

From: Cathie Raine <cjrRD@hotmail.com>
Sent: Monday, June 12, 2023 4:59 PM
To: City Clerk's Office
Subject: Resolution #: 41213 (Tacoma Green Economic Development Strategy)

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Dear City Council Members:

I am requesting that you vote "no" with approving this Resolution 41213 for the 'Tacoma Green Economic Development Strategy' as it is currently written. The City Officials have "missed" a step with the writing of this strategy resolution. Individual communities have NOT had the opportunity to provide their input with this strategy plan. As it stands, the development of this strategy has not incorporated community members input into this plan. Additional outreach and engagement between City officials and the citizens (your constituents) is crucial to the success of this strategy plan.

A question for ALL City Council Members and Tacoma government officials: .

How do you propose to handle neighborhoods equitably with your 'Green Economic Development Strategy'? The South Tacoma neighborhood has already been deprived of the opportunity for having an 'Economic Green Zone' (as originally brought forward by Heidi Stephens with the South Tacoma Neighborhood Council in 2021). Does this now mean that the South Tacoma neighborhood is stuck with a massively harmful "warehouse" for 'non-Green jobs and careers.

Every neighborhood needs to be treated equitably.

Cathie Urwin

From: BB & BC <freddowell54@gmail.com>
Sent: Tuesday, June 6, 2023 4:16 PM
To: Hines, John; Rumbaugh, Sarah; Blocker, Keith; sushka@cityoftacoma.org; Bushnell, Joe; Daniels, Kiara; Diaz, Olgy; City Clerk's Office; Woodards, Victoria
Subject: DO NOT APPROVE Contingency fund request from councilmember Blocker 6/6/23

Follow Up Flag: Follow up
Flag Status: Flagged

Dear city council members I am writing voicing my concern about contingency fund request that I just found out about from a fellow taxpayer that council member Blocker is asking for \$30,000 for the hilltop street fair? Plus there was another contingency fund request for an additional \$10,000?

I would like to request that the city council not vote on this resolution this evening and delay it until next week so that the taxpayers have a better idea what this money is going to be used for.

If my memory serves me right last year councilmember blocker at the end of the city council member approached the mayor wanting \$10,000 for the hilltop street fair and it got approved the next week no problem.

Because of the increase in funding request I feel that the taxpayer should have an idea what exactly this money is going to be used for is this the pay for all the expenses of the street fair so that the businesses Etc up there don't have to contribute to it exactly what does this 30,000 request cover?

We the taxpayers deserve to know the details of a \$30,000 request.

I'm sorry for writing this so late in the day on Tuesday but I just found out about this at 3:45 p.m

I look forward to and I'm expecting a reply from someone today on this. If the reply comes from councilmember Blocker that would be great. I live in his district and I have never once seen any information from him in the whole time he's been on the council in my district and I think it's time that he needs to share information. I don't live on the hilltop but I still live in the same district and we the city residents deserve better communication than what we're getting

Fred Dowell
Tacoma

From: Change <jeremywebb888@gmail.com>
Sent: Monday, June 5, 2023 9:34 PM
To: City Clerk's Office
Subject: I vote no to any ban on camping. These ppl have it hard enough

Follow Up Flag: Follow up
Flag Status: Flagged

From: Baker, D'Angelo
Sent: Thursday, May 25, 2023 6:33 PM
To: City Clerk's Office
Subject: Fwd: Urgent: Small Tacoma housing sharing view on proposed housing regulations

Follow Up Flag: Flag for follow up
Flag Status: Flagged

D'Angelo Baker

He/Him

Management Fellow

City Manager's Office
City of Tacoma, 747 Market Street, Room 1200
Tacoma, WA 98402 | (253) 242-0512
dbaker@cityoftacoma.org | www.cityoftacoma.org

From: Ushka, Catherine <cushka@cityoftacoma.org>
Sent: Thursday, May 25, 2023 4:12:53 PM
To: Baker, D'Angelo <DBaker@cityoftacoma.org>
Subject: Re: Urgent: Small Tacoma housing sharing view on proposed housing regulations

Hello,

Please share with committee members and or the clerks office as written public comment for tonight's meeting.

Get [Outlook for iOS](#)

From: JohnPaul Berdick <JohnPaul.Berdick.499179650@yourconstituent.com>
Sent: Thursday, May 25, 2023 1:36:50 PM
To: Ushka, Catherine <cushka@cityoftacoma.org>
Subject: Urgent: Small Tacoma housing sharing view on proposed housing regulations

Dear Council Member Ushka,

I am reaching out today to share my strong opposition to the potential ballot initiative regarding Landlord Fairness Code changes. Alternatively, I am voicing my support for the City RHC proposed changes.

Having spent most of my life as a renter, I deeply sympathize with many of the challenges that they face. I feel that the proposed RHC changes go a long way towards providing tenants with additional rights that will help them whether economic and personal events that may arise, while preventing predatory landlords from unfairly impacting their tenants.

However, the proposals included in the "Landlord Fairness Code" go far beyond common-sense measures to protect tenants. As I'm sure you're familiar with the details of these proposals, I'll not reiterate them here. What I will share is the impact that these proposals would have on my ability to provide affordable housing in the city of Tacoma.

My wife and I own 2 buildings with a total of 6 units. Both buildings are over 100 years old and we rent them to long term tenants at between 60% - 90% market rent for units of similar condition, which is well below what new buildings charge. We have resisted increasing the rents of our longer term tenants wherever possible.

When accounting for operating and capital expenses to maintain these older buildings at the rents that we charge, we are running a loss or just breaking even. The stipulations outlined in the "Landlord Fairness Code" proposals would require us to maintain significant amounts of cash on hand in order to even consider raising rents a modest amount year over year. Keeping in mind that labor, materials, and tax are all increasing at significant rates year over year, rents must rise to allow us to continue

to run and invest in our buildings and not lose money. Yet forcing us to set aside \$15k+ in idle cash for tenant relocation funds would make it extremely difficult, if not impossible, to continue to invest in our buildings and give our tenants the flexibility that they deserve. There are many additional stipulations in these proposals that further increase liability in punitive ways for housing providers, which would further constrain our ability to operate efficiently.

The proposals outlined in the "Landlord Fairness Code" will hurt everyone, housing providers and tenants alike. It will keep smaller housing providers like us from being able to invest in our buildings and expand our rental base. It will hurt tenants, when existing landlords raise rent on new vacancies significantly to cover the additional overhead, convert existing rental stock to condo's or single family residences, and when prospective developers decide not to build new housing in Tacoma at all.

With all this being said, I believe that the list of proposed City RHC changes is reasonable and fair (although my experience has shown that not requiring SSN for tenant screening is likely to dramatically increase fraud and impersonation attempts by unscrupulous individuals). This list of proposed changes was created with input from small housing providers, including me and my wife, as well as renters, which has resulted in significant less harmful policies than the policies in the Landlord Fairness Code changes.

Please do not support the Landlord Fairness Code changes and instead support the City RHC changes. When rental housing policy goes through a process of stakeholder engagement and collaboration the result is policies that work better for everyone.

I encourage the council to continue their process of consulting with the community to receive feedback on proposed changes. The Landlord Fairness Code proposed changes did not go through this process and should not be presented as a ballot initiative.

Thank you for your thoughtful consideration.

Regards,
JohnPaul Berdick
814 S 7th St
Tacoma, WA 98405

JUNE 11, 2023 / PAGE 1

TO: MAYOR WOODARDS, CITY MANAGER PAULI, CITY
ATTORNEY FOSBRE, AND MEMBERS OF TACOMA'S CITY
COUNCIL

REF: INDIAN TREATIES IN RELATION TO GENOCIDE

All Treaties with Native Americans
were made under force, coercion or
theft or trickery - such as the purported
sale of Manhattan for \$24.00 to white
settlers as I was taught in grade school.
In fact, the Indians did not understand
what the negotiators were about or they did -
not conceive of private ownership or "public"
if land and lived with the settlers until
they were forced or ~~crowded~~ out!

Most treaties, in fact were "terms of
surrender" as they lost their land - they
were confined to "reservations" - which were
concentration camps without better word!

At one point, three Indian chiefs were
^{(B) THE US ARMY} kidnapped and threatened with hanging
or imprisonment - if they did not lead
their tribes to a reservation. Some tribes
had to move between reservations many
times and the boundaries were ill defined
and constantly changing.

With the deliberate slaughter of millions
of buffalo, the principal food source for
the Plains Indians there was a "crime
against nature" designed to starve the
Indians - genocide? also, to further -

RECEIVED

JUN 13 2023

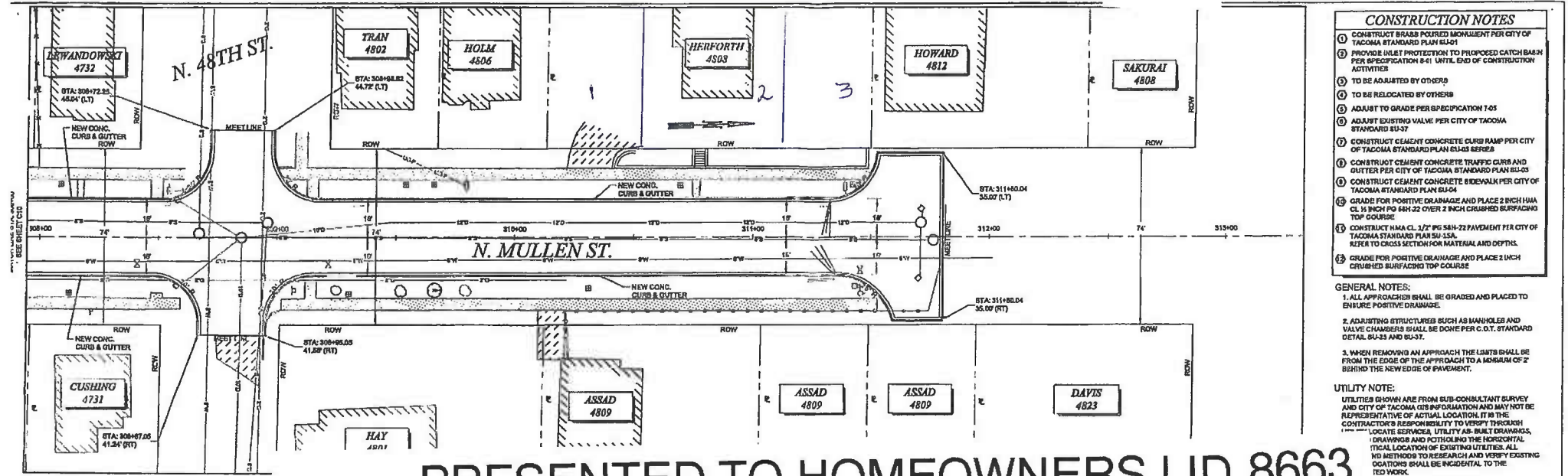
CITY CLERK'S OFFICE

support this fact, was the notion that the Indians were supposed to give up being "hunters" and "become farmers". But for many, the reservation land designated for them was "desert" or land unsuitable for farming. Many thousands or even tens of thousands of Indians perished under these conditions - and still struggle - even today!

The crown jewel of treaties - "The Treaty of Fort Laramie" - in which 10,000 Indians, of many tribes attended and many Indian chiefs. President Grant officiated this treaty with many direct "verbal threats" to the chiefs if they refused. To say that they were "under the barrel" of a gun is an understatement. He had the signing tables ringed with cordons of "brevet mounted rifle carrying troops". And just in case they did not get the message - he had artillery cannon pointed toward the chiefs! One of the provisions the chiefs thought that they secured - was that they would retain the sacred Black Hills. Shortly after the Treaty was signed, General (Colonel) Custer led a "RECON" party of 100 wagons with mining prospectors into the Black Hills - so much for Treaty! He was President Grant's "tip of the spear" and would have fought his way all the way to the Pacific Coast had he not been defeated at the Little Big Horn!

