



PLANNING COMMISSION AGENDA

January 08, 2025 at 6:00 PM

Wilsonville City Hall & Remote Video Conferencing

PARTICIPANTS MAY ATTEND THE MEETING AT:

City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon

YouTube: <https://youtube.com/c/CityofWilsonvilleOR>

Zoom: <https://us02web.zoom.us/j/87239032604>

TO PROVIDE PUBLIC TESTIMONY:

Individuals may submit a testimony card online:

<https://www.ci.wilsonville.or.us/PC-SpeakerCard>

or via email to Planning: PC@ci.wilsonville.or.us, 503-570-1536
by 2:00 PM on the date of the meeting noting the agenda item
for which testimony is being submitted in the subject line.

CALL TO ORDER - ROLL CALL [6:00 PM]

Matt Constantine	Sam Scull
Ron Heberlein	Yana Semenova
Nicole Hendrix	Jennifer Willard
Andrew Karr	

PLEDGE OF ALLEGIANCE

CITIZEN INPUT

This is the time that citizens have the opportunity to address the Planning Commission regarding any item that is not already scheduled for a formal Public Hearing tonight. Therefore, if any member of the audience would like to speak about any Work Session item or any other matter of concern, please raise your hand so that we may hear from you now.

WORK SESSION [6:05 PM]

- [1.](#) Climate Action Plan (Rappold)(60 Minutes)
- [2.](#) CFEC Parking (Pauly)(60 Minutes)

INFORMATIONAL [8:05 PM]

- [3.](#) City Council Action Minutes (December 2, 2024)(No staff presentation)
- [4.](#) 2025 PC Work Program (No staff presentation)

ADJOURN [8:10 PM]

Time frames for agenda items are not time certain (i.e. agenda items may be considered earlier than indicated). The City will endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting by contacting the Planning Administrative Assistant at 503-682-4960: assistive listening devices (ALD), sign language interpreter, and/or bilingual interpreter. Those who need accessibility assistance can contact the City by phone through the Federal Information Relay Service at 1-800-877-8339 for TTY/Voice communication.

Habr  interpretes disponibles para aqu llas personas que no hablan Ingl s, previo acuerdo. Comun quese al 503-682-4960.



PLANNING COMMISSION

WEDNESDAY, JANUARY 8, 2025

WORK SESSION

1. Climate Action Plan (Rappold)(60 Minutes)



**PLANNING COMMISSION MEETING
STAFF REPORT**

Meeting Date: January 8, 2025		Subject: Climate Action Plan	
		Staff Member: Kerry Rappold, Natural Resources Manager	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd 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 type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: Provide input on the proposed Climate Action Plan and planning process.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: Develop a climate inventory and gap analysis of city practices and operations and engage the community to build awareness of climate friendly practices.	<input type="checkbox"/> Adopted Master Plan(s):	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

The City Council goals for FY 2023-25 include developing a Wilsonville Climate Action Plan. Staff will provide an overview of the planning process for the Climate Action Plan (CAP).

EXECUTIVE SUMMARY:

In August, staff and the consultant (Sustainability Solutions Group - SSG) kicked off the planning process for the CAP. The CAP provides a roadmap for achieving net-zero greenhouse gas (GHG) emissions and will include the following steps in developing the Plan:

1. Context review: The review of key strategic documents to understand Wilsonville’s city and climate planning, as well as state legislation and other climate plans.
2. Data input and GHG inventory: The inventory will include the energy use and emissions within Wilsonville’s city boundaries, and an update and refinement of data and modeling previously completed for the Clackamas County Climate Action Plan.
3. Model calibration: The calibration will identify the activities producing GHG emissions by sector and target emission reduction measures for specific activities.
4. Business-as-Usual (BAU) and Business-as-Planned (BAP) scenarios: The BAU scenario will provide the annual energy consumption and emissions through 2050 by traffic zones and neighborhoods across the city. The BAP scenario will reflect the additional impact on energy use and emissions of key county, state, and federal policies.
5. Strategies and actions: A list of “low carbon” actions and policy options will be identified and refined for geographic rollout, equity improvement, and to optimize co-benefits for the city.
6. Draft low-carbon scenario: The selected set of “low carbon” actions will be modeled for their energy and emissions impacts between the baseline and target years. The scenario will include year-over-year energy and emissions projections associated with implementation of the emission reduction actions.
7. Final low-carbon (best fit) scenario: The final scenario will outline how the City can achieve its emission reduction targets in relation to existing policies, regulations, plans, and investments, and will provide a viable, sector-by-sector action pathway for reducing community emissions.
8. Draft and final plans: The CAP will include the following information:
 - a. Descriptions of local context, existing conditions, targets, and legislation that will affect climate action in Wilsonville.
 - b. Identify key expected impacts of climate change to local conditions in Wilsonville in future decades.
 - c. Outline the community’s projected energy use and emissions in the BAU, BAP and “low carbon” scenarios, and provide a clear pathway of the modeled actions, and the timeline to achieve a net-zero future in Wilsonville.
 - d. An appendix with data, methods, and assumptions.

In addition to the Planning Commission and City Council, a staff advisory committee, comprised of members from Community Development, Public Works, Parks and Recreation, SMART, and Finance, will provide input during the planning process.

On October 13, 2024, staff provided the Planning Commission an introduction to the Climate Action Plan. At this meeting, staff will present the greenhouse gas inventory, BAU and BAP scenarios, and draft low carbon actions.

Discussion Questions:

1. Do you have any questions about the greenhouse gas inventory and the planning scenarios?
2. Are there specific low carbon actions you would like to see included?

EXPECTED RESULTS:

The completion and adoption of a Climate Action Plan which will focus on reducing the community's GHG emissions, and how these changes can also increase resilience.

TIMELINE:

Staff will present the draft and final plans to the Planning Commission for specific input and final adoption by Spring of 2025.

CURRENT YEAR BUDGET IMPACTS:

The approved FY 2024-25 Wilsonville budget includes \$70,000 in general funds as part of Project #3007 - Climate Action Plan. A supplemental budget adjustment will be needed to add unspent general funds from FY 2023-24 to the project, which include \$35,000 from Project #3007.

COMMUNITY INVOLVEMENT PROCESS:

Community involvement and public outreach will be a key component of the project. Staff welcomes input from the Planning Commission on public engagement activities for the CAP process. A "Let's Talk, Wilsonville!" site has been set up for the project, which included a community survey. Future activities include a public open house and a forum with local businesses scheduled for January 16, 2025.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

