

Transportation Demand Management (TDM) Plans in Commercial/Mixed Use Zones

A new requirement to mitigate transportation impacts of new development and enhance neighborhood livability.

What is the new requirement for Commercial/Mixed Use Developments?

The new requirement applies to a subset of developments in the newly designated Commercial/Mixed Use Zones as part of the 2035 Comprehensive Plan. A development in this zone that includes more than 10 new dwelling units and is close to transit (500 feet from a transit street with 20-minute peak hour service, or 1,500 feet from a transit station) is required to have a Transportation Demand Management (TDM) Plan. A TDM Plan is required to be approved prior to the issuance of a building permit.

Purpose of these TDM Plans

To prevent, reduce, and mitigate the impacts of the new development on the transportation system, neighborhood livability, safety, and the environment, while providing safe and efficient mobility options.



What is TDM?

TDM is the practice of providing residents, employees, and visitors information and incentives to walk, bicycle, ride transit, and carpool while discouraging drive-alone trips.

Common TDM tools include subsidized transit passes; bike commute reimbursements; and providing encouragement information to residents and employees.

Why do we need TDM?

TDM is one of the quickest, least expensive and most effective strategies to reduce traffic and parking problems.

**TDM Requirements
for Developers**

WWW.PORTLANDOREGON.GOV/TRANSPORTATION/75487

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PBOT
PORTLAND BUREAU OF TRANSPORTATION
Commissioner: DAN SALTZMAN | Director: LEAH TREAT

There are two options for a developer

to meet the TDM Plan requirement for Commercial/Mixed Use Zones (from Title 17):

1) Pre-Approved TDM Plan — Administrative Process:

- Multimodal financial incentives equivalent in value to an annual TriMet pass per unit due at building permit issuance. PBOT is proposing one rate for market rate units and one rate (based on TriMet's Low-Income Fare Pass) for affordable housing units. The current market rate is \$1,100 per unit and could fund:
 - BIKETOWN Membership
 - TriMet Hop Pass/Streetcar Pass
 - Car Share Incentives (e.g. Zipcar, car2go, ReachNow)
- Dissemination of transportation options information
- Participation in an annual transportation options survey

2) Custom TDM Plan — Land Use Review Process:

- Approved through a Transportation Impact Review (TIR) process
The TIR is a Type II Discretionary Land Use Review, which requires public notice and is appealable.
- An applicant must meet all the TIR application requirements outlined in 33.852.105.H and 17.107.020 (see www.portlandoregon.gov/transportation/75487) and include a TDM Plan that addresses, at a minimum, the following elements:
 - Transportation Options Information & Communication
 - Multimodal Incentives
 - On-site Multimodal Infrastructure
 - Parking Management
- Approval criteria — The TDM plan must meet the approval criteria outlined in the adopted Chapter 33.852.110 (B) (https://www.portlandoregon.gov/bps/Zoning-Code_pending.pdf) and in general, the Custom TDM Plan must be at least as effective as the Pre-Approved TDM Plan.

Next Steps

The Portland Bureau of Transportation (PBOT) is currently developing the administrative rule and procedures for the implementation of the TDM Plan requirements.

Timing

This code requirement will go into effect with the enactment of the Comprehensive Plan, on May 24, 2018.

FOR ADDITIONAL INFORMATION OR QUESTIONS:

TDM MIXED USE@PORTLANDOREGON.GOV OR CALL (503) 823-5086

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