

Transportation Demand Management (TDM) Strategy Menu

Applicability			Project Characteristics			TDM Points required
TDM Tiers	New Construction	Change of Use/Expansion	Dwelling units	Retail SF	On-site Employees ¹	
Tier 1	X		10-25	>5,000	>12	10 points
Tier 2	X	X	25-60	>10,000	>25	15 points
Tier 3	X	X	60-100	>15,000	>100	20 points
Tier 4	X	X	>100	>20,000+	>150	30 points

STRATEGY	STRATEGY SUMMARY	TDM Points Earned
TRANSIT-A	Subsidize transit passes at 100%	8
TRANSIT-B	Subsidize transit passes at 75%	6
TRANSIT-C	Subsidize transit passes at 50%	5
TRANSIT-D	Subsidize transit passes 25%-49%	4
TRANSIT-E	Transit stop investments	3
TRANSIT-D	Transit service fund	4-10
INFO-A	Transportation information kiosk	3
INFO-B	Pedestrian and Cyclist Wayfinding	3
ACTIVE-A	Streetscape improvements (minor)	4
ACTIVE-B	Streetscape improvements (major)	7
ACTIVE-C	Bicycle parking	3
ACTIVE-D	Long-term Bicycle Facilities	5
ACTIVE-E	Host and subsidize shared mobility at 100%	6
ACTIVE-F	Host and subsidize shared mobility at 50%	3
ACTIVE-G	Bicycle repair station	2
ACTIVE-H	Bicycle maintenance services	3
ACTIVE-I	Bicycle fleet	6
ACTIVE-J	Bicycle valet	4
PARKING-A	Parking supply reduction	2-10
PARKING-B	Unbundle parking	5
PARKING-C	Parking cash out: non-residential	8
PARKING-D	Short-term parking provision	6
PARKING-E	Shared parking	2-8
PARKING-F	Parking removal	4-10
CAR-A	Car-share	4
CAR-B	Car-share membership	6
HOV-A	Vanpool services	6
HOV-B	Shuttle services	6
HOUSING-A	10% low-income units or 5% very low-income units	4
HOUSING-B	20% low-income units or 10% very low-income units	6
HOUSING-C	30% low-income units or 15% very low-income units	8
HOUSING-D	100% of units are affordable	10



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HOUSING-E	Senior housing	8
FAMILY-A	On-site child-care	12
FAMILY-B	Childcare-adjacent site location	5
FAMILY-C	Family amenities and storage	10
FAMILY-D	Public outdoor play area	6
DELIVERY-A	Delivery area	5
DELIVERY-B	Delivery services	7
BUILDING-A	Parking location	2
BUILDING-B	Underground parking	6
BUILDING-C	Entrance and sidewalk orientation	2

STRATEGY	STRATEGY SUMMARY	STRATEGY DESCRIPTION
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TRANSIT-A	Subsidize transit passes at 100%	Transit passes shall be offered to residential tenants and employees at a 100% subsidy in partnership with RTA.
TRANSIT-B	Subsidize transit passes at 75%	Transit passes shall be offered to residential tenants and employees at a 75% subsidy in partnership with RTA.
TRANSIT-C	Subsidize transit passes at 50%	Transit passes shall be offered to residential tenants and employees at a 50% subsidy in partnership with RTA.
TRANSIT-D	Subsidize transit passes 25-49%	Transit passes shall be offered to tenants and employees at a 25-49% subsidy in partnership with RTA.
TRANSIT-E	Transit stop investments	Requires transit stop amenity improvements at a transit stop within a 10-minute walk of the project. Examples of transit stop improvements include benches, shelters, and real-time transit information. This strategy includes long-term maintenance and up-keep of the improved amenities.
TRANSIT-F	Transit service fund	The property owner shall make recurring payments into a transit service fund that the City would use to support RTA service on a priority corridor from RTA.
INFORMATION-A	Transportation information kiosk	The property owner shall provide information for relevant alternative transportation options at a transportation kiosk and/or digital display that provides bike maps, trail maps, shared mobility information, car share information and real-time transportation information tied to RTA's GTFS feed.
INFORMATION-B	Pedestrian and Cyclist Wayfinding	The property owner shall provide signs, directions, and maps that point residents, tenants, employees and visitors to nearby alternative transportation routes such as transit, shuttle services, bicycle and pedestrian paths, and nearby areas of interest.
ACTIVE-A	Streetscape improvements	The property owner will implement and fund streetscape improvements connecting the development project to the nearest



