

COUNCILMEMBERS

Position No.

1. Tod Gunther
2. John Kelly
3. Michelle Gehring
4. Joachim Pestinger
5. Nicola McDonald
6. Greg Hogan
7. Scott Drennen



ORTING CITY COUNCIL

Study Session Meeting Agenda
Orting Multi-Purpose Center
202 Washington Ave. S, Orting, WA
July 17, 2019
6PM.

CHAIR, DEPUTY MAYOR GREG HOGAN

1. **CALL MEETING TO ORDER, PLEDGE AND ROLL CALL.**
2. **COMMITTEE REPORTS**
 - Public Works**
🚦 *CM Drennen & CM Gunther*
 - Public Safety**
🚦 *CM Kelly & CM Pestinger*
 - Community and Government Affairs**
🚦 *CM McDonald & CM Gehring*
3. **STAFF REPORTS**
4. **AGENDA ITEMS**
 - A. **AB19-46- Ordinance No. 2019-1044, an Ordinance of the City Of Orting, Washington, Relating To Land Use and Zoning; Adopting Amendments to the Comprehensive Plan.**
 - *Emily Terrell*
 - B. **AB19-47-Multipurpose Center- HVAC Replacement- Bids.**
 - *CM Drennen/CM Gunther*
 - C. **AB19-48- Sidewalk Removal and Replacement Bids- PW Project 2019-01 Bids.**
 - *CM Drennen/CM Gunther*
 - D. **AB19-49-2019 TBD Project for Chip Seal/Micro Coat- PW Project 2019-05**
 - *CM Drennen/CM Gunther*
 - E. **Discussion- For and Against Committees for Fireworks Advisory Vote.**
 - *DM Hogan*
5. **ADJOURNMENT**

Motion: To Adjourn.

Upcoming Meeting: Next Regular Meeting: July 31st, 2019, 7pm, (MPC)

Americans with Disabilities Act – reasonable accommodations provided upon request (360) 893-2219



City of Orting Council Agenda Summary Sheet

Subject: Ordinance No. 2019-1044, An Ordinance Of The City Of Orting, Washington, Relating To Land Use And Zoning; Adopting Amendments To The Comprehensive Plan.		Committee	Study Session	Council
	Agenda Item #:	N/A	AB19-46	AB19-46
	For Agenda of:		7.17.19	7.31.19
	Department:	Planning/Administration		
Date Submitted:	07/02/2019			
Cost of Item:	N/A			
Amount Budgeted:	N/A			
Unexpended Balance:	N/A			
Bars #:	N/A			
Timeline:	N/A			
Submitted By:	Emily Terrell, City Planner			
Fiscal Note:				
Attachments: Ord. No. 2019-1040, Ex. A-7.1.19, Ex. A-6.3.19, Trans Plan, Corrected Map, Sepa Checklist, Comments.				
<p>SUMMARY STATEMENT: The Planning Commission recommends approval of the attached ordinance and corresponding attachments. The 2019 Comprehensive Plan Amendment Docket includes the following:</p> <ol style="list-style-type: none"> 1. The Transportation Improvement Program Update by Parametrix 2. Approving an updated Land Use and Zoning Map to re-designate the RU-L zone to RU, 3. Amendments to the Comprehensive Plan text and maps with respect to the MUTCN zone, and 4. Amendments to the corresponding zoning code text for the MUTCN zone. 				
<p>The City has undertaken a public involvement process and provided for early and continuous public participation opportunities including multiple Planning Commission workshops from December 2018 to July 2019 including public meetings on the Comprehensive Plan amendments on December 3, 2018, January 7, 2019, January 22, 2019, February 14, 2019, March 4, 2019, March 21, 2019, April 1, 2019 and May 6, 2019, and June 3, 2019; July 1, 2019; a public open house on April 26, 2019; a joint meeting with the Orting City Council on April 20, 2019 and a public hearing on June 18, 2019 before the Planning Commission. An environmental review of the proposed Comprehensive Plan amendments has been conducted in accordance with the requirements of the State Environmental Policy Act ("SEPA"), and a SEPA threshold determination of non-significance was issued on July 1, 2019. In accordance with WAC 365-196-630, a notice of intent to adopt the proposed Comprehensive Plan amendments was sent to the State of Washington Department of Commerce and to other state agencies with acknowledgement by the Department on July 2, 2019, to allow for a 60-day review and comment period.</p>				
<p>The Planning Commission recommends the City Council continue to pursue the extension of Whitehawk Boulevard through to Kansas Street (the SW Connector) and asks that the City make all reasonable efforts to minimize the impact on the Wang Property.</p>				
RECOMMENDED ACTION: Move forward to the agenda of July 31, 2019, for Hearing and Adoption				
FUTURE MOTION: To Adopt Ordinance 2019-1040, An Ordinance Of The City Of Orting, Washington, Adopting Amendments To The Comprehensive Plan And Corresponding Zoning Code, Adopting A Corrected Land Use Map, And Adopting The 2019 Transportation Improvement Plan.				

CITY OF ORTING
WASHINGTON
ORDINANCE NO. 2019-1040

**AN ORDINANCE OF THE CITY OF ORTING,
WASHINGTON, RELATING TO LAND USE AND ZONING;
ADOPTING AMENDMENTS TO THE COMPREHENSIVE
PLAN; PROVIDING FOR SEVERABILITY; AND
ESTABLISHING AN EFFECTIVE DATE**

WHEREAS, as required by the Growth Management Act (Chapter 36.70A RCW), the City adopted a comprehensive plan for the community on November 29, 2004, (the “Comprehensive Plan”), which is updated frequently; and

WHEREAS, in accordance with RCW 36.70A.130, an adopted Comprehensive Plan shall be subject to continuing evaluation and review, and amendments to the Comprehensive Plan shall be considered no more frequently than once every year; and

WHEREAS, the City Council on December 13, 2017, adopted Ordinance No.2017-1019 including amendments to the Comprehensive Plan and development regulations pursuant to state of Washington periodic review requirements; and

WHEREAS, in December 2018, the City initiated a review of the Comprehensive Plan to address plan elements that require updating, and requested amendment proposals from citizens; and

WHEREAS, in July 2018, the City determined that the adopted Land Use Map in the Comprehensive Plan contained an error in which a Residential – Low Urban Zone was depicted where none exists; and

WHEREAS, the RU-L zoned properties are property characterized as Residential Urban zoned; and

WHEREAS, as part of the 2019 Comprehensive Plan amendment process, the City prepared a detailed Transportation Improvement Plan which is a component of the proposed amended Comprehensive Plan; and

WHEREAS, DR Horton company requested a comprehensive review of the Mixed Use Town Center North zoning with a request to amend both the Comprehensive Plan Land Use Element text and the corresponding implementing zoning code; and

WHEREAS, the City has undertaken a public involvement process and provided for early and continuous public participation opportunities including multiple Planning Commission workshops from December 2018 to June 2019 including public meetings on the Comprehensive

Plan amendments on December 3, 2018, January 7, 2019, January 22, 2019, February 14, 2019, March 4, 2019, March 21, 2019, April 1, 2019 and May 6, 2019, and June 3, 2019; July 1, 2019; a public open house on April 26, 2019; a joint meeting with the Orting City Council on April 20, 2019 and a public hearing on June 18, 2019 before the Planning Commission; and

WHEREAS, in accordance with WAC 365-196-630, a notice of intent to adopt the proposed Comprehensive Plan amendments was sent to the State of Washington Department of Commerce and to other state agencies with acknowledgement by the Department on July 2, 2019, to allow for a 60-day review and comment period; and

WHEREAS, an environmental review of the proposed Comprehensive Plan amendments has been conducted in accordance with the requirements of the State Environmental Policy Act (“SEPA”), and a SEPA threshold determination of non-significance was issued on July 1, 2019; and

WHEREAS, the full text of the amendments was provided to the Planning Commission, posted on the City website, and described at the aforementioned public workshops; and

WHEREAS, on July 1, 2019 the Planning Commission, after considering the public comments received and other information presented at the aforementioned public hearings and public meetings, voted to recommend the adoption of the proposed amendments to the Comprehensive Plan summarized in Exhibit A to this Ordinance to the City Council; and

WHEREAS, on July 31, 2019, the City Council held a second public hearing to take public testimony regarding the proposed amendments to the Comprehensive Plan; and

WHEREAS, having considered, among other things, the public testimony, the minutes of the Planning Commission meetings, the preliminary and final staff reports, and the Planning Commission recommendations, the City Council finds that the proposed amendments to the Comprehensive Plan are consistent with and would serve to further implement the planning goals of the adopted Comprehensive Plan and the Growth Management Act, bear a substantial relation to the public health, safety or welfare, and promote the best long term interests of the Orting community;

NOW, THEREFORE, the City Council of the City of Orting, Washington, do ordain as follows:

Section 1. Incorporation of Recitals. The above stated recitals are incorporated as though fully set forth herein.

Section 2. Adoption of Amendments to Comprehensive Plan. The City Council adopts the proposed 2019 text amendments to the Comprehensive Plan, “Exhibit A”, which is incorporated by reference herein.

Section 3. Adoption of Amendments to the Zoning Code (OMC 13-3-2 and OMC 13-3-3). The City Council adopts the proposed 2019 amendments to the Orting Zoning Code (OMC 13-3-2 and 13-3-3), “Exhibit B”, which is incorporated by reference herein.

Section 4. Adoption of a Corrected Land Use Map, Figure LU-1 2019. The City Council adopts the corrected land use map, Figure LU-1 2019, “Exhibit C”, which is incorporated by reference herein.

Section 5. Adoption of the Orting 2040 Transportation Plan. The City Council adopts the Orting 2040 Transportation Plan, “Exhibit D”, which is incorporated by reference herein. Section 7.1 of the Future Transportation Plan is amended as follows to add the following paragraph:

Within the MUTCN Zone, development shall include an extension of Daffodil Avenue as a city street with a connection to intersect with Whitehawk Boulevard and into the Orting School District Property.

Section 6. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 7. Effective Date. This Ordinance shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after the date of publication.

FIRST READING BY THE CITY COUNCIL AT A STUDY SESSION MEETING THEREOF ON THE 17TH DAY OF JULY, 2019.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE _____ DAY OF _____, 2019

CITY OF ORTING

Joshua Penner, Mayor

ATTEST/AUTHENTICATED:

Jane Montgomery, City Clerk

Approved as to form:

Charlotte A. Archer
Inslee, Best, Doezie & Ryder, P.S.
City Attorney

Filed with the City Clerk: 7.02.19
Passed by the City Council:
Ordinance No.2019-1040
Date of Publication:
Effective Date:

13-3-2: ZONE CLASSIFICATIONS:

E. MUTCN Mixed Use-Town Center North Zone:

1. Purpose And Intent: The intent of the MUTCN Zone is to take advantage, if desirable opportunities are presented to the City, of the large lots and land area between Orting High School and Rocky Road for the development of new economic opportunities including a mix of residential, non-residential, open space and recreational uses that support a sustainable community by providing jobs and increasing the tax base. Pedestrian amenities, public transportation, and architectural design review will be considerations throughout master planning and development approvals for projects in this zone.

2. Master Development Plan Required: Development in the MUTCN (Mixed Use Town Center North) requires approval of a master development plan that shall include a planned unit development and an approved development agreement with site specific design guidelines, a parcel map if future phases are anticipated. The development agreement shall set forth the conditions for development, public improvements, and phasing, if applicable. The master development plan approval process is a Type 4 permit per section [15-4-1](#) of this Code. All development and uses shall be in accordance with the adopted master development plan. Provisions for allowed and conditional uses, site specific locations of public streets, parks and open spaces, and design standards described in this section shall be interpreted and modified as appropriate during the master plan review and planned unit development approval process based on evidence provided by the applicant.

3. Master Plan Elements: The master development plan shall contain, at a minimum, the following:

a. A master site plan showing the location of:

- (1) Buildings;
- (2) Streets, alleys, and major driveways;
- (3) Off street parking areas;
- (4) Open spaces (plazas, squares, courtyards, and other spaces intended for public enjoyment) based on the proposed uses and whether they are intended to serve the public;
- (5) Critical areas and buffers;
- (6) Shorelines;
- (7) Floodplains;
- (8) Pedestrian walks and paths;
- (9) Landscaping;
- (10) Proposed Phases; and
- (11) Other site features;

b. A unified parking management plan showing potential shared parking areas;

c. Subdivision or Binding Site Plan proposals per [title 12](#) of this Code, if applicable; and

EXHIBIT A – July 1, 2019, Staff Recommendation, amended

- d. Other materials as required for planned development or binding site plan approval and architectural design review per this title.
4. Principal Uses: Section 13-3-3, Table 1, of this chapter, shows the allowed principal and conditional uses in the MUTCN Zone. ~~and summarizes those uses in the sectors within the zone. The minimum number of residences allowed in MUTCN is based on a maximum gross density of ten (10) dwelling units per acre. Uses not listed are prohibited. All development within the MUTCN is subject to Architectural Design Review.~~
5. Bulk and Dimensional Requirements: The following bulk and dimensional requirements apply to the MUTCN district:
 - a. Non-Residential Space: A minimum of ~~10-15~~ acres of dedicated non-residential space (Commercial, Industrial, Cultural and/or Public Uses per OMC 13-3-3, Table 1) located primarily along Washington Avenue N/SR 162 but may also be located adjacent to Rocky Road, the Orting Wastewater Treatment Plant or the Orting School District property. Prior to certificates of occupancy for any residential dwellings, a minimum of 50% of the required commercial space shall be constructed as commercial shells ready for tenant improvement and occupancy.
 - b. Public Open Space: In addition to the required commercial plazas and courtyards (OMC 13-3-2-E-7-f) and the residential open space (OMC 13-3-2-E-7-g), the district shall contain a minimum of 5 acres of useable open space that is not part of a critical areas buffer or shoreline buffer, required landscaping or perimeter buffering, part of a required easement, or part of a stormwater facility. This 5 acres of open space may not be subdivided into smaller tracts. Public access shall be provided to the levy.
 - c. Residential Density: The minimum residential density is 4 dwelling units per gross acre. The maximum residential density for any residential development parcel is ~~18-9~~ dwelling units per acre. Senior housing and residential over retail have no maximum density restrictions and do not count toward the density total.

Each of the above totals shall be proportionate in acreage to the parcel size for each lot of record existing as of the date of adoption of this code. This provision shall run with the land and be in effect whether the parcels remain in their existing configuration or are subsequently divided. Adjacent landowners may pay market value to allow the provision of a contiguous 5-acre tract of Public Open Space in the MUTCN zone or to aggregate commercial acreage into one portion of the zone.

Height is restricted to 35-feet ~~within 100 lineal feet of Rocky Road.~~

6. Project Design: The design, layout and distribution of uses such as buildings, landscaping, parking areas, signs, open spaces, public areas, and streetscapes shall comply with the approved master development and guidelines. Proposed design features shall be reviewed by the Planning Commission in accordance with section 13-6-7 of this title and the MUTCN design guidelines. The following design features shall be addressed during the review of all project proposals:

EXHIBIT A – July 1, 2019, Staff Recommendation, amended

- a. Architectural character illustrated by building elevations and renderings showing design features, building orientations, and relationships to parking, pedestrian areas, and open spaces;
 - b. Public plazas and open spaces;
 - c. Relationships to adjacent properties, uses, and buildings;
 - d. Pedestrian walkways and paths;
 - e. Construction materials and colors;
 - f. Coordinated signage and lighting;
 - g. Streetscape design for improvements in public rights-of-way including sidewalk finishes, street trees, lighting, and street furniture;
 - h. Landscaping of parking areas, open spaces, and project perimeters; and
 - i. Use of low impact design techniques for stormwater management.
7. MUTCN Design Guidelines: The following guidelines are supplementary to other adopted design standards and guidelines:
- a. Pedestrian Oriented Street Frontage: Buildings shall provide pedestrian entries along streets. Sidewalks along SR 162/Washington Avenue North and in the non-residential shall be a minimum of eight feet (8') in width with greater widths at entries. Sidewalks along all other roadways must be a minimum of five feet (5') in width. All streets shall have street trees spaced no more than thirty feet (30') apart. All streets shall be public streets built to the City of Orting Public Works standards. Buildings on public street frontages shall provide at least two (2) of the following pedestrian amenities:
 - (1) Window displays along at least seventy five percent (75%) of the frontage;
 - (2) Pedestrian weather protection;
 - (3) Street furniture such as benches, drinking fountains, trash receptacles, public art, or site maps;
 - (4) Open spaces including cafe seating, plazas, play structures, fountains, or gardens;
 - (5) Perimeter landscaping; and/or

- (6) Sidewalk "bulb-outs" at street intersections may be allowed depending upon traffic study findings.
- b. Off Street Parking Access: Off street parking between streets and buildings shall be minimized. Curb cuts providing driveways to off street parking lots shall be minimized. The building street frontage facade shall not be broken by parking lots for more than sixty-five feet (65') at any location.
- c. Service Areas: Loading areas, outdoor storage, waste facilities, and other services shall be located and screened from public views and adjacent properties with a combination of location, landscaping and solid fencing.
- d. Building Design: All buildings shall be designed in compliance with the architectural design review (ADR) standards set forth in section [13-6-7](#) of this title. Further, all buildings more than three (3) stories in height or larger than ten thousand (10,000) square feet of footprint area shall provide at least two (2) of the following features to reduce their visual bulk as viewed from public streets:
- (1) Upper story setbacks;
 - (2) Horizontal modulation in the form of setbacks or projections. The maximum facade length without modulation shall be one hundred feet (100'). The minimum depth of setbacks or projections shall be six feet (6');
 - (3) Roofline modulations in the form of fascias, parapets, gables, hips, or shed forms with a minimum pitch of three to twelve (3:12); and/or
 - (4) Facade articulation in the form of windows, bays, porches, entries, material changes, lighting, trellises, landscaping and other features.
- e. Signage: The master development plan shall include a signage plan including a unifying theme, and details for all typical signs such as monument signs, major building signs, projecting signs, storefront signs, lighting, and directional signs.
- f. Plazas and Courtyards: [Plazas and courtyards are required in all non-residential areas, except for light industrial use areas.](#) Plazas are major open space features intended to provide significant opportunities for public use and enjoyment including special events. Courtyards are smaller open space features intended to provide quiet spaces for resting and relaxing. For each ten thousand (10,000) square feet of building area, a combination of plazas and/or courtyards totaling one thousand (1,000) square feet is required. The minimum area of a courtyard is two hundred fifty (250) square feet. The minimum area of plaza is one thousand (1,000) square feet. At least twenty five percent (25%) of all plazas and courtyards shall be landscaped with trees, shrubs, and ground cover at grade or in planters. At least twenty five percent (25%) shall be paved with decorative materials. Seating (1 linear foot of seating area for each 60 square feet of plaza or courtyard area), trash receptacles, public art, water features, and other furnishings shall be provided.

- g. Residential Open Space: Small scale, usable open space is required in all residential areas. All residential open space areas must be relatively level; located on useable space that is not part of a critical areas or shoreline buffer and must provide access and inclusive uses for all persons, including those with mobility issues and other disabilities. Areas required for perimeter buffering, landscaping, screening, utilities or storm water facilities may not be counted as residential open space. For every 50 dwelling units, a combination of open space areas including tot lots, pedestrian amenities, picnic areas, etc. totaling two thousand (2,000) square feet is required. The minimum area of an individual open space is one thousand (1,000) square feet. No side dimension of the open space may be less than 30 feet. At least 50% of all residential open space shall be landscaped with trees, shrubs, and ground cover at grade or in planters. At least twenty five percent (25%) shall be improved with play structures, unless the development is predominantly senior housing. Seating (1 linear foot of seating area for each 60 square feet of residential open space), trash receptacles, public art, water features, and other furnishings shall be provided.
- g.h. Low Impact Design: In conjunction with standard stormwater management practices, site design for stormwater conveyance, detention, and treatment shall include measures such as biofiltration, irrigation reuse, and other techniques integrated with the overall landscape design to minimize high volumes of discharge and pollution, where reasonably practicable.
- h.i. LEED Certification: All new construction shall be certified as LEED certified or higher by the leadership in energy and environmental design (LEED) U.S. Green Building Council rating system.

EXHIBIT A – July 1, 2019, Staff Recommendation, amended

	Other ⁶		C	P	C	<u>P</u>			
	Manufactured home park	C	C	C					
	Mobile/manufactured home	P ⁷	P ⁷	P ⁷					
	Multiple-family			P	P ³	<u>P</u>			
	Single-family detached	P	P	P		<u>p²⁵</u>			
	Temporary lodging:								
	Bed and breakfast	C	C	C	P ³				
	Hotel/motel				P ³	<u>P</u>			
	Rooming house			C	C ³				
	Townhouse		P ¹⁰	P	P ³	<u>p²³</u>			
	Commercial uses:								
	Adult businesses				C ³				
	Arcades				P ³				
	Clubs and lodges			C ³	P ³				
	Communication facilities					<u>C</u>			
	Communication services				P ³	<u>C</u>			
	Daycare facilities:								
	Centers - commercial		C	C	C	<u>P</u>			

EXHIBIT A – July 1, 2019, Staff Recommendation, amended

	Provider home facility	P	P	P	C ³				
	Eating and drinking places			C ³	P ³	<u>P</u>		C ³	
	Health services			P ³	P ³	<u>P</u>			
	Home occupations ¹²	C ¹³	C	C	C ³	<u>P</u>			
	Liquor stores				P ³	<u>P</u>			
	Offices			C ³	P ³	<u>P</u>	C ³		
	Personal services				P ³	<u>P</u>			
	Retail fuel sales				C ³	<u>P</u>	P ³		
	Retail sales			C ^{3,14}	P ³	<u>P</u>	C ³	C ³	
	Theaters				P ³	<u>P</u>			
	Veterinary clinics					<u>P</u>			
	Veterinary facilities				P ³	<u>P</u>	P ³		
	Industrial uses:								
	Manufacturing ¹⁸ :								
	Assembly/fabrication					<u>C²⁴</u>	P		
	Food processing					<u>C²⁴</u>	P		
	Light manufacturing					<u>C²⁴</u>			
	Petroleum products						P		

EXHIBIT A – July 1, 2019, Staff Recommendation, amended

	Wineries and breweries					<u>P</u>	P		
	Wood products						P		
	Storage and shipping:								
	Construction business					<u>C²⁴</u>	P		
	Equipment rental					<u>C²⁴</u>	P		
	Freight facilities warehousing						P		
	Outdoor storage					<u>C²⁴</u>	C		
	Self-service storage					<u>C²⁴</u>	P		
	Wholesale trade					<u>C²⁴</u>	P		
	Cultural and recreational uses:								
	Cultural:								
	Art galleries				p ³	<u>P</u>			
	Churches	C ³	C ³	C ³	p ³	<u>P</u>			
	Community centers				p ³	<u>C</u>			
	Community facilities					<u>C</u>			
	Libraries				p ³	<u>P</u>			
	Museums				p ³	<u>P</u>			
	Outdoor theaters				p ³	<u>C</u>			

EXHIBIT A – July 1, 2019, Staff Recommendation, amended

Recreation:									
	Athletic fields	C ²⁰	C ²⁰	C ²⁰		<u>C</u>		P	P
	Campgrounds	C ²⁰	C ²⁰	C ²⁰				P	P
	Golf facilities	C ²⁰	C ²⁰	C ²⁰				P	P
	Parks	C ²⁰	C ²⁰	C ²⁰	C ²⁰	<u>P</u>	C ²⁰	P	P
	Parks, plazas, courts					<u>P</u>			
	RV parks	C ²⁰	C ²⁰	C ²⁰				C	C
	Resorts (including lodging)			C	C	<u>C</u>			
	Shooting ranges	C					C	C	C
	Spas and health clubs					<u>P</u>			
	Stables/riding clubs	C ²⁰						C	P
	Trails	C ²⁰	C ²⁰	C ²⁰	C ²⁰	<u>P</u>	C ²⁰	P	P
Public uses:									
	Animal shelters					<u>C²⁴</u>	P		P
	Colleges and universities			C	C	<u>C</u>	C		P
	Correctional facilities						C		C
	Emergency services		C	C	C	<u>C</u>	P		P
	Government offices			P	P	<u>P</u>	P		P

EXHIBIT A – July 1, 2019, Staff Recommendation, amended

Hazardous materials							C		C
Hospitals	C ³	C ³	C ³	C	<u>C</u>		C		P
Justice facilities									P
K - 12 schools	C	C	C	P	<u>C</u>				P
Landfills		C					C		C
Public safety facilities		C	C	C	<u>C</u>		P		P
School support facilities					<u>C</u>		P		P
Shared off street parking				C	<u>P</u>				
Solid waste facilities							C		P
Transit facilities	C	C	C	C	<u>C</u>		C	C	P
Utility facilities	C	C	C	C	<u>C</u>		P	C	P
Vocational schools			C	C	<u>C</u>		C		P
Wastewater treatment									P
Water supply facilities	C	C	C	C	<u>C</u>		C	C	P
Resource uses:									
Agricultural:									
Agricultural research, testing and training	C						P		C

EXHIBIT A – July 1, 2019, Staff Recommendation, amended

	Growing crops	P							
	Livestock and small animals	p ²¹							
	Fish and wildlife management:								
	Aquaculture	C						C	C
	Wildlife shelters	C						C	C
	Forestry:							C	
	Growing trees	P							
	Mills						P		
	Research and testing	C					P		C
	Mineral:								
	Batch plants						P		
	Extraction and processing	C	C	C			P		C

Notes:

1. Residential planned unit developments (PUD) may allow increases in underlying density except in the MUTCN.
2. All development subject to Master Development Plan and MUTCN Bulk and Dimensional Requirements. See sections 13-3-2-E-2 and E-5 of this code.
3. Subject to architectural design review.
4. As a binding site plan.
5. Not located along retail street frontages.
6. Housing more than 12 unrelated individuals.
7. On a legal lot with permanent foundation.
8. On upper floors above ground floor commercial only.
9. On upper floors above ground floor commercial, or in freestanding residential buildings.
10. Duplexes and townhouses are not allowed on flag lots in the RU zone.

EXHIBIT A – July 1, 2019, Staff Recommendation, amended

11. In planned retail centers when building area is less than 10,000 square feet.
12. See section [13-5-4](#) of this title.
13. On site sales of agricultural products allowed.
14. Food stores only.
15. On upper floors above ground floor retail.
16. Including outdoor display or sales yards.
17. Not including overnight kennels or treatment facilities.
18. Machine shops, incinerators, wrecking yards, and feedlots may be permitted subject to appropriate mitigation of impacts on surrounding nonindustrial areas. Significant adverse noise, air quality, or other impacts caused by manufacturing processes shall be contained within buildings.
19. When entirely located in a building, not producing adverse noise or air quality impacts, and not located along retail street frontage. Ground floor area limited to 10,000 square feet maximum.
20. Private facilities.
21. Subject to all other City regulations regarding livestock.
22. Redevelopment of the Orting Soldiers' Home subject to site plan and architectural design review approval.
23. Three or more units per building.
24. May not have frontage along SR 162/Washington Avenue N. Must be screened from all adjacent residences with sight obscuring landscaping, 6-foot tall solid fencing.
- ~~24.25.~~ For Senior Housing (aged 55+) only.

City of Orting Comprehensive Plan

2019 Comprehensive Plan Text Amendments

Land Use Element

Goal LU 8 **The Mixed-Use Town Center North area is intended to take advantage of the large lots and land area between the Orting High School and Rocky Road NE for development of new economic, residential and recreational opportunities that support a sustainable community by providing jobs and increasing the tax base.**

Discussion: *The MUTCN is a 65.6-acre area located east of Washington Avenue N, south of Rocky road NE, west of the Carbon River, and north of the Orting High School property. Development in this area is expected to include a mix of commercial, residential and recreational uses.*

Pol. LU 8.1 Development in the MUTCN shall be planned according to the following principles:

- a. Access should be consistent with adopted City policies and strategies. Access from SR 162/Washington Avenue North should be limited to locations where intersections can be designed to handle increased traffic and turning movements.
- b. Internal vehicular and pedestrian circulation throughout the area should be organized by a street grid that connects with the highway intersections and the residential neighborhood to the north, and also enables connections between different development projects and phases. This will also provide corridors for utilities. Development project approvals will include dedication of new public street rights-of-way in the MUTCN.
- c. Blocks created by the street grid can simplify planning and permitting for development, particularly when phasing is anticipated.
- d. Pedestrian amenities can be located and designed within the blocks and coordinated throughout the area as development plans are drafted.

Pol. LU 8.2 All development in the MUTCN shall be approved through a Master Development Plan as defined in OMC 13-3-2-E and shall be subject to Architectural Design Review.

Transportation Appendix

Roadway Improvements

R1: *Whitehawk Blvd NW Extension* – Construct a two/three-lane minor arterial roadway extending Whitehawk Blvd NW from the current terminus at Orting Circle south to Calistoga St. W ~~near~~ at Kansas St. SW. The existing portion of Whitehawk Blvd NW may need upgrading to minor arterial status.

Written citizen's comments received and reviewed by the Planning Commission:

2019 Comprehensive Plan Amendments
regarding Growth in Orting and the
2040 Transportation Plan

May 2, 2019

RECEIVED
MAY 02 2019
CITY OF ORTING

City of Orting
110 Train Street SE
Orting, WA 98360

Attn: Planning Commission

I am writing regarding the Planned Transportation Project noted in the 2015 Comprehensive Plan, specifically the Whitehawk Extension to Calistoga. Back in 2008 there was a significant discussion regarding 3 different routes this connection could possibly take place. At the time, for a number of reasons, Alternative 3 was overwhelming chosen. This is the route that ties into Calistoga at the end of Calistoga, not somewhere in the middle.

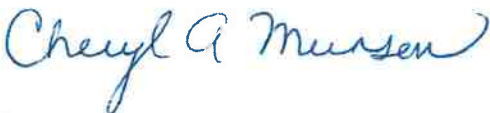
A major reason Alternative 3 was chosen? A route ending at Kansas St would increase the traffic on Kansas St, so though commuters would bypass the downtown area, they would now go onto a residential street. Isn't that defeating the purpose of the extension and just move the problem to another residential street? In fact, because of the reasons listed in the 2008 City of Orting Facts and Findings, in conjunction with the setback levee project a portion of the Wang property was acquired to allow for the Alternative 3.

On a purely personal basis, I rent the Wang property and currently keep sheep and livestock on it year round. If the extension cuts through the middle of this property any land on the southwest side of the proposed road ending at Kansas St becomes unusable to me. We would not be able move the livestock back and forth across the road, the livestock could not be watched for predation by coyotes or dogs, and there is no water available.

I would hope that the decision to change the recommended route was not done because of pressure from a developer. The City already does not have a good reputation for standing up to demands of developers. The original Alternative #3 route needs to be added back to the Comprehensive Plan in place of the route ending at Kansas as all the reasons for it originally being chosen are still valid.

I appreciate your taking the time to review my letter and truly hope you take this request into consideration.

Sincerely,



Cheryl A Munson
18120 212th Ave E
Orting, WA 98360
253-691-3032

Citizens Against Over Building in Orting

To: Orting Planning Commission

Orting City Council

Citizens Want to Make Orting Have a Viable Long Term Future:

- We believe the city needs much more time to go through every option and make sure all impact fees are sufficient including adding in impact fees for our fire department. We need more studies done especially with the school district. In order to accomplish this we need a 6 month moratorium enacted on all residential building in the city of Orting. We also need the option of renewing the moratorium if we do not have adequate solutions to all of our challenges. This way the city will not be rushed into making any poor decisions.

Signature's:

Name:

Address:

Randy *RACHA VECCHIO* *14819-145th Ave SE ORTING* *98360*
Laurie H. Yochum *14819-145th Ave SE ORTING, WASH 98360*

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Signature's:

Name: *Thomas Klutz* Address: *15320-148th AVE CT E*
ORTING WA 98360

WE NEED the MORATORIUM - CRITICAL !!

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•

Signature's:

Name:

Address:

Christina Turner 15312 148th Ave Ct. E Orting WA 98360
Galina Turner 15312 148th Ave Ct. E. Orting, WA 98360

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• *Albert W. Walker*

Signature's:

Name:

Address:

Albert W. Walker 15315 147TH AVE E ORTING, WA

Dan & Kim 14618 153RD ST. E ORTING WA 98360

Larry Swanson 14623 153RD ST. E ORTING, WA 98364

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•

Signature's:

Name:

Address:

Jim Fendol *Jim Fendol* 15504 147th Ave. Ct E., Orting 98360

DAVID RICHARDSON *David Richardson* 14621 153rd SE, ORTING, WA 98360

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Signature's:

Name:

Address:

DARREL MACK 15418 148TH AVE CT E ORTING, WA
PATRICIA MACK 15418 148TH AVE CT E ORTING, WA

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Signature:



Name:

Address:

15103 148th Ave. Ct. E.

Orting, WA 98360


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• Signature's: 
Name: _____ Address: _____

ARTHUR R SHERLING
15309 147TH AVE E
ORTING, WA 98360

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•

Signature's:

Name:

Address:

RON Magstadt	15213 147 th AVE E	Orting
Marilynn Magstadt	15213 147 th AVE E	Orting
DON BOLTZ	15401 147 th AVE E	ORTING
LYNN BOLTZ	15401 147 th AVE E	ORTING
Glenn Whaley	15106 148 th AVE (BT. E.)	ORTING

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•

Signature's:

Name:

Address:

Bob & Maureen McDill 15406 - 147th E Orting
Carol Whaley 15106 148th Ave NE Orting
Lynn Boltz 15401 141 Ave E. Orting
Jenne Ripberger 15207 - 147th Ave E Orting
Sally Landberg 15207 - 147th Ave E Orting
Lee Thoren 14606 154th St E Orting WA 98360
Victoria V. Thoren 14606 154th St E, Orting, WA 98360

Margaret O'Harra

From: Emily Terrell
Sent: Monday, May 6, 2019 4:25 PM
To: Margaret O'Harra
Subject: FW: Gratzter/Engfer recreation requirement - Comp Plan
Attachments: Meeting Presentation.docx

Please forward to the PC. Thanks.

Emily Terrell, AICP
City Planner
253.709.6044

From: Jessica Rakos [jrosey@live.com]
Sent: Wednesday, May 01, 2019 1:25 PM
To: Emily Terrell
Subject: Gratzter/Engfer recreation requirement - Comp Plan

Hi Emily!

It was nice to see you at the open house last Friday! Thank you for taking the time to talk with me, with so much going on. 😊

I was really hoping to attend the next meeting, but my husband and I are coaching our son's baseball team and they have a game on Monday at 6:00...go figure!

This being the case, I was hoping that you could take a few minutes to revisit the ideas that I had presented at the meeting in October.

Like so many other citizens, I feel *very* strongly against any further residential development, but if it's going to happen, then my suggestion is to restrict it to no more than 200 additional units (with special requirements for architecture, placement, etc), and **amend the comprehensive plan to require a "recreation requirement", in addition to a revised commercial requirement.** As I've mentioned before, there are so many recreational activities that residents have to leave town for: tennis, swimming, equestrian sports, movies, arcade, jump zones/party venues, restaurants. This is taxable revenue that the city is missing out on. With Orting growing the way it has, there has to be more recreational opportunities available to current residents.

For instance, the Friday Farmer's market is doing so well that the current space for it is no longer adequate. With only one bathroom at Orting Station, this is very inconvenient for families with small children.

For the developers to come in and think that they'll be successful **adding** a bunch more retail/commercial space *without* recreation, they clearly haven't done their research on Orting's history with businesses and the success rate (or lack thereof). I noticed a Starbucks Coffee on their demo...maybe they don't realize that we already had a drive-thru Starbucks at one time? It clearly was not one of the well-performing stores, so they pulled out of Orting, I think around 2008/2009.

My concern is that these fields that hold so much history will be turned into another "multi-use" area, full of asphalt and vacant spaces. Without recreation and a way to keep people in Orting, the businesses will not be successful. And yet another beautiful open space, full of history, will be just another parking lot/apartment complex.


Apartment space is just not geared toward the greater good of the city. We clearly have enough residents. We need to support the current community, not add to the population when we don't have the infrastructure to support it.

Orting has such a unique opportunity here to develop this land into a vibrant area that supports sustainable growth and prosperity. Fields where kids can run and play, while listening to music. Where open space isn't viewed as wasted space, but rather, a tribute to the history of the town and proof that it IS possible to support development while also preserving what makes the Pacific Northwest so special. If Tarragon is truly in it for the long haul, then they should see why this is a better model. If they can't see the big picture, then they probably aren't the right fit for the City of Orting. In my opinion, D.R. Horton has no place developing this area, unless they are willing to consider thinking outside the box a little with the type of homes that would be built (i.e.; bigger lots, staggered placement, special characteristics).

Most people who speak at the meeting on Monday are going to have similar concerns; traffic congestion, heightened crime with additional residents, preserving Orting's "small town" feel. Most are going to be completely against any development. But we know that, realistically, we can't stop the development from happening forever. One small blessing of the downturn was the delay that it created in developing this area. NOW we have the opportunity to do it right.

Thanks so much for listening. I look forward to continuing to be involved in this.

Thank you,
Jessica Rakos

 Virus-free. www.avast.com

OPENING:

Orting is a unique, dynamic community. Everyone who lives here loves the small town feel. As the city continues to grow, we have an equally unique opportunity to see that the growth is managed in such a way that it supports the current community, preserving the beauty of our town, while acknowledging the need for well-curated growth.

These are just a few of the ideas I have:

SOUTH FIELD (geared towards outdoor recreation):

Outdoor arena with grandstand seating – Orting Rodeo. Also open for haul-ins, such as Pioneer Park in Graham.
Adjacent barn

Adjacent open air stage for seasonal music performances/movie in the park nights/children's theater. Similar to Park City/Whistler

Small bed & breakfast – farmhouse/country style

Spray Park

Dog park

Walking/bike trails winding throughout. This would relieve some of the congestion of families/high speed bikers sharing the bike trail.

Multi-use building for photo shoots/weddings/town festivals/future Farmer's Market site. Photo shoot opportunities would require a fee.

Community center that can be rented for birthday parties. Discounted rental for those with a recreation pass, full price rental for others, including out-of-city residents.

NORTH FIELD (geared towards business/commerce):

Rather than attract people into our town (without improving traffic on Orting Hwy), need to work to *keep* residents here.

Movie Theater/Restaurants ("Date Night")

Co/working space, similar to SURGE in Tacoma.

Orting Valley Moms Headquarters. Opportunity to gather, share ideas, share childcare, etc.

Small bank of retail/warehouse space. One space could be shared by local "mompreneurs"/photographers, etc.

Grocery Market for local growers with drive through option. The Orting Valley is so blessed to have so many local farmers; there should be a place besides the Friday market to sell their goods to the community year round.

Meat Shop, promoted to hunters

Medical Office

BETWEEN FIELDS:

GOAL ED7: "Provide a variety of affordable housing choices so that people who work in Orting can also live here"

Seabrook style cottages, such as "chicken coop" style.

IMPORTANT: Leave as many of the trees, open space grassy areas as possible. All of this development should be nestled *within* and impart character and charm.



"Chicken Coop" style housing



Open air concert venue

Citizens Against Over Building in Orting

To: Orting Planning Commission

Orting City Council

RECEIVED

MAY 16 2019

CITY OF ORTING

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Signature's:

Name:

Address:

<i>Benny R. Carter</i>	<i>313 Oak St. S.W. Orting</i>
<i>Audrey Golder</i>	<i>309 Willow St SE (Orting)</i>
<i>Alexandra B. Fuentetaja</i>	<i>832 Maple Ln SW Orting</i>
<i>GLENN DAVIES</i>	<i>117 WALNUT AVE. S.W. ORTING.</i>
<i>② Ben + Robin ZIMMERMAN</i>	<i>825 Maple Ln SW ORTING</i>
<i>Shelly Geiss</i>	<i>307 Oak St SW Orting</i>
<i>Carol Grayson</i>	<i>105 Gregory Ave SW Orting</i>

Look on Back

Citizens Against Over Building in Orting

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Orting City Council

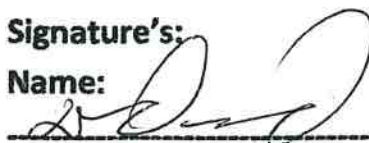
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Signature's:

Name:

Address:



Mitchell Sherwood 106 Hickory Orting
Helen Kuhlman 323 Oak St. S.W. Orting
Calvin L. Kuhlman 323 Oak St. S.W. Orting
Doreen L. Loran 807 Maple Ln S.W. Orting
A.M. L. 984 Maple Lane S.W. Orting WA 98360
Dail Jorgensen 902 Maple Ln S.W. Orting, Wa. 98360

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Signature's:

Name:

Address:

Jan-ellian 104 Hickory Ave SW
② DEE GREEN & Kay Green 406 WILLOW ST SW
Barbara Reser 718 maple Ln SW
Gloria L. Donaldson 402 Willow S.W. Street
Rosaura M. Heints 409 Willow St SW, Orting
Jane Montague 305 Willow S.W. Orting
② Arnie & Nell Doll 306 Willow SW - Orting

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Signature's:

Name:

Address:

- ~~② Ruth & Ed Cook 101 Hickory Ave SW~~
② William & Susan Raybell 101 Walnut Ave SW
JANA Van Amburg 124 Walnut Ave SW
Eileen Messer 322 Willow St SW
Jean Calabrese 320 Willow St SW
② Lynn & Marjorie Knox 8 W Maple Ln. V. St
Cindy Wells 114 Hickory Ave SW

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•

Signature's:

Name:

Address:

RENE SANCHEZ	106 WALNUT AVE S.W.
LINDA SANCHEZ	106 WALNUT AVE SW.
N. Wells	114 Hickory Ave SW
Lynna G. P. Hook	314 Willow St SW
Yvonne Williams	722 Maple Lane SW
BR Brial	810 MAPLE LN. SW
SB Brial	810 MAPLE LN SW

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Signature's:

Name:	Address:
② Richard + Emily Keener	311 Oak St SW
② Orval + JoAnne Fowler	120 Walnut Ave. S.W.
② John May + Carol	118 Walnut Ave S.W.
Donald E. Lemmon	816 MAPLE LN SW
Wally Davis	307 Oak St SW
Robert Blair	312 Oak St SW
Donald J. Blair	312 Oak St. S.W.

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Signature's:

Name:	Address:
Judy Shindler	8175 Maple Ln SW
Betsy Hordorke	808 Maple Ln NW
Carl Costello	714 Maple Lane SW
Jim Costello	" " " "
Ray G. Zimmerman	825 Maple Lane S.W.
② Carol & Judy Orting	412 Willow St. S.W.
DALLAS CATES	313 Oak St SW

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Signature's:

Name:

Address:

[Handwritten Signature]
Mary Phelan 19429 200th Str. G.E. Orting WA
Timothy C. Phelan 19429 200th Street G.E. Orting WA

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Signature's:

Name:

Address:

George Jones	213 Orting Ave NW Orting	"
Kyndra Thompson	303 Orting Ave NW	"
Michelle Kuhn	216 Orting Ave NW	"
Kelly Hudson	212 Orting Ave NW	"
Travis A. Keeler	217 Orting Ave NW	"
Kalvin W. Taylor	210 Orting Ave NW	"
Leon Morris	204 Orting Ave NW	"

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Signature's:

Name:

Address:

	204 Orting Ave NW Orting
	202 Orting Ave NW "
	306 ORTING AVE N.W. "
	309 Orting Ave NW "
	401 Callender St NW "
	302 Orting Ct NW "
	302 Orting Ct NW "

①

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Signature's:

Name:

Address:

	501 Alexander Ct NW Orting WA 98360
	502 Alexander Ct NW Orting WA 98360
	502 Alexander Ct NW Orting WA 98360
	500 Alexander Ct NW Orting WA 98360
	500 Alexander Ct NW Orting WA 98360
	505 Whitehawk Ct NW Orting WA 98360
	575 Whitehawk Ct NW Orting WA 98360

9

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Orting City Council


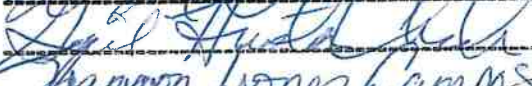





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Signature's:

Name:

Address:

	507 Whitehawk Ct NW
	"
	502 Whitehawk Ct NW
	"
	506 Whitehawk Ct NW
	506 Whitehawk Ct NW
	308 Orting Ave NW



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Orting City Council

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- We believe the city needs much more time to go through every option and make sure all impact fees are sufficient including adding in impact fees for our fire department. We need more studies done especially with the school district. In order to accomplish this we need a 6 month moratorium enacted on all residential building in the city of Orting. We also need the option of renewing the moratorium if we do not have adequate solutions to all of our challenges. This way the city will not be rushed into making any poor decisions.

