

**Laurelhurst Neighborhood Association (LNA) recommendations of September 11, 2017, for amendment of TSP (4.14) amendments of February 29, 2016**

**17.106.020 Required Elements of a Transportation and Parking Demand Management**

**Plan.** A TDM Plan shall include, at a minimum, the following elements:

- A. Description of proposed development, including trip generation estimates and proposed auto and bicycle parking. The description may include development anticipated to occur for a period of up to 10 years;
- B. Description of existing land uses, traffic conditions, and multimodal facilities in the area within ¼ mile of the site, including (if applicable) any current employee mode split data from the most recent Employee Commute Options (ECO) report submitted to the Oregon Department of Environmental Quality;
- C. Performance Targets:
  1. Mode split goals shall be based on the performance targets from Objective 9.28.(h) in the Transportation System Plan;
  2. An ECO survey submitted in Subsection B shall serve as the baseline mode split, when available. If an ECO survey is not available, census data may be used, or the applicant may submit an independent survey from a professional traffic engineer;
  3. Interim performance targets ~~may~~ shall be determined ~~as~~ by straight line projections from the base year to 2035;
  4. Alternate performance targets may be proposed for evaluation and approval based on documentation of the following factors:
    - a. That none of the strategies listed below (D), alone or together, make it possible for the institution to meet its performance targets;
    - b. That existing infrastructure improvements to streets, bike lanes, and traffic signals and services such as transit, bike sharing, and car sharing cannot be made by the institution in its TDM plan; ~~The relative availability of bicycle, transit, bike share, and car share infrastructure and services.~~
    - c. That unique travel characteristics, including schedules of employees, residents, and visitors, cannot be accommodated by the Institution in its TDM plan;
    - ~~d. Best practices and performance of comparable sites in Portland and comparable cities;~~
    - e. That plans for reducing any neighborhood impact caused by an increase in the number of vehicle trips forecast by the alternate performance target be submitted;
    - f. That evidence of the engagement of neighborhood associations of neighborhoods adjacent to the institution in developing alternate performance targets and impact reduction measures be reported.