

## 33.852 Transportation Impact Review

# 852

### Sections:

- 33.852.010 Purpose
- 33.852.100 Procedure
- 33.852.105 Supplemental Application Requirements
- 33.852.110 Approval Criteria
- 33.852.115 Duration of a Transportation Impact Review

### **33.852.010 Purpose**

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 can be found in other chapters of this Title. Transportation Impact Review may be completed at various levels of detail. Generally, the more specific the proposal, the less review that will be required as future development is built. Transportation Impact Review is intended as a mechanism to identify practicable actions to reduce and mitigate transportation impacts, consistent with allowing those uses generally permitted or allowed in the base zone.

### **33.852.100 Procedure**

Transportation Impact Reviews are processed through a Type II procedure.

### **33.852.105 Supplemental Application Requirements**

In addition to the application requirements of Section 33.730.060, an application for Transportation Impact Review must include the following. In commercial/mixed use zones, if the applicant has chosen Transportation Impact Review rather than implementing the pre-approved plan allowed by 33.266.410, only supplemental application requirement H is required.

- A.** Description of proposed development. Transportation Impact Review must include proposed development, and may incorporate possible future development anticipated for up to ten years;
- B.** Delineation of the study area, and rationale for the delineation. At a minimum, the study area must include primary access routes between the site and the nearest regional trafficways and major city traffic streets, regional transitways and major transit priority streets, major city bikeways, and city walkways. Other secondary routes used to access the site within the neighborhood(s) where the site is located must also be included;
- C.** Description of existing uses and conditions in the study area. If the application is for development in the Cascade Station/Portland International Center Plan District, the following are also required:
  - 1. The description must include build-out of the Maximum Use Allocations in Table 508-1 in the count of background traffic, regardless of whether construction of those uses has occurred;

2. Table 508-1 assumptions and conclusions must be provided to BDS for tracking purposes;
- D. Traffic forecasts and distribution;
- E. Primary traffic access routes to and from the study area;
- F. Analysis of the proportional responsibility of the proposed development to mitigate forecasted impacts;
- G. Recommended mitigation measures including transportation system management and needed transportation improvements;
- H. Transportation and parking demand management plan that has all the elements required by Chapter 17.107; and
- I. Evaluation of the transportation impacts of the proposed development, including impacts in the study area, on:
  1. Street function, capacity and level of service;
  2. On-street parking;
  3. Access;
  4. Transit operations and movements; and
  5. Pedestrian and bicycle routes and safety.

### **33.852.110 Approval Criteria for Transportation Impact Reviews**

The request for development or development capacity will be approved if the review body finds that the applicant has shown that all of the following criteria are met. In commercial/mixed use zones, if the applicant has chosen Transportation Impact Review rather than implementing the pre-approved plan allowed by 33.266.410, only approval criterion B applies.

- A. The transportation system is capable of supporting the recommended development in addition to the existing uses in the area. Evaluation factors include safety, street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, on-street parking impacts, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation. Evaluation factors may be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated as required by criterion C;
- B. Proposed transportation and parking demand management actions are contributing to the City sufficiently achieving the relevant mode share and residential auto ownership targets established by the Transportation System Plan for the uses and development on the site;
- C. Measures proportional to the impacts of the proposed development are proposed to mitigate on- and off-site transportation impacts. Measures may include transportation improvements to on-site circulation, public street dedication and improvement, private street improvements, intersection improvements, signal or other traffic management improvements, additional transportation and parking demand management actions, street

crossing improvements, improvements to the local pedestrian and bicycle networks, and transit improvements; and

- D. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

**33.852.115 Duration of a Transportation Impact Review**

An approved Transportation Impact Review remains in effect for up to ten years, or until development allowed by the review has been completed or the review is amended or superseded, whichever comes first.

---

*(Added by: Ord. No. 179076, effective 6/30/05. Amended by: Ord. No. 188177, effective 5/24/18; Ord. No. 188958, effective 5/24/18.)*