•

Signature's:

Name:

Address:

Mark Richardson	3085 Orting Ave N.W. Orting
Chad E. Russ	317 Orting Ave NW Orting
Katy Turner	308 Thompson Ave NW Orting
Samie LaVore	304 Thompson Ave NW Orting
Yessie Kim	314 Thompson Ave NW Orting
Green Mark	312 Thompson Ave NW Orting
Hal J. Clarke	302 Thompson Ave NW Orting

1

Citizens Against Over Building in Orting

To: Orting Planning Commission

Orting City Council

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Signature's:

Name:

Address:

<i>Cal [Signature]</i>	<i>607 Burnett Ct. NW Orting</i>
<i>Allan [Signature]</i>	<i>611 Cedar Ave Orting WA</i>
<i>[Signature]</i>	<i>319 Green Ave, Orting WA</i>
<i>[Signature]</i>	<i>607 Callendar St NW Orting WA</i>
<i>[Signature]</i>	<i>513 Callendar St NW Orting, WA</i>
<i>[Signature]</i>	<i>401 CALLENDAR ST NW ORTING WA</i>
<i>[Signature]</i>	<i>307 Orting Ave NW " "</i>

①

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Signature's:

Name:

Address:

Shawn Reinhardt	213 Groff Ave NW	Orting
Kellen Wright	309 Groff Ave N.W.	Orting
Danielle Grivens	311 Groff Ave NW	Orting
Court Baker	311 Groff Ave NW	Orting
Samantha Grivens	311 Groff Ave NW	Orting
Lincoln Steffens	606 Burnett Ct NW	Orting
Kusby Sides	602 Barnett Ct NW	Orting



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®

Signature's:

Name:

Address:

Ferdinand Corian

200 THOMPSON AVE NW ORTING

Marcus Hoff

303 Thompson Ave NW

Kristen Mather

209 Thompson Ave NW

Connie Sordal

206 Thompson Ave NW

Chad Giblis

206 Thompson Ave NW

Peder Olson

209 Groff Ave NW

Sherry Bellows-Andres

211 Groff Ave NW

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Signature's:

Name:

Address:

CORCY BERRODE 305 ORTING AVE NW ORTING
Megan Berrode 305 ORTING Ave NW

2

Margaret O'Harra

From: Emily Terrell
Sent: Monday, June 3, 2019 10:29 AM
To: Margaret O'Harra
Subject: FW: Investor option - Orting recreational development

Please print this out for tonight. Thanks!

Emily Terrell, AICP
City Planner
253.709.6044

From: Jessica Rakos [jrosey@live.com]
Sent: Monday, June 03, 2019 9:44 AM
To: Mayor Penner; Mark Bethune; Emily Terrell
Subject: Investor option - Orting recreational development

Good morning all -

I was just reading through the Sound Sound Business Journal and came across a local company called Prairie Park Holdings, who owns and operates the Yelm Theater, as well as the Prairie Hotel, also in Yelm.

In anticipation of tonight's meeting, I thought I would forward over this information to consider, as Prairie Park Holdings might turn out to be a viable partner for developing recreational facilities in Orting. Personally, I don't think a large hotel like the Prairie Hotel would be a good idea, but a unique, farmhouse style bed & breakfast could potentially be a good fit. And I think we could definitely make a good case for Orting being the perfect place to add a movie theater and/or small amphitheater. They might also be a good partner for developing a barn-style multi-purpose building, which could bring in significant revenue, as a potential wedding venue, as well as other various private and community events.

I was hoping to attend tonight's meeting, but we are coaching our son's baseball team and our game is at 6:00. Depending on how quick the game goes, I am hoping we can swing by to listen to the discussion afterwards.

Thank you all for your time and consideration.

Jessica Rakos



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Case Against Amending Orting's Comprehensive Plan To Allow More Residential Development

June 18, 2019

Mixed-Use Town Center North (MUTCN)
Orting, WA 98360
Prepared for Orting Planning Commission
Submitted by Richard Mordini

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1. SUMMARY

This testimony will present several arguments as to why amending Orting's comprehensive plan to add any more residential development will have detrimental effects to the current Orting citizens' quality of life. Orting needs to halt or dramatically reduce any new housing developments in the city for the following reasons: First, Orting is severely lacking natural floodplains and wetlands, without these two natural barriers the town can be in danger of severe flooding. Our ability to replenish our drinking water aquifer is quickly diminishing. Increasing the population will have adverse effects on the public's clean water supply. Second, Orting is lacking in commercial developments this puts a higher tax burden on our citizens. Finally, Orting's roads, schools, fire department, and Lahar evacuation capabilities cannot support any more residential units without substantial improvements added. These improvements/recommendations include the following:

- A new middle school / or addition, new high school / or addition, and a new elementary school.
- State Route 162 needs to be a three lane highway with a center/emergency lane from Orting heading north northwest to State Route 410.
- The fire department needs a new fire engine and crew to run it.
- Orting needs the Bridge for Kids constructed prior to any more developments getting constructed.
- Orting needs more commercial development to supplement the cities income.
- Orting needs to make sure that its water supply aquifer will continue to be adequately replenished especially with new construction paving over our permeable material.
- Several cities have recently denied any new building in their communities for one or two reasons including traffic and water supply. Orting has several reasons even just one of them would be sufficient.^{18,19}
- Orting is a unique city. We are nestled in-between two rivers, most of the city according to FEMA is located in a 100 year flood zone, only one major highway goes in and out of town, we are in constant threat of a lahar. Therefore, any prior case law about building in other communities does not apply to Orting. Orting will have to be a new precedent.
- Limit the height to all future residential buildings to 25' and commercial / municipal to 35'.

2. INTRODUCTION

2.1 Purpose

The purpose of this testimony is to show the utter lack of infrastructure and public utilities the city of Orting and surrounding area has and is therefore unable to safely and adequately accommodate any new large or high-density housing developments. For

the purpose of this testimony large or high-density housing developments consists of any more than 20 units.

3. SITE DESCRIPTION

3.1 Property Location

The proposed Property up for discussion is located at 510 & 710 Washington Avenue North Orting, WA 98360.¹ The Property parcel numbers are 0519301018 & 0519301703.¹ They total 65.08 acres of mostly undeveloped land.¹

3.2 Current Use of the Property

The Property currently consists of undeveloped grass, wooded, and wetlands. The Property is connected to the shorelines of the Carbon River. Prior uses of the Property consisted of mostly agricultural land.

4. Current and Proposed Zoning Requirements

4.1 Current Zoning

The following is an abbreviated version of the current zoning. The current Comprehensive Plan (CP) requires close to 30 acres of land to be non-residential use and the rest of the land to have a maximum of 10 dwelling units per acre (656 residential units).² The max height for buildings is between 35'-50' depending on where you are in the property.²

4.2 Shoreline

However, due to the Washington States' shoreline management plan this would make approximately 20 acres of the property undevelopable because of wetlands and the Carbon River shoreline.

4.3 Developer Proposed Zoning Changes

The Property owner and one developer requested that the City of Orting take a look at their current CP and possibly make some changes to make the land developable. They are requesting to lower the non-residential unit's space down to around 10 acres of land, possibly increasing the density to 18-20 units per acre since 20 of those acres are critical areas under the Growth Management Act (GMA). This would put the number of units to around 400 single family homes. Some would like to see this density increased and have 5-story apartment buildings added.

4.4 Planning Commission Proposed Zoning Changes

The Planning Commission is currently mulling over the following zoning changes for the Property:

- 15-20 acres of non-residential land use

- 9 residential units per acre (total of 180)
- 10 acre parcel of park land
- Public streets
- Maximum building height of 35'

5. Arguments Against Adding Residential Units

5.1 Inability to Adequately Accommodate Growth in the School District

Orting School district currently has the capacity to house 2,048 students for the 2018-2019 without the use of portable units.³ Their estimated enrolment is 2,702 students for the school year of 2018-2019.³ Thus, we have an excess of approximately 654 students! These students are currently being housed in temporary classrooms or what are called portables. Portables can be a life saver for schools to temporarily house students.⁴ Portables at first are cheaper than building brick-and-mortar school buildings.⁴ However, being that portables were designed to be a temporary fix you have to maintain them a lot sooner than you would a permanent building.⁴ *"For some portables, that means a new roof, ceiling tiles, carpet, and maybe replacing the outer walls. Over time they've come to cost twice as much as brick-and-mortar school rooms while offering much less than traditional buildings"*⁴ Additionally, portables have poor insulation which equates to higher energy costs, poor ventilation, and the inability to filter out noise.⁴ Portables tend to be constructed out of pressed wood and vinyl which leech chemicals some known to be carcinogens into the air such as formaldehyde.⁵ *"Portables have higher concentrations of pollen and carbon dioxide levels consistently exceeding what engineers consider acceptable levels."*⁵ This can impair decision making, cause headaches, etc... which could decrease the child's learning capacity.⁵ Mold, dust, and mildew are also prevalent in portables.⁴ While germs tend to stay in the air longer due to the poor ventilation.⁴ All this combined can really do a number on our children especially ones who have allergies. This causes children to be sick more often especially elementary school children who typically spend most of their days in them.⁴

Portables do not account for other facilities that children need such as libraries, cafeterias, and gyms. So you could build hundreds of portables but still be severely lacking in the other facilities. I have firsthand experience of watching my own children eat lunch in a portable, sit all day in class in a portable, and have gym class in a portable. The gym class consisted of the students sitting at a desk and passing a ball back and forth. Why did they do this? Because there was not enough gym space due to the amount of students at the school. With an epidemic going on in our country dealing with children's health, is it acceptable that we have our kids sit at their desks for six hours a day? Why even have a physical education class at this point? Now why can't we build these new brick-and-mortar buildings that our children desperately need? Yes it's partly to blame on the citizens for not voting for the bond. But it is more related to our lack of impact fees.

Pierce County is strangling our school districts and cutting off their source of funding from impact fees. Pierce county has the school districts each calculate what each residential development costs the district.⁶ These formulas are complicated. And

after the school districts do the calculations the county then has the legal right to cut that by 50% and further cut that by putting a maximum fee obligation paid for by the developer.⁶ Orting school district calculations are \$15,136 per single family home.⁷ Pierce County then has a maximum fee of a whopping \$3,770 per single family home.⁷ That's a 75% reduction! How can that even be legal? But unfortunately it is.

Now the citizens have been told time and time again that the school district is a SEPERATE entity/jurisdiction and therefore the city has no control over it. The citizens understand that. However, according to the Growth Management Act (GMA) RCW 36.70A.020, that the planning "*ensure coordination between communities and jurisdictions to reconcile conflicts.*"⁸ So it is part of the cities responsibility to make sure the school district can handle the growth. As stated above Pierce County's impact fee calculations is dangerously insufficient including our neighboring counties, and the processes. Adding more or saying that the existing temporary portables are enough is not a viable, healthy, or long term solution. Any construction that will add more students to the school district should be immediately halted until county and state correct the issue by allowing school districts to charge the full amount of their calculated impact fees. And if you cannot legally put this on the county and states shoulders than the law needs to be challenged.

5.2 Inability to Adequately Handle the Growth on State Route 162.

State Route 162 from the MUTCN Property north until State Route 410 often comes to total grid lock during peak commute hours. Adding more residences besides senior living will add even more traffic to a roadway already bursting at the seams. This is only a two lane road so when there are accidents sometimes this shuts down both lanes preventing any emergency services from reaching Orting. Adding more traffic will just increase the odds of a lane blocking accident. This is irresponsible and unsafe. The basic traffic study done by Parametrix in April of 2019 is not sufficient. There needs to be an in-depth traffic study done in both winter and summer months. This study needs to take into account Orting's unique position of being in-between two rivers, only three ways out of town, and lack of commercial developments to meet the cities needs.

Without more studies done, it is in many citizens' opinions that this roadway needs to be widened to three lanes adding a center turn/emergency lane in at a minimum. As the city has stated over and over again this is a State highway therefore it is controlled by the state which is a separate entity/jurisdiction so we have no control over this. The citizens again understand this. However, according to the Growth Management Act (GMA) RCW 36.70A.020, that the planning "*ensure coordination between communities and jurisdictions to reconcile conflicts.*"⁸ So it is part of the cities responsibility to make sure the state is doing everything they can to State Route 162 to be able to handle the growth. If the state is unwilling to make any adequate changes to State Route 162 to be able to handle more growth without any current residents receiving a loss of service; then no more residential building should be allowed until the state makes such improvements. (If you cannot place the burden on the state please provide a source.)

5.3 Fire Department Lacks Sufficient Resources to Handle Growth

At a public meeting in April, our fire chief spoke up about the potential impacts of increased growth to the fire department. The following is a loose paraphrase of what was said. The department was currently at or over capacity. Adding more growth could cause a response time to drop to at least 12 minutes. Meaning if our EMT crew was out on a call when another came in the victim who called could have to wait at least 12 minutes for the nearest back up department to get to Orting. If that patient was having cardiac arrest this could be deadly. "For every minute that passes without CPR and defibrillation, the chances of survival decrease by 7-10%"⁹ This is just one example of how crucial every minute or even seconds are for people receiving medical attention for different medical emergencies. Again adding more residential developments and putting our emergency services at over capacity is reckless and could be grounds for lawsuits. The fire department would need another truck and crew to run it if more citizens are added to the community. The current citizens cannot afford to approve a bond to fund this. This cost should be paid for by the developer but Orting does not collect impact fees for the fire department.. Again this is another reason why it would be reckless to add anymore residents to the city of Orting without making these improvements first.

5.4 LAHAR Evacuation and Bridge for Kids

*"U.S. Geological Survey (USGS) research shows that Mount Rainier is one of our Nations most dangerous volcanoes. It has been the source of countless eruptions and volcanic mudflows (lahars) that have surged down valleys on its flanks and buried broad areas not densely populated."*¹⁰ There is a roughly 10% chance of a lahar reaching the Puget Sound lowland during an average person's life span.¹⁰ Studies conducted by the USGS show that at least one of Mount Rainiers recent large landslides generated lahars without any volcanic disturbance.¹⁰ If a landslide were to trigger a lahar there would be no advanced warnings.¹⁰ Orting sits in the Puyallup River valley. This valley has the greatest potential for unleashing large landslides that can become far traveled lahars.¹⁰ *"Orting residents have a 1-7 chance of that a Lahar will occur in their lifetime."*¹¹ *"A lahar would race like a wall of wet, turbulent concrete into the valley. During such an event, students and other valley residents would have only 45 minutes to seek higher ground before being inundated with a fast-moving slurry of mud, rock and water as thick as 10 meters (about 30 feet) deep."*¹¹

*"The fastest way to get people out of the valley bottom, especially in Orting, is by foot. However, the Puyallup and Carbon rivers make such an evacuation impossible. Trying to evacuate thousands of people from town, especially during rush hour, would further reduce their chances of survival."*¹¹ Now would adding more residential developments make this worse or better? To my knowledge there have been no studies done on how long it would take to evacuate the entire town. Again adding more residential developments would be reckless border lining on insanity. Endangering the current and future residents of current and new developments. The risk does not outweigh the benefits of adding new residential developments.

*"Fortunately, a dike road runs behind the school along the Carbon River and leads to a hillside about 3 kilometers away. All students would need is a bridge to cross over the river in order to get to the high ground."*¹¹ There have been talks about a "bridge for kids" for decades but no bridge has yet to be built. At a barebones minimum the bridge should be constructed before any thought of adding more residential developments in Orting.

5.5 Orting Needs More Commercial Development

Single family housing costs more money in city services than they bring in with property taxes.¹² Higher density developments such as apartments essentially break even. Commercial, office, and industrial space pay more in taxes than they cost in services.¹² *"The City of Orting has one of the lowest general revenue income streams in Washington State for a city it's size."*¹² Orting cannot afford to have anymore residential developments in the city. Open space is worlds better than residential developments at this point. Orting has done several studies that state we could only handle 10 more acres of commercial land. If that truly is the case what about adding a wedding venue on top of that. If a large part of that land next to the high school is left undeveloped it would provide one of the best scenic views of Mt. Rainier in the state. You could put up a small building with a kitchen, changing rooms, dining/dance area. The wedding would have breath taking views of Mt. Rainier, woodlands, grasslands, wetlands, and the Carbon River just mere footsteps away from each other. You could even do a smaller scale of Seabrook, WA and add small cottages for wedding guests to stay. This would not only preserve the natural beauty of the land but would bring in income for the city. More restaurants and other commercial developments may be lured into Orting with a lucrative wedding venue. And/or you could have flea markets, large farmers markets, other types of markets, horse riding, dirt bike riding, kayak/float trips down the river, etc... The possibilities are endless. All of these scenarios are better than adding residential developments. These would all help generate income for the city so the tax burden does not fall on the existing citizens.

5.6 Orting Needs to Take Care of our Aquifers, Wetlands, and Floodplains

The City of Orting has stated that under current conditions the water supply can support upwards of 10,500-11,000 residents. Right now there is approximately 8,100 residents in the city. Orting gets its drinking water from groundwater.

"Groundwater occurs in the saturated soil and rock below the water table. If the aquifer is shallow enough and permeable enough to allow water to move through it at a rapid-enough rate, then people can drill wells into it and withdraw water. The level of the water table can naturally change over time due to changes in weather cycles and precipitation patterns, streamflow and geologic changes, and even human-induced changes, such as the increase in impervious surfaces on the landscape. The pumping of wells can have a great deal of influence on water levels below ground, especially in the vicinity of the well. If water is withdrawn from the ground at a faster rate than it is replenished, either by infiltration from the surface or from streams, then the water table

can become lower, resulting in a "cone of depression" around the well. Depending on geologic and hydrologic conditions of the aquifer, the impact on the level of the water table can be short-lived or last for decades, and it can fall a small amount or many hundreds of feet. Excessive pumping can lower the water table so much that the wells no longer supply water—they can go dry."¹³

So even though the City of Orting has enough water to service 10,500 people today will they in the future? What if there is a prolonged drought? How long would our water supplies last with 8,100 people versus 10,500? How quickly does our aquifer replenish at the moment? Would filling in 40 more acres of land with impervious material have any effect? Would we have water shortages in western Washington? Again adding more residential units would not help but exasperate the situation. Yes we may barely be able to support that amount of people at the moment but will we in the future?

A large piece of the Property in question is considered a 100 year floodplain. A floodplain is a land area adjacent to rivers and streams that are subject to recurring flooding.¹⁴ Flooding is a result of heavy rainfall exceeding the absorptive capacity of soil and rivers.¹⁴ Would paving over more land increase or decrease our area's soil capacity to absorb water? *"Urbanization of a floodplain or adjacent areas and its attendant construction increases runoff and the rate of runoff because it reduces the amount of surface land area available to absorb rainfall and channels its flow into sewers and drainage ways much more quickly. Artificial fill in the floodplain reduces the flood channel capacity and can increase the flood height. Thus, the risk of flooding is increased."*¹⁴

The more we develop our floodplains the more we lessen our ability to handle major storms without wide spread flooding. More than 90% of the Puget Sound floodplains and wetlands have been lost to over development.¹⁵ This has led to catastrophic flooding and more to come. However, we can help by not making the situation worse. The first step is to prevent more harmful development in flood-prone areas.¹⁵ So the answer to growth under the GMA should state where can we SAFELY put the next wave of people. Unfortunately Orting's last large tract of land is not suitable for safely doing this.

Some arguments could be made about levees saving the day. However, some engineers have been questioning the effectiveness of levees for decades. A series of analyses along the Mississippi River determined that earthen levees built alongside rivers are increasing flood risk for everybody.¹⁶ When you build a levee you're forcing the water that would otherwise spread out across floodplains go through a narrow passageway.¹⁶ As the waters' passage gets narrower and narrower the water flows faster and higher thus, increasing the severity of the floods.¹⁶ *"This drives people to build more levees, driving a "hydrologic spiral" of flooding, levees, more flooding and higher levees."*¹⁶ The cycle never ends. We are currently seeing this here in Orting. We already have Pierce County wanting to build higher levees with a farther set back south of Orting along the Carbon river eliminating our beautiful foothills trail path along

the river. Floodplains are our best line of defense to help decrease the severity of our floods.

Finally, the Property in question also has several known wetlands. To my knowledge these wetlands have not been surveyed by the Army Corps of Engineers (ACOE). The ACOE will have jurisdiction to any of the wetlands if they do indeed drain into the Carbon River which merges with the Puyallup River which is considered navigable waters by the ACOE.¹⁷ If this is indeed the case then the developer will have to go through the permit process with the ACOE and not the state, county, or city.

6. CONCLUSIONS

Orting must limit the residential growth in our city. Orting lacks the capacity to handle anymore residential growth. The roads, schools, emergency services, lahar evacuation, floodplains, wetlands, and possibly our water supply cannot handle the issues of further growth. Although, our schools, roads, and some of our emergency services are separate entities/jurisdiction, according to the GMA RCW 36.70A.020, that the planning *"ensure coordination between communities and jurisdictions to reconcile conflicts."*¹⁸ Therefore, it is the cities responsibility to make sure that all of our public services and facilities can handle the growth regardless of who's jurisdiction it falls under. If one jurisdiction cannot handle or have concurrence than the development should not be permissible. Yes the city does not have control over some of these issues so what can the city do? Orting can make things WORSE. Orting's roads, schools, fire department, and Lahar evacuation capabilities cannot support any more residential units without substantial improvements added. These improvements/recommendations include the following:

- A new middle school / or addition, new high school / or addition, and a new elementary school.
- State Route 162 needs to be a three lane highway with a center/emergency lane from Orting heading north northwest to State Route 410.
- The fire department needs a new fire engine and crew to run it.
- Orting needs the Bridge for Kids constructed prior to any more developments getting constructed.
- Orting needs more commercial development to supplement the cities income.
- Orting needs to make sure that its water supply aquifer will continue to be adequately replenished especially with new construction paving over our permeable material.
- Several cities have recently denied any new building in their communities for one or two reasons including traffic and water supply. Orting has several reasons even just one of them would be sufficient.^{18,19}
- Orting is a unique city. We are nestled in-between two rivers, most of the city according to FEMA is located in a 100 year flood zone, only one major highway goes in and out of town, we are in constant threat of a lahar.

Therefore, any prior case law about building in other communities does not apply to Orting. Orting will have to be a new precedent.

- Limit the height to all future residential buildings to 25' and commercial / municipal to 35'.

Sources

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June 27, 2019

Dear Orting City Planning Commission,

Our vision is that every Orting student has the safe, ample, and inspiring learning spaces they need to grow so that they can achieve high levels of learning and be ready for college, careers, and life. As you enter the final stages of information gathering and community input on the MUTCN property adjacent to Orting High School, I would like to thank you for the opportunity to share the impacts of growth on the Orting School District and reiterate a few points I hope you will take under consideration before you make your final recommendations.

Enrollment

While we shared at the Joint Meeting on April 20th that much of the growth we are experiencing is happening outside of the City of Orting, it is important to recognize that growth connected to MUTCN will also impact our district. For example, if 500 new single-family homes go onto that property, we project an additional 250 students will enter our system. With a current building capacity (without portables) of 2,048 and current enrollment around 2,750, we are already facing a shortage of brick and mortar classroom and core space. We have experienced a 15.6% increase in enrollment in the past five years and project an additional 16% in the next four, sans MUTCN. New residential building at MUTCN will exacerbate this overcrowding.

Space

Our community has not been supportive of a bond measure to build or renovate our schools with the 60% super-majority required since our 2007 bond for Orting Middle School. Portable classrooms are not the long-term solution that our students or staff deserve - they are simply a band-aid to address our most urgent overcrowding issues. While we are pulling together a facilities committee in the fall to determine future projects and timelines, there is of course no guarantee that our voters will approve a future bond. As with enrollment impacts, any new residential building at MUTCN will exacerbate our space issues.

Taxes

Because of a lack of commercial space in Orting, homeowners bear a heavy tax burden when compared to surrounding areas. Zoning the property as residential adds to that tax burden, further impacting our ability to pass a bond to build or renovate.

Transportation

Due to new developments in the Orting Valley, Tehaleh and Puyallup, we are experiencing rapid growth which puts a strain on transportation and impacts student safety. While we have written the State Transportation Committee requesting upgrades to SR-162 to decrease transportation times and improve student safety, including evacuation times in the event of a lahar, our traffic concerns remain unaddressed.

Thank you for your time and thoughtful consideration. If you have any questions or would like to discuss any of these impacts further, please don't hesitate to let me know.

Sincerely,

A handwritten signature in black ink, appearing to read "Marci", written in a cursive style.

Dr. Marci Shepard
Superintendent, Orting School District

Written citizen's comments received and reviewed by the Planning Commission:

2019 Comprehensive Plan Amendments regarding the SW Connector

May 1, 2019

RECEIVED
MAY 02 2019
CITY OF ORTING

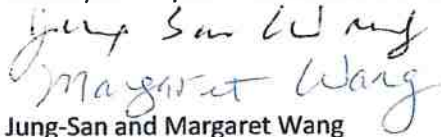
City of Orting Planning Commission
110 Train Street SE
Orting, WA 98360

In 2008 the Planning Commission's Facts and Findings regarding the SW Connector-Calistoga St West Corridor Study clearly listed numerous reasons why the Alternative 1 and Alternative 2 routes were not recommended and why the Alternative 3 route was the best choice. The finding to use Alternative 3 route was accepted as it would make only a small impact to the neighborhoods and was the best solution to achieve the intended use of this connector. It was the safest route while minimizing noise, loss of homes, it directed traffic to the end of Calistoga, not just part way down, as well as kept it away from turning another residential street (Kansas) into a major bypass route .

The 2015 Comprehensive Plan shows a change from the highly recommended Alternative 3 route to one that connects to Calistoga at Kansas Street. This letter is a formal request to amend the Transportation Appendix of the 2015 Comprehensive Plan—specifically to alter the Planned Transportation Improvement Project Southwest Connector Calistoga St West Corridor also known as the Whitehawk Extension to Calistoga Street at Kansas Street to the original recommended route that was supported by citizens, the Planning Commission and the City Council. Most of the purpose of this extension is lost by connecting at Kansas Street.

If you need a copy of the City of Orting Facts & Findings Planning Commission Public Hearing SW Connector-Calistoga St West Corridor Study I will be glad to provide you with one so the reasons for choosing Alternative #3 are once again reviewed and understood.

Thank you for your consideration of our proposal.



Jung-San and Margaret Wang
c/o Carol Wang
2520 N 55th Street
Omaha, NE 68104

May 30 2019

To the Planning Commission,

My name is Kimberlee Thomas
and I reside at 410 Rudnick Ct NW.

I would prefer Alternative #3.
I feel it would be the least dangerous
to our street as we have young children,
from various residence, who play in
our cul-de-sac

Sincerely,
Kimberlee Thomas
253-332-5785

RECEIVED
MAY 29 2019
CITY OF ORTING

June 3, 2019

To: City of Orting
Planning Dept.

Re: Statutory Warranty Deed
Wang Property

RECEIVED
JUN 03 2019
CITY OF ORTING

To Whom it may concern;

I am:

- concerned citizen
- Property Owner
- Recent Widow
- Tax Payer
- Registered Voter
- Retiree

Why did I move to Orting 12 years ago?

- wanted to live in quiet, small town area
- wanted space for a sizable garden
- wanted safety for my grandchildren
- wanted to retire in a safe & comfortable town

I have reviewed the paperwork. Plans 1, 2 & 3 are my options to consider. I do understand there has to be change for there to be progress; However, at what cost?

Plan 3 was approved & adopted by the City of Orting Nov 19, 2008.

It makes the most sense to go with the already approved Plan. This has least impact to surrounding neighborhoods.

I urge the planning Commission to move forward with Plan 3.

Thank You,

Victoria Noggle
410 Rudnick Ct NW
Orting, Wa 98360
Cell phone # 253-632-9838

Return Address:

City of Orting
Attn: City Clerk
110 Train Street SE
Orting, WA 98360

STATUTORY WARRANTY DEED

GRANTORS: JUNG-SAN WANG and MARGARET WANG, husband and wife

GRANTEE: CITY OF ORTING, WASHINGTON, a municipal corporation

ABBREV. LEGAL: NE QUARTER OF THE NE QUARTER OF
SECTION 31, TOWNSHIP 19 NORTH, RANGE 5 E.W.M.

ADD'L LEGAL: SEE EXHIBIT "A" ATTACHED

TAX PARCEL ID: 0519311015

GRANTORS, JUNG-SAN WANG and MARGARET WANG, husband and wife, and their marital community comprised thereof, for and in consideration of Eighteen Thousand Dollars and No/100ths (\$18,000.00) in hand paid, and other good and valuable consideration, and under threat of the exercise of eminent domain, convey and warrant to CITY OF ORTING, a municipal corporation, the following described real estate, situated in the County of Pierce, State of Washington.

See Exhibit "A" attached hereto.

Grantors hereby request that the Assessor and Treasurer of said County set over to the respective remainder of Grantors' property, the lien of all unpaid taxes, if any, affecting the property herein conveyed as provided by RCW 84.60.070.

DATED this 27 day of March, 2012.

By: Jung San Wang
JUNG-SAN WANG

By: Margaret Wang
MARGARET WANG

STATE OF WASHINGTON)
County of Pierce) ss.

On this day personally appeared before me JUNG-SAN WANG to me known to be the individual described in and who executed the foregoing instrument, and on oath swore that he executed the foregoing instrument as his free and voluntary act and deed for the uses and purposes therein mentioned.

GIVEN my hand and official seal this 27 day of March, 2012.



[Signature]
Bryce H. Dille
(Typed/Printed Name of Notary)
Notary Public in and for the State of WA
Washington. My commission expires 8/31/14

STATE OF WASHINGTON)
County of Pierce) ss.

On this day personally appeared before me MARGARET WANG to me known to be the individual described in and who executed the foregoing instrument, and on oath swore that she executed the foregoing instrument as her free and voluntary act and deed for the uses and purposes therein mentioned.

GIVEN my hand and official seal this 27 day of March, 2012.



[Signature]
Bryce H. Dille
(Typed/Printed Name of Notary)
Notary Public in and for the State of WA
Washington. My commission expires 8/31/14

EXHIBIT "A"

Parametrix

WANG PARCEL

ALL THAT PORTION OF THE FOLLOWING DESCRIBED PARCEL X, LYING WESTERLY OF THE FOLLOWING DESCRIBED LINE:

COMMENCING AT THE NORTHWEST CORNER OF SAID PARCEL X SAID POINT BEING AT THE SOUTHWEST CORNER OF THE PLAT OF WHITEHAWK DIVISION 5 AS RECORDED UNDER RECORDING NO. 9801020164 RECORDS OF PIERCE COUNTY, WASHINGTON; THENCE SOUTH $0^{\circ}08'29''$ WEST ALONG THE WEST LINE OF SAID PARCEL X, A DISTANCE OF 452.98 FEET TO THE TRUE POINT OF BEGINNING OF THIS LINE DESCRIPTION; THENCE LEAVING SAID WEST LINE, SOUTH $20^{\circ}46'32''$ EAST, 507.10 FEET TO THE SOUTH LINE OF SAID PARCEL X AND THE TERMINUS OF THIS LINE DESCRIPTION.

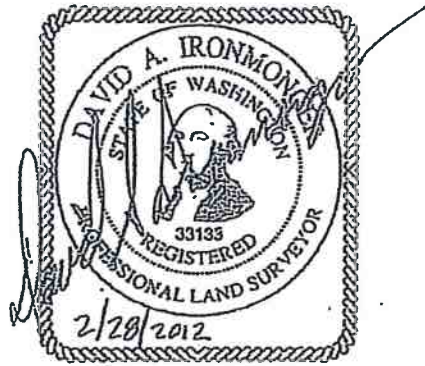
FROM SAID TERMINUS, THE SOUTHWEST CORNER OF SAID PARCEL X BEARS SOUTH $89^{\circ}41'01''$ WEST, 181.05 FEET CONTAINING 42,961 SQUARE FEET OR 0.99 ACRES MORE OR LESS.

PARCEL X (AS DESCRIBED IN TICOR TITLE COMPANY'S PLAT CERTIFICATE ORDER NO. 6428690 DATED MARCH 4, 2009).

THAT PORTION OF THE NORTHWEST QUARTER AND THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 31, TOWNSHIP 19 NORTH, RANGE 5 EAST OF THE WILLAMETTE MERIDIAN, IN THE CITY OF ORTING, PIERCE COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF BLOCK 23, AMENDATORY PLAT OF THE TOWN OF ORTING SHOWING J. ED BUCKLEY'S ADDITION, AS PER PLAT RECORDED IN BOOK 2 OF PLATS AT PAGE 52, RECORDS OF THE PIERCE COUNTY AUDITOR, PIERCE COUNTY, WASHINGTON; THENCE NORTH 494.02 FEET TO THE SOUTH LINE OF THE PLAT OF WHITEHAWK DIVISION 4, AS RECORDED UNDER AUDITOR'S NO. 9903225003, BEING A POINT 405.98 FEET SOUTH OF THE NORTH LINE OF SAID SECTION 31; THENCE WEST PARALLEL WITH SAID NORTH LINE AND ALONG THE SOUTH LINES OF SAID WHITEHAWK DIVISION 4 AND THE SOUTH LINE OF WHITEHAWK DIVISION 5, AS RECORDED UNDER AUDITOR'S NO. 9801020164, A DISTANCE OF 1,216 FEET; THENCE SOUTH 914.02 FEET TO THE SOUTH LINE OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 31; THENCE EAST 590 FEET, MORE OR LESS, TO THE SOUTHWEST QUARTER OF THAT TRACT CONVEYED TO THE TOWN OF ORTING, A MUNICIPAL CORPORATION, BY DEED RECORDED UNDER AUDITOR'S NO. 1240715; THENCE NORTH 67.34 FEET TO THE NORTHWEST CORNER OF SAID TRACT; THENCE NORTH $42^{\circ}50'$ EAST 56 FEET; THENCE SOUTH $47^{\circ}10'$ EAST 112 FEET TO THE NORTHWESTERLY LINE OF R.S. PERKINS FIRST ADDITION TO THE CITY OF ORTING, PIERCE COUNTY, WASHINGTON, AS RECORDED IN BOOK 16 OF PLATS AT PAGE 84, RECORDS OF THE

PIERCE COUNTY AUDITOR; THENCE NORTH 42°50' EAST ALONG SAID
NORTHWESTERLY LINE OF SAID PLAT TO THE NORTHWEST CORNER THEREOF;
THENCE EAST 110 FEET TO THE POINT OF BEGINNING.



Seller:

Jung-San Wang and Margaret Wang
c/o Bryce H. Dille
Campbell, Dille, Barnett & Smith, PLLC
317 South Meridian
P.O. Box 488
Puyallup, WA 98371-0164

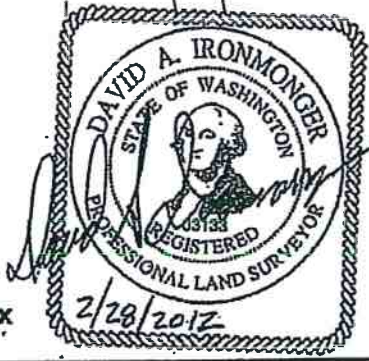
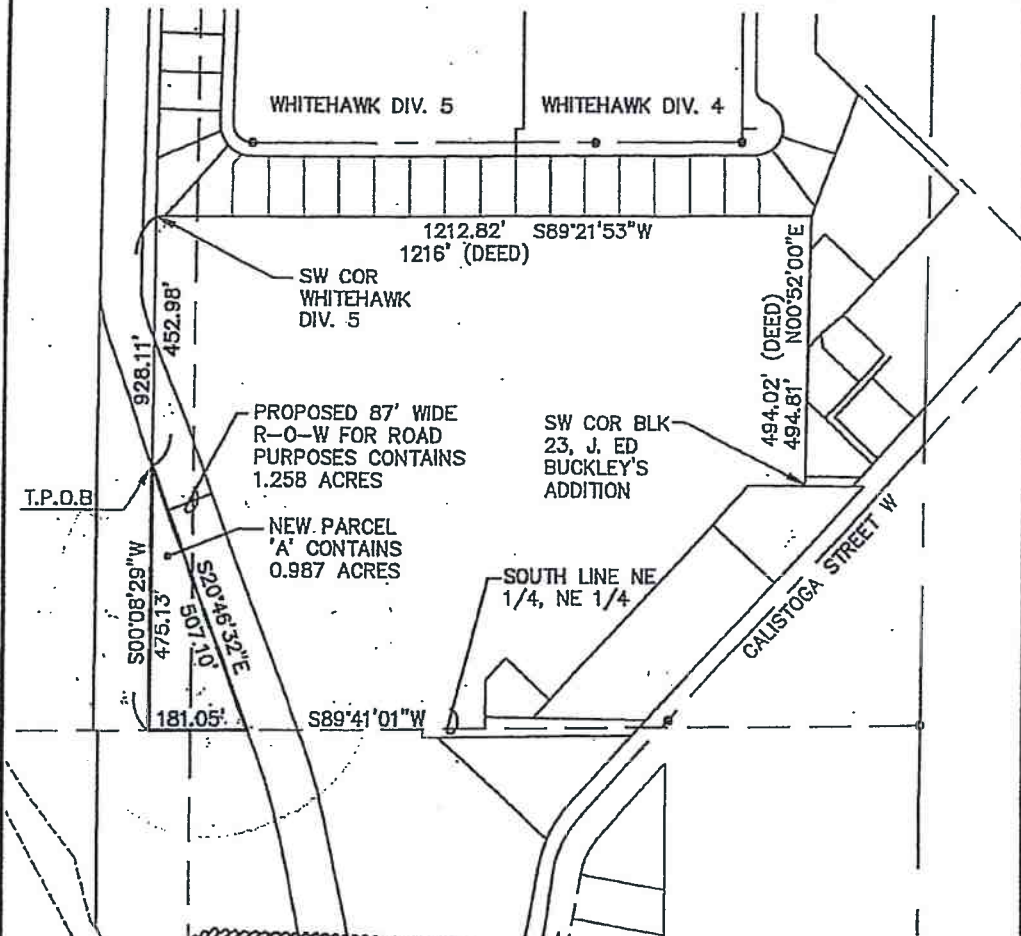
Purchaser:

City of Orting
c/o Chris Bacha
Kenyon Disend, PLLC
11 Front Street South
Issaquah, WA 98027

13. Miscellaneous.

- a) Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Washington.
- b) Entire Agreement. This Agreement constitutes the entire agreement between the parties concerning the purchase and sale of the Property and cannot be changed or modified other than by a written agreement executed by both parties.
- c) Counterparts. This Agreement may be executed in more than one counterpart, each of which shall be deemed an original.
- d) Successors and Assigns. This Agreement shall bind and inure to the benefit of the respective successors and assigns of the parties.
- e) Event Date. If any event date falls on a Saturday, Sunday, or legal holiday, then the time for performance shall be extended until the next business day.
- f) Non-Waiver. No term or condition of this Agreement will be deemed to have been waived or amended unless expressed in writing, and the waiver of any condition or the breach of any term will not be a waiver of any subsequent breach of the same or any other term or condition.
- g) Exhibits. The Agreement contains the following Exhibits which are attached and made a part of the Agreement: Exhibit A (legal description) and Exhibit B (form of Deed).

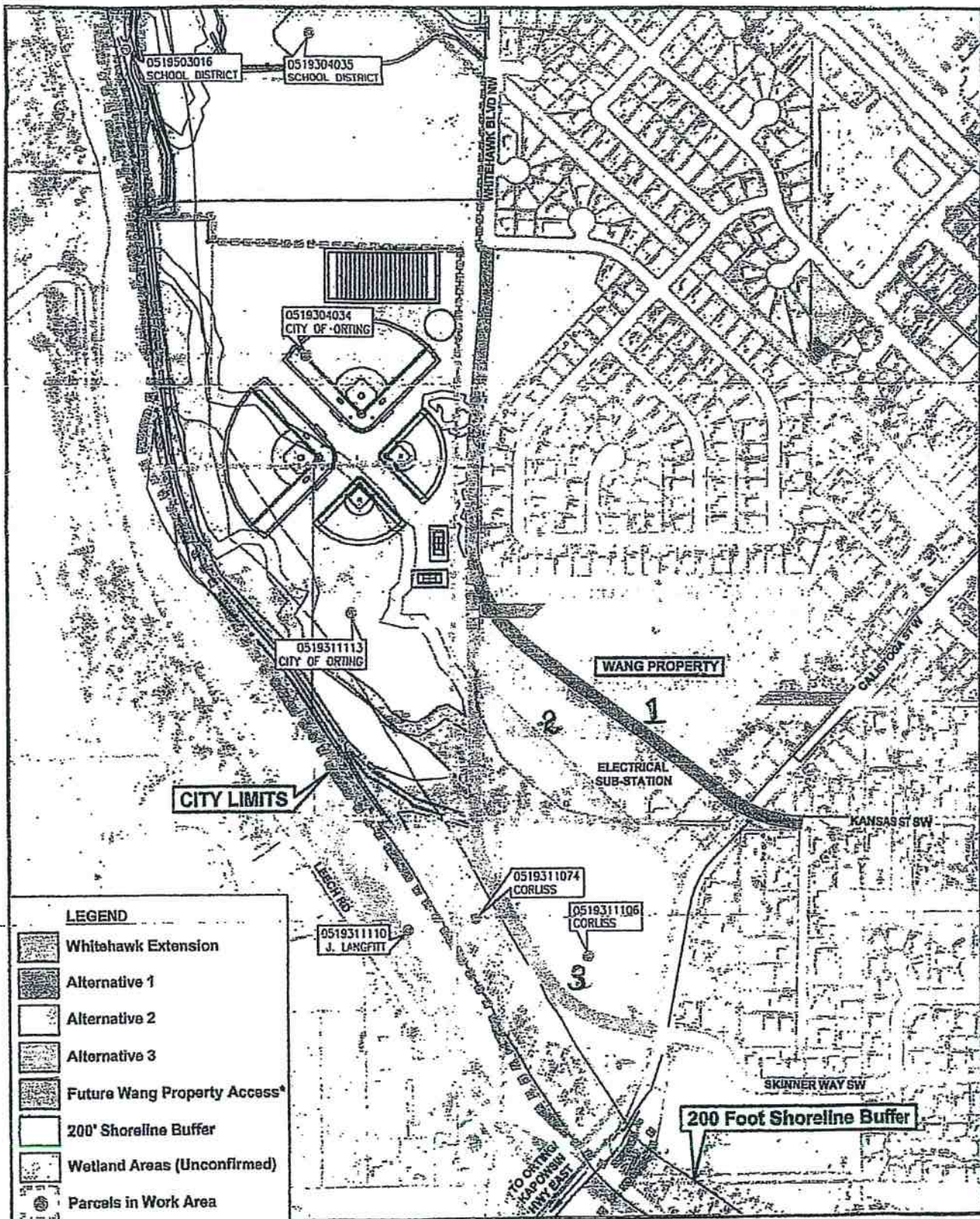
PORTIONS OF THE NW 1/4 & NE 1/4 OF
THE NE 1/4 OF SEC. 31, TWP 19 N., RGE 05
E., W.M. PIERCE COUNTY, WASHINGTON



[Handwritten signatures]
x J S
x M W

WANG PROPERTY
TAX PARCEL 051931-1015
SHEET 1 OF 1

Parametrix
DATE: Feb 28, 2012
FILE: Esh11



Parametrix DATE: Sep 10, 2008 FILE: Su1711003p7044F01



*Note: Implementation of either Alternative 2 or 3 will require 2-points of connection (one at Calistoga street west & one to the SW Connector) for Wang property access when the property is developed.