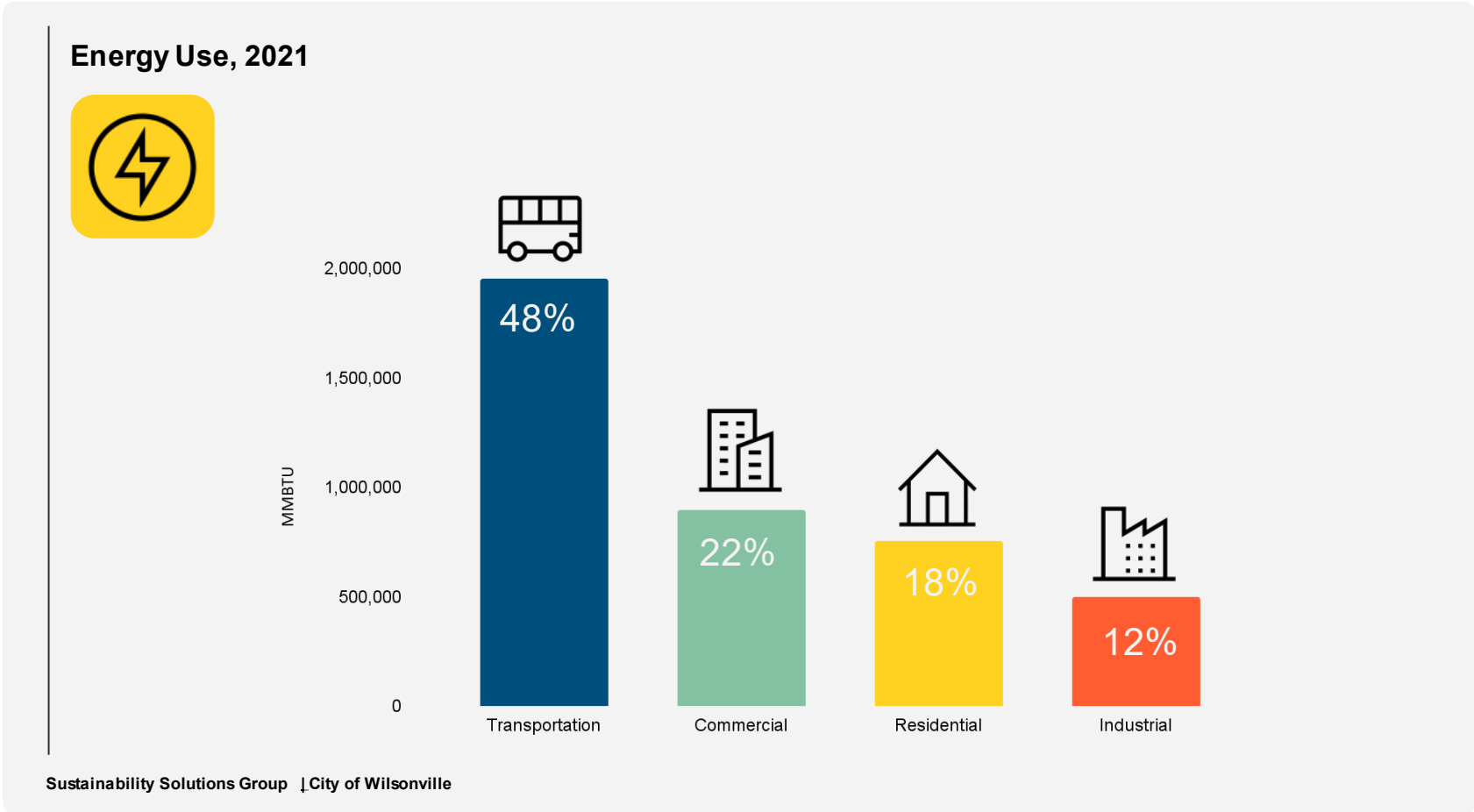
Climate change has the potential to affect the lives and livelihoods of every resident. Developing a Wilsonville Climate Action Plan will provide the opportunity to explore options for reducing greenhouse gas emissions and identifying actions that address climate change.

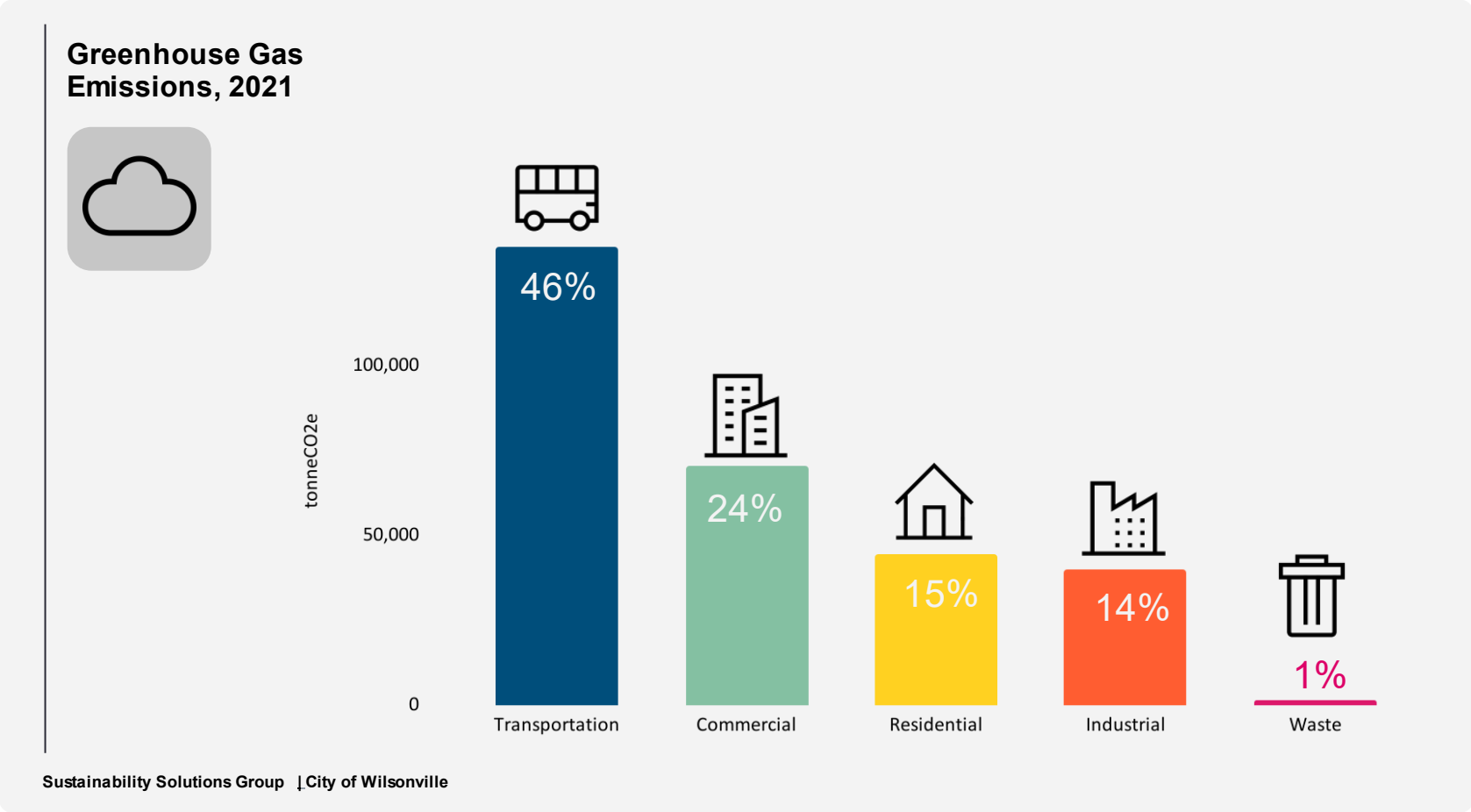
ALTERNATIVES:

N/A

ATTACHMENTS:

