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
Public Safety Building
401 Washington Ave. SE, Orting, WA
August 21, 2019
6PM.

DEPUTY MAYOR GREG HOGAN, CHAIR

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. AB19-56- Ordinance No 2019-1048, Amending Ordinance No. 2018-1037, Adopting The City Of Orting 2019 Budget; Providing For Appropriation And Expenditure Of Funds Received In Excess Of Estimated Revenues; Adding A New Classification Of Waste Water Operator In Training And Landscape Maintenance – Supported Employment, And Approving Job Descriptions For Waste Water Operator In Training And Landscape Maintenance- Supported Employment.
- ***Scott Larson/ Greg Reed / Julie Kunnen, Trillium.***

B. 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.
- ***Mark Bethune.***

C. AB19-52- ADA Spinner.
- ***CM McDonald / CM Gehring / Mark Bethune***

D. AB19-53- Wastewater Treatment Plant -Scope of Work and Budget for Phase I Pre-Design.
- ***CM Drennen/ CM Gunther***

E. AB19-55-Ordinance No. 2019-1047, An Ordinance Pertaining To Excavation Permits, Amending Orting Municipal Code Section 8-5-3 To Extend Time Period For Performance Of Permitted Work.
- ***CM Drennen/ CM Gunther***

5. ADJOURNMENT

Motion: ***To Adjourn.***

City Of Orting
Council Agenda Summary Sheet

Subject: Ordinance No 2019-1048, Amending Ordinance No. 2018-1037, Adopting The City Of Orting 2019 Budget; Providing For Appropriation And Expenditure Of Funds Received In Excess Of Estimated Revenues; Adding A New Classification Of Waste Water Operator In Training And Landscape Maintenance – Supported Employment, AND Approving Job Descriptions for Waste Water Operator in Training and Landscape Maintenance-Supported Employment.		**Committee**	**Study Session**	**Council**
	Agenda Item #:		**AB19-56**	AB19-56
	For Agenda of:	8/07/19	**8/21/19**	08/28/19
	Department:	Public Works/HR		
	Date Submitted:	08/08/2019		
Cost of Item:		$3,900		
Amount Budgeted:		$60,323		
Unexpended Balance:		$13,362		
Bars #:		Multiple		
Timeline:		None		
Submitted By:		Greg Reed/Scott Larson		

Fiscal Note: Pay for the Wastewater OIT would come out of the unfilled position's budget. Pay for the Landscape Worker would come out of the Park and Cemetery Salary budgets.

Attachments: Ordinance No. 2019-1048, Job Descriptions

SUMMARY STATEMENT:

The City has struggled over the past few months to fill an open Wastewater positions. Due to our need to fill open positions, we are recommending creating a new classification in our Wastewater job classification called Wastewater Operator in Training. The successful applicant would be required to get a Department of Ecology Wastewater Treatment Plant Operator I license within eighteen months. This position would allow us to give our existing maintenance workers an opportunity for advancement if interested, or hire a person motivated to learn the wastewater trade. Pay range for this position would be row 15 on our wage matrix (the same pay range as Maintenance Worker II's are paid at) which would be $21.75 to $26.75 per hour. This position would not add to our FTE count.

The second position that we are requesting is a supported employment landscape worker. This position would come through an agency that specializes in placing people with disabilities into appropriate positions and then making sure they are able to master the tasks that they are assigned to complete. The position would be 20 hours per week and would be paid at $15 per hour. This position would add .5 FTE to the 2019 Budget

RECOMMENDED ACTION: Move Forward To The Consent Agenda Of The August 28th, 2019 Meeting.

FUTURE MOTION: To Adopt Ordinance No 2019-1048 Amending Ordinance No. 2018-1037, Adopting The City Of Orting 2019 Budget; Providing For Appropriation And Expenditure Of Funds Received In Excess Of Estimated Revenues; Adding A New Classification Of Waste Water Operator In Training And Landscape Maintenance – Supported Employment, and approve the Job Descriptions And Pay Ranges For Landscape Maintenance – Supported Employment, And Wastewater Operator In Training As Presented.

CITY OF ORTING
WASHINGTON

ORDINANCE NO. 2019-1048

AN ORDINANCE OF THE CITY OF ORTING, WASHINGTON, AMENDING ORDINANCE NO. 2018-1037, ADOPTING THE CITY OF ORTING 2019 BUDGET; PROVIDING FOR APPROPRIATION AND EXPENDITURE OF FUNDS RECEIVED IN EXCESS OF ESTIMATED REVENUES; ADDING A NEW CLASSIFICATION OF WASTE WATER OPERATOR IN TRAINING AND LANDSCAPE MAINTENANCE – SUPPORTED EMPLOYMENT; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, Washington State law, Chapter 35A.34 RCW provides for the biennial adoption of the City's budget and provides procedures for filing of the proposed budget, deliberations, public hearings, final fixing, and any subsequent adjustments to the budget; and

WHEREAS, the City Council adopted the 2019 budget pursuant to Ordinance No. 2018-1037; and

WHEREAS, the expenditures as classified and itemized in the adopted budget constitute the City's appropriations for the ensuing fiscal year provided that the budget Ordinance may be amended by ordinance to provide for appropriation and expenditure of funds received in excess of the estimated revenues during the calendar year; and

WHEREAS, the City has received funds that are in excess of the estimated revenues for the 2018 budget year and desires to amend the 2018 budget to provide for the appropriation and expenditure of said funds; and

WHEREAS, City Staff has determined that additional staffing, in the form of a new position of Waste Water Operator in Training and Landscape Maintenance – Supported Employment, is needed to support the City's Public Works Department, Water and Wastewater divisions; and

WHEREAS, the 2019 budget includes a salary table and a listing of employee positions and allocations, which needs to be amended to reflect the new position and its salary to fulfill this need; and

WHEREAS, this amendment to the 2019 budget could not have been reasonably foreseen during budget development; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ORTING, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Amending Ordinance No. 2018-1037 (2019 Budget Ordinance), Section 4, Job Classifications and Pay Ranges. Ordinance No. 2019-1037, adopting the 2019 budget, at Section 4, Job Classifications and Pay Ranges, Exhibit B, shall be and is hereby amended as set forth in Exhibit A.

Section 3. Corrections. The City Clerk is authorized to make necessary corrections to this Ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, Ordinance numbering, section/subsection numbers and any references thereto.

Section 4. 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 5. 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.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 28th DAY OF AUGUST, 2019.

CITY OF ORTING

_____
Joshua Penner, Mayor

ATTEST/AUTHENTICATED:

_____
Jane Montgomery, City Clerk, CMC

Approved as to form:

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

Filed with the City Clerk: 8.13.19
Passed by the City Council:
Ordinance No.: 2019-1048
Date of Publication:
Effective Date:

CITY OF ORTING

JOB DESCRIPTION

Job Title: Wastewater Operator in Training

Department: Public Works

Reports To: Wastewater Plant Supervisor

Effective Date:

Hourly Wage Range: $21.12-$25.97

Closing Date:

SUMMARY DESCRIPTION

This is a full-time, Fair Labor Standards Act non-exempt non-Civil Service position. A typical work week is Monday to Friday, 7:30 a.m. to 4:00 p.m. with periodic callouts on weekends and evenings based on operational needs and emergencies. This position is part of a bargaining unit represented by the American Federation of State County and Municipal Employees (AFSCME) Local 120.

Under immediate supervision, performs routine technical activities in the operation and maintenance of the City's wastewater treatment plant; assists in performing adjustments and repairs to plant equipment; and collects and documents samples for laboratory testing.

This is the trainee level class in the Plant Operator series. Employees in this classification work under immediate supervision performing a group of repetitive or closely related duties according to established procedures. Under this class series, employees in the Plant Operator Trainee classification may progress to the "I" level once they have mastered the full range of duties performed by a Plant Operator and have obtained, within eighteen (18) months from date of hire, a Washington State Department of Health Wastewater I Operator Certification.

REPRESENTATIVE DUTIES

Duties may include, but are not limited to the following:

1. Participate in assigned treatment plant related infrastructure including, plant rounds including inspecting, monitoring, troubleshooting, performance testing and documenting plant processes by reading plant equipment gauges, dials, graphs, online analyzers, computer screens, meters, SCADA systems and other instrumentation.
2. Assist in operating and adjusting treatment plant pumps, motors, feeders and other equipment to maintain appropriate plant operations.
3. Maintain, compile and update plant operations logs and reports; perform and record mathematical calculations related to plant operational activities under supervision.
4. Assist in installing, maintaining, repairing, modifying, troubleshooting and servicing pump stations, plant operations machinery and equipment including pumps, valves, motors, meters, tanks, reservoirs, feeders, and online analyzers; change lubrications.

5. Collect and document liquid and solid samples; work closely with the laboratory on testing processes.
6. Perform general plant facility maintenance such as cleaning, painting and repairing plant facilities; perform various grounds maintenance duties.
7. Participate in a variety of special projects as assigned.
8. Perform related duties as required.

QUALIFICATIONS

The following generally describes the knowledge and ability required to enter the job and/or be learned within a short period of time in order to successfully perform the assigned duties.

Knowledge of:
- Basic principles of biology, chemistry and mathematics.
- Occupational hazards and standard safety practices and procedures.

Ability to:
- Learn standard laboratory and plant operations procedures.
- Assist in the operation and maintenance of wastewater treatment plant equipment.
- Perform heavy manual labor.
- Communicate clearly and concisely, both orally and in writing.
- Establish and maintain effective working relationships with those contacted in the course of work
- Ability to enter and exit manholes

Education and Experience Guidelines - Any combination of education and experience that would likely provide the required knowledge and abilities is qualifying. A typical way to obtain the knowledge and abilities would be:

Education/Training: Equivalent to the completion of the twelfth grade. Additional training in the natural sciences and/or treatment plant operations is desirable.

Experience: One (1) year prior utility experience preferred, Operator in Training preferred

License or Certificate:
- Possession of a valid Washington State driver's license
- A Confined Space Certificate within three (6) months of employment
- City's Defensive Driving Course within six (6) months of employment
- Valid Traffic Control Flagging Card within six (6) months of employment
- Valid First Aid/CPR Card within six (6) months of employment
- Asbestos Pipe Removal certificate within six (6) months of employment
- Pump & Motor Maintenance Class within six (6) months of employment

PHYSICAL DEMANDS AND WORKING ENVIRONMENT

The conditions herein are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential job functions.