Figure 1
Southwest Connector
Calistoga Street Corridor Stud
City of Orting, Washington

CITY OF ORTING FACTS & FINDINGS
PLANNING COMMISSION PUBLIC HEARING
SW CONNECTOR – CALISTOGA ST. WEST CORRIDOR STUDY

The Planning Commission held a public hearing on November 18, 2008 regarding the Southwest Connector Calistoga St. West Corridor Study. Parametrix Engineer, Devin Wolf gave a brief overview of the three proposed alternative routes; weighing both the pros and cons of each. The Commission received letters from Jung-San & Margaret Wang and Dianna Kent. The Commission also received two conception layouts of the Wang Parcel provided by staff. After much discussion and public testimony the Planning Commission makes the following **FINDING OF FACTS:**

- The intent of the Whitehawk connector is to filter traffic from SR 162 to Cemetery Hill on toward the Graham area. Alternative 3, juncturing in at Skinner Way SW would keep traffic to the intended use, thereby keeping safety at a maximum and noise at a minimum.
- The intent of the Whitehawk connector is to allow the citizens of Orting alternatives to travel inside the city.
- The Commission is concerned that traffic safety could become a problem and suggested that restriction of oversize trucks may be necessary at some point.
- Alternative 1 will increase traffic on Kansas St. SW, creating more safety concerns. Currently South Prairie commuters use SR 162 all the way through town. With a connector alignment on Kansas St. SW those commuters will bypass the downtown and now travel on a residential street.
- Alternative 1, in regards to the Wang Property, will create an unfriendly corridor through a residential neighborhood, possibly making the lots less desirable as home sites.
- Alternative 1 as shown in the concept Wang Parcel Layout will reduce the number of lots for development from 91 to 84. This will reduce revenues collected by the City from building impact fees and cause possible devaluation of the Wang family property.
- Alternative 1 will cause the T. Park property to become an island between the connector and the Puget Sound Energy power facility.
- Alternative 1 would impact the Calistoga neighborhood by the loss of two homes and the possible devaluation of several others.
- Alternative 1 was soundly rejected by five of the seven citizens that gave testimony.
- Alternative 2 will make a major intersection too close to the Kansas St. SW and Skinner Way SW intersections, possibly causing a mobility problem.
- Alternative 2 does not address the needs of the city or her citizens.
- Alternative 3 has the highest rating for traffic mobility because it gives the quickest, most direct route to move commuters through Orting while maintaining the sovereignty of our existing neighborhoods.
- Alternative 3 will give commuters and citizens more alternatives to move inside the city, reducing the impact for residents on Calistoga Av. W.
- Alternative 3 removes one stand-alone older farm house and should not impact other home sites.
- Alternative 3 was the favored alignment of the citizens who gave testimony.
- If Alternative 3 is constructed in tandem with the proposed setback levee project, it will have a beneficial impact to threatened and endangered fish species in the Puyallup River. There is also a possibility of additional funding if the projects were coordinated.

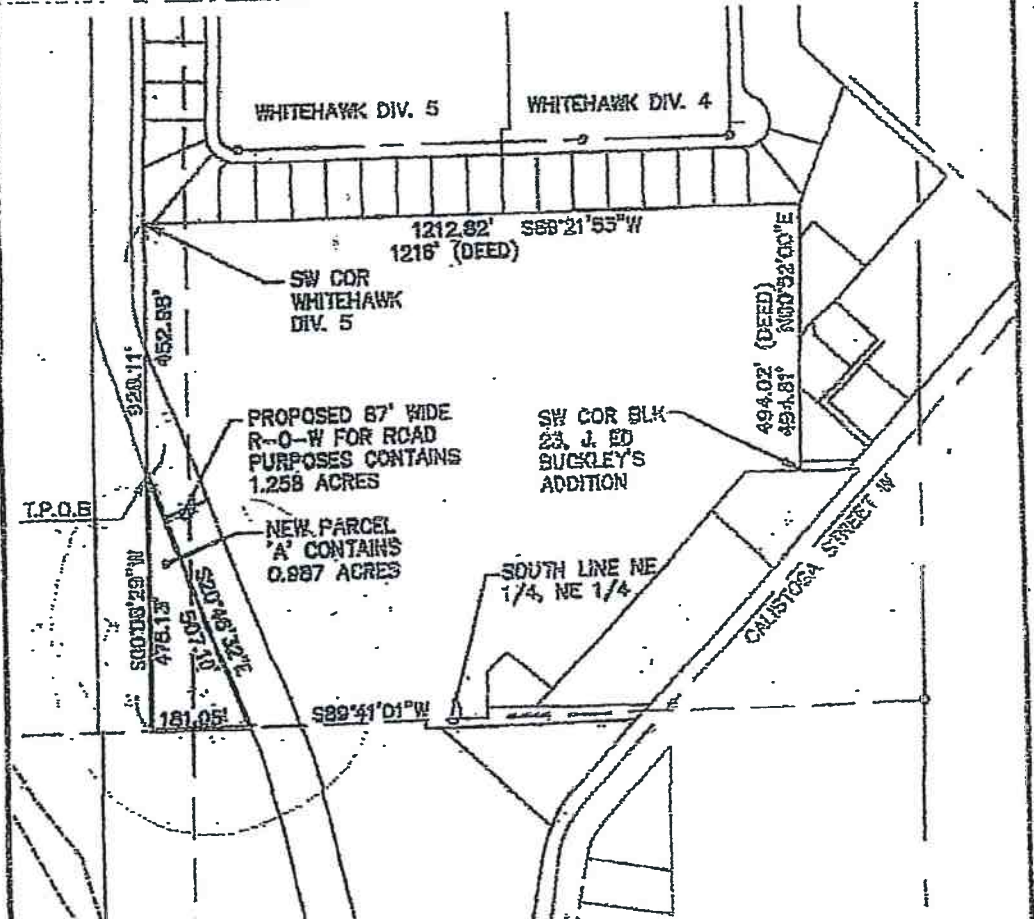
From the forgoing findings of facts the Planning Commission hereby makes the following Conclusion and Recommendation to Council:

The Planning Commission recommends to the City Council Alternative #3 for the Southwest Connector. This alignment will make only a nominal impact to the surrounding neighborhoods and best achieves the intended use of the corridor.

PREPARED BY: Kim Whitlock, November 19th, 2008

Alternative # 3 was adopted by Orting City Council December the same year

PORTIONS OF THE NW 1/4 & NE 1/4 OF
 THE NE 1/4 OF SEC. 31, TWP 19 N., RGE 05
 E., W.M. PIERCE COUNTY, WASHINGTON



J S
M W

WANG PROPERTY
 TAX PARCEL 061931-1016
 SHEET 1 OF 1

Paperwork
 DATE: Feb 21, 2012
 FILE: 061931

The map comes with Sale agreement when city bought A of land for Leavy in 2012. At the time Alternative road #3 was recommended by city planning commission and adopted by Orting city council in 2008.

To: Orting Planning Commission:

June 18, 19

1. In 2008, the planning commission Facts and Finding regarding the SW Connector—Calistoga St West Corridor study clearly listed numerous reasons why the Alternative 3 Route was the best choice. The finding to use A-3 route was accepted as it would make only a small impact to the neighborhoods and was the best solution to achieve the intended use of this connector. It was the safest route while minimizing noise, loss of homes, and more revenue for the city. It directed traffic to the end of Calistoga St, not just part way down, as well as kept it away from turning another residential street (Kansas St) into a major bypass route.
2. Alternate 1 Route (A-1) ending at Kansas Street would increase the traffic on Kansas St., so commuters using the route to bypass downtown would now be cutting through a residential area, defeating the purpose of the extension and just moving the problem to another residential street.
3. Cheryl Munson (owner of Moonlight Farm) is renting the Wang property and currently keeps Sheep and Livestock on the property throughout the year. If the extension were to cut through the middle of the property, any land on the Southwest side of the proposed road would become unusable for the livestock business due to the inability to move livestock from one side of the road to the other, the inability to protect the livestock from Predators (Coyotes), and the inability to provide drinking water.
4. Any city plans to construct a highway or road for public use should use public land first if it is available. In the Whitehawk extension case, the City of Orting owns all the property to the Southwest side of the Wang property.
5. Alternate 1 Route (A-1) would create a dangerous bottle neck of traffic during an evacuation. As Calistoga St. is the evacuation route for Mt. Rainier eruption, citizens of Orting would be trying to enter the evacuation route (Calistoga St) at Kansas St, as well as the new A-1 road.
6. According to a City Administrator, it would be hard to raise enough funds for A-3. The City Administrator also explained to a Whitehawk resident that he would like to raise seven million dollars from bonds to construct the A-1 route which means funds for both routes are unrealistic to raise from bonds. Due to this, why not choose the safer and best option to achieve the intended purpose, which is A-3. There is no reason to choose A-1, which is less safe, creates more traffic for residents, and creates more bottle necks in emergency situations.
7. From an economic point of view, A-3 is cheaper to build. Only 1.25 acres of land would be needed to be purchased from the Wang property and 2-3 lots from the American Concrete Co. A-3 also helps the American Concrete Co. with their development plans as it provides a second exit (which they are currently missing).
8. With A-3, developers could build more houses on the Wang property, thus benefitting the City of Orting from collecting more utilities fees (including sewer, storm drainage, etc.) and property taxes from those residences.

RECEIVED
JUN 18 2019
CITY OF ORTING

9. In 2012, the City of Orting purchased 0.98 acres from the Wang property for the Calistoga Levee. In the Statutory Warranty Deed of Sale agreement, Exhibit A was included that outlined the fully mapped and measured A-3 road plans. This was initialed to approve the route as per the city's request.

In Sale Agreement No. 13 Miscellaneous Listed

b. Entire agreement: This agreement constitutes the entire agreement between the parties concerning the purchase and sale of the property and cannot be changed or modified other than by a written agreement executed by both parties.

f. No-waive: No term or condition of this agreement will be deemed to have been waived or amended unless expressed in writing and the waiver of any condition or the breach of any term will not be a waiver of any subsequent breach of the same or any other term or condition.

g. Exhibits: The Agreement contains the following Exhibits which are attached and made a part of the Agreement: Exhibit A (legal description) and Exhibit B (form of Deed).

Jung San & Margaret Wang
Jung San Wang
Margaret Wang

P. O. Box 505
Orting, WA 98366

RECEIVED
JUN 18 2019
CITY OF ORTING

Received @ Public Hearing
June 18, 2019

HELP OUR CAUSE

We need to protect our town

And our own.

- *The first thing you need to know is that the city has decided to build a road to improve Orting TRAFFIC.*

(Sounds great until you hear the details.)

- Second thing is the proposal that will be decided on June 18, 2019 at the Orting Performing Arts Center is which plan to use for the new road.

(The one they wish to use is against the will of one citizens American Dream.)

- Third thing, is the facts of what the city decided and why.

(\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$)

Dearest residents, family, and friends,

I have written this petition for the **Protest** of option one in the city council and the city planning commission's proposal for a new road here in Orting.

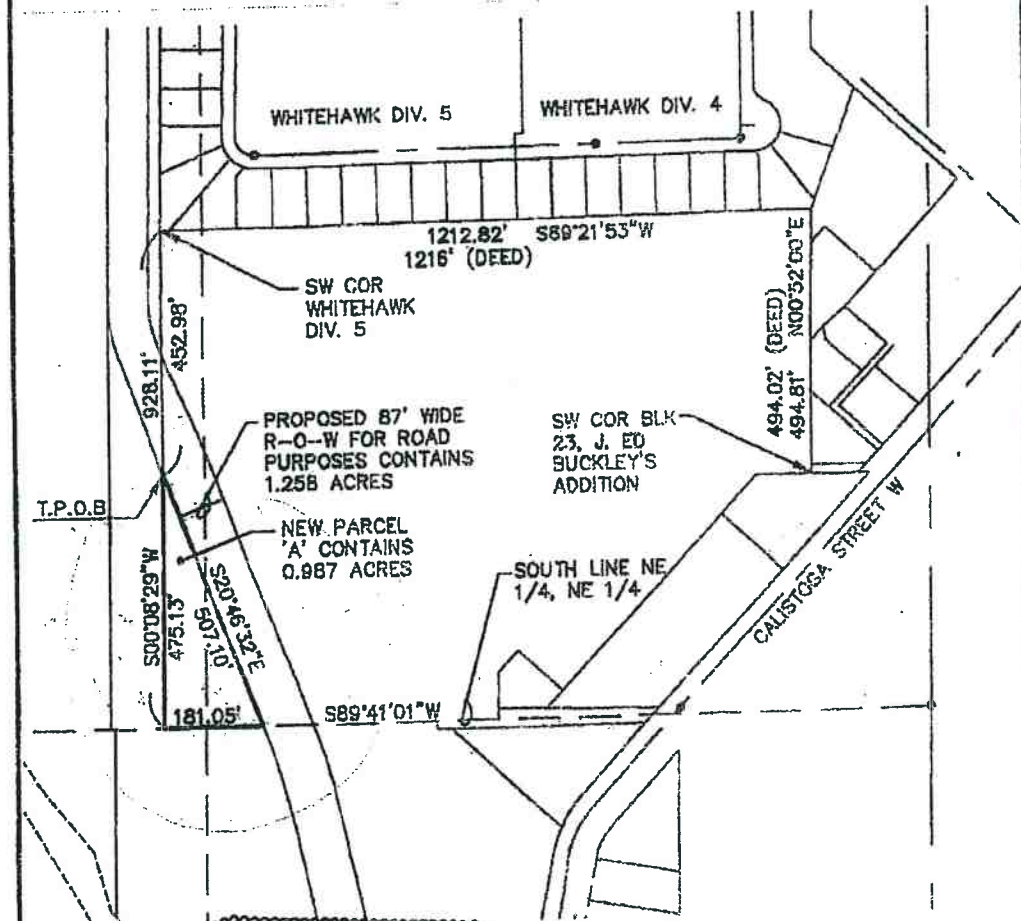
By signing this document you are signing that you disprove of the cities idea to use a ~~hard working man~~ ^{hard working man} and his wife's personal property against their will to build a new road that connects Kansas Street to the new road.

By signing this you agree that it is wrong to impose ones belief to another person's American Dream to better a few people as a whole.

Side note: The resident in question by dividing their land depletes the property value, and hinders their income. They are an elderly first generation legal immigrant couple. They worked hard and raised their family here in this very community and retired. Their property is their supplemental income and children's inheritance.

Second side note: There are **2** options for this new road. As well as several not yet explored.

PORTIONS OF THE NW 1/4 & NE 1/4 OF
 THE NE 1/4 OF SEC. 31, TWP 19 N., RGE 05
 E., W.M. PIERCE COUNTY, WASHINGTON



Handwritten signatures and initials:
 X J S
 X MW


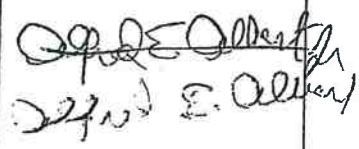








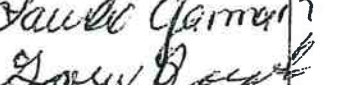
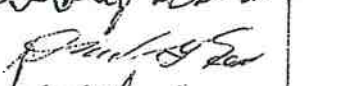


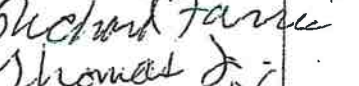
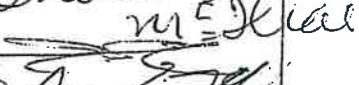




WANG PROPERTY
TAX PARCEL 051931-1016
SHEET 1 OF 1

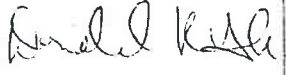
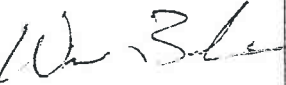


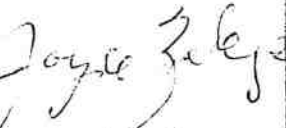

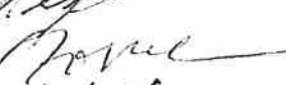


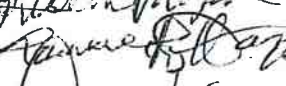
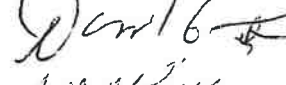
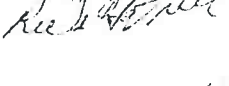
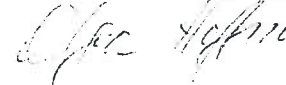



Parametrix
 DATE: Feb 21, 2012
 FILE: 62601


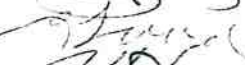



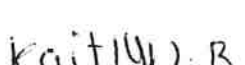





Citizens' signatures

Page No.	Total No. Signatures	From Orting	Graham	Summer	Payallap	Tacoma & other
1	25	25				
2	16	12				
3	20	5				
4	19	15				
5	22	17				
6	15	12				
7	12	6				
8	5	4				
9	27	23				
10	23	17				
11	23	20				
12	18	10				
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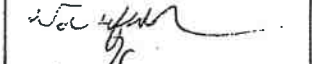

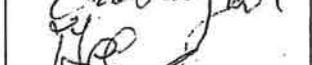

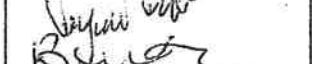


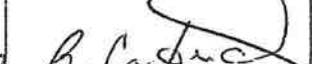
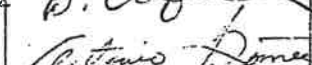
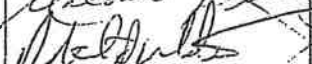

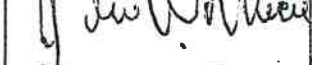
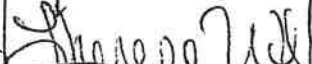





11/11/11

Name	Address	Contact Info	Signature
Sophient Chan	315 Calistoga St W.		
CHHEUTH CHHAN	315 Calistoga St W.		
D. L. Fred E. Albert Jr	318 CALISTOGA ST W		
Vien Bishop	702 KANSAS		
Doug Bishop	702 KANSAS		
Riley Campbell	503 Coe Lane SW		
Justin Hancy	503 Coe Lane SW		
Nancy A. Wahle	505 Coe Lane SW		
James A. Wahle	505 Coe Lane SW		
Danni Anderson	508 Calistoga St W		
Sierra Bonner	508 Calistoga St W		
Shirley Silverman	603 Calistoga SW		
Allen W. Paulk	602 Deced Ln		
Tammy Paulk	602 Deced Ln		
Laurie Garman	P.O. Box 148 Orting		
Gary Reynolds	P.O. Box 575 Orting		
Dan Hartz	188 River Avenue		
Scott Hambroff	309 Calistoga St W		
Dennis Greenig	23519 Orville Rd.		
Mike Glaser	320 Bowli Lane		
Richard Farver	P.O. Box 122		
Thomas G. Eric Carlson	P.O. Box 1198		
Bob Burns	P.O. Box 1806		
Harry Barnay	P.O. Box 1643		
	P.O. Box 1237		

Name	Address	Contact Info	Signature
Donald R Miller	603-1 Kansas St. SW. ORING WA 98360	D Miller 1781 ⁸⁸ Gmail	
Bill Burke	614 KANSAS ST. S.W. ORING WA 98360	253-720-2312	
Tina Burke	S.W. ORING WA 98360		
Skyler Burke	614 " " "		
Joyce Zaleski	610 KANSAS ST S.W. ORING WA 98360	253-230-7571	
Josh Hethcock	504 Coe Ln Sw	253-666-0101	
JAMIE Hethcock	504 Coe Ln Sw	253-334-7646 (206) 799-7137	
Chad Ryan	205 Cardinals	253-245-0316	
Ron Lewitt	217 Collins Ave	253 302 1534	
Trevor H	217 COLLINS AVE	253 306 0815	
Kurt H	2617 370th	253-287-7341 Fed	
Don Hank	11520-271st Hwy SW	206-356-1310 Buckley	
Rick Hoffman	11520-271st Hwy SW	253-287-0466	
Lisa Hoffman	20501 140th Ave E ORING 98360	253 737 7297	
Rachel Waver	20501 140th Ave E ORING 98360		
Jordan Anderson	20501 140th Ave E ORING WA 98360	253 777 932	

Name	Address	Contact Info	Signature
o Mario Torres	904 215th Ave	206 551-0916	
o Lisa Turner	1214 200th St	253-656-6434	
o Jeff Hanson	7777 193rd Ave	253 973-5546	
o Roxann Hanson	7013 160th St	253-651-2974	Roxann Hanson
o Gerald Altman	7013 160th St	(253) 657-2797	
o Michael Nagel	9100 LRU Dr SW	253-	
o Jim Bergquist	5076 Grand Ave	253-290-2580	Jim Bergquist
- Carrie Bergquist	5076 Grand Ave	253-290-2580	
- Kaitlyn Bergquist	5076 Grand Ave	253-392-5385	Kaitlyn B
- Jesse Naylor	20621 193rd Ave Orting WA	360 8931698	
o Willie Jones	124 7th Ave SE	425-622-7331	
o Dianne Gooden	16213 50th Ave SE 4.5 Calistoga	253-300-5574 (253) 576 1315	
o Janis Miller	16818 7th St E	253-326-5798	Janis Miller
o Michael Austin	21619 140th St	253-778-5118	
o Faron Egleski	2384 7th Ave SE	253 232 5114	
o Susan Jones	10705 SE 238th St #19	253-232-3660	Susan Jones
o Lori Polo	22911 154th Ave SE Orting WA	360-990-3451	Lori Polo

Name	Address	Contact Info	Signature
- Brett Crane	P.O. Box 495		Brett Crane
- B. Peterson	P.O. Box 1240		B. Peterson
- S. B. Johnson	Apt 571		S. B. Johnson
- Robert Wolf	PO. 48		Robert Wolf
- Cathy Munch	PO Box 1706		Cathy Munch
- Darlene Gilbertson	PO Box 815		Darlene Gilbertson
- Mary Buffon	PO Box 1616		Mary Buffon
- Erick Frost	PO Box 335		Erick Frost
- Anne Deu	PO BOX 1551		Anne Deu
- Ann Crespo	PO Box 788		Ann Crespo
- Toni Brock	98760 ORTING WA.		Toni Brock
CINDY BALDWIN	17425 119th ST SE		Cindy Baldwin
Joni P. Reisman	SUMNER		Joni P. Reisman
Larry Woods	SUMNER		Larry Woods
- Angela Egan	1820 977th St		Angela Egan
- Angela Egan	PO BOX 513		Angela Egan
Courtney Miser	PO BOX 930		Courtney Miser
- Joy Schneider	Graham 98388		Joy Schneider
- Joy Schneider	ORTING WA		Joy Schneider
- Jessica Allen	PO Box 868		Jessica Allen
- Ken Long	PO Box 1524		Ken Long




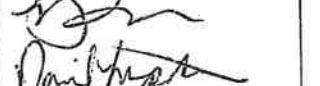
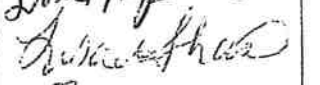
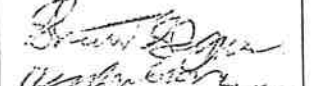
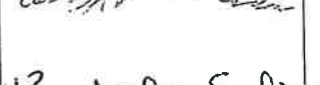
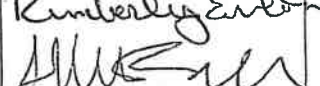




Name	Address	Contact Info	Signature
- Alex Anton	508 Callender St	(253) 886 4936	
- Colette Garrity	508 Callender St	(253) 886-4855	
- Jerome Dickson	402 Factory ST SE	253 327 0165	
- Nolan McFadden	100 Eagle Ave	253-464-7965	
✓ Jeremy Annett	21909 185th Dr NW	253-261-5087	
○ Courtney	14110 274th St E	253 861 3979	
- Tiffani Lee	404 Rudnick Ct NW	253 314 4230	
- Angel Annett	21909 185th Dr NW	253-961-2383	
✓ Reg Ross	112 Ames St NE	360 521-7768	
○ Brittnee Peterson	30205 N Yeager	253 681 1078	
○ DUSTIE WISE	4819 LAKEVIEW DR. LAKE TAPPS	253-772-3178	
- Bill Crawford	1154 162 ORTUG	853-444-8132	
- ANTONIO GOMEZ	1685 ST E		
Robert Webster	209 Kansas	253-318-3403	
✓ Jim Williams	19214 212th St E Orting	206-919-1441	
○ Therese Williams	P.O. Box 1554	253 381-5748	
- Dan Tang	115 4th St SW	253 206 8115	
- ES HIEBER	15703 Unit Rd SE	360-398-7904	
○ NISSA Switzer	15703 Unit Rd SE	360-398-2404	
✓ William Bell	312 CALISTOGA W.	360-893-3304	
○ Jason Siderer	317 Calistoga St W.	206-909-6556	

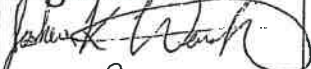


Name	Address	Contact Info	Signature
- Kylee Christman	22507 177 th St E	253 441 6580	<i>Kylee Christman</i>
- Jenny Mizner	19508 215 th St E	253 318 9148	<i>Jenny Mizner</i>
- Diane Chamusco	5323 Waldron Dr NE <small>Lacey</small>	253-208-8360	<i>Diane Chamusco</i>
- Rosemary Beed	22117-161 st Ave E	360-893-1446	<i>Rosemary Beed</i>
- VICTORIA Noggke	410 Rudnick Ct NW	253-632-9838	<i>Victoria Noggke</i>
- Kimberlee Thomas	410 Rudnick ct. NW.	253332 5785	<i>Kimberlee Thomas</i>
- RAYMOND AL JACOBS	6855 NW 52 nd AVE		<i>Raymond Jacobs</i>
- Christina Smith	8813 270 th St E	253-332-9978	<i>Christina Smith</i>
- Leeanne Nicholson	307 HARMAN WAY	253 457-8179	<i>Leeanne Nicholson</i>
- MARYJEE LUCAS	412 Transt SE	360 761 2741	<i>Maryjee Lucas</i>
- WILLIAM RUDNICK	P.O. Box 455 PO 1941 ORT. 5	360-872-1166 253 333 5931	<i>William Rudnick</i>
- LOWEY MEADOWS	PO Box 614	340 893-6174	<i>Lowe Meadows</i>
- M. BEVARD	P.O. Box 351	253-720-5768	<i>M. Bevard</i>
- MI. VAN SELLER	PO Box 403	360-893-3110	<i>Michelle Van Seller</i>

outing

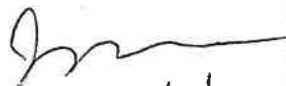
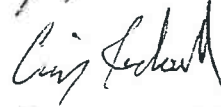




















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Name	Address	Contact Info	Signature
DAVID EMERY	14812 224 th AVE E, Graham	253-592-1910	
Lisa Richard	11820 172 nd ST C.T.E.	(pyalling)	
Reynolds	5715 25 th ST E	Redmond	
Marcia Pullin	253-733-1779	909 Boatman Avenue Orting, WA 98360	
Daniel Lupastean	425-260-0898	909 Boatman Avenue Orting, WA 98360	
Lisa Gornham	509-575-8904	19805 33 rd Avenue East Orting WA 98360	
Shawn Seymour	Orting, WA	Shawn Seymour 360-458-7669	
Austin Gornham	19805 33 rd Ave		
Kimberly Entlow	103 Becket Ln. S.W. Orting, WA 98360	253-880-5354	
Ambrielle Roberts	25802 72 nd Ave E Graham, WA 98338	253-426-0131	
TUCKER ROBERTS	25802 72 nd AVE E GRAHAM, WA. 98338	253-312-7087	
S.P. ★ James Hudson	8721 133 rd STE	206 234-9544	

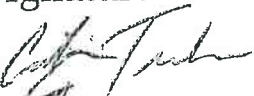
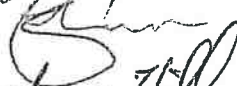
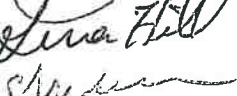
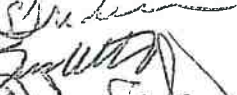
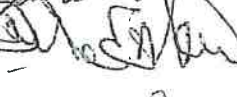
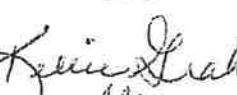
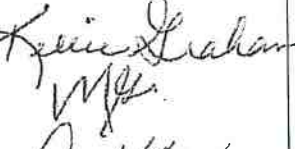

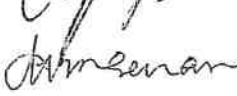

Name	Address	Contact Info	Signature
- Josh Weigeshoff	1325 Riddell Ave NE	615-691-1587	
- Mary Reeves	Porting WA 98366	615-691-0923	M. Reeves
- Barbara Caster	302 Calistoga Ln SE	360-892-8786	
o BRAD MALONE	425 VARNER	253-363-1908	BRAD MALONE
- Brian Saderberg	505 Kansas St.	360-893-2721	

Name	Address	Contact Info	Signature
Alex Anton	508 Callender St	(253) 886 4936	
Colette Garrity	508 Callender St	(253) 886-4855	
Jerome Dickson	402 Factory St SF	253 327 0165	
Joni Kinnally	19024 Leuchter	253.319.2637	
	402 Factory St SF	253-327-0165	
	303 677 m m	257-389-2169	
Mary Mayberry	109 Eldredge Ave	253-341-1274	
Margaret Barton	Po Box 2175 ORTING	360-893-3661	
Lori L. Harvee	609 Kansas St W	253 241 2846	
Sam Webster	407 Leuchter St. 1st	253-223-9351	
Carol Lawson	P.O. Box 1586	360-893-6053	
DORIS STENSON	P.O. Box 602	253-569-0317	
Helen Botzford	PO Box 274	360 813 2001	
Michael Franich	P.O. Box 1203 Milton WA 98354	253 583 6058	
April Grim	14003 136th St Ct	Redmond	
Ron Sasaki	PO Box 1358 ORTING	253 360 893-4319	
Christopher Scoville	P.O. Box 1898	(253) 310-8831	
Sandra Strassburg	P.O. Box 755	360-893-2703	
Courtney Lopez	PO Box 1919 OAM	253 335 5008	
FRANK ECKHART	P.O. Box 464	360-893-3065	
Kayla Suttles	PO Box 1125	253-230-8631	
Philip Lagasse	PO. Box 1207	206-406-7111	
Marianne Knowlton	Po Box 636	360 893-5216	
Beth-El Wilson	P.O. Box 1533	(253) 397-8837	
Roxothy Glasen	P.O. Box 1865	253-203-4197	
Bud Coni	P.O. Box 1794	360-893-0251	
Soicob miller	P.O. Box 881	253 441-5654	

Name	Address	Contact Info	Signature
Jackie Pritchard	20334 190th Ave E ORTING	253-985-5372	
Craig Rockwell	P.O. BOX 1389 ORTING	253 312 6999	
Diana Gupfill	409 Balmer St SW PO Box 662	360 872-8323 253-620-3433	
Carol Gabrielson	PO Box 1256	253 226 5150	
Gina Maxfield	P.O. Box 127L Orting 98360	253-350-1564	
William Maxfield	PO Box 1271-98360	253-204-5350	
Anderson Finn	PO Box 183 98360	253-320-5484	
Alexandra Spenser	PO Box 183 98360	253-205-7343	
Shawn Cross	16257 71st Ave E	253-273-6045	
Amy Lauminao	2607 T St SE	253 288 7093	
Rhonda Riley	23320 FISK Rd	253 290-1974	
Jeri Hamiton	PO Box 405 Orting WA 98360	893-2280	
Kevin Hamilton	PO Box 405	893-2280	
MARISA ESCOBAR	PO Box 1044 Orting, WA 98360		
Jean Escobar	PO Box 1044 Orting		
Cody Kirkland	3515 248th St SE E	253-292-1247	
Ciera Babukas	5403 Locust Ave	253-777-7516	
B. Luis Vincente Muhlly	5403 Locust Ave	E 405-963-3439	
Juan Xaxalpa	37620 26th DR S	(253) 449-6742	
Heidi Butler	504 TRAM ST SE	253 224 7279	
James Combs	28523 126th Ave E	253-360-5335 <small>Capitulum</small>	
MARK GRANLUND	PO BOX 1984		

Name	Address	Contact Info	Signature
ORG ORG Lynda Williams Robert Williams	102 Varner Ave	(253) 693-4267 (253) 693-4267	Lynda Williams Robert Williams
Jim Par John Fisher	517 Cabest 907 1937	360 - 893 3488	John Fisher
Amanda Russell	PO BOX 623	253 363 5760	Amanda Russell
Jan Bgumsh	PO Box 1102	253 948 6671	Jan Bgumsh
Leslie Bluman	PO Box 1292	(253) 296-8147	Leslie Bluman
KELLY D. HALL	15402 91 st Ave G.E.	253-298-7085	Kelly D. Hall
DAN Pedersen	PO Box 1955	360 893 1625	D. Pedersen
Jasmine Orillo	PO Box 128	(808) 258-9401	Jasmine Orillo
Cherish Shin	PO Box 128	(808) 450 1360	Cherish Shin
Richard Sanders	PO. Box 1572	360-761-9002	Richard Sanders
Julie Tyler	317 143rd St E	253 205 4029	Julie Tyler
Phil Smith	324 Conn Ave	253 482 539	Phil Smith
Erin Bump	P.O. Box 1722	253-279-1880	Erin Bump
Michael Crawford	P.O. Box 1031	253-686-6159	Michael Crawford
Leslie McCree	PO Box 1983	360-893-6250	Leslie McCree
Jan Miller	PO box 1442	253-886-2791	Jan Miller
My Perry Lisa Perry	20714 197 th Ave	202.412.0807	My Perry Lisa Perry
MARK MILLER	PO Box 1785 OPT WA	98360	Mark Miller
Maria Santoyo	405 Kansu St SW	(253) 448 0019	Maria Santoyo
Steve Weitzler	101 McMahon Ln SW	253-882-8594	Steve Weitzler

Name	Address	Contact Info	Signature
PAUL ARBUCKLE	1218 W. Main ave #11 Puyallup WA 98371		Paul ar buckle
Bruce Osborn	18828 Eastwood Ave. Puyallup WA 98375	bruce63e rainierconnect.com	Bruce Osborn
(Curt Kelly) Kathy Kelly	1209 34th Ave Puyallup, WA 98371		Curt Kelly Kathy Kelly
Coe Lindner	16714 mandarin		Coe Lindner
Jamie Bastick	11717 69th St E		Jamie Bastick
Elizabeth White	13910 172nd St. Ct. E., Puyallup	puy	Elizabeth White
Sabrina Mann	407 Valley Ave NE	puy	Sabrina Mann
Maryonnie Smear	101 Hickory Ave Orting 23215 145th St E P.O. Box 1298 Orting		Maryonnie Smear
Joel Farns	502 Train St. SE		Joel Farns
Sandy Knudson	P.O. Box 445 Orting 98360		Sandy Knudson
Tiffany Fletcher	PO Box 1561 Orting WA 98360	tiffanyfletcher 980@gmail	Tiffany Fletcher
Mark Maxey	Po Box 1145		Mark Maxey
Kathy Maxey	PO Box 1145		Kathy Maxey
Albert Walker	PO Box 367		Albert Walker
Rebecca King	PO Box 852		Rebecca King
Bill Williams	P.O. Box 95		Bill Williams


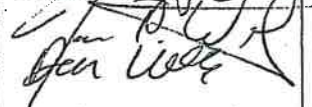


Name	Address	Contact Info	Signature
Cecilia Tuzeta	Tacoma, wa	253-287-9868	
Tricia Neal	Tacoma, wa	253-374-5309	
Gina Hill	Graham, wa	206-384-5038	
Stefanie Tindan	Auburn, WA	253-347-7485	
Tom Wilkins	Spanaway	360-893-4596	
Duke Eason	Springfield 98362	360-893-4536	
Kellie Graham	P.O. Box 1673, Orting, WA 98360	(253) 720-6174	
MARCENE GOSSETT	GRAHAM WA	(253) 905-3775	
Tina Mensah		253-344-7762	
Mercy Serrano	120 136th St S Tacoma 98444		

facebook signatures (cont⁵⁰)

Kristie Newingham	Gloria Escamilla	Acacia Ball
Linda Lee Cammiso	Lq Tash Warren	Craig Moebius
Chris Hale	Lisa Dillman	Tush Ankers
Gloria Escamilla	Gorham	Condace Parks
Mirella Gonzalez	Kumbaly Enlow	Daisy Castro
Cathy Kay	Alex Munoz	Blanco
Michelle Stott	Robert Munoz	Nick Holtz
Deborah Davis	Mindy Atchley	Theresa Dilworth
Dawn & family	Marci Pullen	Stacy Woodruff
Brandi Ulrey	Daniel Lupashin	Wwayne Oliver
Katlin Lawless	Sarah Winter	Laura McCormick
Patti Justice	Kim Cherry	Jenny Boulet
Pete Pardo	Ashly Meyer	Vanessa Henry
Bethel Wilson	Marci	Marcia Wheeler
KL Bradley	CL Carsey	Craig Moebius
Melanie Albice	Christina Adams	Dana Wagner
Allan	Joe Scholz	
Brittnee Gray	Jeff Westenhofer	
Kristina Shamp Peterson		

Name	Address	Contact Info	Signature
- Tim mount	304 W. Calistoga	253-954-7416	
- Reanon Rodgers	304 W. Calistoga	253-954-7416	
- Daniel Smith	504 Brown St.	253 286	
oring JOHN CRABBE	7605 147th AVE E		
- Dylan Lalove	1006 Claffedil ave	253-480-2647	
o Jos Hess	1400 Penn Ave	253-862-2526	
o ARTHUR CANICH	1411 WRIGHT AVE	853-965-1088 ^{Summer}	
o Fibron Hous	SUMNER WA 98396		
- Beaky ridge	404 Brown ridge	257-916-2311	
o Spencer Deese	15523 88th St E	253-723-4979	
o Gabrielle Deming	34210 8th Ave S	253-381-9806 B. lake	
oring Kim Dwin	19507 184th	253-341-0044	
oring DEBRA FREDMORE	" "	253 293 9568	
oring Don Sumpter	18915 226 AVE E	253-691-9279	
oring Gidget Tucker	18808 226 AVE E	360-893-3987	
- Neil Cridge	404 Brown way SE	206-718-1793	
- Wilkin Pleasun	111 Nelson St NE	253 549 1907	
- Thomas Kinney	524 Brown St SE	253-487-4609	
oring Deah Carter	22508 162 St E		
oring Heidi Kimbler	22508 162 St E		
oring Betty Robinson	21007 177th St E		
o Ed Zell	29410 299th St SE	Enumelaw	
- Bob LATROF	35 OAK ST SW		

Name	Address	Contact Info	Signature
JEFF FOSTER	7007 25 th St NE	Groton	
Trena Hilsenrath	7007 25 th St NE	"	
Paul Wilkins	2007 317 Ct W	POY	
Samy Hill	405 KANSAS ST		
William Hill	214 19 th Ave SE	Payson	
Chris McKinstry	Payson, WA 98371		
Bob Herman	Tacoma WA 98446	Tacoma	
Jill Ramsey	Buckley WA	Bulky	
Les Ramsey	504-117 th Ave E		
Dean Backus	Edgewood WA 98372		
Emily Backus	Orting		
Hannah Wilson	Orting		
Colleen Fairbridge	405 Leber St NE		
Phaedra Mants	20212 12 th St E		
Randy Ush	301 st W Cal St E		
Sandra Ush	20112 130 th Ave E		
David Scholl	20112 130 th Ave E	Croton	
Cheryl A Munson	510 Calistoga St E		
Jenny Baulet	"		
Sarah Nichols	18120-212 th Ave E		
Bonnie MAY	12207 232 nd St E	98338 Groton	
Jaycen Pakard	211 Calistoga St E		
Jessica Wright	19006 Vaughn Meadow Rd E		
	503 Calistoga St W	560-761-8282	
	503 Calistoga St W	253 242 0187	

Name	Address	Contact Info	Signature
Bronwyn Webster	512 Deeded St Orting	253-545-8440	
Sherry Webster	405 Leber St. NE	253-223-9294	Sherry A. Webster
Brittany Baker	403 Leber St NE	(253) 641-6670	Brittany J. Baker
Jason Webster	407 Leber St NE	(253) 224-5438	
Don Wolfe	512 Deeded St.	253-306-9053	Don Wolfe
Josh Wilson	409 Leber St near Orting	253-651-7463	
Safwan Ambrose	401 Leber St NE	253-203-4029	Safwan
Paul Ambrose	401 Leber St. NE	253-203-4029	
- Ed Jones	306 BOWLIN AVE. NE	253-606-4546	Ed Jones
- Rebecca Jones	306 Bowlin Ave. NE	253-606-1755	Rebecca Jones

Name	Address	Contact Info	Signature
<p><i>copy</i> <i>copy</i> Christopher Frazier</p>	<p>110 Williams 201 Nelson St NE</p>	<p>253-740-7227</p>	<p>Ann McCaldin</p>
<p><i>copy</i> Harvey Affen</p>	<p>406 Kensington</p>	<p>253-263-9020</p>	<p>[Signature]</p>
<p><i>copy</i> CJ Adamson</p>	<p>406 Kensington</p>	<p>253-300-6872</p>	<p>[Signature]</p>
<p>✓ Linda Nornstein</p>	<p>26620 163rd Ave E</p>	<p>(360) 893-8530</p>	<p>[Signature]</p>
<p>✓ Wendy Bobur</p>	<p>401 Belfair St. SW</p>	<p>253-344-8455</p>	<p>[Signature]</p>
<p>Bob Bennett</p>	<p>2102 12th Ave SE</p>	<p>253-318-6719</p>	<p>Bob Bennett</p>
<p>✓ Val Seabury</p>	<p>1203 Daffodil Ave N.E.</p>	<p>253-318-6614</p>	<p>PSE@OZ.NET</p>
<p>✓ Julia Musser</p>	<p>1203 Daffodil Ave NE</p>	<p>253 486 7186</p>	<p>Julia Musser</p>
<p>✓ Leah Packmiller</p>	<p>2250 127th St E</p>	<p>360 893 8225</p>	<p>Leah Packmiller</p>

RECEIVED
JUN 25 2019
CITY OF ORTING

Dear Planning Commission Members,

In replaying the audio from the June 18, 2019 meeting, I noticed some confusion regarding the alternative routes that are at the heart of the Southwest Connector project. When this project was conceived in 2008, three routes were proposed. Alternative route 3 would run along the levee exiting Calistoga at Skinner Way. That is the route that was adopted by an earlier Orting City Council after being the recommendation of the then Planning Commission. The one that is currently in the Transportation Plan was route 1, and it would essentially divide my property into two. This is the plan that I'm opposing and the one that 353 fellow citizens are against as well.