Michelle Reich

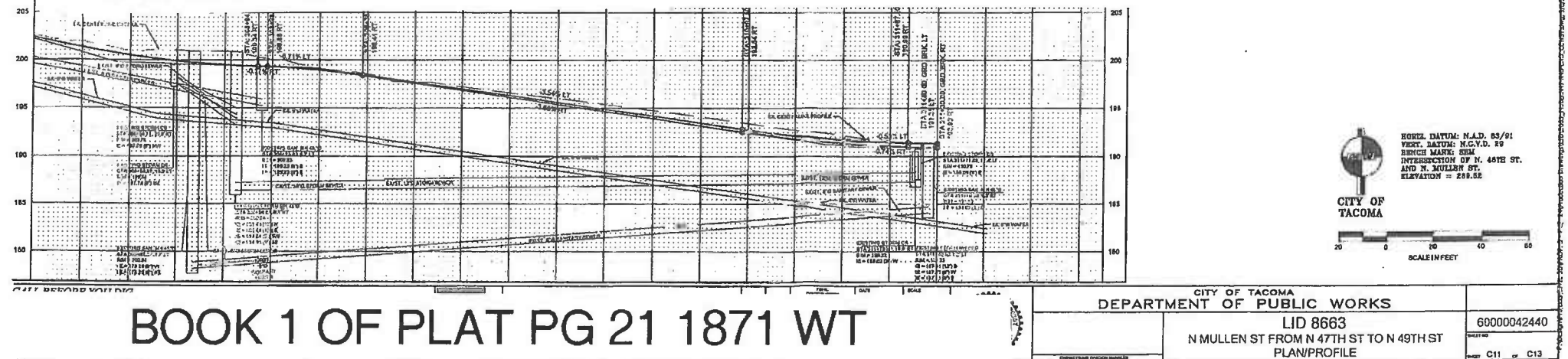
PRESENTED TO LID HEARING 8663



PRESENTED TO HOMEOWNERS LID 8663

PRESENTED IN RESOLUTION NO 40673 10 20 2020 LID 8663 ^{VED} 2019

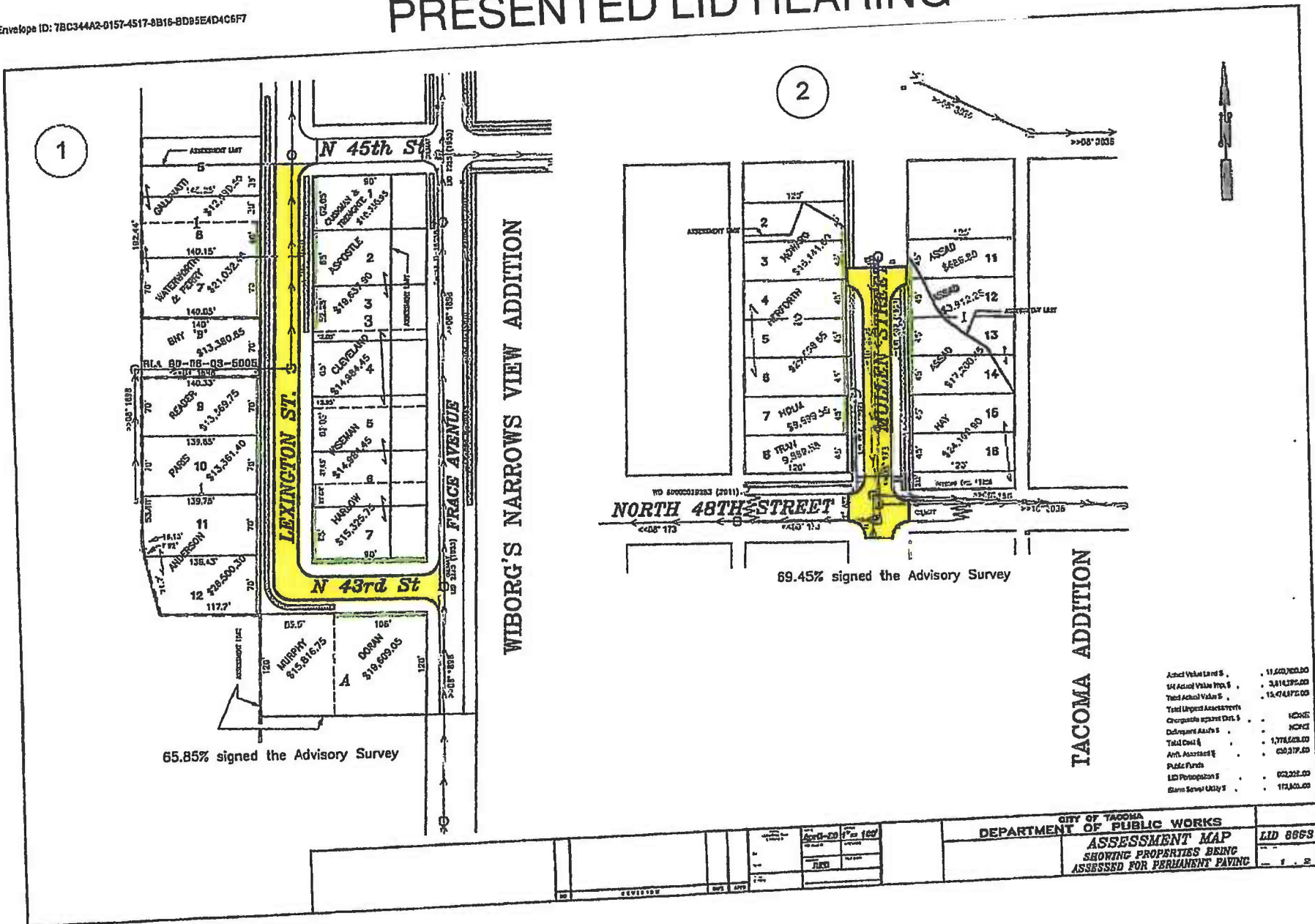
PRESENTED IN TACOMA ORDINANCE 28749 3 30 2021 LID 8663



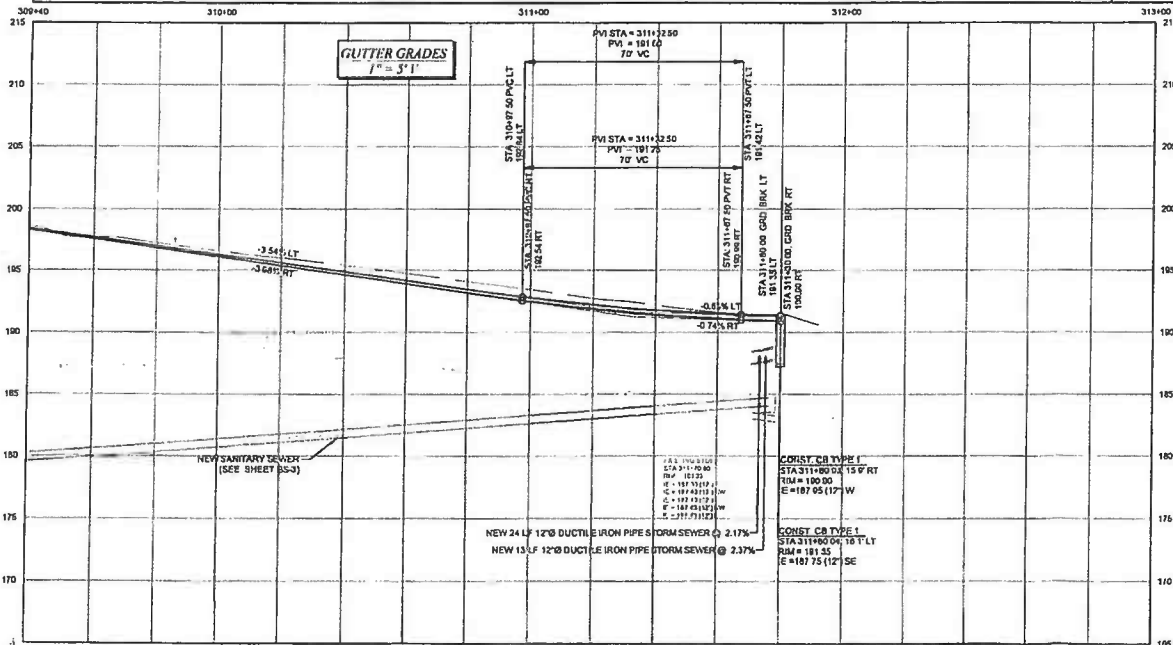
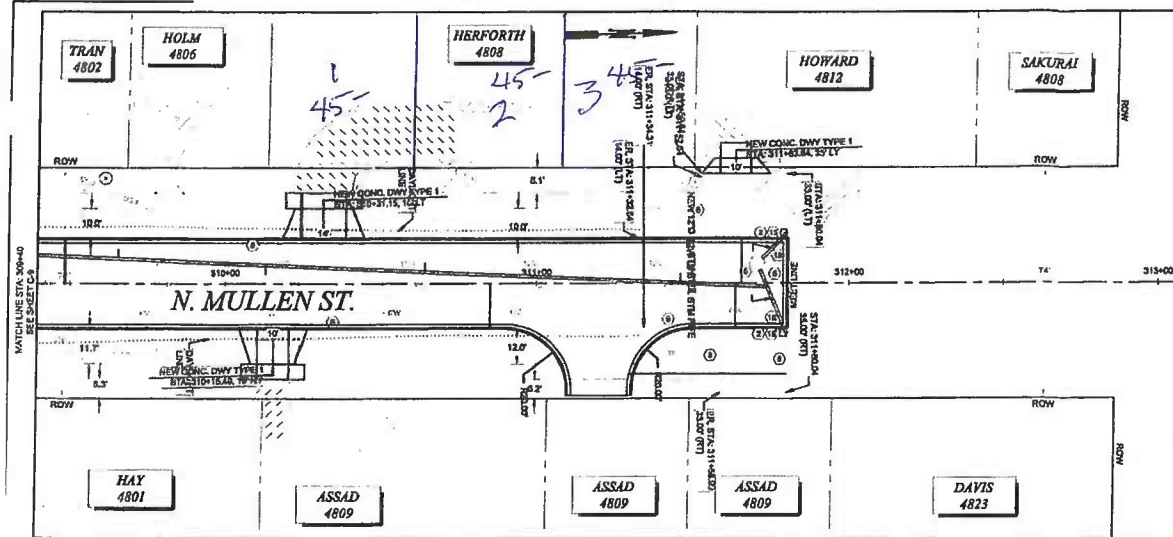
BOOK 1 OF PLAT PG 21 1871 WT

MINIMAL LOSS OF PARKING

PRESENTED LID HEARING



BEING REVIEWED BY TRAFFIC 7 10 2022



CONSTRUCTION NOTES

1. CONSTRUCT BRASS POURED MONUMENT PER CITY OF TACOMA STANDARD PLAN SU-01
2. PROVIDE INLET PROTECTION TO PROPOSED CATCH BASIN PER SPECIFICATION 8-01 UNTIL END OF CONSTRUCTION ACTIVITIES
3. TO BE ADJUSTED BY OTHERS
4. TO BE RELOCATED BY OTHERS
5. ADJUST TO GRADE PER SPECIFICATION 7-05
6. ADJUST EXISTING VALVE PER CITY OF TACOMA STANDARD SU-37
7. CONSTRUCT CEMENT CONCRETE CURB RAMP PER CITY OF TACOMA STANDARD PLAN SU-05 SERIES
8. CONSTRUCT CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER CITY OF TACOMA STANDARD PLAN SU-03
9. CONSTRUCT CEMENT CONCRETE SIDEWALK PER CITY OF TACOMA STANDARD PLAN SU-04
10. GRADE FOR POSITIVE DRAINAGE AND PLACE 2 INCH HMA CL 1/2 INCH PG 58H+2 OVER 2 INCH CRUSHED SURFACING TOP COURSE
11. CONSTRUCT HMA CL 1/2 INCH PG 58H+2 PAVEMENT PER CITY OF TACOMA STANDARD PLAN SU-15A. REFER TO CROSS SECTION FOR MATERIAL AND DPTHS
12. GRADE FOR POSITIVE DRAINAGE AND PLACE 2 INCH CRUSHED SURFACING TOP COURSE
13. GRADE POSITIVE DRAINAGE AND PLACE 2 INCH HMA CL 1/2 INCH PG 58H+2 OVER 2 INCH CRUSHED SURFACING TOP COURSE FOR APPROACH
14. CONSTRUCT CATCH BASIN TYPE I WITH VAND GRATE
15. CONSTRUCT CATCH BASIN TYPE I WITH VANDOT COMBINATION INLET
16. CONSTRUCT MANHOLE TYPE I
17. RECONNECT EXISTING PIPE TO NEW STRUCTURE
18. CONNECT NEW PIPE TO EXISTING STRUCTURE
19. SHAPE TO GRADE AND PLACE 2 INCH HMA CL 1/2 INCH PG 58H+2 OVER 2 INCH CRUSHED SURFACING TOP COURSE
20. ADJUSTING STAKE USED, SUCH AS MANHOLES AND VALVE CHAMBERS SHALL BE DONE PER C.D.T. STANDARD DETAIL SU-35 AND SU-37
21. WHEN REMOVING AN APPROACH THE LIMITS SHALL BE FROM THE EDGE OF THE APPROACH TO A MINIMUM OF 2' BEHIND THE NEW EDGE OF PAVEMENT

UTILITY NOTE:

UTILITIES SHOWN ARE FROM SUB-CONSULTANT SURVEY AND CITY OF TACOMA GIS INFORMATION AND MAY NOT BE REPRESENTATIVE OF ACTUAL LOCATION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THROUGH UTILITY LOCATE SERVICES, UTILITY AS-BUILT DRAWINGS, RECORD DRAWINGS AND POTPOHOLING THE HORIZONTAL AND VERTICAL LOCATION OF EXISTING UTILITIES. ALL MEASUREMENTS SHALL BE RESEARCHED AND VERIFIED THROUGH UTILITY LOCATIONS SHALL BE INCIDENTAL TO THE ASSOCIATED WORK.

PRINTED
RECEIVED
JUN 23 2022

CITY OF TACOMA
PUBLIC WORKS DEPT.
ENGINEERING DIV.

HORIZ. DATUM: N.A.D. 83/91
VERT. DATUM: N.C.V.D. 29
DINCH MARK: SBM
INTERSECTION OF N. 48TH ST.
AND N. MULLEN ST.
ELEVATION = 239.92

CITY OF TACOMA
SCALE IN FEET
0 20 40 60

CALL BEFORE YOU DIG
EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY FOR BEST AVAILABLE INFO. AND MAY BE INCOMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, POTPOHOLING AND AVOIDING ALL EXISTING UTILITIES.

CALL TWO BUSINESS DAYS BEFORE YOU DIG
(1-800-424-6553) OR VISIT ONLINE: www.callbeforeyoudig.org



| NO. | REVISION | DATE | APPD. |
|-----|----------|------|-------|
| 1 | | | |

| | | | |
|-------------|----------|--------------|-------------------------|
| DATE | FEB 2022 | SCALE | 1" = 20' |
| DESIGNED BY | JCH | CHECKED BY | DGS |
| DRAWN BY | DOB | PROJECT NO. | PROP-3-PK02 |
| DATE | | PROJECT NAME | Mullen 47-N48-End-Const |



| | | | |
|--|--|--------------|---|
| CITY OF TACOMA DEPARTMENT OF PUBLIC WORKS | | PROJECT NO. | 6000004244 |
| CONSTRUCTION PLAN & PROFILE | | DATE | 38 |
| LID 8663 | | PROJECT NAME | N MULLEN ST FROM N 47TH ST TO N 49TH ST |
| N MULLEN ST FROM N 47TH ST TO N 49TH ST | | PROJECT NO. | C-10 |

File: 8663.Mullen-47-N48-End-Const, C10 (last update C10)

Leanna Long

From: Carl Teitge <teitge@comcast.net>
Sent: Wednesday, March 8, 2023 9:50 AM
To: 'Rodriguez, Ralph'
Subject: 4808 N. Mullen ULID 8663
Attachments: Ltr to Ralph 3-7-2023.docx; EXHIBIT 4 BUILDABLE ALL ASSAD PARCELS WITH ADDRESSING OF 4809 N MULLEN TACOMA.docx; EXHIBIT 1 - DEAD ENDS.docx; EXHIBIT 2 - HAMMER HEADS.docx; EXHIBIT 3 - CUL DE SACS.docx

Ralph:

Please see the letter addressed to you along with the 4 Exhibits attached. As currently drawn the Hammer Head and removal of our access are unacceptable. Please review this information. I think you will find the use of Hammer Heads in Tacoma as always allowing residential access off of the Hammer Head.