Environment: Construction site environment; travel from site to site; work with and in water and around heavy construction equipment; work under ground and in confined spaces; work at heights on scaffolding and ladders; work on slippery and uneven surfaces; work around traffic; exposure to noise, dust, heat and inclement weather conditions.

Physical: Sufficient physical ability to lift and carry; thirty (30) pounds often, fifty (50) pounds occasionally and ninety (90) pounds rarely. Bending, stooping, kneeling, and crawling; walking and standing for prolonged periods of time; operating motorized equipment and vehicles. Must have the ability to perform heavy manual labor: shoveling, digging, lifting, pushing, pulling, and dragging. Work in confined spaces.

Vision: See in the normal visual range with or without correction; vision sufficient to read computer screens and printed documents and to operate equipment.

Hearing: Hear in the normal audio range with or without correction.

REASONABLE ACCOMODATIONS

Reasonable accommodations may be made in accordance with the Americans with Disabilities Act and the Fair Employment and Housing Act.

This job description does not constitute an employment agreement between the Employer and Employee and is subject to change as the needs of the Employer and requirements of the job change. This job description is not designed to cover or contain a comprehensive listing of all activities, duties, or responsibilities that are required of the employee.

The City of Orting provides equal employment opportunities to all employees and applicants for employment without regard to race, color, creed, religion, sex, sexual orientation, marital status, national origin, age, gender, disability, genetics, or status as a protected veteran.

Public Works Director Signature	Employee Signature
Date	Date

CITY OF ORTING

JOB DESCRIPTION

Job Title: Landscape Maintenance – Supported Employment

Department: Public Works

Reports To: Public Works Supervisor

Effective Date:

Wage:

Close Date:

SUMMARY DESCRIPTION

This is a part-time, Fair Labor Standards Act non-exempt, non-Civil Service landscape maintenance position. A typical work week is Monday to Friday with hours to be determined based on mutual agreement with the Landscape Maintenance Worker and the City.

Under supervision of the Public Works Supervisor or a Maintenance Worker, the Landscape Maintenance worker performs general landscaping work, following specific instruction or established maintenance procedures. Employees in this classification may be trained on the job to operate equipment used in the work area and are responsible for following rules and methods learned.

The Landscape Maintenance Worker has access to a job coach because of an existing developmental disability that provides on the job support in tandem.

REPRESENTATIVE DUTIES

Duties may include, but are not limited to the following:

1. Operating a weed eater, blower and small utility vehicle.
2. Perform deliveries to and from work groups if incumbent has a current Washington State Driver's License.
3. Empty trash cans and install new trash bags.
4. Set up tables and chairs for various meetings.
5. Washing vehicles.
6. Cleaning Pubic restrooms.
7. Litter Control.
8. Raking out wood chips and beauty bark.
9. Clean signs (street, traffic, etc.)
10. Attend meetings and training, as required.
11. Actively support the vision, mission, values and behavior statements of the department and the City.

QUALIFICATIONS

The following generally describes the knowledge and ability required to enter the job and/or be learned within a short period of time in order to successfully perform the assigned duties:

Ability to:

- Ability to learn basic landscape maintenance practices and procedures.
- Ability to understand and follow oral and/or written directions.
- Ability to establish and maintain cooperative and effective working relationships with others.
- Ability to follow through on assignments as directed

Education and Experience Guidelines

- Graduation from high school or equivalent preferred.

License or Certificate:

- Washington State Driver's License preferred

PHYSICAL DEMANDS AND WORKING ENVIRONMENT

The conditions herein are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential job functions.

Environment: Field and construction site environment; travel from site to site; work with and in water and around heavy construction equipment; work under ground and in confined spaces; work at heights on scaffolding and ladders; work on slippery and uneven surfaces; work around traffic; exposure to noise, dust, heat and inclement weather conditions.

Physical: Sufficient physical ability to lift and carry; thirty (30) pounds often, fifty (50) pounds occasionally and ninety (90) pounds rarely. Bending, stooping, kneeling, and crawling; walking and standing for prolonged periods of time; operating motorized equipment and vehicles. Must have the ability to perform heavy manual labor: shoveling, digging, lifting, pushing, pulling, and dragging. Work in confined spaces.

Vision: See in the normal visual range with or without correction; vision sufficient to read computer screens and printed documents and to operate equipment.

Hearing: Hear in the normal audio range with or without correction.

REASONABLE ACCOMMODATIONS

Reasonable accommodations may be made in accordance with the Americans with Disabilities Act and the Fair Employment and Housing Act.

This job description does not constitute an employment agreement between the Employer and Employee and is subject to change as the needs of the Employer and requirements of the job change. This job description is not designed to cover or contain a comprehensive listing of all activities, duties, or responsibilities that are required of the employee.

The City of Orting provides equal employment opportunities to all employees and applicants for employment without regard to race, color, creed, religion, sex, sexual orientation, marital status, national origin, age, gender, disability, genetics, or status as a protected veteran.

Public Works Director Signature	Employee Signature
Date	Date

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** **8.21.19**	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.

SUMMARY STATEMENT: The Planning Commission recommends approval of the attached ordinance and corresponding attachments. The 2019 Comprehensive Plan Amendment Docket includes the following:

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.

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.
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.

RECOMMENDED ACTION: Move forward to the agenda of September 11th, 2019, for Hearing.

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 17th, 2019 and August 21st, 2019, the City Council reviewed the Planning Commission's recommendation; and

WHEREAS, On August 28th, 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 REGULAR MEETING THEREOF ON THE 11TH, DAY OF SEPTEMBER, 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, CMC

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:

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.

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

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~~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:

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, ~~s~~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.

13-3-3: USES:

TABLE 1 CITY OF ORTING LAND USE

RC: Residential-Conservation Zone	MUTC: Mixed Use-Town Center Zone	OS: Open Space and Recreation Zone
RU: Residential-Urban Zone	MUTCN: Mixed Use-Town Center North Zone	PF: Public Facilities Zone
RMF: Residential-Multi-Family Zone	LM: Light Manufacturing Zone	

	Zones							
	RC	**RU**	**RMF**	**MUTC**	**MUTCN[2]**	**LM**	**OS**	**PF**
Residential uses[1]:								
Cottage	P	P	P		P			
Cottage development		P[3,4]	P[3,4]		P			
Duplex		P[10]	P	P	P[25]			
Group residences:		C	C[3]	C[3]				C[22]
Adult family homes	P	P	P	P	P			
Attached ground related residences					P			
Single room occupancy sleeping units								C

	Other[6]		C	P	C	P			
Manufactured home park		C	C	C					
Mobile/manufactured home		P[7]	P[7]	P[7]					
Multiple-family				P	P[3]	P			
Single-family detached		P	P	P		P[25]			
Temporary lodging:									
	Bed and breakfast	C	C	C	P[3]				
	Hotel/motel				P[3]	P			
	Rooming house			C	C[3]				
Townhouse			P[10]	P	P[3]	P[23]			
Commercial uses:									
Adult businesses					C[3]				
Arcades					P[3]				
Clubs and lodges				C[3]	P[3]				
Communication facilities						C			
Communication services					P[3]	C			
Daycare facilities:									
	Centers - commercial		C	C	C	P			

	Provider home facility	P	P	P	C[3]				
	Eating and drinking places			C[3]	P[3]	P		C[3]	
	Health services			P[3]	P[3]	P			
	Home occupations[12]	C[13]	C	C	C[3]	P			
	Liquor stores				P[3]	P			
	Offices			C[3]	P[3]	P	C[3]		
	Personal services				P[3]	P			
	Retail fuel sales				C[3]	P	P[3]		
	Retail sales			C[3,14]	P[3]	P	C[3]	C[3]	
	Theaters				P[3]	P			
	Veterinary clinics					P			
	Veterinary facilities				P[3]	P	P[3]		
Industrial uses:									
	Manufacturing[18]:								
	Assembly/fabrication					C[24]	P		
	Food processing					C[24]	P		
	Light manufacturing					C[24]			
	Petroleum products						P		

	Wineries and breweries					P	P		
	Wood products						P		
Storage and shipping:									
	Construction business					C[24]	P		
	Equipment rental					C[24]	P		
	Freight facilities warehousing						P		
	Outdoor storage					C[24]	C		
	Self-service storage					C[24]	P		
	Wholesale trade					C[24]	P		
Cultural and recreational uses:									
Cultural:									
	Art galleries				P[3]	P			
	Churches	C[3]	C[3]	C[3]	P[3]	P			
	Community centers				P[3]	C			
	Community facilities					C			
	Libraries				P[3]	P			
	Museums				P[3]	P			
	Outdoor theaters				P[3]	C			

Recreation:								
Athletic fields	C[20]	C[20]	C[20]		C		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]	P	C[20]	P	P
Parks, plazas, courts					P			
RV parks	C[20]	C[20]	C[20]				C	C
Resorts (including lodging)			C	C	C			
Shooting ranges	C					C	C	C
Spas and health clubs					P			
Stables/riding clubs	C[20]						C	P
Trails	C[20]	C[20]	C[20]	C[20]	P	C[20]	P	P
Public uses:								
Animal shelters					C[24]	P		P
Colleges and universities			C	C	C	C		P
Correctional facilities						C		C
Emergency services		C	C	C	C	P		P
Government offices			P	P	P	P		P

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

	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.

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.

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: Emily Terrell

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.