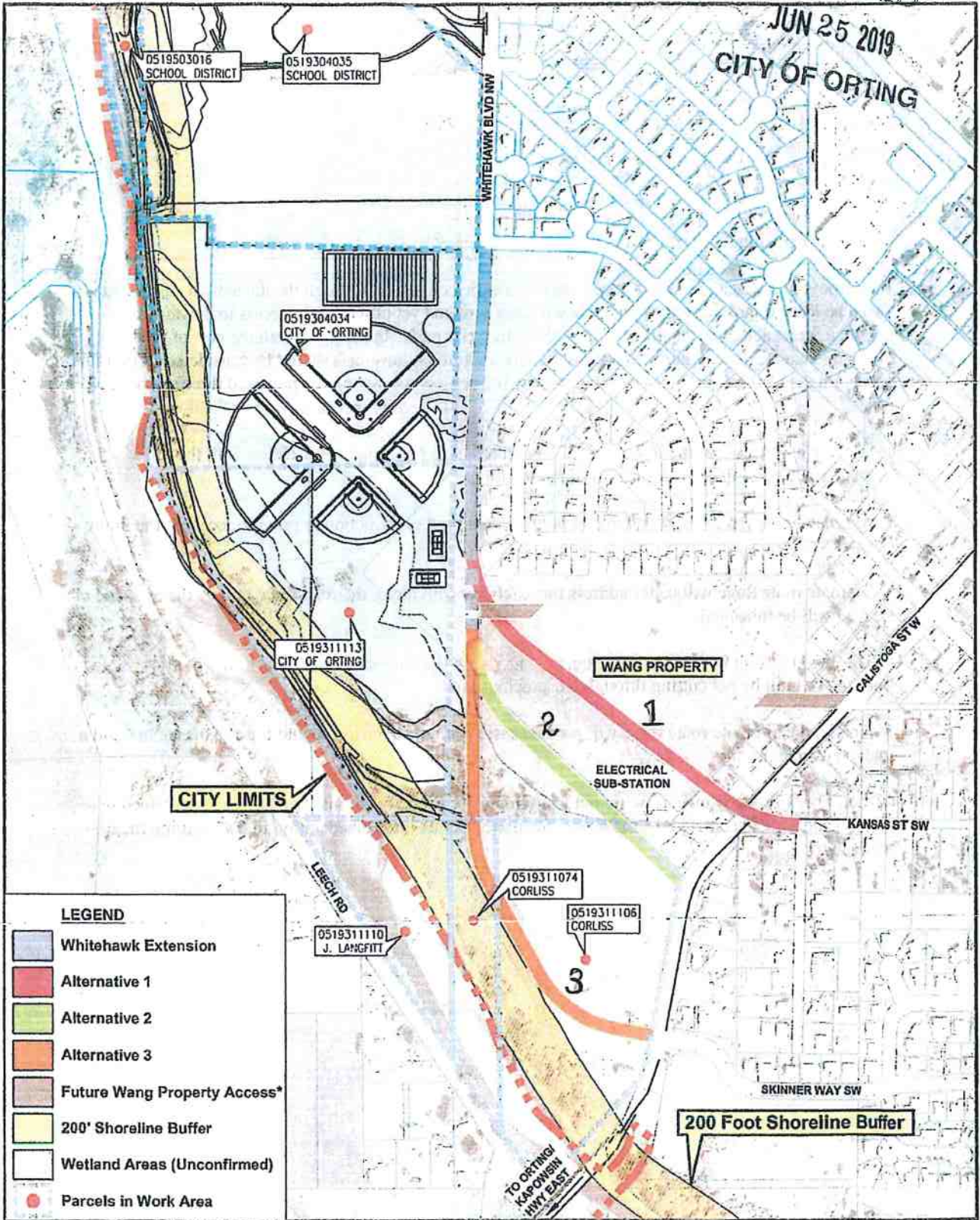
Jung San & Margaret Wang
Jung San Wang
Margaret Wang

P. O. Box 505
Orting, WA 98360

RECEIVED

JUN 25 2019

CITY OF ORTING



Parametrix DATE: Sep 10, 2008 FILE: Su1711003p7044F01



*Note: Implementation of either Alternative 2 or 3 will require 2-points of connection (one at Calistoga street west & one to the SW Connector) for Wang property access when the property is developed.

Figure 1
Southwest Connector
Calistoga Street Corridor Stud
City of Orting, Washington

Written citizen's comments received and reviewed by the Planning Commission:

2019 Comprehensive Plan Amendments regarding the SW Connector

May 1, 2019

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MAY 02 2019
CITY OF ORTING

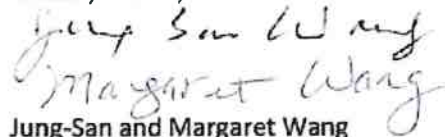
City of Orting Planning Commission
110 Train Street SE
Orting, WA 98360

In 2008 the Planning Commission's Facts and Findings regarding the SW Connector-Calistoga St West Corridor Study clearly listed numerous reasons why the Alternative 1 and Alternative 2 routes were not recommended and why the Alternative 3 route was the best choice. The finding to use Alternative 3 route was accepted as it would make only a small impact to the neighborhoods and was the best solution to achieve the intended use of this connector. It was the safest route while minimizing noise, loss of homes, it directed traffic to the end of Calistoga, not just part way down, as well as kept it away from turning another residential street (Kansas) into a major bypass route .

The 2015 Comprehensive Plan shows a change from the highly recommended Alternative 3 route to one that connects to Calistoga at Kansas Street. This letter is a formal request to amend the Transportation Appendix of the 2015 Comprehensive Plan—specifically to alter the Planned Transportation Improvement Project Southwest Connector Calistoga St West Corridor also known as the Whitehawk Extension to Calistoga Street at Kansas Street to the original recommended route that was supported by citizens, the Planning Commission and the City Council. Most of the purpose of this extension is lost by connecting at Kansas Street.

If you need a copy of the City of Orting Facts & Findings Planning Commission Public Hearing SW Connector-Calistoga St West Corridor Study I will be glad to provide you with one so the reasons for choosing Alternative #3 are once again reviewed and understood.

Thank you for your consideration of our proposal.



Jung-San and Margaret Wang
c/o Carol Wang
2520 N 55th Street
Omaha, NE 68104

May 30 2019

To the Planning Commission,

My name is Kimberla Thomas
and I reside at 410 Rudnick Ct N.W.

I would prefer Alternative #3.
I feel it would be the least dangerous
to our street as we have young children,
from various residence, who play in
our coldsac

Sincerely,
Kimberla Thomas
253-332-5785

RECEIVED
MAY 29 2019
CITY OF ORTING

June 3, 2019

To: City of Orting
Planning Dept.

Re: Statutory Warranty Deed
Wang Property

RECEIVED
JUN 03 2019
CITY OF ORTING

To Whom it may concern;

I am:

- Concerned citizen
- Property Owner
- Recent Widow
- Tax Payer
- Registered Voter
- Retiree

Why did I move to Orting 12 years ago?

- wanted to live in quiet, small town area
- wanted space for a sizable garden
- wanted safety for my grandchildren
- wanted to retire in a safe & comfortable town

I have reviewed the paperwork. Plans 1, 2 & 3 are my options to consider. I do understand there has to be change for there to be progress; However, at what cost?

Plan 3 was approved & adopted by the City of Orting Nov 19, 2008.

It makes the most sense to go with the already approved Plan. This has least impact to surrounding neighborhoods.

I urge the planning Commission to move forward with Plan 3.

Thank You,

Victoria Nogge
410 Rudnick Ct NW
Orting, Wa 98360
Cell phone # 253-632-9838

Return Address:

City of Orting
Attn: City Clerk
110 Train Street SE
Orting, WA 98360

STATUTORY WARRANTY DEED

GRANTORS: JUNG-SAN WANG and MARGARET WANG, husband and wife

GRANTEE: CITY OF ORTING, WASHINGTON, a municipal corporation

ABBREV. LEGAL: NE QUARTER OF THE NE QUARTER OF
SECTION 31, TOWNSHIP 19 NORTH, RANGE 5 E.W.M.

ADD'L LEGAL: SEE EXHIBIT "A" ATTACHED

TAX PARCEL ID: 0519311015

GRANTORS, JUNG-SAN WANG and MARGARET WANG, husband and wife, and their marital community comprised thereof, for and in consideration of Eighteen Thousand Dollars and No/100ths (\$18,000.00) in hand paid, and other good and valuable consideration, and under threat of the exercise of eminent domain, convey and warrant to CITY OF ORTING, a municipal corporation, the following described real estate, situated in the County of Pierce, State of Washington.

See Exhibit "A" attached hereto.

Grantors hereby request that the Assessor and Treasurer of said County set over to the respective remainder of Grantors' property, the lien of all unpaid taxes, if any, affecting the property herein conveyed as provided by RCW 84.60.070.

DATED this 27 day of March, 2012.

By: Jung San Wang
JUNG-SAN WANG

By: Margaret Wang
MARGARET WANG

STATE OF WASHINGTON)
County of Pierce) ss.

On this day personally appeared before me JUNG-SAN WANG to me known to be the individual described in and who executed the foregoing instrument, and on oath swore that he executed the foregoing instrument as his free and voluntary act and deed for the uses and purposes therein mentioned.

GIVEN my hand and official seal this 27 day of March, 2012.



[Signature]
Bryce H. Dille
(Typed/Printed Name of Notary)
Notary Public in and for the State of Washington. My commission expires 8/31/14

STATE OF WASHINGTON)
County of Pierce) ss.

On this day personally appeared before me MARGARET WANG to me known to be the individual described in and who executed the foregoing instrument, and on oath swore that she executed the foregoing instrument as her free and voluntary act and deed for the uses and purposes therein mentioned.

GIVEN my hand and official seal this 27 day of March, 2012.



[Signature]
Bryce H. Dille
(Typed/Printed Name of Notary)
Notary Public in and for the State of Washington. My commission expires 8/31/14

EXHIBIT "A"

Parametrix

WANG PARCEL

ALL THAT PORTION OF THE FOLLOWING DESCRIBED PARCEL X, LYING WESTERLY OF THE FOLLOWING DESCRIBED LINE:

COMMENCING AT THE NORTHWEST CORNER OF SAID PARCEL X SAID POINT BEING AT THE SOUTHWEST CORNER OF THE PLAT OF WHITEHAWK DIVISION 5 AS RECORDED UNDER RECORDING NO. 9801020164 RECORDS OF PIERCE COUNTY, WASHINGTON; THENCE SOUTH $0^{\circ}08'29''$ WEST ALONG THE WEST LINE OF SAID PARCEL X, A DISTANCE OF 452.98 FEET TO THE TRUE POINT OF BEGINNING OF THIS LINE DESCRIPTION; THENCE LEAVING SAID WEST LINE, SOUTH $20^{\circ}46'32''$ EAST, 507.10 FEET TO THE SOUTH LINE OF SAID PARCEL X AND THE TERMINUS OF THIS LINE DESCRIPTION.

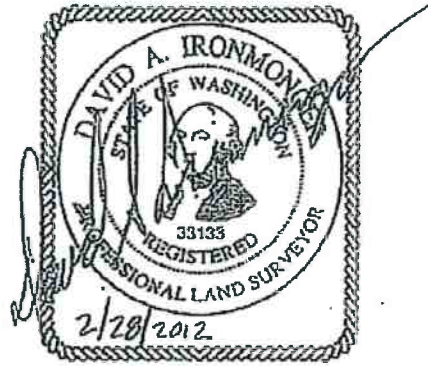
FROM SAID TERMINUS, THE SOUTHWEST CORNER OF SAID PARCEL X BEARS SOUTH $89^{\circ}41'01''$ WEST, 181.05 FEET CONTAINING 42,961 SQUARE FEET OR 0.99 ACRES MORE OR LESS.

PARCEL X (AS DESCRIBED IN TICOR TITLE COMPANY'S PLAT CERTIFICATE ORDER NO. 6428690 DATED MARCH 4, 2009).

THAT PORTION OF THE NORTHWEST QUARTER AND THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 31, TOWNSHIP 19 NORTH, RANGE 5 EAST OF THE WILLAMETTE MERIDIAN, IN THE CITY OF ORTING, PIERCE COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF BLOCK 23, AMENDATORY PLAT OF THE TOWN OF ORTING SHOWING J. ED BUCKLEY'S ADDITION, AS PER PLAT RECORDED IN BOOK 2 OF PLATS AT PAGE 52, RECORDS OF THE PIERCE COUNTY AUDITOR, PIERCE COUNTY, WASHINGTON; THENCE NORTH 494.02 FEET TO THE SOUTH LINE OF THE PLAT OF WHITEHAWK DIVISION 4, AS RECORDED UNDER AUDITOR'S NO. 9903225003, BEING A POINT 405.98 FEET SOUTH OF THE NORTH LINE OF SAID SECTION 31; THENCE WEST PARALLEL WITH SAID NORTH LINE AND ALONG THE SOUTH LINES OF SAID WHITEHAWK DIVISION 4 AND THE SOUTH LINE OF WHITEHAWK DIVISION 5, AS RECORDED UNDER AUDITOR'S NO. 9801020164, A DISTANCE OF 1,216 FEET; THENCE SOUTH 914.02 FEET TO THE SOUTH LINE OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 31; THENCE EAST 590 FEET, MORE OR LESS, TO THE SOUTHWEST QUARTER OF THAT TRACT CONVEYED TO THE TOWN OF ORTING, A MUNICIPAL CORPORATION, BY DEED RECORDED UNDER AUDITOR'S NO. 1240715; THENCE NORTH 67.34 FEET TO THE NORTHWEST CORNER OF SAID TRACT; THENCE NORTH $42^{\circ}50'$ EAST 56 FEET; THENCE SOUTH $47^{\circ}10'$ EAST 112 FEET TO THE NORTHWESTERLY LINE OF R.S. PERKINS FIRST ADDITION TO THE CITY OF ORTING, PIERCE COUNTY, WASHINGTON, AS RECORDED IN BOOK 16 OF PLATS AT PAGE 84, RECORDS OF THE

PIERCE COUNTY AUDITOR; THENCE NORTH 42°50' EAST ALONG SAID
NORTHWESTERLY LINE OF SAID PLAT TO THE NORTHWEST CORNER THEREOF;
THENCE EAST 110 FEET TO THE POINT OF BEGINNING.



Seller:

Jung-San Wang and Margaret Wang
c/o Bryce H. Dille
Campbell, Dille, Barnett & Smith, PLLC
317 South Meridian
P.O. Box 488
Puyallup, WA 98371-0164

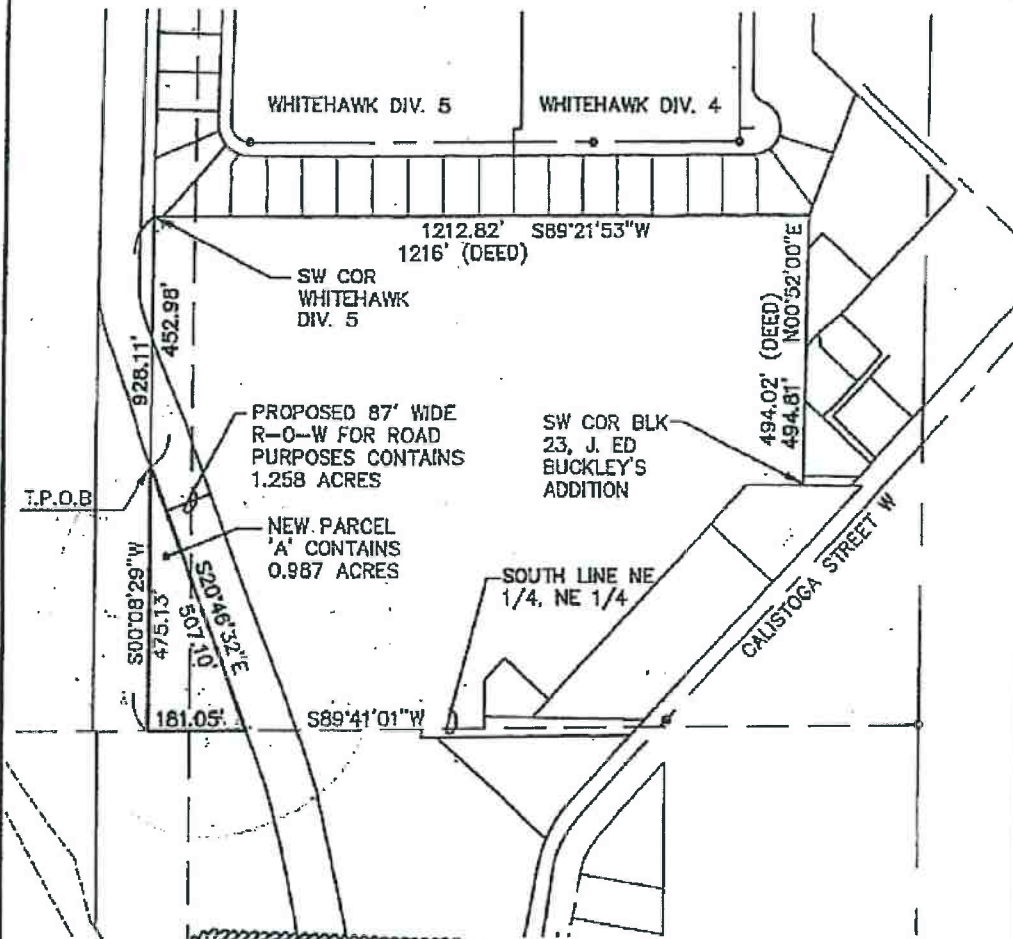
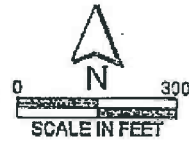
Purchaser:

City of Orting
c/o Chris Bacha
Kenyon Disend, PLLC
11 Front Street South
Issaquah, WA 98027

13. Miscellaneous.

- a) Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Washington.
- b) Entire Agreement. This Agreement constitutes the entire agreement between the parties concerning the purchase and sale of the Property and cannot be changed or modified other than by a written agreement executed by both parties.
- c) Counterparts. This Agreement may be executed in more than one counterpart, each of which shall be deemed an original.
- d) Successors and Assigns. This Agreement shall bind and inure to the benefit of the respective successors and assigns of the parties.
- e) Event Date. If any event date falls on a Saturday, Sunday, or legal holiday, then the time for performance shall be extended until the next business day.
- f) Non-Waiver. No term or condition of this Agreement will be deemed to have been waived or amended unless expressed in writing, and the waiver of any condition or the breach of any term will not be a waiver of any subsequent breach of the same or any other term or condition.
- g) Exhibits. The Agreement contains the following Exhibits which are attached and made a part of the Agreement: Exhibit A (legal description) and Exhibit B (form of Deed).

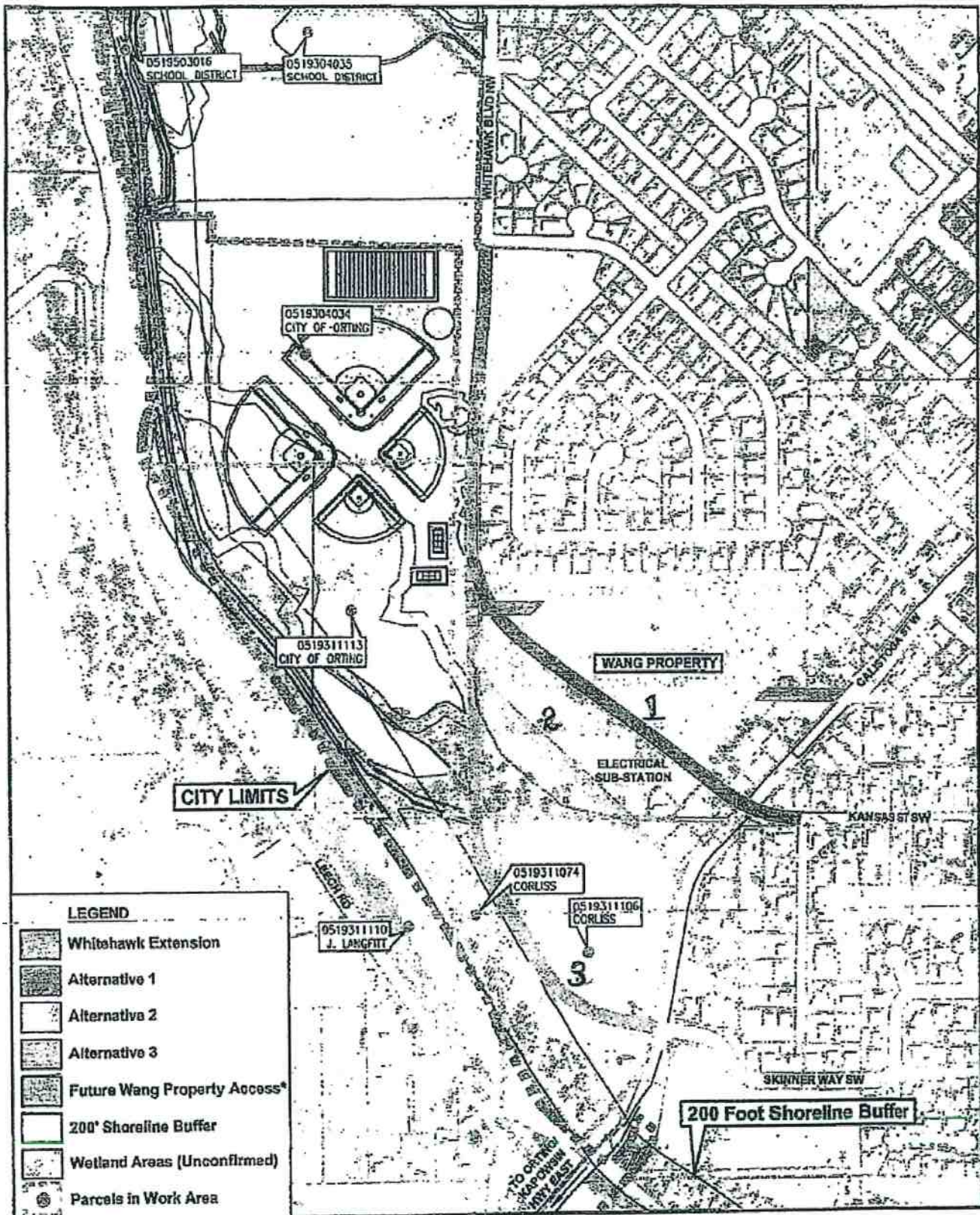
PORTIONS OF THE NW 1/4 & NE 1/4 OF
 THE NE 1/4 OF SEC. 31, TWP 19 N., RGE 05
 E., W.M. PIERCE COUNTY, WASHINGTON



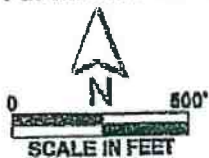
Handwritten signatures and initials:
 x J S
 x MW

Parametrix
 DATE: FEB 28, 2012
 FILE: EAMN

WANG PROPERTY
 TAX PARCEL 051931-1015
 SHEET 1 OF 1



Parametrix DATE: Sep 18, 2002 FILE: S:\171100\3766\F01



*Note: Implementation of either Alternative 2 or 3 will require 2-points of connection (one at Calistoga street west & one to the SW Connector) for Wang property access when the property is developed.

Figure 1
Southwest Connector
Calistoga Street Corridor Stud
City of Orting, Washington

CITY OF ORTING FACTS & FINDINGS
PLANNING COMMISSION PUBLIC HEARING
SW CONNECTOR – CALISTOGA ST. WEST CORRIDOR STUDY

The Planning Commission held a public hearing on November 18, 2008 regarding the Southwest Connector Calistoga St. West Corridor Study. Parametrix Engineer, Devin Wolf gave a brief overview of the three proposed alternative routes; weighing both the pros and cons of each. The Commission received letters from Jung-San & Margaret Wang and Dianna Kent. The Commission also received two conception layouts of the Wang Parcel provided by staff. After much discussion and public testimony the Planning Commission makes the following **FINDING OF FACTS**:

- The intent of the Whitehawk connector is to filter traffic from SR 162 to Cemetery Hill on toward the Graham area. Alternative 3, juncturing in at Skinner Way SW would keep traffic to the intended use, thereby keeping safety at a maximum and noise at a minimum.
- The intent of the Whitehawk connector is to allow the citizens of Orting alternatives to travel inside the city.
- The Commission is concerned that traffic safety could become a problem and suggested that restriction of oversize trucks may be necessary at some point.
- Alternative 1 will increase traffic on Kansas St. SW, creating more safety concerns. Currently South Prairie commuters use SR 162 all the way through town. With a connector alignment on Kansas St. SW those commuters will bypass the downtown and now travel on a residential street.
- Alternative 1, in regards to the Wang Property, will create an unfriendly corridor through a residential neighborhood, possibly making the lots less desirable as home sites.
- Alternative 1 as shown in the concept Wang Parcel Layout will reduce the number of lots for development from 91 to 84. This will reduce revenues collected by the City from building impact fees and cause possible devaluation of the Wang family property.
- Alternative 1 will cause the T. Park property to become an island between the connector and the Puget Sound Energy power facility. *and dangerous for children.*
- Alternative 1 would impact the Calistoga neighborhood by the loss of two homes and the possible devaluation of several others.
- Alternative 1 was soundly rejected by five of the seven citizens that gave testimony.
- Alternative 2 will make a major intersection too close to the Kansas St. SW and Skinner Way SW intersections, possibly causing a mobility problem.
- Alternative 2 does not address the needs of the city or her citizens.
- Alternative 3 has the highest rating for traffic mobility because it gives the quickest, most direct route to move commuters through Orting while maintaining the sovereignty of our existing neighborhoods.
- Alternative 3 will give commuters and citizens more alternatives to move inside the city, reducing the impact for residents on Calistoga Av. W.
- Alternative 3 removes one stand-alone older farm house and should not impact other home sites.
- Alternative 3 was the favored alignment of the citizens who gave testimony.
- If Alternative 3 is constructed in tandem with the proposed setback levee project, it will have a beneficial impact to threatened and endangered fish species in the Puyallup River. There is also a possibility of additional funding if the projects were coordinated.

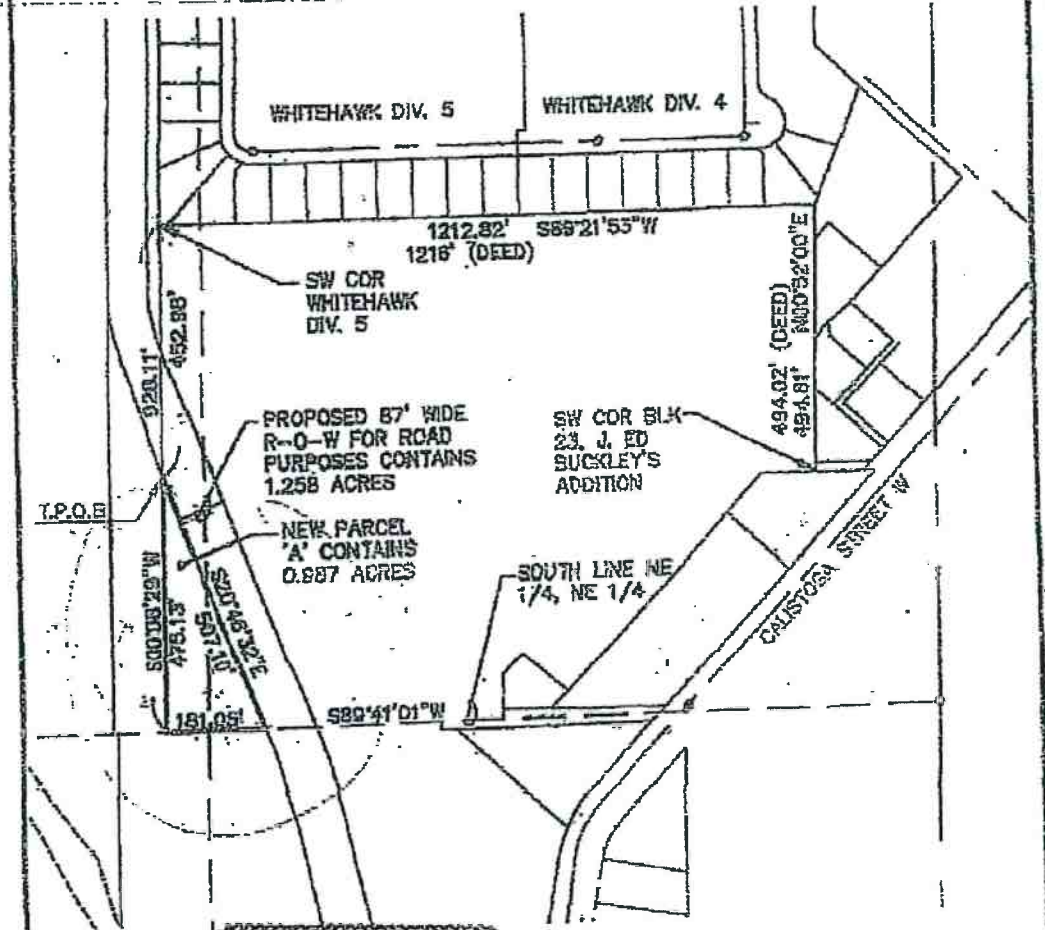
From the forgoing findings of facts the Planning Commission hereby makes the following Conclusion and Recommendation to Council:

The Planning Commission recommends to the City Council Alternative #3 for the Southwest Connector. This alignment will make only a nominal impact to the surrounding neighborhoods and best achieves the intended use of the corridor.

PREPARED BY: Kim Whitlock, November 19th, 2008

Alternative # 3 was adopted by Orting City Council December the same year

PORTIONS OF THE NW 1/4 & NE 1/4 OF
THE NE 1/4 OF SEC. 31, TWP 19 N., RGE 05
E., W.M. PIERCE COUNTY, WASHINGTON



Handwritten signatures:
 J S
 MW

WANG PROPERTY
 TAX PARCEL 051931-1016
 SHEET 1 OF 1

The map comes with sale agreement when city bought A of land for Leavy in 2012. At the time Alternative road #3 was recommended by city planning commission and adopted by Orting city council in 2008.

To: Orting Planning Commission:

June 18, 19

1. In 2008, the planning commission Facts and Finding regarding the SW Connector—Calistoga St West Corridor study clearly listed numerous reasons why the Alternative 3 Route was the best choice. The finding to use A-3 route was accepted as it would make only a small impact to the neighborhoods and was the best solution to achieve the intended use of this connector. It was the safest route while minimizing noise, loss of homes, and more revenue for the city. It directed traffic to the end of Calistoga St, not just part way down, as well as kept it away from turning another residential street (Kansas St) into a major bypass route.
2. Alternate 1 Route (A-1) ending at Kansas Street would increase the traffic on Kansas St., so commuters using the route to bypass downtown would now be cutting through a residential area, defeating the purpose of the extension and just moving the problem to another residential street.
3. Cheryl Munson (owner of Moonlight Farm) is renting the Wang property and currently keeps Sheep and Livestock on the property throughout the year. If the extension were to cut through the middle of the property, any land on the Southwest side of the proposed road would become unusable for the livestock business due to the inability to move livestock from one side of the road to the other, the inability to protect the livestock from Predators (Coyotes), and the inability to provide drinking water.
4. Any city plans to construct a highway or road for public use should use public land first if it is available. In the Whitehawk extension case, the City of Orting owns all the property to the Southwest side of the Wang property.
5. Alternate 1 Route (A-1) would create a dangerous bottle neck of traffic during an evacuation. As Calistoga St. is the evacuation route for Mt. Rainier eruption, citizens of Orting would be trying to enter the evacuation route (Calistoga St) at Kansas St, as well as the new A-1 road.
6. According to a City Administrator, it would be hard to raise enough funds for A-3. The City Administrator also explained to a Whitehawk resident that he would like to raise seven million dollars from bonds to construct the A-1 route which means funds for both routes are unrealistic to raise from bonds. Due to this, why not choose the safer and best option to achieve the intended purpose, which is A-3. There is no reason to choose A-1, which is less safe, creates more traffic for residents, and creates more bottle necks in emergency situations.
7. From an economic point of view, A-3 is cheaper to build. Only 1.25 acres of land would be needed to be purchased from the Wang property and 2-3 lots from the American Concrete Co. A-3 also helps the American Concrete Co. with their development plans as it provides a second exit (which they are currently missing).
8. With A-3, developers could build more houses on the Wang property, thus benefitting the City of Orting from collecting more utilities fees (including sewer, storm drainage, etc.) and property taxes from those residences.

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JUN 18 2019
CITY OF ORTING

9. In 2012, the City of Orting purchased 0.98 acres from the Wang property for the Calistoga Levee. In the Statutory Warranty Deed of Sale agreement, Exhibit A was included that outlined the fully mapped and measured A-3 road plans. This was initiated to approve the route as per the city's request.

In Sale Agreement No. 13 Miscellaneous Listed

b. Entire agreement: This agreement constitutes the entire agreement between the parties concerning the purchase and sale of the property and cannot be changed or modified other than by a written agreement executed by both parties.

f. No-waive: No term or condition of this agreement will be deemed to have been waived or amended unless expressed in writing and the waiver of any condition or the breach of any term will not be a waiver of any subsequent breach of the same or any other term or condition.

g. Exhibits: The Agreement contains the following Exhibits which are attached and made a part of the Agreement: Exhibit A (legal description) and Exhibit B (form of Deed).

Jung San & Margaret Wang

*Jung San Wang
Margaret Wang*

P. O. Box 505

Orting, WA 98366

RECEIVED
JUN 18 2019
CITY OF ORTING

Received @ Public Hearing
June 18, 2019 (1)

HELP OUR CAUSE

We need to protect our town

And our own.

- *The first thing you need to know is that the city has decided to build a road to improve Orting TRAFFIC.*

(Sounds great until you hear the details.)

- Second thing is the proposal that will be decided on June 18, 2019 at the Orting Performing Arts Center is which plan to use for the new road.

(The one they wish to use is against the will of one citizens American Dream.)

- Third thing, is the facts of what the city decided and why.

(\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$)

Dearest residents, family, and friends,

I have written this petition for the **Protest** of option one in the city council and the city planning commission's proposal for a new road here in Orting.

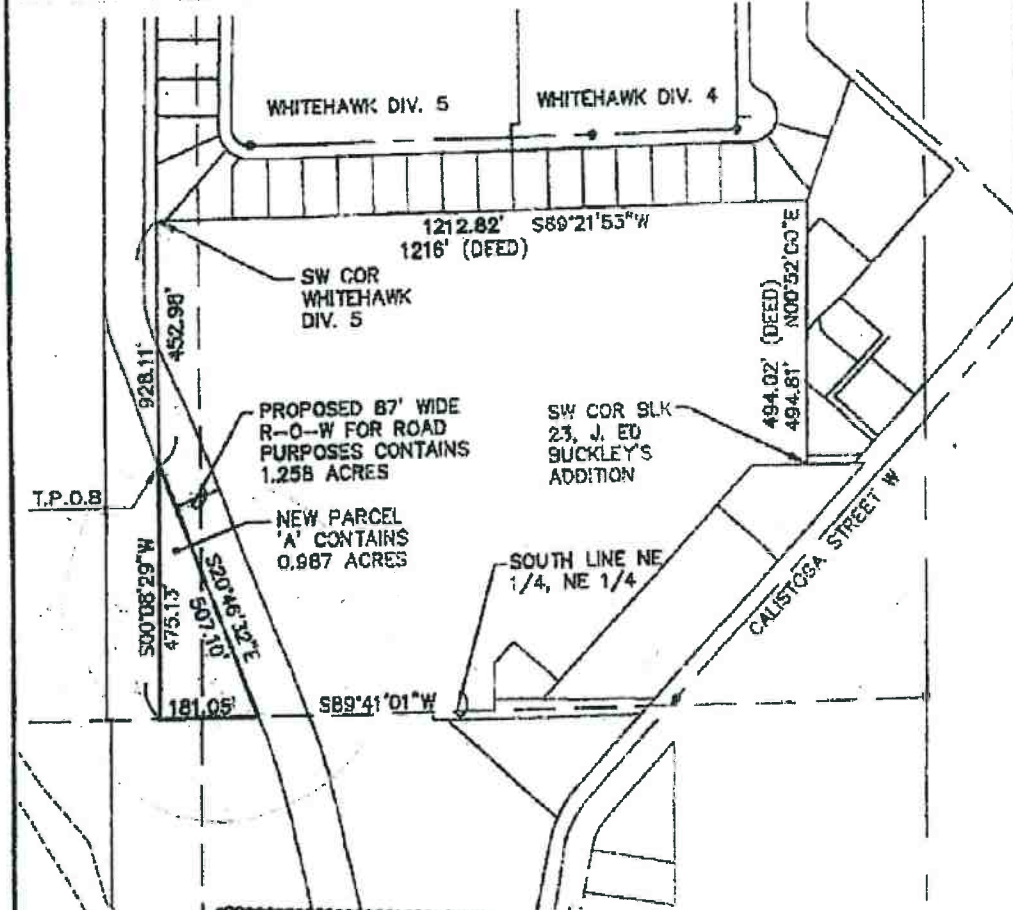
By signing this document you are signing that you disprove of the cities idea to use a ~~small~~ ^{hard working man} ~~survivor~~ and his wife's personal property against their will to build a new road that connects Kansas Street to the new road.

By signing this you agree that it is wrong to impose ones belief to another person's American Dream to better a few people as a whole.

Side note: The resident in question by dividing their land depletes the property value, and hinders their income. They are an elderly first generation legal immigrant couple. They worked hard and raised their family here in this very community and retired. Their property is their supplemental income and children's inheritance.

Second side note: There are **2** options for this new road. As well as several not yet explored.

PORTIONS OF THE NW 1/4 & NE 1/4 OF
 THE NE 1/4 OF SEC. 31, TWP 19 N., RGE 05
 E., W.M. PIERCE COUNTY, WASHINGTON





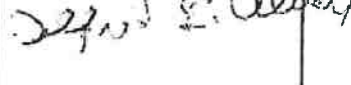








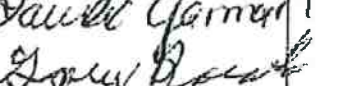
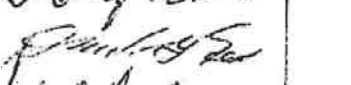


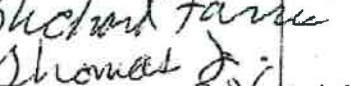
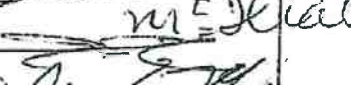

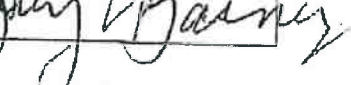


Handwritten signatures and initials: J S, MW



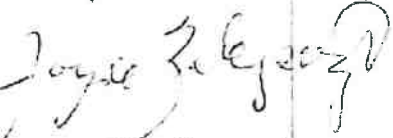


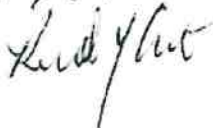


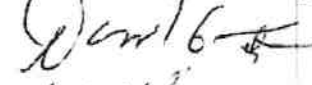
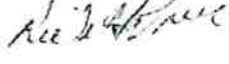



WANG PROPERTY
TAX PARCEL 051931-1016
SHEET 1 OF 1




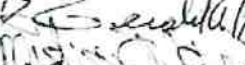

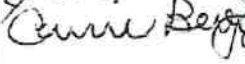
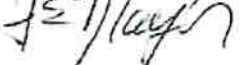
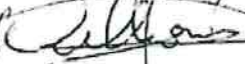



Parametrix
 1000 1st St, Ste 200
 Astoria, OR 97103

Citizens' signatures




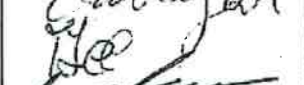
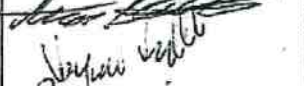


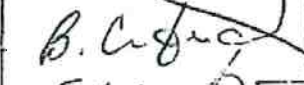
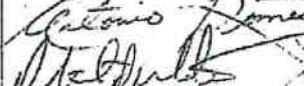
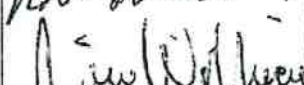
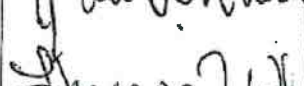

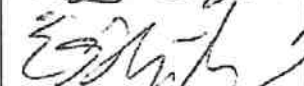
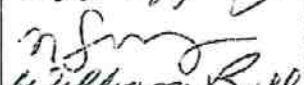
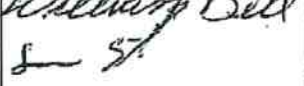






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1	25	25				
2	16	12				
3	20	5				
4	19	15				
5	22	17				
6	15	12				
7	12	6				
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14	50	50				
15	24	17				
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17	10	10				
18	10	9				
Total	353	271	12	7	12	51

Name	Address	Contact Info	Signature
Sophien Chavan	315 Calistoga	st w.	
Heath Chavan	315 Calistoga	st w.	
Alfred & Albert Jr	318 Calistoga	st w.	
Vicky Bishop	702 KANSAS		
Doug Bishop	702 KANSAS		
Riley Campbell	503 Corlone SW		
LeAnn Handy	503 Corlone SW		
Nancy J. Wahle	505 Corlone SW		
James A. Wahle	505 Corlone SW		
Danny Anderson	508 Calistoga St		
Sierra Bonner	508 Calistoga St		
Shirley Silvers	603 Calistoga SW		
Allen W. Paulk	602 Deeded Ln		
Tammy Paulk	602 Deeded Ln		
Laurie Garman	P.O. Box 148 Octing		
Gary Rogers	PO Box 575 Octing		
Dan Hartz	188 River Ave		
Scott Harbort	309 Calistoga St. E		
Dennis Gravig	23519 Orville Rd.		
Mike Glaser	320 Bowli Yard		
Richard Farris	P.O. Box 122		
Thomas J. Eric Carlson	P.O. Box 1198		
Bob Burns	PO Box 1806		
Harry Barney	P.O. Box 1643		
	P.O. Box 1237		

Name	Address	Contact Info	Signature
Donald Rmittz	603-1 Kansas St. SW. Orling WA 98360	DMITTS 1781 ⁶⁸ Email	
Bill Burke	614 KANSAS ST.	253-720-3312	
Tina Burke	S.W. ORLING WA 98360		T. BURKE
Skyler Burke	614 " "		Skyler Burke
Joyce Zaleska	610 Kansas St S.W. Orling WA 98360	253-230-7511	
Josh HETHROCK	504 Coe Ln. SW	253-666-0101	
JAMIE HETHROCK	204 Coe Ln. SW.	253-334-7246	
Cherlynn	205 Cardinals	(206) 799-1157	Cherlynn
Ron Lewitt	205 Cardinals	253-245-0316	
Timothy H	217 Collins Ave	253 302 1534	
Lawrence H	217 COLLINGWOOD	253 306 0819	
Dorinda	2617 370th	257-289-2341 Fed	
Rick Hoffman	11520-271st Ave SW	206-356-7310 Buxley	
Rick Hoffman	11520 271st Ave SW	253-281-0460	
Rachel Waver	20501 KIDWAY AVE E Orling WA 98360	253 737 7297	
Jordan Anderson	20511 KIDWAY AVE E Orling WA 98360	253 777 9332	

Name	Address	Contact Info	Signature
o Maria Jones	904 215th Ave	306 551-0916	
o Lisa Johnson	1214 2nd St	253-651-6154	
o Jeff Larson	7717 193rd St	253-973-5566	
o Rosann Hanson	7013 160th St	253-651-2974	Rosann Hanson
o Gerald Altman	7013 160th St	253-651-2777	
o Michael Nagel	9100 Lakewood SW	253-	
o Jim Bergquist	5076 Grand Ave	253-290-2580	
- Charne Bergquist	5076 Grand Ave	253-290-2580	Charne Bergquist
- Kaitlyn Bergquist	5076 Grand Ave	253-392-5385	Kaitlyn B
- Jesse Naylor	20621 193rd Ave C6 E Orting WA	360-8931698	
o Willie Jones	1214 7th Ave SE	425-622-7331	
o Dianne Gooden	16213 58th Ave C E 4.5 Calistoga	253-390-5574 (253) 576-1315	
o Janis Miller	16818 7th St E	253-326-5798	Janis Miller
o Michael Austin	21614 140th St Griffin	253-778-5118	
o Faron Ogleski	2384 7th Ave Griffin	253-232-5116	
o Susan Jones	10705 SE 238th St #9 Kent WA	253-232-3660	Susan Jones
o Lori Polo	22911 25th Ave Griffin	360-490-3451	Lori Polo

Name	Address	Contact Info	Signature
Brett Crane	P.O. Box 495		Brett Crane
B. Peterson	P.O. Box 1240		B. Peterson
S. Botsford	POB 571		S. Botsford
Robert Wolf	PO. 48		Robert Wolf
Cathy March	PO Box 1706		Cathy March
Darlene Gilbertson	PO Box 815		Darlene Gilbertson
Mary Buffon	PO Box 1616		Mary Buffon
Erick Frost	PO Box 335		Erick Frost
Annie DeW	PO BOX 1551		Annie DeW
Ann Crespo	PO Box 188		Ann Crespo
Joni Brock	98760 ORTING WA		Joni Brock
CINDY BAIRD	17425 119th ST SE SUMNER		CINDY BAIRD
Jim Richman	5 SUMNER		Jim Richman
Lenny Woods	1820 977th St		Lenny Woods
Angela Gars	PO-BOX 513		Angela Gars
Courtney Mier	PO BOX 930		Courtney Mier
Joy Schneider	Graham 9638 ORTING WA		Joy Schneider
Jessica Allen	PO BOX 868		Jessica Allen
Ken Long	PO Box 1524		Ken Long





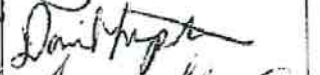
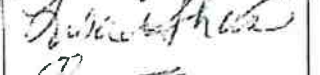
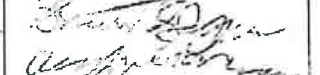