1. GHG Inventory, BAU and BAP scenario assumptions, and draft low carbon actions





Business-as-Usual, Business-as-Planned, and Low-Carbon Scenario Assumptions

Assumptions by Scenario				
Category	BAU Assumptions	BAP Assumption	LCS Assumption	Source(s)
Climate				
Changes in Climate	- Decrease in Heating Degree Days from 6,200 to 5,600 by 2050 - Increase in Cooling Degree Days from 200 to 350 by 2050	Same as BAU	Same as BAU	Climate Explorer, National Environmental Modeling and Analysis Center
Demographics				
Population Growth	- Increase by 14% between 2019 and 2039 - 3,373 new residents and 1,752 new households	Same as BAU	Same as BAU	Equitable Housing Strategic Plan (2020)
Employment Growth	- Increase from 20,091 jobs in 2015 to 27,207 jobs in 2040	Same as BAU	Same as BAU	Oregon Department of Transportation
Energy				
Grid Emissions Factor	- Existing emissions factor - PG&E's 2018 power mix: 2018 Power Mix. -- Renewable - 39% -- Nuclear - 34% -- Natural gas and other fuels - 15% -- Large hydro - 13%	Reduction in emissions from electricity grid 80% reduction by 2030, 90% reduction by 2035 and 100% reduction by 2040 relative to baseline	Same as BAP	Oregon's Clean Energy Bill (2021)
Renewable Energy Procurement	- Wilsonville continues to purchase renewable energy for community to meet EPA's Green Power Communities program's requirements that 10% of the community's electricity to come from green sources-	Same as BAU	TBD.	City of Wilsonville
Buildings				
New Building Performance	Existing building standards.	Improvements to residential and commercial building codes every 5 years Begins with 8.5% energy efficiency gains in 2024 over 2019, with an additional 5.7% gain in 2028, with new code gains at ⅔ of previous gain	TBD.	State of Oregon
Existing Building Performance	Existing building performance.	1.5% of existing stock is weatherized each year, resulting in a 15% improvement per building	TBD.	Oregon's Healthy Homes Repair Fund
Transportation				
Electrify Light-Duty Vehicles	- Existing vehicle population - Proportion of vehicles in Oregon, 2022 -- Electric Vehicles - 1.2% -- Plug-in Hybrid Electric - 0.6% -- Hybrid Electric - 3.7% -- Other - 94.5%	By 2035, all new passenger cars, SUVs, and light-duty pickup trucks must either be battery electric or plug-in hybrid electric vehicles	TBD.	Oregon's Clean Car Standards; Alternative Fuels Data Centre
Electrify Medium & Heavy-Duty Vehicles	Existing vehicle population.	- An increasing percentage of new medium- and heavy-duty vehicles must be ZEVs beginning in 2025 - Ranges from 7% in 2025 to 75% in 2035, depending on the vehicle class	TBD.	Oregon's Clean Truck Rules
Fuel Standards	Existing fuel standards.	The average carbon intensity of gasoline and diesel decreases by 20% by 2030, and by 37% by 2035 relative to 2016	Same as BAP	Oregon's Clean Fuels Program
Replace transit buses	Existing transit buses.	Replace all buses with alternative fuelled vehicles (electric, compressed natural gas) by 2028 - 5 CNG Buses - 5 Electric Buses	TBD.	SMART Climate Action Plan
Mode shift	Current mode share will be extracted from the Oregon Metro four-step trip based travel behavior model once the Wilsonville model is calibrated.	Use the walking, cycling, and transit mode shares from the Oregon Metro four-step trip based travel behavior model. Data was provided for 2015, 2027 and 2040	Metro has identified performance targets for non-driving mode share percentages, which is to triple the walking, biking, and transit mode shares by 2040 compared to 2015.	Replica, from Wilsonville Performance Update 2023; Transportation Master Plan, SMART Climate Action Plan, SMART Safe Routes
Land Use				
Building Growth	- Demand for 2,476 new homes between 2019 and 2039, including 990 multi-family, 1,238 single family detached, and 248 single family attached	Same as BAU.	TBD.	Equitable Housing Strategic Plan (2020)
Tree Canopy	- Existing tree canopy coverage: 30% - 25,954 street trees	Increase tree canopy by 6% to 36% by 2046 by planting 27,000 new trees	TBD.	Urban Forest Management Plan

**Draft Actions
for Wilsonville**


30% of new housing developed in Town Center




50% thermal savings & 10% plug load savings in all existing buildings




25% of new buildings are zero energy ready by 2030, and 50% by 2040




100% of new light-duty fleet vehicles electric by 2030



**Mode shift to:
30% carpool,
6% walk or bike,
7% transit**



20% reduction in industrial energy use through energy efficiency improvements



Draft Low Carbon Actions

**Draft Actions
for Wilsonville**

**100% of new
buildings include
solar PV by 2050**



**30% of customers
procure carbon -free
electricity by 2030**



**50% of organic
waste diverted
from landfill by
2030**



**100% renewable
electricity
generation by
2040**



**90% of emissions
from natural gas
& liquid fuels
reduced by 2050**



**100% of RNG
potential captured
at wastewater
treatment facility
by 2035**





PLANNING COMMISSION

WEDNESDAY, JANUARY 8, 2025

WORK SESSION

2. CFEC Parking (Pauly)(60 Minutes)



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: January 8, 2025		Subject: CFEC Parking Compliance and Standards Reform	
		Staff Member: Daniel Pauly, Planning Manager	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd 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	
		Comments:	
Staff Recommendation: Provide requested input on selecting a “Parking B” compliance option.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input type="checkbox"/> Adopted Master Plan(s):	<input checked="" type="checkbox"/> Not Applicable Required by State law	

ISSUE BEFORE COMISSION

Following an introduction to the Climate Friendly and Equitable Communities (CFEC) Parking Compliance and Standards Reform project in December, this work session will seek Planning Commissions input on which “Parking B” compliance option to pursue and seek input on anticipated Development Code amendments.

EXECUTIVE SUMMARY:

The primary driver of the CFEC Parking Compliance and Standards Reform project is the State Climate Friendly and Equitable Communities (CFEC) Program. On March 10, 2022, Governor Kate Brown issued Executive Order 20-04, directing state agencies to reduce climate pollution. Executive Order 20-04 was in response to Oregon not meeting its climate pollution reduction goals, one of which was adopted in 2007 by state legislators to reduce the state's climate pollution by 75% by 2050. In response, the Oregon Land Use Conservation and Development Commission (LCDC) developed, and the State adopted, updates to Oregon's transportation and land use planning administrative rules (OARs). These new OARs and local government compliance with them are the core of the CFEC program.

Among the CFEC requirements is parking reform as laid out in OAR 660-012-0400 through 660-012-0450 (CFEC Parking Rules). Attachment 1 is a State handout summarizing the CFEC Parking Rules. Other CFEC requirements, such as those around transportation planning, will be subject to additional City projects in the coming years.

As explained in Attachment 1, the CFEC Parking rules aim to remove or substantially reform minimum parking requirements in local government codes based on the State's findings that minimum parking requirements over produce parking leading to, among other things, inefficient land use, less walkability, and more pollution from driving.