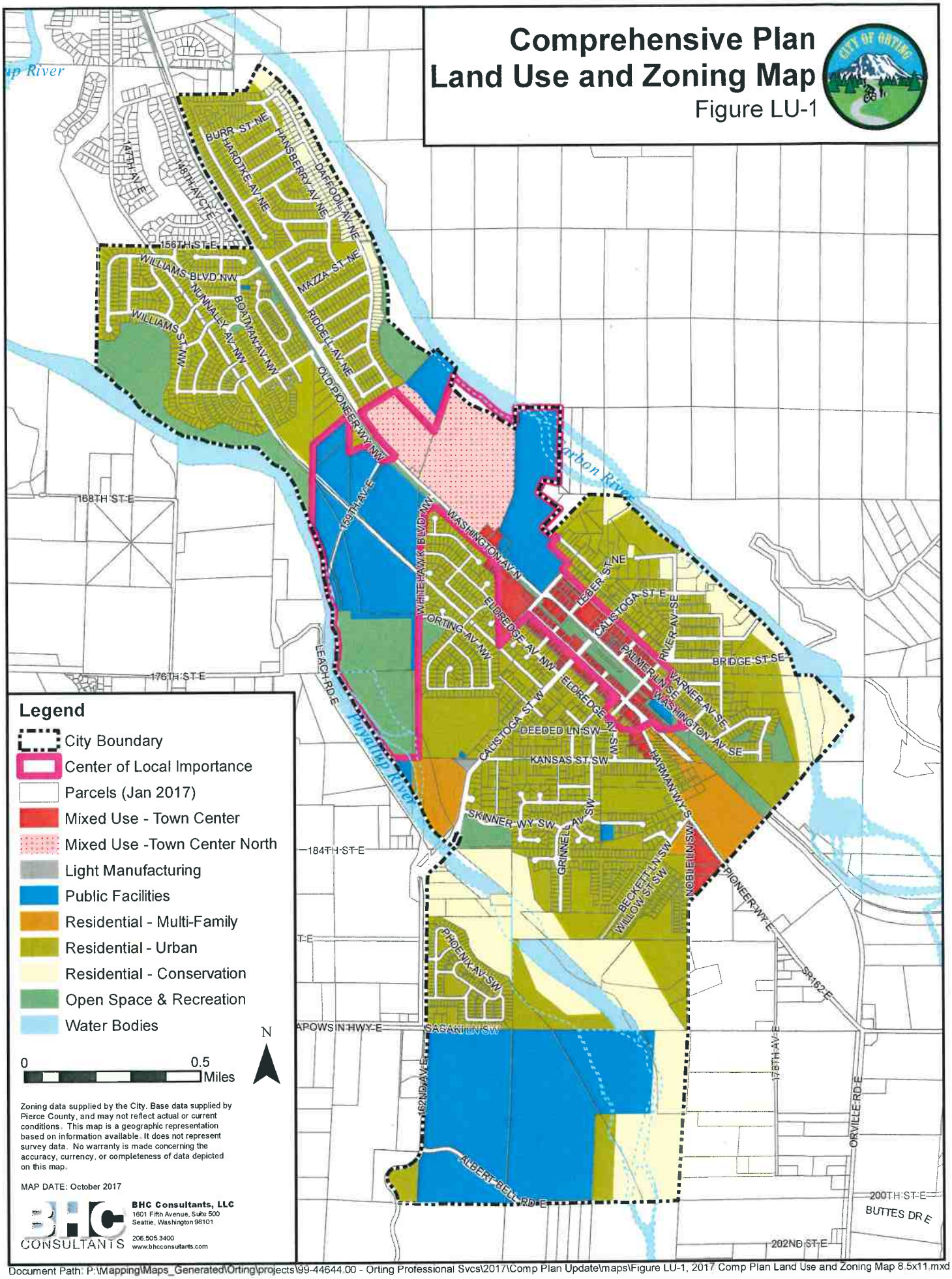
Proposed measures to reduce or respond to such demand(s) are:

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.

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

N

0 0.5 Miles

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

Document Path: P:\Mapping\Maps_Generated\Orting\projects\99-44644.00 - Orting Professional Svcs\2017\Comp Plan Update\maps\Figure LU-1, 2017 Comp Plan Land Use and Zoning Map 8.5x11.mxd

Orting 2040 Transportation Plan

Prepared for

April 2019

Prepared by

Parametrix

Orting 2040 Transportation Plan

Prepared for

City of Orting
110 Train Street SE
Orting, WA 98360

Prepared by

Parametrix
719 2nd Avenue, Suite 200
Seattle, WA 98104
T. 206.394.3700 F. 1.855.542.6353
www.parametrix.com

April 2019 | 216-1711-020 (4002.05)

CITATION

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

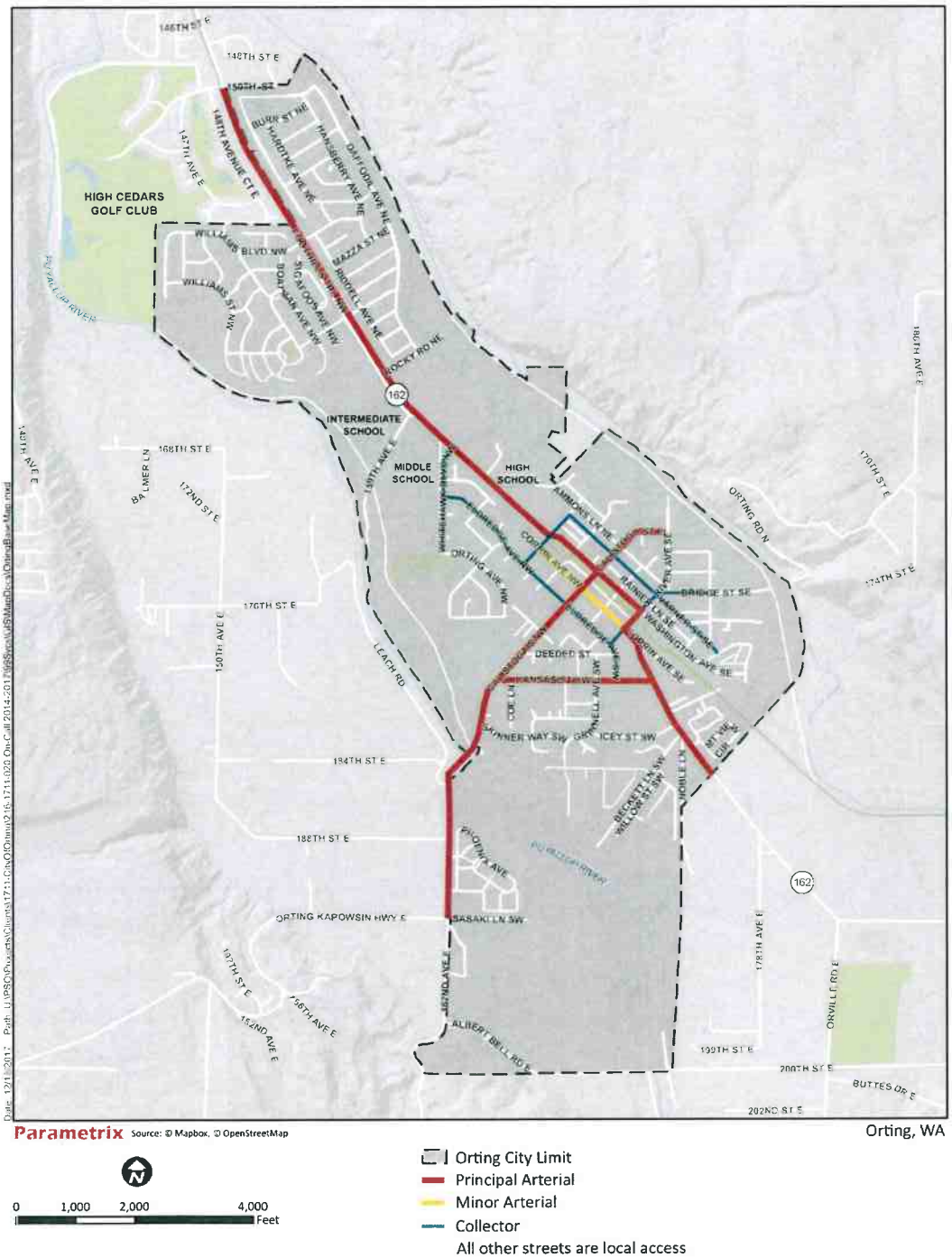

Figure 3-1. Orting Roadway Functional Classification

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.

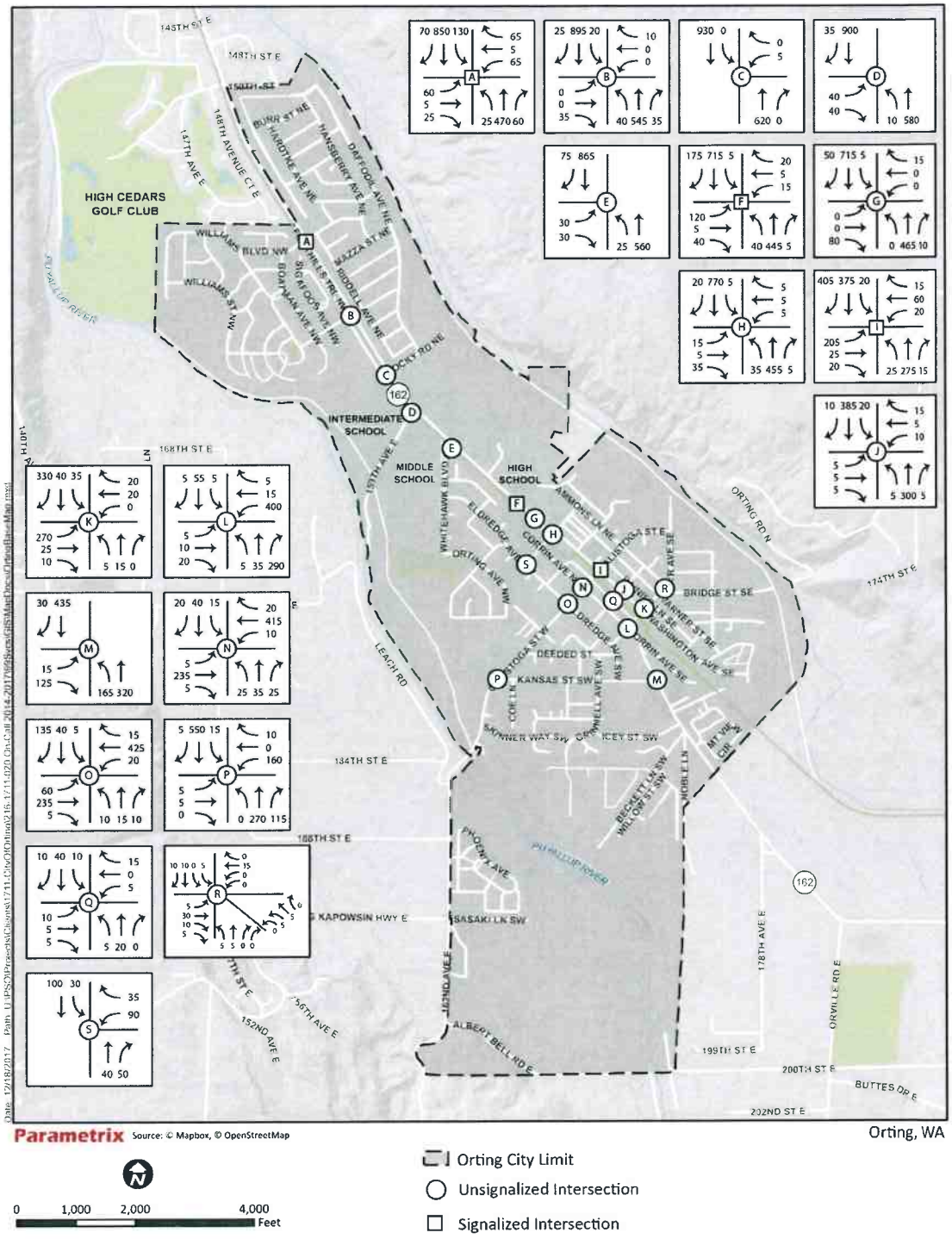

Figure 3-2. Existing (2017) PM Peak Hour Intersection Traffic Counts

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.