Carl D Teitge
815 N. Stadium Way
Tacoma WA 98403-2827
teitge@comast.net
253-377-0492

CARL D. TEITGE
815 N. STADIUM WAY
TACOMA, WA. 98403
(253) 377-0492
(253) 844-4953 FAX
teitge@comcast.net

March 7, 2023

Ralph Rodriguez
LID Administrator
City of Tacoma
Public Works, Engineering Division

RE: 4808 N. Mullen St, Tacoma WA LID 8663 Improvements

Dear Ralph:

I am having a great deal of difficulty understanding why the most current ULID 8663 drawing you provided to me in January 2023, was created. It had the same date as the Hammer Head on the east side of Mullen dated February 2022 which is not the date the newest Hammer Head drawing was provided to me. The City places an enormous Hammer Head on the West side of Mullen in front of our property unnecessarily causing extreme damage to our property at 4808 N. Mullen.

In response to my complaints after seeing the location of the West side of Mullen Hammer Head which takes up a substantial portion of parking and the direct access to our property at the time you stated several things. You have not followed up.

1. The initial ULID 8663 drawings for the end of Mullen Street you stated could not allow a Hammer Head because there is an Ordinance, rule, or policy that does not allow residences to access off Hammer Heads. That would be 4812 N. Mullen on the West. Was there some complaint?
2. The Second Hammer head drawing of 48xx and 4813 Mullen on the East was dated February, 2022, would not be allowed for the same reason that prevents no residences to access from Hammer Heads. That applies even if the Assad parcels appear unbuildable because there is an Ordinance, rule or policy that prevents residences from accessing from a Hammer Head.
3. If there is any ordinance, rule, or policy, would you please provide it?

I have attached Exhibit 2. This is a list which lists City of Tacoma Hammer Heads in the North End of Tacoma to University Place which have from one to up to six houses and unbuilt

lots accessing from a single Hammer Head. The quick research showed only three Hammer Heads that from Stadium Way to the boundary of University Place at South 19th focusing on the close to above water property that did not have houses with direct access to a Hammer Head. These were located at N. 39th, N. 40th and N. 41st off Bennett St. The houses could not access off of the Hammer Heads which were totally located in an unbuilt City right-of-way where houses could not be constructed. Even two of those Hammer Heads have vehicles accessing to the unimproved City right-of-way from the Hammer Heads.

You might understand my confusion with your statement that there is a City policy, rule, or Ordinance of not allowing access to residences from Hammer Heads constructed on City streets. Any rules, policies or Ordinances were apparently not in place when the 2019 LID 8663 drawing was created for N. Mullen. See Exhibit 2, with a list of exceptions which are really the rule in Tacoma.

That also affected why the City changed the Hammer Head from the east side of Mullen Street. You stated that the Assad property at 4813 and 48xx N. Mullen could not have the Hammer Head because there would be no alley constructed between Gove and Mullen. Hammer Head construction would prevent Assad from having access to Mullen. That, again, goes back to a City Policy, rule, or Ordinance, I am not sure even exists. I will also ask that you look at the topographies and explanation I provided in Exhibit 4 that shows no housing structures have been built between S. 7th and Stadium Way to S. 19th where the City of Tacoma and University Place meet, where slopes are as dramatic as the Assad lots. Why would you think Assad's on the steep slopes would become buildable considering setbacks? Exhibit 4 attached. The Pierce County Assessor does anticipate these lots would be built upon.

I am also curious if you have even contemplated the damage to our property resulting from the Hammer Head being placed on the West side of Mullen in front of our property which is fully buildable.

There are also included Ordinances included in CHAPTER 13.06 ZONING that state:

13.06.010 B. 1a (1) "Preserve the character and quality of residential neighborhoods and

13.06.020 Residential Districts B. 4. Protect and enhance established neighborhoods and ensure that new development is in harmony with neighborhood scale and character.

These are obviously not being considered. Do LIDs override long standing City Ordinances to protect established neighborhoods?

LID 8663 if constructed as the City proposes it eliminates much of the parking on the Mullen St frontage from N. 48th to the end. This is in addition to cutting the width on N. Mullen by approximately 5 feet to 28 feet, creating a curb so the park strip is not accessible to parking. Once an LID is created does the City have the right to just change whatever was originally planned? If this were voted on again once the reality is seen of what this does to the

neighborhood, I am sure this would not be approved. What do we get but an awful looking dysfunctional mess?

When N. Orchard was repaved, it has rolled edges. When N. 48th to 49th Huson was repaved three houses and one building lot access off the Hammer Head. I did not see any need and City did not provide a Hammer Head to be sixty feet South on the same right-of-way width like the City wants to construct on N. Mullen.

I have also Attached Exhibit 1 of Dead Ends in the steeper Slope areas from S. Stadium Way to S. 19th at University Place. In the North End dead ends are more prevalent than Hammer Heads. The one on N. Jackson is over 1,000 feet long. Complaints?

I suspect the dead ends are not a real problem. Cars, garbage trucks, and delivery trucks use N. Mullen like the hundreds of other dead ends in the N. End and the balance of Tacoma for at least 70 years. I have never seen a problem on N. Mullen. Garbage Trucks and delivery trucks appear to have no issues. I doubt the garbage truck would even attempt to use the Hammer Head.

If short dead ends were a problem, why would the City have created a new one on N. Park off Visscher to the Gold Fish Tavern to allow a circular entrance and exit from Pt. Defiance in 2021? See Exhibit #1.

I have attached Exhibit 3, Cul De Sacs North End Steep Slopes Long Established Neighborhoods. These Cul De Sacs are small but do the job. One of those on my street N. Stadium Way West of 811. When the recent LID was completed, there was no improvement to the width of the 40 diameter Cul De Sac. Where are the complaints?

Here are the solutions from easiest to most destructive:

1. Pave N. Mullen to the end of 48th as it currently is as a dead end. It will continue to be used as it is with no complaints like Exhibit 1 Dead Ends.
2. Pave a Hammer Head at the end of Mullen. It does not need to be 25 feet wide, and it only needs one smaller radius and allow houses access off of it. Exhibit 2 shows how these are done in many different forms.
3. Pave a small diameter Cul De Sac at the end of Mullen. All houses can enter off of it. Exhibit 3.
4. Place the Hammer Head up 60 feet 25 wide with 30-foot radiuses on the East Side of Mullen as drawn. If Assad's property is ever buildable you can waive the City policy (if there is one) of not entering off Hammer Heads.
5. Place the Hammer Head on the West Side where you are not even starting the radius until the beginning of our property which places the Hammer Head to disallow maximum parking and use of sidewalks. This is a strange Hammer Head where traveling North you need to back up about 80 feet and cross over the South Lane and then back into the North Lane to proceed South.

When I showed my civil engineer he felt this appears to be a problem of avoiding the simple solution and selecting the most expensive and disruptive. That is my opinion.

I am also curious why the new drawings show us giving up the access that exists to 4808 N. Mullen that has been there for decades. We have put off finishing proposed BLA of our three lots and demolition of structures until the LID is finally designed. You have avoided showing the progress. We do not approve of the removal of our access to 4808 N. Mullen. Do you have an ordinance that permits that?

Very Truly Yours,

Carl D. Teitge

EXHIBIT 1

DEAD ENDS

1. **North Park Avenue off Visscher. This was created recently by the City of Tacoma to allow the entrance and Exit, to be circular at Pt. Defiance Park 2021.**
2. Henry Road from N. Park Drive.
3. Garfield Road off N. Park Dr.
4. North Park Dr. East of Henry Rd.
5. N. 28th off Starr.
6. N E St. off N. 11th.
7. N. 29th off Starr.
8. N. 26th off Carr.
9. N. 27th off Carr.
10. N. Summit off Yakima.
11. 1 Rosemount off 25th
12. 2129 N. Yakima off Anderson.
13. N. 33rd off Alder.
14. N. 32nd off Alder.
15. N. 31st off Warner.
16. N. Puget Sound off N. 30th.
17. N. 34th off Junett.
18. N. Pine off N. 32nd.
19. N. 33rd off N. Union.
20. N. 34th off Puget Sound
21. N. 35th off Puget Sound
22. N. Warner off 36th.
23. N. Puget Sound off 36th.
24. N. Washington off N. 38th
25. N. Union off 36th.
26. N. 39th off Proctor.
27. N. Madison off N 38th.
28. N. 39th off Monroe.
29. N. Tyler off N. 38th.
30. N. 33rd off Tyler.
31. N. Madison to N. 32nd off N. 31st.
32. N. Madison off 34th.
33. N. Monroe off 34th.
34. N. 41st off Mullen
35. N. Huson off 41st.
36. N Mullen off N. 48th
37. 49th off Lexington

38. N. 48th off Frace
39. N. 40th off Frace or Hammerhead.
40. N. Lexington off 40th.
41. N. Shirley off 33rd.
42. N. 35th off Shirley.
43. N. 28th off Narrows Pl.
44. N. 27th off Freemont.
45. N. 23rd off Harmon.
46. Woodward Ave. N. 13th.
47. N. Jackson off Narrows – **1120 Ft.**
48. N. 9th off **1,000 ft.** N. Magnolia Lane.
49. N. 13th off Cascade
50. Cascade off N. 13th S.
51. N. 13th off Jackson.
52. N. Fir St off 13th St.
53. N. Karl John off Terrace Dr.
54. Laurel Lane off 6th Ave **900 Ft.**
55. S. 15th off 6th Ave.
56. Titlow Rd off 6th 434.
57. S. 17th off Walters Rd East 700 ft.
58. S. 18th off Walter Rd West.
59. Sunset Dr. 1218 5 houses.
60. Brook Side Terrace off Sunset Dr.
61. Crystal Springs Magnolia off 6th Ave. & S. 12th
62. Brookside Dr. off S. 19th, or possible **Hammer Head 600 ft. 2 houses**

EXHIBIT 2

HAMMER HEADS

1. N. Orchard Dr. off Yakima 3 houses off Hammer Head.
2. 48th N. Huson to 49th N. Huson 3 houses and one lot off same Hammer Head.
3. N. 39th off Bennet build in unopened R/W.
4. N. 40th off N. Bennett cars go off to unopened R/W.
5. N. 41st off N. Bennett cars go off to unopened Right of Way.
6. N. Bristol off N. Parkway 1 or 2 houses.
7. Lexington off 49th 3 houses 1 lot off Hammer Head.
8. Lexington off Lexington N 48 to N. 46th one house off Hammer Head.
9. Marinera of N. Frace 6 houses off Hammer head
10. N. Sunset off N. 11th 3 houses off Hammer Head.
11. N. 12th off Sunset 1122 Locus 3 houses 1 lot off Hammer Head.
12. Brookside Terrace off S. Sunset 3 houses off Hammer Head.
13. Crystal Springs Rd. of S 12th 1 house 1 lot off Hammer Head.
14. S. 15th 8115 S. 15th side off Lewis 1 house one lot off Hammer Head.
15. Circle Way off 6th Ave. Hammer Head one house one lot off Hammer Head.

EXHIBIT 3

CUL DE SACS North End Steep Slopes Long Established Neighborhoods

1. 927 Stadium Way 3 houses 40' diameter.
2. 55 Summit Rd off Yakima 35' diameter.
3. N. 26th off Junett 4 houses 40'.
4. N. Adams 3 houses 50' diameter
5. N. Adams off N. 38th 50ft diameter.
6. N. Verde off N. 46th 3 houses 50' diameter.

EXHIBIT 4

BUILDABLE ALL ASSAD PARCELS WITH ADDRESSING OF 4809 N MULLEN TACOMA

1. The Pierce County Assessor Maps, which are easily reviewed of slopes in Tacoma show that from South 7th at the approximate entrance to SR 705 at Stadium Way to the boundary between the City of Tacoma to University Place at S. 19th there are no houses or structures around/above the water or in gulches that have been built on slopes with same approximate 75% to 85% of slopes or greater than that of the Assad parcels after they drop off the minimal flat areas before dropping off dramatically on N. Mullen Street.
2. When I ask my Civil Engineer to make sure I had the right slope calculation, his response was the in not a slope it is almost a cliff.
3. That is true. As a child for thirteen years 5-18, I lived in the neighborhood, I did not even climb up and down those slopes or (cliffs).
4. The City of Tacoma acknowledges that no Alley will be constructed between N. Mullen Street and North Gove Street between N. 48th Street to N. 50th below the Assad parcels. T
5. These parcels have not been built on since they were platted in Book 1 of Plats page 21, 1877, Washington Territory (150 years). The slope. slides and potential water issues out of the banks and from stormwater created for housing or house building prevent any reason road or house construction.
6. The setbacks for construction of xx48 and 4813 N. Mullen start over the start of the 75 - 85% slopes.
7. Please walk to the end of Mullen Street and you can see the slopes and see how you would climb up them or even down them.
8. The same reason an alley will not be built is the same reason a house will not be built.
9. Has any City person spoken to Assad?
10. The Pierce County Assessor has valued all Assad property on N. Millen as one then broke down the last two lots. The last two lots on the N end of XXX48th and 4813 N. Mullen Street are each appraised at \$56,600.00. This is because of the high expenses associated with any building on them (if possible) and values them as an accessory use to the house at 4809 N. Mullen owned by Assad.
11. I will order the PC Assessor appraisal notes on xx48th and 4813 N. Mullen.
12. The City of Tacoma has apparently made no meaningful investigation of any chance they are buildable now or in the future.