The CFEC Parking Rules are broken into two phases, referred to by the State as "**Parking A**" and "**Parking B**". **Parking A** rules are a set of rules already in effect superseding Wilsonville's Development Code, and the City has been applying them prior to the City Code being updated. As shown in Attachment 2, the most impactful part of the Parking A rules for Wilsonville is the transit proximity rule that supersedes parking minimums in the Development Code for much of the City, including Frog Pond and Town Center. The only substantial areas of the City not covered by this transit proximity rule are Charbonneau, the western 2/3 of Villebois, and industrial areas in northwest Wilsonville (see map in Attachment 2). The current project will seek to update the City's Development Code to be congruent with Parking A rules, but no decisions are left to be made regarding the Parking A rules.

Parking B rules require additional reform not yet completed by the City. This reform is the focus of the current project. The original deadline for compliance with Parking B rules set by the State was June 30, 2023, but the City previously requested and was granted an alternative compliance deadline of June 30, 2025. While the extension was based on staff capacity, the additional time has allowed the City to observe how neighboring jurisdictions have sought compliance as well as allow courts to consider legal challenges to the rules. Court decisions have upheld the OARs with no further appeals possible. Attachment 4 is a list of how nearby cities have chosen to comply with Parking B rules.

As described on Page 2 of Attachment 1, Parking B requires (1) the City to choose one of three options for parking reform related to minimum parking requirements and (2) institute design regulation improvements for parking areas such as tree canopy requirements. Whichever

Parking B option the City selects, it will only apply to the limited areas not already exempt from parking minimums under the Parking A transit proximity rule (including Charbonneau, the western 2/3 of Villebois, and industrial areas in northwest Wilsonville). The design regulation improvements will apply citywide.

The table below summarizes how the different Parking B options would impact the different areas of Wilsonville.

Parking B Parking Options Related to Different Areas of the City

Area of the City	Option 1	Option 2	Option 3
Majority of City subject to Parking A Transit Proximity rule including Town Center and Frog Pond	No minimum parking required	No minimum parking required	No minimum parking required
Charbonneau and Western 2/3 of Villebois (built-out residential areas) Northwest Industrial Areas	No parking minimums	<ul style="list-style-type: none"> • Able to enforce parking minimums Implement at least two of the following: <ul style="list-style-type: none"> • Parking spaces leased/sold separately from housing units or leased commercial space (enforced by City) • No more than ½ space per unit required for multi-family • Tax revenue from parking spaces • Flexible commute benefit for more than 50 employees 	<ul style="list-style-type: none"> • Able to enforce parking minimums Implement all of the following: <ul style="list-style-type: none"> • No minimum parking required for a variety of specific uses including small sites, vacant buildings, small homes, historic buildings, etc. • No additional parking for changes in use • District management of on-street parking or lease multi-family parking and housing units separately

Staff recommends Option 1 for Parking B compliance for a number of reasons, including:

- Option 1 would provide for consistent regulations Citywide rather than having different standards for a small subset of the City.
- Option 2 or 3 are not likely to have a substantially different outcome than Option 1 in terms of the amount of parking built. First, Villebois and Charbonneau are built out or close to built out and not anticipated to significantly change in the next couple decades. Also, in no case can the City require substantially more residential parking. The Parking A rules require, regardless of Parking B option, that residential development not require more than 1 space per unit. Also, affordable housing and small units (smaller than 750 square feet) are exempt regardless of option chosen. Second, industrial development

historically provides ample parking due to market and underwriting requirements. For example, the recent approval of an additional industrial building for the Parkworks Campus was in an area subject to the transit proximity exemption. The application proposed 262 parking spaces. Even without the transit proximity exemption, Parkworks would have only required 191 parking spaces. Another example, the new Precision Countertops headquarters in the Coffee Creek industrial area required 61 parking spaces and proposed 71 parking spaces.

- Options 2 and 3 involve additional regulations and administrative costs with, as explained above, very limited impact. Implementing unbundling of the sale or lease of parking from the associated residential or commercial use would require substantial staff time to both educate the community and equitably enforce. Any new tax, such as the optional tax on parking revenue, would require City staff to administer and enforce. A parking management district as required under Option 3 would also require City staff to administer, patrol, and enforce.

In addition to code edits to integrate Parking A requirements and the selected Parking B option, Parking B requires reforms related to parking lot design. Attachment 3 provides a high-level overview of the expected Development Code edits regarding these design reforms. Highlights include:

- New policies for redevelopment of underutilized parking;
- Update standards around shared parking;
- Add and modify standards to comply with State rules related to tree canopy cover and solar panel development in larger parking areas; and
- Review and potentially update parking maximums.

Based on the feedback from the Commission and upcoming feedback from City Council, the project team will move forward with drafting code edits and seeking public comment on specific elements of the Development Code amendments. As the project progresses it will look at ways to best tailor the parking reforms to the Wilsonville context and community input while complying with State law.

Discussion Question:

- Does the Planning Commission concur with the recommendation of pursuing Option 1, remove parking minimums, for the Parking B compliance option, or does the Commission see merit in further exploration of Options 2 and/or 3?
- What questions and guidance does the Planning Commission have on the likely needed Development Code updates described in Attachment 3?

EXPECTED RESULTS:

Feedback and guidance on the CFEC Parking Compliance and Standards Reform project, including which parking minimum compliance option to pursue under Parking B reform requirements.

TIMELINE:

The Planning Commission and City Council will consider this over the coming months with final action required by June 30, 2025.

CURRENT YEAR BUDGET IMPACTS:

The consultant work on the project is funded by a \$20,000 grant from the Oregon Department of Land Conservation and Development (DLCD) with the City covering City staff time.

COMMUNITY INVOLVEMENT PROCESS:

Public work sessions will be held by the Planning Commission and City Council in addition to public hearings. A public event is planned for early 2025 to inform the public of the project and seek input on the code updates.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

More efficient use of land and reduction of impacts on the climate. Compliance will enable clearer standards for development and avoids the confusion of City code that is superseded by conflicting State rules.

ALTERNATIVES:

While alternatives are limited for compliance with some of the State rules, the City will explore available alternatives to best tailor the Development Code updates to Wilsonville's context.

ATTACHMENTS:

1. DLCD Parking Reform Summary (August 9, 2023)
2. City of Wilsonville Guide to Oregon Administrative Rules Superseding Parking Requirements in Wilsonville's Development Code (January 19, 2023)
3. Other Parking Reform Analysis (December 27, 2024)
4. List of Parking B minimum parking compliance options by nearby cities.



Parking Reform Summary

August 9, 2023

Rules Implementing

OAR 660-012-0400 through 0450 (see also definitions in 0005 and deadlines and processes in 0012)

Who do the rules apply to, and when is action needed?

The parking reforms apply to the 48 Oregon cities in Oregon's eight metropolitan areas (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Portland Metro, Rogue Valley, Salem/Keizer), and counties in these areas with more than 5,000 people inside the urban growth boundary but outside city limits with urban sewer and water services (Clackamas, Marion, Washington).

Some of the rules have been directly effective since January 1, 2023; others since March 31, 2023. Some rules require local action by June 30, 2023, or an alternative date approved by the department.

Why reform costly parking mandates?

Parking mandates, also known as minimum parking requirements, are a one-size-fits-all approach that ends up hiding the costs of parking in other goods, from housing to business costs to wages. That means the costs of car ownership and use are subsidized, leading people to own more cars and drive more than they would if they were aware of the true costs. Providing 300 square-feet of parking lot for each car that wants a parking spot is a significant cost – in the thousands, and often tens of thousands, of dollars.