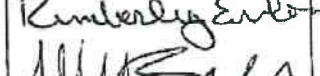


Name	Address	Contact Info	Signature
- Alex Anton	508 Callender St	(253) 886-4936	
- Colette Garrity	508 Callender St	(253) 886-4855	
- Jerome Dickson	402 Factory St SE	253 327-0165	
- Nolan McFadden	1001 Eagle Ave	253-954-2965	
✓ Jeremy Annett	21909 185th Ave	253-261-5087	
○ Courtney	14110 274th St E	253 861 3979	
- Tiffani Lee	404 Rudnick Ct NW	253 314-4230	
- Angel Annett	21909 185th Ave	253-961-2383	
✓ Kelly Ross	112 Jones St NE	360-521-7168	
○ Brittanee Peters	30209 NW 4000	253 651 1078	
○ LINDSE WISE	4819 LAKELAND DR. LAKE TAPPO	253-792-3178	
- Bill Crawford	1154 162 ORtog.	853-444-8132	
- ANTONIO GOMEZ	169th ST E		
- ROBERT WEBSTER	209 Kansas	253-318-3403	
✓ Jim Williams	19214 212th St E	256-919-1441	
- Therese Williams	P.O. Box 1554	253-381-5748	
- Don Terry	115 Elderly St SW	253 201 8175	
- ES HILBY	15703 Mill Rd SE	360-398-7091	
○ NISSA SWITNEY	15703 Mill Rd SE	360-398-2404	
✓ William Bell	312 CALISTOGA W	360-293-3304	
1 Jason Siderer	317 Calistoga St W	206-909-6556	

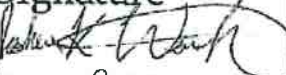


Name	Address	Contact Info	Signature
Kylee Christman	22507 177 th St E	253 441 6580	<i>Kylee Christman</i>
Jenny Mizner	19508 215 th St E	253 318 9448	<i>Jenny Mizner</i>
Diane Chamusco	5323 Waldron Dr NE <i>Lacey</i>	253-208-8360	<i>Diane Chamusco</i>
Rosemary Beed	22117-161 st Ave E	360-893-1446	<i>Rosemary Beed</i>
VICTORIA Noggke	410 Rudnick Ct NW	253-632-9838	<i>Victoria Noggke</i>
Kimberlee Thom	410 Rudnick ct. NW.	253332 5785	<i>Kimberlee Thom</i>
RANDAL JACOBS	6855 NW SASSAMAN		<i>Randal W. Jacobs</i>
Christina Smith	8813 270 th St E	253-332-9978	<i>Christina Smith</i>
Leeanna Nicholson	307 HARMAN WAY	253 457.8179	<i>Leeanna Nicholson</i>
Mahylee Lucas	412 Transt SE	360 761 2741	<i>Mahylee Lucas</i>
William Rudnick	P.O. Box 455	360-872-1166	<i>William Rudnick</i>
LORRY MEADOWS	PO 1941 ORT. 5	853 333 8931	<i>Lorry Meadows</i>
M. Bevard	PO Box 614	360 893- 6174	<i>M. Bevard</i>
M. Van Dellen	P.O. box 351	253-720-5768	<i>M. Van Dellen</i>
Melle D. Hittner	PO Box 463	360-893-3110	<i>Melle D. Hittner</i>

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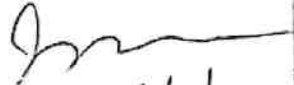


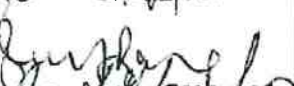


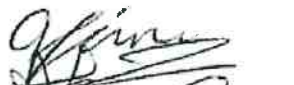















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Name	Address	Contact Info	Signature
DAVID EMERY	14812 224 TH AVE E, Graham	253-592-1910	
Lisa Richard	11820 172 ND CT. E	(payroll)	
Reggie Cox	5715 25 TH STE	Redmond	
Marcia Pullin	353-733-1779	909 Boatman Ave NW Orting, WA 98360	
Daniel Lupastean	425-260-0898	909 Boatman Ave NW Orting, WA 98360	
Bill Burton	801-375-8904	1950 39 TH AVE SE Orting, WA 98360	
Sharon Szymanski	14803 33 RD AVE E Orting, WA	Sharon Szymanski 360-458-7669	
Kimberly Enlow	103 Becket Ln. SW Orting, WA 98360	253-880-5354	
Ambrielle Roberts	25802 72 ND AVE E Graham, WA 98338	253-426-0131	
TERRA ROBERTS	25802 22 ND AVE E Graham, WA 98338	253-312-7087	
S.P. ★ James Hudson	8721 133 RD STE	206 234-9544	

Name	Address	Contact Info	Signature
- Josh Weigeshoff	1325 Riddell Ave NE	615-691-1587	
- Mary Reeves	outing WA 98360	615-691-0923	M. Reeves
- Barbara Carter	302 Calistoga Ln SE	360-892-8786	
- BRAD MALONE	425 VARNER	253-363-1908	BRAD MALONE
- Brian Swadlow	505 Kansas St.	360-893-2721	

Name	Address	Contact Info	Signature
Alex Antoi	508 Callender St	(253) 886 4936	<i>Alex Antoi</i>
Colette Garrity	508 Callender St	(253) 886-4855	<i>Colette Garrity</i>
Jerome Dickson	402 Factory St SF	253 327 0165	<i>Jerome Dickson</i>
Jean Hannelly	14024 Leach Rd	253-519-2637	<i>Jean Hannelly</i>
<i>[Signature]</i>	402 Factory St SF	253-327-0165	<i>[Signature]</i>
<i>[Signature]</i>	303 177th Ave	257-389-2169	<i>[Signature]</i>
Mary Mayberry	109 Eldredge Ave	253-341-1274	<i>M. Mayberry</i>
Mahlen Barton	PO Box 2175 ORTING	360-893-3661	<i>Barton</i>
Lori L. Harvey	609 Kansas St SW	253 241 2846	<i>L. Harvey</i>
Sam Webster	409 Lech St. NE	253-273-4351	<i>Sam Webster</i>
Carol Lawson	P.O. Box 1586	360-893-6053	<i>Carol Lawson</i>
DORIS STENERSON	PO Box 602	253-569-0317	<i>Doris Stenson</i>
Helen Botford	PO Box 274	360 893 2001	<i>Helen Botford</i>
Michael Francis	P.O. Box 1203 Milton WA 98354	253 583 6053	<i>Michael Francis</i>
April Grim	14005 136th St NE	Redmond	<i>April Grim</i>
Ron Sasaki	PO Box 1358 ORTING	253 360 893-4319	<i>Ron Sasaki</i>
Christopher Scoville	P.O. Box 1898	(253) 310-8831	<i>Christopher Scoville</i>
Sandra Strassburg	PO Box 755	360-893-2703	<i>Sandra Strassburg</i>
Courtney Lopez	PO Box 1919 OAK	253 375 5008	<i>Courtney Lopez</i>
FRANCE ECKHART	PO Box 464	360-893-3065	<i>France Eckhart</i>
Kayla Suttler	PO Box 1125	253-230-8631	<i>Kayla Suttler</i>
Philip Laessle	PO Box 1207	206-406-7711	<i>Philip Laessle</i>
Marianne Knowlton	PO Box 636	360 893-5216	<i>Marianne Knowlton</i>
Beth-El Wilson	P.O. Box 1533	(253) 397-8037	<i>Beth-El Wilson</i>
Roxothy Glasen	P.O. Box 1865	253-203-4197	<i>Roxothy Glasen</i>
Beth Carr	P.O. Box 1794	360-893-3251	<i>Beth Carr</i>
Soicob Miller	P.O. Box 581	253 441-5684	<i>Soicob Miller</i>

Name	Address	Contact Info	Signature
Jackie Kitchard	20334 140th Ave E ORTING	253-985-5372	
Craig Rockwell	PO BOX 1389	253 312 6494	
Diana Gupfill	Orting 409 Balcher St SW	360 872-8323	
Jerry Ruff	PO BOX 1662	253-820-3433	
Carol Gabrielson	PO Box 1256	253 226 5150	
Gina Maxfield	P.O. Box 1271 Orting 98360	253-250-1564	
William Maxfield	PO BOX 1271-98360	253-204-5330	
Anderson Finn	PO Box 183 98360	253-320-5484	
Alexandra Spencer	PO BOX 183 98360	253-205-7343	
Sharon Cross	16237 71st Ave E	253-273-6045	
Amy Lammara	2607 T SISE	253 288 7093	
Rhonda Riley	23320 FISK Rd	253 290-1974	
Jerri Hamman	PO BOX 405 Orting WA 98360	893-2280	
Kevin Hamilton	PO BOX 405	893-2280	
MARSSA ESCOBAR	PO BOX 1044 Orting, WA		
Jean Escobar	PO Box 1044 Orting		
Cody Kinkland	3515 248th St E	253-292-1247	
Ciera Babukas		253-777-7516	
Vincente Muhlly	5403 LOCUST AVE	E 406 963-3439	
Juan Xaxalpa	37620 26th DR S	(253) 449-6742	
Heidi Butler	504 TRIM ST SE	253 224 7279	
James Campas	28523 126th Ave E	253-360-5335 Orting	
MARK GRANLUND	PO BOX 1984		





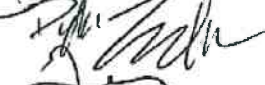


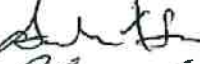


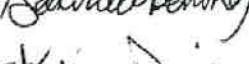

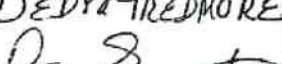



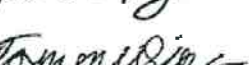
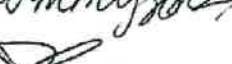


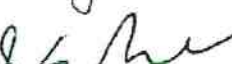
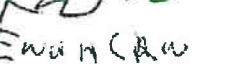


Name	Address	Contact Info	Signature
ONT ONT Lynda Williams Robert Williams	102 Varner Ave E "	(253) 693-4267 (253) 693-4267	Lynda Williams Robert Williams
Jim Paul	517 Cabest 9071937	360 - 893 3488	John Fonda
Amanda Russell	PO BOX 623	253 363 5700	Jim Paul
Jan Bgumena	PO BOX 1106	253 948 6671	Jan Baum
Leslie Colman	PO BOX 1292	(253) 296-8467	Leslie Colman
KELLY D. HALL Dan Pedersen	15402 91 st Ave E. PO BOX 1955	253-298-7085 360 893 1625	Kelly D. Hall Dan Pedersen
ONT ONT Jasmine Orillo Charin Shin	PO BOX 128 PO BOX 128	(808) 258-4401 (808) 450 1360	Ni Oi Charin Shin
12 Richard Sanders	PO. BOX 15972	360-761-9002 253-205-4024	Richard Sanders
ONT Julie Taylor	317 143rd St 324 Comm Ave	253 205 4024 253 48 2539	Julie Taylor
ONT Fred Smith	P.O. Box 1722	253-279-1880	Fred Smith
Evan F. Bump	P.O. Box 1031	253-686-6158	Evan F. Bump
Michael Crawford Leslie McCoy	P.O. Box 1983 PO BOX 1492	360-893-6625 253-886-2791	Michael Crawford Leslie McCoy
ONT Amy Perry Lisa Perry	20714 197 th Ave	202 412 0807	Amy Perry Lisa Perry
MARK MILLER	PO Box 1785 405 Kansas St SW	ONT WA 98360 (253) 448 0019	Mark Miller Kathleen Smith
Maria Santoyo Steve Weitzler	101 McMahon Ln SW	253-882-8594	Maria Santoyo Steve Weitzler

Name	Address	Contact Info	Signature
PAUL ARBUCKLE	1318 W. main ave #11 Puyallup WA 98371		Paul arbuuckle
Bruce Osborn	18828 Eastwood Ave. 2 Puyallup WA 98375	bruce63e rainierconnect.com	Bruce Osborn
(Curt Kelly) Kathy Kelly	1209 34th St NE Puyallup, WA 98371		Curt Kelly Kathy Kelly
Coe Lindner	16714 mandarin		Coe Lindner
Jamie Bastick	11717 69th St E		Jamie Bastick
Elizabeth White	13910 172nd St. Ct. E., Puyallup	py	Elizabeth White
Sabrina Mann	407 Valley Ave NE	py	Sabrina Mann
Maryneil	101 Hickory Ave Orting		Maryneil
Smeggie	23215 145th St E P.O. Box 1298 Orting		Smeggie
Joel Farns	502 Train St. SE		Joel Farns
Sandy Knudson	P.O. Box 445 Orting 98370		Sandy Knudson
Tiffany Fletche	PO Box 1561 Orting WA 98360	tiffanyfletcher 980@gmail	Tiffany Fletche
MARK MAXEY	Po Box 1145		Mark Maxey
Kathy Maxey	PO Box 1145		Kathy Maxey
Albert Walker	PO Box 367		Albert Walker
Rebecca King	PO Box 852		Rebecca King
Bill Williams	P.O. Box 852		Bill Williams

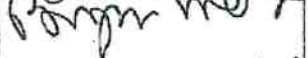

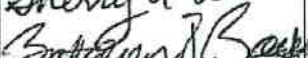






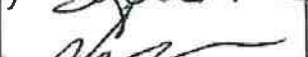
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JUN 25 2019
CITY OF ORTING

Dear Planning Commission Members,

In replaying the audio from the June 18, 2019 meeting, I noticed some confusion regarding the alternative routes that are at the heart of the Southwest Connector project. When this project was conceived in 2008, three routes were proposed. Alternative route 3 would run along the levee exiting Calistoga at Skinner Way. That is the route that was adopted by an earlier Orting City Council after being the recommendation of the then Planning Commission. The one that is currently in the Transportation Plan was route 1, and it would essentially divide my property into two. This is the plan that I'm opposing and the one that 353 fellow citizens are against as well.

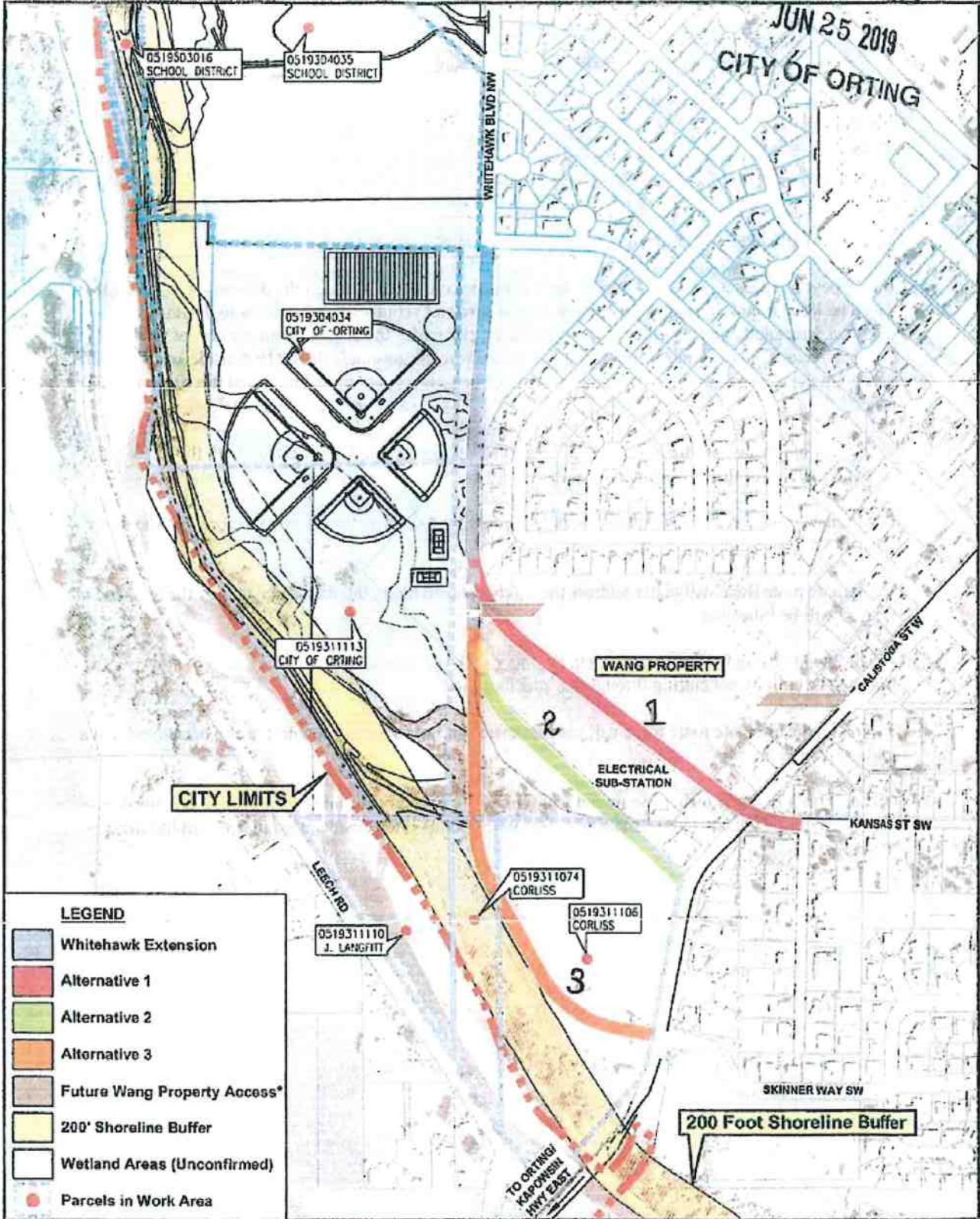
Jung San & Margaret Wang
Jung San Wang
Margaret Wang

P. O. Box 505
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JUN 25 2019

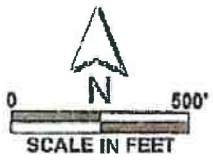
CITY OF ORTING



LEGEND

- Whitehawk Extension
- Alternative 1
- Alternative 2
- Alternative 3
- Future Wang Property Access*
- 200' Shoreline Buffer
- Wetland Areas (Unconfirmed)
- Parcels in Work Area

Parametrix DATE: Sep 10, 2008 FILE: S:\1711023\704791



*Note: Implementation of either Alternative 2 or 3 will require 2-points of connection (one at Calistoga street west & one to the SW Connector) for Wang property access when the property is developed.

Figure 1 Southwest Connector Calistoga Street Corridor Stud City of Orting, Washington

Orting 2040 Transportation Plan

Prepared for
City of Orting



March 2019

Prepared by
Parametrix

Orting 2040 Transportation Plan

Prepared for

City of Orting
110 Train Street SE
Orting, WA 98360

Prepared by

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CITATION

Parametrix. 2019. Orting 2040 Transportation Plan.
Prepared by Parametrix, Seattle, WA. March 2019.

CERTIFICATION

The technical material and data contained in this document were prepared under the supervision and direction of the undersigned, whose seal, as a professional engineer licensed to practice as such, is affixed below.

Prepared by Erinn Ellig

Checked by Ryan LeProwse

Approved by JC Hungerford

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ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
BLOS	Bicycle Level of Stress
City	City of Orting
FAST	Fixing America’s Surface Transportation
FGTS	Freight and Goods Transportation System
FHWA	Federal Highway Administration
GMA	Washington State Growth Management Act
LOS	level of service
mph	miles per hour
NMTP	Non-Motorized Transportation Plan
PLOS	Pedestrian Level of Stress
PSRC	Puget Sound Regional Council
RTCC	Rural Town Centers and Corridors
Sound Transit	Central Puget Sound Regional Transit Authority
SR	State Route
STIP	Statewide Transportation Improvement Program
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
WSDOT	Washington State Department of Transportation

1. INTRODUCTION

The Orting 2040 Transportation Plan defines the existing and future transportation vision for Orting and will inform updates to the 2015 Transportation Element and Appendix from the Orting Comprehensive Plan published in June 2015. This transportation plan contains a description of existing transportation conditions, travel forecasts, service standards and analysis, and transportation recommendations. The following analysis and conclusions will inform the City of Orting 2040 Comprehensive Plan.

The City of Orting has a unique configuration with respect to transportation. The community lies in the Orting Valley between the Carbon and Puyallup Rivers. State Route (SR) 162 runs between the two rivers and links Orting with Sumner and Buckley. Orting is a small rural community of just under 8,000 residents—more than twice the population just 20 years ago. Many of the local city streets are quiet, tree lined, with low traffic volumes. The older portion of the City is laid out on a traditional grid system and some recent developments feature a curvilinear circulation pattern.

2. GOALS

- Goal T1** Maintain a transportation system that accommodates the separation of through and local traffic, provides adequate internal circulation, and interconnects effectively to the regional highway, non-motorized, and public transportation systems is responsive to the mobility needs of City businesses and neighborhoods, and guides future developments.
- Goal T2** Coordinate with local, regional, state, and federal agencies in the development and operation of the transportation system. In particular, support City, County, and state implementation of comprehensive solutions to capacity, safety, and circulation problems with SR 162.
- Goal T3** Establish a safe and convenient pedestrian and bicycle circulation system linking residential communities with key destinations.
- Goal T4** Fund transportation facility improvements with federal, state, and local public and private sources.
- Goal T5** Realize the vision for Washington Avenue as Orting’s main street, providing high quality aesthetic design in conjunction with multi-modal mobility, pedestrian safety, and infill economic development.
- Goal T6** Meet federal and state air quality requirements and work with state, regional and other local agencies to develop transportation control measures and/or mobile source emission reduction programs that may be warranted to attain or maintain air quality requirements.

2.1 Vehicular Transportation Policies

2.1.1 Street Network

- Policy T1** Periodically update traffic forecasts and levels of service analysis on all arterials in the City.
- Policy T2** Provide adequate, system-wide capacity on arterial streets to avoid diversion of excess traffic from congested arterials to neighborhood streets.
- Policy T3** Maintain truck routes on Principal Arterials and enforce truck use accordingly.
- Policy T4** Develop the local street system to ensure connectivity between adjacent developments, and provide connections to arterials from neighborhood collectors.
- Policy T5** Existing non-through (dead-end) streets shall be linked together whenever practical.

- Policy T6 Minimize the use of cul-de-sacs, dead-end streets and other designs that reduce connectivity between neighborhoods.
- Policy T7 Protect street rights-of-way from encroachment by structures, fences, retaining walls, landscaping, or other obstructions to preserve the public's use of the right-of-way, and to ensure safety and mobility.

2.1.2 Street Classification

- Policy T8 Maintain a consistent classification of streets as Principal-, Minor-, and Collector Arterials, Neighborhood Collector Streets and Local Streets according to function, based on federal, state, and regional guidelines so that needed traffic capacity may be preserved and planned street improvements will be consistent with those functions.
- Policy T9 Limit the number of residences that can be served by a dead end/ cul-de-sac street.

2.1.3 Street Design Standards

- Policy T10 Maintain a comprehensive street improvement plan for city streets that implements the desired streetscape for each functional classification. Arterial street standards shall provide guidance on the width of lanes, driveway access, right-of-way width, sidewalks median treatments, setbacks, lighting, pedestrian facilities, landscaping, or other improvements.
- Policy T11 Design street improvements to fit the character of areas they serve.
- Policy T12 Maximize and maintain the capacity of arterial streets through the provision of turn lanes and other auxiliary lanes rather than street widening solutions.
- Policy T13 Encourage shared use of driveways served by arterials.
- Policy T14 Use street design standards to minimize pavement widths while accommodating on-street parking, and allowing cars to pass, thereby slowing the speed of vehicles on local streets, improving pedestrian safety and allowing for landscaping.
- Policy T15 Require safe, attractive sidewalks on all streets.
- Policy T16 Provide comprehensive street lighting, including lights for pedestrians on sidewalks and trails, using such factors as adjacent land uses, hazardous street crossings, transit routes, schools, and parks.

2.1.4 Traffic Safety

- Policy T17 Monitor traffic accidents, citizen input/complaints, traffic violations, and traffic growth to identify and prioritize locations for safety improvements.
- Policy T18 Consider the use of devices that increase safety of pedestrian crossings such as flags, in-pavement lights, raised crosswalks, colored and textured pavements.

2.1.5 Neighborhood Traffic Control

Policy T19 Consider design options for application of neighborhood traffic calming devices such as median barriers, speed humps, speed tables, raised crosswalks, raised intersections, traffic circles, roundabouts, chicanes, chokers, neckdowns, and textured pavements on local streets where traffic and pedestrian safety is of concern. Neighborhood Collectors shall receive the first priority followed by other local streets. Installation of neighborhood traffic control devices shall be avoided on arterials.

2.1.6 Property Access

Policy T20 Minimize local property access on Principal and Minor arterials.

Policy T21 Consolidate existing access driveways on arterials when street improvements are implemented, or redevelopment proposals are made.

2.1.7 Environmental

Policy T22 Participate in regional efforts to improve air quality by promoting alternatives to the single occupant vehicles; use of cleaner fuels; implementing transportation demand management goals and policies and maintaining or improving the operating efficiency of the transportation system.

Policy T23 Mitigate noise impacts when designing future roadway improvements.

Policy T24 Reduce the amount of impervious surfaces (e.g., streets, driveways) to the extent practicable.

Policy T25 Minimize harmful pollutants generated by transportation-related construction, operations, and maintenance activities from entering surface and groundwater resources.

2.1.8 Level of Service

Policy T26 Maintain intersection level of service (LOS) according to the following standards:

- LOS E on arterial intersections in the Mixed-Use Town Center
- LOS D on all other arterial intersections

Policy T27 Transportation improvement projects, strategies and actions needed to serve new developments shall be in place at the time new development occurs or be financially committed and scheduled for completion within six years of permit approvals.

2.1.9 Land Use/Transportation

Policy T28 Consider the effect of the City's growth and transportation improvement programs on other adjacent jurisdictions through coordination with county, state, and regional agencies

2.1.10 Development Impact Mitigation

- Policy T29 Maintain and apply standardized transportation impact mitigation procedures and strategies, including payment of traffic impact fees.
- Policy T30 Require dedication of right-of-way as a condition of development approval when the need for such right-of-way is determined in the permit approval process
- Policy T31 Maintain a right-of-way use permit process to minimize environmental and traffic impacts during construction.

2.2 Pedestrian and Bicycle Policies

- Policy T32 Promote pedestrian and bicycle networks that safely access commercial areas, schools, transit routes, parks, and other destinations within Orting and connect to adjacent communities, regional destinations and routes.
- Policy T33 Require new development to ensure safety, comfort and convenience of pedestrians and bicyclists.
- Policy T34 Designate and construct segregated internal pedestrian circulation systems in new or redeveloping commercial-retail districts. Provide connectivity to nearby transit stops using sidewalks, landscaping, covered walkways, or other treatments.
- Policy T35 Promote a comprehensive and interconnected network of pedestrian and bike routes within and between neighborhoods.
- Policy T36 Require trail routes and/or sidewalks where appropriate in PUD, plat and short plat approvals.
- Policy T37 Work progressively to provide and maintain sidewalks in established neighborhoods. Priority shall be given to all public facilities such as transit routes, schools and parks, and multi-family housing, commercial areas, and gaps in the existing sidewalk system.
- Policy T38 Provide striped, on-street bicycle facilities on arterial streets on paved shoulders or within wide curb lanes to ensure safety for bicyclists.
- Policy T39 Ensure that sidewalks meet requirements of the Americans with Disabilities Act.
- Policy T40 Identify non-motorized facility improvements on school walk routes to increase pedestrian safety.
- Policy T41 Require secure (racks and lighting) bicycle parking at commercial and institutional facilities along with automobile parking.

2.3 Regional and Local Coordination Policies

- Policy T42 Ensure coordination and consistency with state, regional and local transportation plans.
- Policy T43 Coordinate the Six-Year Transportation Improvement Program with adjacent jurisdictions' where City projects have regional implications.
- Policy T44 Participate in regional transportation planning to ensure that the City's interests are reflected appropriately.

2.4 Funding and Implementation Policies

2.4.1 Funding

- Policy T45 Maintain a street utility for the purpose of supporting preservation and ongoing maintenance and operations of its transportation systems pursuant to RCW 82.80.
- Policy T46 Maximize outside funding from regional, County, State, or Federal sources.
- Policy T47 Emphasize multimodal enhancements to the transportation system in funding transportation programs.
- Policy T48 Ensure the adopted impact fee rate schedule reflects the current land use and transportation forecasts and needs.
- Policy T49 Update the six-year Transportation Improvement Program (TIP) annually to implement the Long-Range Capital Facility Plan.

2.4.2 Implementation

- Policy T50 Maintain and monitor a scheduled street maintenance program including regular street sweeping to ensure that all arterial and neighborhood collector streets shoulders and/or designated bike lanes are clear of sand, glass, and debris.

2.5 System Air Quality Policies

- Policy T51 The City's transportation system shall conform to federal and state Clean Air Acts by maintaining conformity with the Metropolitan Transportation Plan of the Puget Sound Regional Council and by following the requirements of Chapter 173-420 of the Washington Administrative Code.
- Policy T52 Travel in modes other than single-occupant vehicles shall be encouraged. Transportation demand management strategies will be employed to discourage the use of single-occupant vehicles and to encourage non-motorized transportation.
- Policy T53 Consider air quality effects of future development when considering annexations, amendments to the Comprehensive Plan and development regulations, and during project review processes.
- Policy T54 Establish standards for the control of particulate matter on paved public roads.

3. EXISTING CONDITIONS

This section summarizes the existing (2017) transportation system for all modes of travel in Orting. This information supports the city's comprehensive planning process, which must, among other things, contain travel forecasts, a level of service standard, be regionally coordinated, and meet concurrency requirements. The transportation element for the City of Orting must meet the requirements of the GMA and will be certified by the Puget Sound Regional Council. The element will contain a description of existing transportation conditions, travel forecasts, service standards and analysis, and transportation recommendations, all of which will be coordinated with the county and the state.

3.1 Transportation Network Overview

The roadway network in Orting consists of corridors serving different travel needs. The main thoroughfare is SR 162, which runs northwest/southeast through the center of Orting. Calistoga Street W is the other significant arterial in the city that provides an east/west link across the Puyallup River and to the Orting-Kapowsin Highway. There are minimal east/west regional connections into and out of Orting.

3.1.1 Roadway Functional Classification

As Orting continues to grow, the internal street network will continue to be developed. City streets are classified into different categories to guide development and define the degree to which they provide through movement and land access functions. Roadway classification is based upon guidelines prepared by the Federal Highway Administration (FHWA) and administered by the Washington State Department of Transportation (WSDOT). City streets in Orting are classified into four functional classifications that are accompanied by different land use policies and street standards. The four classifications are:

- **Principal Arterials**, which are streets and highways that carry the greatest portion of through or long-distance traffic. Such facilities serve the high-volume travel corridors that connect major generators of traffic. The selected routes provide an integrated system for complete circulation of traffic, including ties to the major rural highways entering urban areas.
- **Minor Arterials**, which are streets and highways that connect with remaining arterial and collector roads that extend into the urban area. Minor arterial streets and highways serve less concentrated traffic-generating areas, serve as boundaries to neighborhoods, and collect traffic from collector streets. Although the predominant function of minor streets is the movement of through traffic, they also provide for considerable local traffic that originates or is destined for points along the corridor.
- **Collectors**, which are streets that provide direct services to residential areas, local parks, churches, and areas with similar land uses. To preserve the amenities of neighborhoods, they are usually spaced at about 0.5-mile intervals in order to collect traffic from local access streets and convey it to major and minor arterial streets and highways. Collector streets are typically 1 to 2 miles in length. Direct access to abutting land is essential.
- **Local Access Streets**, which are the remaining streets that allow access to individual homes, shops, and similar destinations. They provide direct access to abutting land and to the higher classification of roadways. Through traffic is discouraged.

Figure 3-1 shows the functional classification of the roadways within the City.

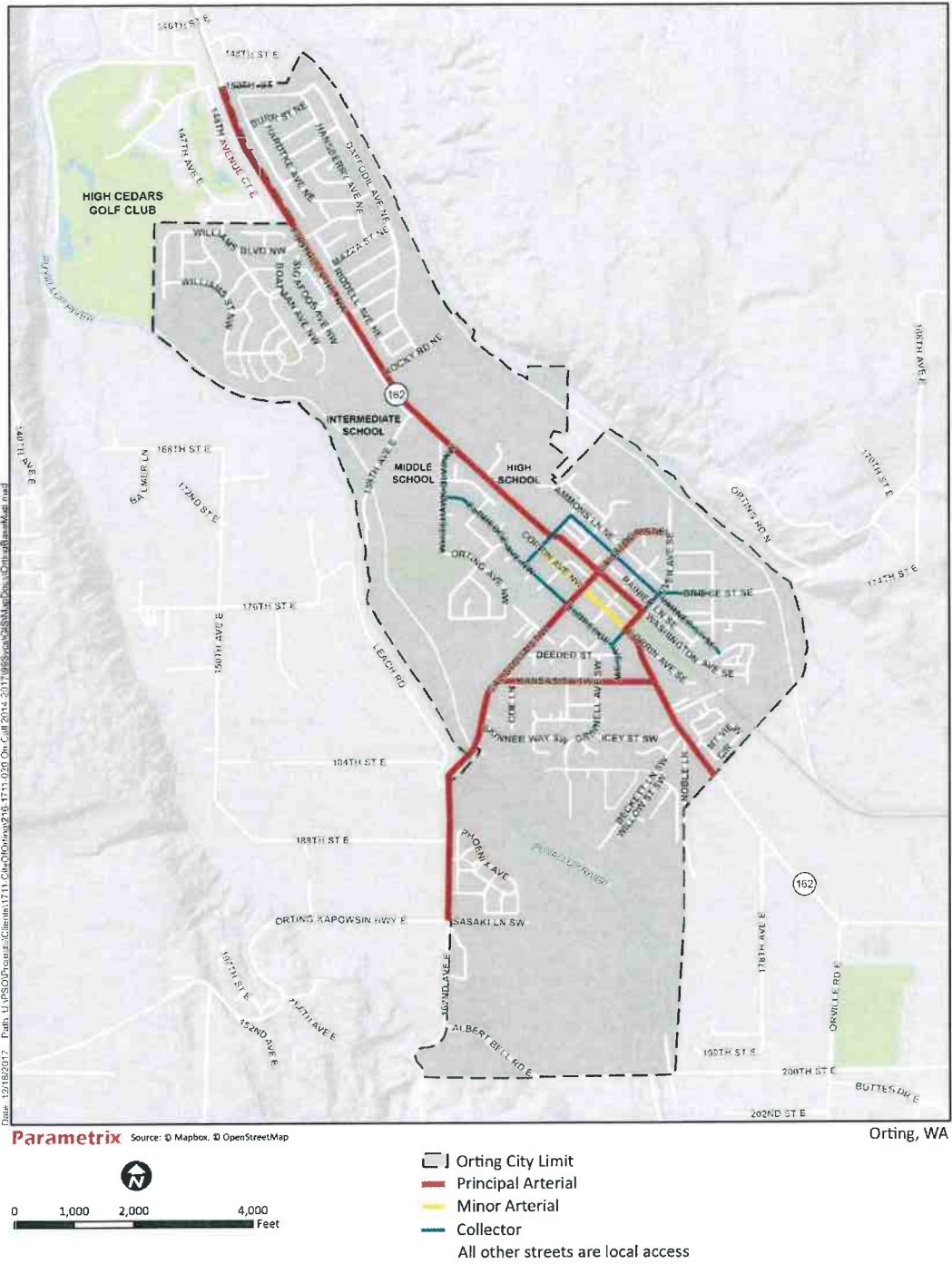


Figure 3-1. Orting Roadway Functional Classification

State-owned Transportation Facilities and Highways of Statewide Significance

In 1998, the Washington State Legislature enacted the “Level of Service Bill” (House Bill 1487) that amended the GMA to include additional detail regarding state-owned transportation facilities in the transportation element of comprehensive plans. PSRC, in 2003, adopted level of service standards for regionally significant state highways. Regionally significant state highways are state transportation facilities that are not designated as highways of statewide significance. Within Orting, no roadways have been designated as a Highway of Statewide Significance in WSDOT’s Highway System Plan. SR 162, which links Orting with Sumner and Buckley, is the only state-owned facility within the planning area and is designated as a Regionally Significant State Highway. WSDOT completed a study of SR 162 in June 2017 to identify strategies to increase mobility and improve safety in the corridor. Although the scope of the study was outside of the Orting City limits, potential improvement options could improve traffic flow and safety for vehicles exiting and entering Orting. Improvement strategies identified in the study will be incorporated in WSDOT’s Corridor Sketch Phase II for SR 162 and prioritized for funding on a statewide basis.

3.1.2 Roadway Network

The primary roadway network in Orting comprises the following:

- **State Routes:** SR 162 runs northwest/southeast through Orting, providing the primary connection to SR 512 and Interstate 5. Outside of the city limits, SR 162 is a two-lane principal arterial with limited shoulders and a posted speed limit of 50 miles per hour (mph). Within the city limits, the roadway is known as Washington Avenue N and is a two-lane principal arterial with a narrow painted median and paved shoulders and has parking on both sides of the road in the downtown core. The posted speed limit is 35 mph, and reduces to 25 mph near Orting High School.
- **Pierce County Roadways:** Orting-Kapowsin Highway is a two-lane major arterial, with a posted speed limit of 35 mph along most of its length. Shoulders have a gravel surface, with a walking path along the east side of the road in some areas. It runs adjacent to the city limit line for a short distance south of the Puyallup River before turning into Calistoga Street W.
- **Local Transportation System:** Calistoga Street W is the primary local street that provides east/west travel. Calistoga Street W is a two-lane roadway with intermittently paved or graveled shoulders and sidewalks on the north side. Other local streets in the city provide access to the downtown area of Orting, and commercial and residential areas.

Table 3-1 provides an existing conditions inventory of many of the roadways in the area, including functional classification, shoulder type, parking, sidewalks, bicycle lanes, and posted speed limits.

Table 3-1. Roadway Inventory – Existing Conditions

Roadway	Functional Classification	Shoulder	Parking	Sidewalks	Bicycle Lane	Speed Limit (mph)
SR-162/ Pioneer Way	Principal arterial	Paved	No	Interrupted	No	50/35/25
Washington Avenue N	Principal arterial	Paved	Yes	Both	No	25
Orting-Kapowsin Highway	Principal arterial	Gravel	No	No	No	35
Varner Avenue NE	Collector	Gravel/grass	Yes	Both	No	Not posted

Table 3-1. Roadway Inventory – Existing Conditions (continued)

Roadway	Functional Classification	Shoulder	Parking	Sidewalks	Bicycle Lane	Speed Limit (mph)
Calistoga Street W	Principal arterial	Paved/gravel	Yes	Both	No	25
Whitehawk Boulevard	Collector	Paved	Yes	Both	No	25
Eldredge Avenue	Collector	Gravel/grass	Yes	Whitesell north—both sides; Safeway south—one side	No	Not posted
Whitesell Street	Collector	None	No	One side	No	Not posted
Corrin Avenue	Minor arterial	Paved	Yes (angle parking downtown)	Both	No	Not posted
Bridge Street	Collector	Gravel/grass	Yes	Both	No	Not posted
Kansas Street SW	Principal arterial	Paved	Yes	Both	No	Not posted
Harman Way	Principal arterial	Paved	Yes	Yes	No	Not posted

3.2 General Purpose Traffic

General purpose traffic volumes during the PM peak hour were collected at 19 intersections throughout Orting in April 2017:

- Intersection A: Washington Avenue N and Williams Boulevard NW
- Intersection B: Washington Avenue N and Lane Boulevard NW
- Intersection C: Washington Avenue N and Rocky Road NE
- Intersection D: Washington Avenue N and Old Pioneer Way NW
- Intersection E: Washington Avenue N and Whitehawk Boulevard NW
- Intersection F: Washington Avenue N and Ammons Lane NE
- Intersection G: Washington Avenue N and Cardinal Lane
- Intersection H: Washington Avenue N and Whitesell Street S
- Intersection I: Washington Avenue S and Calistoga Avenue W
- Intersection J: Washington Avenue S and Train Avenue S
- Intersection K: Washington Avenue SE and Bridge Street S
- Intersection L: Bridge Street S and Harman Way S and Corrin Avenue E
- Intersection M: Harman Way S and Kansas Street SW
- Intersection N: Calistoga Avenue W and Corrin Avenue SW
- Intersection O: Calistoga Avenue W and Eldredge Avenue SW

- Intersection P: Calistoga Street W and Kansas Street SW
- Intersection Q: Train Street SW and Van Scoyoc Avenue East
- Intersection R: River Avenue SE and Varner Avenue SE and Bridge Street SE
- Intersection S: Eldredge Avenue NW and Whitesell Street S

Figure 3-2 summarizes the intersection counts. Traffic volumes during the PM peak hour represent the highest hourly volume of vehicles passing through an intersection during the 4:00 to 6:00 PM peak period. Because the PM peak hour volumes represent the highest volumes of the average day, these traffic volumes were used for the base year operations analysis, and as the basis for future year traffic volume projections.

3.2.1 Intersection Level of Service

Intersection level of service (LOS) is a term used to describe the operating conditions and amount of delay a driver will experience while traveling through an intersection or along a roadway. LOS ranges from A (very little delay) to F (long delays and congestion). **Table 3-2** summarizes the amount of delay in seconds associated with each LOS designation. The LOS/delay criteria for stop-sign-controlled intersections are different than for signalized intersections because driver expectation is that a signalized intersection is designed to carry higher traffic volumes and experience greater delay. For signalized intersections, the LOS ranges from A with a delay of less than 10 seconds to F with a delay of more than 80 seconds. For stop-sign-controlled intersections, LOS A also has a delay of less than 10 seconds, while LOS F has a delay of more than 50 seconds.

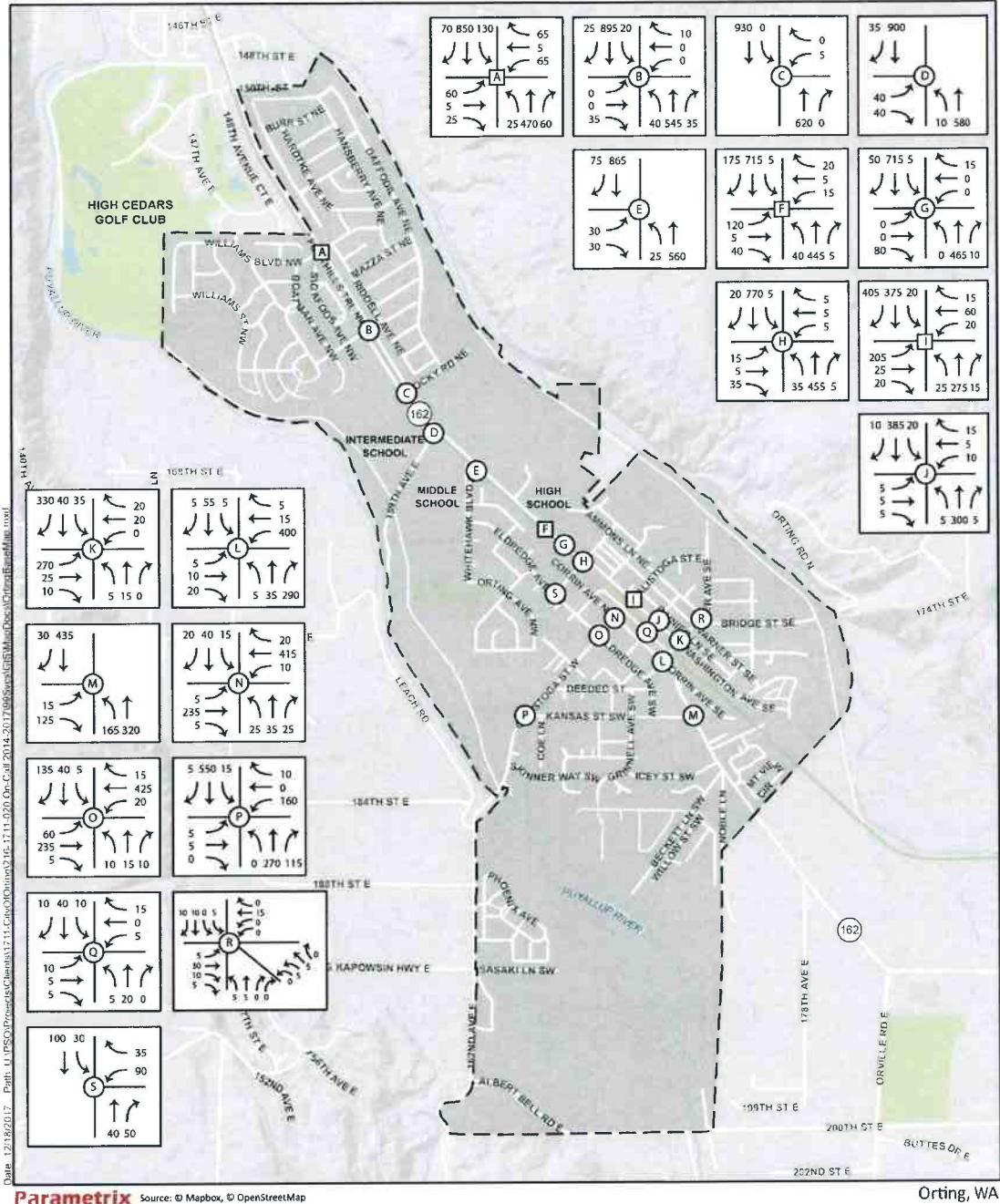


Figure 3-2. Existing (2017) PM Peak Hour Intersection Traffic Counts

Table 3-2. Vehicle Level of Service and Delay

Level of Service	Description	Signalized Intersection Delay (sec/veh)	Unsignalized Intersection Delay (sec/veh)
A	Free flowing	<10	<10
B	Little delay	>10 and ≤20	>10 and ≤15
C	Some delay	>20 and ≤35	>15 and ≤25
D	Some driver frustration; moderate delay	>35 and ≤55	>25 and ≤35
E	High level of frustration; high levels of delay	>55 and ≤80	>35 and ≤50
F	Severe congestion; excessive delays	>80	>50

For unsignalized intersections, delay is reported for the worst-operating approach (typically, the minor street left turn). For signalized intersections, the average delay is reported for all vehicles. LOS D is the concurrency standard adopted by the City of Orting. **Figure 3-3** shows the overall existing intersection LOS at the study intersections in Orting during the PM peak hour. Most of the intersections in the City meet the concurrency standard adopted by the City of Orting. However, Washington Avenue N and Rocky Road NE (intersection C) and Calistoga Street W and Kansas Street SW (intersection P) exceed the threshold and operate at LOS E. At Washington Avenue N and Rocky Road NE (intersection C), the delay is experienced by very few vehicles, approximately five vehicles during the PM peak hour as summarized in **Figure 3-2**. The Washington Avenue N and Whitehawk Boulevard NW intersection (intersection E) operates acceptably but at the City’s concurrency threshold of LOS D.