CARL D. TEITGE

815 N. STADIUM WAY
TACOMA, WA. 98403
(253) 377-0492
(253) 844-4953 FAX
teitge@comcast.net

April 2, 2023

Ralph Rodriguez
LID Administrator
City of Tacoma
Public Works, Engineering Division

RE: 4808 N. Mullen St, Tacoma WA LID 8663 Improvements

Dear Ralph:

I have not heard back from you or the City Traffic Division in reference to my March 7, 2023, letter emailed to you on March 8, 2023, which you forwarded on March 8, 2023, to the Traffic Division of Public Works. I will incorporate Ex. #1 Dead Ends, Ex. #2 Hammerheads and Ex. #3 Cul-De-Sacs from that letter. All exhibits will be emailed separately.

I was hospitalized 2-28-2023 and released 3-3-2023 and am still taking powerful antibiotics infusions direct into my heart for the blood stream infection. I am thinking slowly and am not able to do much work.

I have done more research by reading the entire current online (CTDM) City of Tacoma Design Manual, (CTRS) City of Tacoma Road Standards, and some Parking Regulations.

After my review the best solution is still a N. Mullen Street Dead End as I provided in my March 7, 2023, letter.

Pave N. Mullen to the end of 48th as it currently exists in a dead end of approximately 257 feet. It will continue to be used as it is with no complaints like Exhibit 1 (previous letter) Dead Ends. There is no reason to require a change. None of the current standard turnarounds discussed below meet the current City of Tacoma CTDM or CTRS Standards.

N. Mullen Street as a dead end is Historic and still functions. It is currently a 33-foot-wide road with shoulders all used for parking. The lack of function of the road only relates to the paving

failing by coming apart. I do not believe it has had any new paving since before 1949 or at least as far back as when Sanitary Sewers and Storm Sewers were separated. Mullen could function well as a similar width of approximately 33 feet wide with a standard rolled edge. This was recently done on N Orchard Street from N. 46th to N 49th Ruston. Rolled edges have been used in many other recent North End repaving projects.

North Mullen is a historic street. It was platted in Book 1 of Plats page 21, September 13, 1871, Washington Territory. It has always been a dead-end street because of dramatic slope constraints not accounted for by distant developers producing paper Plats. The house we own at 4808 N. Mullen was constructed on one of three 45 x 120-foot Plated lots in approximately 1906 on the dead-end street.

I grew up at 4811 N Huson Street Tacoma, two blocks directly west of N. Mullen, where my parents constructed a new house in 1949. I look directly at it from 4808 N. Mullen. I crossed over the hill at Mullen Street, where the dead end exists, going to my three male cousins house almost daily at 4720 N Cheyenne, Tacoma, until we moved for my father's work in 1964. The Mullen Street dead end has always been popular to park or walk to from non-view areas to look West to the Olympic Mountains, North to Vashon, Maury Island, the channel to Seattle, and East to Commencement Bay, the Port of Tacoma, and Mt. Rainier.

These views are disappearing for public enjoyment in Tacoma. The City of Tacoma and the Metropolitan Park District have allowed trees to obstruct the Mason Gulch view and the view along South Stadium Way. The public can still view out at the end of N. Stevens Street, N. Adams Street, and the end of 6th Street at N. Stadium Way. These viewpoints may be gone soon as public property owned by the City of Tacoma and the Metropolitan Park District is allowed to grow trees to the maximum height.

At least since 1906, almost 117 years, Mullen St. has existed as a dead end. The garbage and now recycling are picked up, construction is completed (a new house at 4812 N Mullen in 2003-2004), mail is delivered, and new delivery services proliferate without obstruction.

The Dead-End Treatment of N. Mullen

The N. Mullen LID 8663 is not a new street being constructed. The City CTDM 6.9 p 4-28, Ex. #4. Dead Ends shall not be allowed without the approval of the City Traffic Engineer." CTDM 6.9 does not apply to existing Dead Ends. The dead end has been approved for 117 years. **The City Traffic Engineer now is not allowing a 250-foot dead end on Mullen Street? What engineering principle would this be based upon?** The City of Tacoma has 100's of existing dead ends. We identified in Ex. #1 62 dead ends **close to overwater views**. We also identified a few small Cul-De-Sacs Ex. #3 and the Hammerheads in Ex. #2. **Most of these dead ends in Exhibits # 1, 2 and 3 contained do not meet current CTDM or CTSD standards. None are being redesigned or reconstructed by the City of Tacoma.**

The existing Mullen St. dead end creates fewer problems than any of the 3 LID 8663 designs previously provided to me, the first was designed in **2019** as an end of street Type T

Hammerhead turnaround, the second was a Branch Hammerhead turnaround on Assad's east side of N. Mullen, 2022, and the third was a Branch Hammerhead in front of 4808 of N. Mullen St. which is the West side in January of 2023.

Dead ends are still being approved and even created from previously through streets. The City Traffic Engineer, in 2021, on N. Park Ave. off Visscher St. approved a new dead end of just over 150 feet without a turnaround ending at the Goldfish Tavern. This was created apparently for the new entrance to Pt. Defiance Park.

The Introduction to CTDM P. 1-2 provides: "Deviations from the standards within this manual shall be based upon sound engineering practices and shall be reviewed and approved by appropriate City staff before implementation." **Ex. #5. CTDM 1.5 p. 1-3. Ex. #6** Allows for alternate designs outside of the CTDM if specific project circumstances do not allow application of the standards and the requirements of this Manual. **The deviations from CTDM or CTSD in LID 8663 must be based upon engineering standards only.**

Below are the CTDM and CTSD which are the Dead-End Standards.

The current N. 48th Mullen St. to the dead-end has **12 residential lots** with access, and potential driveways, parking, City Services, construction, and delivery of services.

CTDM Section 6.11 p. 4-30 Ex. #7 a Cul-De-Sac is required for 5 for more residential lots accessing the dead-end turnaround. The standard Cul-De-Sac is provided in **CTSD DR-06 and requires a 105-foot radius, Exhibit #8.** The Mullen Street right of way is only 74 feet wide. The standard Cul-De-Sac would require acquiring or condemning a large amount of very expensive property for no real purpose. **A Cul-De-Sac on N. Mullen is not possible or practical.** If constructed it would need to be 50 feet or less in diameter like N Verde St. with no center planting area.

Tacoma also has standards for up to 4 residential accessing lots to dead-end streets of more than 150 feet. These are provided in **CTDM Section 6.9 Dead Ends. p. 4-28 and 4-29. Ex. #4 and Ex. #9.**

Private and residential public street dead ends are controlled differently. On a Private Street with 3-4 accessing lots a Branch turn-around or a T Type Hammerhead turn-around may be used **Ex. #9 Figure 4-11 and 4-12 p 4-29.**

Residential streets (Public) (serving 3-to 4 lots), a standard T-Type hammerhead is the only turnaround allowed. Ex. #9, Figure 4-12 (T-Type Hammerhead) Ex.# 9. Branch Turnaround Hammerheads are not allowed on public streets.

The standard for 12 lots accessing a dead end is still a Cul-De-Sac.

The LID drawing in 2022 had a Branch Type turnaround on the east side of Mullen. At the end of January 2023 after I asked for updates on the LID design, I was provided a set of property destructive set of plans for a Branch Turnaround in front of 4808 N Mullen. There are no

engineering standards that should override CTDMs or other CTDMs that require pedestrian access, curbs, sidewalks in front of residences, and separation of roads and curbs of 5 feet from sidewalks in front of 4808 N. Mullen.

Tacoma's explanation at the time in January 2023, was Tacoma needs to provide access without a non-accessible turnaround for the east side of Assad's N. Mullen St. because no alley will be constructed between N. Gove and N. Mullen because of unbuildable slopes to service the Assad unbuildable lots from an alley. Therefore, Assad's lots would need access from N. Mullen. See, PC Assessor records and Pierce County Topographies that show no housing being built on similar Assad slopes of 70-80% slopes in Tacoma overlooking the water from S. 7th and Stadium Way to University Place at S. 19th. The explanation went even further to say that there was a **City Policy** that no access to any residence could be given access from any Branch Turnaround or T-Type Hammerhead. This was not discovered in the CTDM, the CTSD, Ex. 1, 2, or 3 or a policy disclosed at this time policy. Tacoma decided to provide a Branch Type turnaround which is not used on public streets.

I have discovered nothing in my review of the CTDM or CTDS for turn arounds Cul-De-Sacs, Branch Type, and T Type hammerheads or the research provided in Exhibits 1, 2 or 3 that have shown any restriction of driveways access being restricted from any type of turnaround Cul-De-Sac, Branch or T-Type Hammerhead. I have not been provided yet with any documentation by the City of Tacoma to establish any restrictions for driveway access from any turnarounds.

The LID 8663 Plans as currently designed, deviate from CTDM and CTSD

I am unsure how LIDs work, but I doubt the City is allowed when a specific plan is not approved or when a specific plan is materially changed after the LID approval the City of Tacoma can create whatever it desires without seeking further approval from the abutting property owners. Why would the previous owner of 4808 N. Mullen not resist a Branch Turnaround that takes away most of the parking, a large portion of the sidewalk and the ability to build an attractive new entrance structure on the Northern most lot facing a Branch Hammerhead which continues into the existing middle lot? Wouldn't that owner also question the LID and its value with their neighbor and the negative impact of the LID Would the LID still be approved?

Would you please provide the maps, plans and specifications prepared and now on file in the office of the Director of Public Works, which maps, plans and specifications are hereby Adopted? Page 2 Ordinance No. 28749 Plans LID 8663. It is necessary to see what the original plans were approved. **I would like this before the end of the week, or I will need to ask for a FOIA for them.**

The damage to our property at 4808 N. Mullen far exceeds any benefit we would receive from the LID being constructed. At the minimum, no Assessment should be made or paid by 4808 Mullen. Why aren't all owners in LID 8663, when it is fully designed, allowed to evaluate how the final design affects their property and vote again?

A normal homeowner, if they read the CTDM, would expect in front of their property to be provided **CTDM 5.1 p. 4-13 Ex. #10**, standard minimum street width of 28 feet which typically provides for parking on both sides. Design Requirements for Developments **CTDM 5.1 Ex. 11 Table 4-6 p. 4-27** provides 28 feet with sidewalks required along all lot frontages, pedestrian accessibility shall be required for each lot with gutter, planting strip and street trees. **CTDM 6.1 p. 8-12 Ex. #11**, requires a minimum sidewalk of 5 feet excluding curb and the buffer should be at least 5 feet from the curb. See also **CTDM 7.1.1 p. 4-30 Ex. #7** which provides that the 5-foot buffer may be reduced if necessary and approved by the City Engineer to accommodate sidewalk widening (no sidewalk has been widened). The last design of LID 8663 in front of 4808 N. Mullen failed most of these requirements without any engineering justification.

Lighting

The Mullen dead end drops off to a large area of animal habitat. It is also a great spot to view the night light of the mountains, water, islands, shipping, air traffic and night sky. I would ask that the streetlight at the west end of the dead end be removed under **CTDM 3.1.1. LZO No Ambient Lighting Ex. #13**. An alternative could be **L.1.2 LZ1 Low Ambient Lighting Ex. #13**.

Private Utilities

A small item, all private utilities **CTDM 5.3 Ex. #14** should be shown on the plans such as private stormwater systems. The property at 4812 N. Mullen has access to the catch basin at the NW corner catch basin for site stormwater. That is the same catch basin we would like to connect 4808 parcels to catch the minimal amount of ground water that may be generated if basements are constructed, or the existing house is retained.

Why is Bump in Parking/Allowed by LID 8633 allowed to reduce neighborhood Parking?

The City of Tacoma has acknowledged an opposite policy: **"On Street parking is a matter of basic supply and demand economics. The physical supply of parking spaces is fixed but the demand for those resources could be unlimited. Methods do exist to create a virtual supply and regulate it through effective management practices. Some of these management practices include regulating demand through effective management practices. Some of these practices include regulating demand through parking regulations."** **Ex. 15**. The City of Tacoma acknowledged in **Ex. 16**, **"Some neighborhoods have competition for a limited number of on-street parking spaces. Growing demand for parking is attributable to several factors such as increased vehicle ownership, increased residential occupancy..."** These comments all apply to N. 48th and Mullen.

The City of Tacoma also passed Ordinance NO. 28383 on October 18, 2016. **Ex .17 p 1-3**. This is dealing with the Residential Parking Program. **One of the provisions is "it is not intended to guarantee residents a parking space in front of their homes"**. It also provides **"the Program to promote equity with limited annual income may be eligible to receive the first permit at no cost."**

This is the City of Tacoma's policy on parking is backed up by TMC ordinances and policies addressing the lack of parking issues. So where are the bump in parking provisions in the CTDMs and CTDS that provide for bump which allow limiting parking? I have not uncovered them. If they exist, please provide them to us by Friday.

I do see in the CTDM Traffic Calming Devices Table 4-8 p. 4-34 **Ex. 18**, Figure 4-14 p. 4-37 **Ex. 19**, CTDM 8.5 p. 8-21 Curb Extensions **Ex. 19** and a bulb out Figure 8-7 p. 8-22 **Ex. 20**. However, none of these are provided in LIF 8663 Plans because there is no traffic volume. These do not relate to the issues on bump in parking on Mullen St.

I have seen three examples of bump in parking on N. Baltimore, N. Defiance and the proposed for N. Mullen L.I.D 8633. They all differ which suggests there is no policy to manage consistent parking with bump in parking.