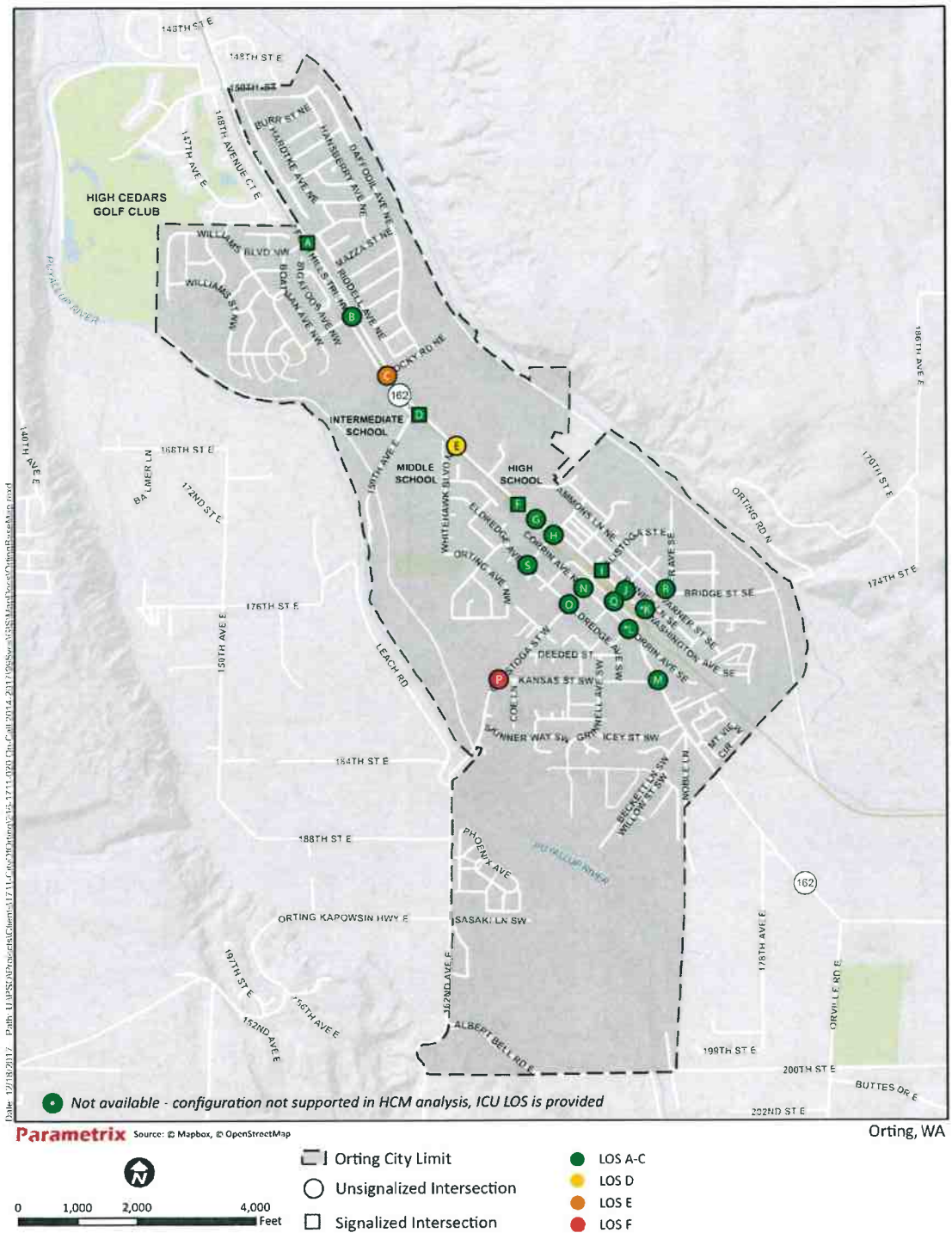

Figure 3-3. Existing (2017) PM Peak Hour Intersection Operations

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)

	Collision Severity			
Location	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.

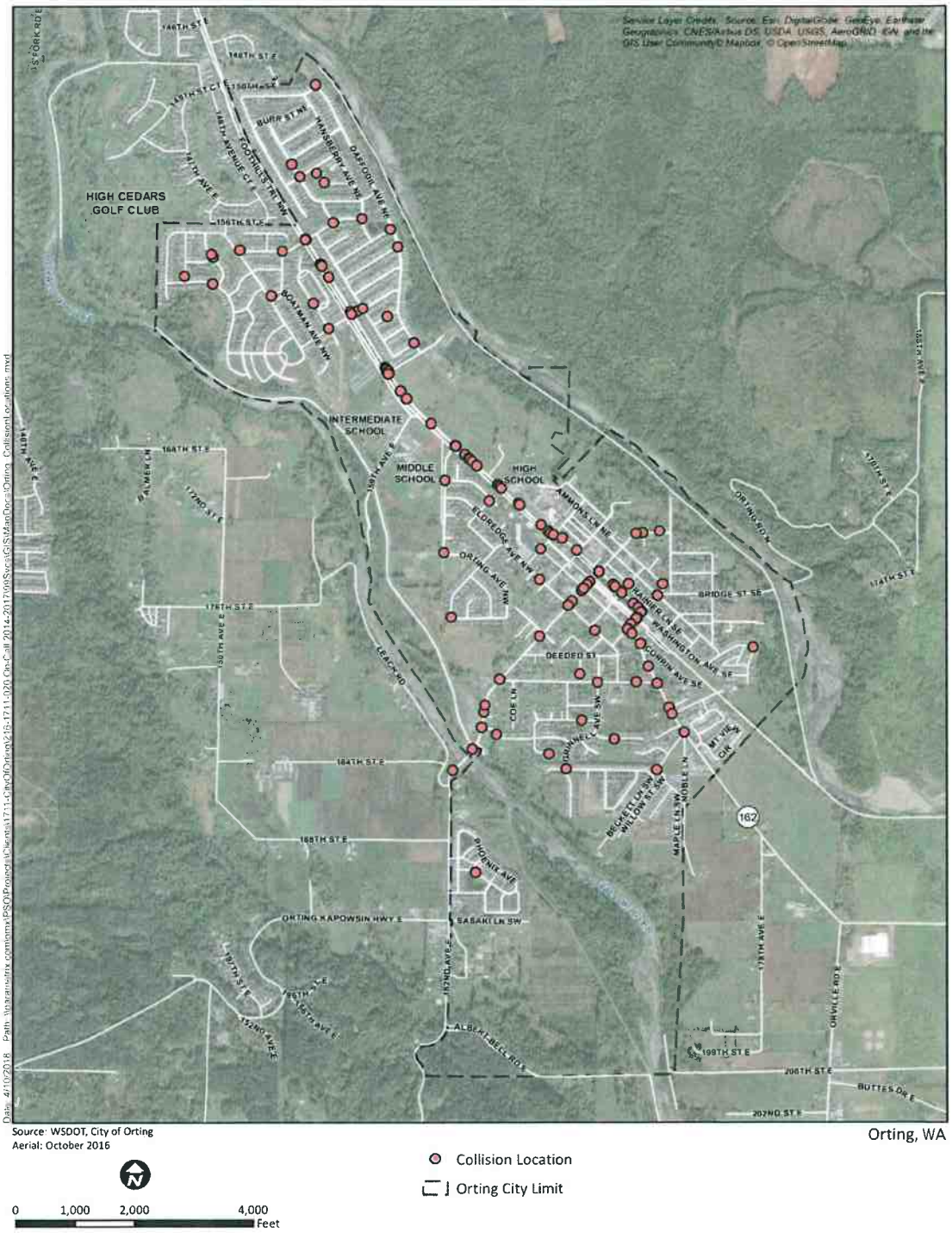

Figure 3-4. All Collisions in the City of Orting (January 2012 to December 2016)

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

Location	Collision Type									
	Entering at Angle	Fixed Object	Other	Parking	Pedestrian/ Cyclist Involved	Rear End	Sideswipe	Turning (Opposite Direction)	Vehicle Overturned	Total
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

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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)

		Collision Type									
ID	Location	Entering at Angle	Fixed Object	Other	Parking	Pedestrian/ Cyclist Involved	Rear End	Sideswipe	Turning (Opposite Direction)	Vehicle Overturned	Total
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. The Meeker Southern Railroad, which is a Class III, private rail line, travels near Orting between Puyallup and McMillan.

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 Gratzer Avenue NW: Construct pedestrian bridge over SR 162/Washington Avenue beginning in 2020.
- Whitehawk Extension: Construct two- to three-lane arterial from Groff Avenue NW to Calistoga Street at Kansas Street 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 is 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).

