

Campus Institutional TDM Proposal



Planning and Sustainability Commission briefing
August 2, 2016

TSP Update
Stage 2

Presentation Outline

- Background
 - Proposed new CI zones
 - Related changes in land use review requirements
- Changes in Proposed TDM Policy

Proposed New CI Zone

BPS has developed two new base zones

- Campus Institutional 1 & 2
- Grant land use entitlements
- Eliminate the CUMP/IMP requirement

Overall development requirements are simplified or removed

- Eliminates required Type 3 Review process
- Allowable FAR in base zone equals or exceeds current approvals
- Approved height and setback allowances are included in base zone
- In many cases, eliminates Design Review
- Simplifies small improvements/modernizations with minimal added trips

Proposed New CI Zone

By comparison, transportation requirements are only marginally changed.

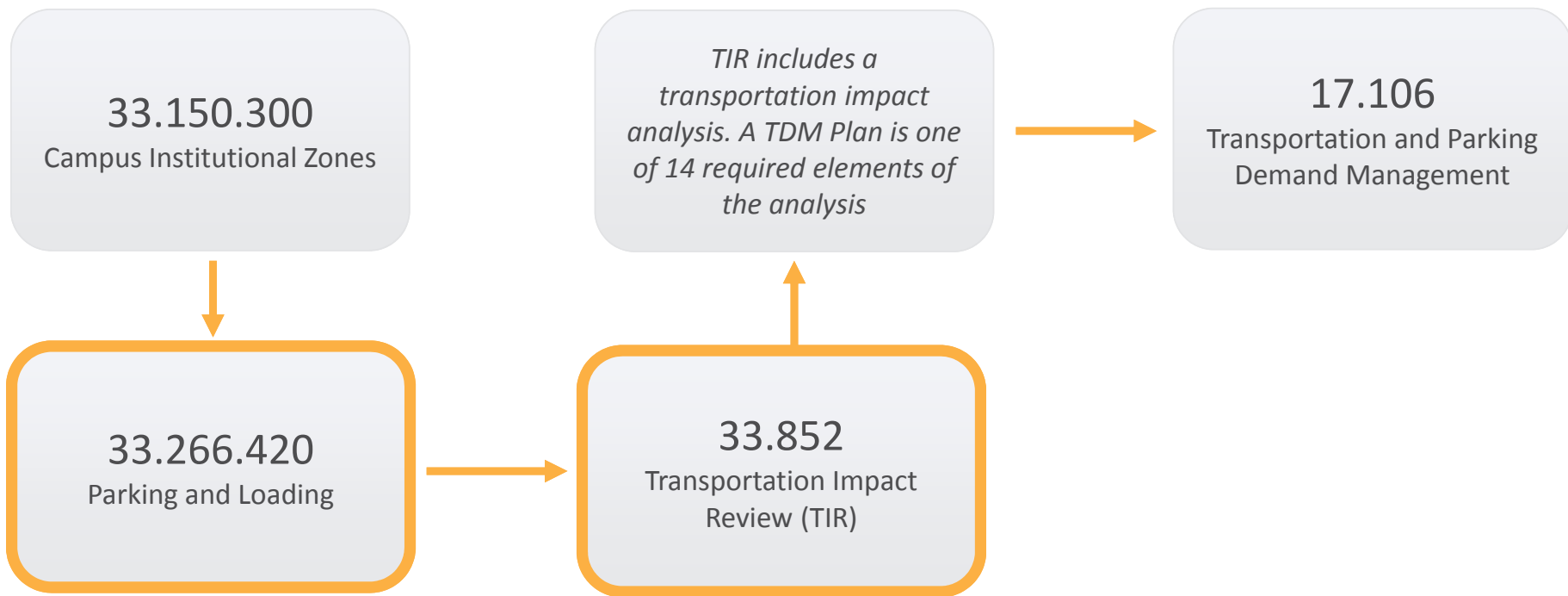
Transportation Impact Review (TIR) required

- 3- to 10-year transportation impact analysis & TDM Plan
- Outcome is tied to Performance Targets in the TSP

Primary Changes for Transportation

- Type II approval, rather than Type III
- Provides option of TDM / multimodal strategies as mitigations
- Specific tie to Performance Targets

Related Code Sections



Trigger for TDM Plan

33.266.420 – Colleges and Medical Centers in CI zones must have an approved Transportation Impact Review for any development that:

- Increases net building area by more than 20,000 square feet

OR

- Increases the number of parking spaces by more than 4

Current regulations: 1,500 sf or 5 parking spaces triggers a CUMP amendment

Transportation Impact Review

33.852.105 – TIR consists of a transportation impact analysis, of which mitigation measures and TDM elements are part.

