

Commissioner Bachrach

Proposed Amendments to Chapter 33.266, TRANSPORTATION and PARKING DEMAND MANAGEMENT, and Chapter 33.852, TRANSPORTATION IMPACT REVIEW

1. Amend 33.266.410.B, and add a new subsection C, as follows:

B. **“Transportation and parking demand management in the commercial/mixed use zones.** In the commercial/mixed use zones, a TDM plan is required when new development includes more than 10 dwelling units or an alternation to existing development includes the addition of more than 10 dwelling units. Sites that are located far from transit as defined in 33.266.B.2 are exempt from this requirement. To meet this standard, the applicant must choose one of the following:

1. Go through the Transportation Impact Review process set out in Chapter 33.852; or
2. Meet the objective standards of Title 17.106 as verified by the Portland Bureau of Transportation.

C. **Delayed effective date.** 33.266.110.B and 17.106.030.B shall not take effect until the Portland Bureau of Transportation amends Title 17.15 to provide a credit against or reimbursement for the Transportation SDC to offset some portion of the cost of the TDM incentives required to comply with 17.106.030.B.

Comment: In response to concerns raised by the PSC, PBOT said it would consider some offset to the Transportation SDC before implementing the new TDM requirements for apartments in the commercial/mixed use zone. Proposed subsection C ensures that PBOT provides such an offset or else returns to the PSC to explain why not. In my discussions with planning staff, they are not comfortable with the subsection C because the code does not typically make application of a code requirement contingent on the actions of another City agency.

2. Amend 33.852.010 as follows:

“Transportation Impact Review provides a mechanism to evaluate whether the multimodal transportation system is capable of supporting proposed development, as well as consideration of proportional mitigation measures. The development thresholds that trigger a Transportation Impact Review are limited to development proposals in the campus institutional zone and development proposals in the commercial/mixed use zones that include more than 10 dwelling units can be found in other chapters of this Title. * * * “

Comment: This modification makes explicit the types of development proposals in which the new Transportation Impact Review applies, and clarifies that it does not apply to other development proposals where a “transportation impact analysis” is required.

3. Amend 33.852.110.B as follows:

“Proposed transportation and parking demand management actions are likely to contribute to the City sufficient to achieveing the relevant mode share and residential auto ownership targets established by the Transportation System Plan for the uses and development on the site.”

4. Amend 33.852.110.C as follows:

“~~Adequate m~~Measures proportional to the impacts of the proposed development are proposed to mitigate on- and off-site transportation impacts ~~are proposed~~. * * * “