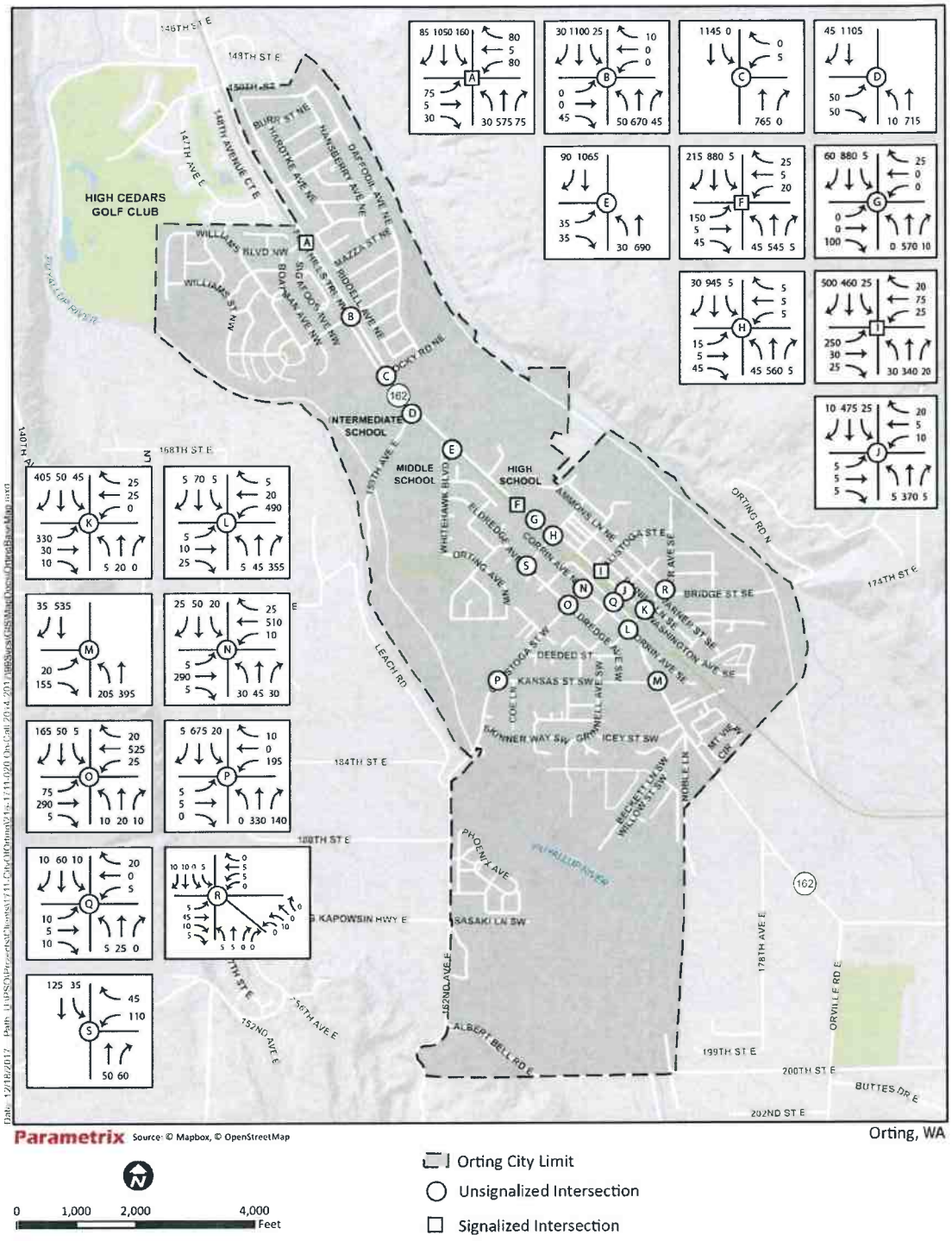

Figure 6-1. 2040 PM Peak Hour Intersection Traffic Volumes

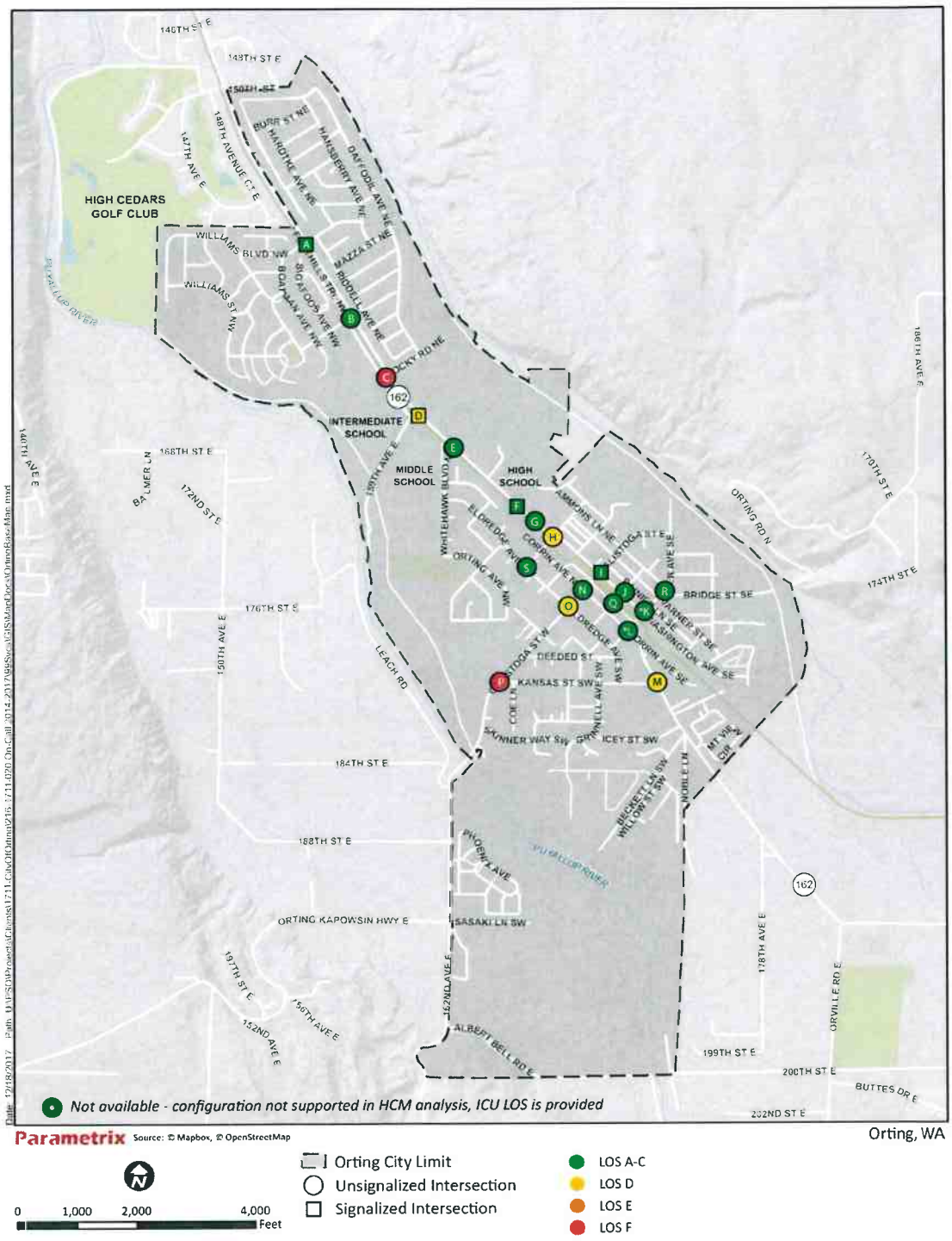

Figure 6-2. 2040 PM Peak Hour Intersection LOS

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. The Meeker Southern Railroad would continue to operate near Orting between Puyallup and McMillan.

Sound Transit is currently examining a potential commuter rail connection between Orting and the Sounder south line service in Sumner. The study is a future investment study and any potential commuter rail connections between Orting and Sumner would not be included in this funding package.

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 and should be considered during design. 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.

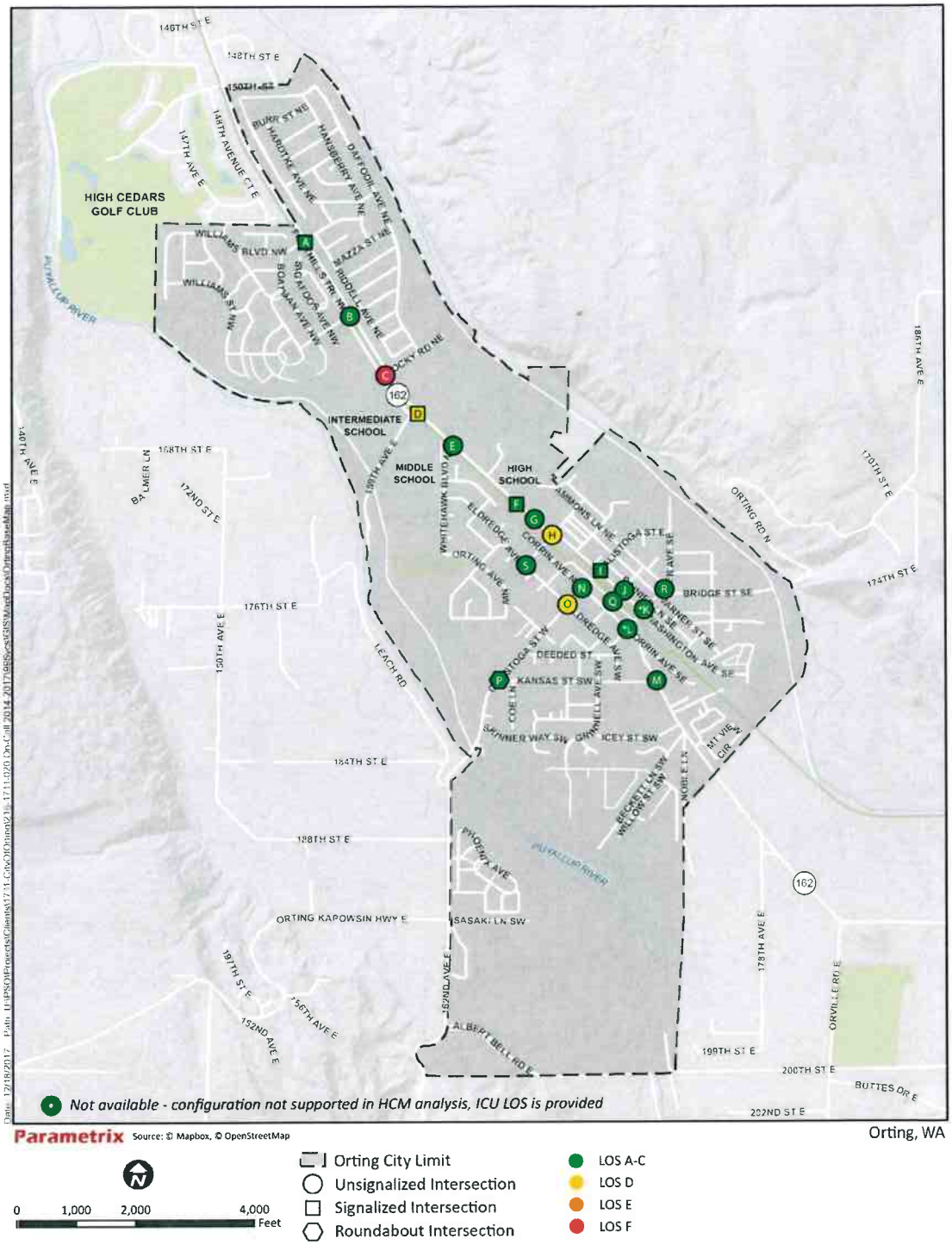

Figure 7-1. 2040 Transportation Vision PM Peak Hour Traffic Operations

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.