1. The newly paved N. Baltimore St. is a recent example of unnecessary lost vehicle parking. The street paving is about 30 feet wide. I assume there is on street parking on both sides and there are sidewalks and some planter areas. There is the VFW which sometimes has lots of traffic and Baltimore Park which has athletic events. **There is also bump in parking which takes out the buffers to sidewalks, planter areas, increases impervious surfaces and decreases parking dramatically.** The abutting lots to Baltimore are 100 feet deep street to alley. The tapers (not radiuses) for the bump in parking are 20 feet on the south and 20 feet on the north of the curb that is parallel to the sidewalk. Only two vehicles fit into the bump in parking. In 100 feet of normal straight stand-up curb 5 vehicles will easily fit. Two parking spaces vs Five. **This is a 60% loss of parking. Why?**
2. The newer bump in parking on N. Defiance has a smaller radius and more of a 90-degree angle to the sidewalk but the small segments cause a loss of parking because the length of the bump in parking segments can have a great impact on the number of vehicles that can be parked within it. There does not seem to be any reasoning for the lengths by property lines. There are a few bump in on N. Defiance. The loss of parking is limited. However, there are negative examples of how bump ins will be used. Long term parking of a travel trailer is established. Boats are next? This is cheap convenient storage. It should be for motor vehicles only. Vehicle parking lost is probably about a **10% loss**.
3. The planned bump parking on LID 8663 in front of 4806 N. Mullen adjacent to 4808 Mullen is the only currently designed for one so far. What is the total loss of parking potential? Should there be any loss of parking? **If so, why? What is the basis for that?**

Parking on Mullen St. N. 48th to the dead-end will be at a premium. These are mostly larger houses that can have many working and school age occupants now and in the future. The current public transportation is less efficient than when I was for working and school. The PT. Defiance Pierce Transit Bus is the only public transportation. The closest bus stop is 1/3 of a mile away at N. 45th and Huson. The buses are ½ hour apart to downtown until 8 AM and then an hour apart. If you need a transfer your arrival or return to work or school may take many

hours. Buses leave downtown after 3:00 PM on 1-hour intervals. This is not feasible for most workers and students.

There will be little parking in a 16-foot-wide alley where the garages will need to be inset at least 5 feet from the alley. The back yard is as much of our property, 6 to 8 feet higher than the alley elevation. Loading and unloading will need to be done mostly on N. Mullen St.

The one Mullen St. bump in on the current LID drawing covers 45 feet the width of 4806 Mullen St. lot. There are two **5-foot radiuses, 7 feet deep and 35 feet of standing curb to parallel park**. This causes a loss of 22.22% of potential parking (10 feet for two radiuses) provides 35 feet of parking and a loss of available parking on a straight line curb parking of 45 feet.

That is not the total loss of parking by design limitation. If our 16-foot long BMW is at the south radius line of 5 feet and parked at the standard curb at 4806 N. Mullen and you pull up in your 15-foot vehicle and stay 1 foot away from the parked BMW (2008 BMW 528 E 16 feet and our 2017 Lexus SUV 15 feet are normal sized) and your vehicle is a normal 15 feet. You start backing into the bump in parking you will be 5 feet into the radius and ten feet into the 35-foot pocket before you can angle in behind the legally parked 16-foot vehicle. But you are 7 feet out from the parked BMW and another 7 feet to the pocket curb, 14 feet. How are you going to turn that angle and make it into the 35 feet parking pocket, even if no 15-foot vehicle parked in the pocket there is a lot of back and forth? If a car is parked there, good luck. The same problem exists if you pull in, but at least you can see better. Visualize the angles, better yet scale out four cars and the 8663 LID drawing and see how it works. You can also go to the property and paint it out and drive it all out. Try to snuggle that vehicle up to the curb. What if you are snuggled into the curb and you must get out and two vehicles are tight to the standard curb on both 5-foot radiuses? Two 16-foot vehicles are 32 feet, and it would be difficult get out with only 3 feet to negotiate and get out to the driving lane on Mullen. The owners of 4806 have a pickup and an SUV which are unlikely to both fit into a 35-foot recessed bumped in. TMC 11.05.245 requires two feet between parked vehicles. If not perfectly parked or intentionally parked to limit the space to one vehicle (**anyone even a neighbor or visitor can do this in the right of way**) in this bump in you only have one parking space in 45 feet. It is likely that only one vehicle with the planned 5-foot radiuses can fit into the parking space when pulling into or backing into the 35-foot space when another vehicle is already parked in the pocket. Try it out. This would be especially true if on-street parking is inside the radiuses.

The segmentation of parking lengths are going to be issues wherever they exist. There do not seem to be any rules on lengths or radiuses. They are different on Baltimore, Defiance and Mullen. If segments with were 60, 50 or 20 feet what would happen? If each of the 5 x 45 wide lots on the west side on N. Mullen to the dead end had bump ins of 35 feet and two 5 foot radiuses it would be a maximum of 10 parking spots and a minimum of 5 parking spots with poorly parked or parking a longer vehicle. A straight-line curb of 225 feet = 5 x 45 foot lots = 225 feet divided by the 18 feet our longest of our vehicles 16 feet with the two feet for space between the minimum parking area equals 12.5 spaces. **A 22.5 percent loss at best.** If there are 5 45 foot segments with poor parking and only 5 parked vehicles can park in the pockets, it

is a loss of 7 parking spaces. **Why? Segmentation?** If only one vehicle can fit into each 45 foot bump in 7 parking spaces can be lost in the segmentation. **The loss to parking on one side of Mullen could also be close to 60%. So why would we use any bump in segmentations?**

The use of bump in parking for long term boats and travel trailers storage should also be examined. What would the effect on the neighborhood be?

It appears from three different streets Mullen, Baltimore, and Defiance there are no established standards.

1. Who pays for the bump in parking?
2. What are the charges for the bump in?
3. Does the payor own the space? If so for how long? Can it be transferred to the new owner of the abutting property or someone else?
4. Isn't this leading the payor to the idea this is exclusive parking? The City of Tacoma has rejected this in the Residential Parking Zones. Ex. 17.
5. If not, what happens when neighbors or guests park in the payor's space? Conflict?
6. Is double parking allowed in the normal parking lane blocking in the bump in parking?
7. Is it different if the payor double parks is that OK? Is it ok for anyone to double park in front of the bump in parking.
8. If we are to have bump in parking it would be cheaper to just widen the road.
9. How are the ins and outs of parking spaces dealt with by faster drivers like on the Baltimore, I assume arterial?
10. How is the impervious surface accounted for?
11. If there is exclusive use what are the laws that would allow the transfer of City of Tacoma Right of Way?
12. Is this provided in the payment?
13. Who pays for repairs?
14. What if a person parks so no-one else can get into the space? Enforcement?
15. Who establishes the rules? Where are they published?
16. What has happened to all the sidewalk buffer, planting, and tree STD rules?
17. There will be many more needed rules. But who is empowered to make them.
18. How to bump in paid for by more affluent conflict with the City of Tacoma equity for less affluent people in the Residential Parking Zones.
19. Can an affluent person buy up an entire block of bump in parking?
20. Who determines the segments and costs?
21. This looks like a great way to increase neighborhood drama and conflict. It is mine not yours. Then there is the push back of it's in the Right of Way. Answer? Don't we have better things to do.

I have not read any CTDM or CTSD that referenced a City of Tacoma desire to eliminate or reduce residential parking or the authorizes the use of bump in parking.

Carl D. Teitge

EXHIBIT 1

DEAD ENDS

1. **North Park Avenue off Visscher. This was created recently by the City of Tacoma to allow the entrance and Exit, to be circular at Pt. Defiance Park 2021.**
2. Henry Road from N. Park Drive.
3. Garfield Road off N. Park Dr.
4. North Park Dr. East of Henry Rd.
5. N. 28th off Starr.
6. N E St. off N. 11th.
7. N. 29th off Starr.
8. N. 26th off Carr.
9. N. 27th off Carr.
10. N. Summit off Yakima.
11. 1 Rosemount off 25th
12. 2129 N. Yakima off Anderson.
13. N. 33rd off Alder.
14. N. 32nd off Alder.
15. N. 31st off Warner.
16. N. Puget Sound off N. 30th.
17. N. 34th off Junett.
18. N. Pine off N. 32nd.
19. N. 33rd off N. Union.
20. N. 34th off Puget Sound
21. N. 35th off Puget Sound
22. N. Warner off 36th.
23. N. Puget Sound off 36th.
24. N. Washington off N. 38th
25. N. Union off 36th.
26. N. 39th off Proctor.
27. N. Madison off N 38th.
28. N. 39th off Monroe.
29. N. Tyler off N. 38th.
30. N. 33rd off Tyler.
31. N. Madison to N. 32nd off N. 31st.
32. N. Madison off 34th.
33. N. Monroe off 34th.
34. N. 41st off Mullen
35. N. Huson off 41st.
36. N Mullen off N. 48th
37. 49th off Lexington

EXHIBIT 1

con't

38. N. 48th off Frace
39. N. 40th off Frace or Hammerhead.
40. N. Lexington off 40th.
41. N. Shirley off 33rd.
42. N. 35th off Shirley.
43. N. 28th off Narrows Pl.
44. N. 27th off Freemont.
45. N. 23rd off Harmon.
46. Woodward Ave. N. 13th.
47. N. Jackson off Narrows – **1120 Ft.**
48. N. 9th off **1,000 ft.** N. Magnolia Lane.
49. N. 13th off Cascade
50. Cascade off N. 13th S.
51. N. 13th off Jackson.
52. N. Fir St off 13th St.
53. N. Karl John off Terrace Dr.
54. Laurel Lane off 6th Ave **900 Ft.**
55. S. 15th off 6th Ave.
56. Titlow Rd off 6th 434.
57. S. 17th off Walters Rd East 700 ft.
58. S. 18th off Walter Rd West.
59. Sunset Dr. 1218 5 houses.
60. Brook Side Terrace off Sunset Dr.
61. Crystal Springs Magnolia off 6th Ave. & S. 12th
62. Brookside Dr. off S. 19th, or possible **Hammer Head 600 ft. 2 houses**

EXHIBIT 2

HAMMER HEADS

1. N. Orchard Dr. off Yakima 3 houses off Hammer Head.
2. 48th N. Huson to 49th N. Huson 3 houses and one lot off same Hammer Head.
3. N. 39th off Bennet build in unopened R/W.
4. N. 40th off N. Bennett cars go off to unopened R/W.
5. N. 41st off N. Bennett cars go off to unopened Right of Way.
6. N. Bristol off N. Parkway 1 or 2 houses.
7. Lexington off 49th 3 houses 1 lot off Hammer Head.
8. Lexington off Lexington N 48 to N. 46th one house off Hammer Head.
9. Marinera of N. Frace 6 houses off Hammer head
10. N. Sunset off N. 11th 3 houses off Hammer Head.
11. N. 12th off Sunset 1122 Locus 3 houses 1 lot off Hammer Head.
12. Brookside Terrace off S. Sunset 3 houses off Hammer Head.
13. Crystal Springs Rd. of S 12th 1 house 1 lot off Hammer Head.
14. S. 15th 8115 S. 15th side off Lewis 1 house one lot off Hammer Head.
15. Circle Way off 6th Ave. Hammer Head one house one lot off Hammer Head.

EXHIBIT 3

CUL DE SACS North End Steep Slopes Long Established Neighborhoods

1. 927 Stadium Way 3 houses 40' diameter.
2. 55 Summit Rd off Yakima 35' diameter.
3. N. 26th off Junett 4 houses 40'.
4. N. Adams 3 houses 50' diameter
5. N. Adams off N. 38th 50ft diameter.
6. N. Verde off N. 46th 3 houses 50' diameter.

EXHIBIT 4

6.8 Alleys

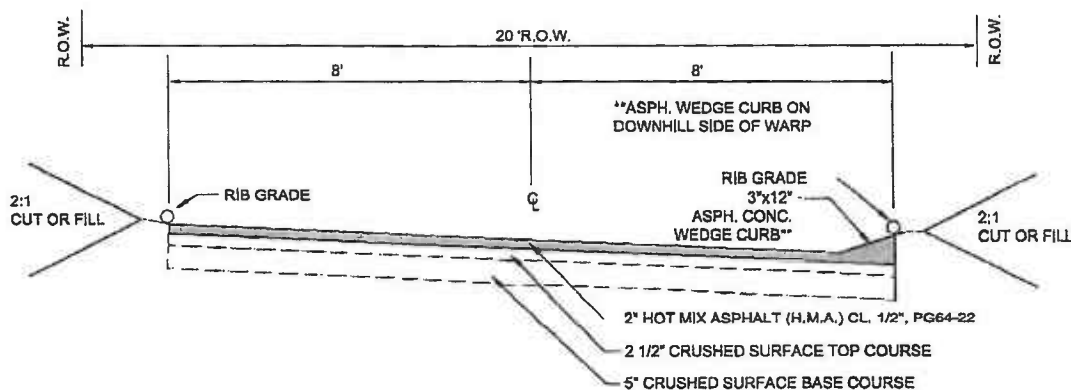
A minimum ROW width of an alley in a residential block, when platted, shall be 20 feet. Alleys may be required in the rear of commercial and industrial districts and, where required, shall have a ROW of at least 20 feet (per TMC 13.04.200).

Improvements of alley ROW may be required when the alley is to be utilized as access to a residence, parking lot, or as otherwise directed by Traffic Engineering or the Site Development Group. Typical alley designs shall conform to Standard Plan PD-01. Incorporation of Low Impact Development BMPs is encouraged when practicable (see the SWMM).

The geometric design for alleys shall conform to the criteria as set forth in Section 2 of this chapter using a 20 mph design speed, when practicable. The typical paved width of an alley in a residential area is 16 feet with wedge curbs on both sides. When constructing a new alley that connects to existing or proposed curb and gutter, a concrete alley return conforming to City Standard Plan SU-09 shall be provided. City Standard Plan SU-09 also details the sidewalk section through the alley. Please note that for historic districts, special design standards may apply.

Figure 4-10 shows the typical alley section, which may also be used for private accessways and driveways.