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	(major)	priority transit station as identified by the Cleveland City Planning Commission. Final scope and budget will be determined in partnership with the city. ⁱ
ACTIVE-B	Streetscape improvements (minor)	The property owner will implement and fund streetscape improvements connecting the development project to the nearest priority transit station as identified by the Cleveland City Planning Commission. Final scope and budget will be determined in partnership with the city. ⁱⁱ
ACTIVE-C	Bicycle parking	The project should include bicycle parking for residents and employees alike. Bicycle parking requirements will be specific to the project and bicycle parking types. ⁱⁱⁱ
ACTIVE-D	Long-term Bicycle Facilities	Non-residential uses that implement long-term bicycle parking and are greater than or equal to 25,000 sq. ft. in gross floor area shall provide long-term bicycle facilities that support infrastructure and user amenities for active transportation modes such as, but not limited to, parking, shower and storage facilities.
ACTIVE-E	Host and subsidize shared mobility at 100%	The property owner shall host a shared mobility hub on site and subsidize a shared mobility subscription at 100% for tenants.
ACTIVE-F	Host and subsidize shared mobility at 50%	The property owner shall host a shared mobility hub on site and subsidize a shared mobility subscription at 50% for tenants.
ACTIVE-G	Bicycle repair station	The property owner shall provide a bicycle repair station that is accessible to all residents/tenants that includes bicycle repair tools, air pumps, bike repair stands, and adequate space to maintenance a bicycle. ^{iv}
ACTIVE-H	Bicycle maintenance services	The property owner shall provide bicycle maintenance services to each dwelling unit and/or employee, at least once annually and for the life of the project. This can be fulfilled by the property owner by hiring an on-call bike mechanic for the development, or through vouchers to nearby bicycle shops.
ACTIVE-I	Bicycle fleet	The development project shall provide a supply of bicycles for residents, employees, and visitors to borrow and return in encouraging active transportation to and from the project site. There shall be 1 bike for every 10 dwelling units and/or 1 bike for every 2,500 square feet of occupied floor area. There shall be a minimum of 5 bikes provided in the fleet.
ACTIVE-J	Bicycle valet	For projects that will have events with an anticipated number of attendees that exceed 1,000 people, the property owner shall have a designated area for monitored bicycle parking that will accommodate at least 20% of the attendees of an event.
PARKING-A	Parking supply reduction	The developer shall reduce the parking supply below the established mandatory off-street parking minimums as defined in Chapter §349.04 of the City of Cleveland Code of Ordinances.
PARKING-B	Unbundle parking	All parking spaces shall be leased or sold separately from rental and purchase fees for residential, office, and retail uses.

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PARKING-C	Parking cash out: non-residential	This allows non-residential tenants/employees who would otherwise receive free parking the option to “cash out” the value of their space instead of parking.
PARKING-D	Short-term parking provision	The development shall only provide short-term daily and/or hourly parking. Weekly, monthly, and annual parking passes will be prohibited. The daily and hourly rates for parking should not be less than the current market value for the area.
PARKING- E	Shared parking	Shared parking among different land uses or tenants within a mixed-use development. 2 points for every 25% of parking spots available to occupants during effective shared parking hours.
PARKING-F	Parking removal	The developer shall remove some combination of the sites existing parking, road space, and driveways to improve walkability, bikeability and activation of landuse.
CAR-A	Car-share	The project manager shall either provide parking spaces for an identified certified car-share organization or provide their own certified car-share organization and program. ^v
CAR-B	Car-share membership	Provide parking spaces and subsidized memberships for each dwelling unit and employee at the project site. ^{vi}
HOV-A	Vanpool services	For Office/Retail projects with at least 25 employees that do not have adequate access to transit, the property owner shall provide memberships and a designated parking area for vanpool services. The property owner can either purchase/provide vans for employee use, or they can identify a certified van-share organization, host their vehicles on site and subsidize memberships for users.
HOV-B	Shuttle services	A frequent and reliable shuttle bus service shall be made available to residents/workers that transports them to high-frequency transit nodes and to relevant job hubs
HOUSING-1	10% low-income units or 5% very low-income units	Projects that provide affordable housing are eligible to use this strategy. Property owners must provide 10% low-income units (>80% AMI) or 5% very low-income units (>50% AMI).
HOUSING-2	20% low-income units or 10% very low-income units	Projects that provide affordable housing are eligible to use this strategy. Property owners must provide 20% low-income units (>80% AMI) or 10% very low-income units (>50% AMI).
HOUSING-3	30% low-income units or 15% very low-income units	Projects that provide affordable housing are eligible to use this strategy. Property owners must provide 30% low-income units (>80% AMI) or 15% very low-income units (>50% AMI).
HOUSING-4	100% of units are affordable	To fulfill this strategy, property owners must offer 100% affordable units.
HOUSING-5	Senior housing	Housing tailored to support or be leased to senior residents, with programming and other assistive programs.
FAMILY-A	On-site child-care	The property owner shall provide an on-site childcare facility, or provide transportation to a childcare facility, to reduce commute distances for residents in their childcare needs. ^{vii}