City Of Orting
Council Agenda Summary Sheet

Subject: ADA Spinner		**Committee**	**Study Session**	**Council**
	Agenda Item #:		**AB19-52**	AB19-52
	For Agenda of:	CGA 8.1.19	**8.21.19**	8.28.19
	Department:	Administration/ Parks		
	Date Submitted:	8.15.19		
Cost of Item:		$35,000		
Amount Budgeted:		See Fiscal Note		
Unexpended Balance:		See Fiscal Note		
Bars #:		TBD		
Timeline:		2019		
Submitted By:		Mark Bethune		

Fiscal Note: The City budgeted $150,000 for Calistoga Park and has a remaining balance of $16,000 from that project. The amount of the New City Hall construction project allocated to the Parks fund was reduced by $100,000 leaving enough funds to cover the cost of an ADA spinner in 2019 without a budget amendment.

Attachments: ADA Spinner picture, Quote

SUMMARY STATEMENT: City of Orting parks lack experiential toys for children with disability. The current ADA spinner at Calistoga Park is a level 1 ADA spinner. On August 2nd the CGA Committee was briefed by Administrator Bethune on the different levels of ADA equipment available, and the desire of the City to provide more experiential toys in City parks as a policy.

Currently the opportunity exists to purchase a level 3 ADA spinner. The City has about $16,000 left from the Calistoga Park project. To purchase and install the spinner this year would require an additional $19,000. The Park fund ending year balance is currently projected to be about $560,000. IF we purchase the spinner this year the fund balance would be reduced to about $541,000. The City still plans to build the Gratzer ball field so that requires $450,000 to be spent in 2020. Minimum recommended fund balance for Parks is about $50,000.

This purchase would support the policy and direction that administration would like to take. The Parks Board is in favor of purchasing a level 3 ADA spinner, and have also indicated that the spinner could be located at either Calistoga or the Main Park. The CGA committee moved this forward with a recommendation to approve the purchase but is seeking approval from the whole Council.

RECOMMENDED ACTION: Move to the consent agenda of August 28th, 2019.

FUTURE MOTION: To authorize the Mayor to enter into a contract with Northwest Playground, Equipment Inc., for purchase and installation of a level 3 ADA spinner in the _____ Park, and authorize the expenditure of up to $29, 276.68.

Accessible Whirl

Features

Put kids of all abilities on the same level to enjoy the dizzying action.

This modified traditional whirl provides a more accessible motion activity for kids of all ages and ability levels. Built flush with the ground, it allows up to two people with wheelchairs to board quickly and easily without having to transfer from their seat. The surface-level design and bright yellow contrast band around the edge also aids those with visual disabilities in safely boarding. A small seat offers extra physical support for kids or caregivers who prefer to sit, while sloping handrails enable users of different heights to hold on tight. With room for up to nine people in total, this spinner brings everyone together to experience a thrilling centripetal sensation.

Materials:

Hand Rail - 1.66 Dia. 14 gauge powder coated steel

Decking - 14 gauge perf steel coated

Seat - 3/4" slip resistant HDPE

Description	Item Number	Ages	Space Required	Size	Fall Height	Play Events	Child Capacity	Install Hours	Weight
Accessible Whirl	ZZXX1158	2-12	24' 8" Diameter (7,5m Diameter)	6' 8" x 2' 8" 2,0m x 0,8m	ASTM (15") CSA (31.9")	1	9	10	617 lbs (280 kg)
Accessible Whirl - surface mount	ZZXX1158S	2-12	24' 8" Diameter (7,5m Diameter)	6' 8" x 2' 8" 2,0m x 0,8m	ASTM (15") CSA (31.9")	1	9	10	617 lbs (280 kg)

*CSA and EN compliant versions available. See your Playworld representative for more information.

Playground Grass ACADEMY

Playground Grass Academy combines several different features to move it to the front of the class in playground surfacing. Taller XP blades mixed with the natural appearing tan thatch provide the ultimate in realism with a highly durable construction. The tan thatch also provides for the “hide and hold” feature related to infill.

Northwest Playground Equipment, Inc.
PO Box 2410, Issaquah, WA 98027-0109
Phone (425) 313-9161 FAX (425) 313-9194
Email: sales@nwplayground.com

Quote

This Quote is Only Valid for 10 Days

Quote # 06122019BNR5
Date: 6/12/2019

To: City of Orting
Re: Calistoga Park
Orting, WA

Contact Name: Beckie Meek
Email: bmeek@cityoforting.org
Phone: 360-893-2219 X120
Fax/Cell:

Item #	Qty	Description	Price	Total Price
		EQUIPMENT		
		Playworld Systems		
ZZXX1158	1	Accessible Whirl		$ 11,095.00
		ForeverLawn		
	1	750 Square Feet of Forever Lawn Playground Grass Academy with a 1" safety pad and good for an 5' Critical Fall Height. Price includes: Envirofill Infill, Edging in Composite Board, Seaming Tape, Delivery and Installation.		$ 11,733.33

		Equipment Subtotal			$ 22,828.33
Playworld	Northwest Playground Equipment Discount:	NPEI	10.00%		$ (1,109.50)
Forever Lawn	Northwest Playground Equipment Discount:	NPEI	8.00%		$ (938.67)
		Playworld Freight:			$ 2,285.00
		Equipment Total (less tax)			$ 23,065.17

CERTIFIED INSTALLATION

1	Standard Installation of Listed Playworld Systems Accessible Whirl. Customer RESPONSIBLE for Offloading Deliveries, Dispose of Packaging, and Debris from Install. Site Prep Not Included.		$ 3,550.00

	Prevailing Wage Job	Installation Total:		$ 3,550.00
Bond or Credit Card Fee:	Performance Bond (If Required):	3.0%		$ -
Location Code:	Resale Certificate Required for Tax Exemption:	Tax:	10.0%	$ 2,661.52
		ORDER TOTAL:		$ 29,276.68

All quotes are subject to material and fuel surcharges.

Acceptance of Proposal:

(Please be sure you have read, signed, initialed and understand the Terms and Conditions on Page 2 of this Quote)
The items, prices and conditions listed herein are satisfactory and are hereby accepted.

Bri Robinson
Sales Assistant

Customer Signature

Date

Thank you for considering Northwest Playground Equipment, Inc. for your Park, Playground, Shelter and Sports Equipment requirements.

Northwest Playground Equipment, Inc.
PO Box 2410, Issaquah, WA 98027-0109
Phone (425) 313-9161 FAX (425) 313-9194
Email: sales@nwplayground.com

Project Name: Calistoga Park **Quote #** 06122019BNR5

TERMS AND CONDITIONS

QUOTE CONDITIONS AND ACCEPTANCE:
This quote is only valid for 30 days.
Orders placed or requested for delivery after 30 days are subject to price increases.
***_____(Pls Initial) It is the Buyer's responsibility to verify quantities and description of items quoted.
Once your order has been placed, any changes including additions, deletions or color changes, will delay your shipment.

EXCLUSIONS: Unless specified, this quote specifically ***excludes*** all of the following:
Required Permits; Davis Bacon, Certified Payroll or Prevailing Wage fees
Performance/Payment Bonds
Site work and landscaping
Removal of existing equipment
Unloading; Receiving of inventory or equipment; Storage of equipment
Equipment assembly and/or installation
Safety surfacing; Borders or drainage requirements
Landscaping Repairs DUE to poor access or in climatic weather

FREIGHT AND DELIVERY:
Shipping is FOB Origin. A 24-hr Call Ahead is available at additional cost.
Delivery is currently 5+ weeks after order submittal. Unless otherwise noted, all equipment is delivered unassembled.
***_____(Pls Initial)**Buyer is responsible to meet and provide a minimum of 2 ADULTS to unload truck**
A Check List, detailing all items shipped, will be mailed to you and a copy will be included with the shipment.
Buyer is responsible for ensuring the Sales Order and Item Numbers on all boxes and pieces match the Check List.
***_____(Pls Initial)Shortages or damages must be noted on the driver's delivery receipt. Shortages or damages not noted become the buyers financial responsibility.
Damaged Freight must be refused. Please notify Northwest Playground Equipment immediately of any damages.
Shortages and Concealed Damage must be reported to Northwest Playground Equipment within 10 days of delivery.
A reconsignment fee will be charged for any changes made to delivery address after order has been placed.

TAXES:
All orders delivering in Washington are subject to applicable sales tax unless a tax exemption or Reseller Permit is on file at the time the order is placed.

PAYMENT TERMS: An approved Credit Application is required for new customers. 50% down payment is due at time of order with balance due upon delivery, unless other credit terms have been approved. Interest may be charged on past due balances at an annual rate of 18%. A 3% charge will be added to all credit card orders.

RESTOCKING: Items canceled, returned or refused will be subject to a minimum 25% restocking fee. All return freight charges are the responsibility of the Buyer.

MAINTENANCE/WARRANTY:
Manufacturer's standard product warranties apply and cover equipment replacement and freight costs only; labor is not included. Northwest Playground Equipment offers no additional warranties.
Maintenance of the equipment and safety surfacing is the responsibility of the customer.
Any unauthorized alterations or modifications to the equipment (including layout) will void your warranty.

INSTALLATION: (if applicable)
A private locate service for underground utilities must be completed before your scheduled installation.
Site must be level and free of loose debris (this includes ground cover/chips).
A minimum 6 foot opening with good access must be available to the site for delivery trucks and tractor.
An onsite dumpster must be provided for disposal of packaging materials.
Arrangements must be made in advance for the disposal of dirt/rocks from within the installation area.
Arrangements must be made in advance for the removal/disposal of existing equipment.
Additional charges may apply if large rocks or concrete are found beneath the surface.
Access to power and water must be available.
Site supervision is quoted in 8-hour days.