Because of the cookie-cutter approach of mandates, parking is often over-built, adding unnecessary costs, while pushing apart buildings and making areas less walkable. That means more driving, and more pollution.

A better approach, one that has been used by communities around the world for decades, is to let the free market provide parking where there is demand. Experience shows lenders usually require sufficient off-street parking, and developers will build it, especially when the on-street parking is properly managed.

How do cities and counties amend their codes to meet the requirements in the rules?

The cleanest path to meet rules requirements is to update local zoning and development codes to meet the requirements in OAR 660-012-0405 through 0415, and repeal all parking mandates. The provisions of 0425 through 0450 do not apply to communities without parking mandates.

Many of the requirements in 0405 through 0415 may already be in city code, as some of those provisions have been required by the Transportation Planning Rules for many years.

If a community prefers to keep some mandates, the provisions in 0425 through 0450 reduce the mandates and the negative impacts of remaining mandates.

Questions?

Evan Manvel
Climate Mitigation Planner
evan.manvel@dLCD.oregon.gov
971-375-5979

Parking A – Reform Near Transit; Certain Uses by December 31, 2022

Apply to development applications submitted after December 31, 2022 (amend code or directly apply these rules)

0430 Cannot mandate more than 1 space/unit for residential developments with more than 1 unit
No mandates for small units, affordable units, child care, facilities for people with disabilities, shelters

0440 No parking mandates allowed within ¼ mile of rail stations or ½ mile of frequent transit corridors

0410 Electric Vehicle Charging **due March 31, 2023*

- New private multi-family residential or mixed-use developments install conduit to serve 40% of units

Parking B – More Reform, Choose an Approach by June 30, 2023 or alternative date

0405 Parking Regulation Improvement

- Preferential placement of carpool/vanpool parking
- Allow redevelopment of any portion of a parking lot for bike or transit uses
- Allow and encourage redevelopment of underused parking
- Allow and facilitate shared parking
- New parking of more than ½ acre must install 40% tree canopy OR solar panels OR fee-in-lieu
- New parking of more than ½ acre must have trees along driveways (or 30% tree coverage)
- Pedestrian connections through large parking lots
- Parking maximums in appropriate locations (in existing TPR)

0415 Provisions Specific to More Populous Cities

- Cities >25,000 in metro or >100,000 outside set certain parking maximums in specified areas (additional provisions for 200,000+ population cities, i.e. Portland, are not listed here)

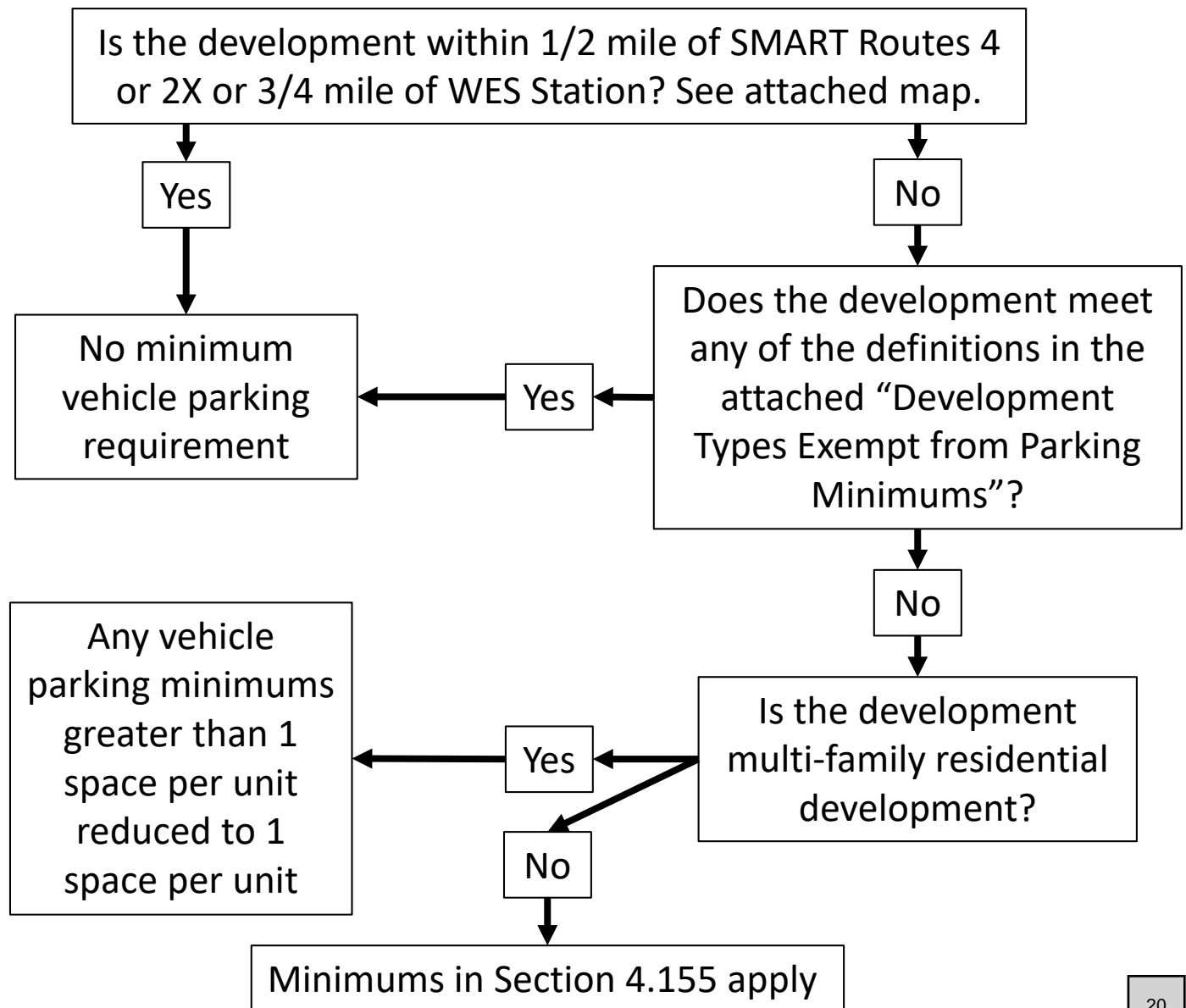
0420-0450 Three options for parking reform

Option 1 660-012-0420	Options 2 and 3 660-012-0425 through 0450	
Repeal parking mandates	Reduce parking burdens – reduced mandates based on shared parking, solar panels, EV charging, car sharing, parking space accessibility, on-street parking, garage parking. May not require garages/carports.	
	Climate-friendly area parking – remove mandates in and near climate-friendly areas or adopt parking management policies; unbundle parking for multifamily units	
	Cities pop. 100,000+ adopt on-street parking prices for 5% of on-street parking spaces by September 30, 2023 and 10% of spaces by September 30, 2025	
No additional action needed	Option 2 enact at least two of five policies	Option 3 all of the below
	<ol style="list-style-type: none"> 1. Unbundle parking for residential units 2. Unbundle leased commercial parking 3. Flexible commute benefit for businesses with more than 50 employees 4. Tax on parking lot revenue 5. No more than ½ parking space/unit mandated for multifamily development 	<p>No mandates for a variety of specific uses, small sites, vacant buildings, studios/one bedrooms, historic buildings, LEED or Oregon Reach Code developments, etc.</p> <p>No additional parking for changes in use, redevelopments, expansions of over 30%.</p> <p>No mandates within ½ mile of climate-friendly areas, Metro 2040 centers.</p> <p>Designate district to manage on-street residential parking, or unbundle parking multi-family.</p>



