

# 5-29-26 Proposed TEDS Changes

## STREET SECTION AND DETAIL CHANGES

- A. Industrial street section - 55' is the correct width, not 53' as the summary says. **Make correction on the bold line just above option 6 in the table.**
- B. Residential and industrial local street section has the sight zone labeled as 5", should be 5'. **Correct image on the right side.** At the top, the Image has ROW range at 46.5' – 50.5'. This is specific to option 4. **Correct the top, just below the title, to say 45.5' to 49.5'.** Pavement widths on the bottom of the page are not proportional. **At the bottom of the page, correct the dark line to be proportional to the total width of options 1 through 6.**
- C. Modify the residential street section to require 28' asphalt width on cul de sacs. **Add this as the first note on the second page of the residential street section. "The asphalt width on cul de sacs shall be 28 feet for fire department access." Also, on the cul de sac turn around exhibit – residential court (page 116 of the pdf) remove the width varies note for the asphalt and replace it with 28'.**
- D. Make it possible to have a cul de sac, without sidewalks, for designs with less than 20 dwelling units. **Add this note to the notes on the second page of the residential street section. "sidewalks can be eliminated on cul de sacs with less than 20 lots accessing them." The same applies for hammerheads with the same criteria. Hammerhead details need to be added as stated above.**
- E. Add standard language to allow sidewalk on only one side when the other side doesn't need access and it isn't needed for ped connectivity. **Add this note to the notes on the second page of the residential street section. "When one side of the street doesn't need pedestrian access (i.e. no dwelling units fronting it) and a sidewalk isn't needed for pedestrian connectivity, sidewalk can be provided on only one side of the street."**
- F. Add a hammerhead detail similar to the cul de sac detail. **Engineering will provide the detail.**
- G. **Modify the trail detail to be a standard width of 10'.** Existing notes allow 8' with constraints or 12' wide when high volume.
- H. **Add this note to the notes on the notes page of all street sections. "Sidewalks may be allowed to be in easements, instead of right of way, with appropriate agreements. This does not apply to standard street sections and will be evaluated administratively on a case-by-case basis."**
- I. Add flexibility language to street sections for the MPE.

- a. Add this note to the notes on the notes page of all street sections. “The MPE width and location may be negotiated (with the City and Utility Providers) based on site-specific conditions and context.”

## TEXT CHANGES

- A. Bike ped worksheet - remove “Transportation Engineer” at the bottom of the form.
- B. Typo on section header 29.24, “ACCESS” should be “ACCESS”
- C. Typo on section 29.16.080, first sentence should read “to accommodate the turning radius of the entering and exiting vehicles” not “existing.”
- D. 29.12.040 section A – Code section 21.08.010 for off street parking and loading standards is listed as 21.06.090 in TEDS. Change to 21.08.010.
- E. Add section 29.16 “Access Design and Circulation” to the table of Contents
- F. 29.16.030 – make it clear that aligning access is still acceptable. Add this sentence after the first sentence in paragraph two “Aligning accesses on opposite sides of the street is acceptable.” AT the bottom of the drawing on page 25, Change the current note to this.

### NOTES:

- a. ON CORNER LOTS, ACCESS SHALL BE TO THE STREET OF LOWEST FUNCTIONAL CLASSIFICATION.
  - b. ALIGNING ACCESSES ON OPPOSITE SIDES OF THE STREET IS ACCEPTABLE.
- G. 29.16.090 - Change the heading from “Driveway Width” to “Driveway Width and Access Spacing.”