- A TIR application must include potential development for 3 years, and may include development for 10 years
- An approved TIR is in effect until all anticipated development has been completed, to a maximum of 10 years
- TDM elements may be used as mitigation in addition to or in lieu of physical improvements

Other stakeholder issues

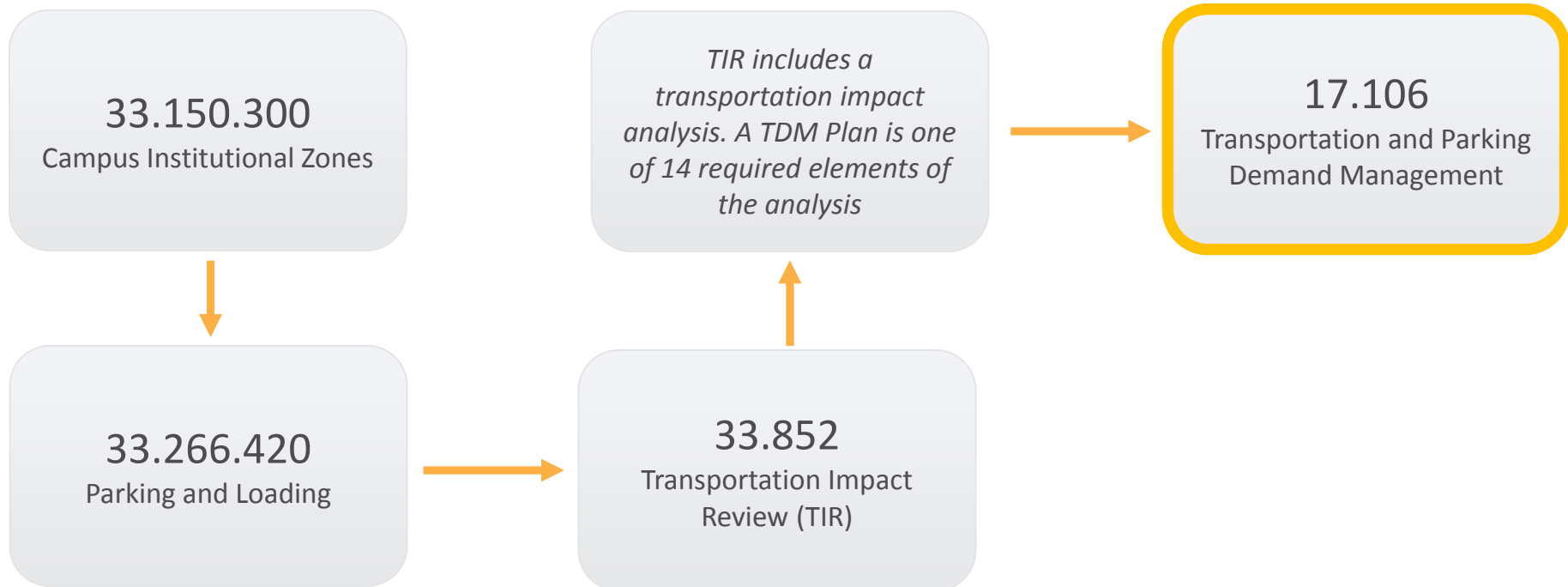
Trigger for TDM Plan Review is in Title 33:

- Not intended for each 20,000 sf or 4 spaces
- Once triggered, the TIR is for 3 to 10 years of development

Patient Parking at Hospitals

- Hospitals TDM plans are aimed at employees and people doing business with hospitals; not patients and their visitors

Changes in Title 17



Stakeholder & Community Engagement

Group Meetings

- February 4
- February 24
- March 18
- June 7
- July 7
- July 27

Plus meetings & calls with specific neighborhood or stakeholder reps

Common Themes

Issues & Concerns

- Evaluation of TDM plans should be “clear and objective”
- Existing (successful) TDM plans should be the starting point for any updates
- Performance targets should reflect unique needs and circumstances
- TDM requirements should allow flexibility in how the goals are reached
- Specific strategies (i.e., parking pricing) should not be mandated

Objectives

- Clarify the requirements in Code
 - Improve predictability and objectivity of TDM plan evaluation
 - Improve effectiveness of TDM to help accommodate growth
- 

Changes to Proposed TDM Policy

Title 17 structure

- Combined MUZ and CIZ TDM requirements into 17.106

Correction

- Approval authority: Remove language referencing PBOT approval; PBOT recommends to the Bureau of Development Services (~~17.106.030~~)

Clarifications

- Performance Targets: Adopted by the City Council in the Transportation System Plan
- Interim Performance Targets: Calculated using a straight-line method
- Enforcement: Failure to achieve the mode split targets is not subject to enforcement
- Baseline Plan: Clarify that approved TDM Plans are the baseline for plan updates & evaluation

Changes to Proposed TDM Policy

Additions Title 17.106

- Alternate Performance Targets: Provides option for “individualized” targets (17.106.020)
 - Availability / viability of optional modes
 - Current TDM strategies
 - Unique travel characteristics and needs
 - Best / current practice in Portland or elsewhere
- TDM Plan Evaluation: provide guidance for technical review (17.106.020)
 - Compliance with neighborhood engagement requirements
 - Compliance with Commute Mode Survey reporting requirements
 - Mode split trend relative to Performance Targets
 - Overall TDM plan includes a combination of most effective TDM strategies

Questions & Discussion