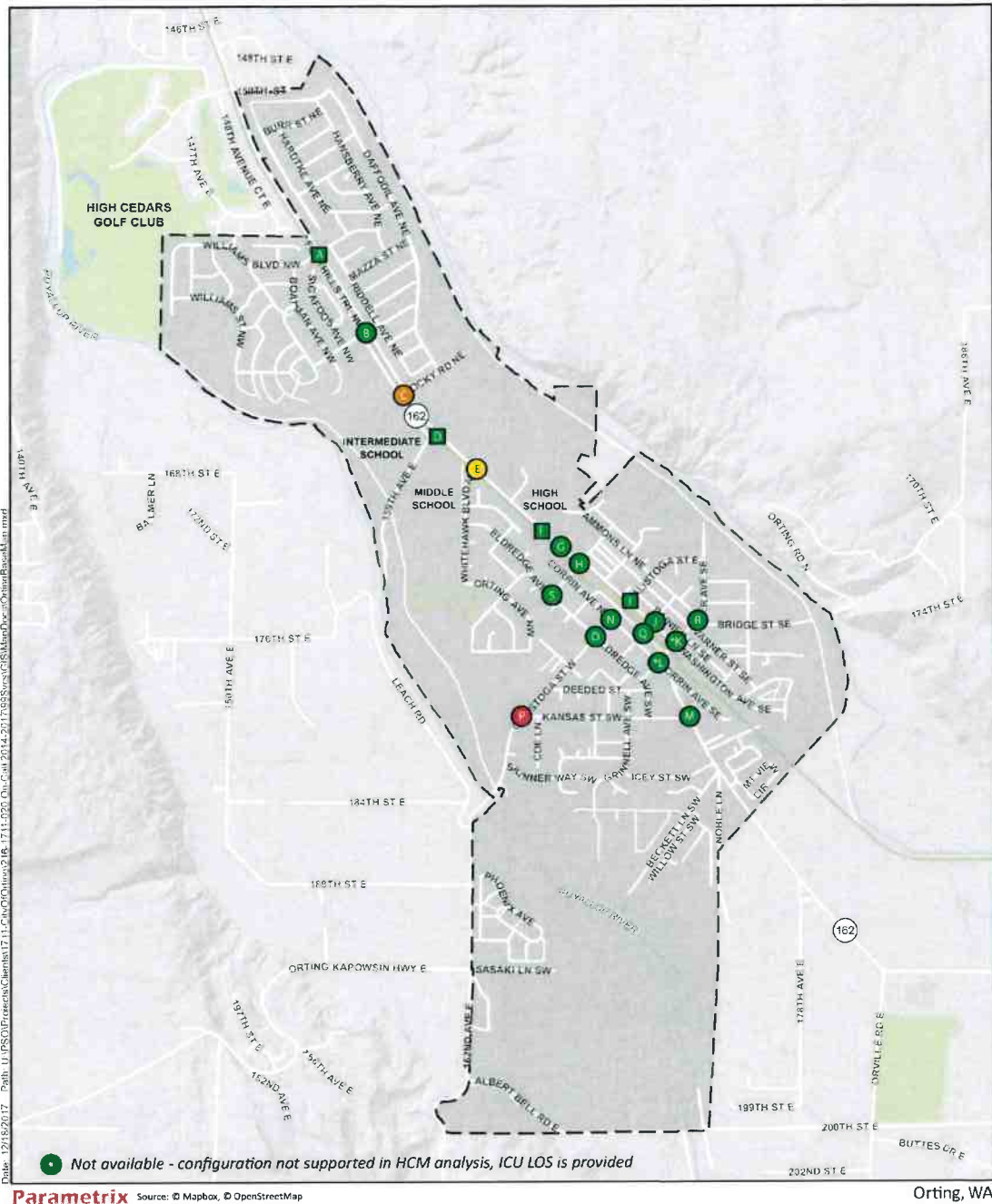


Figure 3-3. Existing (2017) PM Peak Hour Intersection Operations

3.2.2 Collision History

WSDOT provided a history of reported collisions that occurred within the city limits of Orting for the period of January 1, 2012 through December 31, 2016. Figure 3-4 summarizes the locations where the

collisions occurred in Orting. Total accidents averaged approximately 37 per year with a total of 186 over the 5-year collision period. Nearly 70 percent of collisions were property damage only. There were no fatal collisions and only three collisions were serious injury collisions. Five collisions involved non-motorized users. Most accidents (approximately 60 percent) were at intersections or driveways.

Table 3-3 summarizes collisions by severity in the entire street network. As shown, most of the collisions along the roadways resulted in property damage only (135 of 186 total collisions). The remaining 51 collisions resulted in an injury.

**Table 3-3. Summary of Collisions by Severity for Entire Street Network
(January 2012 to December 2016)**

Location	Collision Severity			
	Fatality	Injuries	Property Damage Only	Total
SR 162 (Washington Avenue N)	0	34	58	92
SR 162 (Bridge Street S and Harman Way S)	0	4	17	21
Calistoga Street W	0	5	22	27
Kansas Street SW	0	1	1	2
Other (minor, collector, local access streets)	0	7	37	44
Total	0	51	135	186

Source: WSDOT Transportation Data and GIS Office

Disclaimer: Under 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

In addition to summarizing the collision data by severity, the 51 injury collisions were summarized by type in **Table 3-4**. For the entire roadway network, the majority of the injury collisions were rear end. Rear-end collisions often occur in congested locations. The other collision types along the entire network were entering at angle, fixed object, pedestrian and/or cyclist involvement, sideswipe, and turning (opposite direction) and none of these had more than five collisions over the 5-year period.

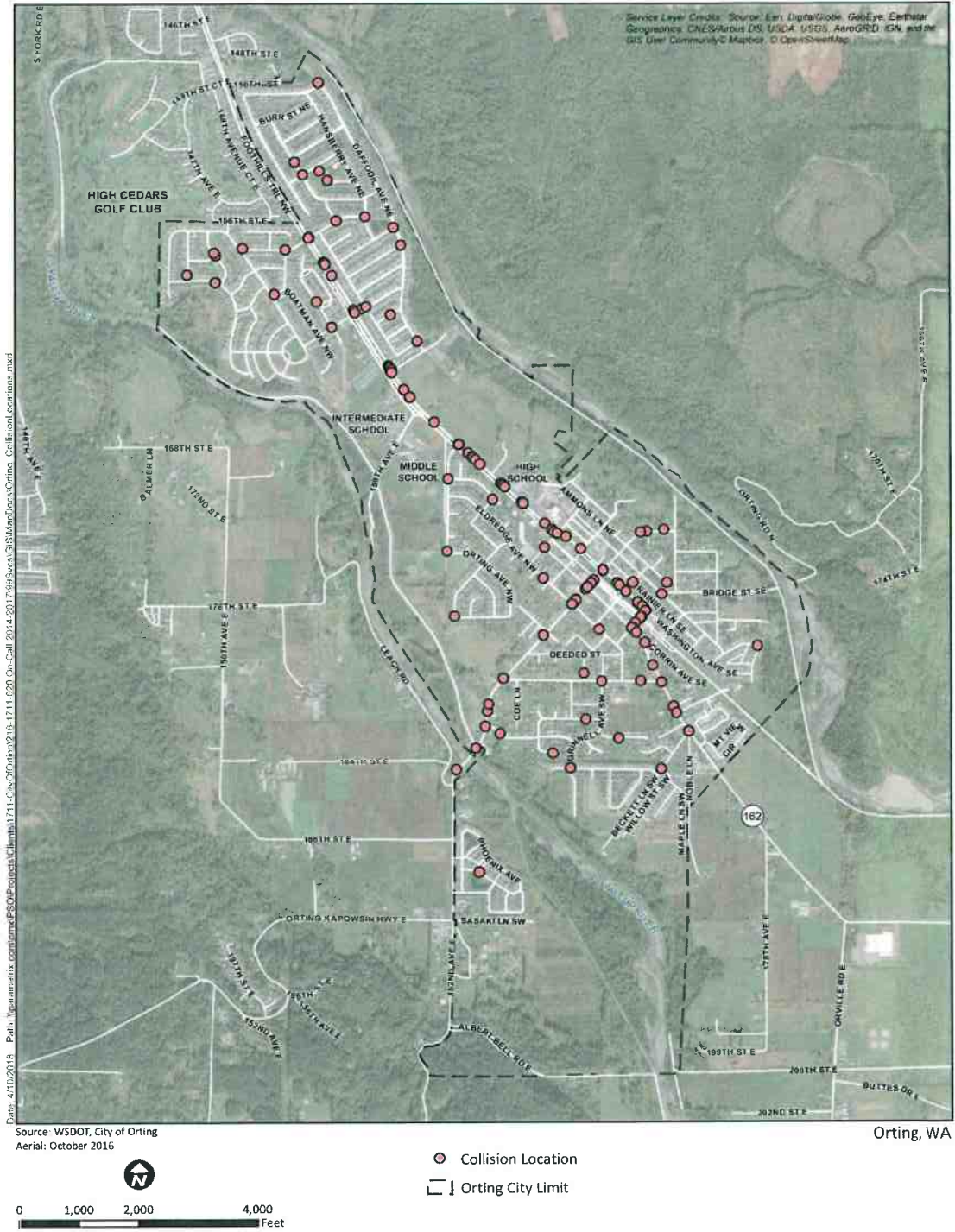


Figure 3-4. All Collisions in the City of Orting (January 2012 to December 2016)

Table 3-4. Summary of Injury Collisions by Type for Entire Street Network (January 2012 to December 2016)

Location	Collision Type									Total
	Entering at Angle	Fixed Object	Other	Parking	Pedestrian/ Cyclist Involved	Rear End	Sideswipe	Turning (Opposite Direction)	Vehicle Overturned	
SR 162 (Washington Avenue N)	3	3	2	1	2	20	2	1	0	34
SR 162 (Bridge Street S and Harman Way S)	0	0	1	0	1	2	0	0	0	4
Calistoga Street W	1	0	0	0	1	1	1	1	0	5
Kansas Street SW	0	1	0	0	0	0	0	0	0	1
Other (minor, collector, local access streets)	1	0	0	2	1	1	1	0	1	7
Total	5	4	3	3	5	24	4	2	1	51

Source: WSDOT Transportation Data and GIS Office

Disclaimer: Under 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Additionally, the collision history was reviewed for the study area intersections by severity and type.

Table 3-5 summarizes the study area intersection collisions by severity. As shown, most of the collisions at the study intersections resulted in property damage only (75 of 107 total collisions). The remaining 32 collisions at study area intersections resulted in an injury.

Table 3-5. Summary of Collisions by Severity at Study Intersections (January 2012 to December 2016)

ID	Location	Collision Severity			
		Fatality	Injuries	Property Damage Only	Total
A	Washington Avenue N and Williams Boulevard NW	0	6	12	18
B	Washington Avenue N and Lane Boulevard NW	0	0	5	5
C	Washington Avenue N and Rocky Road NE	0	3	5	8
D	Washington Avenue N and Old Pioneer Way NW	0	0	0	0
E	Washington Avenue N and Whitehawk Boulevard NW	0	3	5	8
F	Washington Avenue N and Ammons Lane NE/Driveway	0	5	2	7
G	Washington Avenue N and Cardinal Lane	0	0	1	1
H	Washington Avenue N and Whitesell Street S	0	3	7	10
I	Washington Avenue S and Calistoga Avenue W	0	3	10	13
J	Washington Avenue S and Train Avenue S	0	1	2	3
K	Washington Avenue SE and Bridge Street S	0	3	4	7
L	Bridge Street S and Harman Way S and Corrin Avenue E	0	2	4	6
M	Harman Way S and Kansas Street SW	0	0	1	1
N	Calistoga Avenue W and Corrin Avenue SW	0	2	4	6
O	Calistoga Avenue W and Eldredge Avenue SW	0	1	5	6
P	Calistoga Street W and Kansas Street SW	0	0	6	6
Q	Train Street SW/Train Avenue S and Van Scoyoc E	0	0	0	0
R	River Avenue SE/Verner Avenue SE and Bridge Street SE	0	0	2	2
S	Eldredge Avenue NW and Whitesell Street S	0	0	0	0
Total		0	32	75	107

Source: WSDOT Transportation Data and GIS Office

Disclaimer: Under 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

The 32 injury collisions that occurred at study intersections were summarized by type in **Table 3-6**. The majority of the injury collisions were rear end, specifically on the main arterial, Washington Avenue N/Bridge Street/Harman Way (SR 162). Rear-end collisions often occur at congested locations. The other collisions types at study intersections were entering at angle, fixed object, pedestrian and/or cyclist involvement, sideswipe, and turning (opposite direction). Other than rear-end collisions, there were no more than five collisions of any type over the 5-year period.

Table 3-6. Summary of Injury Collisions by Type at Study Intersections (January 2012 to December 2016)

ID	Location	Collision Type									Total
		Entering at Angle	Fixed Object	Other	Parking	Pedestrian/ Cyclist Involved	Rear End	Sideswipe	Turning (Opposite Direction)	Vehicle Overturned	
A	Washington Avenue N and Williams Boulevard NW	0	1	1	0	1	2	0	1	0	6
B	Washington Avenue N and Lane Boulevard NW	0	0	0	0	0	0	0	0	0	0
C	Washington Avenue N and Rocky Road NE	0	0	0	0	1	2	0	0	0	3
D	Washington Avenue N and Old Pioneer Way NW	0	0	0	0	0	0	0	0	0	0
E	Washington Avenue N and Whitehawk Boulevard NW	2	0	0	0	0	0	1	0	0	3
F	Washington Avenue N/Ammons Lane NE and Driveway	0	0	0	0	0	5	0	0	0	5
G	Washington Avenue N/ Cardinal Lane	0	0	0	0	0	0	0	0	0	0
H	Washington Avenue N and Whitesell Street S	0	1	0	0	0	2	0	0	0	3
I	Washington Avenue S and Calistoga Avenue W	0	1	0	0	0	2	0	0	0	3
J	Washington Avenue S and Train Avenue S	1	0	0	0	0	0	0	0	0	1
K	Washington Avenue SE and Bridge Street S	0	0	0	0	0	3	0	0	0	3
L	Bridge Street S/Harman Way S and Corrin Avenue E	0	0	1	0	1	0	0	0	0	2
M	Harman Way S and Kansas Street SW	0	0	0	0	0	0	0	0	0	0
N	Calistoga Avenue W and Corrin Avenue SW	0	0	0	0	0	1	1	0	0	2
O	Calistoga Avenue W and Eldredge Avenue SW	0	0	0	0	0	0	0	1	0	1
P	Calistoga Street W and Kansas Street SW	0	0	0	0	0	0	0	0	0	0
Q	Train Street SW/Train Avenue S and Van Scoyoc E	0	0	0	0	0	0	0	0	0	0
R	River Avenue SE/Verner Avenue SE and Bridge Street SE	0	0	0	0	0	0	0	0	0	0
S	Eldredge Avenue NW and Whitesell Street S	0	0	0	0	0	0	0	0	0	0
Total		3	3	2	0	3	17	2	2	0	32

Source: WSDOT Transportation Data and GIS Office

Disclaimer: Under 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

3.3 Freight Traffic and Network

Providing freight access to and through Orting is important in supporting economic activity and providing goods to residents. In Orting, the primary freight routes are along SR 162 and Calistoga Street to the Orting-Kapowsin Highway. WSDOT uses the County Road Freight and Goods Transportation System (FGTS) to classify state highways, county roads, and city streets according to the tons of freight that are carried on them each year. SR 162, between the northern city limits and Calistoga Street, is classified as a T-2 Route, carrying 4 million to 10 million tons per year. To the southeast of Calistoga Street, SR 162 is a T-3 Route, carrying 300,000 to 4 million tons per year. Calistoga Street W and the Orting-Kapowsin Highway are classified as T-3 Routes.

3.4 Non-Motorized Travel

In June 2017, the City of Orting adopted the Non-Motorized Transportation Plan (NMTP), which includes detailed information on non-motorized facilities, volumes, and policies for the City of Orting. For additional information on non-motorized travel in Orting, please see the NMTP.

3.5 Transit

There is no public fixed-route transit service in Orting. Pierce County Transit does provide vanpool services that serve groups traveling to and from work, whose trip origin or destination is within Pierce County.

Sound Transit Sounder commuter rail service is provided nearby in Puyallup and Sumner with service south to Lakewood and north to Seattle and Everett. Fixed-route bus transit is also provided in nearby Sumner and Puyallup to other destinations.

3.6 Air and Rail Service

There are no public or private airports or rail lines within the city of Orting or the surrounding area.

4. PLANNED TRANSPORTATION IMPROVEMENTS

This section summarizes the planned transportation improvements that would affect travel in Orting.

4.1 Pierce County Six-Year Transportation Improvement Program

The prioritization process for transportation projects in unincorporated Pierce County is implemented through the Pierce County Transportation Improvement Program (TIP). The 2017-2022 TIP does not include projects within Orting. However, the following projects are included in the TIP and are located near the city of Orting:

- 176th Street E Extension: Construct a new roadway and roadway improvements between Calistoga Avenue E and Sunrise Boulevard E.
- Orting-Kapowsin Highway E/200th Street E: Construct a traffic signal and provide turn lanes.
- 112th Street S/112th Street E: Widen roadway to provide turn lanes, pedestrian facilities, and illumination.

4.2 Orting Six-Year Transportation Improvement Program

The City of Orting's Six-Year Transportation Improvement Program 2016-2022 includes regrading, paving, parking, curb/gutter, sidewalks, and water, sewer, and storm improvements in the city of Orting. The following projects, listed in order of priority, are included in the Orting 2016-2022 TIP:

- SR 162 (Washington Avenue) Two-Way Left-Turn Lane: Provide a two-way left-turn lane and complete minor widening on SR 162 between Cardinal Lane and Leber Street beginning in 2017.
- Kansas Street SW Regrade: Complete regrading, and storm, sewer, and sidewalk improvements on Kansas Street between Harman Way S and Calistoga Street W beginning in 2019.
- Calistoga Street W: Complete regrading, curb and gutter, parking, and sewer, storm, and water improvements, and provide sidewalks and planter strips between Corrin Avenue NW and the Puyallup River Bridge beginning in 2020.
- Eldredge Avenue NW Regrade: Complete regrading, paving, parking, storm, sewer, and sidewalk improvements between Whitesell Street NW and Calistoga Street W beginning January 2019.
- Whitehawk Boulevard/SR 162 Intersection Improvement: Signalize intersection with existing lane configurations beginning in 2020.
- Bridge Street Regrade: Complete regrading, paving, parking, and curb and gutter improvements; provide sidewalks; and replace water main between Washington Avenue S and the River Avenue SE curve beginning in 2022.
- River Avenue SE Regrade: Complete regrading, paving, parking, sewer, and storm improvements; provide sidewalks; and replace the water main beginning in 2023.
- Orting Emergency Evacuation Bridge System at Gratzter Avenue NW: Construct pedestrian bridge over SR 162/Washington Avenue beginning in 2020.

- Southwest Connector: Construct bypass road from Groff Avenue NW to Orting Avenue NW beginning in 2020.
- Whitehawk Extension: Construct two- to three-lane arterial from Groff Avenue NW to Calistoga Street at Skinner Way SW including water, sewer, storm, curb and gutter, and sidewalks beginning in 2020.

The remaining projects included in the TIP are chip seal projects on various streets in Orting.

4.3 Washington State Department of Transportation Improvement Program

The following projects in or near Orting are included in WSDOT's Statewide Transportation Improvement Program (STIP) during the 2018–2021 planning timeframe:

- Whitehawk Boulevard Extension: This project will extend Whitehawk Boulevard NW between Orting Avenue NW to the intersection of Calistoga Street W and Kansas Street SW. The roadway will be one lane in each direction with a median in some locations and turning lanes at each end. A sidewalk or trail will also be provided along the length of the corridor and a signal will be installed at the intersection with SR 162. This project is scheduled to begin preliminary engineering in 2019. This is the same project that is included in the City's TIP.
- Orting-Kapowsin Highway E: This project includes resurfacing and restoring approximately 3.4 miles of the Orting-Kapowsin Highway E from Orville Road E to 246th Street E. The project is scheduled to start preliminary engineering in 2018 and construction in 2020.

4.4 Rhodes Lake Road East

The Rhodes Lake Road East project would widen 128th Street East from SR 162, north of Orting, and would construct a new arterial roadway from the Puyallup River to Falling Water Boulevard East. The purpose of the project is to improve east-west mobility in the plateau area of Bonney Lake and east of the Puyallup River. The new roadway will accommodate travel to and from the planned community called the Cascadia Employment-Based Planned Community, which calls for nearly 10,000 jobs and over 6,000 homes. It's possible that some of the traffic traveling to and from the Bonney Lake Plateau will also travel through Orting. It is anticipated that the project will be complete in 2030.

5. CONCURRENCY

The City of Orting requires that the capacity of public facilities and services is equal to or greater than the capacity required to maintain the LOS standards established by the City. The test for concurrency is not passed and a proposed project may be denied if the capacity of the public services or facilities is less than the capacity required to maintain the adopted LOS D standards after the impacts associated with the requested permit are added to the existing capacity utilization. The City will prohibit approval of any development that causes the level of service to fall below adopted standards, unless necessary improvements are made concurrently with the development. This concurrency requirement means that improvements or strategies must be in place at the time of the development or that a financial commitment must be in place to complete the improvements or strategies within 6 years. Methods for the City to monitor these commitments include:

- Annual monitoring of transportation facilities within updates to the Six-Year TIP
- Assessing level of service
- Reviewing the comprehensive transportation plan and other related studies for necessary improvements
- Making appropriate revisions to the Six-Year TIP

6. FUTURE TRANSPORTATION CONDITIONS

This section summarizes the future year (2040) transportation system for all modes of travel in Orting.

6.1 General Purpose Traffic

Traffic forecasting is a means of estimating future traffic volumes based on the expected growth in population and employment within an area. To estimate future traffic volumes resulting from growth, forecasts were prepared using current traffic counts, traffic growth described in the 2015 Orting Comprehensive Plan, and estimates of population and employment developed for the City's Comprehensive Land Use Plan. Future transportation conditions were evaluated for the year 2040.

The projected 2040 PM peak hour traffic volumes are provided on **Figure 6-1**.

6.2 Intersection Level of Service

Most intersections within the city are unsignalized (controlled by a stop sign). As traffic increases in Orting, turning onto the major streets from a side street will become increasingly difficult. As described earlier, the LOS criteria for stop-controlled intersections is typically determined by the minor street left-turn movement.

The LOS results for the study intersections are provided for the year 2040. Similar to existing conditions, LOS is described for the worst approach for unsignalized intersections. For signalized intersections, the average delay for all vehicles is reported.

Figure 6-2 shows the 2040 PM peak hour traffic operations for the study intersections in Orting. The same two study intersections that surpass the threshold under existing conditions are forecast to exceed the threshold in 2040. Washington Avenue N and Rocky Road NE (intersection C) and Calistoga Street W and Kansas Street SW (intersection P) are forecast to operate at LOS F in 2040. Similar to existing conditions, the side street delay at Washington Avenue N and Rocky Road NE (intersection C) would be experienced by very few vehicles as summarized in **Figure 6-1**. Four other study intersections (D, H, M, and O) are expected to operate acceptably but at the LOS threshold in 2040. It should also be noted that traffic operations at Washington Avenue N and Whitehawk Boulevard NW (intersection E) would improve because of the planned signal (see Section 4.3).

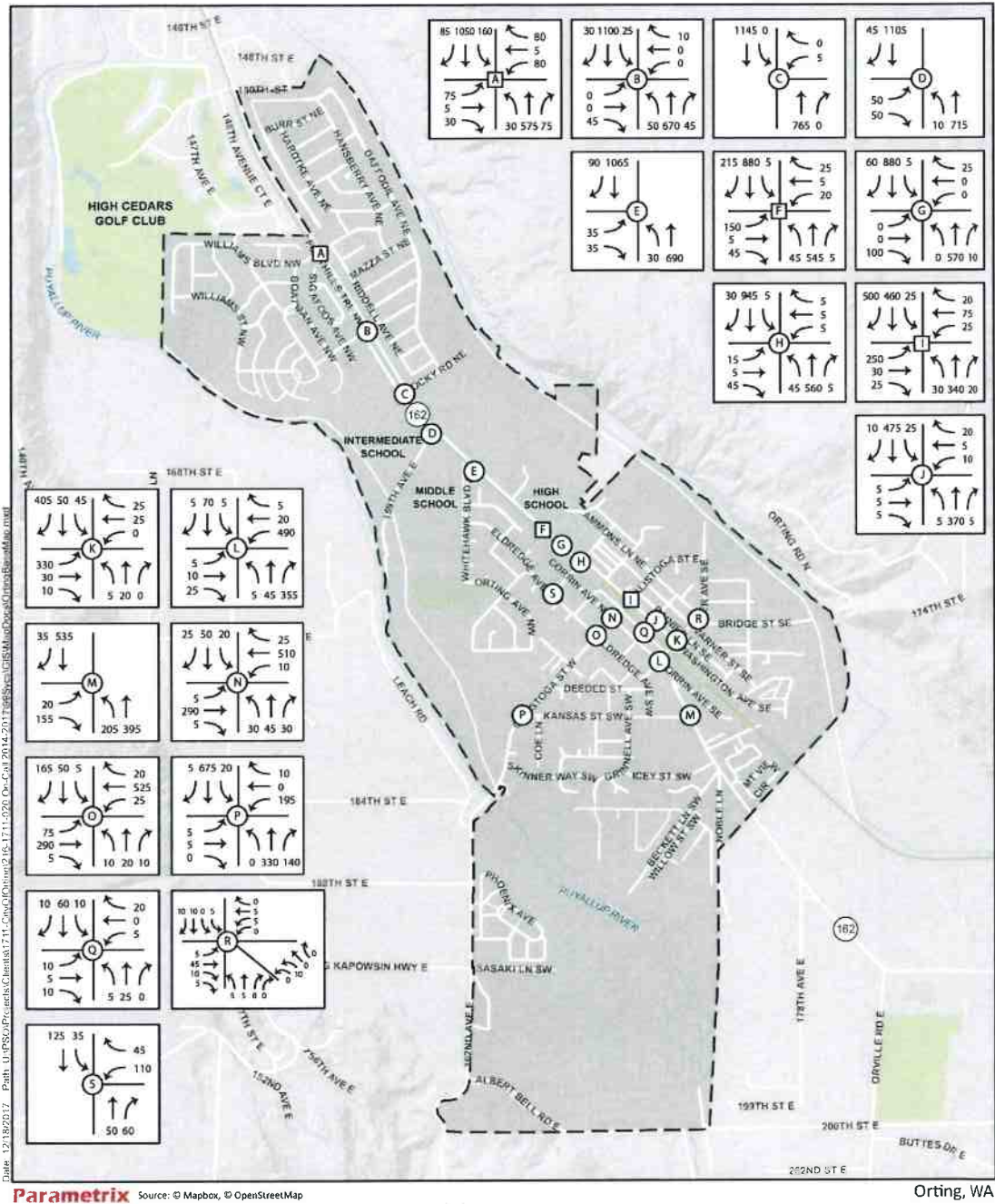


Figure 6-1. 2040 PM Peak Hour Intersection Traffic Volumes

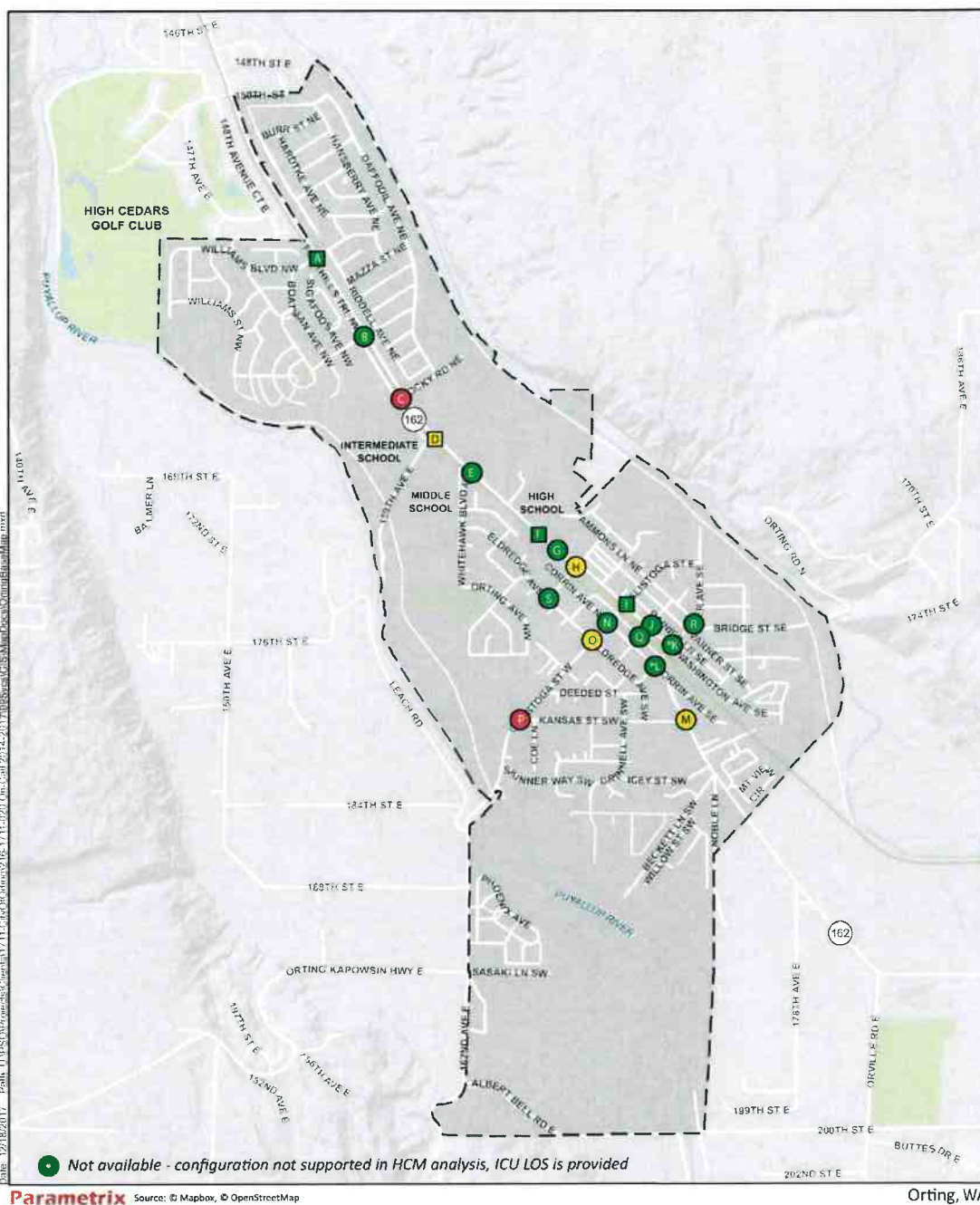


Figure 6-2. 2040 PM Peak Hour Intersection LOS

6.3 Freight

Freight travel corridors would be expected to remain similar in 2040 compared to existing conditions. SR 162 and Calistoga Avenue W would be expected to carry most freight traffic through Orting. Intersection operations in 2040 along both major freight routes would operate at LOS D or better except for Calistoga Street W and Kansas Street SW (intersection P). Although the intersection at Washington Avenue N and Rocky Road (intersection C) is located along a freight corridor and is expected to operate at LOS F, the delay would not be experienced by freight traffic traveling on SR 162/Washington Avenue N.

6.4 Non-Motorized Travel

The future non-motorized transportation network is described in the NMTP. It is anticipated that non-motorized facilities would be similar to existing conditions except in locations where there are planned improvements to the sidewalk system, as identified in Section 4.3 and the NMTP.

6.5 Transit

Transit is expected to be similar in Orting in 2040. No public fixed-route transit service would be provided within Orting. Vanpool services would continue to be provided by Pierce Transit.

Pierce Transit and Sound Transit would continue to provide nearby transit service, including higher frequency transit to Puyallup and Sumner. Both agencies have developed long-range plans that describe future transit growth in Pierce County, which could include additional service for fixed-route bus service as well as commuter rail in nearby communities, such as Sumner and Puyallup.

6.6 Air and Rail Service

There would continue to be no public or private airports or rail lines within the city of Orting or the surrounding area.

7. FUTURE TRANSPORTATION VISION

To address the identified deficiencies in 2040, a list of potential improvements has been identified. Improvements are summarized by transportation mode.

7.1 General Purpose Traffic

Deficiencies for general purpose traffic were identified at intersections that would fail to meet the City of Orting's level of service goal of LOS D. Constructing a traffic signal is a common method for improving the LOS at a stop-controlled intersection. However, traffic signals should not be constructed unless certain factors are present, such as sufficient traffic volumes over long periods of the day, high levels of pedestrian traffic, or preventable accident history.

As summarized in Section 6.2, Washington Avenue N and Rocky Road NE (intersection C) and Calistoga Street W and Kansas Street SW (intersection P) are forecast to exceed LOS D in 2040. No improvements are recommended for Washington Avenue N and Rocky Road NE (intersection C) because this delay would be experienced by very few vehicles (approximately five) on the stop approach.

At Calistoga Street W and Kansas Street SW (intersection P), a roundabout intersection control is recommended. The roundabout would improve traffic operations from LOS F to LOS A in 2040 conditions. Calistoga Street W and Kansas Street SW (intersection P) will also become the eastern terminus of the Whitehawk Boulevard Extension. It is estimated that a roundabout at Calistoga Street W and Kansas Street SW (intersection P) would be approximately \$1.7 million to construct.

Although Harman Way S and Kansas Street SW (intersection M) is forecast to operate acceptably at the City's LOS D threshold, it is recommended that an eastbound left-turn lane be constructed on Kansas Street SW to improve intersection operations on the stop-controlled approach. This improvement would improve intersection operations from LOS D to LOS C in 2040 conditions. This improvement would cost approximately \$450 thousand to construct.

The school district has also indicated that Ammons Lane NE and Washington Avenue N (intersection F), the entrance to the Orting High School and Orting Primary School, gets congested during pick up and drop off times. Congestion in the school property can create traffic queues on SR 162/Washington Avenue N for vehicles attempting to turn right and left into the school property. To address this issue, the City could convert Ammons Lane NE (intersection F) to an exit only. Vehicles entering the school property could use Whitesell Street S or other neighborhood streets to then access the schools. This improvement would reduce queuing onto SR 162/Washington Avenue N and potentially improve safety along SR 162/Washington Avenue N. This improvement would cost approximately \$530 thousand to construct and likely would be funded primarily by Orting School District.

Figure 7-1 shows the LOS at study intersections following these proposed improvements to the study intersections.

7.2 Freight Traffic

Deficiencies for freight traffic were identified at intersections along freight corridors that would fail to meet the City of Orting's level of service goal of LOS D. The improvements described in Section 7.1 would improve operations for freight traffic traveling through Orting.

7.3 Non-Motorized Travel

Deficiencies in the non-motorized transportation system have been identified using Pedestrian Level of Stress (PLOS)¹ and Bicycle Level of Stress (BLOS)². Future improvements to the non-motorized network in Orting to address deficiencies are described in more detail in the NMTP.

As described in the NMTP, the City will work to address areas with high PLOS (scores 4 to 5) by completing gaps in the sidewalk and trail system. Pedestrian improvements would be prioritized in areas where pedestrian activity is higher and where pedestrian-oriented land use and destinations are located. Other pedestrian improvements include:

- Widen evacuation route along Calistoga Street W towards Soldiers home
- Widen the sidewalks on Calistoga Bridge
- Improve City's crosswalk safety
- Pursue opportunities to work with Pierce County to provide Americans with Disabilities Act (ADA) access to the levee system
- Complete the Orting Emergency Evacuation Bridge System

Also described in the NMTP, BLOS is low for most facilities in Orting. Improvements to the bicycle network would include the following:

- Improve connectivity to the Foothills Trail at Calistoga Street W
- Improve connectivity to the Foothills Trail at Kansas Street SW
- Construct bicycle lanes on Calistoga Street W and Kansas Street SW
- Restripe trail with 'fast' and 'slow' lanes for bicycle and foot traffic
- Relocate intersection crossings with the Foothills Trail to be in front of the stop bar at intersections

¹ Pedestrian Level of Stress is a measure used to evaluate how well a transportation system accommodates pedestrian travel. Facilities are evaluated based on a number of different criteria, such as sidewalk width, curb presence, and vehicle speed, and assigned a score from 1 to 5 with 1 being low level of stress to 5 being high level of stress.

² Bicycle Level of Stress is a measure used to evaluate how well a transportation system accommodates bicycle travel (also called Level of Traffic Stress, or LTS). Similar to Pedestrian Level of Stress, facilities are evaluated based on different criteria, such as street width, presence of on-street parking, and number of lanes, and assigned a score from 1 to 5 with 1 being low level of stress to 5 being high level of stress.

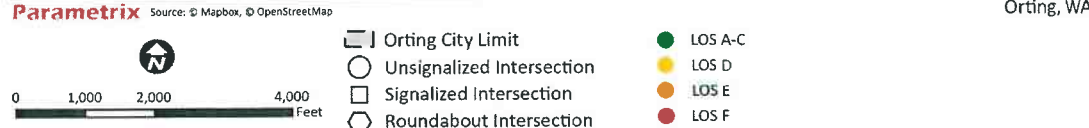
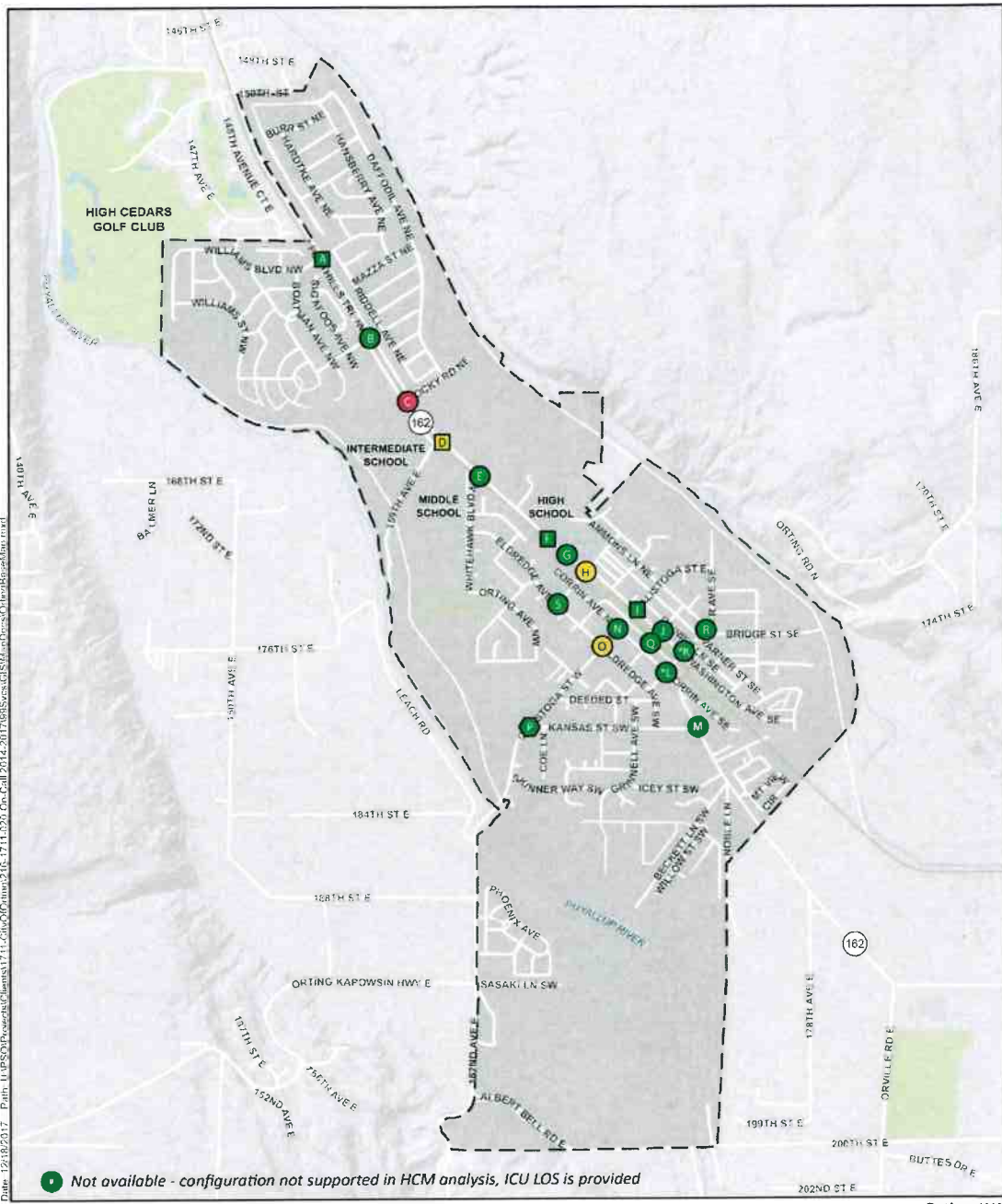


Figure 7-1. 2040 Transportation Vision PM Peak Hour Traffic Operations

7.4 Transit

There are no recommended improvements for transit service.

7.5 Air and Rail Service

There are no recommended improvements for air and rail service.

7.6 Other Strategies and Programs

Other strategies and programs can be used to help improve travel in Orting include Transportation Demand Management.