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FAMILY-B	Childcare-adjacent site location	The site location is within a 10-minute walk of an existing childcare facility.
FAMILY-C	Family amenities and storage	The property manager shall provide personal car seats, strollers, and collapsible shopping carts as well as secure storage for the shared family amenities near off-street car-share parking spaces. ^{viii}
FAMILY-D	Public outdoor play area	The property owner shall incorporate a designated public outdoor play area as a part of the site plan.
DELIVERY-A	Delivery area	A designated area and delivery hub should be identified, planned and incorporated into the site plans. The delivery area should accommodate one of the following: temporary storage for package deliveries, laundry deliveries, etc., or temporary temperature-controlled storage for grocery and food deliveries. The property owner may identify a delivery service to partner with to use the infrastructure.
DELIVERY-B	Delivery services	The property manager shall provide delivery services for the projects tenants/employees with the goal of reducing the need for individual delivery trips. The provided service may include deliveries by any mode of transport, with the exception that vehicle deliveries be intended to make multiple stops.
BUILDING-A	Parking location	Unless otherwise required by the zoning code, the site design shall locate parking behind building structures, hiding parking from the street and creating continuous street fronts that invite pedestrian use.
BUILDING-B	Underground parking	The site design shall locate parking under buildings and structures, preserving valuable surface space for activation and human use.
BUILDING-C	Entrance and sidewalk orientation	The design shall orient the entrance and sidewalk network towards an existing sidewalk, to create an ease of use for transit-users.

ⁱ In selecting streetscape designs and strategies, the project manager shall reference any adopted local streetscape and/or neighborhood plans for the area.

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	<u>Required Short-term Spaces (minimum)</u>	<u>Required Long-term Spaces (minimum)</u>
<u>Residential Uses</u>	<u>1/10 dwelling units, 2 min.</u>	<u>1/dwelling unit</u>
<u>Commercial & Institutional Uses</u>	<u>1/2,500 Sq. Ft of gross floor area, 2 minimum</u>	<u>1/5,000 Sq. Ft of gross floor area, 2 minimum</u>
<u>Industrial Uses</u>	<u>1/10,000 Sq. Ft. of gross floor area, 2 minimum</u>	<u>1/5,000 Sq. Ft. of gross floor area, 2 minimum</u>



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Definitions:

- 1) Short-term bicycle parking means an orderly, convenient, and accessible area to park bicycles for customers and other visitors who generally stay at a site for less than two hours.
- 2) Long-term bicycle parking means a secure and weather-protected place to park bicycles for employees, residents, commuters, and other visitors who generally stay at a site for several hours.
- 3) "Residential Uses" refers to all uses containing dwelling units defined in chapter 337.
- 4) "Commercial & Institutional Uses" refers to all non-dwelling unit uses defined in chapter 337, and all uses defined in chapter 343.
- 5) "Industrial Uses" refers to all uses defined in chapter 345.

^{iv} The repair station should be in a secure area within the building such as near bike storage facilities or in the garage and should be easily accessible to all tenants/residents. For retail and commercial projects, the bicycle repair station should be in a safe and protected designated area that is easily accessible to employees and customers.

^v Parking spaces that serve as host locations for a certified car-share shall amount to the following:

- 1) Residential Uses: There should be at least 1 designated parking spot per every 40 residential units with a minimum of 2 parking spots total. The spots should be available in the area assigned for residential parking.
- 2) Office Uses: One car-share parking spot should be available for every 15,000 square feet of occupied floor area with a minimum of two spaces.
- 3) Retail Uses: One car-share parking spot should be available for every 10,000 square feet of occupied floor area with a minimum of two spaces.
- 4)

^{vi} 1) Residential: One car-share membership shall be provided for each dwelling unit.

2) Office/Retail: One car-share membership shall be provided for each employee.

^{vii} The child-care facility should be on site in a designated child-care area that meets the state requirements for a childcare facility. Childcare services shall be provided by a licensed childcare provider.

^{viii} These shared amenities should be available for use by any resident by advanced reservation (paper or digital sign-up system).

