

Zoning Code Requirement - Transportation Demand Management (TDM) Plans

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

What is the requirement?

The requirement, 33.266.410.B., applies to a subset of developments in the commercial/ mixed use and multi-dwelling zones. A development in these zone that includes a building with 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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There are two options for a developer to meet the TDM Plan requirement (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. Find the current Multimodal Incentive Fee rates in the Transportation Fee Schedule (Exhibit C) - there are separate rates for market-rate and affordable dwelling units. The Multimodal Incentive Fee 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.

For Additional Information

Visit the project website at: <https://www.portlandoregon.gov/transportation/75487>

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