Guide to Oregon Administrative Rules Superseding Parking Requirements in Wilsonville's Development Code

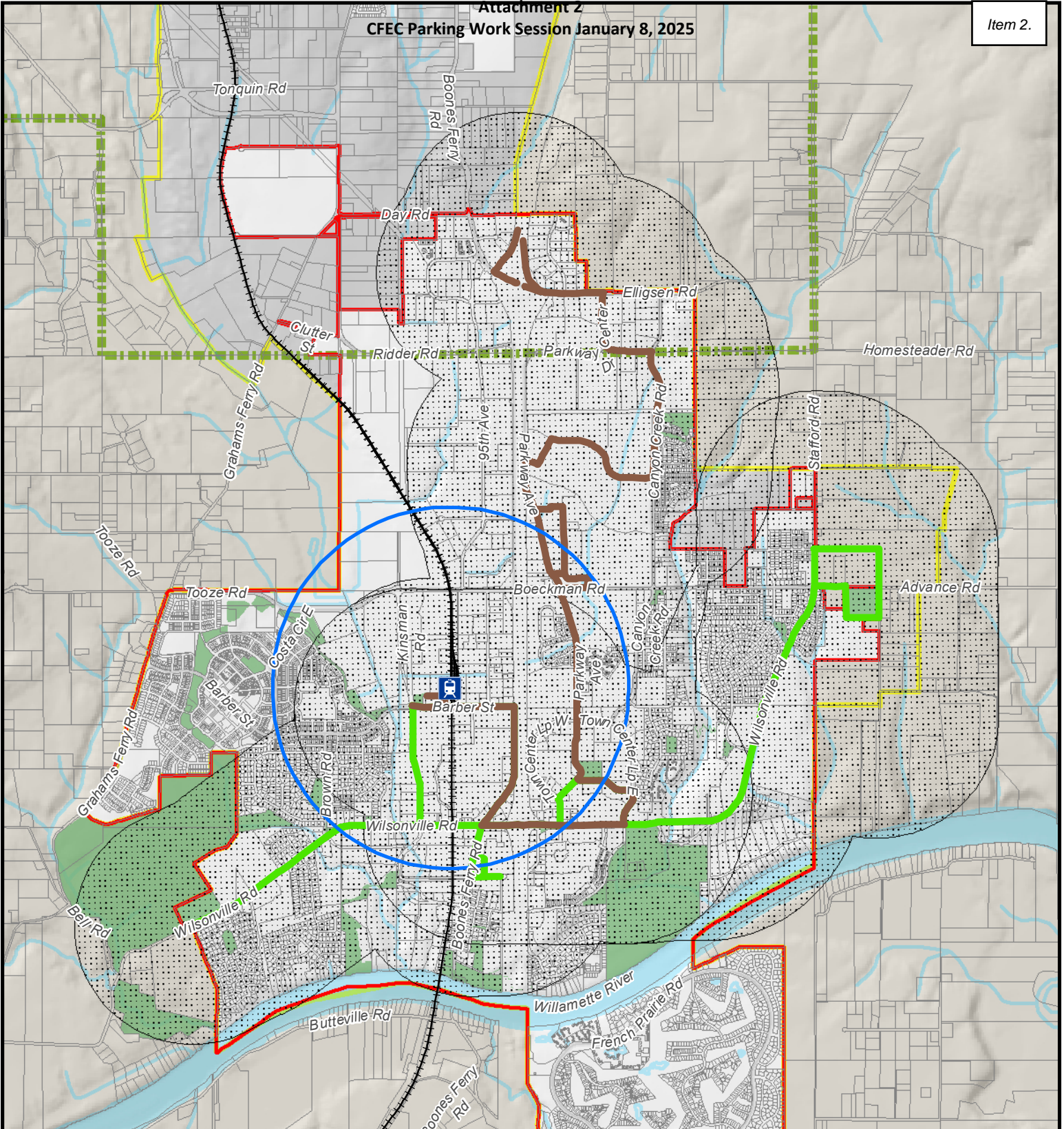
Pursuant to OAR 660-012-0430 and OAR 660-012-0440 certain State rules take precedence over any conflicting parking standards in Wilsonville's Development Code beginning January 1, 2023. In particular, a number of the vehicle parking minimums reflected in Table 5 of Section 4.155 are superseded. Use the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



Development Types Exempt from Parking Minimums Under OAR 660-012-0430

An Attachment to “Guide to Oregon Administrative Rules Superseding Parking Requirements in Wilsonville’s Development Code”

- Facilities and homes designed to serve people with psychosocial, physical, intellectual or developmental disabilities, including but not limited to a: residential care facility, residential training facility, residential treatment facility, residential training home, residential treatment home, and conversion facility as defined in ORS 443.400.
- Child care facility. Definition in ORS 329A.250: any facility that provides child care to children, including a day nursery, nursery school, child care center, certified or registered family child care home or similar unit operating under any name. Exemptions apply. See exemption list in ORS 329A.250 (5) (a)-(d).
- Single-room occupancy housing.
- Residential units smaller than 750 square feet. Note: Accessory Dwelling Units (ADUs) have no parking required in Wilsonville’s Development Code.
- Affordable housing. Summary of definition in OAR 660-039-0010 (see OAR for full definition): housing affordable to households making 80% or less of median income without assistance, except for spaces in manufactured dwelling parks where income is 100% or less of median income.
- Publicly supported housing. Summary of definition in as defined in ORS 456.250 (see ORS 456.250 (6) for full definition): multi-family housing receiving benefits from government assistance including HUD, Department of Agriculture. Does not include units for which developer received only fee waiver as part of development, or receives only Section 8 housing vouchers or similar.
- Emergency and transitional shelters for people experiencing homelessness.
- Domestic violence shelters.



The City of Wilsonville, Oregon
Clackamas and Washington Counties

**Areas exempt from vehicle parking
minimums pursuant to OAR
660-012-0440**



1/6/2023

Miles
0 0.25



- WES Stop + 3/4 Mile
- Wilsonville City Limits
- SMART 4 & 2X + 1/2 Mile
- County Boundary
- ~ SMART Route 2X
- ~ SMART Route 4
- UGB

Planning Commission Meeting - January 8, 2025
CFEC Parking



Other Required Parking Reforms

Parking Regulation Improvements (OAR 660-012-0405)

New requirements under rule -0405 address any new parking that is developed or redeveloped, and fall under eight broad categories. These are cited below, along with brief notes on potential avenues for Wilsonville to pursue.

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

WDC currently requires preferential parking for carpools/vanpools in several scenarios, per 4.155.06. Some clarification and potential small changes will be needed regarding applicability, as the administrative rule requires this preference in “employee parking areas in new developments with more than 50 parking spaces.” Wilsonville’s code generally meets or exceeds these requirements, however 4.155.06.A.1. indicates that preferential carpool/vanpool treatment is required in new commercial/industrial developments with 75 or more parking spaces. This may need to be adjusted to be consistent with the letter of the requirement, although Wilsonville clearly is meeting the spirit of this regulation. We will seek clarification from DLCD.

