



Background

The City and County of Denver has established goals to improve mobility, increase housing affordability, minimize negative environmental impacts, and improve public health. How the City manages its transportation system plays a critical role in helping us meet these goals.

DOTI, in coordination with CPD and other departments, has created a regulation that will require new developments to implement transportation demand management (TDM) strategies. TDM strategies shift the **how, when, and where** of people’s travel to increase system efficiency, reduce single occupancy vehicle (SOV) trips, improve regional air quality, and achieve citywide mobility goals. **This will help better balance the demand on city transportation infrastructure by reducing vehicle trip generation and promoting utilization of the city’s transit, bicycle and pedestrian infrastructure.**

The Regulation

This regulation will establish three tiers for each land use category, creating a nexus between a development’s impact to the transportation system and the TDM requirements. Tier thresholds and requirements are as follows:

Land Use	Tier 0	Tier 1	Tier 2
Residential	0-25 dwelling units	25-49 dwelling units	50+ dwelling units
Commercial	0-25,000 square feet	25,000-49,999 square feet	50,000+ square feet
Office	0-25,000 square feet	25,000-49,999 square feet	50,000+ square feet
Industrial	0-150,000 square feet	150,000-299,999 square feet	300,000+ square feet

TIER 0
No TDM requirements

TIER 1
Identify and construct TDM supportive infrastructure onsite or off site
Assign a transportation coordinator
Achieve a designated target commute SOV rate

TIER 2
All Tier 1 requirements
+ Identify and implement programmatic strategies
+ Conduct surveys to measure TDM program impacts
+ Demonstrate achievement of the target SOV rate

Tier 1 and Tier 2 properties must meet a **Maximum SOV Rate** which will vary based on a property’s TDM tier, land use, **Blueprint Neighborhood Context, and access to high-frequency transit.** These rates were established based on an analysis of current commute data and factoring in an achievable SOV rate reduction based on the implementation of TDM strategies.

Developers will be presented with a menu of TDM strategies, and each strategy will have a SOV reduction rate identified based on current nationwide data (this rate will be refined over time as we get more Denver-specific data). Developers must create a TDM Plan by picking enough strategies to achieve the designated Maximum SOV Rate.

TDM Regulation Implementation Process

1. Ordinance through City Council
2. Rules and Regulations adopted jointly by DOTI & CPD

Monitoring and Compliance

Approved TDM Plans are binding. Any and all subsequent owners of a property must comply with the approved TDM Plan for that property. TDM Plans may be updated as desired by working with DOTI Staff.

Pre-construction:

Site Development Plan submittals to CPD must include a TDM Plan detailing the strategies a development will utilize to achieve its Maximum SOV Rate. Site Development Plans will not be approved without TDM Plans.

Projects subject to the **Large Development Review (LDR)** will be analyzed and be required to identify TDM strategies at the LDR phase, during the subsequent Site Development Plan phase, or a combination of both.

Pre-occupancy:

Before a new building can be occupied the property owner will need to demonstrate, through a pre-occupancy inspection, that infrastructure-focused TDM strategies have been constructed according to approved plans.

Post-occupancy:

Annual reports shall be submitted to the City verifying TDM strategies are in good working order and are being implemented as detailed in the approved TDM Plan.

Tier 2 properties will be required to conduct biennial surveys of their tenants to ensure the Maximum SOV Rate is being achieved.

Enforcement

Failure to Submit Annual Reports/Submittal of Incomplete Annual Reports:

Properties failing to submit an annual report will be reminded of their annual obligations, and be provided 60 days to comply. Submittal of incomplete reports will be provided 60 days to remedy the issue. Failure to comply in either situation will result in a violation subject to the City's Administrative Citation process.

Failure to Implement TDM Strategies:

TDM supportive infrastructure will be assessed when a Certificate of Occupancy (CO) is requested. Since TDM supportive infrastructure will be noted on site development plans and building permits, the typical inspection process for a CO will ensure these items are installed. If they are not installed, a CO will not be issued.

Properties required to implement programmatic strategies will have 6 months after the CO is issued to implement the strategy and provide evidence to the City. Failure to provide evidence will result in a violation subject to the City's Administrative Citation process.

Failure to Achieve Target SOV Rate (Tier 2 Properties Only):

For Tier 2 properties that do not achieve the designated Maximum SOV Rate (as measured by their required biennial survey) will be subject to a four step process **focused on resolution**: 1) identification of remedies by City and/or TMA, 2) required update to the TDM Plan, 3) additional remedies identified by City and/or TMA, and 4) Administrative Citation for each trip over the Maximum SOV Rate.

This enforcement procedure will not apply unless three or more other properties within the same Blueprint Denver context have achieved their Maximum SOV rate. This will ensure that property owners are not held to overly ambitious SOV targets.

Contact Information

TDM Program Website: bit.ly/DenverTDM

TDM Program Email: TDM@DenverGov.org