Figure 4-10: Typical Alley Section



6.9 Dead Ends

Dead end roadways shall not be allowed without approval of the City Traffic Engineer.

To promote connectivity, roadways shall connect with nearby existing roadways except in cases when topography, land ownership, or other factors make this infeasible. In cases when it is not feasible to connect roadways but it is feasible to establish a non-motorized pathway then the pathway shall be constructed.

In general, dead end streets shall not be longer than 500 feet. Any dead end street in excess of 150 feet in length shall terminate in a turn-around or cul-de-sac (see Sections 6.10 and 6.11). Any dead end street with four or fewer lots accessing the street may

EXHIBIT 5

INTRODUCTION

The City of Tacoma Right-of-Way Design Manual (Manual) shall apply to the construction of all street and right-of-way (ROW) improvements including stormwater and wastewater construction, street lighting, traffic signalization, landscaping, Americans with Disabilities Act (ADA) requirements, and channelization. The Manual provides the minimum technical standards required to construct improvements within the City of Tacoma ROW. This Manual is designed to be used in conjunction with other local, state, and federal rules, regulations, and design guidance as applicable to a given project. See References for a list of the most commonly referenced additional documents that will be necessary for design within the ROW.

Tacoma Municipal Code (TMC) Chapter 10.22 provides the authority to require the use of this Manual for certain projects.

The City of Tacoma (City) has developed this Manual to outline design criteria for City-owned streets and utilities as well as private accessways. The minimum technical standards described in this Manual help ensure public infrastructure is safe, effective, efficient, economical, and sustainable. City staff, private developers, and any other entity proposing construction within the public ROW or proposing construction of City-owned facilities shall use this Manual. Deviations from the standards within this Manual shall be based upon sound engineering practices and shall be reviewed and approved by appropriate City staff before implementation.

This Manual should be used by the design engineer as a tool prior to submitting plans for review. It should be considered a "living document" and is subject to updates and revisions. The Manual and any updates are available at www.cityoftacoma.org/designmanual.

The City became the first "Greenroads® Community" in June 2014, through adoption of Resolution No. 38945. This means that the City is committed to developing a policy for the City's roads and other transportation infrastructure in order to be models of environmental, economic, and social stewardship and by setting community goals of sustainable design, construction, and maintenance. See CHAPTER 4 for additional information concerning Greenroads® requirements.

SECTION 1 Plans, References, and Specifications

1.1 References

References and portions of text from documents, ordinances, standards, and codes have been provided for convenience based on the current publication date of each reference. All references contained herein shall be superseded by the latest adopted or published respective reference.

1.2 Standard Specifications

Projects shall use the most recent City adopted version of the Washington State Department of Transportation (WSDOT) Standard Specifications for Road, Bridge, and Municipal Construction (Standard Specifications) as supplemented or amended by the Washington State Chapter of the American Public Works Association (APWA); the City of Tacoma General Special Provisions; Work Order General Notes; general or site specific notes referenced on the plan set; other City design manuals or policies; or the design engineer's site specific edits.

EXHIBIT 6

1.3 Standard Plans

City Standard Plans (also referred to as standard details) are included by reference in this Manual. Applicants shall reference and use the most recent version of the City Standard Plans when applicable for the work proposed. Standard plans applicable to a project shall be included on the plan set.

If a City Standard Plan does not exist, applicants shall use the most recent version of the WSDOT Standard Plans as supplemented or amended by the Washington State Chapter of the APWA; standard plans contained in other City design manuals or policies; standard details shown on the plan set; or the design engineer's site specific details.

1.4 Project Plans

Prior to any construction within the ROW, the extension of any public utility, or construction of improvements that will be owned and/or operated by the City, a complete plan set with associated technical reports shall be prepared by a professional engineer licensed in the State of Washington. Plans and reports shall be submitted to the City for review and approval. Applicants shall obtain all appropriate City permits and may be required to obtain additional state, federal, or other local jurisdiction permits depending upon project scope. Plans and specifications submitted shall be in conformance with this Manual and other applicable City standards. Reference CHAPTER 2 and CHAPTER 3 for more information on the permitting process and plan format respectively.

The applicant or design engineer is responsible for identifying and complying with all applicable local, state and federal regulatory requirements.

- The Governor's Office for Regulatory Innovation and Assistance website is a useful tool for determining additional permitting requirements that may apply to a project.
- The City permitting website is a good tool for determining additional regulations that may be imposed by other City departments.

1.5 Exceptions to the Standards and Requirements

Exceptions to this Manual may be requested to the City based upon specific project constraints. Alternative designs may be allowed if based on accepted standards of engineering practice and where specific project circumstances do not allow application of the standards and requirements of this Manual. Standards and requirements contained within this Manual may have specific procedures and requirements for requesting and granting exceptions. Contact the City department with jurisdiction over the requirement for information regarding a specific exception request. It will be the responsibility of the design engineer and/or applicant to submit all relevant data, calculations and figures as may be necessary to evaluate a request for exception. All approved exceptions shall be given in writing by the appropriate City department.

EXHIBIT 7

6.11 Cul-de-sacs

Cul-de-sacs shall be constructed where a dead end street will serve 5 or more residential lots. Cul-de-sacs are primarily constructed as permanent improvements in City ROW where the future extension of the street is not likely. The typical cul-de-sac design will include a through connection for pedestrians and bicycles to the pedestrian network in the vicinity, when appropriate for the City street network, per the Complete Street Design Guidelines.

Cul-de-sacs shall be designed to meet the minimum requirements set forth in the City Standard Plan DR-06. Typically, cul-de-sacs shall be designed with a landscaped center island or designed to accept stormwater runoff with an approved design. A standard curb or mountable curb may be used to define the inner island.

SECTION 7 Mobility Facilities

Pedestrian mobility is a vital transportation mode. Designers must be aware of the various physical needs and abilities of pedestrians in order to ensure facilities provide universal access. All pedestrian facilities as outlined in this section shall be in compliance with the ADA requirements, the design guidelines outlined in Section 1.2 of this chapter and CHAPTER 8.

7.1 Sidewalk, Amenity Zone and Buffer Widths

The City minimum standard sidewalk width is 5 feet. Additional width is required in the circumstances listed below by roadway type/area.

At bus stops, a minimum 5 foot wide “connector pad” shall be provided between the curb and the edge of the sidewalk spanning the width of the associated planter strip. The distance from the face of curb to sidewalk shall be 8 feet to accommodate the access ramp deployment and associated maneuvering space. A portion of the 8 feet can be accommodated within the sidewalk if the conditions meet accessibility needs. Sidewalks adjacent to bus stops with no planter strip shall be a minimum of 8 feet wide (measured from the face of curb). The City will coordinate with the applicant to contact Pierce Transit’s Transit Development Group for more details.

7.1.1 Residential

Adjacent to residential streets, sidewalk widths shall be a minimum of 5 feet, excluding the curb and buffer or planting strip. A planter strip measuring 5 feet from the face of curb to the front of walk shall be provided. If necessary and approved by the City Engineer, the planter strip may be reduced to accommodate sidewalk widening.

7.1.2 Arterials

Adjacent to arterials, sidewalk widths shall be a minimum of 7 feet (excluding the curb and buffer or planting strip), unless otherwise specified in the TMC or City design guidelines. Wider sidewalks may also be required adjacent to angle parking to account for vehicle overhang.

7.1.3 Mixed-Use Centers

For these high pedestrian activity areas, the City Council has directed that wider sidewalk and amenity zones be provided (see Complete Streets Mixed-Use Centers Design Guidelines). The following requirements apply either to match

1. **Cul de sac may be graded towards center where a facility that accepts runoff such as bioretention is installed.**
2. **Optional bioretention facility design per Stormwater Management Manual.**

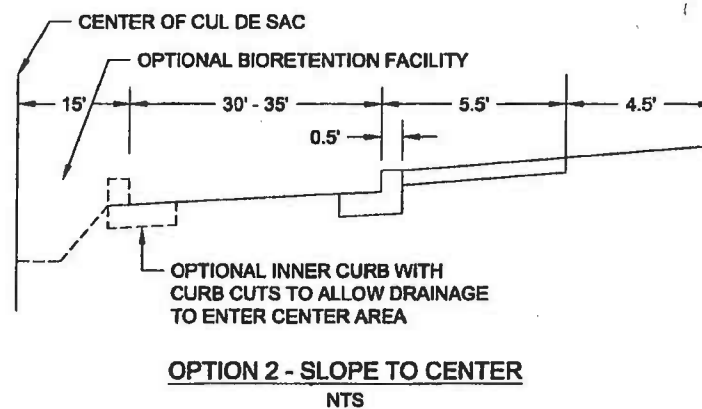
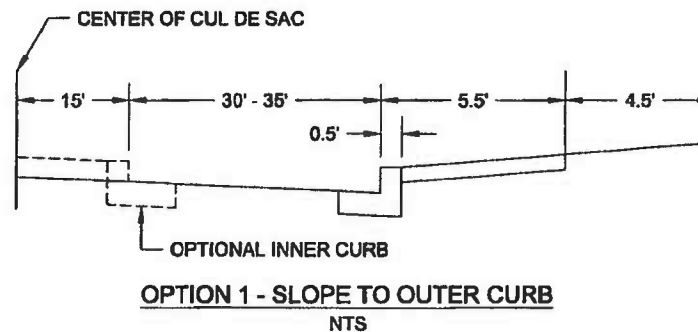


EXHIBIT 9

satisfy this requirement with the construction of a T-type/hammerhead or branch turn-around subject to approval by the City Engineer (see TMC 13.04.190).

Barricades with reflectors conforming to the City Standard Plan SU-13 (or approved alternate) shall be provided at dead ends, except those that terminate as a cul-de-sac. Two feet of clearance between the limits of the street improvements and the barricade shall be maintained. In areas where extreme slopes or other hazards exist, a Type 2 concrete barrier with reflectors may be utilized (see WSDOT/APWA Standard Plan C-8). Barricades or posts may not be required where a private driveway accesses the dead end street through the end of the street or turn-around.

6.10 Turn-arounds

A turn-around meeting the requirements discussed within this section and the International Fire Code (IFC), shall be designed and constructed for all dead end private accessways over 150 feet in length. All public dead end streets, regardless of length, shall terminate in a turn-around that is designed and constructed to the approval of the City Engineer.

For private accessways serving 3 to 4 lots a branch or hammerhead ("T-Type") turn-around should be constructed as shown in Figure 4-11 and Figure 4-12, respectively. For residential streets (or private accessways) serving 3 to 4 lots, a standard hammerhead turn-around should be used as shown in Figure 4-12.

Figure 4-11: Example of Branch Turn-around

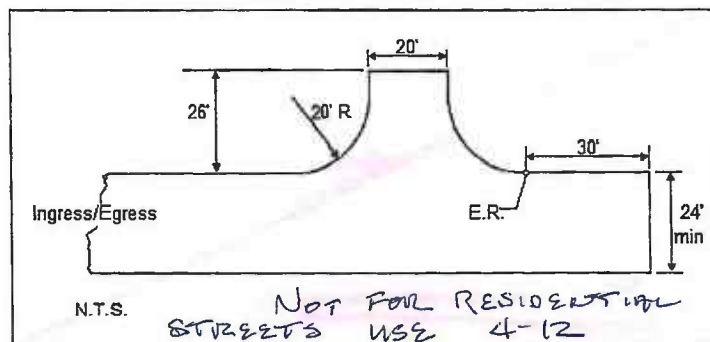


Figure 4-12: Example of Hammerhead (T-Type) Turn-around

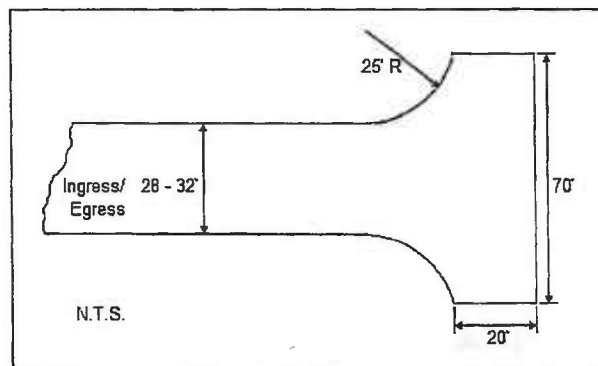


EXHIBIT 10

roundabouts, the sight distance principles in the AASHTO Policy may be supplemented by guidance provided in other design guidelines, such as FHWA and WSDOT publications.

SECTION 5 Street Section

5.1 Street Width

The City standard minimum residential street width is 28 feet which typically provides for parking on both sides. The City Engineer or designee may consider different widths based on site specific considerations, the specific street design, GSI/Low Impact Development designs, or existing improvements that may dictate the alignment of the curb. The design engineer shall consider the existing improvements, including trees and landscaping, public art, historic features, and other pertinent features in the area and may base the design of the street section accordingly.

5.2 Lane Widths

Table 4-1: Typical Channelization Combinations by Street Width¹

| Street Width | Outside Lane | Inside Lane | Left-Turn Lane | Bike Lane ² | Parallel Parking Lane ³ |
|--------------|--------------|-------------|----------------|----------------------------------|------------------------------------|
| 56 feet | 11 feet | 11 feet | None | 6 feet | None |
| 56 feet | 12 feet | 11 feet | 10 feet | None | None |
| 56 feet | 13 feet | None | None | 5 feet, 2 foot parking buffer | 8 feet (both sides) |
| 56 feet | 12 feet | None | 10 feet | 5 feet, 2 foot parking buffer | 8 feet (one side) |
| 56 feet | 15 feet | None | 10 feet | None | 8 feet (both sides) |
| 44 feet | 11 feet | None | 10 feet | 6 feet | None |
| 44 feet | 11 feet | None | None | 5 feet, 2 foot parking buffer | 8 feet (one side) |
| 44 feet | 14 feet | None | None | None | 8 feet (both sides) |
| 40 feet | 15 feet | None | 10 feet | None | None |
| 40 feet | 14 feet | None | None | 6 feet | None |
| 40 feet | 12 feet | None | None | None | 8 feet (both sides) |
| 32 feet | 11 feet | None | None | 5 feet | None |
| 32 feet | 12 feet | None | None | None | 8 feet (one side) |
| 30 feet | 15 feet | None | None | None | Allowable |
| 30 feet | 11 feet | None | None | None | 8 feet (one side) |
| 28 feet | 14 feet | None | None | None | Allowable |

¹ Other channelization solutions will be considered for review. Refer to Section 6 of this chapter for guidance on medians versus two-way left-turn lanes, parking, and bike lanes.