Acceptance of Terms & Conditions

Acceptance of this proposal, made by an authorized agent of your company, indicates agreement to the above terms and conditions.

Bri Robinson
Sales Assistant

Customer Signature

Date

Thank you for choosing Northwest Playground Equipment

City Of Orting
Council Agenda Summary Sheet

Subject: Wastewater Treatment Plant -Scope of Work and Budget for Phase I Pre-Design.		Committee	Study Session	Council
	Agenda Item #:		**AB19-53**	AB19-53
	For Agenda of:	8.7.19	**8.21.19**	8.28.19
	Department:	Public Works		
	Date Submitted:	**8.13.19**		
Cost of Item:		$90,248.00		
Amount Budgeted:		$800,000.00		
Unexpended Balance:		$709,752.00		
Bars #:		**408-594-35-41-12**		
Timeline:				
Submitted By:		**JC Hungerford, PE**		
Fiscal Note:				
Attachments: Scope of Work and Budget				

SUMMARY STATEMENT: The City of Orting's Wastewater Treatment Plan originally treated wastewater using a facultative lagoon system. In 1999, this treatment facility was upgraded to a Sequencing Batch Reactor WWTP with two SBR basins. The WWTP was further upgraded in 2006 with the addition of a third SBR basin. In 2014 an electrical consumption assessment was completed and discovered many of the electrical and mechanical components of the plant were nearing or exceeding their recommended service of life. Based on the 2014 findings, the City requested a comprehensive assessment of the WWTP facilities and equipment, and this was completed in 2018. This scope of work will complete Phase 1 Pre-Design which will include preliminary design and equipment recommendations for the planned solids handling upgrade project.

RECOMMENDED ACTION: Move forward to the consent agenda of 8.28.19

FUTURE MOTION: To approve the scope of work, and budget from Parametrix, To complete Phase I Pre-Design for the WWTP in the amount of $90,248.00.

DRAFT SCOPE OF WORK

City of Orting
Wastewater Treatment Plant Upgrade

BACKGROUND

The City of Orting's (City) wastewater treatment plant (WWTP) originally treated wastewater using a facultative lagoon system. In 1999, this treatment facility was upgraded to a Sequencing Batch Reactor (SBR) WWTP with two SBR basins. In conjunction with this upgrade, the first lagoon in the system was filled with structural backfill to facilitate construction of the WWTP, and the remaining lagoon was retained for solids storage and overflow control. The WWTP was further upgraded in 2006 with the addition of a third SBR basin. The City intends as part of this work to complete another upgrade of the WWTP, including construction of a Solids Treatment and Dewatering Facility and Process Improvements as described in the October 2016 Biosolids Engineering Report.

Parametrix completed an electrical consumption assessment of the WWTP in 2014. This assessment found that many electrical and mechanical components of the plant were nearing or exceeding the recommended service life of the respective components. Based in part on the findings of the 2014 Electrical Consumption Assessment, the City requested a comprehensive assessment of the WWTP facilities and equipment. This assessment was completed in 2018, and it defines a number of upgrades and immediate fixes that will be included in this scope of work.

To assist the City with the various elements of this scope, it will be broken down into the following areas:

- Solids Improvements
- Immediate Need Improvements
- Process Improvements

In addition, it is anticipated that this effort will require two authorizations. Phase I will include the pre-design effort outlined in Task 2. Phase II will be modified and developed once Phase I is complete.

TASK 1 – PROJECT MANAGEMENT – Phases I and II

Objectives

The objective of this task is to provide overall project management of the consultant contract with the City of Orting.

This task includes general management functions that include the following:

- Project Planning – Document and communicate the scope of work, budget, and schedule as a road map for the project team. Coordinate project team and issues throughout the project.
- Budget and Schedule Tracking – Track the project budget using Parametrix in-house tools to verify that progress is keeping pace with spending.

- Bi-Weekly Design Team Meetings – Conduct team meetings with an issues list to document project design decisions.
- Monthly Progress Reports – Prepare a monthly invoice for services performed by Parametrix.
- Correspondence – Prepare written correspondence as needed to document project management issues and/or concerns.

Deliverables

Deliverables for this task include:

- Miscellaneous correspondence to document project management issues.
- Monthly progress reports enclosed with invoices.

Assumptions

Project management services will begin in July and end with bidding services concluding by October for Phase I. Phase II will be developed after Task 2 below is completed.

TASK 2 – Pre-Design and Engineering Report – Phase I

Objectives/Goals

This task will progress the design to a Pre-Design level through a collaborative design review process. Informal intermediate deliverables will be provided to the City in electronic format for review and comment. This process will help the design team make design and equipment recommendations. This will facilitate budget discussions with the City to select preferred manufacturers for the upgrade. A Washington State Department of Ecology (Ecology) Engineering Report will be delivered in this subtask of work.

For the Biosolids related work, the Biosolids Engineering Report (October 2016) will serve as the basis for the work.

Approach

For the purposes of project budgeting and funding, this task will be broken down into the following subtasks:

- Subtask 2.1 – Solids Improvements
- Subtask 2.2 – Immediate Need Improvements
- Subtask 2.3 – Process Improvements

All subtasks shall include the following items:

- Work with the City to make design decisions while developing the pre-design documents.
- Establish design criteria for the various design elements to be included in the improvements.
- Prepare preliminary drawings and an Engineering Report to allow the City to receive approval from Ecology and allow the design to proceed.
- Develop Preliminary Engineer's Opinion of Probable Construction Cost (EOPCC).

Subtask 2.1 – Solids Improvements

Under this subtask, the following design elements will be included:

- Update, as needed, the Biosolids Engineering Report (October 2016) that will address solids treatment, thickening, and dewatering
- Conduct a workshop with the City to finalize the preferred Biosolids Alternative
- Additional Items that will be addressed:
  - Removal of existing solids, dewatering, and disposal.
  - Modifying the lagoon from the current size to a much smaller lagoon that will be used for overflow purposes only.
  - Removal of existing aerators, disposal or abandoning the existing liner.
- In addition, there will be a number of related improvement items:
  - Direct on-site pump station flow to the new solids handling facilities.
  - Replace the influent Manhole (8-inch force main [FM]).
  - Repair.
  - Perimeter Berm.
  - Perimeter Fence.
  - PVC monitoring wells.
  - Reconfigure the on-site pump station.
  - Reconfigure the SBR mud valve drain line to empty directly into the on-site pump station wet well.
  - Service or replace the On-Site Pumps P-07 and P-08.

Subtask 2.2 – Immediate Need improvements

Under this subtask, the following design elements will be evaluated:

Description	Type of Work
Clean Treat Paint Generator	Service
Clean Treat Paint MCC	Service
Clean Treat Paint Switchgear	Service
Control Panel	Replace
Fall protection (decanter)	New
Generator Evaluation	Service
Ground fault circuit interrupter (GFCI) receptacles (weatherproof)	New
Handrail	Replace
Handrail bases	Repair
Install strain relief connector at the termination box	New
LED Lighting (Lower Level)	New

Description	Type of Work
LED lighting along the existing screen wall	New
Lighting – photocell/LED	New
Missing hand rails	Replace
Motion sensors	Replace
Move HMI function to the door of the VFD cabinet	Modification
Move network switching out of the control cabinet	Modification
Network enclosure for switches, associated converters, and equipment	New
Provide fall protection at the vaults	New
Provide permanent wiring in the conduit for heat trace	New
Provide stanchion on SBR mixer platforms	New
Provide UPS equipment in dedicated enclosures	New
Replace the vault hatches	Replace
Safety switch components	Replace
Test and update switchgear	Service
UPS equipment	Replace

Subtask 2.3 – Process Improvements

Under this subtask, the following design elements will be evaluated:

Description	Type of Work
Two blowers	Replace
Check and isolation valves for influent pumps	Repair
Clean and Test MCC-ECB	Service
Connect the run-time meters to auxiliary contacts on the motor starters	Modification
Demo Cl shed	Demo
Demo Decommission Alkalinity System	Modification
Equipment to transfer solids	New
Freeze protection eye wash	New
Freeze protection wash water – screens	New
Headworks Plug Valves	Repair
Influent Pump Station Conduit	Replace
Influent Pumps	Replace
Liners (1,2)	Remove
Mixers (1,2)	Replace
Move the telemetry radio into one of the control panels	Modification
Parshall flume	Repair

Description	Type of Work
Reclaimed Water System	Repair
Redundant Screen	New
Remove lighting timer and add grit separator control	New
Replace air release valve and provide freeze protection	Replace/New
Replace the copper communications cable with fiber optic cable	Replace
Rotary Screen Motor	Replace
SBR Effluent Plug Valve	Replace
SBR effluent valve CV-03C	Replace
Thermostat controlled fans for blowers	New

Assumptions

- One in-person meeting will be held during this subtask at the City's request.
- Design decisions will be made prior to the delivery of the 50% design.
- Design report submitted to Ecology will be in technical memorandum format.
- No specifications will be developed under this subtask.

Deliverables

- Pre-Design Drawings and Engineering Report (two hard copies and electronic copy in PDF format).

FUTURE TASK 3 – Draft Design – Phase II (NOT PART OF THIS BUDGET)

Objectives/Goals

This task will bring the project to a draft design level to allow final review by the City. This task is subject to change based on the outcome of Task 2 (Phase I).

Approach

For the purposes of budgeting, this task will be broken down into the following subtasks:

- Subtask 3.1 – Solids Improvements
- Subtask 3.2 – Immediate Need Improvements
- Subtask 3.3 – Process Improvements

All subtasks shall include the following items:

- Address comments and input from the 50% design submittal.
- Develop project specifications and general conditions (CSI Format).
- Develop Draft EOPCC.
- Develop draft plan drawings for review.