7.6.1 Transportation Demand Management

Transportation Demand Management (TDM) strategies can be implemented to decrease the amount of drive-alone vehicle trips, which can help to reduce congestion and delay. Viable travel alternatives help to mitigate impacts of growth in vehicular traffic and provide feasible options for more people. TDM strategies include:

- Improving land use accessibility by promoting mixed-use zoning with housing, shopping, schools, and employment within localized areas to encourage short vehicle trips and/or use of other travel modes, such as bicycling and walking.
- Encouraging ridesharing and vanpooling to reduce drive-alone vehicle trips.
- Working with the Orting School District to implement School Trip Management; School Trip Management includes promoting and implementing strategies to encourage non-vehicle travel to and from school.
- Encouraging bicycle and pedestrian travel by providing inviting, safe, convenient, and connected routes; education and incentive programs; and support services such as bicycle racks, showers, and lockers.
- Maintaining and improving a network of highways, streets, and roads that moves people, goods, and services safely and efficiently; minimizes social and environmental impacts; and supports various modes of travel.
- Providing adequate connections and access among all transportation modes, especially non-motorized and transit.
- Limiting the number of access points and driveways on major streets in Orting.

8. FUNDING THE TRANSPORTATION VISION

The GMA requires that a jurisdiction’s transportation plan contain a funding analysis of the transportation projects it recommends. The analysis should cover funding needs and funding resources, and it should include a multi-year financing plan. The purpose of this requirement is to ensure that each jurisdiction’s transportation plan is affordable or achievable. If a funding analysis reveals that a plan is not affordable or achievable, the plan must discuss how additional funds will be raised, or how land use assumptions will be reassessed.

Table 8-1 summarizes the proposed 2040 Improvement Program as was described in Chapter 7.

Table 8-1. 2040 Improvement Program

Roadway	Improvement		Cost Estimate (\$1,000)	Funding Source
	Type	Description		
Calistoga Street W/Kansas Street SW Roundabout	Capacity	Construct roundabout	\$2,380	City/Grants
Harman Way S/Kansas Street SW Left-Turn Lane	Safety and Circulation	Construct left-turn lane on Kansas Street SW	\$715	City/Grants
Ammons Lane NE/Washington Avenue N Exit Only	Safety and Circulation	Convert Ammons Lane NE to exit only	\$635	City/WSDOT/OSD

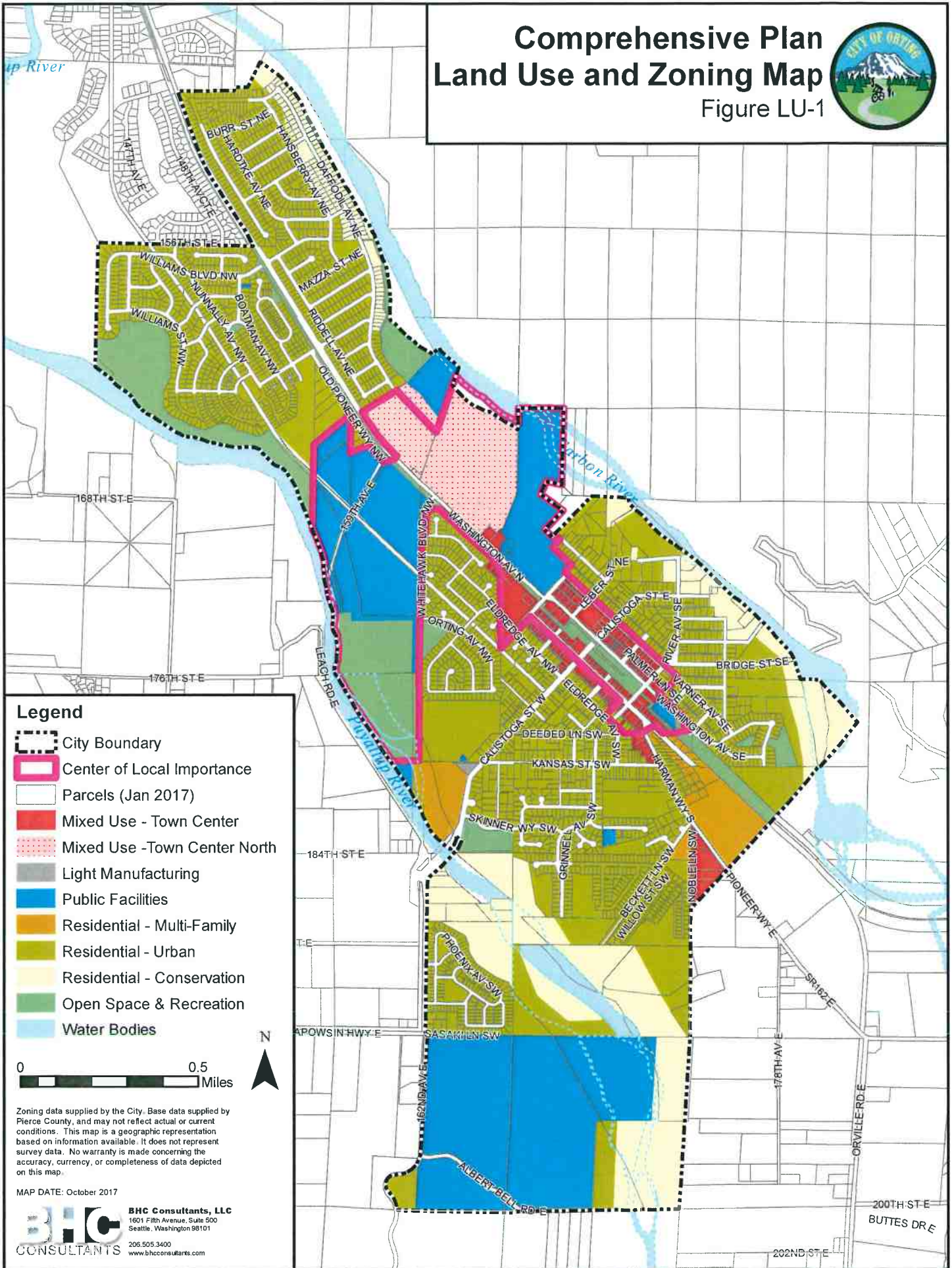
8.1 Federal Funding

Federal funding for transportation projects includes FHWA’s Surface Transportation Block Grant Program funded through the Fixing America’s Surface Transportation (FAST) Act. Many types of projects are eligible, including bicycle/pedestrian, safety, traffic monitoring/management, and planning projects along with more traditional road and bridge projects. These funds are distributed by PSRC through a competitive grant application process.

PSRC also distributes Surface Transportation Program funds through the Rural Town Centers and Corridors (RTCC) program. The RTCC program was established to recognize and support the needs of the region’s rural areas. Funds are distributed through a competitive grant process that includes two stages: a Countywide stage and a Regional stage.

Comprehensive Plan Land Use and Zoning Map

Figure LU-1



Legend

- City Boundary
- Center of Local Importance
- Parcels (Jan 2017)
- Mixed Use - Town Center
- Mixed Use -Town Center North
- Light Manufacturing
- Public Facilities
- Residential - Multi-Family
- Residential - Urban
- Residential - Conservation
- Open Space & Recreation
- Water Bodies



Zoning data supplied by the City. Base data supplied by Pierce County, and may not reflect actual or current conditions. This map is a geographic representation based on information available. It does not represent survey data. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

MAP DATE: October 2017

BHC CONSULTANTS, LLC
 1601 Fifth Avenue, Suite 500
 Seattle, Washington 98101
 206.505.3400
 www.bhcconsultants.com

SEPA ENVIRONMENTAL CHECKLIST

Orting 2019 Comprehensive Plan Update

A. Background

1. Name of proposed project, if applicable:

Orting Comprehensive Plan Update

2. Name of applicant: Town of Orting

3. Address and phone number of applicant and contact person:

Emily Terrell, AICP
Orting City Hall
110 Train Street SE
Orting, WA 98360

4. Date checklist prepared: June 11, 2019

5. Agency requesting checklist: City of Orting

6. Proposed timing or schedule (including phasing, if applicable):

Not applicable.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Not applicable.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Not applicable.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

There are no other approvals pending for specific land use actions.

10. List any government approvals or permits that will be needed for your proposal, if known.

None.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The City of Orting is performing its annual Comprehensive Plan Amendments. Amendments include:

1. a new Zoning Map (to correct a scrivener's error);
2. adoption of an update to the Transportation Improvement Plan; and
3. text amendments to the Comprehensive Plan, specifically to:
 - a. Section R1 of the Roadway Improvements section of the Transportation Element Appendix and
 - b. to the Mixed Use Town Center portion (Goal LU 8) of the Land Use Element.

The City is also adopting corresponding implementing legislation in sections 13-3-2-E OMC Mixed Use Town Center North Zone and 13-3-3 OMC Uses.


12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The proposal would amend the Comprehensive Plan and the municipal code for the City of Orting and its urban growth area (UGA). The City of Orting is located in Pierce County, on SR 162 between the City of Sumner and the Town of South Prairie.

Section B EXCLUDED, SEE ANSWERS in Section D below.

C. Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 
Name of signee Emily Terrell
Position and Agency/Organization City Planner, City of Orting
Date Submitted: June 11, 2019

D. supplemental sheet for nonproject actions

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The proposal will not increase discharge to water, emissions to air or affect toxic or hazardous substances or noise. Subsequent development and projects could affect these issues, but each will be addressed at the individual project approval stage.

Proposed measures to avoid or reduce such increases are:

Not applicable.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The proposal in itself will not affect plants, animals, fish or marine life. Implementing projects may have an effect on each of these issues, but each implementing project will be reviewed at the project application and review stage.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

All applicable SMP, Critical Areas, Flood Hazard and development standards will be applied to any implementing project.

3. How would the proposal be likely to deplete energy or natural resources?

Not applicable.

Proposed measures to protect or conserve energy and natural resources are:

Not applicable.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

All applicable SMP, Critical Areas, Flood Hazard and development standards will be applied to any implementing project.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Not applicable.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposed new zoning will promote public access to the shoreline while protecting critical areas and their buffers. The proposed new zoning will reduce the impact on shoreline uses by requiring useable open space preservation and decreased intensity of uses near the shoreline.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Not applicable.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Implementing projects will have an effect on transportation services and utilities. However, all implementing projects will be required to pay transportation impact fees and general facility charges.

Proposed measures to reduce or respond to such demand(s) are:

Not applicable.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The proposal will not conflict with local, state, or federal laws or requirements for the protection of the environment.



**City Of Orting
Council Agenda Summary Sheet**

Subject: MPC HVAC replacement- BIDS		Committee	Study Session	Council
	Agenda Item #:	N/A	AB19-47	AB19-47
	For Agenda of:		7.17.19	7.31.19
	Department:	Admin		
	Date Submitted:	7.11.19		
Cost of Item:		<u>\$ 34,485.24</u>		
Amount Budgeted:		<u>\$40,000</u>		
Unexpended Balance:		<u>\$ 5,514.76</u>		
Bars #:				
Timeline:		Summer 2019		
Submitted By:		City Administrator		
Fiscal Note:				
Attachments:	Bid docs			
SUMMARY STATEMENT:				
<p>The HVAC system at the MPC is at life’s end. The Council budgeted \$40,000 to replace the system this year. The City went out for bid and received two bids. Those bids are attached. The low bidder is Saybr Contractors Inc., at 34,485.24</p>				
RECOMMENDED ACTION: Move forward to the consent agenda for the 7.31.19 Council meeting.				
FUTURE MOTION: Move To Approve The Saybr Contractors Inc., As The Low Bidder To Install A New HVAC System For The MPC.				

2019 MPC HVAC REPLACEMENT BID RESULTS

Contractor	HVAC Make/Model	Labor includes	Bid Amount Includes Tax
Saybr Contractors, Inc.	Trane 7.5 ton Precedent Heat Pump Rooftop System	<ul style="list-style-type: none"> > Structural Engineering for rooftop > Low voltage and line voltage electrical permits and fees > Safe off and disconnecting of line and low voltage power to existing HVAC system > Removal and disposal of existing HVAC system > Connect new unit to existing electrical system > Install smoke detector in each return air plenum > Have air flow measured and balance provide performance report > Provide inspection report verification for mechanical and electrical work > Provide a two year parts and labor warranty incidental roofing, carpentry, drywall, painting etc. as necessary to accomplish the installation > Provide the owner proper system training and provide all manufactures warranty documents and manuals > Smoke detectors in return 	\$34,485.24
Code Mechanical, Inc.	Trane 7.5 ton heatpump System with Economizer	<ul style="list-style-type: none"> > Structural Engineering for rooftop > Low voltage and line voltage electrical permits and fees > Safe off and disconnecting of line and low voltage power to existing HVAC system > Removal and disposal of existing HVAC system > Connect new unit to existing electrical system > Install smoke detector in each return air plenum > Have air flow measured and balance provide performance report > Provide inspection report verification for mechanical and electrical work > Provide a two year parts and labor warranty incidental roofing, carpentry, drywall, painting etc. as necessary to accomplish the installation > Provide the owner proper system training and provide all manufactures warranty documents and manuals > Smoke detectors in return 	\$41,468.42



**City Of Orting
Council Agenda Summary Sheet**

Subject: Sidewalk Removal and Replacement Bids- PW Project 2019-01		Committee	Study Session	Council
	Agenda Item #:	N/A	AB19-48	AB19-47
	For Agenda of:		7.17.19	7.31.19
	Department:	Public Works		
	Date Submitted:	7.12.19		
Cost of Item:	_\$			
Amount Budgeted:	_\$70,000			
Unexpended Balance:	_\$			
Bars #:	101.542.30.48.07- 101.594.42.63.03- 108.508.10.00.02			
Timeline:	Summer 2019			
Submitted By:	Greg Reed			
Fiscal Note:				
Attachments:	Bid docs			
SUMMARY STATEMENT:				
This project includes the removal and replacement of combined sidewalks and ADA ramps as part of the 2019 TBD program.				
A contract or contracts, if awarded, will be based upon the lowest responsive and responsible bid or bids per RCW 39.04.350, based on unit prices per estimated quantities as defined in more detail in the bid documents. The City reserves the right to reject any and all bids, to delete portions or all of the work, to substitute alternative bid item prices for base bid item prices, to waive any informality in bidding, and to make the award deemed to be in the best interest of the City.				
Staff will bring the recommended bid winner forward for Council consideration to the meeting agenda of July 31 st .				
RECOMMENDED ACTION: Move forward as a standalone item to the agenda for the 7.31.19 Council meeting.				
FUTURE MOTION: Move To Approve _____, As The bid winner of the Sidewalk Removal and Replacement Bid- PW Project 2019-01, and authorize the Mayor to sign the contract in the amount of \$_____.				

CITY OF ORTING

110 Train St SE
Orting, WA 98360

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(360) 893-2219 x139

BID REQUEST, SPECIFICATIONS AND CONTRACT DOCUMENTS

Project No.: PW2019-01

Budget Item: 101.542.30.48.07, 101.594.42.63.03,
108.508.10.00.02

Project Name: Sidewalk Removal and Replacement

Table of Contents

Invitation to Bid

Bidders Checklist

Section 1 Instructions to Bidders

Section 2 Specifications / Scope of Work

Section 3 Bid Price Sheet

Section 4 Template Contract

Attachment Aerial Map

CITY OF ORTING

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Orting, WA 98360

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INVITATION TO BID

Notice is hereby given that the City of Orting will receive bids for the public works project described herein.

General Project Description:

This project includes the removal and replacement of combined sidewalks, pursuant to the Scope of Work in this bid packet.

Proposal Submittal Deadline & Location:

July 19, 2019 / 10:00 a.m.
City of Orting
110 Train St Se
Orting, WA 98360

Email Questions or call to:

lhinds@cityoforting.org / (360) 893-2219 x139

Mail Proposals To:

City of Orting
PO Box 489
Orting, WA 98360

Hand Carry Proposals To:

City of Orting
110 Train St SE
Orting, WA 98360

Mark Envelope:

Project Name: Sidewalk Removal and Replacement
Project Number: PW2019-01
Attn: Laura Hinds

CITY OF ORTING

110 Train St SE
Orting, WA 98360

lhinds@cityoforting.org
(360) 893-2219 x139



BIDDER RESPONSIBILITY CHECKLIST

The following checklist is used in documenting that a bidder meets the mandatory Bidder Responsibility Criteria. Please print a copy of documentation from the appropriate website to be included with the submittal.

GENERAL INFORMATION

Project Name:	Project Number:
Bidder's Business Name:	Bid Submittal Deadline:

CONTRACTOR REGISTRATION

License Number:	Status:			
	Active:	Yes ___	No ___	
Effective Date (must be effective on or before Bid Submittal Deadline):	Expiration Date:			

CONTRACTOR INFRACTION LIST

Is Bidder on Infraction List:			
	Yes ___	No ___	

CURRENT UBI NUMBER

UBI Number:	Account Closed:			
	Open ___	Closed ___		

INDUSTRIAL INSURANCE COVERAGE

Account Number:	Account Current:			
	Yes ___	No ___		

EMPLOYMENT SECURITY DEPARTMENT NUMBER

Employment Security Department Number: _____

Please Provide a copy of your latest correspondence, containing your account number, with Employment Security Department. Please do not provide document containing personal information such as social security numbers.

STATE EXCISE TAX REGISTRATION NUMBER

Tax Registration Number:	Account Closed:			
	Open ___	Closed ___		

NOT DISQUALIFIED FROM BIDDING

Is the Bidder listed on the "Contractors Not Allowed to Bid" list of the Department of Labor and Industries?			
	Yes ___	No ___	

INFORMATION SUPPLIED BY:

Print Name of Bidder Representative:	Date
--------------------------------------	------

VERIFIED BY:

Signature of District Employee	3	Date
--------------------------------	---	------

CITY OF ORTING

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SECTION 1 Sidewalk Removal & Replacement **BID INSTRUCTIONS:**

Bids shall be prepared, submitted and received in accordance with the following:

1. **CONTRACT DESCRIPTION**

This project consists of the work described at Section 2 of this packet, *Specifications*. Work will commence 15-days after Council Approval of the bid award and contract, provided all terms and conditions are met in the agreement, and shall terminate upon completion of the work (*see Standard Specifications*). The City reserves the right to re-bid at any time if the conditions are not met prior to the designated start date.

Before submitting a bid, each bidder will, at the bidder's own expense, make or obtain any additional examinations, investigations, explorations, tests and studies and obtain any additional information and data which pertain to the physical conditions (surface, subsurface, and underground utilities) at or contiguous to the site or otherwise which may affect cost, progress, or performance of the work in which the bidder deems necessary to determine its bid for performing the work in accordance with the time, price, and other terms and conditions of the Specifications, Proposal and Contract Documents. The bidder shall be responsible for all costs associated with these additional examinations including all restoration work and damages which may be a result of such investigation.

2. **CONTRACT DOCUMENTS**

The contract includes the Bid Request, Bid Response, Agreement, Scope of Work and Price sheets attached hereto. Only bids submitted on forms furnished by the City will be considered. Bids on company letterhead or quotation sheets will be judged non-responsive. Telephone or Facsimile bids will not be accepted. Paper bids shall be sealed in an envelope. No bid received after closing time shall be considered. Bid opening will be at Orting City Hall at time specified.

The intent of these documents is to include all labor, materials, appliances, and services of every kind necessary for the proper execution of work, and the terms and conditions of payment therefor. The documents are to be considered as one, and whatever is called for by any one of the documents shall be as binding as if called for by all.

The Contractor agrees to verify all measurements set forth in the above documents and to report all differences in measurements before commencing to perform any work hereunder.

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3. CONTRACT AWARD

1. A contract or contracts, if awarded, will be based upon the lowest responsive and responsible bid or bids per RCW 39.04.350, based on unit prices per estimated quantities as defined in more detail in the bid documents. The City reserves the right to reject any and all bids, to delete portions or all of the work, to substitute alternative bid item prices for base bid item prices, to waive any informality in bidding, and to make the award deemed to be in the best interest of the City. Proposals received after the deadline stated herein will not be considered. Final quantities are not known and are subject to Owners approval. The right is reserved by the City to waive any immaterial bid errors or irregularities in the bidding and reserves the right to correct arithmetical errors or discrepancies between unit prices and extended amounts if the intended bid is ascertainable from the face of the bid. Portions of this project (a street or more) may be removed in order to meet the City of Orting's 2019 adopted budget.

4. INSURANCE

Insurance will be required of the type and amount sufficient to meet the requirements of the City's insurer for this activity and shall remain in effect during the entire duration of the project. Successful contractor shall provide insurance certificate and any other evidence required by the City's insurer, prior to contract award.

5. BID SUBMITTALS

Submitted bids shall include a completed Bidders Checklist, bid price sheet (included in this package), and a list of three references prior to start of work.

CITY OF ORTING

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SECTION 2 Sidewalk Removal and Replacement SPECIFICATIONS / SCOPE OF WORK

PART 1: GENERAL

DESCRIPTION

Removal and replacement of ADA Ramp

1. Lay out and mark all areas for replacement. Prior to sawcut and removal, all extents must be reviewed and approved by Orting Public Works.
2. Demolish and remove areas to be repaired to the nearest joint or saw cut. Remove all related debris from the jobsite and take to a concrete recycler or approved disposal site.
3. All sidewalk cuts must produce a vertical edge.
4. Install forms as necessary to retain and support concrete.
5. The City will inspect existing subgrade to determine if suitable. For bidding purposes, Contractor shall assume 100% removal and replacement of subgrade.
6. Remove existing subgrade at the direction of the City.
7. Apply uniform forms and restore adjacent distributed areas as specified.
8. Replace subgrade with 4" crushed surface base course material, compacted to 90% (Standard T-3C). The City shall inspect all subgrade prior to placement of concrete.
9. Curbing shall be per WSDOT Standard Plan F-10.12-03.
10. Install concrete at a minimum depth of 4" for sidewalk and finish level with top of adjacent concrete. Where applicable, install full depth 3,500 PSI concrete to match existing adjacent curbs. Some sidewalk widths may vary, therefore keep with same widths of abutting sections. Install expansion joint material as necessary, matching existing sidewalk. Concrete surface shall be a light broom finish to insure traction. Grades and design shall meet WSDOT Standard Plan F-40.16-03 (Attached). Notes 6 and 7 on Standard Plan F-40.16.03 do not apply.
11. Apply curing compound and/or provide protection against elements necessary to promote curing of new installation.
12. Remove forms and backfill adjacent disturbed areas using onsite materials.

Concrete Sidewalk Removal

1. Lay out and mark all areas for replacement. Prior to sawcut and removal, all extents must be reviewed and approved by Orting Public Works.
2. Demolish and remove areas to be repaired to the nearest joint or saw cut. Remove all related debris from the jobsite and take to a concrete recycler or approved disposal site
3. All sidewalk cuts must produce a vertical edge.
4. Install forms as necessary to retain and support concrete.
5. The City will inspect existing subgrade to determine if suitable. For bidding purposes, Contractor shall assume 100% removal and replacement of subgrade.

CITY OF ORTING

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6. Remove existing subgrade at the direction of the City.
7. Apply uniform forms and restore adjacent distributed areas as specified.

Concrete Sidewalk Replacement (Minimum 4" Depth or existing whichever is greater)

1. Replace subgrade with 4" crushed surface base course material, compacted to 90% (Standard T-3C). The City shall inspect all subgrade prior to placement of concrete.
2. Install concrete at a minimum depth of 4" for sidewalk and finish level with top of adjacent concrete. Where applicable, install full depth 3,500 PSI concrete to match existing adjacent curbs. Some sidewalk widths may vary, therefore keep with same widths of abutting sections. Install expansion joint material as necessary, matching existing sidewalk. Concrete surface shall be a light broom finish to insure traction.
3. Apply curing compound and/or provide protection against elements necessary to promote curing of new installation.
4. Remove forms and backfill adjacent disturbed areas using onsite materials.
5. Installation shall be per City of Orting Standard Detail T-3C.

PART 2: MATERIALS

1. Contractor shall provide all necessary materials, equipment and tools to perform the work as described above. Each Bid Item shall include all disposal costs associated with removal of sidewalk and installation of new sidewalk. All hauling is incidental to the contract.

PART 4: MEASUREMENT AND PAYMENT

- A. Mobilization and Demobilization shall be paid as incidental to the unit bid items. This item will not include equipment problems that require new equipment to be brought on site. This item will not include the contractor leaving the site and returning through no fault of the City. This item will not include transport from one site in the city to another site within the city.

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SECTION 3 BID PRICE SHEET Sidewalk Removal and Replacement

# of Areas	Bid Item	Description	Units	Qty	Unit Price	Extension
Location No. 1	SW ADA Ramp at Washington Ave S and Train St.					
	1.1	Removal and replacement of ADA Ramp	LS	1	\$	\$
Location No. 2	SE ADA Ramp at Washington Ave S and Train St.					
	2.1	Removal and replacement of ADA Ramp	LS	1	\$	\$
Location No.3	401 Varner Ave SE					
	3.1	Concrete Sidewalk Removal	SQ YD	30	\$	\$
	3.2	Concrete Sidewalk Replacement	SQ YD	30	\$	\$
Location No. 4	415/419 Varner Ave SE					
	4.1	Concrete Sidewalk Removal	SQ YD	55	\$	\$
	4.2	Concrete Sidewalk Replacement	SQ YD	55	\$	\$
Location No. 5	420 Varner Ave SE					
	5.1	Concrete Sidewalk Removal	SQ YD	65	\$	\$
	5.2	Concrete Sidewalk Replacement	SQ YD	65	\$	\$

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# of Areas	Bid Item	Description	Units	Qty	Unit Price	Extension
Location No. 6	505 Varner Ave SE					
	6.1	Concrete Sidewalk Removal	SQ YD	15		
	6.2	Concrete Sidewalk Replacement	SQ YD	15		
Location No. 7	307 Calistoga St W					
	7.1	Concrete Sidewalk Removal	SQ YD	30		
	7.2	Concrete Sidewalk Replacement	SQ YD	30		
Location No. 8	317 Calistoga St W					
	8.1	Concrete Sidewalk Removal	SQ YD	52	\$	\$
	8.2	Concrete Sidewalk Replacement	SQ YD	52	\$	\$
Location No. 9	405/407 Calistoga St W					
	9.1	Concrete Sidewalk Removal	SQ YD	50	\$	\$
	9.2	Concrete Sidewalk Replacement	SQ YD	50	\$	\$
Location No. 10	411 Calistoga St W					
	10.1	Concrete Sidewalk Removal	SQ YD	20	\$	\$
	10.2	Concrete Sidewalk Replacement	SQ YD	20	\$	\$
Location No. 11	408 Calistoga St W					
	11.1	Concrete Sidewalk Removal	SQ YD	35	\$	\$
	11.2	Concrete Sidewalk Replacement	SQ YD	35	\$	\$

CITY OF ORTING

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# of Areas	Bid Item	Description	Units	Qty	Unit Price	Extension
Location No. 12	603 Harman Way S					
	12.1	Concrete Sidewalk Removal	SQ YD	50	\$	\$
	12.2	Concrete Sidewalk Replacement	SQ YD	50	\$	\$
Location No. 13	607 & 611 Harman Way S					
	13.1	Concrete Sidewalk Removal	SQ YD	50	\$	\$
	13.2	Concrete Sidewalk Replacement	SQ YD	50	\$	\$
Location No. 14	615 Harman Way S					
	14.1	Concrete Sidewalk Removal	SQ YD	37	\$	\$
	14.2	Concrete Sidewalk Replacement	SQ YD	37	\$	\$
Location No. 15	619 Harman Way S					
	15.1	Concrete Sidewalk Removal	SQ YD	9	\$	\$
	15.2	Concrete Sidewalk Replacement	SQ YD	9	\$	\$
Subtotal:						\$
9.3% Sales Tax:						\$
Total:						\$
PROJECT TOTAL						\$

Project Total includes all areas 1-15. Project Total shall include sales tax.

Note: Quantities above are as estimated per this contract. Unit prices shall remain firm for the contract period.

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SECTION 4 TEMPLATE CONTRACT

Contractor/Vendor Name: _____ **Project No.:** PW2019-0X
Address: _____ **Project Name:** Sidewalk Removal & Replacement
Telephone: _____ **Budget Item:** 101.542.30.48.07, 101.594.42.63.03,
108.508.10.00.02, 108.595.30.63.01, 101.542.30.48.08

1. SCOPE OF WORK.

The Contractor shall perform those services described in the Specifications/Scope of Work included in the big package, hereto and incorporated herein by this reference as if fully set forth. In performing such services, the Contractor shall at all times comply with all federal, state, and local statutes, rules, and ordinances applicable to the performance of such services and the handling of any funds used in connection therewith.

2. TIME OF COMPLETION.

The work shall be commenced following 15-days mutual execution of this Contract, and be completed no later than _____.

3. CONTRACT SUM.

The City shall pay the Contractor for the performance of the work the sum of \$_____, plus applicable Washington state sales tax.

4. PAYMENTS.

The City shall make payment to the contractor within 30-days of completion.

5. ACCEPTANCE AND FINAL PAYMENT.

Final 5% retainage payment shall be paid once all state required documents have been approved for release of payment, provided the contract is fully performed and accepted according to bid laws and prevailing wage laws in conformance with RCW 39.12.040

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6. GENERAL CONTRACT TERMS

A. **Materials, Appliances, and Employees.**

Except as otherwise noted, the Contractor shall provide and pay for all materials, haul, disposal, labor, tools, water, power, and other items necessary to complete the work.

Contractor warrants that all workmen and subcontractors shall be skilled and certified in their trades.

B. **Surveys, Permits, and Regulations.**

Where applicable, the City shall furnish all surveys unless otherwise specified. Permits and licenses necessary for the prosecution of the work shall be secured and paid for by the Contractor. Easements for permanent structures or permanent changes in existing facilities shall be secured and paid for by the City unless otherwise specified. The Contractor shall comply with all laws and regulations bearing on the conduct of the work and shall notify the City in writing if the drawings and specifications are at variance therewith.

C. **Protection of Work, Property, and Persons.**

The Contractor shall adequately protect the work, adjacent property, and the public, and shall be responsible for any damage or injury due to its act or neglect.

D. **Access to Work.**

The Contractor shall permit and facilitate observation of the work by the City and its agents and public authorities at all times.

E. **City's Right to Terminate Contract.**

Should the Contractor neglect to prosecute the work properly, or fail to perform any provision of the contract, the City, after seven (7) days' written notice to the Contractor, and its surety, if any, may without prejudice to any other remedy the City may have, make good the deficiencies and may deduct the cost thereof from the payment then or thereafter due the contract or, at the City's option, may terminate the contract and take possession of all materials, tools, appliances, and finish work by such means as the City sees fit, and if the unpaid balance of the contract price exceeds the expense of finishing the work, such **excess shall be paid to the Contractor**, but if such expense exceeds such **unpaid balance**, the Contractor shall pay the difference to the City.

F. **Contractor's Liability Insurance.**

The CONTRACTOR shall provide insurance coverage at the contractor's cost that shall be maintained in full force and effect during the term of this contract, as follows:

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The insurance required shall be issued by an insurance company(s) authorized to do business within the State of Washington, and shall name the City of Orting, it's agents and employees, as additional insureds by endorsement under the insurance policy(s). All policies shall be primary to any other valid and collectable insurance. The city of Orting does not waive its right to subrogation against the contractor, and the policy shall be so endorsed. CONTRACTOR shall instruct the insurers to give the City of Orting, at least 30-days advance notice of any insurance cancellation.

1. The CONTRACTOR shall submit to the City of Orting, within 15-days of the contract effective date, a Certificate of Insurance, which outlines the coverage and limits defined in the Insurance section. CONTRACTOR shall submit renewal certificates as appropriate during the term of the contract.
2. The contractor shall obtain at the contractor's cost, and maintain in full force and effect during the term of the contract, insurance to meet the following minimum amounts from an insurance carrier licensed to conduct business in the State of Washington. All carriers (except Workers compensation) shall have a minimum A.M. Best rating of 'A' VII or better.
3. **SUBCONTRACTORS:** Contractor shall include all subcontractors as insureds under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverages for subcontractors shall be subject to all of the same insurance requirements as stated herein for the Contractor.
4. **No Limitation.** Contractor's maintenance of insurance as required by the agreement shall not be construed to limit the liability of the Contractor to the coverage provided by such insurance, or otherwise limit the City's resource to any remedy available at law or in equity.
5. **Minimum Scope of Insurance** CONTRACTOR shall obtain insurance of the types described below:
 - a. **Automobile Liability** insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be written on Insurance Services office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage. In necessary, the policy shall be endorsed to provide contractual liability coverage.
 - b. **Commercial General Liability** insurance shall be written on ISO occurrence, stop gap liability, independent contractors, products-completed operations, personal injury and advertising injury, and liability assumed under an insured contract. The Commercial General Liability insurance shall endorsed to insurance for liability arising from explosion, collapse or underground property damage. The City shall

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be named as an additional insured under the Contractor's Commercial General Liability insurance policy with respect to the work performed for the City using ISO Additional Insured endorsement CG 20 10 10 01 and Additional Insured-Completed Operations endorsement CG 20 37 10 01 or substitute endorsements providing equivalent coverage.

- c. **Workers Compensation** coverage as required by the Industrial Insurance laws of the State of Washington.

6. Minimum Amounts of Insurance. Contractor shall maintain the following insurance limits:

- a. **Automobile Liability** insurance with a minimum combined single limit for bodily injury and property damage of \$1,000,000 per accident.
- b. **Commercial General Liability** insurance shall be written with limits no less than \$1,000,000 each occurrence, \$2,000,000 per project aggregate and a \$2,000,000 products – completed operations aggregate limit.
- c. **Industrial Insurance Coverage:** The coverage shall provide or purchase industrial insurance coverage prior to performing work under this contract. The City of Orting will not be responsible for payment of industrial insurance premiums or for any other claim or benefit for this Contractor or any subcontractor or employee of the contractor which might arise under the industrial insurance laws during the performance of duties and services under this contract. If the Department of Labor and Industries, upon audit, determines that industrial insurance payments are due and owing as a result of work performed under this contract, those payments shall be made by the Contractor; the Contractor shall indemnify the City of Orting and guarantee payment of such amounts.
- d. **Workers Compensation** with a minimum of \$1,000,000 each accident, \$1,000,000 disease each employee, and \$1,000,000 disease policy limit.

7. Other Insurance Provisions. The insurance policies are to contain, or be endorsed to contain, the following provisions for Automobile Liability, Commercial General Liability and Builders Risk insurance:

- a. The Contractor's insurance coverage shall be primary insurance as respect the City. Any insurance, self-insurance, or insurance pool coverage maintained by the City shall be excess of the Contractor's insurance and shall not contribute with it.
- b. The Contractor's insurance shall be endorsed to state that coverage shall not be cancelled by either party, except after thirty (30) days prior written notice be certified mail, return receipt requested, has been given to the City.

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8. Contractor's Insurance for Other Losses. The Contractor shall assume full responsibility for all loss or damage from any cause whatsoever to any tools, Contractor's employee owned tools, machinery, equipment, or motor vehicles owned or rented by the Contractor, or the Contractor's agents, suppliers or contractors as well as to any temporary structures, scaffolding and protective fences.

G. Performance Bond.

The Contractor shall furnish to the City prior to start of construction a performance bond in an amount of one hundred percent (100%) of the contract in a form acceptable to the City. In lieu of bond for contracts less than \$25,000, the City may, at the Contractor's option, hold five percent (5%) of the contract amount as retainage for a period of thirty (30) days after final acceptance or until receipt of all necessary releases from the Department of Revenue and the Department of Labor and Industries and settlement of any liens, whichever is later.

H. Liens.

The final payment shall not be due until the Contractor has delivered to the City a complete release of all liens arising out of this contract or receipts in full covering all labor and materials for which a lien could be filed, or a bond satisfactory to the City indemnifying the City against any lien.

I. Separate Contracts.

The City has the right to let other contracts in connection with the work, and the Contractor shall properly cooperate with any such other contracts.

J. Attorneys' Fees and Costs.

In the event of legal action hereunder, the prevailing party shall be entitled to recover its reasonable attorneys' fees and costs.

K. Cleaning Up.

The Contractor shall keep the premises free from accumulation of waste material and rubbish, and at the completion of the work, shall remove from the premises all rubbish, implements, and surplus materials and leave the building broom-clean and private properties clear.

L. Indemnification.

The Contractor shall protect, indemnify, and save the City of Orting harmless from and against any damage, cost or liability including reasonable attorney fees, for injuries to person or property arising from acts or omissions of Contractor, his employees, agents or subcontractors, howsoever caused. The Contractor will be responsible for any damages

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sustained by his employees to City of Orting equipment and/or fixtures and shall provide all repairs/replacements, as appropriate, at no cost to the City of Orting.

- M. Independent Status of Contractor:** The parties to this contract, in the performance of it, will be acting in their individual capacities and not as agents, employees, partners, joint ventures, or associates of one another. The employees or agents of one party shall not be considered or construed to be the employees or agents of the other party for any purpose whatsoever.

Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Contractor and the City, its officers, officials, employees, and volunteers, the Contractor's liability hereunder shall be only to the extent of the Contractor's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Contractor's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

- N. Prevailing Wages.**

The Contractor shall pay all laborers, workmen, and mechanics the prevailing wage and shall file the required "Statement of Intent to Pay Prevailing Wages" in conformance with RCW 39.12.040.

- O. Discrimination Prohibited.**

The Contractor shall comply with all Equal Employment Opportunity regulations and shall not discriminate against any employee, applicant for employment, or any person seeking the services of the Contractor on the basis of race, color, religion, creed, sex, age, national origin, marital status, or the presence of any sensory, mental, or physical handicap.

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IN WITNESS WHEREOF, the parties hereto executed this Agreement the day and year first above written.

CONTRACTOR

CITY OF ORTING

By: _____

By: _____

Title: _____

Title: _____

Date: _____

Date: _____

ATTEST/AUTHENTICATED:

_____, City Clerk

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:



**City Of Orting
Council Agenda Summary Sheet**

Subject: 2019 TBD Project for Chip Seal/Micro Coat-pw Project 2019-05		Committee	Study Session	Council
	Agenda Item #:	N/A	AB19-49	AB19-49
	For Agenda of:		7.17.19	7.31.19
	Department:	Public Works		
Date Submitted:	7.12.19			
Cost of Item:	_ \$			
Amount Budgeted:	_ \$120,000			
Unexpended Balance:	_ \$			
Bars #:	108.595.30.61.01			
Timeline:	Summer 2019			
Submitted By:	Greg Reed			
Fiscal Note:				
Attachments: Bid docs				
SUMMARY STATEMENT:				
<p>This project includes 2019 Chip Seal/Micro Coat as part of the 2019 TBD program. A contract or contracts, if awarded, will be based upon the lowest responsive and responsible bid or bids per RCW 39.04.350, based on unit prices per estimated quantities as defined in more detail in the bid documents. The City reserves the right to reject any and all bids, to delete portions or all of the work, to substitute alternative bid item prices for base bid item prices, to waive any informality in bidding, and to make the award deemed to be in the best interest of the City.</p> <p>Staff will bring the recommended bid winner forward for Council consideration to the meeting agenda of July 31st.</p>				
RECOMMENDED ACTION: Move forward as a standalone item to the agenda for the 7.31.19 Council meeting.				
FUTURE MOTION: Move To Approve _____, As The bid winner of the 2019 TBD Project for Chip Seal/Micro Coat-pw Project 2019-05, and authorize the Mayor to sign the contract in the amount of \$_____.				

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BID REQUEST, SPECIFICATIONS AND CONTRACT DOCUMENTS

Project No.: PW2019-05
Budget Item: 108.595.30.61.01
Project Name: 2019 TBD Project for Chip Seal/Micro Coat

Table of Contents

Invitation to Bid

Bidders Checklist

Section 1	Instructions to Bidders
Section 2	Specifications / Scope of Work
Section 3	Bid Price Sheet
Section 4	Template Contract

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INVITATION TO BID

Notice is hereby given that the City of Orting will receive bids for the public works project described herein.

General Project Description:

This project includes the Chip Seal/Micro Coat of City of Orting's streets & gravel driveway, pursuant to the Scope of Work in this bid packet.

Proposal Submittal Deadline & Location:

Wednesday, July 17, 2019, 10 a.m.
City of Orting
110 Train St Se
Orting, WA 98360

Email Questions or call to:

lhinds@cityoforting.org / (360) 893-2219 x139

Mail Proposals To:

City of Orting
PO Box 489
Orting, WA 98360

Hand Carry Proposals To:

City of Orting
110 Train St SE
Orting, WA 98360

Mark Envelope:

PW2019-05 / 2019 TBD Project for Chip Seal/ Micro Coat
Attn: Laura Hinds, Public Works

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BIDDER RESPONSIBILITY CHECKLIST

The following checklist is used in documenting that a bidder meets the mandatory Bidder Responsibility Criteria. Please print a copy of documentation from the appropriate website to be included with the submittal.

GENERAL INFORMATION

Project Name:	Project Number:
Bidder's Business Name:	Bid Submittal Deadline:

CONTRACTOR REGISTRATION

License Number:	Status:	Active:	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Effective Date (must be effective on or before Bid Submittal Deadline):	Expiration Date:			

CONTRACTOR INFRACTION LIST

Is Bidder on Infraction List:	Yes <input type="checkbox"/>	No <input type="checkbox"/>
-------------------------------	------------------------------	-----------------------------

CURRENT UBI NUMBER

UBI Number:	Account Closed:	Open <input type="checkbox"/>	Closed <input type="checkbox"/>
-------------	-----------------	-------------------------------	---------------------------------

INDUSTRIAL INSURANCE COVERAGE

Account Number:	Account Current:	Yes <input type="checkbox"/>	No <input type="checkbox"/>
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EMPLOYMENT SECURITY DEPARTMENT NUMBER

Employment Security Department Number:

Please Provide a copy of your latest correspondence, containing your account number, with Employment Security Department. Please do not provide document containing personal information such as social security numbers.

STATE EXCISE TAX REGISTRATION NUMBER

Tax Registration Number:	Account Closed:	Open <input type="checkbox"/>	Closed <input type="checkbox"/>
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NOT DISQUALIFIED FROM BIDDING

Is the Bidder listed on the "Contractors Not Allowed to Bid" list of the Department of Labor and Industries?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
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INFORMATION SUPPLIED BY:

Print Name of Bidder Representative:	Date
--------------------------------------	------

VERIFIED BY:

Signature of District Employee	Date
--------------------------------	------

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SECTION 1

2019 TBD Project for Chip Seal/Micro Coat BID INSTRUCTIONS:

Bids shall be prepared, submitted and received in accordance with the following:

1. CONTRACT DESCRIPTION

This project consists of the work described at Section 2 of this packet, *Specifications*. Work will commence 15-days after Council Approval of the bid award or contract, as agreed upon by scheduling needs and, provided all terms and conditions are met in the agreement, and shall terminate upon completion of the work (*see* Standard Specifications). The City reserves the right to re-bid at any time if the conditions are not met prior to the designated start date.

Before submitting a bid, each bidder will, at the bidder's own expense, make or obtain any additional examinations, investigations, explorations, tests and studies and obtain any additional information and data which pertain to the physical conditions (surface, subsurface, and underground utilities) at or contiguous to the site or otherwise which may affect cost, progress, or performance of the work in which the bidder deems necessary to determine its bid for performing the work in accordance with the time, price, and other terms and conditions of the Specifications, Proposal and Contract Documents. The bidder shall be responsible for all costs associated with these additional examinations including all restoration work and damages which may be a result of such investigation.

2. CONTRACT DOCUMENTS

The contract includes the Bid Request, Bid Response, Agreement, Scope of Work and Price sheets attached hereto. Only bids submitted on forms furnished by the City will be considered. Bids on company letterhead or quotation sheets will be judged non-responsive. Telephone or Facsimile bids will not be accepted. Paper bids shall be sealed in an envelope. No bid received after closing time shall be considered. Bid opening will be at Orting City Hall at time specified.

The intent of these documents is to include all labor, materials, appliances, and services of every kind necessary for the proper execution of work, and the terms and conditions of payment therefor. The documents are to be considered as one, and whatever is called for by any one of the documents shall be as binding as if called for by all.

The Contractor agrees to verify all measurements set forth in the above documents and to report all differences in measurements before commencing to perform any work hereunder.

3. CONTRACT AWARD

A contract or contracts, if awarded, will be based upon the lowest responsive and responsible bid or bids per RCW 39.04.350, based on unit prices per estimated quantities as defined in more detail

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in the bid documents. The City reserves the right to reject any and all bids, to delete portions or all of the work, to substitute alternative bid item prices for base bid item prices, to waive any informality in bidding, and to make the award deemed to be in the best interest of the City. Proposals received after the deadline stated herein will not be considered. Final quantities are not known and are subject to Owners approval. The right is reserved by the City to waive any immaterial bid errors or irregularities in the bidding and reserves the right to correct arithmetical errors or discrepancies between unit prices and extended amounts if the intended bid is ascertainable from the face of the bid.