² Additional bike facilities, including sharrows, buffered bike lanes, advisory bike lanes, bike passing lanes, contraflow bike lanes, and cycle tracks are described in the MoMaP and Bicycle Design Guidelines.

³ Angle parking may also be considered/permitted in some cases.

5.3 Cross Sections

Please note that the following tables and accompanying text in this subsection are based on the design of a full street section. Design of a half street section shall take into account the future permanent improvements and adjust the cross section accordingly.

The City standard street section consists of a typical crown section with the elevations of the right and left gutters being equal. Where existing conditions dictate a variance from

EXHIBIT 11

Table 4-6: Design Requirements for Developments

| | Greater than 4 Lots | 3 to 4 Lots | 2 Lots |
|--|---|--|--|
| Designation | Public street ROW or private street easement | Private accessway | Private accessway |
| ROW or Easement Width | 52 feet ¹ | 32 feet ¹ | 27 feet ¹ |
| Pavement Width | 28 feet ² | 24 feet ² | 16 feet with additional 4 feet graded and graveled surface to meet the requirements of the International Fire Code |
| Pavement Section (Residential) | Refer to Section 5 of this chapter | | |
| Driveway | Required at entrance to all lots ³ | Required at entrance to private accessway ³ | |
| Sidewalks and Pedestrian Pathways ⁴ | Required along all lot frontages | Required along all lot frontages | |
| Street Trees | Both sides | See TMC 13.06.502.B.2 | |
| Street Edge Improvements ⁵ | Both sides | Required for combination sidewalks | |
| Asphalt Wedge Curb | N/A | Required | |

- 1 If constrained by site-specific conditions and with approval by the City Engineer, the shown widths may be reduced to a minimum of 41 feet for private roadways serving more than 4 lots, 30 feet for private roadways serving 3 to 4 lots, and 20 feet for private roadways serving 2 lots.
- 2 For roadways with on-street parking, 28 feet is the required minimum width. In limited circumstances this width may be reduced to a minimum of 20 feet, with City Engineer approval. These circumstances are outlined in Section 5.1 of this chapter.
- 3 A temporary asphalt driveway approach is required when no concrete curb and gutter exists on the City street. A cement concrete driveway approach is not allowed unless concrete curb and gutter is either present, or will be installed with the driveway approach. Approved pervious pavement sections may be allowed in either case.
- 4 Pedestrian accessibility shall be required for each lot.
- 5 Street edge improvements include gutter, planting strip and street trees.

Figure 4-9: Typical 32 feet Residential Street Section

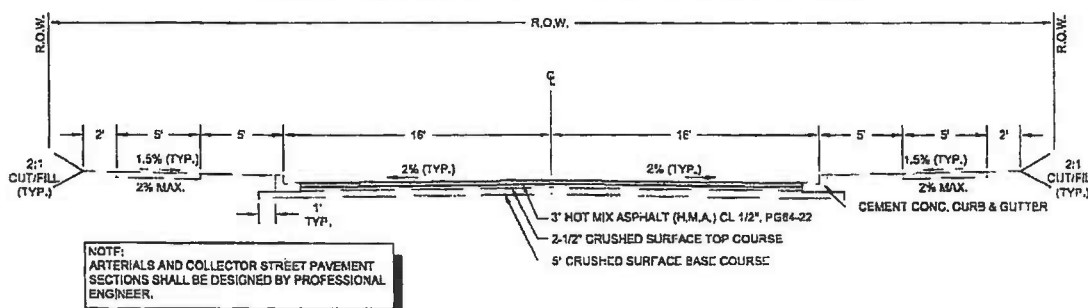


EXHIBIT 12

Openings for wheel flanges at pedestrian crossings of non-freight rail track shall be 2.5 inches maximum (3 inches maximum for freight rail track).

For additional requirements when a PAR crosses a railroad, see Section 12 of this chapter.

SECTION 6 Sidewalks

Sidewalks are one type of PCP; see Section 4 of this chapter for PCP accessibility criteria. Plan the design of sidewalks carefully to include a PAR that provides universal access; see Section 5 of this chapter for PAR accessibility criteria. Wherever appropriate make sidewalks continuous and provide access to side streets. The preferred installation for the PAR is a sidewalk separated from the traveled way by a planted buffer. This provides a greater separation between vehicles and pedestrians than curb alone.

6.1 Sidewalk and Buffer Widths

The City minimum standard residential sidewalk width is 5 feet (excluding the curb width and required planting strip). Adjacent to arterials, sidewalk widths shall be a minimum of 7 feet (excluding the curb width and buffer or planting strip), unless specified in the TMC or design guidelines. For example, minimum widths for mixed-use centers shall be superseded by the mixed-use center design criteria found in TMC 13.06.300. A 10 to 12 foot sidewalk is preferred for high pedestrian traffic and commercial areas. Wider sidewalks may also be required adjacent to angle parking to account for vehicle overhang. Refer to CHAPTER 4 for additional information.

When a buffer is provided, the buffer should be at least 5 feet wide (excluding the curb width). Prior approval must be obtained from the City Engineer or designee to reduce a buffer width to less than 5 feet.

Design subsurface infrastructure (such as structural soils) and select plants whose root systems do not cause sidewalks to buckle or heave. Refer to CHAPTER 9 for additional information.

Objects are not allowed to protrude into the clear width. For example, objects such as tree branches, vehicle bumpers, mailboxes, sign posts, and tree grates are not allowed to reduce the clear width of the sidewalk.

Shoulders, bike lanes, and on-street parking are not considered buffers, but they do offer the advantage of further separation between vehicles and pedestrians.

6.2 Sidewalks at Driveways

Provide a PAR where driveways intersect a PCP. See Standard Plans SU-07, SU-08, SU-09, and HD-NS02 for details of driveway designs that provide a PAR. See Section 4 and Section 5 of this chapter for accessibility criteria. When a driveway is signalized as part of an intersection, contact the ADA Coordinator at (253) 591-5785 for guidance on the design of the sidewalk.

EXHIBIT 13

To determine appropriate BUG ratings for specific projects, consider the adjacent property. A Lighting Zone (LZ) classifies areas based on their tolerance for light trespass.

IES generally defines five LZs:

3.1.1 LZ0: No Ambient Lighting

Applied to areas where the natural environment will be seriously and adversely affected by lighting. Impacts include disturbing the biological cycles of flora and fauna and/or detracting from human enjoyment and appreciation of the natural environment. For these areas, human activity is subordinate in importance to nature. The vision of human residents and users is adapted to the darkness, and they expect to see little or no lighting. When not needed, lighting should be extinguished.

3.1.2 LZ1: Low Ambient Lighting

Applied to areas where lighting might adversely affect flora and fauna or disturb the character of the area. The vision of human residents and users is adapted to low light levels. Lighting may be used for safety and convenience but it is not necessarily uniform or continuous. After curfew, most lighting should be extinguished or reduced as activity levels decline.

3.1.3 LZ2: Moderate Ambient Lighting

Applied to areas of human activity where the vision of human residents and users is adapted to moderate light levels. Lighting may typically be used for safety and convenience but it is not necessarily uniform or continuous. After curfew, lighting may be extinguished or reduced as activity levels decline.

3.1.4 LZ3: Moderately High Ambient Lighting

Applied to areas of human activity where the vision of human residents and users is adapted to moderately high light levels. Lighting is generally desired for safety, security and/or convenience and it is often uniform and/or continuous. After curfew, lighting may be extinguished or reduced in most areas as activity levels decline.

3.1.5 LZ4: High Ambient Lighting

Applied to areas of human activity where the vision of human residents and users is adapted to high light levels. Lighting is generally considered necessary for safety, security and/or convenience and it is mostly uniform and/or continuous. After curfew, lighting may be extinguished or reduced in some areas as activity levels decline.

As shown in Table 5-1, lighting in the ROW shall meet the following BUG ratings where adjacent to the following LZs. For projects spanning multiple LZs, consult with Traffic Engineering to determine rating. Additional back cut-offs/shields shall only be utilized as allowed by Traffic Engineering and per manufacturer's recommendations.

EXHIBIT 14

5.2 Wastewater Sewer Laterals (Side Sewers)

The location of all proposed wastewater sewer laterals and tees shall be clearly shown on the plan (station location of each end of the lateral). When extending a City wastewater sewer main, tees shall be constructed for all properties that could be served by the wastewater sewer extension.

Laterals shall be constructed 5 feet beyond the ROW limits, the easement limits, or the common utility trench where applicable. Private connections to the wastewater sewer lateral require separate side sewer connection permits. Refer to the City of Tacoma Side Sewer and Sanitary Sewer Availability Manual for additional information on side sewers.

5.3 Private Utilities

Private utilities shall be shown on the plans. Private utilities shown on the plan (such as private stormwater systems) shall be de-emphasized and denoted as private. Private connections to public utilities require separate permits (for example, a stormwater connection permit is required before connecting private stormwater systems to the City stormwater mainline). The dimension of each utility from the monument line or construction centerline should be identified in the plan view and where applicable in the profile.

5.4 Stormwater and Wastewater Facilities

Stormwater and wastewater facilities shall be shown and denoted as public on the plan set for Site Development and ROW Construction/Work Order Permits if they will be publicly maintained. The City of Tacoma [SWMM](#) provides design criteria for stormwater facilities.

SECTION 6 Details

6.1 Typical Sections


A typical roadway section shall be included on the plans for each unique cross section of roadway and/or at the beginning and end of a transition section. Corresponding street names and stations shall be shown for each section. The section shall include improvements to be constructed within the ROW or public easement. The typical roadway section shall also include: the street section; the type and/or dimensions of the curb; the cross-slope or a relationship from the crown to the gutter; the dimensions of sidewalk; the dimensions of the planter strip; the relationship to the top of the cut or the toe of the fill; the slope of the planter strip and sidewalk; and any other existing or proposed improvements that reoccur and is paramount to the design.

A typical half street section is shown in Figure 3-1 based on a future 32 feet street section. Additional street sections can be found in CHAPTER 4.



EXHIBIT 15



Print Friendly 

Parking Regulation Changes

Growing demand from parking comes from a number of factors such as increased vehicle ownership, more residents moving to a specific area, and increases in nearby employment and shopping activity.

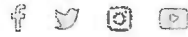
On street parking is a matter of basic supply and demand economics. The physical supply of parking spaces is fixed but the demand for those resources could be unlimited. Methods do exist to create a virtual supply and regulate it through effective management practices. Some of these management practices include regulating demand through parking regulations and optimizing supply through parking permissions (i.e. time, day, duration).

This table outlines the ongoing changes to Tacoma's on street parking system.

| On Street Change | When | Where |
|--|----------------|----------------|
| 3-Hour unpaid, 90-Minute conversion to 2-Hour paid | September 2019 | South Downtown |

| | | |
|--|---------------|----------------|
| Implementing Residential Parking Zone 11, unregulated to '2 hours or by permit only' | April 1, 2022 | North Downtown |
|--|---------------|----------------|

EXHIBIT 16



Print Friendly

Growing Demand for Parking

Some neighborhoods have competition for a limited number of on-street parking spaces. Growing demand for parking is attributable to several factors such as increased vehicle ownership, increased residential occupancy, and increases in nearby employment and commercial/retail activity.

The Residential Parking Program (RPP) is a management tool used to mitigate adverse and chronic levels of commuter or non-resident parking along streets with adjacent residential properties. All vehicles parked in a designated Residential Parking Zone (RPZ) must adhere to the posted regulations or risk being issued a corrective action. A fee based parking permit is required to park for more than two-hours in an RPZ.

While this program helps manage a limited parking resource, it will not guarantee or assign specific spaces to households and their vehicles, nor will it solve neighborhood nuisance and security issues. The regulation of parking through this RPP shall be the least restrictive that best mitigates the documented problem.

Contact Us

To contact the Residential Parking Program (RPP), please email RPP@cityoftacoma.org or call us at (253) 591-5371.



ORDINANCE NO. 28383

1 AN ORDINANCE relating to regulation of residential parking; amending
2 Chapter 11.05 of the Tacoma Municipal Code by amending
3 Sections 11.05.235, 11.05.236, and 11.05.237 thereof, to authorize the City
4 Manager to establish a Residential Parking Program; authorize the
5 establishment of fees for residential parking permits; establish penalties;
6 and provide for severability.