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

WDC 4.155.07 addresses this requirement allowing for redevelopment of parking areas consistent with this rule. However as currently written, parking can only be reduced by “up to ten percent of the minimum required parking spaces for that use.” For areas subject to the Transit Proximity rule under Parking and for any of the remaining area Wilsonville pursues Option 1, the easiest path to compliance would simply be striking that clause. If Options 2 or 3 are selected for the other areas, then this rule will need to be further analyzed.

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

To wit, the current code does not currently address potential redevelopment of underused parking. Language will need to be added to allow for this possibility, including information on how to identify underused parking and review processes necessary to win necessary approvals. DLCD’s OAR 660-012-0405 Implementation Guidance from January 2024:

Jurisdictions should enact policies allowing and encouraging conversion of parking spaces in the right-of-way. DLCD encourages jurisdictions to proactively identify underused on-street parking that can be converted to active uses. Nothing in this rule is intended to restrict a jurisdiction’s ability to limit the number of converted spaces in an area or district, retain an appropriate supply of ADA spaces, or to decline requests that may pose a safety hazard...the Department recommends there be minimal or no review required for the act of removing parking spaces.

There are a number of different ways that this code language could be structured; discussing these and the implications for future potential redevelopment will be an important piece of future public engagement.

Allow and facilitate shared parking (660-012-0405(3)) - January 8, 2025 CFEC Parking

Shared parking is currently addressed within WDC 4.155.02.S, however it applies only to residential contexts, and is heavily tied to minimum requirements in terms of how it allows for shared parking. This section will need to be rewritten to remove references to minimums and otherwise encouraging and facilitating shared parking.

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

This is perhaps the most impactful requirement of Rule -0405 in the context of Wilsonville. Even with removal of minimums, parking areas are likely to accompany any development or redevelopment in Wilsonville, and this requirement will shape what those areas look like and their impact to the overall sense of place.

To come into compliance, Wilsonville must require at least one, or any combination, of the following:

- A) Require installation of solar panels capable of generating 0.5 kilowatts per new parking space;
- B) Require a fee-in-lieu payment of \$1,500 per new parking space to be invested in a city, county, or state fund dedicated to renewable energy development; or
- C) Require a tree canopy covering 40% of the parking lot.

While Wilsonville currently requires a tree canopy for parking areas, the current language appears to fall short of the 40% requirement, although Wilsonville’s code does appear to exceed the requirements here in other ways. There are a number of other elements of Wilsonville’s landscaping requirements that staff have indicated are working well, so these will be retained while clarifying coverage requirements and definitions to ensure compliance with this rule.

The City does not currently allow for solar panels in addition to or in lieu of landscaping requirements, nor is there a fee-in-lieu program in place as an alternative. Whether or not to allow for one or both of these may be another area where the City can seek input from the public, and has been a ripe area for conversation in other cities given the importance to the future character of development.

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

As above, Wilsonville currently has fairly robust landscaping requirements and can meet the letter of this rule via fairly modest adjustments to existing language (primarily WDC 4.155.03.B). The requirement can be met simply by meeting the 40% tree canopy requirement from the previous section, or by requiring 30% tree coverage under the same standards while meeting the previous requirement via the solar or fee-in-lieu path.

This requirement can also be met by providing “continuous coverage” of driveways, while drive aisles would not require coverage. DLCD Implementation Guidelines define differences between driveways and drive aisles and intend to give jurisdictions flexibility in meeting this requirement, so similar definitions can be added to WDC to ensure compliance with this option if chosen.

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

Wilsonville currently addresses pedestrian connections in parking lots via WDC 4.154. The OAR includes specificity on destinations to connect via walking paths – building entrances, existing or planned public walkways, transit stops, and accessible parking spaces – that should be added to WDC 4.154 for clarity, but the existing code otherwise appears to meet this requirement.

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

This rule, intentionally worded very loosely, requires implementation of parking maximums in “appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments.” Since Wilsonville currently has citywide parking maximums, it currently meets this requirement with no further adjustments, although some of the specific maximums will need to be adjusted to come into compliance with OAR 660-012-0415, described below.

Electric Vehicle Charging (OAR 660-012-0410)

Rule -0410 calls for new private multi-family residential or mixed-use developments with five or more residential dwelling units to install conduits to serve 40% of vehicle parking spaces.

Currently, Wilsonville’s code allows for EV charging and parking per 4.155.03.H, however the provisions do not meet the 40% requirement. This section will need to be written to conform to the letter of Rule -0410, eliminating references to minimum requirements and adding the 40% requirement to WDC 4.144.03.H.1. The City may elect to retain WDC 4.144.03.H.2, allowing for addition of EV charging infrastructure outright, for clarity. Meeting this requirement is largely prescriptive; however if Wilsonville seeks to encourage growth of EV charging infrastructure within its parking system beyond the 40% conduit requirement, this is an area that could benefit from the outreach initiatives.

Parking Maximums (OAR 660-012-0415)

Cities with 25,000 people or more within the Portland metro area are subject to rule -0415(1), which requires implementation of certain maximum parking requirements within the transit corridors and rail stop areas listed in OAR 660-012-0440, as described above. The State uses figures from the Portland State University Population Research Center to determine applicability. These data show Wilsonville’s 2023 population at 27,634, so it will be subject to this requirement.

As discussed above, Wilsonville currently has maximum requirements specified for a number of uses via WDC 4.155 Table 5. However, many of these are set higher than Rule -0415 allows, so Wilsonville will need to reduce maximums for commercial uses to no more than five stalls per 1,000 s.f., and implement maximums for multifamily residential uses within ½ mile of transit. Additionally, a new regulation is required stipulating that for developments of more than 65,000 s.f., surface parking may not consist of more area than the floor area of the building.

The key decision to be made here is whether to implement these maximums only in the areas required (likely through an additional table and/or code section), or to amend Table 5 to apply these new maximums citywide. As with Rule -0400, most of Wilsonville’s developable area meets the State’s applicability standards regarding proximity to transit, triggering the maximum requirements. However, unlike with removing minimums, it would be simpler in practice to implement maximums within only affected areas, since no alternative action would be required. Additionally, the requirement to implement maximums for multifamily residential appears only to apply to areas within half a mile of the SMART bus lines and NOT the ¾ mile circle surrounding the WES station (we will seek clarification of that from DLCDD).

The approach to take here, and the implications of enacting citywide maximums versus limiting maximums to only the required areas, are another potential area of focus for upcoming outreach process.

Bicycle Parking Requirements (OAR 660-012-0630)

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

Minimum bicycle parking requirements for certain uses (660-012-630(2))

WDC 4.155 Table 5 specifies bicycle parking requirements, and includes a minimum requirement for all uses specified by this rule. The code is currently in compliance and no changes are needed here.

Covered bicycle parking required for multifamily and mixed-use residential (660-012-630(3))

In addition to requiring some minimum number of parking spaces above, this rule stipulates that cities must require at least 0.5 stalls per unit in *covered* bicycle parking. WDC 4.155.04.C appears to meet this requirement, requiring half of the one-per-unit minimum from Table 5 to be covered (as well as monitored). No changes are needed or recommended here.