4. INSURANCE

Insurance will be required of the type and amount sufficient to meet the requirements of the City's insurer for this activity, and shall remain in effect during the entire duration of the project. Successful contractor shall provide insurance certificate and any other evidence required by the City's insurer, prior to contract award.

5. BID SUBMITTALS

Submitted bids shall include a completed Bidders Checklist, bid price sheet (included in this package), and a list of three references prior to start of work.

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SECTION 2 SCOPE OF WORK 2019 TBD Project for Chip Seal/Micro Coat

GENERAL

PROJECT STREETS:

Area	Street	SQ YD	Location	Notes:
1	Leber ST NE	800	From Varner Ave NE to Bowlin Ave NE	1 layer chip seal with 1 layer of MicroCoat
2	Leber ST NE	700	From Bowlin Ave NE to end	1 layer chip seal with 1 layer of MicroCoat
3	Gratzer Ave NW	3000	From Old Pioneer Way NW to Levee Gate	2 layers of chip seal with 1 MicroCoat
4	Corrin Ave SW	3100	Calistoga Ave. W. to Bridge St. S.	1 layer chip seal on travel lanes w/ 1 microcoat of entire paved/parking area
5	Whitesell St NE	720	Varner St W. to Bowlin Ave. NE	2 layers of chip seal with 1 MicroCoat
6	Ozzie St NW	2500	Williams St. NW to Nunally Ave. NW	1 layer of MicroCoat

SPECIFICATIONS

Street preparation will be performed by the City of Orting, including patching of pot holes, pre-leveling and pre-sweeping to all roadways that are receiving Chip Seal / MicroCoat. City of Orting will complete all striping of streets that received Chip Seal & MicroCoat.

1. Contractor will Chip Seal and/or MicroCoat approx. 10,820 SY in accordance with the project list.
2. Contractor will follow oil and MicroCoat specification below or provide approved equal product specifications. Please see attached Google Maps for greater detail. Please Note, maps are not to scale and should be used for reference purposes only. Contractor is responsible for his or hers own accurate measurements.
3. Chip Seal, unless noted as 2 layers, will consist of 1 layer of rock and 1 layer of oil. Rock to be used will be 3/8-#10, spread at an application rate of 26-27 lbs. per SY. Oil to be used will be CRS-3P, spread at an application rate of 0.45 gals per SY. Where 2 layers are specified, this process shall be repeated to add a second layer.
4. After Chip Seal, vacuum / sweep all loose reaming rock left over from Chip Seal, prior to applying 1 layer of MicroCoat on newly applied Chip Seal.
5. MicroCoat will be applied by a computer rate controlled Seal Coat Buggy in all areas of newly applied Chip Seal. Hand spraying will be allowed in areas where Seal Coat Buggy cannot access. MicroCoat will be applied at an application of 0.28 gals per SY. Please see attached specifications for MicroCoat Product.

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6. In all areas of newly place HMA patching (By City of Orting) where Contractor will be Chip Sealing, pre-coat newly patched areas with a 0.25 shot rate of CRS-3P, prior to placing new Chip Seal.
7. Contractor will place temporary markers on all streets that have persisting striping, as well as cover and protect all utilities, monuments and markers in areas that are receiving Chip Seal and MicroCoat.
8. All work will conform to most current WSDOT standard specification except as noted above.
9. Portions of this project (a street or more) may be removed in order to meet the City of Orting's 2019 adopted budget.

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MicroCoat – Industrial (Interim Specification)

General Requirements: The specification has been designed to yield a set of distinguishing characteristics of a polymer-modified asphalt surface seal emulsion for use in projects where engineered design and early return to traffic is desired. The emulsion must be homogenous and polymerized before shipment. It shall meet the following requirements when tested within 10 days of sampling according to AASHTO Method T 59 as modified¹.

TESTS ON BASE ASPHALT	Minimum	Maximum	TEST METHOD
Penetration @ 25°C (77°F), 100g, 5s, dmm	10	50	ASTM D5
Modified Evaporation ¹ by weight (Determine mass loss [Distillates])	-	0.5	ASTM D6934
Softening Point, Ring and Ball (F./C.)	125/52		ASTM D36

TESTS ON EMULSION	Minimum	Maximum	TEST METHOD
Saybolt Viscosity @ 25°C (77°F), SFS	40		ASTM D7496
Settlement & Storage Stability %	-	5	ASTM D6930
Sieve Test %	-	0.1	ASTM D6933
Residue % by Evaporation (weight)	62	-	ASTM D6934

¹ ASTM D6934 with modifications to include evaporation to base asphalt (mass loss).

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Attachments:ED897198-6250-40C7-9385-A4F78D9464CA:Product Specification MicroCoat.docx

Title: Product Specification CRS-3P

Issue Date 03/21/16 Revision: 00

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CRS-3P

General Requirements: The specification has been designed to yield a set of distinguishing characteristics of a polymer-modified emulsion for use in chip seal projects where engineered design and early return to traffic is desired. The emulsion must be homogenous and polymerized before shipment. It shall meet the following requirements when tested within 10 days of sampling according to AASHTO Method T 59 as modified¹.

TESTS ON EMULSION	Minimum	Maximum	TEST METHOD
Saybolt Viscosity @ 50°C (122°F), SFS	150	-	ASTM D7496
Storage Stability % (1 Day)	-	1	ASTM D6930
Demulsibility %	40	-	ASTM D6936
Particle Charge Test	Positive	-	ASTM D7402
Sieve Test %	-	0.1	ASTM D6933
Distillation to 260°C (500°F) ¹ : Oil distillate % (by volume of emulsion)	-	3	ASTM D6997
Residue % (by weight)	65	-	ASTM D6934

TESTS ON RESIDUE FROM DISTILLATION	Minimum	Maximum	TEST METHOD
Penetration @ 25°C (77°F), 100g, 5s, dmm	80	150	ASTM D5
Elastic Recovery, % ²	58	-	ODOT TM429
Solubility in Trichloroethylene, % ³	97.5	-	ASTM D2042

¹ AASHTO T59 with modifications to include 300 grams emulsion and 177 ± 5°C (350 ± 10°F) maximum temperature to be held for 15 minutes.

² ODOT TM429 Elastic Recovery method of testing on file at ODOT Materials Laboratory in Salem, OR.

Macintosh

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Attachments:D1B98E37-28C1-4E34-B606-3D45DB3CAF33:Product Specification CRS-3P.docx

Title: Product Specification CRS-3P

Issue Date 03/21/16 Revision: 00

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Price Sheet

Line Item No.	Approx. Quantity	Description	Unit Cost	Total Cost
1.	7,100 SY	Chip Seal, Single Layer		\$
2.	3,720 SY	Chip Seal, Double Layer		\$
2.	10,820 SY	MicroCoat		\$
3.	1 LS	Project Temporary Traffic Control		\$
4.	N/A	Permits	N/A	\$
5.	1 LS	Mobilization		\$
			Subtotal	\$
			9.3% Sales Tax	\$
			Project Total	\$

Note: Above prices are as estimated per this contract. Unit prices shall remain firm for the contract period.

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(360) 893-2219 x139

SECTION 3 TEMPLATE CONTRACT

2019 TBD Project for Chip Seal/ Micro Coat

Contractor/Vendor Name: _____ Project No.: PW2019-05
Address: _____ Budget Item: 108.595.30.61.01
Telephone: _____ Project Name: 2019 TBD Project Chip Seal &
Micro Coat

1. SCOPE OF WORK.

The Contractor shall perform those services described in the Specifications/Scope of Work included in the big package, hereto and incorporated herein by this reference as if fully set forth. In performing such services, the Contractor shall at all times comply with all federal, state, and local statutes, rules, and ordinances applicable to the performance of such services and the handling of any funds used in connection therewith.

2. TIME OF COMPLETION.

The work shall be commenced following 15-days mutual execution of this Contract, and be completed no later than September 30, 2019.

3. CONTRACT SUM.

The City shall pay the Contractor for the performance of the work the sum of \$_____, plus applicable Washington state sales tax.

4. PAYMENTS.

The City shall make payment to the contractor within 30-days of completion.

5. ACCEPTANCE AND FINAL PAYMENT.

Final 5% retainage payment shall be paid once all state required documents have been approved for release of payment, provided the contract is fully performed and accepted according to bid laws and prevailing wage laws in conformance with RCW 39.12.040

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6. GENERAL CONTRACT TERMS

A. **Materials, Appliances, and Employees.**

Except as otherwise noted, the Contractor shall provide and pay for all materials, labor, tools, water, power, and other items necessary to complete the work.

Contractor warrants that all workmen and subcontractors shall be skilled and certified in their trades.

B. **Surveys, Permits, and Regulations.**

Where applicable, the City shall furnish all surveys unless otherwise specified. Permits and licenses necessary for the prosecution of the work shall be secured and paid for by the Contractor. Easements for permanent structures or permanent changes in existing facilities shall be secured and paid for by the City unless otherwise specified. The Contractor shall comply with all laws and regulations bearing on the conduct of the work and shall notify the City in writing if the drawings and specifications are at variance therewith.

C. **Protection of Work, Property, and Persons.**

The Contractor shall adequately protect the work, adjacent property, and the public, and shall be responsible for any damage or injury due to its act or neglect.

D. **Access to Work.**

The Contractor shall permit and facilitate observation of the work by the City and its agents and public authorities at all times.

E. **City's Right to Terminate Contract.**

Should the Contractor neglect to prosecute the work properly, or fail to perform any provision of the contract, the City, after seven (7) days' written notice to the Contractor, and its surety, if any, may without prejudice to any other remedy the City may have, make good the deficiencies and may deduct the cost thereof from the payment then or thereafter due the contract or, at the City's option, may terminate the contract and take possession of all materials, tools, appliances, and finish work by such means as the City sees fit, and if the unpaid balance of the contract price exceeds the expense of finishing the work, such excess shall be paid to the Contractor, but if such expense exceeds such unpaid balance, the Contractor shall pay the difference to the City.

F. **Contractor's Liability Insurance.**

The CONTRACTOR shall provide insurance coverage at the contractor's cost that shall be maintained in full force and effect during the term of this contract, as follows:

The insurance required shall be issued by an insurance company(s) authorized to do business within the State of Washington, and shall name the City of Orting, its agents and employees, as additional insureds by endorsement under the insurance policy(s). All policies shall be primary to any other valid and collectable insurance. The city of Orting

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does not waive its right to subrogation against the contractor, and the policy shall be so endorsed. CONTRACTOR shall instruct the insurers to give the City of Orting, at least 30-days advance notice of any insurance cancellation.

1. The CONTRACTOR shall submit to the City of Orting, within 15-days of the contract effective date, a Certificate of Insurance, which outlines the coverage and limits defined in the Insurance section. CONTRACTOR shall submit renewal certificates as appropriate during the term of the contract.
2. The contractor shall obtain at the contractor's cost, and maintain in full force and effect during the term of the contract, insurance to meet the following minimum amounts from an insurance carrier licensed to conduct business in the State of Washington. All carriers (except Workers compensation) shall have a minimum A.M. Best rating of 'A' VII or better.
3. **SUBCONTRACTORS:** Contractor shall include all subcontractors as insureds under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverages for subcontractors shall be subject to all of the same insurance requirements as stated herein for the Contractor.
4. **No Limitation.** Contractor's maintenance of insurance as required by the agreement shall not be construed to limit the liability of the Contractor to the coverage provided by such insurance, or otherwise limit the City's resource to any remedy available at law or in equity.
5. **Minimum Scope of Insurance** CONTRACTOR shall obtain insurance of the types described below:
 - a. **Automobile Liability** insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be written on Insurance Services office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage. In necessary, the policy shall be endorsed to provide contractual liability coverage.
 - b. **Commercial General Liability** insurance shall be written on ISO occurrence, stop gap liability, independent contractors, products-completed operations, personal injury and advertising injury, and liability assumed under an insured contract. The Commercial General Liability insurance shall endorsed to insurance for liability arising from explosion, collapse or underground property damage. The City shall be named as an additional insured under the Contractor's Commercial General Liability insurance policy with respect to the work performed for the City using ISO Additional Insured endorsement CG 20 10 10 01 and Additional Insured-Completed Operations endorsement CG 20 37 10 01 or substitute endorsements providing equivalent coverage.
 - c. **Workers Compensation** coverage as required by the Industrial Insurance laws of the State of Washington.

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6. **Minimum Amounts of Insurance.** Contractor shall maintain the following insurance limits:
 - a. **Automobile Liability** insurance with a minimum combined single limit for bodily injury and property damage of \$1,000,000 per accident.
 - b. **Commercial General Liability** insurance shall be written with limits no less than \$1,000,000 each occurrence, \$2,000,000 per project aggregate and a \$2,000,000 products – completed operations aggregate limit.
 - c. **Industrial Insurance Coverage:** The coverage shall provide or purchase industrial insurance coverage prior to performing work under this contract. The City of Orting will not be responsible for payment of industrial insurance premiums or for any other claim or benefit for this Contractor or any subcontractor or employee of the contractor which might arise under the industrial insurance laws during the performance of duties and services under this contract. If the Department of Labor and Industries, upon audit, determines that industrial insurance payments are due and owing as a result of work performed under this contract, those payments shall be made by the Contractor; the Contractor shall indemnify the City of Orting and guarantee payment of such amounts.
 - d. **Workers Compensation** with a minimum of \$1,000,000 each accident, \$1,000,000 disease each employee, and \$1,000,000 disease policy limit.
 7. **Other Insurance Provisions.** The insurance policies are to contain, or be endorsed to contain, the following provisions for Automobile Liability, Commercial General Liability and Builders Risk insurance:
 - a. The Contractor's insurance coverage shall be primary insurance as respect the City. Any insurance, self-insurance, or insurance pool coverage maintained by the City shall be excess of the Contractor's insurance and shall not contribute with it.
 - b. The Contractor's insurance shall be endorsed to state that coverage shall not be cancelled by either party, except after thirty (30) days prior written notice be certified mail, return receipt requested, has been given to the City.
 8. **Contractor's Insurance for Other Losses.** The Contractor shall assume full responsibility for all loss or damage from any cause whatsoever to any tools, Contractor's employee owned tools, machinery, equipment, or motor vehicles owned or rented by the Contractor, or the Contractor's agents, suppliers or contractors as well as to any temporary structures, scaffolding and protective fences.
- G. Performance Bond.**
- The Contractor shall furnish to the City prior to start of construction a performance bond in an amount of one hundred percent (100%) of the contract in a form acceptable to the City. In lieu of bond for contracts less than \$25,000, the City may, at the Contractor's option, hold five percent (5%) of the contract amount as retainage for a period of thirty (30) days

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after final acceptance or until receipt of all necessary releases from the Department of Revenue and the Department of Labor and Industries and settlement of any liens, whichever is later.

H. Liens.

The final payment shall not be due until the Contractor has delivered to the City a complete release of all liens arising out of this contract or receipts in full covering all labor and materials for which a lien could be filed, or a bond satisfactory to the City indemnifying the City against any lien.

I. Separate Contracts.

The City has the right to let other contracts in connection with the work, and the Contractor shall properly cooperate with any such other contracts.

J. Attorneys' Fees and Costs.

In the event of legal action hereunder, the prevailing party shall be entitled to recover its reasonable attorneys' fees and costs.

K. Cleaning Up.

The Contractor shall keep the premises free from accumulation of waste material and rubbish, and at the completion of the work, shall remove from the premises all rubbish, implements, and surplus materials and leave the building broom-clean and private properties clear.

L. Indemnification.

The Contractor shall protect, indemnify, and save the City of Orting harmless from and against any damage, cost or liability including reasonable attorney fees, for injuries to person or property arising from acts or omissions of Contractor, his employees, agents or subcontractors, howsoever caused. The Contractor will be responsible for any damages sustained by his employees to City of Orting equipment and/or fixtures and shall provide all repairs/replacements, as appropriate, at no cost to the City of Orting.

M. Independent Status of Contractor: The parties to this contract, in the performance of it, will be acting in their individual capacities and not as agents, employees, partners, joint ventures, or associates of one another. The employees or agents of one party shall not be considered or construed to be the employees or agents of the other party for any purpose whatsoever.

Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Contractor and the City, its officers, officials, employees, and volunteers, the Contractor's liability hereunder shall be only to the extent of the Contractor's negligence. It is further

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specifically and expressly understood that the indemnification provided herein constitutes the Contractor's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

N. Prevailing Wages.

The Contractor shall pay all laborers, workmen, and mechanics the prevailing wage and shall file the required "Statement of Intent to Pay Prevailing Wages" in conformance with RCW 39.12.040.

O. Discrimination Prohibited.

The Contractor shall comply with all Equal Employment Opportunity regulations and shall not discriminate against any employee, applicant for employment, or any person seeking the services of the Contractor on the basis of race, color, religion, creed, sex, age, national origin, marital status, or the presence of any sensory, mental, or physical handicap.

IN WITNESS WHEREOF, the parties hereto executed this Agreement the day and year first above written.

CONTRACTOR

CITY OF ORTING

By: _____

By: _____

Title: _____

Title: _____

Date: _____

Date: _____

ATTEST/AUTHENTICATED:

_____, City Clerk

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

South Map

Write a description for your map.

Legend

- Orting
- Orting, WA





FOR AND AGAINST COMMITTEES

FOR

FIREWORKS ADVISORY VOTE

2019 Submittal Deadlines

ELECTION DATES	FEB. 12, 2019	APR. 23, 2019	AUG. 6, 2019	NOV. 5, 2019
Jurisdiction's Responsibility and Deadlines				
1. Resolution				
2. Resolution Cover Sheet				
3. Explanatory Statement	Dec. 14, 2018	Feb. 22, 2019	May 10, 2019	Aug. 6, 2019
4. For and Against Committee Appointment Form				
Committee's Responsibility and Deadlines				
Statement "For" and Statement "Against" <i>(Written by the committees for or against the measure and emailed by this date.)</i>	Dec. 18, 2018	Feb. 26, 2019	May 14, 2019	Aug. 8, 2019
Rebuttal Statement <i>(Written by the committees for or against the measure and emailed by this date.)</i>	Dec. 20, 2018	Feb. 28, 2019	May 16, 2019	Aug. 12, 2019

Resolutions and Resolution Cover Sheet may be submitted in person or emailed to pcelections@co.pierce.wa.us.

An original signed or certified copy must follow immediately submitted in person or by mail.

Explanatory Statement, For and Against Committee Appointment Form, and Committee Statements and Rebuttals must be submitted by email to pvcoterpamphlet@co.pierce.wa.us

Deadlines are 4:30 p.m. on each designated day.

Committee Member Appointment Form (submitted by jurisdiction only)



Name of Jurisdiction: _____

Jurisdiction Contact Name: _____

Email: _____ Phone: _____

Jurisdiction's responsibility:

1. Email completed form to pcvoterpamphlet@piercecounitywa.gov by the resolution submittal deadline. (Submittal deadlines located on page 2.)
2. Provide committee members with statement submission requirements and deadlines. (See 2019 Election Guide for Jurisdictions at PierceCountyElections.org)
Committees are solely responsible for submitting voters' pamphlet statements to the Elections Division in accordance with the specified time line for that election.

Questions? Voters' Pamphlet Coordinator: pcvoterpamphlet@piercecounitywa.gov or (253) 798-2143

"For" Committee (1 - 3 members)		"Against" Committee (1 - 3 members)	
1st Committee Member		1st Committee Member	
Name*		Name*	
<i>One method of committee contact must be provided for print in the local voters' pamphlet.</i>	Publish in Voters' Pamphlet?	<i>One method of committee contact must be provided for print in the local voters' pamphlet.</i>	Publish in Voters' Pamphlet?
Email (required)*	<input type="checkbox"/>	Email (required)*	<input type="checkbox"/>
Phone (optional)	<input type="checkbox"/>	Phone (optional)	<input type="checkbox"/>
Website (Published in Voters' Pamphlet)		Website (Published in Voters' Pamphlet)	
Committee Name (Published in Voters' Pamphlet)		Committee Name (Published in Voters' Pamphlet)	
2nd Committee Member		2nd Committee Member	
Name:		Name:	
Email:		Email:	
3rd Committee Member		3rd Committee Member	
Name:		Name:	
Email:		Email:	

If jurisdiction is NOT appointing a "For" Committee, check box to confirm.

If jurisdiction is NOT appointing an "Against" Committee, check box to confirm.

* 1st Committee Member must provide email address for correspondence with Voters' Pamphlet Coordinator.

Committee Statements

“For” and “Against” Statements

Length

“For” and “Against” statements must be **150** words or less, in block paragraph form.

If a “For” or “Against” statement is received before the deadline and exceeds the applicable word limit the committee will be notified by email and asked to delete words, paragraphs or sentences. Only deletions are allowed. No changes or additions to the statement will be allowed. The shortened statement must be received by the deadline.

If the deadline has passed and the statement exceeds the applicable word limit, it will be shortened by deleting full sentences from the end until the limit is reached.

If material is deleted due to **exceeding** the word limit, the statement will be printed with the deleted material omitted and the designated space left blank.

Format

Up four paragraphs may be used.

Up to four headings may be used to summarize and identify major arguments or portions of the statement for the convenience of the reader. Headings must be located at the beginning of the paragraph they are summarizing, will be printed in bold type, and may not exceed **15** words each. Headings shall not be included in the computation of the number of words in the statement.

Standalone headings are not allowed. If a standalone heading is submitted, it will be changed to normal statement text, included as part of the statement, and included in the word count.

The Auditor’s Office reserves the right to eliminate excessive paragraph returns if the statement doesn’t fit within space provided.

Italics may be used to emphasize specific words or statements. Any other formatting, such as all caps, bold, or underlining, will be changed to appear in italics.

The use of lists or bullets is not allowed. Lists or bullets will be converted to block paragraph, with a semicolon to separate each item.

Committee member names, a contact phone number, an email address, and/or website address will be printed in the local voters' pamphlet, but aren't included in the 150 word count. At least one method of contact (phone, email, website address) must be provided for print in the local voters' pamphlet.

No more than eight words are allowed for a committee name.

Committee member names and the email contact information for the committee spokesperson will be provided to interested parties upon request. The request can be by email or phone. A formal "Request for Public Information" is not required for this information.

Content

All Statements

A committee shall limit their statement (in support or against) to the proposition to which they were appointed. They may not endorse, speak about, or advocate for or against another proposition, measure or candidate.

Pursuant to RCW 29A.32.230, the Elections Division may reject certain materials submitted for publication. These materials include, without limitation, explanatory statements, "For" or "Against" statements, rebuttal statements, or contact information that:

- Is obscene;
- Is libelous;
- Contains a commercial advertisement;
- Contains matter prohibited by law from distribution through the mail;

- Contains matter not limited to the candidate himself or herself or to the measure or political office;
- Contains matter that is otherwise inappropriate or that does not comply with applicable law; or
- Was received after the submittal deadline.

Rebuttal Statements

If both “For” and “Against” statements are submitted, the Voters’ Pamphlet Coordinator will email the text of the statement to the spokesperson for the opposing committee listed on the committee appointment form. An email address is required for the spokesperson.

Rebuttal statements are not required; however, it gives each committee an opportunity to provide a response to the opposing statement.

The failure of a committee to submit a “For” or “Against” statement will disqualify the committee from submitting a rebuttal statement.

Length

Rebuttal statements must be **75** words or less, in one block paragraph form.

If the rebuttal statement exceeds the applicable word limit, it will be shortened by deleting full sentences from the end until the limit is reached.

Format

No headings may be used in rebuttal statements.

Italics may be used to emphasize specific words or statements. Any other formatting, such as all caps, bold, or underlining, will be changed to appear in italics.

The use of lists or bullets is not allowed. Lists or bullets will be converted to block paragraph, with a semicolon to separate each item.

Content

Rebuttal statements may not interject new issues or arguments and are limited to addressing issues and arguments raised in the opposing argument.

How to Submit “For”, “Against”, and Rebuttal Statements

Email to: pcvoterpamphlet@co.pierce.wa.us

Statements must be submitted by email and are due by the deadline. Submittal deadlines are strictly observed. See page 20.

General Provisions Applicable to All Statements

The contents of candidate statements, explanatory statements, “For” or “Against” statements and rebuttal statements are the sole responsibility of the authors and do not represent the position of the Auditor’s Office or Pierce County regarding the measure or of any material contained therein; nor are the Auditor’s Office or Pierce County responsible for the validity or accuracy of the statements.

Statements should be edited and prepared as carefully as one would edit and prepare a resume. Spelling, grammar and punctuation errors will not be corrected. Statement content will be printed exactly as received, as long as it complies with format specifications.

Each part of a hyphenated or slashed word will be counted as a separate word. (Examples: “Around-the-corner” = 3 words; and/or = 2 words)

Be sure the campaign contact email, web address, or phone number to be included in the pamphlet is accurate and functional when submitted.

Once statements have been submitted by email and a confirmation reply has been sent by the Voters’ Pamphlet Coordinator, statements are considered final and may not be amended.

Public Inspection of Statements RCW 29A.32.100

Statements submitted for publication in the local voters’ pamphlet are not available for public inspection or copying until all statements pertaining to the specified ballot measure have been received or the deadline for submission of statements has passed. Requests for public inspection of arguments or statements shall be made in the same manner as requests for public records.

**Rejection and
Appeal
RCW 29A.32.230**

Rejection

Pursuant to RCW 29A.32.230, the Elections Division may reject certain materials submitted for publication in the local voters' pamphlet. These materials include, without limitation, candidate statements, explanatory statements, "For" or "Against" statements, rebuttal statements and contact information.

If an explanatory statement, candidate statement, "For" or "Against" statement, rebuttal statement or contact information is rejected by the Election's Division manager, a written notice of rejection shall be sent to the proponent by email not more than five business days after the deadline for the local voters' pamphlet submittal and shall set forth specific grounds for rejection.

Appeal

The proponent of a candidate statement, explanatory statement, "For" or "Against" statement, rebuttal statement, or contact information, may appeal the Election's Division manager's decision to reject. A written notice of appeal shall be submitted to the Auditor by email not more than 48 hours after the notice of rejection was sent and shall set forth the specific grounds for appeal. The Auditor shall issue a written decision granting or denying the appeal by email not more than five business days after the appeal is submitted. The decision of the Auditor to grant or deny an appeal shall be final.

If material is rejected the local voters' pamphlet will be printed with the rejected material omitted and the appropriate space left blank.

Statements – At a Glance

Statement Type	Word Limit	Formatting
Explanatory Statement	200	<p>Allowed: Italics</p> <p>Not Allowed: Bold, ALL CAPS, <u>underlining</u>, lists, bullets</p>
“For” and “Against” Statement	150	<p>Allowed: Italics Up to four headings, each preceding a paragraph, (up to 15 words each.) Printed in bold. Headings not included in word limit.</p> <p>Not Allowed: Bold, ALL CAPS, <u>underlining</u>, lists, bullets</p>
Rebuttal Statement	75	<p>Allowed: Italics</p> <p>Not Allowed: Bold, ALL CAPS, <u>underlining</u>, lists, bullets</p>
Contact Information	Does not count as part of word limit.	<p><i>Allowed:</i> Committee member names; Contact phone number; E mail address; Website; Committee name (Eight words or less) At least one method of contact (phone, email, website address) must be provided.</p> <p><i>Not Allowed:</i> Titles for committee members (Dr., President, PhD.)</p>
<p>All Statements A committee shall limit their statement (in support or against) to the proposition to which they were appointed. They may not endorse, speak about, or advocate for or against another proposition, measure or candidate.</p>		<p><i>Allowed:</i> Vote Yes on Charter Amendment No. 10;</p> <p><i>Not Allowed:</i> Vote Yes on Proposition No. 1 and 2; Vote No on Charter Amendments 5, 8, and 9; Vote No on all charter amendments; Vote Yes on all school propositions; Vote yes on Proposition No. 1 and we support candidate x for mayor.</p>

2019 Submittal Deadlines

ELECTION DATES	FEB. 12, 2019	APR. 23, 2019	AUG. 6, 2019	NOV. 5, 2019
Jurisdiction's Responsibility and Deadlines				
1. Resolution				
2. Resolution Cover Sheet				
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4. For and Against Committee Appointment Form				
Committee's Responsibility and Deadlines				
Statement "For" and Statement "Against" <i>(Written by the committees for or against the measure and emailed by this date.)</i>	Dec. 18, 2018	Feb. 26, 2019	May 14, 2019	Aug. 8, 2019
Rebuttal Statement <i>(Written by the committees for or against the measure and emailed by this date.)</i>	Dec. 20, 2018	Feb. 28, 2019	May 16, 2019	Aug. 12, 2019

Resolutions and Resolution Cover Sheet may be submitted in person or emailed to pcelections@co.pierce.wa.us. An original signed or certified copy must follow immediately if submitted by email.

Explanatory Statement, For and Against Committee Appointment Form, and Committee Statements and Rebuttals must be submitted by email to pcvoterpamphlet@co.pierce.wa.us

Deadlines are 4:30 p.m. on each designated day.

Voters' Pamphlet Statements

Explanatory Statement for Local Measure RCW 29A.32.241

Each ballot title must be accompanied by an explanatory statement. The explanatory statement is prepared by the Prosecuting Attorney for county measures and by the attorney for the jurisdiction submitting the measure if other than a county measure. All explanatory statements for city, town or district measures must be approved by the attorney for the jurisdiction submitting the measure.

The purpose of an explanatory statement is to state the effect of the proposed measure if approved by the voters. It must be impartial, written in clear and concise language, avoid the use of legal and technical terms whenever possible, and conform to the formatting requirements discussed below. If prepared by the jurisdiction, proof of approval by the jurisdiction's attorney must be received by the Elections Division either by cover letter or email.

If a jurisdiction doesn't have approval letter/email from its attorney **concerning** the explanatory statement, or if a jurisdiction doesn't retain legal counsel, the statement shall be submitted to the Prosecuting Attorney for review or preparation.

Length

Explanatory statements must be **200** words or less, in block paragraph form.

Format

Up to three paragraphs may be used. The Auditor's Office reserves the right to eliminate excessive paragraph returns if the statement doesn't fit within space provided.

Italics may be used to emphasize specific words or statements. Any other formatting, such as bold, underline, or all caps, will be changed to appear in italics.

The use of lists or bullets is not allowed. Lists or bullets will be converted to **block paragraph**, with a semicolon to separate each item.

An explanatory statement shall limit the language to the proposition to which it pertains. It may not endorse, speak

about, or advocate for or against another proposition or measure.

How to submit the explanatory statement

Email to: pcvoterpamphlet@co.pierce.wa.us

Explanatory statements must be submitted by email and are due by the deadline. See page 20. The final explanatory statement will be posted to the Auditor's website.

Once the "For" and "Against" committees are appointed, the voters' pamphlet coordinator will email the members a link to the current election page where they can find the full text of the resolution, explanatory statements, and final ballot titles.

**Obtaining a Copy
of the Ballot Title
or Explanatory
Statement
RCW 29A.36.080**

Ballot titles and explanatory statements are posted on our website upon receipt.

Requests for copies of ballot titles and explanatory statements must be made for a specific election and a specific issue. Blanket **requests** for multiple/all elections or multiple/all issues will not be honored.

**Establishing
Committees "For"
and "Against" a
Local Measure
RCW 29A.32.280,
Pierce County
Code 1.20.050**

For each measure from a jurisdiction that is included in the local voters' pamphlet, the legislative authority of that jurisdiction shall formally appoint by the statutory deadline committees "For" and "Against" the measure.

The jurisdiction shall appoint persons known to favor the measure to serve on the "For" committee and shall appoint persons known to oppose the measure to serve on the "Against" committee.

Each committee shall consist of not more than three members; however, a committee may seek the **advice** of any other person or persons. The Committee Member Appointment Form must be submitted by the deadline to appoint committees. See page 20.

If such persons are not immediately known, the jurisdiction is encouraged to employ some formal means of notifying the public that members of the “For” and “Against” committees are being sought.

The jurisdiction is responsible for providing committee **members** with copies of instructions, specifications, and deadlines for all statements.

The committees are solely responsible for submitting their statements to the Elections Division in accordance with the specified time line for that election. See page 20.

Titles for committee member names will not be published in the local voters’ pamphlet.

Appointments by the Auditor

If a jurisdiction fails to appoint “For” and “Against” committees by the deadline established by the jurisdiction or the Auditor’s Committee Form submittal deadline (whichever comes first), the Auditor’s Office will seek out and, whenever possible, appoint up to three members to each committee.

If the jurisdiction has appointed one, two, or three members to a committee, the Auditor will **consider** the committee completed and formed. The Auditor won’t seek or appoint additional members.

When the Auditor’s Office is responsible for appointing committees, it may, in its sole discretion, seek committee appointments through press releases, notices on the Auditor’s website, Facebook and Twitter.

Appointments will be made in the order that requests from qualified applicants are received by email. The Auditor will accept email requests for appointment as soon as the jurisdiction’s deadline has passed or the jurisdiction has **indicated they will not be appointing** a committee.

The Auditor’s Office will use the following criteria when making appointments:

- Be residents of and registered voters in Pierce County for at least one year immediately prior to their appointment;
- Have a demonstrated ability to communicate rapidly by email; and
- Shall agree to work collaboratively with co-committee members.

The deadline for an interested party to request a committee appointment is 12:00 noon on the date that "For" and "Against" statements are due.

Requests must be made by email to:

pcvoterpamphlet@co.pierce.wa.us

Appointed committee members will be notified by email. The appointed committee must abide by the specified timelines for submitting statements for that election.

It is not the responsibility of the Auditor's Office to coordinate communications between committee members or to arbitrate disagreements among them.

The first person appointed by the Auditor's Office will be designated as the "1st Committee Member" and "spokesperson" for the committee. Should the committee be unable to agree or if multiple statements are submitted, the statement submitted by the "1st Committee Member" will be the statement printed in the local voters' pamphlet.

If a committee member wishes to withdraw before a statement has been submitted, he or she must notify the Auditor's Office by email at least 24 hours prior to the submittal deadline for the statement. Should a committee member wish to withdraw after the statement has been submitted, the withdrawal will be honored provided at least one member remains on the committee.

Once statements have been submitted by email and a confirmation reply has been sent by the voters' pamphlet coordinator, statements are considered final and may not be amended.

Committee Member Appointment Form Sample

Committee Member Appointment Form



Name of Jurisdiction: _____

Jurisdiction Contact Name: _____

Email: _____ Phone: _____

Jurisdiction's responsibility:

1. Email completed form to pcvoterpamphlet@co.pierce.wa.us by the resolution submittal deadline. (Submittal deadlines located on page 2.)
2. Provide committee members with statement submission requirements and deadlines. (See 2019 Election Guide for Jurisdictions at PierceCountyElections.org)
Committees are solely responsible for submitting voters' pamphlet statements to the Elections Division in accordance with the specified time line for that election.

Questions? Contact the Voters' Pamphlet Coordinator: pcvoterpamphlet@co.pierce.wa.us or (253) 798-2143

"For" Committee (1 - 3 members)	"Against" Committee (1 - 3 members)				
1st Committee Member	1st Committee Member				
Name*	Name*				
<small>One method of committee contact must be provided for print in the local voters' pamphlet</small>	<small>One method of committee contact must be provided for print in the local voters' pamphlet</small>				
<table border="1" style="width: 100%;"> <tr> <td style="width: 80%;"><small>Publish in Voters' Pamphlet?</small></td> <td style="width: 20%;"><input type="checkbox"/></td> </tr> </table>	<small>Publish in Voters' Pamphlet?</small>	<input type="checkbox"/>	<table border="1" style="width: 100%;"> <tr> <td style="width: 80%;"><small>Publish in Voters' Pamphlet?</small></td> <td style="width: 20%;"><input type="checkbox"/></td> </tr> </table>	<small>Publish in Voters' Pamphlet?</small>	<input type="checkbox"/>
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<small>Publish in Voters' Pamphlet?</small>	<input type="checkbox"/>				
Email (required)*	Email (required)*				
Phone (optional)	Phone (optional)				
Website (Published in Voters' Pamphlet)	Website (Published in Voters' Pamphlet)				
Committee Name (Published in Voters' Pamphlet)	Committee Name (Published in Voters' Pamphlet)				
2nd Committee Member	2nd Committee Member				
Name:	Name:				
Email:	Email:				
3rd Committee Member	3rd Committee Member				
Name:	Name:				
Email:	Email:				

If jurisdiction is NOT appointing a "For" Committee, check box to confirm.

If jurisdiction is NOT appointing an "Against" Committee, check box to confirm.

* 1st Committee Member must provide email address for correspondence with Voters' Pamphlet Coordinator.

CITY OF ORTING
WASHINGTON

ORIGINAL

RESOLUTION NO. 2019-15

A RESOLUTION OF THE CITY OF ORTING, WASHINGTON, PROVIDING FOR THE SUBMISSION TO THE QUALIFIED ELECTORS OF THE CITY OF ORTING AT THE NOVEMBER 5, 2019 GENERAL ELECTION, AN ADVISORY PROPOSITION ASKING WHETHER QUALIFIED VOTERS RECOMMEND THE ORTING CITY COUNCIL PASS AN ORDINANCE PROHIBITING THE DISCHARGE OF ALL FIREWORKS AT ALL TIMES WITHIN THE ORTING CITY LIMITS

WHEREAS, the City of Orting at Orting Municipal Code 5-7-1 adopts by reference Revised Code of Washington Chapter 70.77, pertaining to the regulation of consumer fireworks; and

WHEREAS, currently, pursuant to OMC 5-7-1, fireworks may be discharged within the city limits only from one minute after twelve o'clock (12:01) A.M. to eleven fifty nine o'clock (11:59) P.M. on July 4 of each year, and from six o'clock (6:00) P.M. on December 31 to one o'clock (1:00) A.M. on January 1 of the subsequent year; and

WHEREAS, public displays of fireworks are subject to different regulations than other fireworks, including strict inspection and permitting regulations set forth in Chapter 70.77 RCW; and

WHEREAS, the City Council recognizes that fireworks are a traditional way of celebrating national independence on the Fourth of July, but the City Council also recognizes risks and consequences of the discharge of fireworks including adverse impacts to public health, safety and welfare; and

WHEREAS, the City Council further recognizes that many of the risks and consequences associated with the sale, possession and discharge of fireworks are not attendant to the public display of fireworks; and

WHEREAS, the City Council has heard and considered many divergent opinions from City residents as to whether the discharge of fireworks should be totally banned within the City at all times of the year, except for public displays of fireworks as defined at Chapter 70.77 RCW; and

WHEREAS, the City Council desires to provide an opportunity for all voters within the City to express their choice in the matter with the result of such an election to be not binding upon the City Council; and

WHEREAS, pursuant to RCW 70.77.250(4), cities may enact ordinances that are more restrictive than state law, provided the effective date of such an ordinance is no sooner than one year from the date of adoption;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ORTING AS FOLLOWS:

Section 1. Findings. The City Council finds that the interests of the City of Orting would be best served by placing before the voters an advisory proposition as part of the November 5, 2019 general election, asking the voters whether the discharge of all fireworks should be prohibited within the City of Orting.

Section 2. Call for Election. The City Council hereby requests that the Pierce County Auditor include in the local voters' pamphlet produced as part of the November 5, 2019 general election, in the manner provided by law, for the purpose of submitting to the qualified electors of the City of Orting, Washington, an advisory proposition asking qualified voters of the City of Orting whether the discharge of all fireworks should be prohibited within the City of Orting.

Section 3. If a majority of the electors at such election vote yes for such a ban, the City Council, at its next regular meeting after the results of such election are certified, may take action to amend its ordinances placing such a ban in effect. The effective date of such an ordinance, if adopted, will be one year after its passage and publication.

Section 4. If a majority of electors voting at such election vote no, the City Council may maintain the current restrictions that are in place by virtue of the existing ordinances of the City of Orting and provisions in state law. The call for this election and its results do not prohibit the City Council from exploring an ordinance reducing sales and/or discharge hours of fireworks in the future.

Section 5. The Pierce County Auditor, as ex officio supervisor of elections, is hereby requested to assume jurisdiction of and to call and conduct said election to be held within the City and to submit to the qualified electors of the City the proposition hereinafter set forth.

Section 6. Official Ballot Proposition. The City Clerk is hereby directed no later than 4:30 p.m. on August 6, 2019, to certify the following advisory proposition, together with the required Resolution Cover Sheet and all required documents, to the Pierce County Auditor in substantially the following form:

CITY OF ORTING
ADVISORY PROPOSITION NO. 1

FIREWORKS BAN

Shall the discharge of fireworks be prohibited within the City of Orting at all times of the year with the exception of properly licensed and permitted public displays?

Should this ban be enacted?

Yes

No

Section 7. Explanatory Statement. The explanatory statement attached hereto as Exhibit A and adopted herein by this reference is hereby approved and the City Clerk is authorized to transmit Exhibit A to the Pierce County Auditor by 4:30 p.m. on August 6, 2019.

Section 8. Request for Inclusion in Voters' Pamphlet. The City Council requests the Pierce County Elections include the proposition referenced herein as well as information related to the proposition in the voters' pamphlet distributed for the November 5, 2019 election. The City Council hereby authorizes the use of City funds to pay for publication of the voters' pamphlet and the costs of the election regarding this proposition.

Section 9. Pro/Con Committee Appointments. In accordance with RCW 29A.32.280, arguments advocating approval and disapproval of the advisory ballot proposition shall be included in the voters' pamphlet and shall be prepared by committees appointed by the Orting City Council. Each committee shall be composed of not more than three persons. The committee advocating approval of the advisory proposition shall be composed of persons known to favor the ballot proposition, and the committee advocating disapproval shall be composed of persons known to oppose the ballot proposition. Statements by the committee advocating approval and the committee advocating disapproval shall be submitted to Pierce County Elections no later than 4:30 p.m. on August 8, 2019. The rebuttal statement of each committee shall be submitted to Pierce County Elections no later than 4:30 p.m. on August 12, 2019.

Section 10. Certified Copies of Resolution to be Filed. The Orting City Clerk is directed to file a certified copy of this resolution with the Pierce County Auditor.

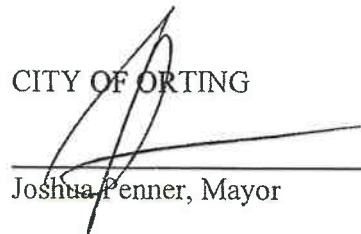
Section 11. Severability. If any section, sentence, clause or phrase of this resolution shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase.

Section 12. Corrections. The City Clerk and the codifiers of this resolution are authorized to make necessary clerical corrections to this resolution including, but not limited to, the correction of scrivener's errors, references, numbering, section/subsection numbers and any references thereto.

Section 13. Effective date. This Resolution shall become effective immediately upon adoption and signature as provided by law.

**RESOLVED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF
ON THE 10TH DAY OF JULY, 2019.**

CITY OF PORTING



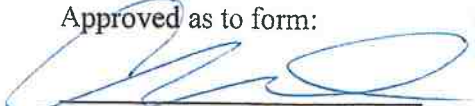
Joshua Penner, Mayor

ATTEST/AUTHENTICATED:



Jane Montgomery
Jane Montgomery, City Clerk, CMC

Approved as to form:



Charlotte A. Archer
Inslee, Best, Doezie & Ryder, P.S.
City Attorney

RESOLUTION NO. 2019-15
EXHIBIT A

CITY OF ORTING
ADVISORY PROPOSITION NO. 1

FIREWORKS BAN
EXPLANATORY STATEMENT

Under state law and the Orting Municipal Code, it is legal to discharge consumer fireworks in conjunction with the Fourth of July and New Year's holidays. State law and local regulations also allow persons licensed by the state and city to sell fireworks during those times. A city may elect to prohibit the sale and discharge of fireworks at all times, but such a ban cannot be effective until one year after its adoption.

This is a non-binding advisory measure to give voters in Orting the opportunity to express their position on whether the **discharge** of fireworks should be prohibited within Orting's city limits. A "yes" vote supports banning the discharge of all fireworks in Orting, except for permitted public displays. A "no" vote supports leaving the law as it is.

While the City Council will consider the election results in formulating its fireworks regulations, the results will not automatically change the law. This measure is an advisory vote.