7 WHEREAS many neighborhoods are experiencing increased competition for
8 limited on-street parking spaces, and

9 WHEREAS the growing demand for parking is attributable to several factors,
10 such as increases in vehicle ownership, residential occupancy, and employment
11 and commercial/retail activity, and

12 WHEREAS, in 2014, City staff partnered with the Parking Technical Advisory
13 Group, consisting of volunteer citizens and business owners, to assess the City's
14 Residential Parking Program ("Program"), and concluded that the existing Program
15 warranted changes in areas such as program sustainability and inconsistent
16 enforcement efforts, and

17 WHEREAS the Public Works Department has proposed changes to
18 Chapter 11.05 of the Tacoma Municipal Code ("TMC"), to revise the existing
19 Program by establishing Residential Parking Zones ("RPZ") which will provide
20 parking priority for residents and their guests while maximizing use of the public
21 rights-of-way, and

22 WHEREAS eligibility requirements for each RPZ are subject to residential
23 zoning classifications, non-residential parking demand, and a minimum number of
24 block faces, and
25
26



EXHIBIT 17 con't

WHEREAS the revised Program is not intended to guarantee residents a parking space in front of their homes, and

WHEREAS a request is required to establish an RPZ, and an official petition must be signed by the majority (60 percent) of residents in the zone affected by the change, and

WHEREAS, in time, the Program is expected to generate sufficient funding through permit fees to sustain the program, and

WHEREAS, to enhance customer service, the Public Works Department intends to enforce the Program using a license plate recognition system during the hours of 8:00 AM to 6:00 PM, and

WHEREAS the Program promotes equity by providing that households with limited annual income may be eligible to receive the first permit at no cost; Now, Therefore,

BE IT ORDAINED BY THE CITY OF TACOMA:

Section 1. That Chapter 11.05 of the Tacoma Municipal Code is hereby amended by amending Sections 11.05.235, 11.05.236, and 11.05.237 thereof to read as set forth in the attached Exhibit "A."

Section 2. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each and every section, subsection, sentence,



EXHIBIT 17 con't

1 clause, or phrase not declared invalid or unconstitutional without regard to whether
2 any portion of the ordinance would be subsequently declared invalid or
3 unconstitutional.
4

5 Passed OCT 18 2016

6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
Mayor

Attest:

Doris Barum
City Clerk

Approved as to form:

Christina Lopez
Chief Deputy City Attorney

EXHIBIT 18

500 feet apart. If they are spaced too far apart, motorists may speed up between them.

- Whole street designs are usually able to create an environment that supports slower speeds for the entire length.
- Facilities should not be under-designed or they will not work. Keeping the slopes too gradual for a speed table or curves too gentle for a chicane will not solve the problem.
- Traffic calming measures should accommodate bicyclists, pedestrians and people with disabilities, such as providing bicycle bypass features.
- If a measure is likely to divert traffic onto another local street, the area-wide street system should be considered to prevent shifting the problem from one place to another.
- Devices should be thought of as elements of a traffic calming system and be placed to improve pedestrian conditions throughout an area.

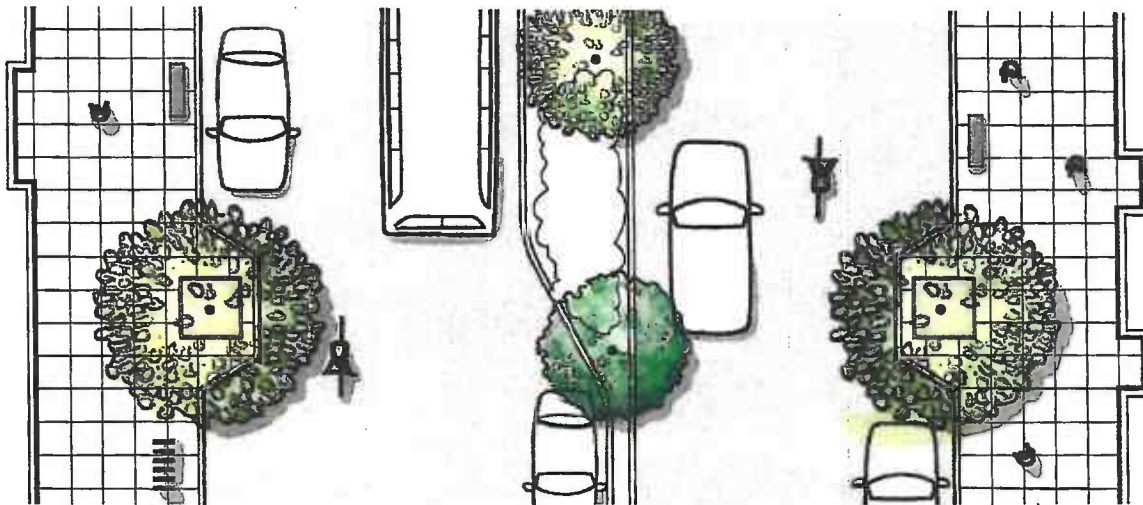
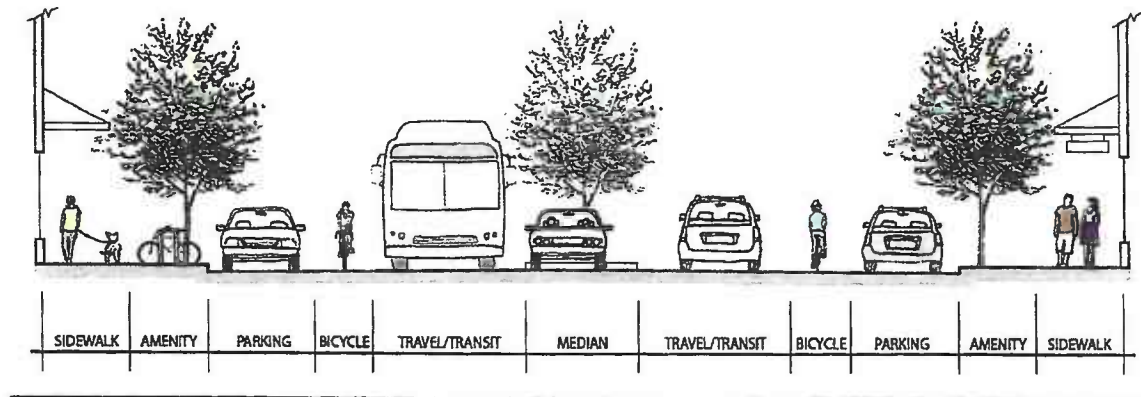
Table 4-8: Traffic Calming Devices and Applications

| Traffic Calming Device | Typical Use | Residential Street (non-arterial) | Collector Arterials | Minor Arterials | Principal Arterials |
|--|--------------------------------|--------------------------------------|---------------------|-----------------|---------------------|
| Curb bulb-outs | Pedestrian crossing conditions | • | • | • | • |
| On-street parking (parallel and angle) | Conditions along streets | • | • | • | • |
| Streetscape improvements (street trees, lighting, street furniture, special paving treatments) | Conditions along streets | • | • | • | • |
| Signs | Managing traffic | • | • | • | • |
| Crossing islands or short medians | Pedestrian crossing conditions | | • | • | • |
| Medians | Managing traffic | | • | • | • |
| Neighborhood speed watch program | Managing traffic | • | • | | |
| Limited access | Managing traffic | • | • | | |
| Raised crosswalks | Pedestrian crossing conditions | | • | | |
| Raised intersections | Managing traffic | | • | | |
| Chicanes | Managing traffic | • | | | |
| Chokers | Managing traffic | • | | | |
| Diverter | Managing traffic | • | | | |
| Partial street closure | Managing traffic | • | | | |
| Speed humps | Managing traffic | • | | | |
| Traffic circles | Managing traffic | • | | | |

- Key:
- (•) Appropriate for Consideration

EXHIBIT 18 con't

Figure 4-14: Street Zones



Example functions of the above zones:

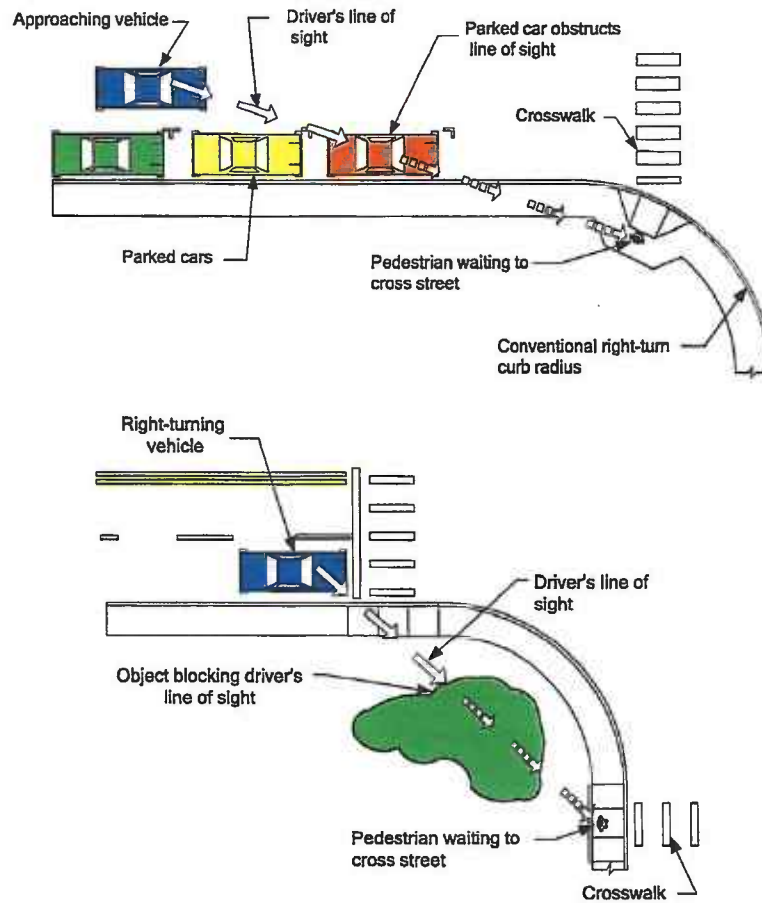
| | |
|-----------------------|--|
| Sidewalk | pedestrian movement, business interface, sidewalk cafes (width permitting), signage and planters |
| Amenity | street furnishings, street trees, utilities, low impact design features, clear zone for parking, bicycle parking, bus stop/features and traffic signs. |
| Parking | on-street parking, bulb-outs, landscape islands, bus lane and on-street bicycle parking |
| Bicycle | bicycle traffic |
| Travel/Transit | vehicle movement, including streetcar |
| Median | turn movements (or restrictions thereof), trees/low impact development features, pedestrian refuge and aesthetics |

Example character elements of the above zones:

| | |
|-----------------------|---|
| Sidewalk | unobstructed path for 2 to 3 pedestrians abreast and distinctive paving (as allowable) |
| Amenity | hard surface except where low impact development is utilized, pervious pavers or tree grates |
| Parking | extension of travel/transit zone |
| Bicycle | visible pavement markings indicating separate or shared lane use for bicycles |
| Travel/Transit | minimized width while still accommodating larger vehicles such as emergency, freight, and transit |
| Median | landscaped or hard surface where needed to accommodate clear zone for emergency vehicles |

EXHIBIT 19

Figure 8-6: Obstructed Line of Sight at Intersection



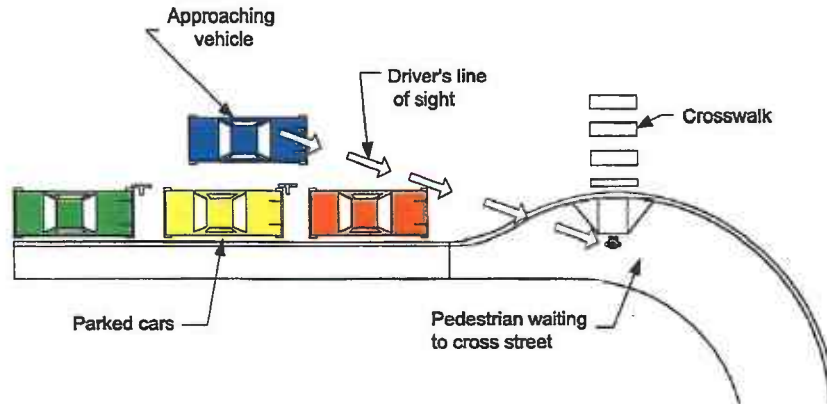
8.5 Curb Extensions

Curb extensions (also known as “curb bulbs” or “bulbouts”) are traffic calming measures that may improve sight distance and reduce pedestrian crossing times, which limit pedestrian exposure to traffic. Installing a curb extension can help reduce the sight distance problem with parked cars that limit driver/pedestrian visibility. Curb extensions may allow for better curb ramp design as well as provide more space for pedestrians. The design of curb extensions may necessitate the removal of parking and/or may need to consider the needs of existing or future bicycle lanes. See CHAPTER 4 for more information.

Extend the curb no farther than the width of the parking lane. The curb extension shall not interfere with the conflicting vehicle travel path. Design the approach nose to ensure adequate setback of vehicles to provide visibility of pedestrians. At intersections with traffic signals, the curb extensions can be used to reduce the pedestrian signal clearance interval. Examples of sidewalk curb extensions are shown in Figure 8-7.

EXHIBIT 20

Figure 8-7: Improved Line of Sight at Intersection



The right turn path of the design vehicle is a critical element in determining the size and shape of the curb extension. Sidewalk curb extensions tend to restrict the width of the roadway and can make right turns difficult for large trucks. Ensure the geometry of the curb extension is compatible with the turn path for the prescribed design vehicle. Avoid interrupting bicycle traffic with curb extensions.

Site features such as landscaping, cabinets, poles, benches, planters, bollards, newspaper stands, and sandwich boards should be selected and placed so they do not obstruct the vision of pedestrians or drivers within curb extension areas.

SECTION 9 Raised Medians/Traffic Islands

Wide multilane streets are often difficult for pedestrians to cross, particularly when there are insufficient gaps in vehicular traffic because of the number of vehicles. Consider raised medians and traffic islands with a pedestrian refuge area on roadways with the following conditions (see Figure 8-8):

- Two-way arterial with intermediate to high speeds (35 mph or greater), moderate to high average daily traffic, and high pedestrian volumes;
- Significant pedestrian collision history (reference crash data on the govME website);
- Vehicle turn volumes and patterns; and/or
- Complex or irregularly shaped intersections.

Prior approval by the City Traffic Engineer or designee will be required for design and installation of proposed raised medians and traffic islands.

A traffic island used for channelized right turn slip lanes can provide a pedestrian refuge, but the slip lane may promote faster turning speeds. Minimize the turning radius of the slip lane to keep speeds as low as feasible. To reduce conflicts, keep the slip lane as narrow as practicable and design a crosswalk alignment that is at a right angle to the face of curb.