Bike parking must meet certain standards regarding security and accessibility (660-012-630(3))

This is another rule that has provisions that seem to intentionally allow for some flexibility and interpretation from cities when implementing. WDC 4.155.04 is fairly robust and adequately addresses requirements regarding the size of spaces, accessibility, and location. A few specific items will need to be added to meet the letter of this rule, including a requirement that stalls allow for two points to which to lock (or be in a locked room), and a provision to allow for cargo bikes or family bikes.

Provide parking for bikes and other “small-scale mobility devices” at key destinations (660-012-630(4))

Again, this rule is vague and includes only a requirement that cities “provide for” bike/small-scale mobility devices without detail on how to do so. While Wilsonville does not include Metro Region 2040 centers or climate-friendly areas, it does include a number of “key destinations” per OAR 660-012-360. Many or most already require minimum bike parking as described above, so no significant changes are needed here. By and large, this rule will impact Wilsonville’s future right-of-way management and parking planning but does not appear to require a code provision at present for Wilsonville to come into compliance. We will seek clarification from DLCD on this as well.

CFEC Implementation Choice for Parking B by Jurisdiction

- Option 1 (Waive Parking)
 - Milwaukie – effective since June
 - Lake Oswego - Scheduled for Dec 3
 - Tualatin - approved in June.
 - West Linn – approved Nov 12th
- Option 2 (2 of 5 Policies)
 - Sherwood
 - Gladstone
- Option 3 (List of Exemptions)
 - Oregon City

(source: City of Happy Valley survey of other jurisdictions, shared via email with City of Wilsonville December 4, 2024)



PLANNING COMMISSION

WEDNESDAY, JANUARY 8, 2025

INFORMATIONAL

3. City Council Action Minutes (December 2, 2024) *(No staff presentation)*

City Council Meeting Action Minutes
December 2, 2024

Item 3.

COUNCILORS PRESENT

Mayor Fitzgerald
Council President Akervall
Councilor Linville
Councilor Berry
Councilor Dunwell

Kris Ammerman, Parks and Recreation Director
Cindy Luxhoj, Associate Planner
Kimberly Rybold, Senior Planner
Dustin Schull, Parks Supervisor
Kerry Rappold, Natural Resources Manager
Delora Kerber, Public Works Director
Mark Ottenad, Public/Government Affairs Director
Martin Montalvo, Public Works Ops. Manager
Keith Katko, Assistant Finance Director
Tommy Reeder, Lead Parks Maintenance Specialist
Matt Lorenzen, Economic Development Manager
Zach Weigel, City Engineer
Zoe Mombert, Assistant to the City Manager

STAFF PRESENT

Bryan Cosgrove, City Manager
Amanda Guile-Hinman, City Attorney
Kimberly Veliz, City Recorder
Jeanna Troha, Assistant City Manager
Brian Stevenson, Program Manager

AGENDA ITEM	ACTIONS
WORK SESSION	
START: 5:04 p.m.	
A. Resolution No. 3162 - 2024 Solid Waste Rate Review & 2025 Rate Schedule	Staff and Council discussed which solid waste and recycling rates option to move forward with for 2025. The Council agreed to move forward with Option #3.
B. Housing Our Future	Staff detailed progress on the Housing Our Future Project, and shared input from the Planning Commission and task force’s review of possible actions for the Housing Production Strategy (HPS) and sought the Council’s direction on which actions merit more detailed consideration.
C. Wilsonville Industrial Land Readiness – Basalt Creek	Staff sought the Council’s input on two draft documents – the Buildable Lands Inventory and Site Suitability Analysis Memo and the Redevelopment Feasibility of Contractor Establishments Memo.
REGULAR MEETING	
<u>Mayor’s Business</u>	
A. Upcoming Meetings	Upcoming meetings were announced by the Mayor as well as the regional meetings she attended on behalf of the City.

Consent Agenda

A. **Resolution No. 3173**

A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Professional Services Agreement With Century West Engineering For Engineering Consulting Services For The Fiscal Year 2025-2028 (FY 25-28) Street Maintenance Project (Capital Improvement Project No. 4014).

B. **Resolution No. 3181**

A Resolution Adopting The Canvass Of Votes Of The November 5, 2024 General Election.

C. Minutes of the September 16, October 7, October 21, and November 18, 2024, City Council Meetings.

The Consent Agenda was approved 5-0.

New Business

A. **Resolution No. 3162**

A Resolution Of The City Of Wilsonville Adopting The Findings And Recommendations Of The “Solid Waste Collection Rate Report, November 2024” And Modifying The Current Republic Services Rate Schedule For Collection And Disposal Of Solid Waste, Recyclables, Organics And Other Materials, Effective February 1, 2025.

Resolution No. 3162 was adopted 5-0.

B. **Resolution No. 3178**

A Resolution Of The City Of Wilsonville Authorizing And Approving A DEQ State Revolving Fund Loan To Finance Wastewater System Improvement Projects.

Resolution No. 3178 was adopted 5-0.

Continuing Business

A. **Ordinance No. 892**

An Ordinance Of The City Of Wilsonville Adopting Amendments To Chapter 4, Chapter 6, And Chapter 8 Of The Wilsonville City Code To Implement The Frog Pond East And South Master Plan And Make Related Updates To Residential Development Regulations Citywide

Ordinance No. 892 was adopted on second reading by a vote of 5-0.

Public Hearing

A. None.

<u>City Manager's Business</u>	The City Manager reported on the recent Leaf Day and announced holiday closures of City offices. He also thanked outgoing Council members for their service.
<u>Legal Business</u>	The City Attorney thanked the outgoing Mayor and Councilors.
ADJOURN	10:39 p.m.



PLANNING COMMISSION

WEDNESDAY, JANUARY 8, 2025

INFORMATIONAL

4. 2025 PC Work Program *(No staff presentation)*

2025 DRAFT PC WORK PROGRAM SCHEDULE

Updated 12/20/2024

AGENDA ITEMS			
Date	Informational	Work Sessions	Public Hearings
JANUARY 8		<ul style="list-style-type: none"> Climate Action Plan CFEC Parking 	
FEBRUARY 12		<ul style="list-style-type: none"> Wilsonville Industrial Land Readiness (Basalt Creek Code) 	
MARCH 12		<ul style="list-style-type: none"> Wilsonville Industrial Land Readiness (Basalt Creek Code) 	
APRIL 9	<ul style="list-style-type: none"> Annual Housing Report 	<ul style="list-style-type: none"> CFEC Parking Housing Our Future 	
MAY 14		<ul style="list-style-type: none"> Climate Action Plan 	<ul style="list-style-type: none"> Housing Our Future
JUNE 11			<ul style="list-style-type: none"> Climate Action Plan CFEC Parking
JULY 9			<ul style="list-style-type: none"> Wilsonville Industrial Land Readiness (Basalt Creek Code)
AUGUST 13			
SEPTEMBER 10			
OCTOBER 8		<ul style="list-style-type: none"> Housing Our Future (actions) 	
NOVEMBER 12		<ul style="list-style-type: none"> Comprehensive Plan Update (kickoff) 	
DECEMBER 10			
JAN. 14, 2025			
2025 Projects To Be Scheduled		Future (2026)	
<ul style="list-style-type: none"> Wilsonville Industrial Land Readiness (Phase 2-Citywide) Water Distribution System Master Plan 		<ul style="list-style-type: none"> Comprehensive Plan Update Transportation System Plan Update Housing Our Future Implementation 	

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