever is greater, to those employees eligible for that free or subsidized parking who regularly commute via other modes instead of using that parking;
    - (D) A tax on the revenue from commercial parking lots collecting no less than 10 percent of income, with revenues dedicated to improving transportation alternatives to drive-alone travel; and
    - (E) A reduction of parking mandates for new multi-unit housing development to no higher than one-half spaces per unit, including visitor parking.