Based on the preliminary scope, it anticipated that the following sheets will be provided for this project:

- Cover Sheet
- General Notes and Legend
- Structural Notes and Requirements
- Hydraulic Profile and Design Criteria
- Updated P&ID
- Updated P&ID
- Updated P&ID
- Site Plan
- Site Piping
- Grading Plan
- Schedule A: Solids Improvements:
  - Demolition Plan – Solids Holding Pond
  - Civil – Lagoon Modifications
  - Civil – Site Preparation and Modifications
  - Civil – Site piping modifications
  - Civil Details
  - Solids Handling Facility Architectural - Plan
  - Solids Handling Facility Architectural – Sections
  - Solids Handling Facility Architectural - Details
  - Solids Handling Facility Structural – Plans
  - Solids Handling Facility Structural – Plans
  - Solids Handling Facility Structural – Plans
  - Solids Handling Facility Structural – Sections
  - Solids Handling Facility Structural – Sections
  - Solids Handling Facility Structural – Details
  - Solids Handling Facility Structural – Details
  - Solids Handling Facility Mechanical – Aerobic Digester
  - Solids Handling Facility Mechanical – Thickening
  - Solids Handling Facility Mechanical – Dewatering
  - Solids Handling Facility Mechanical – Solids related modifications
  - Solids Handling Facility Mechanical – Details

  - Solids Handling Facility Mechanical – Details
  - Solids Handling Facility Electrical/Control – Plan
  - Solids Handling Facility Electrical/Control – One-Line
  - Solids Handling Facility Electrical/Control – Lighting
  - Solids Handling Facility Electrical/Control – Details
  - Solids Handling Facility Electrical/Control – Details
- Schedule B: Immediate Need Improvements:
  - Structural Plan & Details
  - Electrical Plan and Details – Headworks
  - Electrical Plan and Details – SBR
  - Electrical Plan and Details – Auxiliary (i.e. Generator)
  - Schedule B Details
- Schedule C: Process Improvements:
  - Civil/Mechanical – SBR Modifications/Details
  - Civil/Mechanical – SBR Modifications/Details
  - Civil/Mechanical – Headworks Modifications/Details
  - Civil/Mechanical – Headworks Modifications/Details
  - Structural – Miscellaneous Upgrades
  - Electrical – SBR Modifications
  - Electrical – Site Modifications
  - Electrical Details
- Miscellaneous Civil/Mechanical Details
- Photograph Details

Note: Plans that are not listed as part of a schedule shall define which schedule is associated with each portion of the work to enable the City to have separate bids for each schedule.

Assumptions

- One in-person meeting will be held during this subtask at the City's request.
- Draft Design will be acceptable for Permit Review (i.e., Building Permit).

Deliverables

- Draft Design and Specifications (three hard copies and electronic copy in PDF format).

FUTURE TASK 4 – Final Design – Phase II (NOT PART OF THIS BUDGET)

Objectives/Goals

This task will bring the project to a 100% (final) level to allow the project to go out to bid. This task is subject to change based on the outcome of Task 2.

Approach

For the purposes of budgeting, this task will be broken down into the following subtasks:

- Subtask 4.1 – Solids Improvements
- Subtask 4.2 – Immediate Need Improvements
- Subtask 4.3 – Process Improvements

All subtasks shall include the following items:

- Address comments and input from the Draft Design Meeting.
- Address comments related to permit and Ecology Review.
- Finalize project plans, specifications, and general conditions.
- Develop Final EOPCC.

Assumptions

- One final design meeting will be held at the City's request.

Deliverables

- Final Design and Specifications (one hard copy for City; electronic copies for City and Plan Centers in PDF format) and one hard copy of EOPCC.

FUTURE TASK 5 – Services during Bidding and Award – Phase II (NOT PART OF THIS BUDGET)

Objectives/Goals

Work under this task is assisting the City during the bidding and award process.

Approach

This task shall include the following items:

- Provide electronic copies of the plans/specifications to the appropriate plan centers for distribution.
- Provide two hard copies to the City.
- Answer questions during bidding and issue addenda as needed.
- Prepare a bid tabulation sheet, review the bids for errors and inconsistencies, and provide a recommendation for award to the City.

Assumptions

- For this budget, it is assumed that there will be no more than five addenda necessary for this project.

Deliverables

- Addenda, Certified Bid Tabulation, and Recommendation for Award.

print large

Client: City of Orting
Project: City of Orting On-call 2014-2017
Project No: 2161711020

				Allan C. Maas	Denise D. Peterson	Steven Wagner	Clifford M. West	April D. Whittaker	Amanda B. Lucas	John C. Hungerford	Lyle R. Roscoe	Andrew A. Peterson	Arthur G. Stokes	Brandon D. Moss	Doug Besschauer	Matthew P. Austin	Connor R. Wittman	Kassie N. Babcock
				Sr Engineer	Electrical Designer II	Sr Engineer	Sr Designer	Sr Project Control Specialist	Sr Publications Specialist	Water Solutions Div Mgr	Sr Engineer	Designer I	Sr Electrical Engineer	Engineer II	Sr Consultant	Sr Engineer	Sr Electrical Engineer	Project Accountant
			Rates:	$180.00	$110.00	$180.00	$160.00	$120.00	$105.00	$170.00	$170.00	$100.00	$225.00	$110.00	$190.00	$170.00	$160.00	$95.00
Task	SubTask	Description	Labor Dollars															
2017		WWTP Improvements	$90,190.00	16	40	20	36	16	40	36	16	32	16	128	40	42	140	6
2017	01	Project Management	$8,090.00					16		24					8			6
2017	02	PreDesign Engineering Report	$82,100.00	16	40	20	36		40	12	16	32	16	128	32	42	140	
		Labor Totals:	$90,190.00	16	40	20	36	16	40	36	16	32	16	128	40	42	140	6
		Totals:	$90,190.00	$2,880.00	$4,400.00	$3,600.00	$5,760.00	$1,920.00	$4,200.00	$6,120.00	$2,720.00	$3,200.00	$3,600.00	$14,080.00	$7,600.00	$7,140.00	$22,400.00	$570.00

Other Direct Expenses	
Mileage - $0.58/mile	$58.00
Other Direct Expenses Total:	$58.00

Project Total $90,248.00

City Of Orting
Council Agenda Summary Sheet

Subject: Ordinance No. 2019-1047, Pertaining To Excavation Permits, Amending Orting Municipal Code Section 8-5-3 To Extend Time Period For Performance Of Permitted Work		**Committee**	**Study Session**	**Council**
	Agenda Item #:	N/A	**AB19-55**	AB19-55
	For Agenda of:		**8.21.19**	8.28.19
	Department:	Public Works		
	Date Submitted:	8-14-19		
Cost of Item:		N/A		
Amount Budgeted:		N/A		
Unexpended Balance:		N/A		
Bars #:		N/A		
Timeline:		N/A		
Submitted By:		Greg Reed		
Fiscal Note:				
Attachments: Ordinance No. 2019-1047				

SUMMARY STATEMENT:

Orting Municipal Code 8-5-3 as written requires the permit holder to commence work within 15 days of issuance. The City received comment that this timeframe is unworkable and creates a hardship on the permit holder.

Staff reviewed the issue and determined that extending the timeframe would be appropriate and would not adversely impact the City or the citizens of Orting.

RECOMMENDED ACTION: Move Forward To The Consent Agenda Of 8.28.19

FUTURE MOTION: Adopting Ordinance No. 2019-1047, An Ordinance Of The City Of Orting, Washington, Pertaining To Excavation Permits, Amending Orting Municipal Code Section 8-5-3 To Extend Time Period For Performance Of Permitted Work; Providing For Severability; And Providing For An Effective Date.

CITY OF ORTING
WASHINGTON

ORDINANCE NO. 2019-1047

AN ORDINANCE OF THE CITY OF ORTING, WASHINGTON, PERTAINING TO EXCAVATION PERMITS, AMENDING ORTING MUNICIPAL CODE SECTION 8-5-3 TO EXTEND TIME PERIOD FOR PERFORMANCE OF PERMITTED WORK; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the City of Orting regulates certain work within a City-owned right of way at Orting Municipal Code 8-5-3; and

WHEREAS, the City currently requires a permit for the work set out in that code section, and further requires that the permitted work must be commenced within fifteen (15) days of the issuance of the permit; and

WHEREAS, the City has received comment that this timeframe is unworkable and creates a hardship on permittees; and

WHEREAS, City Council has reviewed the issue and determined that extending the timeframe is appropriate and will not adversely impact the City or the citizens of Orting;

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

Section 1. OMC 8-5-3, Amended. Orting Municipal Code Section 8-5-3 is hereby amended to read as follows (amendments shown in legislative marks):

8-5-3: PERMIT REQUIRED:

A. Request For Permit: No person shall excavate, tunnel over, full in, grade, pave, level, alter, construct, repair, remove or excavate any pavement, sidewalk, crosswalk, curb, driveway, gutter, sewer, water main or any other structure or improvement located over, under or upon any public street, highway, avenue, alley or public right of way within the City limits without first obtaining a written permit to do so from the administrative authority. The permit shall be requested upon an application form as provided at the office of the administrative authority and the application, when approved by the administrative authority, will constitute the permit.

B. Emergency Situation: In the event of an emergency occurring after office hours, at night, on Sundays, or legal holidays, when an excavation may be necessary for the protection of

public or private property; the same can be made after the person making such excavation has notified the Police and Fire Departments of such work; an application for a written permit as provided in this Chapter shall be made on the next succeeding business day whether or not the emergency work has been completed.

C. Term of Permit; Extension: Work for which a permit has been issued shall commence within six (6) months ~~fifteen (15) calendar days~~ after issuance. If not so commenced, the permit shall be automatically terminated unless the permittee applies to the administrative authority for an extension of time within which to commence work, and if such an extension is granted, the original permit shall remain in force for the period of time specified in the extension. Every permit shall expire at the time stated in the permit, at which time the excavation must be closed and brought to grade unless an extension of time is granted by the administrative authority. Permits which terminate may be renewed only upon payment of an additional permit fee as originally required.

D. Permits Nontransferable; Conditions: Permits are nontransferable from one person to another and the work shall not be made in any place other than the location specified in the permit.

Section 2. Severability. If any section, sentence, clause or phrase of this ordinance 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 3. Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary clerical corrections to this ordinance including, but not limited to, the correction of scrivener's errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 4. Effective date. This ordinance shall take effect five days after its publication.

FIRST READING AT THE CITY COUNCIL MEETING THEREOF ON THE 21ST DAY OF AUGUST, 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, CMC

APPROVED AS TO FORM:

_____

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

Filed with the City Clerk: 8.14.19
Passed by the City Council:
Ordinance No. 2019-1047
Date of Publication: