

Councilmembers

Position No.

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



Mayor Joshua Penner, Chair

Orting City Council

Regular Business Meeting Agenda
Orting Multi-Purpose Center
202 Washington Ave. S, Orting, WA
October 9th, 2019
7 p.m.

- 1. CALL MEETING TO ORDER, PLEDGE OF ALLEGIANCE, AND ROLL CALL.
REQUEST FOR ADDITIONS OR CORRECTIONS TO THE AGENDA.**
- 2. PUBLIC COMMENTS-** *Persons wishing to address the City Council regarding items that are not on the agenda are encouraged to do so at this time. In the case of a question, the chair will refer the matter to the appropriate administrative staff member or committee.*
- 3. PROCLAMATIONS**
 - A. Domestic Violence Awareness**
 - *Mayor Penner/Tonya Tunnell-Thornhill, Exodus Housing*
- 4. HEARING**
 - A. AB19-67 – Ordinance No. 2019-1051, an Ordinance of the City Of Orting, Washington, Relating To Land Use and Zoning; Amending Orting Municipal Code Title 13 Pertaining To the Mixed Use Town Center North Zone.**
 - ✚ *Mark Bethune*

Open the Hearing/ Announce the Title/ Read the Rules. Briefing by Staff/ Public Comments Taken/ Council Comments or Questions/. Close Hearing.

Requests for Consent Agenda Items to Be Pulled For Discussion

- 5. CONSENT AGENDA**
 - A. Study Session Minutes of September 18th, 2019
 - B. Payroll and Claims Warrants.

Motion: Move to approve Consent Agenda as prepared. OR

Motion: To approve Consent Agenda with the exception of agenda item(s) # _____.

Consent Agenda Items Pulled For Discussion.

- 6. OLD BUSINESS**
 - A. AB19-46- Ordinance No. 2019-1040, an Ordinance of the City Of Orting, Washington, Relating To Land Use and Zoning; Adopting Amendments to the Comprehensive Plan.**
 - ✚ *Mark Bethune*
- 7. EXECUTIVE SESSION**
- 8. ADJOURNMENT**
 - Motion: Move to Adjourn.**

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

Upcoming Meetings: Study Session Meeting: October 16th, 2019, 6pm (MPC), Special Meeting October 18th, 3:30 MPC, Special Budget Meeting, October 19th, 9:00am, PW Facility



City of

ORTING WASHINGTON

Small Town,
Big View

PROCLAMATION

Recognizing Domestic Violence Awareness Month

WHEREAS, domestic violence is a confrontation between family or household members involving physical harm, harassment, sexual assault, or reasonable fear of physical harm; and

WHEREAS, domestic violence is not only a personal tragedy, but a crime that affects men, women, children, neighborhoods, and communities; and

WHEREAS, domestic violence is the leading cause of injury to women between the ages of 15 and 44 in the United States - more than car accidents, muggings, and rapes combined; and

WHEREAS, children who grow up in violent homes are more likely to also be abused and neglected; and

WHEREAS, the City of Orting believes that our community, including every residence, should be a place of safety for all individuals; and

WHEREAS, the City helps victims obtain resources and discuss safety plans; and

WHEREAS, the City's legal department prosecutes domestic violence related cases to hold perpetrators accountable for their actions;

NOW, THEREFORE, be it proclaimed that the Mayor of the City of Orting declares October as Domestic Violence Awareness Month and encourages all citizens to actively stand against domestic violence in our community year round.

Dated this 9th day of October, 2019

Joshua Penner, Mayor



City of Orting Council Agenda Summary Sheet

Subject: Ordinance No. 2019-1051, Relating To Land Use And Zoning; Amending Orting Municipal Code Title 13 Pertaining To The Mixed Use Town Center North Zone		Committee	Study Session	Council
	Agenda Item #:	N/A	AB19-67	AB19-67
	For Agenda of:		7.17.19	9.25.19 10.9.19
	Department:	Planning/Administration		
	Date Submitted:	07/02/2019 [Revisions submitted 9/6/19, 9/20/19, and 10/02/2019]		
Cost of Item:	N/A			
Amount Budgeted:	N/A			
Unexpended Balance:	N/A			
Bars #:	N/A			
Timeline:	N/A			
Submitted By:	Mark Bethune, City Administrator; Roger Wagoner, Interim City Planner; Charlotte A. Archer, City Attorney			

Fiscal Note:

Attachments: Ord. No. 2019-1051, and Exhibit A (a clean copy) thereto;

- Attachment 1 - Exhibit A to Ord. 2019-1051 showing, in tracked changes, Staff's changes to Exhibit A in response to the City Council's comments at its meeting of 9/25/19.
- Attachment 2 – SEPA/Commerce documentation. Attachment 3- Comparison Table.

SUMMARY STATEMENT: Before the City Council for consideration and a public hearing are proposed amendments to the City's zoning code, OMC Title 13. The Planning Commission made recommendations for amendments to OMC 13-3-2 and 13-3-3, development regulations for the Mixed Use Town Center North Zone. The Council and staff have worked in open session to review and consider the Planning Commission's recommendations; the results of that work are attached as Exhibit A to Ordinance No. 2019-1051.

As of October 2, 2019, the proposed amendments before the Council are summarized, in part, as follows:

- Setting residential dwelling at 6 dwelling units/gross buildable acre (minimum) and 12 dwelling units/gross buildable acre (maximum).
 - *Current regulations provide for a max of 10 dwelling units per acre.*
 - *Planning Commission recommended a max of 9 dwelling units per acre.*
- Setting density for senior housing at 6 dwelling units/gross buildable acre (minimum) and 20 dwelling units/gross buildable acre (maximum).
 - *Current regulations provide a max of 10 dwelling units per acre.*
 - *Planning Commission recommend no limit (unlimited dwelling units per acre).*
- Setting a public open space requirement (park) of a minimum of 5 acres of open space dedicated to the City (or impact fees in lieu), plus an additional: (1) for residential, 2,000 square feet for every 50 dwelling units; and (2) for commercial, 1,000 square feet for every 10,000 square feet of building area.
 - *Current regulations require a minimum open space of 1,000 square feet for every 10,000 square feet of building area.*
 - *Planning Commission recommended minimum 5 acres of open space (not dedicated to the City), plus an additional: (1) for residential, 2,000 square feet for every 50 dwelling units; and (2) for commercial, 1,000 square feet for every 10,000 square feet of building area.*

- Height restricted to 35 ft for commercial/residential along SR 162 and Rocky Road; 45 ft elsewhere, with a maximum of three stories throughout.
 - *Current regulations contain no cap (additional requirements for buildings over 40' in height).*
 - *Planning Commission recommended 35 ft. along SR 162, no cap for remaining area in zone.*
- Sidewalks along SR 162/Washington Avenue North, one side of Daffodil Avenue NE, and one side of Rocky Road and in the non-residential area shall be 8 ft in width (minimum). All other sidewalks shall be 5 ft. in width (minimum).
 - *Current regulations require 8 ft. sidewalks in Sector 1 (closest to SR 162)*
 - *Planning Commission recommended sidewalks along SR 162/Washington Avenue North and in the non-residential area shall be 8 ft in width (minimum); all other sidewalks shall be 5 ft. in width (minimum).*

Background: In late 2018 and early 2019, the City received a request from DR Horton for amendments to the City's Comprehensive Plan provisions governing the Mixed Use Town Center North zone. Those requested amendments implicated the City's zoning code, codified at OMC 13-3-2 and 13-3-3. Staff initially combined the proposed amendments to the City's Comprehensive Plan with the proposed amendments to the Orting Municipal Code. Staff recommended bifurcating those amendments, per state law (one subject rule). This Ordinance contains the proposed zoning code amendments (to OMC Title 13) that have been discussed at the Planning Commission, Council and at multiple public hearings before both bodies.

An environmental review of the proposed 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 re-issued on Oct. 7, 2019 for an additional 14-day comment period. 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 City has undertaken a public involvement process and provided for early and continuous public participation opportunities on the proposed amendments, including multiple Planning Commission workshops from December 2018 to July 2019 including public meetings on the 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.

The City Council considered the Planning Commission's recommendations, and proposed modifications to the Planning Commission's recommendations from Staff, at its meetings on July 17, 2019, August 21, 2019, held public hearings on the proposed amendments at its regular meeting on Sept. 11, 2019, and considered the amendments further at meetings on Sept. 18, 2019, Sept. 25, 2019, and at this meeting.

Staff Recommendations: Based on input from the Council at the previous regular meetings and study sessions where the proposed amendments have been discussed, Staff proposes modifications the Planning Commission's recommendations. Staff's recommendations are attached to Ordinance No. 2019-1051 as Exhibit A thereto.

RECOMMENDED ACTION: To hold a public hearing on Ordinance 2019-1051, and review and discuss Ordinance 2019-1051, inclusive of Exhibit A thereto.

FUTURE MOTION: FOR MEETING ON OCT. 30, 2019: To Adopt Ordinance 2019-1051, An Ordinance Of The City Of Orting, Washington, Amending Orting Municipal Code Title 13 Pertaining To The Mixed Use Town Center North Zone.

CITY OF ORTING
WASHINGTON
ORDINANCE NO. 2019-1051

**AN ORDINANCE OF THE CITY OF ORTING,
WASHINGTON, RELATING TO LAND USE AND ZONING;
AMENDING ORTING MUNICIPAL CODE TITLE 13
PERTAINING TO THE MIXED USE TOWN CENTER
NORTH ZONE; 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, the docket for plan amendments for 2019 included a request to amend both the Comprehensive Plan at the Land Use Element, as well as amendments to Orting Municipal Code Title 13 (the “Orting Zoning Code”) for the Mixed Use Town Center North zone; 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 Orting Zoning Code for the Mixed Use Town Center North zone; and

WHEREAS, prior to making said recommendations, the Orting Planning Commission, following notice thereof as required by RCW 35A.63.100, held multiple public hearings on the amendment proposals and considered the comments received at said hearings; and

WHEREAS, on July 1st, 2019, the City's SEPA Responsible Official complied with the State Environmental Policy Act (SEPA) by issuing a Determination of Nonsignificance (DNS), complying with SEPA's procedural requirements; and

WHEREAS, on June 18th, 2019, the proposed amendments contained herein were transmitted to the State Department of Commerce as required by law and on July 2nd, 2019, the Department of Commerce granted expedited review of the proposed code amendments; and

WHEREAS, the City Council received written recommendations from the Orting Planning Commission to amend certain sections of the text of the Orting Zoning Code pertaining to the Mixed Use Town Center North zone; and

WHEREAS, on September 11th, 2019 and October 9, 2019, the City Council held additional public hearings to take public testimony regarding the proposed amendments to the Orting Zoning Code; 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 Orting Zoning Code 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 the Orting Zoning Code (OMC 13-3-2 and OMC 13-3-3). The City Council adopts the proposed amendments to the Orting Zoning Code (OMC 13-3-2 and 13-3-3), attached hereto as "Exhibit A", which is incorporated by reference herein.

Section 3. 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 4. Corrections and Codification. The City Council authorizes the City Clerk to correct any non-substantive errors herein, codify the above, and publish the amended code.

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
_____ DAY OF _____, 2019

CITY OF ORTING

Joshua Penner, Mayor

ATTEST/AUTHENTICATED:

Jane Montgomery, City Clerk

Approved as to form:

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

Filed with the City Clerk: 9.13.19
Passed by the City Council:
Ordinance No.2019-1051
Date of Publication:
Effective Date:

EXHIBIT A
TO ORDINANCE 2019-1051
(For Council Meeting of Oct. 9, 2019)

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 benefit the citizens of Orting with the desirable opportunities 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. (Ord. 2018-1026, 4-25-2018)

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, and 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;

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- 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 maximum number of residences allowed in MUTCN is based on a maximum gross density of ten (10) dwelling units per acre. Project proponents may be allowed to transfer residential development rights between these areas subject to master plan review.~~ 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 15 acres of non-residential uses (Commercial, Light Industrial and Light Manufacturing, with associated streets, sidewalks, and parking, and Cultural and/or Public Uses per OMC 13-3-3, Table 1) shall be located primarily along Washington Avenue N/SR 162, and/or adjacent to Rocky Road, the Orting Wastewater Treatment Plant and/or the Orting School District property per the adopted site master plan. Prior to certificates of occupancy for every 100 residential dwellings, a minimum of 3,500 square feet of retail and/or office space along SR162 and a minimum of 1,500 square feet of Light Industrial or Light Manufacturing commercial uses along Rocky Road shall be developed for commercial uses ready for tenant improvement and occupancy. Retail development fronting on SR162 should be phased with initial development at the Whitehawk Blvd/SR162 intersection and then progress north.
 - b. Public Open Space: In addition to the required commercial plazas and courtyards and the community open space required in this title, the district shall contain a minimum of 5 acres of useable open community park 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. These 5 acres of open community park space may not be subdivided into more than two smaller tracts and subject to the proportional size of the tax parcels. Public access to park space shall be compliant with the American Disabilities Act (ADA), 42 U.S.C. 12101, et seq., including wheel chair accessibility. Park equipment shall have ADA accessible features including wheel chair accessibility. An ADA accessible pathway shall be provided for access to the Carbon River levy. Development of this park space with improvements shall be dedicated to the City for public access and use and may be provided by the applicant, or may be financed by park impact fees paid by the applicant. Exceptions to this provision may be granted when circumstances make compliance infeasible or when a park impact fee is proposed, pursuant to OMC 15-6-7(B).
 - c. Residential Density: There shall be a maximum of 20 buildable acres allowed for residential construction including streets, sidewalks and parks. The minimum residential

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density is six (6) dwelling units per gross buildable acre. The maximum residential density for any residential development parcel is twelve (12) dwelling units per buildable acre. Buildable acreage does not include critical areas or flood plain acreage. It is preferable that there be a mix of housing including detached, attached, and multi-family units within the residential acreage rather than a segregation of housing types into specific areas.

Senior housing minimum density is six (6) dwelling units per gross buildable acre and a maximum of twenty (20) units per gross buildable acre. Residential uses over retail uses in the same structure have no maximum density restrictions and do not count toward the density total.

- d. 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.
 - e. Height is restricted to a maximum of 35-feet for commercial and residential construction fronting SR162 and Rocky Road. Height is restricted to a maximum of 45-feet east of commercial construction fronting SR 162 and south of construction fronting on Rocky Rd. No commercial or residential building may be more than 3 stories (3 occupied floors). Development shall not be permitted that raises the height of the ground above the site plan elevations as approved by the City.
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;

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- 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.

~~When the permitted use is light manufacturing, these features in subsections E5b, E5d, and E5g of this section are not required in sector 3, but are encouraged to benefit employees and visitors.~~

7. ~~MUTCN Design Guidelines (Sector 1):~~ The following guidelines are for ~~development in sector 1 and 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, one side of Daffodil Avenue NE, and one side of Rocky Road 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. No more than 50% of the total frontage along SR162 may be occupied by parking areas. Those parking lots may not be deeper than 75' including planter strips and must be screened with landscaping.

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- c. Off Street Parking Management: Absolute compliance with parking requirements may be waived if a parking demand analysis demonstrates that shared parking can be accomplished through the following:
- (1) Parking lots/areas are connected by driveways and pedestrian walkways
 - (2) Multiple projects are treated collectively in the master development plan
 - (3) Daytime and nighttime parking demand can be balanced.
 - (4) Parking areas in adjacent or nearby projects (within 500 feet) are dedicated to serving demand.
 - (5) Employee parking demand is addressed through car pooling and/or remote parking areas.
- d. 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.
- e. 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.~~
- f. 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.

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- g. **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.
- h. 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.
- i. **Low Impact Design:** In conjunction with standard stormwater management practices, site design for stormwater conveyance, detention, and treatment shall include measures such as biofiltration, irrigation reuse, and other techniques integrated with the overall landscape design to minimize high volumes of discharge and pollution, where reasonably practicable.
- j. Mt. Rainier Site lines: The Master Development Plan proposal should ensure views of Mt. Rainier are protected along the SR162 corridor and from the internal community parks.
- k. Commercial setbacks fronting SR162: A minimum of 50% of retail development along SR162 shall have a minimum setback of 25' from the street curb with pedestrian entry in the front. See Sections 5 and 7 of this chapter.
- ~~8. MUTCN Design Guidelines (Sectors 2 And 3): The following guidelines are for development in sectors 2 and 3 and are supplementary to other adopted design standards and guidelines.~~

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- a. ~~Service Areas: Loading areas, outdoor storage, waste facilities, and other services shall be located and screened from public views and adjacent properties with appropriate design features, including, but not limited to, fencing or landscaping.~~

- b. ~~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 or forty feet (40') 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.~~~~

- c. ~~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.~~

- d. ~~Low Impact Design: 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.~~

- e. ~~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. (Ord. 889, 9-8-2010; amd. Ord. 2018-1026, 4-25-2018)~~

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(For Council Meeting of Oct. 9, 2019)**

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		<u>P</u>			
Cottage development		p ^{3,4}	p ^{3,4}		<u>P</u>			
Duplex		P ¹⁰	P	P	<u>P²⁵</u>			
Group residences:		C	C ³	C ³				C ²²
Adult family homes	P	P	P	P	<u>P</u>			
Attached ground related residences					<u>P</u>			
Single room occupancy								C

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

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

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	Food processing					<u>C²⁴</u>	P		
	Light manufacturing					<u>C²⁴</u>	P		
	Petroleum products						P		
	Wineries and breweries				P	<u>P</u>	P		
	Wood products						P		
	Storage and shipping:								
	Construction business					<u>C²⁴</u>	P		
	Equipment rental					<u>C²⁴</u>	P		
	Freight facilities warehousing						P		
	Outdoor storage					<u>C²⁴</u>	C		
	Self-service storage					<u>C²⁴</u>	P		
	Wholesale trade					<u>C²⁴</u>	P		
	Cultural and recreational uses:								
	Cultural:								
	Art galleries				P ³	<u>P</u>			
	Churches	C ³	C ³	C ³	P ³	<u>P</u>			

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	Community centers				P ³	<u>C</u>			
	Community facilities					<u>C</u>			
	Libraries				P ³	<u>P</u>			
	Museums				P ³	<u>P</u>			
	Outdoor theaters				P ³	<u>C</u>			
	Recreation:								
	Athletic fields	C ²⁰	C ²⁰	C ²⁰		<u>C</u>		P	P
	Campgrounds	C ²⁰	C ²⁰	C ²⁰				P	P
	Golf facilities	C ²⁰	C ²⁰	C ²⁰				P	P
	Parks	C ²⁰	C ²⁰	C ²⁰	C ²⁰	<u>P</u>	C ²⁰	P	P
	Parks, plazas, courts					<u>P</u>			
	RV parks	C ²⁰	C ²⁰	C ²⁰				C	C
	Resorts (including lodging)			C	C	<u>C</u>			
	Shooting ranges	C					C	C	C
	Spas and health clubs					<u>P</u>			
	Stables/riding clubs	C ²⁰						C	P
	Trails	C ²⁰	C ²⁰	C ²⁰	C ²⁰	<u>P</u>	C ²⁰	P	P
	Public uses:								

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Animal shelters					<u>C²⁴</u>	P		P
Colleges and universities			C	C	<u>C</u>	C		P
Correctional facilities						C		C
Emergency services		C	C	C	<u>C</u>	P		P
Government offices			P	P	<u>P</u>	P		P
Hazardous materials						C		C
Hospitals	C ³	C ³	C ³	C	<u>C</u>	C		P
Justice facilities								P
K - 12 schools	C	C	C	P	<u>C</u>			P
Landfills		C				C		C
Public safety facilities		C	C	C	<u>C</u>	P		P
School support facilities					<u>C</u>	P		P
Shared off street parking				C	<u>P</u>			
Solid waste facilities						C		P
Transit facilities	C	C	C	C	<u>C</u>	C	C	P
Utility facilities	C	C	C	C	<u>C</u>	P	C	P
Vocational schools			C	C	<u>C</u>	C		P

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	Wastewater treatment								P
	Water supply facilities	C	C	C	C	<u>C</u>	C	C	P
Resource uses:									
Agricultural:									
	Agricultural research, testing and training	C				<u>C</u>	P		C
	Growing crops	P				<u>C</u>			
	Livestock and small animals	p ²¹				<u>C</u>			
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		

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	Extraction and processing	C	C	C			P		C
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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.
25. For Senior Housing (aged 55+) only.

ATTACHMENT 1

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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 benefit the citizens of Orting with the desirable opportunities 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. (Ord. 2018-1026, 4-25-2018)

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, and 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;

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- 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 maximum number of residences allowed in MUTCN is based on a maximum gross density of ten (10) dwelling units per acre. Project proponents may be allowed to transfer residential development rights between these areas subject to master plan review. 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 15 acres of ~~dedicated~~ non-residential ~~uses~~space (Commercial, Light Industrial and Light Manufacturing, ~~with associated streets, sidewalks, and parking,~~ and Cultural and/or Public Uses per OMC 13-3-3, Table 1) ~~shall be located primarily along Washington Avenue N/SR 162 but may also be located, and/or adjacent to Rocky Road, the Orting Wastewater Treatment Plant and/or the Orting School District property per the adopted site master plan.~~ Prior to certificates of occupancy for every 100 residential dwellings, a minimum of 3,500 square feet of retail and/or office space along SR162 and a minimum of 1,500 square feet of Light Industrial or Light Manufacturing commercial ~~space uses along Rocky Road shall be developed for constructed as~~ commercial ~~uses~~shells ready for tenant improvement and occupancy. Retail development fronting on SR162 should ~~begin~~ be phased with initial development at the Whitehawk Blvd/SR162 intersection and then ~~move progress north.~~
 - b. Public Open Space: In addition to the required commercial plazas and courtyards and the community open space required in this title, the district shall contain a minimum of 5 acres of useable open community park 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. These 5 acres of open community park space may not be subdivided into more than two smaller tracts and subject to the proportional size of the tax parcels. Public access to park space shall be compliant with the American Disabilities Act (ADA), 42 U.S.C. 12101, et seq., including wheel chair accessibility. Park equipment shall have ADA accessible features including wheel chair accessibility. An ADA accessible pathway shall be provided for access to the Carbon River levy. Development of this park space ~~with improvements~~ shall be dedicated to the City for public access and use and may be provided by the applicant, or may be financed by park impact fees paid

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by the applicant. Exceptions to this provision may be granted when circumstances make compliance infeasible or when a park impact fee is proposed, pursuant to OMC 15-6-7(B).

- c. Residential Density: There shall be a maximum of 20 buildable acres allowed for residential construction including streets, sidewalks and parks. The minimum residential density is six (6) dwelling units per gross buildable acre. The maximum residential density for any residential development parcel is twelve (12) dwelling units per buildable acre. Buildable acreage does not include critical areas or flood plain acreage. It is preferable that there be an integrated housing mix of housing including detached, attached, and multi-family units within the residential acreage rather than a segregation of housing types into specific areas.

Senior housing minimum density is six (6) dwelling units per gross buildable acre and a maximum of twenty (20) units per gross buildable acre. Residential uses over retail uses in the same structure have no maximum density restrictions and do not count toward the density total.

- d. 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.
- e. Height is restricted to a maximum of 35-feet for commercial and residential construction fronting SR162 and Rocky Road. Height is restricted to a maximum of 45-feet east of commercial construction fronting SR 162 and south of construction fronting on Rocky Rd. No commercial or residential building may be more than 3 stories (3 occupied floors). Development shall not be permitted that raises the height of the ground above the site plan elevations as approved by the City.

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;

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- 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.

~~When the permitted use is light manufacturing, these features in subsections E5b, E5d, and E5g of this section are not required in sector 3, but are encouraged to benefit employees and visitors.~~

7. MUTCN Design Guidelines (~~Sector 1~~): The following guidelines are for ~~development in sector 1~~ and 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, one side of Daffodil Avenue NE, and one side of Rocky Road 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

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- (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. No more than 50% of the total frontage along SR162 may be occupied by parking areas. Those parking lots may not be deeper than 75' including planter strips and must be screened with landscaping.
- c. Off Street Parking Management: Absolute compliance with parking requirements may be waived if a parking demand analysis demonstrates that shared parking can be accomplished through the following:
- (1) Parking lots/areas are connected by driveways and pedestrian walkways
 - (2) Multiple projects are treated collectively in the master development plan
 - (3) Daytime and nighttime parking demand can be balanced.
 - (4) Parking areas in adjacent or nearby projects (within 500 feet) are dedicated to serving demand.
 - (5) Employee parking demand is addressed through car pooling and/or remote parking areas.
- d. 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.
- e. 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');~~

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~~(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.~~

- f. 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.
- g. 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.
- h. 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.
- i. Low Impact Design: In conjunction with standard stormwater management practices, site design for stormwater conveyance, detention, and treatment shall include measures such as biofiltration, irrigation reuse, and other techniques integrated with the overall landscape

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design to minimize high volumes of discharge and pollution, where reasonably practicable.

- j. Mt. Rainier Site lines: The Master Development Plan proposal **should** ensure views of Mt. Rainier are protected along the SR162 corridor and from the internal community parks.
- k. Commercial setbacks fronting SR162: A minimum of 50% of retail development along SR162 shall have a minimum setback of 25' **from the street curb with pedestrian entry in the front.** See Sections 5 and 7 of this chapter.

~~8. MUTCN Design Guidelines (Sectors 2 And 3): The following guidelines are for development in sectors 2 and 3 and are supplementary to other adopted design standards and guidelines.~~

- ~~a. Service Areas: Loading areas, outdoor storage, waste facilities, and other services shall be located and screened from public views and adjacent properties with appropriate design features, including, but not limited to, fencing or landscaping.~~
- ~~b. 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 or forty feet (40') 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.~~
- ~~d. Low Impact Design: Site design for stormwater conveyance, detention, and treatment shall include measures such as biofiltration, irrigation reuse, and other techniques~~

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~~integrated with the overall landscape design to minimize high volumes of discharge and pollution.~~

- ~~e. 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. (Ord. 889, 9-8-2010; amd. Ord. 2018-1026, 4-25-2018)~~

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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		<u>P</u>			
Cottage development		p ^{3,4}	p ^{3,4}		<u>P</u>			
Duplex		p ¹⁰	P	P	<u>p²⁵</u>			
Group residences:		C	C ³	C ³				C ²²
Adult family homes	P	P	P	P	<u>P</u>			
Attached ground related residences					<u>P</u>			

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

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Communication facilities					<u>C</u>			
Communication services				P ³	<u>C</u>			
Daycare facilities:								
Centers - commercial		C	C	C	<u>P</u>			
Provider home facility	P	P	P	C ³				
Eating and drinking places			C ³	P ³	<u>P</u>		C ³	
Health services			P ³	P ³	<u>P</u>			
Home occupations ¹²	C ¹³	C	C	C ³	<u>P</u>			
Liquor stores				P ³	<u>P</u>			
Offices			C ³	P ³	<u>P</u>	C ³		
Personal services				P ³	<u>P</u>			
Retail fuel sales				C ³	<u>P</u>	P ³		
Retail sales			C ^{3,14}	P ³	<u>P</u>	C ³	C ³	
Theaters				P ³	<u>P</u>			
Veterinary clinics					<u>P</u>			
Veterinary facilities				P ³	<u>P</u>	P ³		

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Industrial uses:								
	Manufacturing ¹⁸ :							
	Assembly/fabrication				<u>C²⁴</u>	P		
	Food processing				<u>C²⁴</u>	P		
	Light manufacturing				<u>C²⁴</u>	P		
	Petroleum products					P		
	Wineries and breweries			P	<u>P</u>	P		
	Wood products					P		
Storage and shipping:								
	Construction business				<u>C²⁴</u>	P		
	Equipment rental				<u>C²⁴</u>	P		
	Freight facilities warehousing					P		
	Outdoor storage				<u>C²⁴</u>	C		
	Self-service storage				<u>C²⁴</u>	P		

STAFF MODIFICATIONS FROM 9/25/19 COUNCIL MEETING
(SHOWN IN RED)

EXHIBIT A
TO ORDINANCE 2019-1051

	Wholesale trade					<u>C²⁴</u>	P		
Cultural and recreational uses:									
Cultural:									
	Art galleries				P ³	<u>P</u>			
	Churches	C ³	C ³	C ³	P ³	<u>P</u>			
	Community centers				P ³	<u>C</u>			
	Community facilities					<u>C</u>			
	Libraries				P ³	<u>P</u>			
	Museums				P ³	<u>P</u>			
	Outdoor theaters				P ³	<u>C</u>			
Recreation:									
	Athletic fields	C ²⁰	C ²⁰	C ²⁰		<u>C</u>		P	P
	Campgrounds	C ²⁰	C ²⁰	C ²⁰				P	P
	Golf facilities	C ²⁰	C ²⁰	C ²⁰				P	P
	Parks	C ²⁰	C ²⁰	C ²⁰	C ²⁰	<u>P</u>	C ²⁰	P	P
	Parks, plazas, courts					<u>P</u>			
	RV parks	C ²⁰	C ²⁰	C ²⁰				C	C

STAFF MODIFICATIONS FROM 9/25/19 COUNCIL MEETING
(SHOWN IN RED)

EXHIBIT A
TO ORDINANCE 2019-1051

	Resorts (including lodging)			C	C	<u>C</u>			
	Shooting ranges	C					C	C	C
	Spas and health clubs					<u>P</u>			
	Stables/riding clubs	C ²⁰						C	P
	Trails	C ²⁰	C ²⁰	C ²⁰	C ²⁰	<u>P</u>	C ²⁰	P	P
Public uses:									
	Animal shelters					<u>C²⁴</u>	P		P
	Colleges and universities			C	C	<u>C</u>	C		P
	Correctional facilities						C		C
	Emergency services		C	C	C	<u>C</u>	P		P
	Government offices			P	P	<u>P</u>	P		P
	Hazardous materials						C		C
	Hospitals	C ³	C ³	C ³	C	<u>C</u>	C		P
	Justice facilities								P
	K - 12 schools	C	C	C	P	<u>C</u>			P
	Landfills		C				C		C

STAFF MODIFICATIONS FROM 9/25/19 COUNCIL MEETING
(SHOWN IN RED)

EXHIBIT A
TO ORDINANCE 2019-1051

Public safety facilities		C	C	C	<u>C</u>	P		P
School support facilities					<u>C</u>	P		P
Shared off street parking				C	<u>P</u>			
Solid waste facilities						C		P
Transit facilities	C	C	C	C	<u>C</u>	C	C	P
Utility facilities	C	C	C	C	<u>C</u>	P	C	P
Vocational schools			C	C	<u>C</u>	C		P
Wastewater treatment								P
Water supply facilities	C	C	C	C	<u>C</u>	C	C	P
Resource uses:								
Agricultural:								
Agricultural research, testing and training	C				<u>C</u>	P		C
Growing crops	P				<u>C</u>			
Livestock and small animals	p ²¹				<u>C</u>			

STAFF MODIFICATIONS FROM 9/25/19 COUNCIL MEETING
(SHOWN IN RED)

EXHIBIT A
TO ORDINANCE 2019-1051

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:

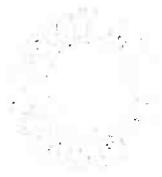
1. Residential planned unit developments (PUD) may allow increases in underlying density except in the MUTCN.
2. All development subject to Master Development Plan and MUTCN Bulk and Dimensional Requirements. See sections 13-3-2-E-2 and E-5 of this code.
3. Subject to architectural design review.
4. 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.

STAFF MODIFICATIONS FROM 9/25/19 COUNCIL MEETING
(SHOWN IN RED)

EXHIBIT A
TO ORDINANCE 2019-1051

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.
25. For Senior Housing (aged 55+) only.

ATTACHMENT 2



Department of Commerce

Innovation is in our nature.

Notice of Intent to Adopt Amendment 60 Days Prior to Adoption

Indicate one (or both, if applicable):

- Comprehensive Plan Amendment
- Development Regulation Amendment

Pursuant to RCW 36.70A.106, the following jurisdiction provides notice of intent to adopt a proposed comprehensive plan amendment and/or development regulation amendment under the Growth Management Act.

Jurisdiction:	City of Orting
Mailing Address:	110 Train Street SE Orting, WA 98390
Date:	June 18, 2019

Contact Name:	Emily Terrell, AICP
Title/Position:	City Planner
Phone Number:	253.709.6044
E-mail Address:	Emily@soundmunicipal.com

<p>Brief Description of the Proposed/Draft Amendment: <i>If this draft amendment is provided to supplement an existing 60-day notice already submitted, then please provide the date the original notice was submitted <u>and the Commerce Material ID number</u> located in your Commerce acknowledgement letter.</i></p>	<p><i>The City of Orting is performing its annual Comprehensive Plan Amendments. Amendments include:</i></p> <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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. <p><i>The City is also adopting corresponding implementing legislation in sections 13-3-2-E</i></p>
--	--

	<i>OMC Mixed Use Town Center North Zone and 13-3-3 OMC Uses.</i>
Is this action part of the scheduled review and update? <i>GMA requires review every 8 years under <u>RCW 36.70A.130(4)-(6)</u>.</i>	Yes: ___ No: <u>X</u>
Public Hearing Date:	Council: June 18, 2019
Proposed Adoption Date:	July 31, 2019

REQUIRED: Attach or include a copy of the proposed amendment text or document(s). We do not accept a website hyperlink requiring us to retrieve external documents. Jurisdictions must submit the actual document(s) to Commerce. If you experience difficulty, please contact reviewteam@commerce.wa.gov.

SEPA ENVIRONMENTAL CHECKLIST

Orting 2019 Comprehensive Plan Update

A. Background

1. Name of proposed project, if applicable:

Orting Comprehensive Plan Update

2. Name of applicant: Town of Orting

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

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

4. Date checklist prepared: June 11, 2019

5. Agency requesting checklist: City of Orting

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

Not applicable.

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

Not applicable.

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

Not applicable.

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

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

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

None.

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

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

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

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

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

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

Section B EXCLUDED, SEE ANSWERS in Section D below.

C. Signature

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

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

D. supplemental sheet for nonproject actions

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

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

Proposed measures to avoid or reduce such increases are:

Not applicable.

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

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

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

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

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

Not applicable.

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

Not applicable.

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

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

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

Not applicable.

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

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

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

Not applicable.

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

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

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

Not applicable.

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

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



THANK YOU

We have received your amendment submission. Please allow 1-3 business days for review. Please keep the Submittal ID as your receipt and for any future questions. We will also send an email receipt to all contacts listed in the submittal.

Submittal ID: 2019-S-382

Submittal Date Time: 07/02/2019

Submittal Information

Jurisdiction	City of Orting
Submittal Type	60-day Notice of Intent to Adopt Amendment
Amendment Type	Development Regulation Amendment

Amendment Information

Brief Description

Proposed comprehensive plan amendments; a new zoning map; adoption of an update to the transportation improvement plan; text amendment to the comprehensive plan specifically Section R1 of the Roadway Improvements section of the Transportation Element Appendix and the Mixed Use Town Center portion (Goal LU 8) of the Land Use Element.

Yes, this is a part of the 8-year periodic update schedule, required under RCW 36.70A.130.

City Council Date 06/18/2019

Anticipated/Proposed Date of Adoption 07/31/2019

Attachments

Attachment Type	File Name	Upload Date
Correspondence	City of Orting Comprehensive Plan and Zoning Text Amendments.msg	07/02/2019 02:06 PM
Supporting Documentation or Analysis	Orting CP Amendment Transmittal to Commerce.docx	07/02/2019 02:07 PM
SEPA Materials	SEPA Checklist - Comprehensive Plan Amendments and Zoning Text Amendments.docx	07/02/2019 02:07 PM
SEPA Materials	Signed SEPA DNS City of Orting Comprehensive Plan and Zoning Text Amendments.pdf	07/02/2019 02:07 PM
Development Regulation Amendment - Draft	Exhibit A - July 1, 2019 PC Recommendation Zoning Text Amendments.docx	07/02/2019 02:07 PM
Development Regulation Amendment - Draft	Exhibit A - June 3, 2019 PC Recommendation Comprehensive Plan Text Amendments.docx	07/02/2019 02:07 PM
Development Regulation Amendment - Draft	Exhibit D - Adopting Ordinance.docx	07/02/2019 02:07 PM
Development Regulation Amendment - Draft	1 - FinalOrtingTransPlan_20190312.pdf	07/02/2019 02:08 PM

Contact Information

Prefix	Ms.
First Name	Emily
Last Name	Terrell
Title	City Planner
Work	(360) 893-2219 Ext 142
Cell	
Email	ETerrell@cityoforting.org

Yes, I would like to be contacted for Technical Assistance.

Certification

Entered by Linda Weyl on 7/2/2019 2:02:29 PM

Intake Received Date	07/02/2019
Full Name	Emily Terrell
Email	ETerrell@cityoforting.org



STATE OF WASHINGTON
DEPARTMENT OF COMMERCE

1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

07/02/2019

Ms. Emily Terrell
City Planner
City of Orting
110 Train Street SE
Orting, WA 98360

Sent Via Electronic Mail

Re: City of Orting--2019-S-382--60-day Notice of Intent to Adopt Amendment

Dear Ms. Terrell:

Thank you for sending the Washington State Department of Commerce (Commerce) the 60-day Notice of Intent to Adopt Amendment as required under RCW 36.70A.106. We received your submittal with the following description.

Proposed comprehensive plan amendments; a new zoning map; adoption of an update to the transportation improvement plan; text amendment to the comprehensive plan specifically Section R1 of the Roadway Improvements section of the Transportation Element Appendix and the Mixed Use Town Center portion (Goal LU 8) of the Land Use Element.

We received your submittal on 07/02/2019 and processed it with the Submittal ID 2019-S-382. Please keep this letter as documentation that you have met this procedural requirement. Your 60-day notice period ends on 08/31/2019.

We have forwarded a copy of this notice to other state agencies for comment.

Please remember to submit the final adopted amendment to Commerce within ten days of adoption.

If you have any questions, please contact Growth Management Services at reviewteam@commerce.wa.gov, or call Anne Fritzel, (360) 725-3064.

Sincerely,

Review Team
Growth Management Services

City of Orting
Determination of Non-Significance

Name of Proposal: Orting 2019 Comprehensive Plan Amendments and Zoning Text Amendments

Proponent: City of Orting

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.

Location: The proposal would amend the Orting 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.

Lead Agency: City of Orting .

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. The information is available to the public on request.

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date below.

Responsible Official: Mark Bethune
City Administrator
110 Train Street SE
Orting, WA 98360

Signature: 
Mark Bethune, City Administrator

Date: 7/1/19



CITY OF ORTING

110 TRAIN ST SE, PO BOX 489, ORTING WA 98360

Phone: (360) 893-2219 FAX: (360) 893-6809

www.cityoforting.org

SEPA Determination of Non-Significance (DNS)

Name of Proposal: Orting 2019 Comprehensive Plan Amendments and Zoning Text Amendments

Proponent: City of Orting

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
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Location: The proposal would amend the Orting 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.

Lead Agency: City of Orting.
The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. The information is available to the public on request.

This Mitigated Determination of Nonsignificance (MDNS) is issued under WAC 197-11-340(2). The Lead Agency will not act on this proposal for 14 days from the issue date (issue date: October 7, 2019. Comments must be submitted by 5:00 pm on October 21, 2019.)

Mark Bethune, City Administrator

10-4-2019

Date

ATTACHMENT 3

Planning Commission	Staff	Council positions
20 acres maximum for residential	Same	ok
Density of 4-9 for non-senior housing density, multi family, cottage housing, no duplexes	18 units per acre	6-12 units per acre for non-senior housing density. Ok with recommended types of housing but recognize that cottage housing allows for 12 units per acre.
Senior Housing – No density limit Can be single family, multifamily		6 – 20 units per acre Senior housing and all types of residential housing
Residences above retail are not counted in the density.	ok	ok
Commercial to be 15 acres minimum and 7.5 acres to be developed	Developing 7.5 acres would create about 90,000 square feet of retail most of which would not be filled for many years. Consider 4,000 to 5,000 square feet of retail to be developed concurrently with up to 100 residential units	<ol style="list-style-type: none"> 1. Minimum 10 acres for commercial and maximum of 15 acres. 2. Minimum 15 acres for commercial 3. Build retail concurrently with residential. Consider 3,500 square feet per up to 100 residential units and 1,500 square feet of light industry for 100 residential units 4. Overall build out 12,000 to 20,000 square feet of retail commercial <p>All commercial buildings on Washington Ave must be retail and/or office space.</p>
Maximum building height of 35'	35' along Washington corridor	45' max, 3 stories max, 35' along Washington and Rocky Rd.
Site lines – protect views		Prefer protected view of mountain along Washington Ave especially at Rock Rd. Prefer protect view of mountain from contiguous parks
5 acres of contiguous “active Park space” not in critical areas or shoreline Create walkable year round path for river access	Consider breaking up contiguous park space between properties	Allow 5 acres to be divided into no more than two community parks. Consider 3 acres of active park space on Engfer and 2 acres on Gratzer. Create river access

<p>Develop Rocky Road, Daffodil to the school, Whitehawk, Chief Emmons Wy with 8' sidewalks on SR162</p>		<p>Increase sidewalk width along Daffodil and Rocky Rd to 8' on one side of the street for pedestrian evacuation</p>
<p>Stores on Washington Ave must be set up to front on sidewalk for pedestrian friendly downtown feel</p>		<p>Have a minimum 25' setback on SR162 with landscaping buffer between sidewalk and plaza/parking. Allows for open space requirement and to develop outdoor dining, etc Allow 50% of the frontage on Washington to have up to 65' deep parking lots in front of stores. Retail on Washington Ave should be aggregated initially at intersections and preferably be started at the more south end of the MUTCN and expand to the north.</p>
		<p>Consider dropping LEED construction requirement given high per square foot cost of leases and the need to keep prices down and encourage retail to come to town</p>

COUNCILMEMBERS

Position No.

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



**Deputy Mayor Greg Hogan,
Chair**

ORTING CITY COUNCIL

Study Session Minutes

Orting Multi-Purpose Center
202 Washington Ave. S, Orting, WA
September 18th, 2019
6pm

1. CALL MEETING TO ORDER, PLEDGE OF ALLEGIANCE, AND ROLL CALL.

Deputy Mayor Hogan called the meeting to order at 6:00pm. Councilmember Gunther led the pledge of allegiance.

Councilmembers Present: Deputy Mayor Greg Hogan, Councilmembers Tod Gunther, Michelle Gehring, Joachim Pestinger, Nicola McDonald, and Scott Drennen.

Absent at roll call: Councilmember Kelly. (Councilmember Kelly arrived at 6:05)

Staff Present: Mark Bethune, City Administrator, Jane Montgomery, City Clerk, Scott Larson, Treasurer, Charlotte Archer, City Attorney, JC Hungerford, Engineer.

2. COMMITTEE REPORTS

Public Works

Councilmember Gunther briefed on the last meeting of Public Works Committee. They discussed the following:

- The Green area on Sidewalk crossings at the has been re-painted;
- Rocky Road;
- Sidewalk crossings modified with handicapped guidelines;
- Waste water treatment WTP

Councilmember Drennen stated that he met with Public Works Director Reed for upgrade of the treatment plan. The plan for the future look towards a treatment process that is more sustainable. They are looking at various options toward that goal.

Public Safety

Councilmember Pestinger briefed that the following topics were discussed at the last committee meeting:

- Arrests and drug houses;
- Individual was arrested who was using the trail system to hide;
- Entry level interviews for police took place on Sep 16th;
- The 2 lateral candidates washed out from the last lateral register;
- Chief Gard reported on his involvement with an emergency management tri- county board;
- The City Administrator is holding an Emergency operations center training for staff on September 12th;
- Lt Turner is involved with "Leads on line" -working with pawn shops to require photo identification for all transactions to reduce the sale of stolen items.

Community and Government Affairs

Councilmember McDonald stated that two items from the last committee meeting are on the agenda, grants and term limits which will be discussed later in the meeting.

3. STAFF REPORTS

Finance

Treasurer Larson briefed on the following:

- The budget is coming along and the draft budget will be out sometime next week;
- Property tax information came in today, normally the City can tax up to the full amount but this year the City will be limited to 1%. There will be a hearing on a future agenda in October;

- Utility rate discussions with Bakertilly are ongoing and he will provide Council feedback from those meetings;
- He is making progress with union negotiations and at the next meeting he would like to have closed session;
- The State Auditor is coming to the City on the 30th of September.

Police

Lt Turner reported they conducted oral boards on Monday for entry level candidates. Civil service is preparing the list which will be narrowed to 6 candidates.

Public Works

Public Works Director Reed briefed on the following that his department is doing;

- Operator in training closed interviews next week;
- Meeting with supported employment next week;
- Budget work;
- Striping done;
- Storm water inspection and repairs ongoing;
- Storm water ponds;
- River outfalls;
- Water service repairs;
- Water meter upgrades and repairs;
- Training on erosion controls;
- Arborist training;
- Asset management training;
- Pete went to training on managing small water systems;
- Working on PW building for hydro seeding.

Administration

Administrator Bethune reported that he met with Pease Construction and has a tentative timeline calendar on the City Hall build. He will put the schedule on the website when it is finalized. Estimated date for completion of the new facility is August. He sent out an RFP for fiber optics and is in the process of grading them now; will come be brought to committee shortly.

Mayor:

- October 10th all staff luncheon at PW facility at noon, council was invited;
- Went to the Mayors conference; (emergency management and economic development);
- Emergency management- has a playbook as a guide for elected officials;
- Mayors roundtable for affordable Housing;
- Working on budget should see a draft by next week

Administrator Bethune attended and spoke to Tehaleh at a meeting last night and he informed them that we need expansion to our transportation. The Word on the street is that they will be proposing a plan in 2021 so he spoke to the County and said let's be sure Orting is at the table. The County agreed.

Mayor stated that if Councilmembers want to serve on boards reach out to the Mayor.

Population growth was discussed and Administrator Bethune stated that he saw a statistic that one million people will be coming to Puget Sound in the next 15 years. Mayor Penner stated that 65% of growth last year was in east Pierce County.

Deputy Mayor Hogan informed Council that Roger Waggoner, City Planner is held up in traffic so he moved on to the other agenda items and will switch back to 4A when Roger arrives.

4. AGENDA ITEMS

B. Discussion-Term Limits.

Councilmember McDonald explained that this topic had come from the Community and Government Affairs Committee. She did not come with a formal proposal because she wanted to get feedback from the Council first. The proposal from CGA was handed out to Council which was as follows:

Term Limits- Council

Limit to 2 terms in a council position with maximum of 10 years to cover a possible 2 years due to an appointment.

Term Limits –Mayor

Limit to two terms as Mayor with a maximum of 10 years to cover possible appointment.

The Council and Mayor position would be considered separately. So a Councilmember who has maxed out on term limits may still run for Mayor and serve two terms as Mayor.

Councilmembers and the Mayor provided feedback on the proposal and discussion was on:

- Maximum terms;
- Allowing citizens votes to determine the length a Councilmember or Mayor serves;
- Districts/Pros and Cons
- Term Limits/Pros and Cons
- Benefits of continuity
- Voting rights act of Washington

Councilmember McDonald wanted to ensure that this discussion is not applied to any specific Councilmember who is on the Council.

C. AB19-58-Grant Requests.

Councilmember Gehring briefed that the City received applications for grants from the Orting Chamber of Commerce, Orting Farmers Market, Orting food bank, Opportunity Center, (DBA the Haven), Orting Senior Center, and the Orting Valley Recovery Café. All have either non-profit corporation or 501(c) (3) status. City Policy requires that the Grants are first reviewed by the CGA Committee and after review and approval, recommendations for approval are forwarded to the City Council. The enclosed proposed Resolution No.'s 2019-18 thru 2019-23, reflect findings by the CGA Committee that the proposed applicants qualify for grants, and authorizes the issuance of a grants, pursuant to a contract entered into between the Mayor and each of the applicants.

The Mayor informed the council that he is recommending a total of \$35,000 for the grants overall. CGA suggested \$40,000 for an overall total. The committee recommendations were:

Chamber of Commerce/Orting Community Float

Asked for \$15,000.

CGA recommended \$1,500.

Mayor Penner stated that all of the recipients understand that the City cannot sustain these groups forever. Councilmember McDonald discussed the new policy that adjusts yearly by percentages.

- **Farmers Market**-Asked for \$4,000. CGA recommended \$3,000.
- **Food Bank**-Asked for \$3,000. CGA recommended \$3,000.
- **Opportunity Center, DBA, The Haven**-Asked for \$7,500. CGA recommended \$7,500.
- **Senior Center**-Asked for \$15,000. CGA recommended \$15,000.
- **Tacoma/Orting Recovery Café**-Asked for \$15,000, CGA recommended \$10,000.

Mayor Penner stated that while it may sound like the grant amounts may be settled, final dollars will be approved at budget time. The Mayor stated that his draft budget will allocate approximately \$35,000 this year.

Action: Will all be reviewed at Budget Meetings.

A. AB19-46- Ordinance No. 2019-1040, an Ordinance of the City Of Orting, Washington, Relating To Land Use and Zoning; Adopting Amendments to the Comprehensive Plan.

Roger Waggoner briefed the Council and stated that he is not making recommendations but would like to refer to his comments as “considerations”. His briefing covered the following topics:

- Process
- Uses
- Access and Parking
- Parks and Open Space
- Design

Council discussion followed. The following documents were also provided to Council as part of proposed Ordinance No. 2019-1040:

1. Transportation Improvement Program Update by Parametrix;
2. Updated Land Use and Zoning Map to re-designate the RU-L zone to RU;
3. Amendments to Comprehensive Plan text.
4. Amendments to Title 13

So far in discussions most of the Council agrees with PC recommendations 1-3, but has some disagreement with some of the Title 13 amendments.

Administrator Bethune stated that Roger Waggoner suggested splitting out Title 13 code amendments from the Comprehensive plan, and asked for a head nod to the Council to bring a separate ordinance which would address the code elements by creating a separate ordinance to address Amendments to Title 13 and 12. Council by consensus agreed to have staff bring back a separate ordinance. The Comp plan can only be amended once a year. And the deadline for the passage of the comp plan is coming up soon. The zoning code can be done anytime but the suggested amendments to the zoning code should be considered as well. Roger stated language can be crafted in the comp plan to address Parks.

Roger Waggoner briefed on the concept of moratorium, which has to have a basis and reason, and is for only a short period of time.

The Mayor said with the items split out the Council could take its time on the Title 13 items if they needed to but go ahead and pass the comp. plan. The Mayor said he is not suggesting ignoring the zoning code amendments.

Roger Waggoner, Planner stated that an important key is that any comp plan policy has to be consistent with the Parks plan.

Administrator Bethune went line by line through a comparison chart which allowed for discussion on the following zoning code considerations:

- ✦ ***Limitation on Residential Use, Residential Density, Senior Housing Density, Residential above commercial, Limitation on Commercial Use, Building Height, Site Line Protections, Open Space/Parks, Frontage/Roadway Improvements, and Design Details.***

Council discussion ensued regarding each item and it was concluded by consensus that staff will put together an ordinance relating to title 13 code amendments based on discussions at the meeting.

Administrator Bethune asked Council what they thought of the requirement to build leed certified commercial buildings. A leed building ups the price and is more about tracking than value. Consensus was to change it to “recommends” leed not requires.

Roger will look at the Transportation plan to make sure it is consistent with the comprehensive plan. He recommended passing it as an element of the Comprehensive Plan. He will work with JC Hungerford to make sure this is in order. Administrator Bethune also reminded Council that the Planning Commission did not make a recommendation to change the alignment for the route of the Whitehawk extension, which is in the current comprehensive plan and not even in the

transportation plan. That needs to be stated very clearly as Council had voted on this years ago. He stated that through the NEPA process the City is required to minimize impact to any of the properties affected. The City has already gone forward along way and has received a million in funding and has used some of the funds that would have to be paid back, if the Council reversed course at this point in the process. The Mayor asked how that could even been done. Roger stated it would have to go back to the Planning Commission, so it would have to be re-addressed next year as a comp. plan amendment. Council had voted unanimously to the current plan. Councilmember Gunther wanted to change the alignment, but it appeared that the other Councilmembers, by consensus indicated they wanted to stay on the current course. They will have the opportunity to vote on all the issues when a final ordinance is brought back.

D. AB19-60- Resolution No. 2019-25, A Resolution of the City of Orting, WA, Amending The Contract With Pease Construction To Authorize A Contingency; Authorizing The Mayor and or his designee to Execute Change Orders.

Treasurer Larson briefed. The City awarded the contract for construction of the City Hall Building to the lowest responsive and responsible bidder, Pease Construction. That award did not include the recommended contingency amount of \$250,000. The proposed resolution, would authorize a contingency in an amount of \$250,000, and authorize the Mayor and/or his designee to execute change orders on behalf of the City with Pease for the project in an amount of \$25,000 per change order. After Council discussion by consensus this was moved forward to the next meeting but to change the amount to \$15,000 per change order.

Action: Move to the consent agenda on 9.25.19

E. AB19-61- Ordinance No. 2019-1050, Amending Ordinance No. 2018-1037 And Ordinance 2019-1048, Adopting The City Of Orting 2019 Budget; Providing For Appropriation And Expenditure Of Funds Received In Excess Of Estimated Revenues.

Treasurer Larson briefed. The City budgeted \$5.3 million in the 2019 budget to pay for construction of a New City Hall facility. In August the Council awarded the construction contract to Pease Construction. In addition to the amount approved for construction, the City needs to appropriate additional funds for both contingency (change order) items and items that are not part of the contract including a standby generator, electronic equipment for the council chambers, furniture, and other items to outfit the office space. In 2018 the City won a \$588,000 grant from the State for funds to help with construction of the New City Hall facilities, so the impact of these additional funds on the budget will be neutral.

Action: Move to the consent agenda of 9.25.19

F. AB19-62- Ordinance 2019-1049, Adopting Interim Wireless Communication Facility Design Standards.

Administrator Bethune briefed. The City adopted new Telecommunications Master Use Permit requirements in 2018 last year (Title 8, Chapter 8 OMC, and Ord 2018-1031). This code allows for telecommunications facilities but does not provide any development standards. The City Council, following the Planning Commission's recommendations, adopted interim wireless communication facility development standards, Ord. 2019-1044.

The FCC recently passed a rule that no new development standards would be accepted from local jurisdictions if they were not in place by April 14, 2019.

Staff drafted a permanent wireless communication facility development standards ordinance, after feedback from staff, public and stakeholders. After a public hearing, the Planning Commission recommended approval of the ordinance on Sept. 9, 2019.

Action: Public Hearing and vote at the 9.25.19 meeting.

G. AB19-63- Resolution No. 2019-17, Declaring property as surplus and authorizing disposal.

Treasurer Larson briefed that Orting Parks and Recreation no longer hosts Youth Tackle Football or Youth Basketball. The City is no longer in need of the items listed in Exhibit A of The resolution for surplus.

Action: Move to the consent agenda for the 9.25.19 meeting.

H. AB19-65- Cemetery Land Surplus- Boundary Line Adjustment.

Administrator Bethune briefed. The staff with support of Council has expressed an interest in the surplus of 9.5 acres of land adjacent to the city cemetery, in part, to fund capital improvements to the cemetery and reduce labor costs. Cemetery revenue has dropped in recent years as cultural standards have changed. The property is about 9.5 acres. It is important to have a significant buffer between the two properties to preserve the look of the cemetery. The proposal is to do a BLA to add about 1.5 acres of land to the cemetery to create the buffer. The city was required to go out for Request for Qualifications for this service. There were two respondents. You are not allowed to negotiate a price as part of the RFQ process. The City staff is recommending Skillings Connolly, Inc, a surveying company out of Lacey as the most qualified bidder to the RFQ and allowing the Mayor to negotiate a price after further discussion. The other companies' application was rendered non-responsive. By consensus the City Administrator will negotiate with Schillings Connolly for a price and then bring it back for Council approval.

Action: Move to the consent agenda for the 9.25.19 meeting.

I. AB19-66- Whitehawk Extension- Design and Engineering Scope and Budget.

Councilmember Drennen briefed. Jack Wright from Parametrix briefed that the project has become more expensive due primarily to expanded wetlands and the increased DOE and Corp of Engineers mandates. He stated it was not an over budgeted amount but an amount that had never been budgeted. The City Council selected Parametrix through the RFQ process in 2019 to complete Design and Engineering for the Whitehawk Blvd Extension (AKA Southwest Connector). The City received a federal grant for \$400,000 to complete this task with a \$50K match from the city. \$450,000 was budgeted and staff is seeking approval for an additional \$218,517.81. Councilmember McDonald expressed her concerns about the over budget figure and the Mayor agrees that this is a concern. Councilmember McDonald fears there is a pattern of going over budget on projects. Councilmember Drennen suggested making changes to the process to focus on the big picture. Discussion followed. The Mayor indicated that his frustration with a project is that it will benefit the people who drive through the City but not the citizens who live in the City. The City is spending impact fees on other folks to pay for over budgeted items. In spite of the frustration with the increase, Council by consensus agreed to the increase.

Action: Move to the consent agenda for the 9.25.19 meeting.

J. AB19-64-Appointment of Deputy Mayor – Committee Formation.

Deputy Mayor Hogan briefed on the Council Rules of Procedure in relation to the appointment of a Deputy Mayor: The Deputy Mayor will be selected by a majority of the Councilmembers annually beginning in September and concluding in October. The outgoing Deputy Mayor will solicit two other councilmembers to nominate a candidate for his/her replacement for a full Council vote. (see chapter 3 section 9 (B) - Deputy Mayor--Duties: Annually, in September, the outgoing Deputy Mayor, with the help of two councilmembers, will solicit and recommend a candidate for Deputy Mayor with confirmation from the entire council for his/her replacement in January. The following Councilmembers wanted to be on the committee: Councilmember Gunther, Pestinger, and Drennen. They will have to have a special meeting due to the quorum of 4 being on the Committee.

5. ADJOURNMENT

Deputy Mayor Hogan adjourned the meeting at 9:27pm.

ATTEST:

Jane Montgomery, City Clerk, CMC

Joshua Penner, Mayor



Fund Transaction Summary

Transaction Type: Invoice
Fiscal: 2019 - OCTOBER 2019 - 1st Council

Fund Number	Description	Amount
001	Current Expense	\$55,544.88
101	City Streets	\$4,606.43
104	Cemetery	\$195.17
105	Parks Department	\$26,888.32
303	Emergency Evacuation Bridge Fund	\$43,921.25
304	City Hall Construction	\$11,489.95
320	Transportation Impact	\$300.00
401	Water	\$9,522.78
408	Wastewater	\$7,550.79
410	Stormwater	\$8,427.58
412	Utility Land Acquisition	\$4,672.27
	Count: 11	\$173,119.42

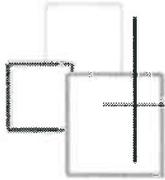


Register

Fiscal: 2019
Deposit Period: 2019 - OCTOBER 2019
Check Period: 2019 - OCTOBER 2019 - 1st Council

Number	Name	Print Date	Clearing Date	Amount
Key Bank Check	2000073			
<u>47782</u>	Wex Bank	10/2/2019		\$1,728.97
<u>47783</u>	Alarm Center, Inc	10/9/2019		\$80.07
<u>47784</u>	American Water Works Association	10/9/2019		\$355.00
<u>47785</u>	Anytime Fitness	10/9/2019		\$200.00
<u>47786</u>	Arrow Lumber	10/9/2019		\$431.61
<u>47787</u>	Bhc Consultants	10/9/2019		\$4,384.88
<u>47788</u>	Brisco Inc.	10/9/2019		\$472.10
<u>47789</u>	Business Solutions Center	10/9/2019		\$76.49
<u>47790</u>	Cassatt, Mike	10/9/2019		\$234.70
<u>47791</u>	Centurylink	10/9/2019		\$2,428.57
<u>47792</u>	CenturyLink/Qwest	10/9/2019		\$274.99
<u>47793</u>	Comcast	10/9/2019		\$502.48
<u>47794</u>	Core & Main	10/9/2019		\$133.06
<u>47795</u>	Corliss Resources, Inc	10/9/2019		\$1,064.81
<u>47796</u>	Crystal & Sierra Springs	10/9/2019		\$45.15
<u>47797</u>	Curry & Williams, P.I.I.c	10/9/2019		\$2,017.08
<u>47798</u>	Drain-Pro INC	10/9/2019		\$207.27
<u>47799</u>	Frost Landscape	10/9/2019		\$7,539.00
<u>47800</u>	Gabreluk, Devon	10/9/2019		\$99.41
<u>47801</u>	Garcia, Sue E	10/9/2019		\$375.00
<u>47802</u>	Helix Design Group	10/9/2019		\$11,489.95
<u>47803</u>	Inslee, Best, Doezie & Ryder, P>S	10/9/2019		\$12,074.94
<u>47804</u>	Korum Automotive Group	10/9/2019		\$1,852.37
<u>47805</u>	Lewis, Jennifer	10/9/2019		\$1,232.00
<u>47806</u>	Logan Enterprises INC	10/9/2019		\$395.00
<u>47807</u>	Milo's Locksmith Company	10/9/2019		\$119.79
<u>47808</u>	Mitel Leasing	10/9/2019		\$251.16
<u>47809</u>	Murphy-Brown, Mary	10/9/2019		\$525.00
<u>47810</u>	North Central Laboratorie	10/9/2019		\$213.01
<u>47811</u>	Opportunity Center Of Orting	10/9/2019		\$833.34
<u>47812</u>	Orca Pacific, Inc	10/9/2019		\$1,537.26
<u>47813</u>	Orting Valley Fire & Rescue	10/9/2019		\$2,979.17
<u>47814</u>	Orting Valley Senior Cent	10/9/2019		\$1,083.33
<u>47815</u>	P.c. Budget & Finance	10/9/2019		\$2,163.18
<u>47816</u>	Parametrix	10/9/2019		\$94,546.80
<u>47817</u>	Platt	10/9/2019		\$79.28

Number	Name	Print Date	Clearing Date	Amount
47818	Puget Sound Energy	10/9/2019		\$1,434.14
47819	Sarco Supply	10/9/2019		\$814.02
47820	Saybr Contractors INC	10/9/2019		\$1,617.66
47821	Schwab, Erica	10/9/2019		\$300.00
47822	SCORE	10/9/2019		\$7,200.00
47823	SHRED-IT USA	10/9/2019		\$186.38
47824	Spectral Laboratories	10/9/2019		\$336.00
47825	Sumner Lawn'n Saw	10/9/2019		\$135.14
47826	UniFirst Corporation	10/9/2019		\$274.04
47827	Utilities Underground Location Center	10/9/2019		\$49.28
47828	Verizon Wireless	10/9/2019		\$2,892.11
47829	Vermeer Northwest	10/9/2019		\$115.64
47830	Vision Forms LLC	10/9/2019		\$1,937.83
47831	Water Management Lab Inc.	10/9/2019		\$443.00
47832	Wells Fargo Financial Leasing	10/9/2019		\$92.91
47833	Whitworth Pest Solutions, INC	10/9/2019		\$300.63
47834	Zumar Industries Inc	10/9/2019		\$964.42
		Total	Check	\$173,119.42
		Total	2000073	\$173,119.42
		Grand Total		\$173,119.42



Custom Council Report

Vendor	Number	Invoice	Account Number	Notes	Amount
Alarm Center, Inc	47783	1189630	001-524-20-31-00	PSB Alarm	\$80.07
				Total	\$80.07
American Water Works Association	47784	7001678421 00545885-0	401-534-50-49-02	AWWA Membership	\$355.00
				Total	\$355.00
Anytime Fitness	47785	OCT2019-205	001-521-20-21-01	Gym Membership- Oct 2019	\$200.00
				Total	\$200.00
Arrow Lumber	47786	600186-Oct 2019	001-514-23-31-02	Key for Planner	\$3.69
			001-571-20-31-21	Tape for Dance	\$18.53
			101-542-30-48-02	Metel for Fisherman Street Sign	\$14.20
			104-536-50-35-00	Sledge Hammer	\$34.97
			104-536-50-48-00	Hose Parts	\$8.20
			105-576-80-31-00	Paint for Soccer Feilds	\$63.74
			105-576-80-48-00	Broom	\$10.91
			105-576-80-48-00	Paint for Soccer Feilds	\$39.84
			105-576-80-49-02	Paint Supplies for Crosswalks Painting	\$9.16
			105-576-80-49-02	Paint Supplies for Crosswalks Painting	\$17.25
			401-534-10-31-00	Rags	\$22.29
			401-534-50-48-02	Harman Springs	\$9.16
			408-535-10-31-00	Keys-New PW Shop	\$3.69
			410-531-38-31-00	Key Chain & Keys	\$12.38
			410-531-38-31-00	Rqags-Stormwater	\$25.01
			410-531-38-35-00	Tape Measure FA1068	\$27.31
			410-531-38-48-00	Hillman Fasteners	\$6.37
			410-531-38-48-00	Cement	\$87.45
			412-594-38-62-01	Bolts for New PW Shop-Lockers	\$17.46
				Total	\$431.61
Bhc Consultants	47787	0011440 994644.00	001-558-60-41-02	Planning Consultants-Comp Plan	\$4,384.88
				Total	\$4,384.88
Brisco Inc.	47788	OCT2019-201	001-524-20-32-01	Fuel Building	\$40.00
			401-534-80-32-01	Fuel-F1072	\$300.00

Vendor	Number	Invoice	Account Number	Notes	Amount
Brisco Inc.	47788	OCT2019-201	410-531-38-32-01	Fuel Storm	\$132.10
				Total	\$472.10
Business Solutions Center	47789	107329	001-514-23-31-02	Business Cards-Corona & Agfalvi	\$22.94
			401-534-10-31-00	Business Cards-Corona & Agfalvi	\$22.95
			408-535-10-41-14	Business Cards-Corona & Agfalvi	\$22.95
			410-531-38-31-00	Business Cards-Corona & Agfalvi	\$7.65
				Total	\$76.49
Cassatt, Mike	47790	9-38-19	001-521-30-49-00	Reimbursement for Balloons for Pumkim Fest PD Booth	\$234.70
				Total	\$234.70
Centurylink	47791	300549640-SEPT 2019	408-535-10-42-01	Sewer Phones	\$43.22
		300549818-SEPT 2019	001-514-23-42-00	City Phones	\$541.55
			001-524-20-42-00	City Phones	\$27.71
			101-542-63-47-03	City Phones	\$61.72
			401-534-10-42-01	City Phones	\$405.66
			408-535-10-42-01	City Phones	\$403.72
			410-531-38-42-01	City Phones	\$113.97
		300549906-SEPT 2019	401-534-10-42-01	Harman Springs	\$59.74
		300550216-SEPT 2019	408-535-10-42-01	Sewer Phones	\$197.33
		300550553-SEPT 2019	001-521-50-42-00	PD Phones	\$399.67
		300550592-SEPT 2019	001-512-50-42-00	Court Phones	\$103.39
		409178327-SEPT 2019	001-521-50-42-00	PD Repeater	\$70.89
				Total	\$2,428.57
CenturyLink/Qwest	47792	464B- SEPT2019	001-521-20-45-02	Cell Connection	\$116.86
		465B- SEPT2019	001-521-20-45-02	Cell Connection	\$81.86
		492B- SEPT2019	001-521-20-45-02	Cell Connection	\$76.27
				Total	\$274.99
Comcast	47793	0221105-Sept 2019	001-514-23-42-00	City Hall Internet	\$62.81
			001-524-20-31-00	City Hall Internet	\$62.81
			401-534-10-42-01	City Hall Internet	\$62.81
			408-535-10-42-01	City Hall Internet	\$62.81
		0221113-Sept 2019	001-512-50-42-00	PSB Internet	\$25.12
			001-521-50-42-00	PSB Internet	\$226.12
				Total	\$502.48
Core & Main	47794	L207892	401-534-50-48-02	1/2 PVC Coupling-Hex Well 4	\$11.46
		L227513	401-534-50-48-02	178th St Water Service-Parts	\$121.60
				Total	\$133.06
Corliss Resources, Inc	47795	216588	412-594-38-62-01	Top Soil for New PW Shop	\$145.92

Vendor	Number	Invoice	Account Number	Notes	Amount
Corliss Resources, Inc	47795	217698	412-594-38-62-01	Top Soil for New PW Shop	\$207.68
		218610	412-594-38-62-01	Top Soil for New PW Shop-Bioswale	\$448.89
		218611	412-594-38-62-01	Top Soil for New PW Shop-Bioswale	\$262.32
	Total				\$1,064.81
Crystal & Sierra Springs	47796	16789927 091419	001-514-23-31-02	Water for City Hall	\$45.15
				Total	\$45.15
Curry & Williams, P.I.I.c	47797	OCT2019-202	001-512-50-10-02	Court Judge-September 2019	\$2,017.08
				Total	\$2,017.08
Drain-Pro INC	47798	59427	408-535-60-48-04	Honey Bucket Rental-WWTP	\$69.09
				Honey Bucket Rental-Skate Park	\$69.09
				Honey Bucket Rental-River & Calistoga	\$69.09
				Total	\$207.27
Frost Landscape	47799	13183	105-576-80-48-08	Landscape Services-Sept 2019	\$7,539.00
				Total	\$7,539.00
Gabreluk, Devon	47800	9/16/2019	001-521-40-49-00	Reimbursement Meals & Training-Gabreluk & Turner	\$99.41
				Total	\$99.41
Garcia, Sue E	47801	2803-Sept	001-512-50-49-05	Court Interpreter-#920758339	\$375.00
				Total	\$375.00
Helix Design Group	47802	A18-021.01 0000009	304-594-18-60-01	New City Hall Facilities	\$4,291.92
			304-594-31-60-01	New City Hall Facilities	\$643.79
			304-594-34-60-01	New City Hall Facilities	\$643.78
			304-594-35-60-01	New City Hall Facilities	\$1,287.58
			304-594-44-60-01	New City Hall Facilities	\$143.06
			304-594-76-60-01	New City Hall Facilities	\$143.07
		A18-021.17 0000003	304-594-18-60-01	New City Hall Facilities	\$511.50
			304-594-31-60-01	New City Hall Facilities	\$76.73
			304-594-34-60-01	New City Hall Facilities	\$76.72
			304-594-35-60-01	New City Hall Facilities	\$153.45
			304-594-44-60-01	New City Hall Facilities	\$17.05
			304-594-76-60-01	New City Hall Facilities	\$17.05

Vendor	Number	Invoice	Account Number	Notes	Amount
Helix Design Group 47802	A18-021.19	0000002	304-594-18-60-01	New City Hall Facilities 60	\$1,130.55
			304-594-31-60-01	new City Hall Facilities 9	\$169.58
			304-594-34-60-01	New City Hall Facilities 9	\$169.58
			304-594-35-60-01	New City Hall Facilities 18	\$339.17
			304-594-44-60-01	New City Hall Facilities 2	\$37.69
			304-594-76-60-01	New City Hall Facilities 2	\$37.68
			A18-021.22	0000001	304-594-18-60-01
			304-594-31-60-01	New City Hall Facilities	\$144.00
			304-594-34-60-01	New City Hall Facilities	\$144.00
			304-594-35-60-01	New City Hall Facilities	\$288.00
			304-594-44-60-01	New City Hall Facilities	\$32.00
			304-594-76-60-01	New City Hall Facilities	\$32.00
				Total	\$11,489.95
	Inslee, Best, Doezie & Ryder, P>S 47803	250304		001-515-41-41-01	City Attorney-Retainer
001-515-41-41-02				City Attorney-Records Request	\$1,691.02
001-515-41-41-02				City Attorney-HR	\$1,691.02
001-515-41-41-02				City Attorney-Services	\$3,762.06
001-515-41-41-04				City Attorney-Chronic Nuisance	\$1,136.15
001-515-41-41-06				City Attorney-Code Enforcement	\$1,215.42
101-542-30-41-05				City Attorney-Streets	\$79.27
Korum Automotive Group 47804	5221475		410-531-38-48-01	Wheel Cover-FA1069	\$61.48
	6687372		401-534-50-48-06	Oil Change-Diagnostic for Oil Leak-FA1028	\$37.05
			408-535-50-48-08	Oil Change-Diagnostic for Oil Leak-FA1028	\$37.04
	6687405		101-542-30-48-02	Oil Change-FA1030	\$27.62
			105-576-80-48-02	Oil Change-FA1030	\$38.67
			401-534-50-48-06	Oil Change-FA1030	\$22.09
			408-535-50-48-08	Oil Change-FA1030	\$16.57
	6687508		410-531-38-48-01	Oil Change-FA1030	\$5.54
			408-535-50-48-08	Oil Change-FA1031	\$58.54
	6687531		101-542-30-48-04	Oil Change-Cooling System Flush-FA1051	\$13.34
			401-534-50-48-06	Oil Change-Cooling System Flush-FA1051	\$133.39

Vendor	Number	Invoice	Account Number	Notes	Amount	
Korum Automotive Group	47804	6687531	408-535-50-48-08	Oil Change-Cooling System Flush-FA1051	\$93.37	
			410-531-38-48-01	Oil Change-Cooling System Flush-FA1051	\$26.68	
	6687612	401-534-50-48-06	408-535-50-48-08	Oil Change-FA1071	\$14.63	
			410-531-38-48-01	Oil Change-FA1071	\$38.05	
	6687654	101-542-30-48-04	101-542-30-48-04	Oil Change-FA1072	\$5.86	
			105-576-80-48-02	Oil Change-FA1072	\$5.42	
			401-534-50-48-06	Oil Change-FA1072	\$8.13	
			408-535-50-48-08	Oil Change-FA1072	\$27.12	
			410-531-38-48-01	Oil Change-FA1072	\$5.44	
	6687815	401-534-50-48-06	410-531-38-48-01	Oil Change-FA1072	\$8.13	
			401-534-50-48-06	Oil Change-FA1074	\$23.41	
			408-535-50-48-08	Oil Change-FA1074	\$23.41	
	6687820	101-542-30-48-04	410-531-38-48-01	Oil Change-FA1074	\$11.72	
			101-542-30-48-04	Oil Change-FA1064	\$5.54	
			105-576-80-48-02	Oil Change-FA1064	\$2.80	
			401-534-50-48-06	Oil Change-FA1064	\$22.18	
			408-535-50-48-08	Oil Change-FA1064	\$19.41	
	6687914	410-531-38-48-01	410-531-38-48-01	Oil Change-FA1064	\$5.54	
			101-542-30-48-04	New Tires-FA1072	\$99.89	
			401-534-50-48-06	New Tires-FA1072	\$499.36	
408-535-50-48-08			New Tires-FA1072	\$199.74		
6687936	001-521-50-48-02	410-531-38-48-01	New Tires-FA1072	\$199.74		
		001-521-50-48-02	Oil Change- Brake Check-2016 81375	\$55.47		
Total					\$1,852.37	
Lewis, Jennifer	47805	OCT2019-204	001-571-20-31-34	Dog Training Classes-Sept 2019	\$1,232.00	
				Total	\$1,232.00	
Logan Enterprises INC	47806	17247	001-514-21-41-01	City Hall-Shop Janitorial	\$98.75	
				001-524-20-49-02	City Hall-Shop Janitorial	\$19.75
				001-575-50-41-01	City Hall-Shop Janitorial	\$79.00
				401-534-10-31-00	City Hall-Shop Janitorial	\$79.00
				408-535-10-31-00	City Hall-Shop Janitorial	\$79.00
				410-531-38-31-00	City Hall-Shop Janitorial	\$39.50
				Total	\$395.00	
Milo's Locksmith Company	47807	75101	001-521-50-48-06	Rekeyed Lock A PSB	\$119.79	
				Total	\$119.79	
Mitel Leasing	47808	902145463	001-594-12-41-02	PSB Phone Lease	\$15.07	

Vendor	Number	Invoice	Account Number	Notes	Amount
Mitel Leasing	47808	902145463	001-594-21-41-03	PSB Phone Lease	\$236.09
				Total	\$251.16
Murphy-Brown, Mary	47809	Dance Class-Sept 2019	001-571-20-31-21	Dance Class-Sept 2019	\$525.00
				Total	\$525.00
North Central Laboratorie	47810	429316	408-535-10-31-00	Lab Supplies	\$213.01
				Total	\$213.01
Oppportunity Center Of Orting	47811	3040	001-571-20-31-14	Orting Opportunity Center Grant-Oct 2019	\$833.34
				Total	\$833.34
Orca Pacific, Inc	47812	40460	401-534-10-31-01	Sodium Hypochlorite	\$886.75
		40463	401-534-10-31-01	Sodium Hypochlorite	\$650.51
				Total	\$1,537.26
Orting Valley Fire & Rescue	47813	Payment #10 Lease for PSB	001-512-50-41-04	Payment #10 Lease for PSB-Court	\$297.92
			001-521-50-41-07	Payment # 10Lease for PSB-Police	\$2,681.25
				Total	\$2,979.17
Orting Valley Senior Cent	47814	1010-OCT 2019	001-571-20-31-06	Monthly Support-October 2019	\$1,083.33
				Total	\$1,083.33
P.c. Budget & Finance	47815	CI-275435 C-104188	001-554-30-50-01	PC Animal Control-Aug 2019	\$2,163.18
				Total	\$2,163.18
Parametrix	47816	12538	001-558-60-41-01	General Consulting	\$1,405.17
			001-558-60-41-01	General Development	\$4,032.50
			101-542-30-41-01	General Consulting-Streets	\$2,805.00
			101-542-30-41-13	Transportation Plan Update PH 2	\$340.00
			105-594-76-41-02	Calistoga Park-Final Plan	\$240.00
			105-594-76-63-15	Gratzer Park Design-Project Management	\$265.00
			105-594-76-63-15	Gratzer Park Design-Design Plans & Spec	\$4,300.00
			105-594-76-63-15	Gratzer Park Design-Permitting	\$14,339.88
			320-542-30-41-05	TWLTL CM-Project Management	\$300.00
			401-534-10-41-01	General Consulting-Water	\$866.25
			401-534-10-41-19	General Consulting-Telemetry O&M	\$2,195.00

Vendor	Number	Invoice	Account Number	Notes	Amount	
Parametrix	47816	12538	408-535-10-41-01	General Consulting-Sewer	\$2,813.75	
			410-531-39-41-01	General Consulting-Storm	\$1,448.75	
			410-594-31-41-30	VG Outfall Replacement-Survey	\$55.68	
			410-594-31-41-30	VG Outfall Replacement-Project Management	\$690.00	
			410-594-31-41-30	VG Outfall Replacement-Preliminary Design	\$2,806.07	
			410-594-31-41-43	Calistoga St W Improvemnets-Stormwater Report & 30% Design	\$1,740.00	
			412-594-38-41-02	New Public Works Shop	\$730.00	
			412-594-38-41-02	Design Build Advisory Management	\$990.00	
			412-594-38-41-02	Design Build Advisory Management Services	\$1,870.00	
			12539	001-524-20-41-02	Village Crest North 1B-Rivers Edge-Design Review	\$3,138.75
				001-524-20-41-02	Orting Village-Design Review	\$3,253.75
			12540	303-595-10-40-01	Emergency Evacuation Bridge-Preliminary Design	\$41,823.75
				303-595-90-40-01	Emergency Evacuation Bridge-Project Management	\$2,097.50
					Total	\$94,546.80
			Platt	47817	X115167	001-575-50-48-00
	Total	\$79.28				
Puget Sound Energy	47818	200021064239-SEPT 2019	401-534-50-47-03	Well 1	\$656.26	
		200021119249-SEPT 2019	401-534-50-47-02	Chlorinator	\$17.84	
		220019441785-New Public Works Shop	101-542-63-47-01	New Public Works Shop	\$148.34	
			104-536-50-47-01	New Public Works Shop	\$118.67	
			401-534-50-47-01	New Public Works Shop	\$148.34	
			408-535-50-47-01	New Public Works Shop	\$178.02	
		220020534461-New Public Works Shop	101-542-63-47-01	New Public Works Shop	\$41.67	
			104-536-50-47-01	New Public Works Shop	\$33.33	
			401-534-50-47-01	New Public Works Shop	\$41.66	
			408-535-50-47-01	New Public Works Shop	\$50.01	
				Total	\$1,434.14	

Vendor	Number	Invoice	Account Number	Notes	Amount	
Sarco Supply	47819	1132357	408-535-10-31-00	New PW Shop	\$293.77	
		1132679	408-535-10-31-06	Park Restroom Supplies	\$520.25	
				Total	\$814.02	
Saybr Contractors INC	47820	Pay Request #2-MPC HVAC	001-594-75-64-14	Pay Request #2-MPC HVAC	\$1,617.66	
				Total	\$1,617.66	
Schwab, Erica	47821	1010-October 2019	001-521-10-10-04	Civil Service-Consultant October 2019	\$300.00	
				Total	\$300.00	
SCORE	47822	3981-Aug 2019	001-523-60-41-00	Jail Fees-Aug 2019	\$7,200.00	
				Total	\$7,200.00	
SHRED-IT USA	47823	8128150447	001-521-20-31-03	PD Shredding	\$98.09	
		8128150486	001-514-23-31-02	City Hall Shredding	\$88.29	
				Total	\$186.38	
Spectral Laboratories	47824	143028	408-535-10-41-03	Lab Testing	\$336.00	
				Total	\$336.00	
Sumner Lawn'n Saw	47825	37384	410-531-38-48-01	Saw Blade & Attachment	\$135.14	
				Total	\$135.14	
UniFirst Corporation	47826	330 1560740	408-535-10-31-03	Uniform Item-Protective Services	\$113.32	
		330 1562829	408-535-10-31-03	Uniform Item-Protective Services	\$160.72	
				Total	\$274.04	
Utilities Underground Location Center	47827	9090209	401-534-60-41-00	Locates-September 2019	\$24.64	
			408-535-60-41-00	Locates-September 2019	\$24.64	
				Total	\$49.28	
Verizon Wireless	47828	9838165491	001-512-50-42-00	Cell Phones-Court	\$56.48	
			001-514-23-42-00	Cell Phones-Tablets	\$265.98	
			001-524-20-42-00	Cell Phones	\$47.47	
			001-575-50-42-01	Cell Phones-Tablets	\$56.48	
			401-534-10-42-01	Cell Phones-Tablets	\$671.22	
			408-535-10-42-01	Cell Phones-Tablets	\$671.22	
			9838165492	001-512-50-42-00	Cell Phones-Court	\$185.21
			001-521-20-45-01	Cell Phones-PD	\$495.82	
			001-521-20-45-02	Cell Connection Data-PD	\$442.23	
				Total	\$2,892.11	

Vendor	Number	Invoice	Account Number	Notes	Amount
Vermeer Northwest	47829	S64356	410-531-38-48-01	Relacement Nozzle for Vactor Trailer Spray Wand	\$115.64
				Total	\$115.64
Vision Forms LLC	47830	5591	401-534-10-31-00	Utility Bill Processing & Mailing	\$199.45
			401-534-10-42-00	Utility Bill Processing & Mailing	\$446.50
			408-535-10-31-00	Utility Bill Processing & Mailing	\$199.44
			408-535-10-42-00	Utility Bill Processing & Mailing	\$446.50
			410-531-38-31-00	Utility Bill Processing & Mailing	\$199.45
			410-531-38-42-00	Utility Bill Processing & Mailing	\$446.49
				Total	\$1,937.83
Water Management Lab Inc.	47831	179119	401-534-10-41-03	Lab Testing	\$224.00
		179545	401-534-10-41-03	Lab Testing	\$219.00
				Total	\$443.00
Wells Fargo Financial Leasing	47832	5007423579	105-576-80-31-00	Public Works Copier	\$13.94
			401-534-10-31-00	Public Works Copier	\$46.46
			408-535-10-31-00	Public Works Copier	\$18.58
			410-531-38-31-00	Public Works Copier	\$13.93
				Total	\$92.91
Wex Bank	47782	61340089	001-521-20-32-00	Fuel-PD	\$1,728.97
				Total	\$1,728.97
Whitworth Pest Solutions, INC	47833	272635	001-575-50-48-00	Pest Control-MPC	\$191.33
		472636	001-514-21-48-01	Pest Control-Cit	\$109.30
				Total	\$300.63
Zumar Industries Inc	47834	29927	101-542-64-49-00	No Parking Sign- Tubes-Anchors	\$964.42
				Total	\$964.42
				Grand Total	\$173,119.42



City of Orting Council Agenda Summary Sheet

Subject: Ordinance No. 2019-1040, An Ordinance Of The City Of Orting, Washington, Relating To Land Use And Zoning; Adopting Amendments To The Comprehensive Plan		Committee	Study Session	Council
	AB Item #: AB19-46	N/A	AB19-46	AB19-46
	For Agenda of:		7.17.19 9.18.19	9.25.19 10.9.19
	Department:	Planning/Administration		
	Date Submitted:	07/02/2019 [Revisions submitted 9/6/19, 9/30/19 and 10/2/2019]		
Cost of Item:	N/A			
Amount Budgeted:	N/A			
Unexpended Balance:	N/A			
Bars #:	N/A			
Timeline:	N/A			
Submitted By:	Mark Bethune, City Administrator; Roger Wagoner, Interim City Planner; Charlotte A. Archer, City Attorney			

Fiscal Note:

Attachments:

Ordinance No. 2019-1040, with the following Exhibits thereto:

- Exhibit A – Text Amendments to Land Use Element of the Comprehensive Plan;
- Exhibit B – Updated Figure LU-1 2019 (Land Use and Zoning Map, re-designating the RU-L zone RU)
- Exhibit C – 2040 Orting Transportation Plan

Additional Attachments to this Agenda Bill, pertaining to the Comprehensive Plan Amendments:

- Attachment 1 - Docket Requests received by City (from DR Horton and the Wangs);
- Attachment 2 - Planning Commission Recommendations on Comprehensive Plan Amendment;
- Attachment 3 – Public Comments (distributed previously and available in on line packet);
- Attachment 4 - SEPA Checklist and other related documents

SUMMARY STATEMENT: Before the City Council for consideration and a final vote at its meeting on Oct. 30, 2019, is Ordinance No. 2019-1040, reflecting the following proposed actions:

- **Exhibit A to Ord. 2019-1040:** Text amendments to the Land Use Element of the Comprehensive Plan (pages LU-7 to LU-9), replacing Goal LU 8, Discussion, Pol. LU 8.1, Pol. LU 8.2, and the Map following Pol. LU 8.2;
- **Exhibit B to Ord. 2019-1040:** New Figure LU-1 2019 of the Comprehensive Plan (page LU-14), an updated Land Use and Zoning Map reflecting the previous re-designation of the RU-L zone to RU
- **Exhibit C to Ord. 2019-1040:** Adopting the 2040 Orting Transportation Plan, to replace both the Transportation Element and Transportation Appendix to the Comprehensive Plan.
- Private request to amend the Land Use Element of the Comprehensive Plan pertaining to the MUTCN zone (modification recommended by the Planning Commission).
- Private request to amend the Transportation Appendix to alter the route of the Whitehawk Extension (denial recommended by the Planning Commission).

Background: In late 2018 and early 2019, the City received private requests from DR Horton and the Wang family for amendments to the City's Comprehensive Plan. The former focused on amendments to the Comprehensive Plan provisions governing the Mixed Use Town Center North zone while the latter focused on the Transportation Element to the Comprehensive Plan (copies of those requests at Attachment 1). Staff proposed amendments to the Comprehensive Plan, including the Transportation Improvement Program and Land Use and Zoning, for this docket process.

These requests were submitted to the Planning Commission for review and consideration. The Planning Commission undertook a lengthy public involvement process and provided for early and continuous public participation opportunities on the proposed amendments, 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 was 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's recommendations are memorialized at Attachment 2. In summary, the Planning Commission approved, with modifications, the request for consideration of a plan amendment from DR Horton, as reflected in Exhibits E.1 and E.2 hereto. The Planning Commission denied the request for consideration of a plan amendment from the Wangs, with the following caveat: 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.

The City Council considered the Planning Commission's recommendations, and proposed modifications to the Planning Commission's recommendations from Staff, at its meetings on July 17, 2019, August 21, 2019, held public hearings on the proposed amendments at its regular meeting on Sept. 11, 2019, and considered the amendments further at meetings on Sept. 18, 2019 and at this meeting.

Update on Oct. 2, 2019 -- Staff discovered a typographical error in the 2040 Orting Transportation Plan, and also modified the Transportation Plan to document the Planning Commission's recommended modification in response to the private request to amend the Transportation Appendix to alter the route of the Whitehawk Extension. In light of these changes, Staff recommends extending the comment period on the Comprehensive Plan so that adoption may be considered by the Council for final adoption at its regular meeting on Oct. 30, 2019.

Standards for Consideration of Proposed Amendments: Generally, in order to approve a proposed comprehensive plan amendment (if proposed by the public, staff or council), the city council shall find all of the following:

A. The amendment conforms to the requirements of the GMA, is internally consistent with the comprehensive plan, is consistent with the county-wide planning policies and is consistent with any interlocal planning agreements;

B. There is a demonstrable need for the amendment supported either by changed conditions or by new information developed by the director or the proponent;

C. The public interest will be served if the amendment is approved.

D. The amendment does not include nor facilitate illegal zoning.

The Council, within the above referenced guidelines, will consider the proposed amendments and may take action on Ordinance 2019-1040.

RECOMMENDED ACTION: Review and consider the proposed Ordinance 2019-1040, inclusive of Exhibits A, B, and C.

FUTURE MOTION FOR MEETING ON OCT. 30, 2019: 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 and Replacing the Transportation Element and Appendix with 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 TEXT AMENDMENTS TO THE
COMPREHENSIVE PLAN; ADOPTING AND REPLACING
FIGURE LU-1 2019 OF THE COMPREHENSIVE PLAN;
ADOPTING AND REPLACING THE TRANSPORTATION
ELEMENT AND APPENDIX TO THE COMPREHENSIVE
PLAN WITH THE 2040 ORTING TRANSPORTATION
PLAN, AS AMENDED; 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 to which is a component of the proposed amended Comprehensive Plan; and

WHEREAS, the proposed docket for plan amendments includes the aforementioned staff-generated requests to amend the Comprehensive Plan Transportation Element and the Land Use Map, as well as public requests to amend both the Comprehensive Plan Land Use Element text, the Transportation Element, and the corresponding implementing zoning code for the Mixed Use Town Center North zone: 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, as well as the other amendments set out in Exhibits B and C to this Ordinance, to the City Council; and

WHEREAS, the Planning Commission recommended modification of the request submitted by DR Horton, and denial of the citizen-initiated amendment request pertaining to the Whitehawk Blvd NW Extension; and

WHEREAS, the City Council considered the proposed amendments at its meetings on July 17, 2019, August 21, 2019, Sept. 18, 2019, and Oct. 7, 2019, and held public hearings on the proposed amendments at its meetings on July 31, 2019 and Sept. 11, 2019 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, and the public testimony at the hearings before the City Council, the City Council finds that the proposed amendments to the Comprehensive Plan attached hereto

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 Text Amendments to Comprehensive Plan. The City Council adopts the amendments to the Land Use Element of the Comprehensive Plan identified on “Exhibit A”, which is attached hereto and incorporated by reference herein.

Section 3. Adoption of a Corrected Land Use Map, Figure LU-1 2019, to the Comprehensive Plan. The City Council adopts the City-initiated amendment to the Comprehensive Plan as the corrected land use map, Figure LU-1 2019, a copy of which is attached hereto as “Exhibit B”, which is incorporated by reference herein.

Section 4. Adoption of the Orting 2040 Transportation Plan, to Replace the Transportation Element and Appendix in the Comprehensive Plan. The City Council adopts the Orting 2040 Transportation Plan, “Exhibit C”, which is incorporated by reference herein. The City Council intends for this Plan to amend and replace, in their entirety, the Transportation Element and Transportation Appendix of the Comprehensive Plan.

Section 5. Amendment to Orting 2040 Transportation Plan, as Adopted. The City Council adopts the following amendment to the Orting 2040 Transportation Plan, Exhibit C, at Section 7.1 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 and dedication of right-of-way to widen Rocky Road.

Section 6. Modification of Privately-Initiated Comprehensive Plan Amendment. The City Council modifies the amendments to the Comprehensive Plan requested by DR Horton, as depicted in Exhibit A hereto. The City Council finds that the applicants have not met their burden as to why the proposed amendments, without these modifications, are consistent with the goals and policies in the Comprehensive Plan.

Section 7. Denial of Privately-Initiated Comprehensive Plan Amendment. The City Council does not approve the requested amendment to the Orting Transportation Element and Transportation Appendix of the Comprehensive Plan pertaining to Project R1, Whitehawk Blvd NW Extension. The City Council finds that the applicants have not met their burden as to why the proposed amendment is consistent with the goals and policies in the Comprehensive Plan.

Section 8. 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 9. 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
_____ DAY OF _____, 2019**

CITY OF ORTING

Joshua Penner, Mayor

ATTEST/AUTHENTICATED:

Jane Montgomery, City Clerk

Approved as to form:

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

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

Exhibit A

Text Amendments to Land Use Element of the Comprehensive Plan;

City of Orting Comprehensive Plan 2019 Comprehensive Plan Text Amendments

*{The following text replaces Goal LU 8, Discussion, Pol. LU 8.1, Pol. LU 8.2,
and the Map following Pol. LU 8.2}*

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, light industrial, 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. Park areas within the MUTCN shall provide for community uses consistent with the Orting Parks, Trails and Open Space Plan.
 - e. Pedestrian amenities can be located and designed within the blocks and coordinated throughout the area as development plans are drafted.

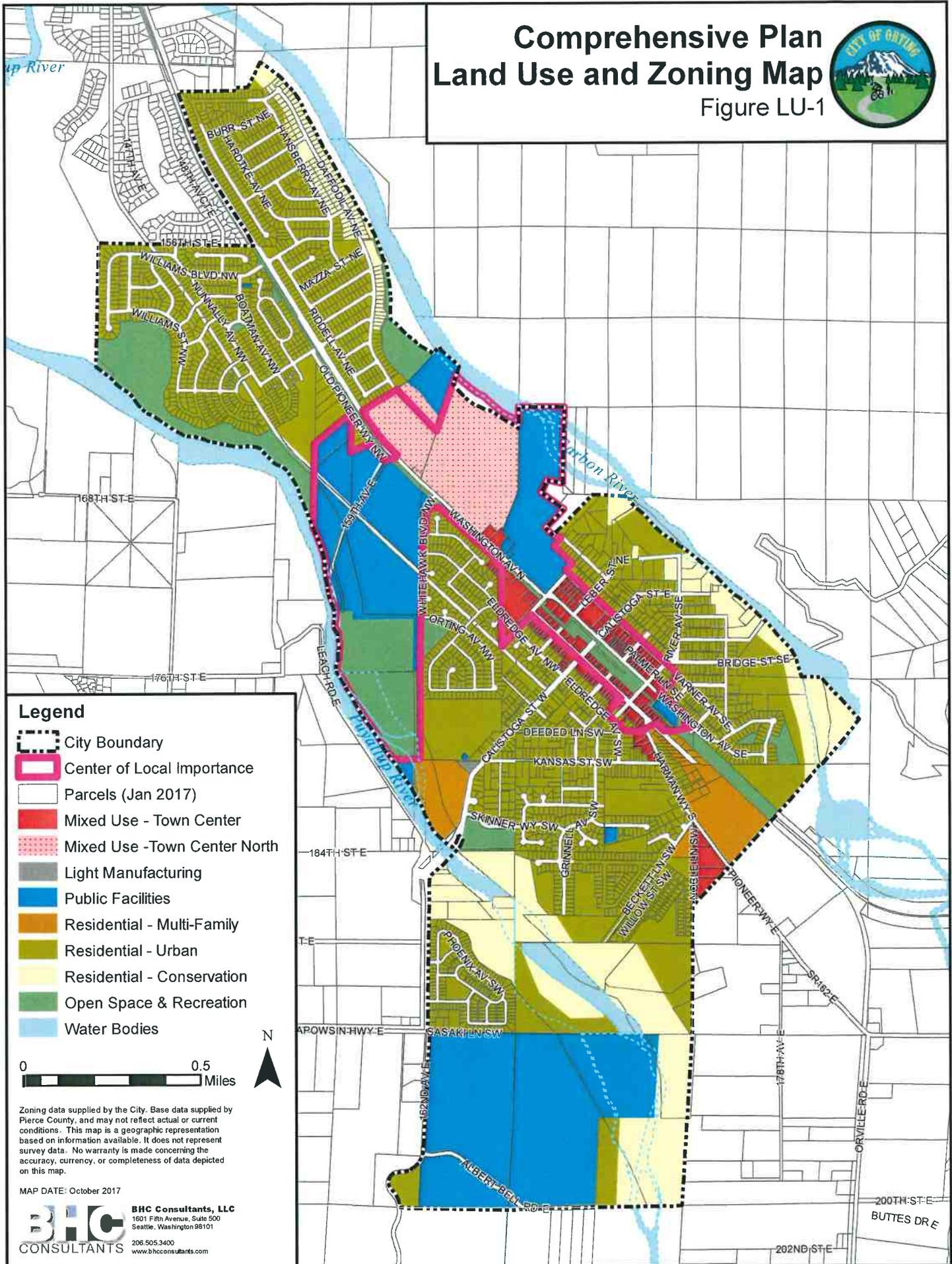
Pol. LU 8.2 All development in the MUTCN shall be approved through a Master Development Plan per Policy LU 5.6, and Titles 12, 13, and 15 OMC and shall be subject to Architectural Design Review.

Exhibit B

**Updated Figure LU-1 2019
(Land Use and Zoning Map, re-
designating the RU-L zone to
RU)**

Comprehensive Plan Land Use and Zoning Map

Figure LU-1



Legend

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



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

MAP DATE: October 2017

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 1601 Fifth Avenue, Suite 500
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Exhibit C

**2040 Orting Transportation
Plan**

Orting 2040 Transportation Plan

Prepared for



September 2019

Prepared by
Parametrix

Orting 2040 Transportation Plan

Prepared for

City of Orting
110 Train Street SE
Orting, WA 98360

Prepared by

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CITATION

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

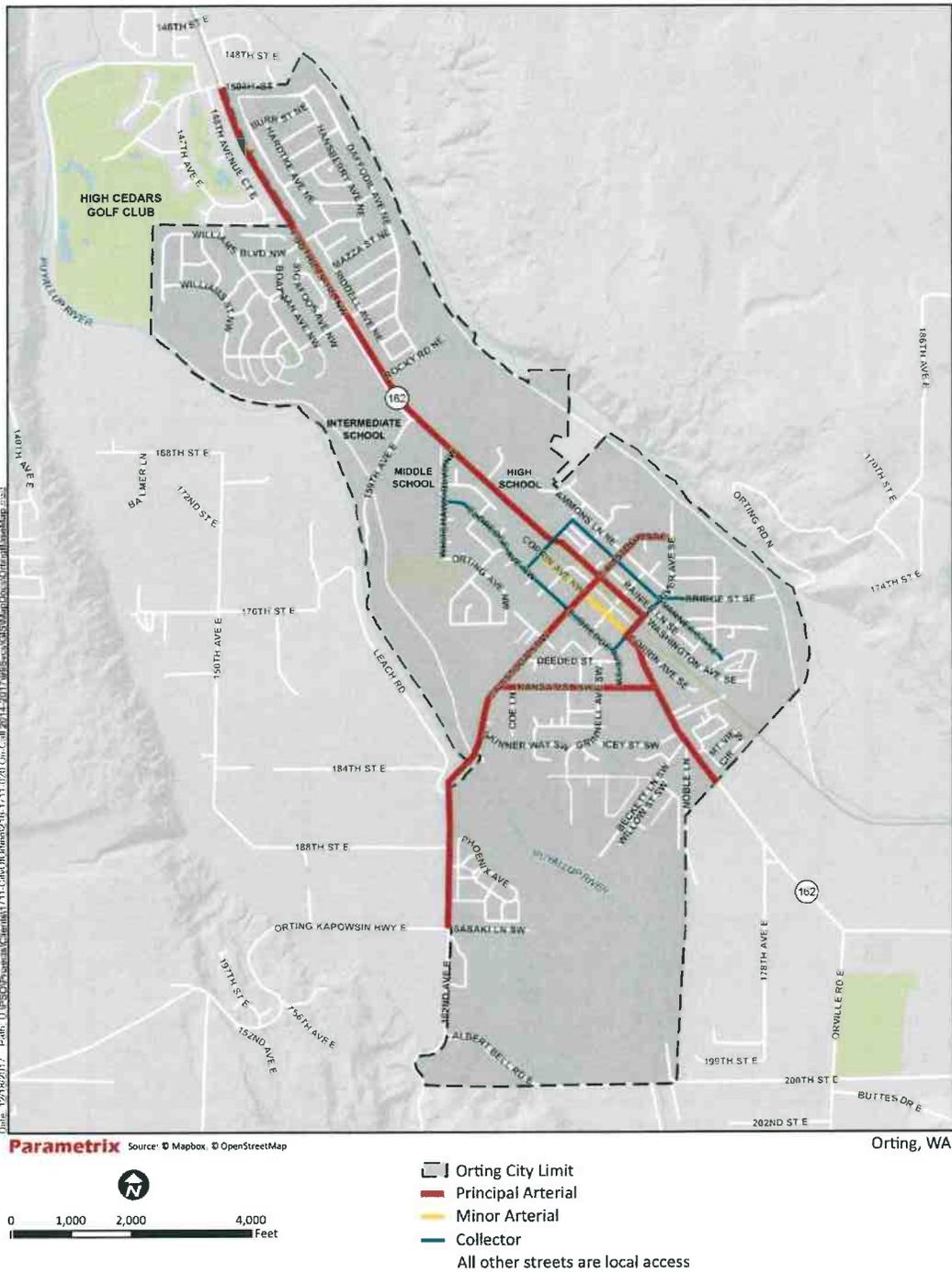


Figure 3-1. Orting Roadway Functional Classification

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.

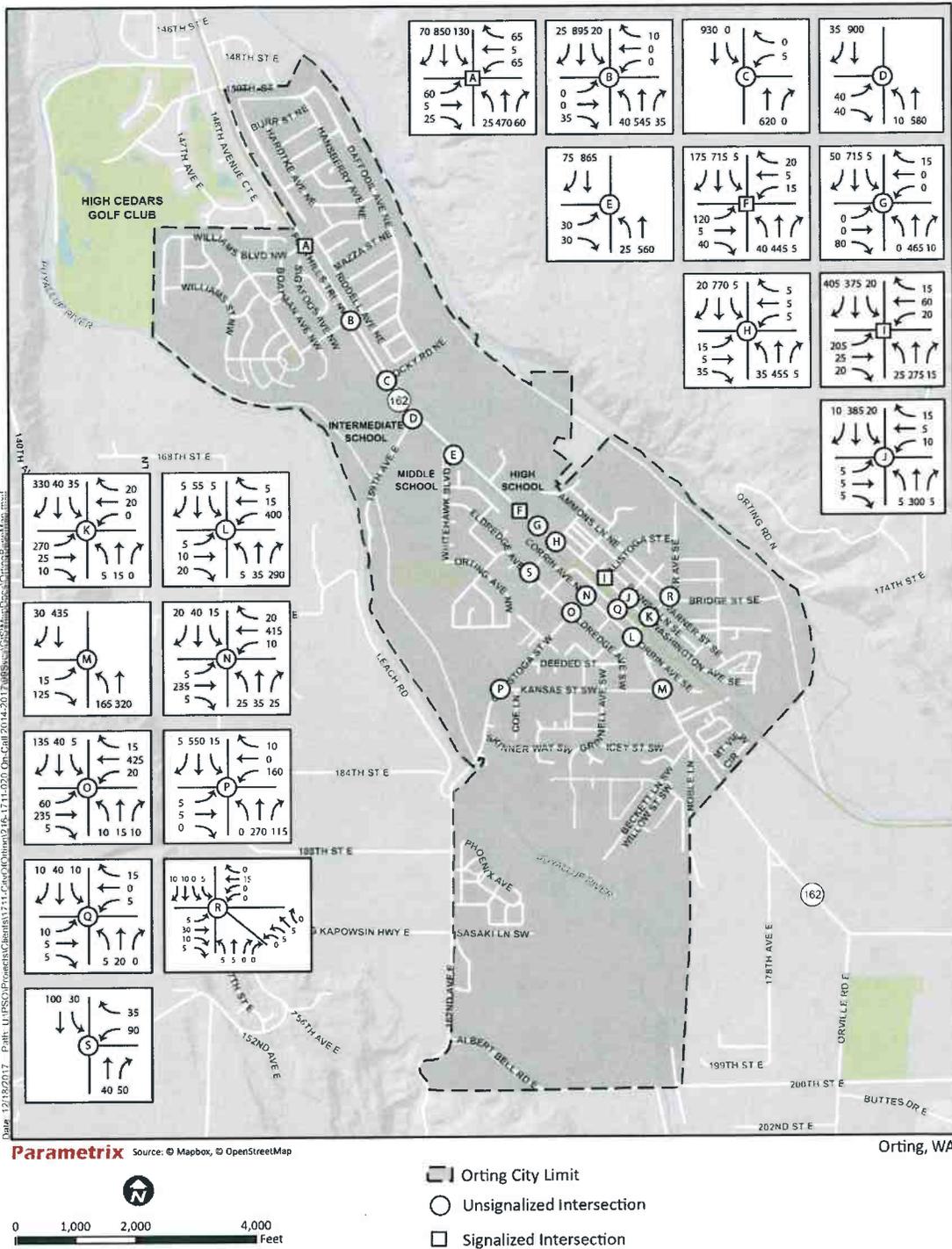


Figure 3-2. Existing (2017) PM Peak Hour Intersection Traffic Counts

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.

3.2.2 Collision History

WSDOT provided a history of reported collisions that occurred within the city limits of Orting for the period of January 1, 2012, through December 31, 2016. **Figure 3-4** summarizes the locations where the collisions occurred in Orting. Total accidents averaged approximately 37 per year with a total of 186 over the 5-year collision period. Nearly 70 percent of collisions were property damage only. There were no fatal collisions and only three collisions were serious injury collisions. Five collisions involved non-motorized users. Most accidents (approximately 60 percent) were at intersections or driveways.

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

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

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

Source: WSDOT Transportation Data and GIS Office

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

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

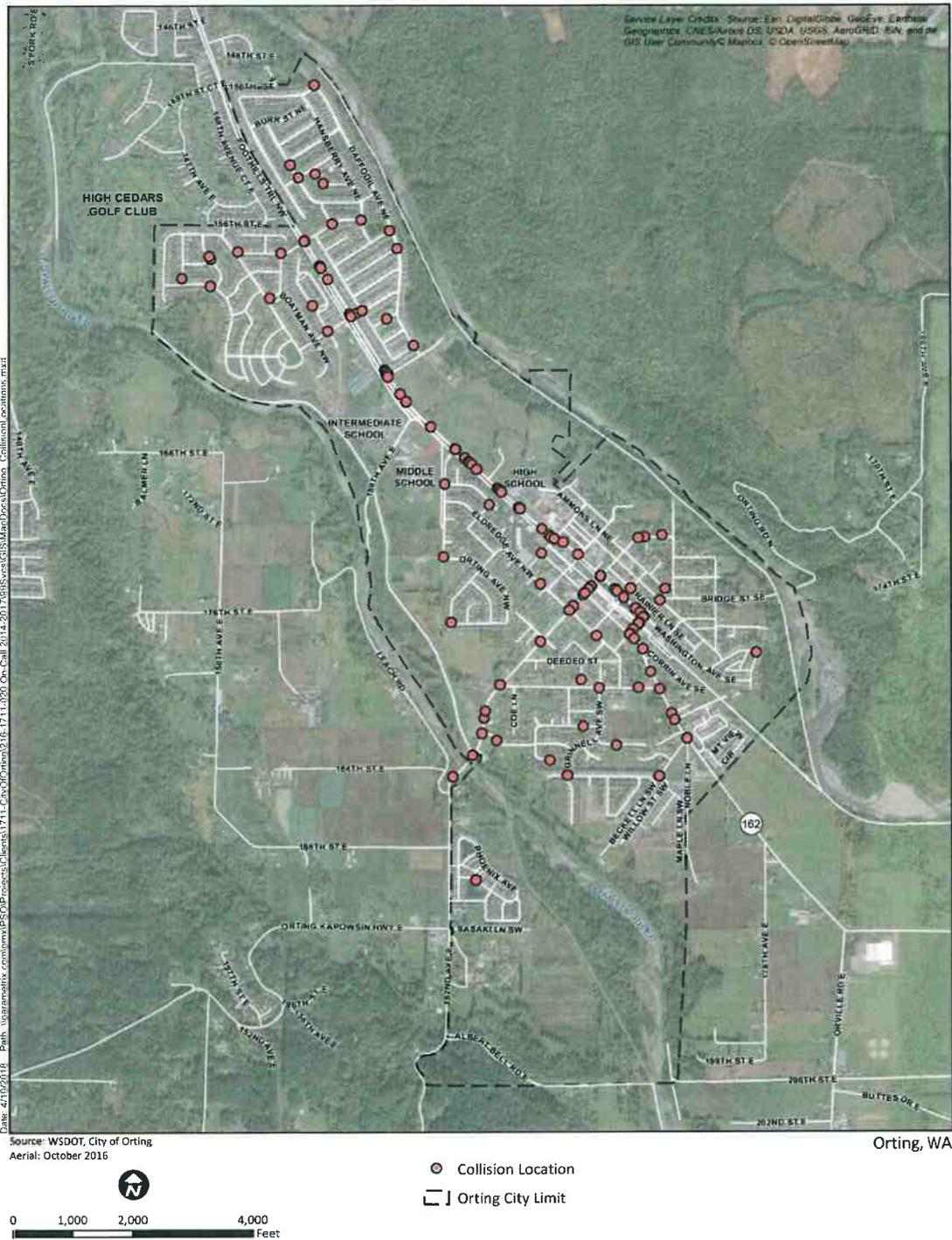


Figure 3-4. All Collisions in the City of Orting (January 2012 to December 2016)

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

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

Source: WSDOT Transportation Data and GIS Office

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

Additionally, the collision history was reviewed for the study area intersections by severity and type. **Table 3-5** summarizes the study area intersection collisions by severity. As shown, most of the collisions at the study intersections resulted in property damage only (75 of 107 total collisions). The remaining 32 collisions at study area intersections resulted in an injury.

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

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

Source: WSDOT Transportation Data and GIS Office

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

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

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

ID	Location	Collision Type									
		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 Gratzner Avenue NW: Construct pedestrian bridge over SR 162/Washington Avenue beginning in 2020.
- Whitehawk Extension: Construct two- to three-lane arterial from Orting 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).



Parametrix Source: © Mapbox, © OpenStreetMap



- Orting City Limit
- Unsignalized Intersection
- Signalized Intersection

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

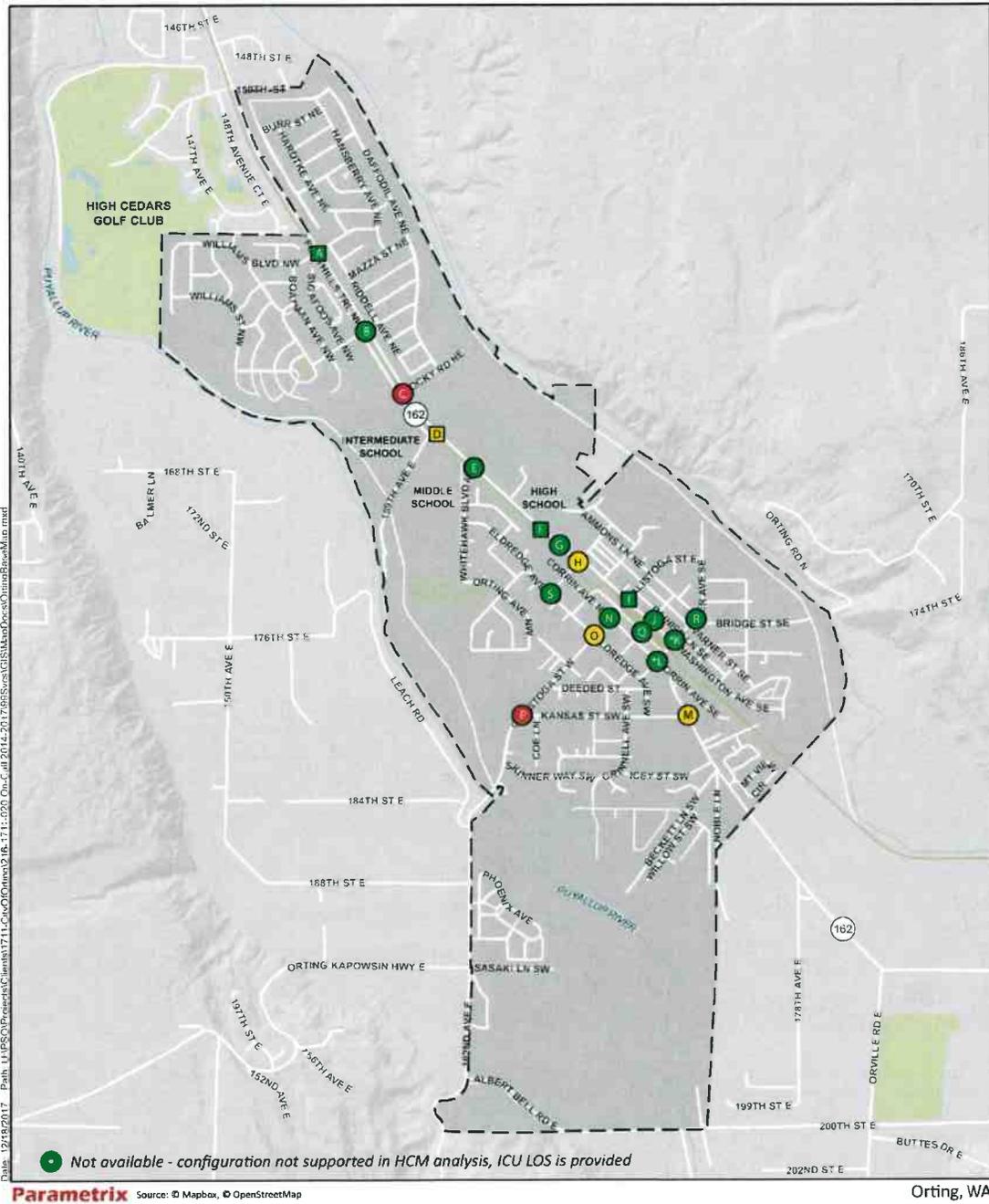


Figure 6-2. 2040 PM Peak Hour Intersection LOS

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.

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 and Chapter 4.

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
Whitehawk Boulevard Extension	Capacity and Circulation	Extend Whitehawk Boulevard to Calistoga Street W	\$5,400	City/Grants

Other City of Orting transportation improvement projects are adopted on an annual basis in the City of Orting Six-Year Transportation Improvement Program.

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.

Orting relies heavily on these funding sources to complete transportation projects.

ATTACHMENT 1

**Docket Requests received by
City (from DR Horton and the
Wangs);**



11241 Slater Avenue NE, Suite 200, Kirkland, WA 98033 • Phone 425-821-3400 •

November 16, 2018

Mr. Mark Bethune
City Administrator
City of Orting
110 Train Street SE
Orting, WA 98360

Re: Mixed Use Town Center North – Comprehensive Plan Amendment Docket Request

Mr. Bethune,

D.R. Horton, on behalf of Ameri-Orting Development LLC and C&D Industrial LLC, hereby requests the City add an amendment to the Mixed Use Town Center North Comprehensive Plan Designation to the current docket request. Specifically, we are requesting the following changes to the Mixed Use Town Center North designation:

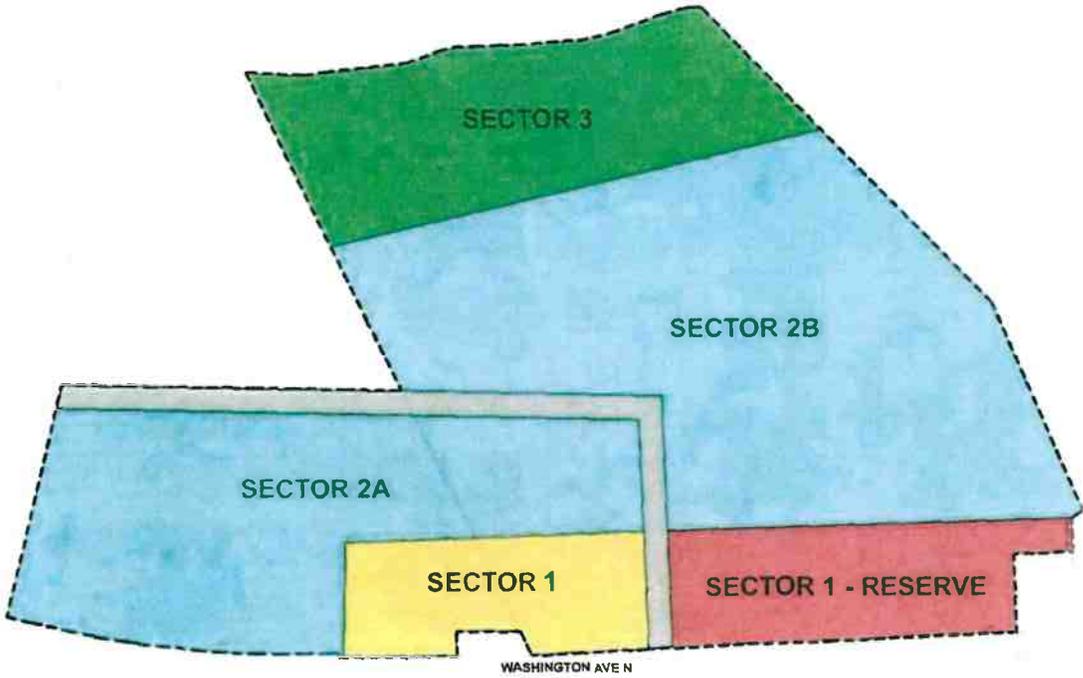
1. Allow credit for construction of the City street grid within the site against traffic mitigation fees – specifically Daffodil Avenue and Whitehawk Road.
2. Remove requirements for connection to and improvements associated with Rocky Road and High School Road.
3. Allow all other internal roadways, other than Daffodil Avenue and Whitehawk Road, to remain private.
4. Maximum allowable dwelling units shall be based on 10 units per gross acre.
5. Reduce the portion of the site allocated Zone 1 to approximately 5 acres with 25,000 sf of commercial/retail/office uses with pedestrian orientation to Highway 162.
6. Creation of a Zone 1 Reserve designation on approximately 5 acres with up to an additional 50,000 sf of commercial/retail/office/self storage facility which can be converted to Zone 2 based on market demand for commercial/retail/office/self storage uses. This Zone 1 Reserve designation would require a corresponding zoning code text amendment to allow self storage uses.
7. Creation of a Zone 2A designation of approximately 15 acres of multi-family uses at a maximum density of 20 units per gross acre.
8. Creation of a Zone 2B designation of approximately 29 acres for single family, cottage, townhome, and age restricted housing at a maximum density of 12 units per gross acre.
9. Reduce the portion of the site allocated Zone 3 to approximately 11 acres.

Attached hereto, is a proposed Comprehensive Plan Map depicting the docket request outlined above.

Should you have any questions regarding this request, please feel free to contact me.

Regards,

Katherine E. Orni
Forward Planning Manager



August 15, 2018

Mr. Mark Bethune
City Administrator
City of Orting
110 Train Street S.E.
Orting, WA 98360

Dear Mr. Bethune,

We, Jung-San and Margaret Wang, own the property at 507 W. Calistoga Avenue and the adjoining parcel that would be affected by the proposed Whitehawk Boulevard NW Extension that appears in the 2015 Comprehensive Plan. We request that the city amend the plan to restore the proposed route to Alternative 3 that is described and recommended in the planning commission's November 18, 2008, facts and findings. (The Orting City Council adopted the planning commission's recommendation in December 2008.) Alternative 3 would make the Whitehawk Extension emerge to intersect with Calistoga Street at Skinner Way S.W.

In 2008, the planning commission found that Alternative 3:

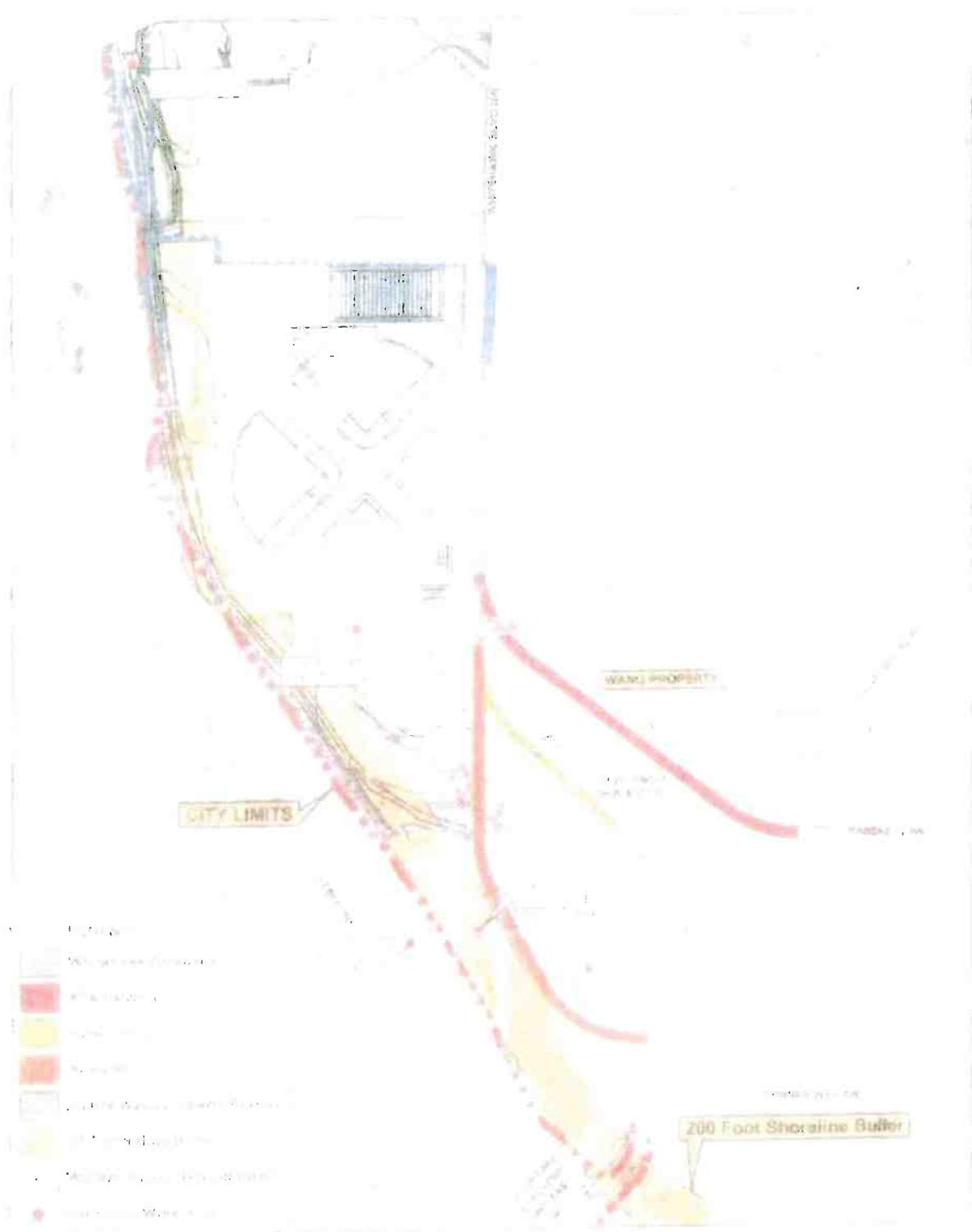
- Resulted in "the highest rating for traffic mobility because it gives the quickest, most direct route to move commuters through Orting while maintaining the sovereignty of our existing neighborhoods";
- Would "give commuters and citizens more alternatives to move inside the city, reducing the impact for residents on Calistoga Av. W.";
- Would remove only "one stand-alone older farm house and should not impact other home sites"; and
- "[W]as the favored alignment of the citizens who gave testimony."

In stark contrast, the planning commission found that the proposed routing that appears in the 2015 Comprehensive Plan—described as Alternative 1 in the planning commission's facts and findings and intersecting with Calistoga Street at Kansas Street—would (A) "create an "unfriendly corridor through a residential neighborhood, possibly making the lots less desirable as home sites" and (B) "reduce the number of lots for development from 91 to 84[,]," which would "reduce revenues collected by the City from building impact fees and cause possible devaluation of the Wang family property."

We respectfully request that, in the comprehensive plan, the City return the proposed routing for the Whitehawk Extension to the Alternative 3 routing, which is clearly superior and was supported by citizens, the planning commission and the city council.

Jung San & Margaret Wang
c/o Carol Wang
2520 N. 55th Street
Omaha NE 68104
817-723-3279 cell

Enclosures



Prepared by:
 Southwest - County for
 National Seaport Corridor Study
 City of Tacoma, Washington

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

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

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

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

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

PREPARED BY: Kim Whitlock, November 19th, 2008



DATE: May 14, 2019

TO: City of Orting Planning Commission

FROM: Drew Davis

CC: Emily Terrell, Mark Bethune

RE: Mixed Use Town Center North- Comprehensive
Plan Amendment

Dear Planning Commission Members,

First of all, we would like to thank each of you for your service to the City of Orting. The city is fortunate to have dedicated people like you serving a great community. Also, thank you for your diligent efforts in taking the comprehensive plan amendment requested by DR Horton Inc. in partnership with Tarragon, LLC through the process and getting it to this point.

We understand that you are approaching the time where a decision is to be made and recommendation to the City Council is imminent. With that, we wanted to write this letter to be sure our requests are clearly outlined, and you understand what the key elements of a feasible and successful development are to us:

- *A minimum of 600 residential units permitted across the entire site. Also, a minimum of approximately 40 acres of usable land to be designated for residential use.*
- *The maximum residential density of 20 dwelling units per acre on at least 15 acres of residential designated area (apartment density).*
- *Maximum of 10 acres to be designated for commercial uses.*
- *Minimum 35 ft. height limit and allowance of 3 story residential structures.*
- *Ability to develop the residential portion of the property to be untied to development of the non-residential portion. At the very least, a limited amount of non-residential required in conjunction with the residential component (e.g. 5,000 square feet of non-residential required per 300 units).*

We support the 2019 Comprehensive Plan text amendment proposed for Land Use Element, Goal LU 8 by the city planner, Emily Terrell (Exhibit A, attached). Aside from a few comments, we generally support the zone classification changes to 13-3-2 E. MUTCN Mixed Use-Town Center North Zone made by city planner, Emily Terrell. Our comments to those suggested changes are attached in Exhibit B. We would like for you to review our comments and requested changes as we feel they better support feasible development at the property.

Lastly, we have attached a conceptual site plan that was shared during the open house that generally illustrates the components of what we feel could be a successful development in the MUTCN zone (Exhibit C). We thank you again for your time and consideration.

A handwritten signature in black ink, appearing to read 'Drew Davis'.

Drew Davis
Transaction Manager

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.

Exhibit B

13-3-2: ZONE CLASSIFICATIONS:

E. MUTCN Mixed Use-Town Center North Zone:

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

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

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

a. A master site plan showing the location of:

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

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

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

Exhibit B

- 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 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.
- b. Public Open Space: A minimum of 5 acres of useable open space that is not part of a critical areas buffer or shoreline buffer. 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 20+8 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.

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;

Exhibit B

- 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 zone, 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. 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.

Exhibit B

- 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 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. Low Impact Design: in conjunction with standard stormwater management practices, site design for stormwater conveyance, detention, and treatment shall include measures such as biofiltration, irrigation reuse, and other techniques integrated with the overall landscape design to minimize high volumes of discharge and pollution, where reasonably practicable.
- ~~h. 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.~~

Commented [DD1]: We suggest breaking this out and have a plaza/courtyard requirement only on a non-residential use portion and a simple open space requirement on the residential use portion

Exhibit B

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		<u>P</u>			
Cottage development		p ^{3,4}	p ^{3,4}		<u>P</u>			
Duplex		p ¹⁰	P	P	<u>P</u>			
Group residences:		C	C ³	C ³				C ²²
Adult family homes	P	P	P	P	<u>P</u>			
Attached ground related residences					<u>P</u>			
Single room occupancy sleeping units								C

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Exhibit B

	Other ⁶		C	P	C	<u>P</u>			
	Manufactured home park	C	C	C					
	Mobile/manufactured home	P ⁷	P ⁷	P ⁷					
	Multiple-family			P	P ³	<u>P</u>			
	Single-family detached	P	P	P					
	Temporary lodging:								
	Bed and breakfast	C	C	C	P ³				
	Hotel/motel				P ³	<u>P</u>			
	Rooming house			C	C ³				
	Townhouse		P ¹⁰	P	P ³	<u>P²³</u>			
	Commercial uses:								
	Adult businesses				C ³				
	Arcades				P ³				
	Clubs and lodges			C ³	P ³				
	Communication facilities					<u>C</u>			
	Communication services				P ³	<u>C</u>			
	Daycare facilities:								
	Centers - commercial		C	C	C	<u>P</u>			

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Exhibit B

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

1

Exhibit B

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

Exhibit B

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

Exhibit B

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

Exhibit B

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

Notes:

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

Exhibit B

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.

Exhibit C


TARRAGON

D·R·HORTON
America's Builder



ATTACHMENT 2

**SEPA Checklist and other
related documents**



Department of Commerce

Innovation is in our nature.

Notice of Intent to Adopt Amendment 60 Days Prior to Adoption

Indicate one (or both, if applicable):

- Comprehensive Plan Amendment
- Development Regulation Amendment

Pursuant to RCW 36.70A.106, the following jurisdiction provides notice of intent to adopt a proposed comprehensive plan amendment and/or development regulation amendment under the Growth Management Act.

Jurisdiction:	City of Orting
Mailing Address:	110 Train Street SE Orting, WA 98390
Date:	June 18, 2019

Contact Name:	Emily Terrell, AICP
Title/Position:	City Planner
Phone Number:	253.709.6044
E-mail Address:	Emily@soundmunicipal.com

<p>Brief Description of the Proposed/Draft Amendment: <i>If this draft amendment is provided to supplement an existing 60-day notice already submitted, then please provide the date the original notice was submitted <u>and the Commerce Material ID number located in your Commerce acknowledgement letter.</u></i></p>	<p><i>The City of Orting is performing its annual Comprehensive Plan Amendments. Amendments include:</i></p> <ol style="list-style-type: none"> <i>1. a new Zoning Map (to correct a scrivener's error);</i> <i>2. adoption of an update to the Transportation Improvement Plan; and</i> <i>3. text amendments to the Comprehensive Plan, specifically to:</i> <ol style="list-style-type: none"> <i>a. Section R1 of the Roadway Improvements section of the Transportation Element Appendix and</i> <i>b. to the Mixed Use Town Center portion (Goal LU 8) of the Land Use Element.</i> <p><i>The City is also adopting corresponding implementing legislation in sections 13-3-2-E</i></p>
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	<i>OMC Mixed Use Town Center North Zone and 13-3-3 OMC Uses.</i>
Is this action part of the scheduled review and update? <i>GMA requires review every 8 years under <u>RCW 36.70A.130(4)-(6)</u>.</i>	Yes: ___ No: <u>X</u>
Public Hearing Date:	Council: June 18, 2019
Proposed Adoption Date:	July 31, 2019

REQUIRED: Attach or include a copy of the proposed amendment text or document(s). We do not accept a website hyperlink requiring us to retrieve external documents. Jurisdictions must submit the actual document(s) to Commerce. If you experience difficulty, please contact reviewteam@commerce.wa.gov.

SEPA ENVIRONMENTAL CHECKLIST

Orting 2019 Comprehensive Plan Update

A. Background

1. Name of proposed project, if applicable:

Orting Comprehensive Plan Update

2. Name of applicant: Town of Orting

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

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

4. Date checklist prepared: June 11, 2019

5. Agency requesting checklist: City of Orting

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

Not applicable.

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

Not applicable.

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

Not applicable.

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

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

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

None.

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

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

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

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

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

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

Section B EXCLUDED, SEE ANSWERS in Section D below.

C. Signature

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

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

D. supplemental sheet for nonproject actions

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

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

Proposed measures to avoid or reduce such increases are:

Not applicable.

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

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

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

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

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

Not applicable.

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

Not applicable.

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

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

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

Not applicable.

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

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

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

Not applicable.

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

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

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

Not applicable.

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

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



THANK YOU

We have received your amendment submission. Please allow 1-3 business days for review. Please keep the Submittal ID as your receipt and for any future questions. We will also send an email receipt to all contacts listed in the submittal.

Submittal ID: 2019-S-382

Submittal Date Time: 07/02/2019

Submittal Information

Jurisdiction	City of Orting
Submittal Type	60-day Notice of Intent to Adopt Amendment
Amendment Type	Development Regulation Amendment

Amendment Information

Brief Description

Proposed comprehensive plan amendments; a new zoning map; adoption of an update to the transportation improvement plan; text amendment to the comprehensive plan specifically Section R1 of the Roadway Improvements section of the Transportation Element Appendix and the Mixed Use Town Center portion (Goal LU 8) of the Land Use Element.

Yes, this is a part of the 8-year periodic update schedule, required under RCW 36.70A.130.

City Council Date 06/18/2019

Anticipated/Proposed Date of Adoption 07/31/2019

Attachments

Attachment Type	File Name	Upload Date
Correspondence	City of Orting Comprehensive Plan and Zoning Text Amendments.msg	07/02/2019 02:06 PM
Supporting Documentation or Analysis	Orting CP Amendment Transmittal to Commerce.docx	07/02/2019 02:07 PM
SEPA Materials	SEPA Checklist - Comprehensive Plan Amendments and Zoning Text Amendments.docx	07/02/2019 02:07 PM
SEPA Materials	Signed SEPA DNS City of Orting Comprehensive Plan and Zoning Text Amendments.pdf	07/02/2019 02:07 PM
Development Regulation Amendment - Draft	Exhibit A - July 1, 2019 PC Recommendation Zoning Text Amendments.docx	07/02/2019 02:07 PM
Development Regulation Amendment - Draft	Exhibit A - June 3, 2019 PC Recommendation Comprehensive Plan Text Amendments.docx	07/02/2019 02:07 PM
Development Regulation Amendment - Draft	Exhibit D - Adopting Ordinance.docx	07/02/2019 02:07 PM
Development Regulation Amendment - Draft	1 - FinalOrtingTransPlan_20190312.pdf	07/02/2019 02:08 PM

Contact Information

Prefix	Ms.
First Name	Emily
Last Name	Terrell
Title	City Planner
Work	(360) 893-2219 Ext 142
Cell	
Email	ETerrell@cityoforting.org

Yes, I would like to be contacted for Technical Assistance.

Certification

Entered by Linda Weyl on 7/2/2019 2:02:29 PM

Intake Received Date	07/02/2019
Full Name	Emily Terrell
Email	ETerrell@cityoforting.org



STATE OF WASHINGTON
DEPARTMENT OF COMMERCE
1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

07/02/2019

Ms. Emily Terrell
City Planner
City of Orting
110 Train Street SE
Orting, WA 98360

Sent Via Electronic Mail

Re: City of Orting--2019-S-382--60-day Notice of Intent to Adopt Amendment

Dear Ms. Terrell:

Thank you for sending the Washington State Department of Commerce (Commerce) the 60-day Notice of Intent to Adopt Amendment as required under RCW 36.70A.106. We received your submittal with the following description.

Proposed comprehensive plan amendments; a new zoning map; adoption of an update to the transportation improvement plan; text amendment to the comprehensive plan specifically Section R1 of the Roadway Improvements section of the Transportation Element Appendix and the Mixed Use Town Center portion (Goal LU 8) of the Land Use Element.

We received your submittal on 07/02/2019 and processed it with the Submittal ID 2019-S-382. Please keep this letter as documentation that you have met this procedural requirement. Your 60-day notice period ends on 08/31/2019.

We have forwarded a copy of this notice to other state agencies for comment.

Please remember to submit the final adopted amendment to Commerce within ten days of adoption.

If you have any questions, please contact Growth Management Services at reviewteam@commerce.wa.gov, or call Anne Fritzel, (360) 725-3064.

Sincerely,

Review Team
Growth Management Services

**City of Orting
Determination of Non-Significance**

Name of Proposal: Orting 2019 Comprehensive Plan Amendments and Zoning Text Amendments

Proponent: City of Orting

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.

Location: The proposal would amend the Orting 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.

Lead Agency: City of Orting .

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. The information is available to the public on request.

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date below.

Responsible Official: Mark Bethune
City Administrator
110 Train Street SE
Orting, WA 98360

Signature: 
Mark Bethune, City Administrator

Date: 2/1/19



CITY OF ORTING

110 TRAIN ST SE, PO BOX 489, ORTING WA 98360

Phone: (360) 893-2219 FAX: (360) 893-6809

www.cityoforting.org

SEPA Determination of Non-Significance (DNS)

Name of Proposal: Orting 2019 Comprehensive Plan Amendments and Zoning Text Amendments

Proponent: City of Orting

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 - a. Section R1 of the Roadway Improvements section of the Transportation Element Appendix and
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This Mitigated Determination of Nonsignificance (MDNS) is issued under WAC 197-11-340(2). The Lead Agency will not act on this proposal for 14 days from the issue date (issue date: October 7, 2019. Comments must be submitted by 5:00 pm on October 21, 2019.)

Mark Bethune, City Administrator

10-4-2019

Date

ATTACHMENT 3

Public Comments

**COMMENTS
GIVEN TO CITY
COUNCIL AND
MAYOR**



121 Whitesell ST NE,
Orting, WA 98360-8410
Phone 360-893-6500

July 15, 2019

Dear Orting City Council,

Our vision is that every Orting student has the safe, ample, and inspiring learning spaces they need to grow so that they can achieve high levels of learning and be ready for college, careers, and life. As you review recommendations from the City Planning Commission to determine zoning on the MUTCN property adjacent to Orting High School, I would like to share the impacts of growth on the Orting School District I hope you will take under consideration before you make your final recommendations. This was also shared in a letter to the City Planning Commission.

Enrollment

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

Space

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

Taxes

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

Transportation

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Marci".

Dr. Marci Shepard
Superintendent, Orting School District

"All students ready for college, careers, and life"

7/17/2019

RECEIVED BY
CITY CLERK
JUL 17 2019
CITY OF ORTING

To: Members of the Orting City Council

I would like to address a few of my concerns on the proposed uses on the vacant land North of the High school. The rumor is that 20 acres will be for multifamily dwellings with a density of 9 units per acre. I personally would prefer the use to be single family dwellings instead of multifamily. Let's say the developers would construct a 180 unit apartment. There are very few employment opportunities in Orting, so the majority of the tenants would be back on SR 162. I agree the same would be for single family dwellings. The difference is most apartment going tenants would prefer to live in Puyallup or Sumner over Orting. I asked this question to 12 people between the ages of 20 & 30, and everyone said the same. Not one picked Orting. The reasons were, no job opportunities, traffic on the highway, lack of social activities. If these apartments don't rent up the way they are anticipated to, the owners will resort to section 8. They won't get as much income, but some money is better than no money. If they have at least 20% section 8, they will qualify for low interest federal loans. The statement that you can't have section 8 with out public transit is FALSE. There is a formula that includes housing cost along with transportation costs and if these align, section 8 is allowed. This will happen in Orting. It did in Yelm and they don't have public transit. At this point who is to say it wouldn't be 50 or 70% section 8. The City will have no control. Also in apartments, nobody really monitors how many people live in an unit, there could be 4 adults in a 2 bedroom unit, and all 4 might have cars. Where will the overflow parking go. If you think is far fetched, it's not, talk to people in other towns and cities. There is a housing and homeless crisis in this country. At least with single family housing you have the Pride of Ownership. Now let's move on to the second topic, Senior housing. This doesn't fall into the density equation. What type of senior housing are we talking about. Is it 55 and older, who all still have cars and are very active. This will definitely add to traffic congestion. Or are we talking older and less active seniors, who rely on busing and shuttles to get to doctors, therapy, hospitals, and stores. If this is what we are talking about, it won't fly, they would prefer to be on South Hill, where all this is extremely close. So once this type of housing is constructed, what is to keep the developers from converting it over to standard housing, when they say it's not working. The last topic is the commercial development. In one of the planning commission meetings, Mark had stated that the developers had tried commercial and light industrial and nothing was working. I don't see where anyone has actually tried anything. If the land owner would actually make improvements to the property and perhaps subdivide some of the land to where there were smaller parcels for sale, this land would have some activity on it. I'm not saying it would be completely developed, but it wouldn't be empty. We all know activity breeds activity. The problem is the developers want the quick easy money, and don't care about the community 5 & 10 years from now. I really think the council should hold off on doing anything with this land for now. They really need to think this out. The developers aren't going to take legal action, they don't have a leg to stand on, they haven't done anything to improve their situation. If the land won't sell, they need to lower the price, then it will sell. If the development of this property is to help fund city hall, let's figure something else out, there are other ways to get money than to sell out for the wrong cause. I've even heard chat around town about passing a bond and having the city by the land. I personally don't think that would work, but that his how passionate citizens of this town are about this issue.

Sincerely
John Williams

Margaret O'Harra

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

Please print this out for tonight. Thanks!

Emily Terrell, AICP
City Planner
253.709.6044

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

Good morning all -

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

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

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

Thank you all for your time and consideration.

Jessica Rakos



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[Login](#)

To: eterrell@cityoforting.org
From: jrosej@live.com

Message Score: 1
My Spam Blocking Level: High

High (60): Pass
Medium (75): Pass
Low (90): Pass

[Block](#) this sender
[Block](#) live.com

July 24, 2019

ATTN: Orting City Council

Dear Council Members:

Master Gardener Extraordinaire Cisco Morris says it's much easier to work with nature than against it. If we think about it, this philosophy could also apply to our current situation while we discuss what course of action to take when deciding the future of our town.

Instead of looking to other cities as a model of how we should move forward, we should consider the strengths and uniqueness of *our* beautiful town and figure out how to best build on those strengths, working *with* them, instead of against them.

As discussed at the 7/17/19 city council meeting, we know our community is not going to attract big box retailers, such as Costco or Walmart with so much competition in the surrounding areas. We also know we're most likely not going to attract many patrons from surrounding cities, as they already have so much at their fingertips. So we have to ask ourselves, what *do* people come to Orting for? What *do* people love about living in Orting?

When we drive past the fields being discussed, we see a beautiful, unique family of deer. We see people pulled off the road, taking photos of our gorgeous mountain view. We see newlyweds and high school seniors with the rest of their lives in front of them, marking the occasion by taking photos amongst the wildflowers. Yes, those people are trespassing. But what if they didn't have to? What if we could ensure that these fields are developed in such a way that it becomes an area that people love to use? One that pays tribute to the families who farmed the land years ago? And one that the city could potentially profit from?

If you haven't already, I would like to ask that you review the attached concept (I also added in a couple things from the last version) and consider the many benefits of reducing the commercial requirement in the comprehensive plan and adding in a *recreational* requirement. As our population grows, so does our need for added recreational opportunities for people of all ages. If recreation is not added to support the current community, future businesses will not be successful. We have to give residents a reason to *stay* in Orting. This plan will create jobs, as well as bring in revenue for the city.

I'm not sure exactly how best to achieve this goal, but I hope it can become part of the discussion before it's too late. We'll only have one shot at this and the long-term effects of any decision will be far reaching. We all know we do not need any additional residential development. We simply do not have the resources and infrastructure to support it.

My thought is that to make this a mutually beneficial plan, the city consider the option of negotiating with prospective developers to allow them to purchase the land, put in senior housing *only* on the 16 acres and then deed the remaining property to the city, to be developed over time. The city could then attract a developer that would be interested in developing the commercial spaces (movie theater, restaurants, etc) and then, as the budget allows, the city could develop the recreational spaces, to be owned by the city (thus, generating future revenue).

At this point, I'm sure the current landowner couldn't care less how the property gets developed, as long as it finally sells. Prospective developers would still stand to make plenty of profit on the senior housing, especially if the city will consider increasing the density. I personally work in construction and work with plenty of contractors who would be interested in putting in senior housing.

Thank you for taking the time to consider my points. I look forward to attending the council meeting on 7/31/19 for future discussion on this topic.

Sincerely,

Jessica Rakos

Orting city council meeting

7/31/2019

7:00 pm

MPC

Questions we are requesting written replies to from Orting council, in regards to: Earth Quakes, Forest fires, Lahar, Floods.

1. Has there been any studies done by Orting in “real life” type emergencies? How many/when?
2. Has Orting done ANY studies on evacuations of ALL citizens in any emergency except a lahar for the school children? When/ How many?
3. In Jan. 2009 the Fife levy breached. Orting Valley had 26,000 people to evacuate. I personally had family in Orting and they didn't evacuate because they couldn't get out of town because of the traffic on 162. The population in Orting was HALF of what it is today at that time, without adding this additional development.
4. I have a hand out for you to read/review about Paradise, Calif. This is about a forest fire in a community with similar population, inadequate evacuation routes, and in a valley. Just like Orting.
 - The County told Paradise they needed to halt any more construction until its roads were improved.
 - Orting has only one evacuation road out of Orting.
 - Orting waste treatment plan will be insufficient with this development is approved.
 - It will impact Orting ground water.

- Orting fresh water is limited and it will put pressure on our supplies.
- We don't have public transportation.
- Orting's schools are grossly over populated.
- We don't have potential job opportunities here.
- It will affect the quality of life of every citizen in/around Orting.
- Orting Police dept and Fire dept are already at their limits to provide emergency services daily.

Please reply to the concerned citizens for overbuilding of Orting committee.

RECEIVED

MAY 03 2019

Citizens Against Over Building in Orting CITY OF ORTING

To: Orting Planning Commission

Orting City Council

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

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

•

Signature's:

Name:

Address:

Paula Jocher
Paula Jocher

14819-145th Ave SE Orting WA 98360
14819-145th Ave SE Orting, WA 98360

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Orting City Council

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Signature's:

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

WE NEED the MORATORIUM - CRITICAL !!

Citizens Against Over Building in Orting

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Orting City Council

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Signature's:

Name:

Deanna Turner
Deanna Turner

Address:

15312 148th Ave Ct. E Orting WA 98360
15312 148th Ave Ct. E. Orting, WA 98360

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• *Albert W. Walker*

Signature's:

Name:

Address:

Albert W. Walker 15315 147th Ave E Orting, WA
David Kinnear 14618 153rd St. E Orting, WA 98365
Larry Swanson 14623 153rd St. E Orting, WA 98364

Citizens Against Over Building in Orting

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•

Signature's:

Name:

Address:

Jim Fender Jim Fender 15504 147th Ave. Ct. E., Orting 98360

DAVID RICHARDSON 14621 153rd St E, ORTING, WA 98360

Citizens Against Over Building in Orting

To: Orting Planning Commission

Orting City Council

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Signature's:

Name:

Address:

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

Citizens Against Over Building in Orting

To: Orting Planning Commission

Orting City Council

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Signature:



Name:

Address:

15103 128th Ave. Ct. E.

Orting, WA 98360

Citizens Against Over Building in Orting

To: Orting Planning Commission

Orting City Council

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Signature's:

Name:

Address:


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

Citizens Against Over Building in Orting

To: Orting Planning Commission

Orting City Council

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•

Signature's:

Name:

Address:

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

Citizens Against Over Building in Orting

To: Orting Planning Commission

Orting City Council

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•

Signature's:

Name:

Address:

Bob & Maureen McDill 15406 - 147th E Orting
Carol Whaley 15106 148th Ave SE Orting
Lynn Baltz 15401 141 Ave E. Orting
Janne Riedberg 15207 - 147th Ave E Orting
Amy Lydell 15207 - 147th Ave E Orting
Lee Thoren 14606 156th St E Orting WA 98360
Victoria V. Thoren 14606 154th St. E, Orting, WA 98360

Citizens Against Over Building in Orting

To: Orting Planning Commission

Orting City Council

RECEIVED

MAY 16 2019

CITY OF ORTING

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

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

Signature's:

Name:

Address:

<i>Dennis R. Gots</i>	<i>313 Oak St. S.W. Orting</i>
<i>Judy Golder</i>	<i>309 Willow St SE (Orting)</i>
<i>Alexandra B. Trent</i>	<i>832 Maple Ln SW Orting</i>
<i>GLENN DAVIES</i>	<i>117 WALNUT AVE. S.W. ORTING.</i>
<i>② Ben + Robin ZIMMERMAN</i>	<i>825 Maple Ln SW ORTING</i>
<i>Shelley Gies</i>	<i>307 Oak St SW Orting</i>
<i>Carol Mayers</i>	<i>105 Hickory Ave SW Orting</i>

*Look
on
Back*

Citizens Against Over Building in Orting

To: Orting Planning Commission

Orting City Council

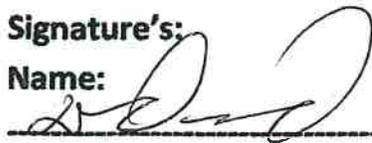
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Signature's:

Name:

Address:



106 HICKORY ORTING

Maxwell Sherwood 106 Hickory Orting

Helen Kuhlman 323 Oak St. S.W. Orting

Calvin L. Kuhlman 323 Oak St. S.W. Orting

Chue S. Hoang 807 Maple Ln S.W. Orting

A.M. Ho 904 Maple Lane SW Orting, WA 98360

Dal Jorgensen 907 Maple Ln S.W., Orting, Wa - 98360

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Signature's:

Name:

Address:

Jan-ellian 104 Hickory Ave SW
② DEE GREEN & Ray Green 406 WILLOW ST SW
Barbara Casar 718 Maple Ln SW
Gloria L. Monalolson 402 Willow S.W. Street
Rossusa M. Heints 409 Willow St SW, Orting
Jane Montasum 305 Willow St SW, Orting
② Annice & Ned Doll 206 Willow SW - Orting

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Signature's:

Name:

Address:

- Marymarie*
- ② ~~Ruth Edith Edul~~ 101 Hickory Ave SW
 - ② William & Susan Raybell 101 Walnut Ave SW
 - JANA Van Amburg 124 Walnut Ave SW
 - Eileen Messer 322 Willow St SW
 - Jean Calabrese 320 Willow St SW
 - ② Lynn & Marjorie Knox 814 Maple Ln. N. Y. St.
 - Cindy Wells 114 Hickory Ave SW

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•

Signature's:

Name:

Address:

RENE SANCHEZ	106 WALNUT AVE S.W.
Linda Sanchez	106 WALNUT AVE SW.
N. Wells	114 Hickory Ave SW
Synda G. Brooks	314 Willow St SW
Yvonne Williams	722 Maple Lane SW
BR Bual	810 MAPLE LN. SW
SB Bryan	810 MAPLE LN SW

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Signature's:

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

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Signature's:

Name:	Address:
<i>Judy Shindler</i>	<i>8125 Maple Ln SW</i>
<i>Ernie Nordmark</i>	<i>808 Maple Ln SW</i>
<i>Carl Carter</i>	<i>714 Maple Lane SW</i>
<i>Jim Carter</i>	<i>" " " "</i>
<i>Ray H. Hunsicker</i>	<i>820 Maple Ln SW</i>
② <i>Carol & Judy Orting</i>	<i>412 Willow St. S.W.</i>
<i>DALLAS CARTER</i>	<i>313 Oak St SW</i>

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Signature's:

Name:

Address:

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

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Signature's:

Name:

Address:

George Jones	213 Orting Ave NW Orting	11
Kundra Thompson	303 Orting Ave NW	11
Michelle Kuhn	216 Orting Ave NW	11
Bobby Hudson	212 Orting Ave NW	11
William A. Kessler	210 Orting Ave NW	11
Robert W. Kessler	210 Orting Ave NW	11
Jan Morris	204 Orting Ave NW	11

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Signature's:

Name:

Address:

	284 Orting Ave NW Orting
	902 Orting Ave NW "
	306 ORTING AVE NW "
	309 Orting Ave NW "
	401 Callender St NW "
Kelly Meyer	302 Orting Ct NW "
Beth Rogers	302 Orting Ct NW "

①

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•

Signature's:

Name:

Address:

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

9

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Signature's:

Name:

Address:

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



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Signature's:

Name:

Address:

Mark Richardson	308 Orting Ave N.W. Orting
Chad E. Bell	317 Orting Ave NW Orting
Kathy Turner	308 Thompson Ave NW Orting
Samie LaVoreno	304 Thompson Ave NW Orting
Yessie Kim	314 Thompson Ave NW Orting
Green Oak	312 Thompson Ave NW Orting
Hal H. Clarke	302 Thompson Ave NW Orting

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Signature's:

Name:

Address:

<i>Cal [Signature]</i>	609 Burnett Ct. NW Orting
<i>Allen [Signature]</i>	611 Cedar Ave Orting WA
<i>James [Signature]</i>	316 Green Ave, Orting WA
<i>Ed [Signature]</i>	607 Callendar St NW Orting WA
<i>Lisa [Signature]</i>	513 Callendar St NW Orting, WA
<i>John [Signature]</i>	401 Callendar St NW Orting WA
<i>Joseph [Signature]</i>	307 Orting Ave NW " "

①

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•

Signature's:

Name:	Address:	
Shawn Reinhardt	213 Groff Ave NW	Orting
Kellen L. Light	309 Groff Ave N.W.	Orting
Danielle Givens	311 Groff Ave NW	Orting
Court Baker	311 Groff Ave NW	Orting
Samantha Givens	311 Groff Ave NW	Orting
Lincoln Steffens	606 Burnett Ct NW	Orting
Kasby Sides	602 Burnett Ct NW	Orting

①

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Signature's:

Name:

Address:

FERNANDO COBIAN	200 THOMPSON AVE NW ORTING
Miranda Holt	303 Thompson Ave NW
Walter Maher	209 Thompson Ave NW
Connie Sanddal	206 Thompson Ave NW
Chad Giblis	206 Thompson Ave NW
Peder Olsen	209 Groff Ave NW
Sherry Bellows-Andres	all Groff Ave NW

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Signature's:

Name:

Address:

COREY REPRODE

305

ORTING AVE NW

ORTING

Megan Reprode

305

ORTING AVE NW

"

2

August 15, 2018

Mr. Mark Bethune
City Administrator
City of Orting
110 Train Street S.E.
Orting, WA 98360

Dear Mr. Bethune,

We, Jung-San and Margaret Wang, own the property at 507 W. Calistoga Avenue and the adjoining parcel that would be affected by the proposed Whitehawk Boulevard NW Extension that appears in the 2015 Comprehensive Plan. We request that the city amend the plan to restore the proposed route to Alternative 3 that is described and recommended in the planning commission's November 18, 2008, facts and findings. (The Orting City Council adopted the planning commission's recommendation in December 2008.) Alternative 3 would make the Whitehawk Extension emerge to intersect with Calistoga Street at Skinner Way S.W.

In 2008, the planning commission found that Alternative 3:

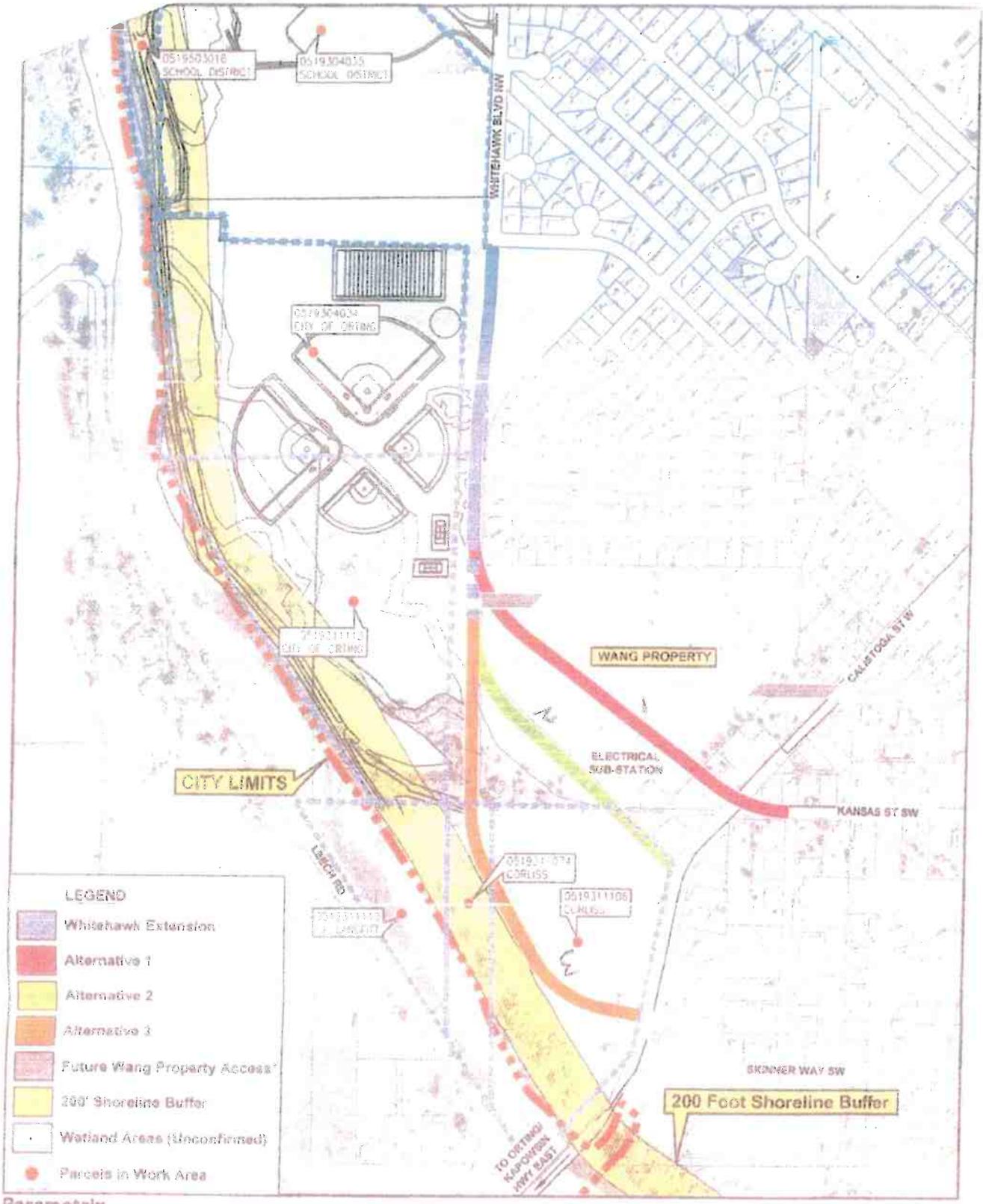
- Resulted in "the highest rating for traffic mobility because it gives the quickest, most direct route to move commuters through Orting while maintaining the sovereignty of our existing neighborhoods";
- Would "give commuters and citizens more alternatives to move inside the city, reducing the impact for residents on Calistoga Av. W.";
- Would remove only "one stand-alone older farm house and should not impact other home sites"; and
- "[W]as the favored alignment of the citizens who gave testimony."

In stark contrast, the planning commission found that the proposed routing that appears in the 2015 Comprehensive Plan—described as Alternative 1 in the planning commission's facts and findings and intersecting with Calistoga Street at Kansas Street—would (A) "create an "unfriendly corridor through a residential neighborhood, possibly making the lots less desirable as home sites" and (B) "reduce the number of lots for development from 91 to 84[,] which would "reduce revenues collected by the City from building impact fees and cause possible devaluation of the Wang family property."

We respectfully request that, in the comprehensive plan, the City return the proposed routing for the Whitehawk Extension to the Alternative 3 routing, which is clearly superior and was supported by citizens, the planning commission and the city council.

Jung San & Margaret Wang
c/o Carol Wang
2520 N. 55th Street
Omaha NE 68104
817-723-3279 cell

Enclosures



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

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

CITY OF ORTING FACTS & FINDINGS

PLANNING COMMISSION PUBLIC HEARING

SW CONNECTOR – CALISTOGA ST. WEST CORRIDOR STUDY

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

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

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

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

PREPARED BY: Kim Whitlock, November 19th, 2008

*Orting city council passed the alternative #3 as planning
Commission's recommendation at the end December 2008.*

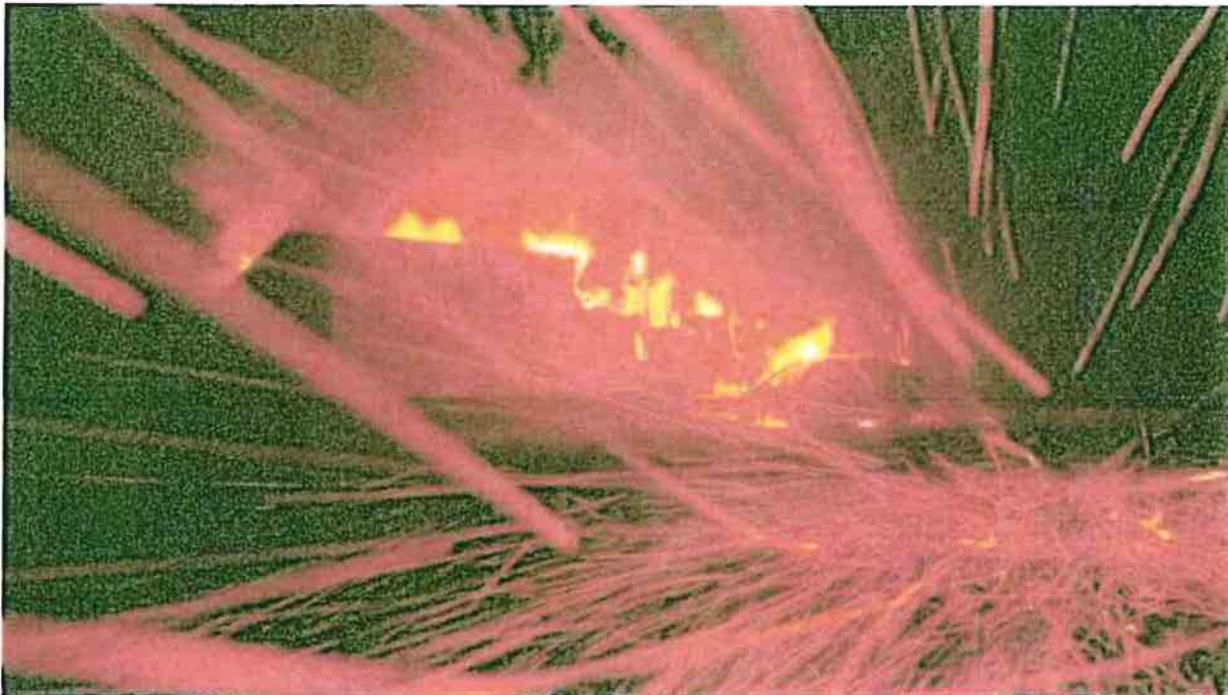


FROM
MARIA
ABBOT

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CALIFORNIA

Must Reads: Here's how Paradise ignored warnings and became a deathtrap



Embers blow in the wind as the Camp fire burns a KFC restaurant in Paradise, Calif., on Nov. 8. Fueled by high winds and low humidity, the rapidly spreading wildfire ripped through the town. (Justin Sullivan / Getty Images)

By PAIGE ST. JOHN, JOSEPH SERNA, PONG-GONG CHAN [Learn more about how we use cookies by](#)

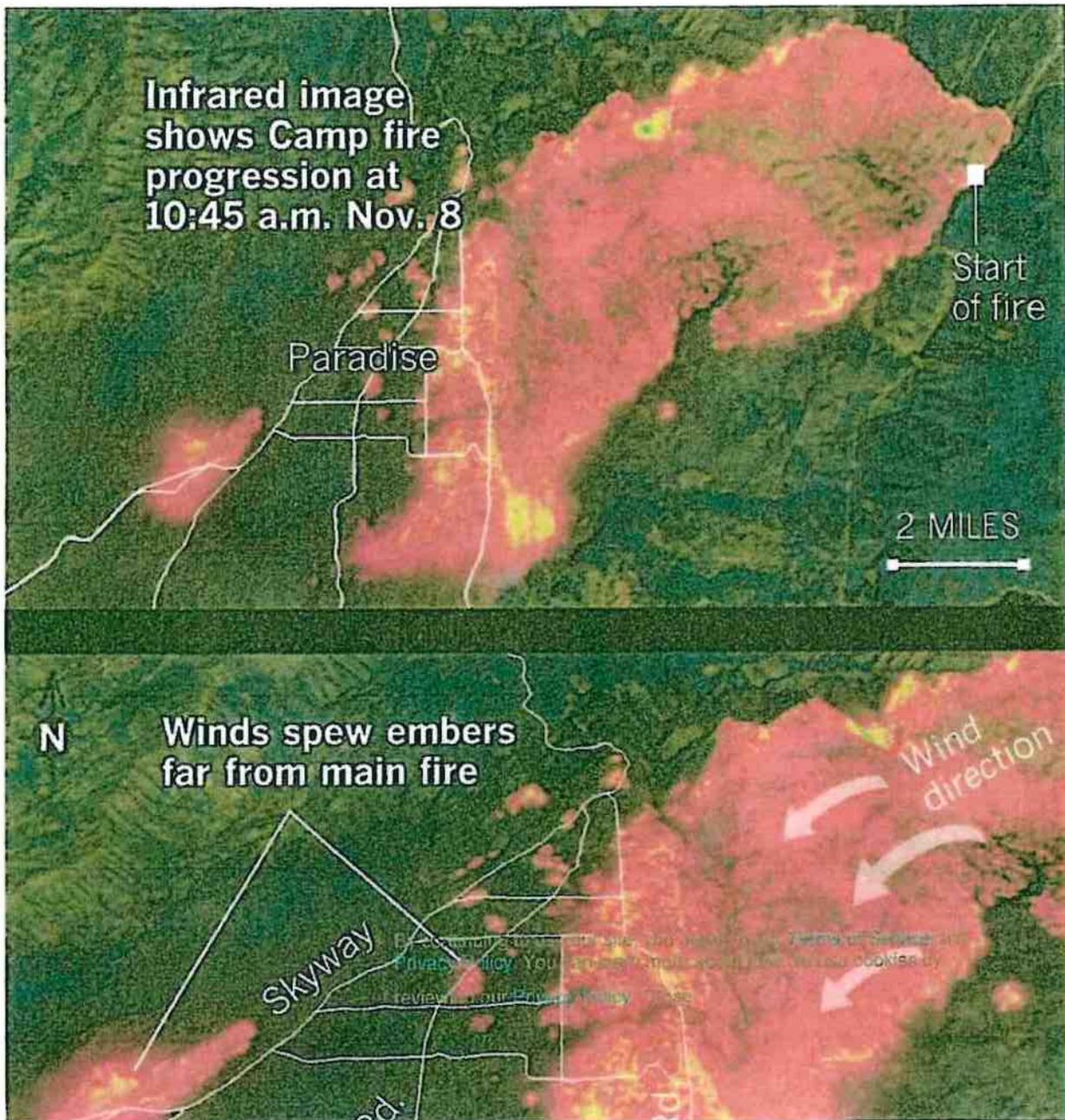
DEC. 30, 2019
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Reporting from Paradise, Calif. — The fate of Paradise was cast long before a windstorm last month fueled the deadliest fire in California history.

The ridge settlement was doomed by its proximity to a crack in the mighty wall of the Sierra Nevada, a deep canyon that bellowed gale-force winds.

It was doomed by its maze of haphazard lanes and dead-end roads that paid no heed to escape.





Sources: Zeke Lunder, Deer Creek Resources, @latimesgraphics
Google Earth, OpenStreetMap

Infrared image (Jon Schleuss / Los Angeles Times)

It remained doomed because for all the preparations community leaders made, they practiced for tamer wildfires that frequently burned to the edge of town and stopped — not a wind-driven ember storm.

In the aftermath of the Camp fire — 86 dead, more than 13,900 homes destroyed and Paradise decimated — local and state officials said the tragedy was unforeseen and unavoidable, an “unprecedented” monster of fire.

In truth, the destruction was utterly predictable, and the community's struggles to deal with the fire were the result of lessons forgotten and warnings ignored. The miracle of the tragedy, local officials now concede, is how many people escaped.

A Los Angeles Times investigation found that Paradise ignored repeated warnings of the risk its residents faced, crafted no plan to evacuate the area all at once, entrusted public alerts to a system vulnerable to fire, and did not sound citywide orders to flee even as a hail of fire rained down.

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Historical records show the Camp fire was typical of the catastrophic wind-driven fires responsible for California's greatest wildfire losses.

A state fire planning document warned in 2005 that Paradise risked an ember firestorm akin to the one that ripped through Berkeley and Oakland 14 years earlier, killing more than two dozen people and destroying more than 2,000 homes. But Paradise officials framed risk in historical terms: In 50 years, no wildfire had crossed the Feather River.



Cars destroyed by the Camp fire in Paradise, Calif. (Justin Sullivan / Getty Images)

The roads out of Paradise gridlocked within an hour of the first evacuation order, and began moving again only by a herculean effort of firefighters, police, bureaucrats and politicians who rushed to jammed intersections to try to unsnarl the knot, the benefit of having practiced for small fires.

In another three hours, hundreds of residents were trapped deep within town, cut off by flames. The town communications system was dead, as were cell towers. Police radios were crippled.

People jumped from cars and fled on foot. Hundreds sought refuge in parking lots and commercial buildings never intended to be temporary shelters in a firestorm. The remains of scores of residents were found inside the homes they never left.

The disaster occurred despite the fact that Paradise was proactive about preparing for fire, not just with drills and plans, but advertising its warning system, promoting "pack and go" preparations by residents, and even writing fire precautions into public construction projects. City leaders believed no other California community, except perhaps fire-dogged San Diego, was better prepared.

National transportation planners say the town's destruction should set a new bar for emergency planners in wildfire areas, the way Hurricane Katrina reshaped evacuation planning on the Gulf Coast. But despite vows to create statewide evacuation standards after previous deadly wildfires, California has yet to take action and evacuation planning remains a local responsibility.

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The question is more urgent than ever after two wildfire seasons with a staggering death toll: More than 40 killed by fires in wine country, more than 20 dead from the Montecito mudslides.

But experts fear the lessons will go unheeded.

"Memories are very short and people will soon forget how terrible Paradise was," said Michael Robinson, director of the Center for Innovative Transportation Solutions at Old Dominion University, which helps communities plan for evacuations. "Or they'll think, 'It was terrible for Paradise, but it won't happen to me.'"



Drone video showing charred remains of the Ridgewood Mobile Home Park after the Camp fire

An imperfect place

Paradise was built upon a system of volcanic ledges bisected by a fan of deep ravines emptying into the Sacramento Valley.

Developers started with what had been gold mine trails and then apple orchard roads to pave a street system that maximized buildable space the way blood vessels branch into capillaries. There are nearly 100 miles of private roads that dead-end on narrow overlooks and few connector streets.

For more than 38,000 people, access to the outside world came via four roads running south, down finger ridges and through forest canopy. After 2008, a forest road north was paved to provide escape for residents on the upper ridge above Paradise. On the day of the fire, the narrow winding passage jammed and was impassable.

Other historic mining towns in the Sierra Nevada foothills follow similar chaotic, organic layouts.

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"The DNA of these towns is such that they're ... set up for disaster," said Zeke Lunder, a Chico-based fire specialist and geographer whose company helps private landowners and public agencies conduct prescribed burns and prepare for inevitable wildfires.

The population boom for Paradise came in the 1960s and '70s. Nine out of 10 homes were built before 1990 and most were more than three decades old. Tax assessor records show that only 285 homes were built on the Paradise ridge since new fire codes went into effect in 2008. A Times analysis of assessor records and fire surveys showed those newer structures had a 13% survival rate in the Camp fire, compared with 3% for older homes.

Paradise officials repeatedly told The Times they never envisioned a firestorm reaching the town.

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But the 2005 state fire management plan for the ridge, developed in consultation with some of those same Paradise planners, warned that canyon winds posed a "serious threat" to Paradise.



Hospital workers and first responders evacuate patients from the Feather River Hospital as the Camp fire moves through Paradise, Calif. (Justin Sullivan / Getty Images)

The "greatest risk" was an "east wind" fire, the document said, "the same type of fire that impacted the Oakland Berkeley Hills during the Oct. 20, 1991, firestorm" that killed 25 people.

The plan also warned of "a high potential for large damaging fires and loss of life and property" in the Concow Basin beside Paradise. "Heavy fuel loads, steep terrain, poor access and light flashy fuels create severe fire hazards. The increased population in this area creates a high potential for catastrophic life and property loss."

Subsequent fire plans created by Butte County and Paradise officials in conjunction with the California Department of Forestry and Fire Protection use much less direct language. Those plans warn only of "extreme" fire, a step below catastrophic. Canyon wind fires are not mentioned at all.

The town's vulnerability to fire was evident in 2008, first by the Humboldt fire that destroyed 87 homes west of Paradise, then a week later by a lightning storm that sparked dozens of fires to the east. Residents trying to flee were caught in massive traffic jams, flames burning on both sides of the road as they sat trapped in their cars. One person died of a heart attack.

■ Document

"Fires mostly driven by upslope or up canyon winds have posed a serious threat to portions of Paradise ... The greatest risk to the ridge communities is from an East Wind driven fire that originates above the communities and blows downhill through developed areas. This is the same type of fire that impacted the Oakland Berkeley Hills during the October 20, 1991 firestorm."

— California Department of Forestry and Fire Protection, Butte Unit (2005)

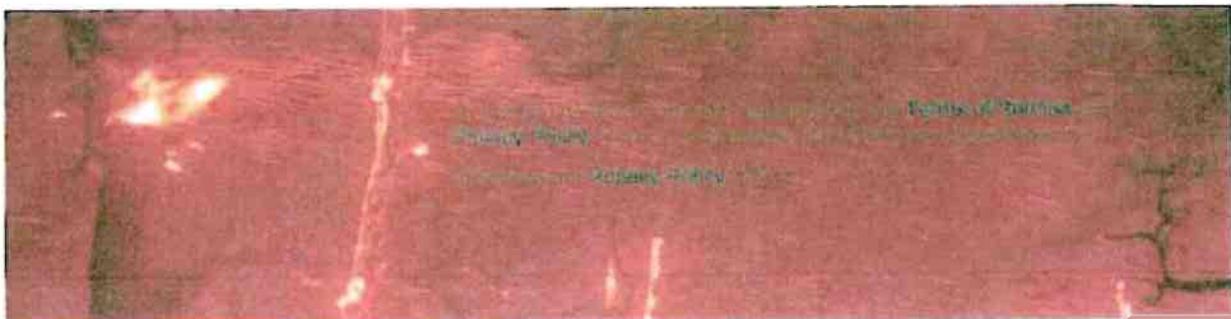
[SEE THE DOCUMENT](#)

The 2008 fires primed the land around Paradise to burn again, Lunder said, leaving both dead timber and open spaces for thick grass. It was as if the gun had been cocked.

A year later, the Butte County grand jury warned that the town faced disastrous consequences if it did not address the capacity limits of its roads. But Butte County supervisors and planners rejected the panel's call for a halt to growth until the evacuation problem was met.

The largest paper in Chico ran an editorial concluding that sufficient evacuation roads could not be built, and that those who chose to live in Paradise needed to be aware of the risk they took and be prepared to leave early.

Five of the grand jurors, interviewed by The Times, said the improvements that were made — paving of the forest road and straightening of another route — were inadequate. They felt they had been ignored.





Embers fly as wind and flames from the Camp fire tear through Paradise, Calif. (Josh Edelson / AFP/Getty Images)

Among them was Walt Sipher, a Chico resident whose sister followed their parents to Paradise and remained on the ridge after they died. Sipher called his sister the morning of the Camp fire to warn her to leave. She told him she didn't need to — it would be contained.

Judith Sipher was typical of those who perished that day: elderly, infirm with congestive heart failure and ill in bed with the flu. She had a car but seldom drove.

Walt tried driving into Paradise to fetch her, but hit blocked traffic and could not get in. He was summoned weeks later to the old Sears store in Chico to submit a saliva sample for the coroner, who was using DNA to identify the human remains found in his sister's apartment.

“There are a lot of folks on that ridge, and so few escape routes,” Sipher said. “The possibility was always on everybody's mind. ... You hope it's not going to be that bad, but it was.”

Narrowing the main road out

The same month the grand jury released its June 2009 report, Paradise was deep into plans to narrow its main evacuation route. Skyway.

Eight pedestrians had been injured by passing cars in the narrow business district, and heavy traffic gave the strip an “expressway” feel. The engineering firm that designed the project said it would reduce the number of vehicles that could pass through and advised against further “improvements,” such as a concrete median, citing the need to remember that the road was a fire evacuation route. More than half the ridge population lived above the strip.

Town recordings show a lone voice of concern at the 2014 council meeting giving final approval to the road narrowing.

"The main thing is fire danger," said Mildred Eselin, 88. "If the council is searching for a way to diminish the population of Paradise, this would be the way to do it."

City Fire Chief David Hawks pointed to Paradise's plan to evacuate neighborhood by neighborhood rather than all at once.

"When everybody tries to evacuate at one time, that's when the bottleneck creates," Hawks said.



Police officers prepare to remove human remains that were found in a car destroyed by the Camp fire in Paradise, Calif. (Justin Sullivan / Getty Images)

Not preparing for the worst

Staggered evacuations have been at the heart of Paradise evacuation plans since 1998. An updated plan approved in March 2015 codified decisions after the 2008 fires to convert Skyway into a one-way route during emergencies, doubling its capacity for evacuations. The town

practiced its plan during a 2016 drill, part of regular mock disasters, and warned residents ahead of time so they could detour if need be.

Jim Broshears, the city's emergency management director during the fire and its former longtime fire chief, estimated Paradise's roads could support the combined evacuation of four zones in two hours — less than a fourth of the population. But city officials told The Times they had no idea how long it would take to empty the entire town. They said they never envisioned a need.

"We trained on what was most probable," said town engineer Marc Mattox.

Planning for a firestorm would have been "akin to, 'Is the L.A. Basin in its entirety planned for an earthquake that may devastate the L.A. Basin?'" Hawks said. "I don't think that's realistic.

"Obviously, it's the largest or most devastating fire in California's history," he said. "It didn't get that [way] because it was a normal event."

Traffic simulation software housed at Old Dominion University and required by the Federal Emergency Management Agency for emergency plans around nuclear power plants was used by The Times to analyze Paradise's roads. It showed the entire town would need eight hours for residents to leave under blue sky conditions, and more than five hours if Skyway were immediately converted to one-way traffic out.

Those estimates are without a rain of embers, burning obstacles, exploding propane tanks and heat blasts that melted tires. They do not account for roads that were blocked by falling power poles and abandoned cars the day of the fire or the two hours that it took police to establish one-way traffic on Skyway.

Paradise did not make use of such software. Told of The Times' findings, Mattox said he would have liked to have had that information before Nov. 8. "Every public works planner, every emergency planner across the country should be aware about what those types of models would say for their community," he said.

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Broshears, the architect of most of the town's emergency plan, and others acknowledge their plans were built around the sort of slower-moving wildfire Paradise had seen in the past.

"Let's all just be honest," Broshears said. "We didn't have a plan that addressed a fire that would be everywhere. ...We had an evacuation plan built for a wildland fire. We had a hydrogen bomb. ... We were so overmatched."

Failing to prepare for the larger disaster is hardly unique to Paradise, said former FEMA Administrator Craig Fugate.

Flaws in such planning are so common that Fugate describes them as the "deadly sins" of emergency management: Practicing drills that guarantee success; assuming that plans can be scaled up when a massive disaster strikes; relying on government systems to work under pressure; failing to plan how to protect vulnerable populations, such as the elderly; and mistrusting the public, which often leads to not warning the public early enough.

"We plan for what we're capable of, and we hope it isn't any worse," he said.

Walt Scherer, who lost an earlier house to fire in the foothills of Loomis, where he was a city official, moved to Paradise in April and knew there was high fire risk. Again he lost his house.

He said he was stunned when he later heard Paradise's mayor answer a public question about the snarled fire evacuation by stating that enough roads could never be built to evacuate the whole town at once.

"Anybody in their right mind would know that the whole town was a large oak forest, and everybody was at risk," Scherer said. It was a "colossal failure," he added, not to warn residents that the entire community couldn't be evacuated at once. "You've got to recognize the risk."

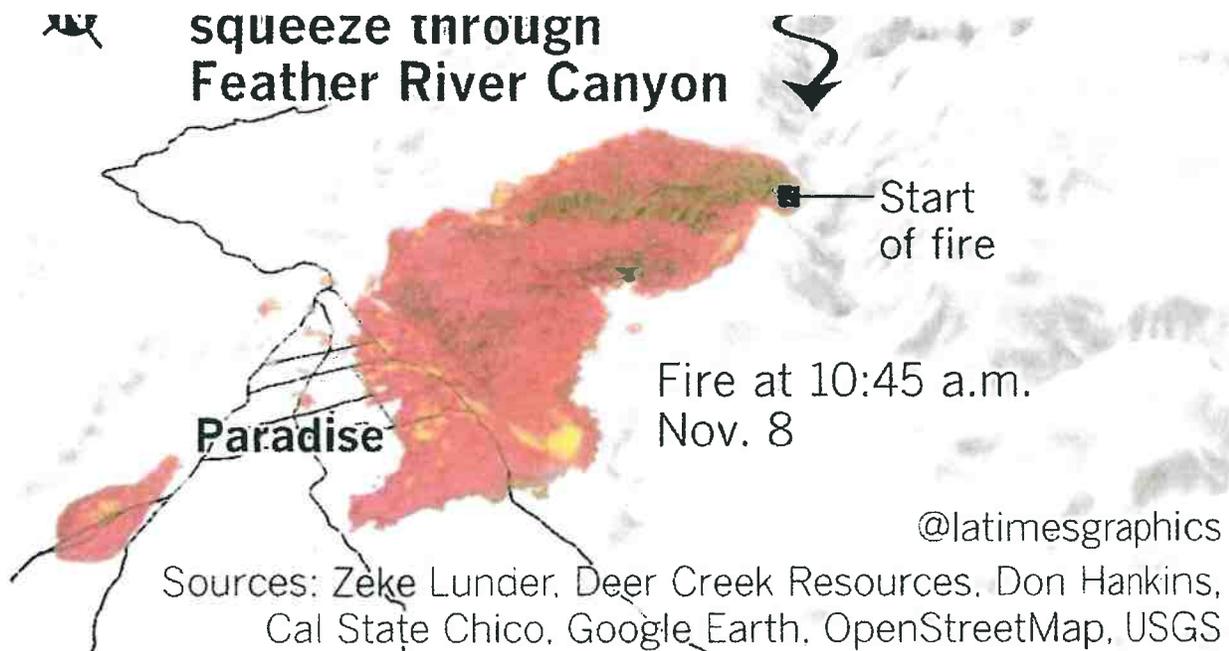
Firebrands and embers

The Feather River Canyon, where the Camp fire began, was well-known for high winds. The so-called Jarbo Gap winds rocket down the canyon from the northeast every fall, caused by high-pressure air parked over the Great Basin seeking a path through the Sierra Nevada to fill the low-pressure voids on the California coast.

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Winds speed up as they



Graphics reporting by Paige St. John and Rong-Gong Lin II. (Jon Schleuss / Los Angeles Times)

Meteorological records show 36 days since 2003 with gusts of 100 mph or more, and as high as 200 mph. Paradise sat in the path.

The morning the Camp fire ignited, the drying winds had been blowing for a week. According to weather equipment atop the fire station at Jarbo Gap, the probability that a single spark would ignite a fire big enough that fire crews would be needed to put it out was 76%. The station recorded gusts of up to 52 mph hours before the fire.

Rather than spreading as a flame front working its way through the forest, the Camp fire became wind-borne, lofting firebrands and embers that landed like rain. They fell on receptive fuels — trees and brush stressed by several years of drought, thick grass grown during heavy spring rains and now dry. The fuels also contained stands of gray pine, notorious for spouting embers.

The fire grew at a rapid clip — about 4,600 acres an hour, according to a Times analysis of fire maps and satellite imagery. Town and state fire officials called the speed of the fire unprecedented.

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But the analysis shows other devastating California fires moved as fast, or faster.

In San Diego, the Cedar fire in 2003 kindled for hours until a Santa Ana wind rolled in at midnight. By 3 a.m., the wind-driven fire had jumped a river and a reservoir and ran nearly 17 miles. In the three-hour run, the fire spread an average of more than 19,600 acres an hour. Fifteen people were killed and more than 2,200 homes destroyed.

The Tubbs fire in 2017 matched the Camp in speed, roaring 12 miles in four hours into Santa Rosa, killing 22 people and eventually destroying more than 5,000 homes.

As the Camp fire blew into Paradise, the same high-pressure, low-pressure gradient set up a Santa Ana wind event that pushed the Woolsey fire into Malibu. Its pace in the first three hours was 21,290 acres an hour.

After the Camp fire was reported at 6:31 a.m., the wind carried embers to nearby Concow, where a mandatory evacuation order was demoted to "warning" status at 7:17 a.m.

Fifteen minutes later, embers were setting houses in Concow on fire and the evacuation order became mandatory. In short order firefighters were trapped with residents who had no time to flee. They deployed their fire shelters. Some people jumped into a lake.

The bodies of at least six people were found outside or inside their cars.

No warnings

In Paradise, the first order to evacuate part of the city came at 7:57 a.m., and the first report of fire at the edge of town two minutes later. Immediately there were a dozen spot fires in town.

The ember storm hailed on most of the town at once. Within an hour, spot fires were spread halfway across Paradise, congealing into substantial fires in backyards and on houses. They primed Paradise for the big burn hours before the arrival of the main wildfire, creating an urban firestorm that moved horizontally house to house and left trees overhead untouched.

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As planned, evacuation orders began ~~being~~ ~~issued~~ ~~by~~ ~~zone~~. ~~Calls, texts,~~ and emails were sent via CodeRed, a private service that contracted for the city and county.

But interviews and records released by the city and county show the emergency warning system failed on many levels.

Only a fraction of Paradise residents were signed up for the service — city officials at first estimated there was no better than 30% enrollment, then later told The Times they did not have access to the subscription list.

Many of the emergency alerts failed to go through — CodeRed logs showed initial call failure rates of 40%, climbing to 60% as the fire progressed. Many subscribers told The Times they never received calls.

A large portion of Paradise received no evacuation order before the fire.

Documents released under the state's Public Records Act show that three of Paradise's 14 zones received only warnings — not mandatory orders to leave — the morning of the fire, and no notifications at all were sent to three others. The loss of fiber optic lines and cell towers shut down the warnings entirely — Paradise police abandoned their dispatch center without ever sending a citywide order for other residents to flee.

Most residents said they relied on word of mouth, emergency vehicles driving down their streets with loudspeakers, or the sight of flames.

'Get people moving now!'

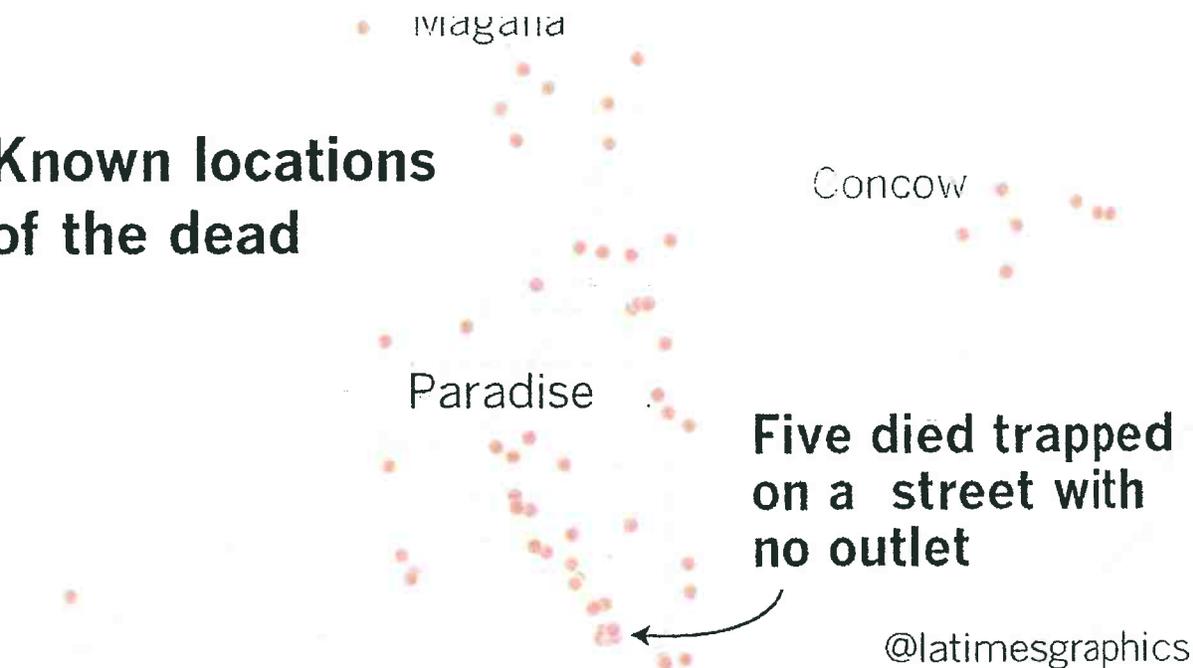
It took only an hour for Paradise to jam so thoroughly that a sheriff's sergeant jumped on the radio, his voice urgent.

"Flames!" he shouted. "Get people moving now!"

The order to open all of Skyway to one-way traffic finally came, but what took 45 minutes during a mock drill required an hour under fire conditions. The road wasn't fully converted to one-way traffic until shortly after 10 a.m. By the dispatch recordings indicate that Skyway was choked down to Chico, and entire stretches began to be lost to fire.

K... ..

Known locations of the dead



The sheriff hasn't released the location of 25 victims. One person was transported and died at UC Davis Medical Center. Sources: Nextzen, OpenStreetMap, Butte County Sheriff's Office. Graphics reporting by Paige St. John and Rong-Gong Lin II. (Jon Schleuss / Los Angeles Times)

Broshears said he was surprised by how quickly intersections became a choke point. Traffic backed up on secondary roads so solidly that motorists were trapped on dead-end streets. On one, Edgewood Lane, the bodies of five people were recovered in or just outside their cars. Firefighters were summoned to rescue burn victims at the end of another, after they attempted to flee down a horse trail.

Motorists for the most part did not panic, and stayed in their slowly moving cars as the wind-driven fire shifted around them, requiring detours and double-backs and turning the 16-mile exit into a five-hour escape. By 3 p.m., seven hours into the exodus, Paradise Mayor Jody Jones said, the evacuation was complete.

Locations of cars towed from public roads in Paradise





Abandoned cars jammed escape routes

Sources: Nextzen, OpenStreetMap, Butte County Sheriff's Office, CHP

@latimesgraphics

Graphics reporting by Paige St. John and Rong-Gong Lin II. (Jon Schleuss / Los Angeles Times)

But at the north end of town, firefighters radioed reports of civilians leaving their cars and running on foot, leaving behind a **blockade of abandoned vehicles**. Hundreds of residents had to ride out the fire until heavy equipment arrived to bulldoze a path for buses to carry them out.

Lessons from Paradise

In the aftermath, local emergency leaders defended their preparations. The scale of the disaster, they said, would have been much worse had Paradise not repeatedly conducted drills.

"We set the goal on traffic control," said Hawks, the city's fire chief. "We set the bar on evacuations."

Broshears said he wants an intensive study "to account for every decision that was made." He now favors a siren system that could warn everyone at once, and better plans to do what Paradise did by default — shelter people in place when escape is not possible.

Mattox, the town engineer, said he wanted to "dispel the narrative" that people died while trapped on Skyway in traffic. But he said Paradise should grade new emergency routes out of town.

During the early hours of the fire, Mattox stood in the smoke directing traffic on Skyway and watched his own family pass by. He lost his home. He now struggles with the question of whether Paradise failed to heed warnings of a wind-driven fire.

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

These are just a few of the ideas I have:

SOUTH FIELD (geared towards outdoor recreation):

Outdoor arena with grandstand seating – Orting Rodeo. Also open for haul-ins, similar to Pioneer Park in Graham. Adjacent barn (multi-use building with a bank of stalls on the outside).

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

Small bed & breakfast – farmhouse/country style

Spray Park

Movie theater/restaurants, including open air eating areas

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

Multi-use building (barn) for photo shoots/weddings/town festivals/future Farmer’s Market site. Photo shoot opportunities would require a fee. **Major potential revenue generator for city.**

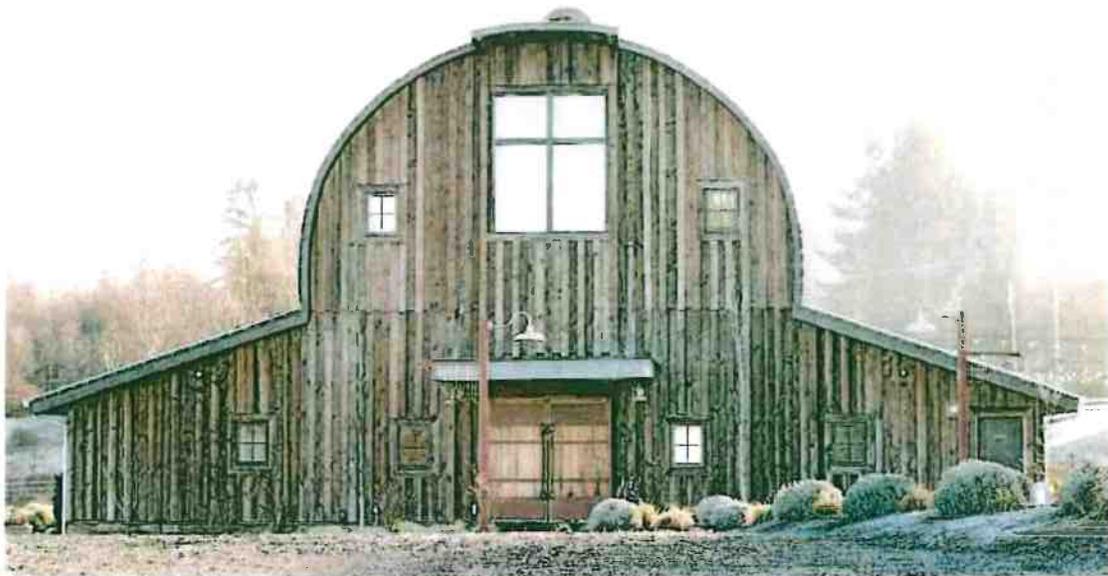
IMPORTANT: Leave as many of the trees, open space grassy areas as possible. All of this development should be nestled *within* and impart character and charm.



Open air concert/performance venue with Mt. Rainier in the background



Concept



Multi-purpose building/venue

RECEIVED BY
CITY CLERK

JUL 16 2019

CITY OF ORTING

Dear Council members :

In Year of 2000 or earlier, City of Orting approved Whitehawk development raised the ground level 3 feet higher than neighbor's lands including my property, during the raining seasons the stormwater drains from Whitehawk development into my property creating a very serious flood every year. Water travels hundreds of feet runs into my backyard and flooded my garden, ruins part of my enjoyment for retirement. As you all know to construct a road, road surface must be higher than both side of the land, with exist Whitehawk development problem and proposed new road running across middle of my property that could ruin my entire valuable land easily. please look through the enclosed pictures and tables of standing water levels that I measured along Whitehawk development at my side of the property since 2009. you can understand my family has been suffered terribly by human mistake last 10-15 years please do not let it happens again

Respectfully Yours

Jung San Wang

P. O. Box 505

Orting, WA 98360

Between

White Hawk ~~to~~ Corner

04/29/11



T



04/18
09

D

White water

04/15/09



05/07/09



Lab. de water

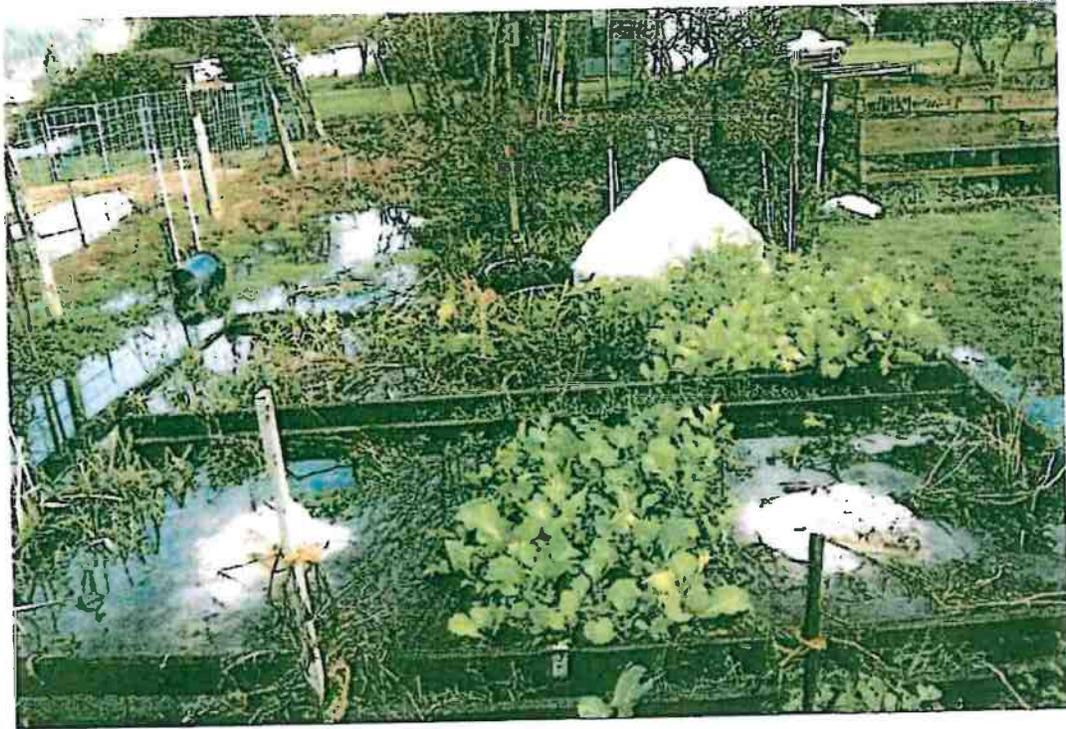


7/11
1/11
130
km



04/15/09

Banana garden



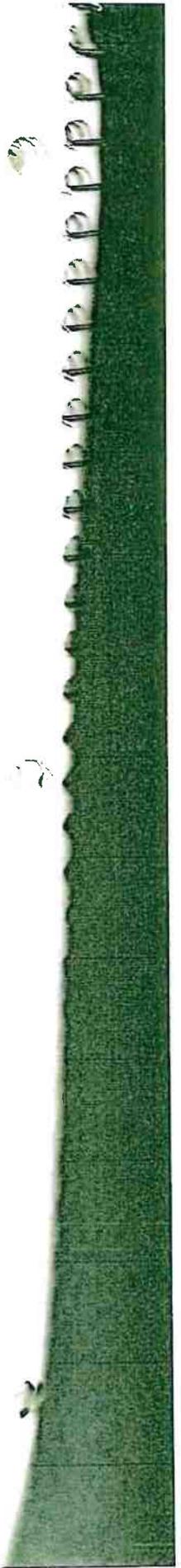
my backyard



3/1/11



10/2/11



Calistoga Street West
between 503 to 507

1/10/11



1/30/11



side open, no intⁿ storm drain

10/27/11



10/27/11



Tacoma Ave.
New Developpy area



Black Fence is going to prevent water
running to my field by City park
Sag Av.



←
+
So
off
in
150"

Tacoma New Develop area



White hawk

09/27/11 "0926"



Standing water level
at Whitehawk strip
along Wang property

First - 4th house
Secd - 2th "
3rd - East Rousar
end of White

	10-29-09	dry
	12-1-09	13.5"
	1-8-10	13"
	10-27-10	dry
	11-2-10	6"
	11-11-10	7"
	12-1-10	10"
	12-5-10	10.5-11"
	12-21-10	12"
	1-25-11	8-11" 2nd 16"
	2-12-11	8-11" 15"
	3-7-11	7-13" 14"
	3-28-11	7-9" 16"
	4-29-11	6.5-9" 15 1/2"
	5-13-11	6-9" 14"
	6-5-11	6-9" 13"
	6-12-11	6-9" 13"
	6-30-11	No standing water. ground wet
	7-4-11	dry out
	11-15-11	dry
	11-24-11	8-9"
	12-21-11	7.5-8" - 11.5"
2012	1-1-12	10-10" - 12.5"
	1-28-12	10-11.5 - 16"
	2-15-12	7-10 - 12"
	2-27-12	7-12 - 11"
	3-10-12	9.5-12" - 14"
	4-2-12	9-13 - 14"
	4-12-12	7.75-11.5 - 13"
	5-7-12	12.5 - 13.5"
	5-16-12	No standing water

6-30-12 5.5 - 9.5"
 6-17-12 dry (all 7/12, 7/8, 10/1, 10/21 - all dry)
 11-25-12 7" - 9" - 12"
 12-23-12 9.5 - 15.25"

2-9-2013 10.75 - 12.5"
 3-25-13 11 - 15.3"
 4-22-13 10.5 - 12"
 5-1-13 8"
 5-18-13 7"
 5-29-23 11"

6-8-13 damp
 6-15-13 dry
 10-5-13 6.5 - 11.5'
 10-22-13 8.75 - 11.25
 11-23-13 7 - 12"

1-18-14 9.5 - 13.5 - 15'
 3-31-14 8.75 - 14"
 4-7-14 11"
 4-20-14 12.5"
 4-25-14 12.5"
 4-30-14 10.5"
 5-7-14 9. - 10.75"
 5-11-14 10.3 - 14.5"
 5-18-14 4 - 8"
 5-27-14 2"

6-8-14 to 10-2-14 - dry
 12-14-14 9.75 - 11.25 - 12.5"
 12-18-14 12.5 - 15.5"

1-6-15	9.75 - 11.5 - 15.25"
1-20-15	9.75 - 11.5 - 14"
2-10-15	10.75 - 12.75 - 14.75"
3-2-15	8.75 - 10.5 - 13.75"
3-29-15	8.75 - 10.75 - 13.75"
4-5-15	12.5 - 13.75 - 14"
4-16-15	7.75 - 9.25 - 11.5 - 14.5"
4-21-15	7.75
4-26-15	6.5
8-6-15	To 10-27-15 — dry
11-19-15	10.25 - 12"
12-16-15	11 - 12.5 - 15.5"
1-16-16	9.5 - 13.5 - 15"
2-16-16	10.5 - 13.5 - 15.5"
3-16-16	9 - 13 - 14.5"
4-17-16	4.5 - 8 - 9"
5-2-16	To 10/2, 11/2 — dry (take picture, cut 12" row)
11-6-16	7.25 - 8 - 10.5" (11/5 - 2.17" of rain)
12-1-16	5.6 - 8.5 - 12"
12-20-16	9.5 - 10.5 - 11.35"
1-31-17	7 - 9 - 12.5"
2-13-17	8.5 - 7.6 - 12.5" (3/4 9.5" snow, 7/10 grass, 7/4)
3-21-17	8.125 - 9.25 - 12.5"
4-2-17	6 - 9.5 - 12.75"
4-21-17	8.5 - 10.5 - 12.5"
5-2-17	8 - 10 - 14"
5-7-17	x - 6 - 14"
5-31-17	dry, No standing water
10/1 - 10/23	dry

11-26-17

8.5 - 9.75 - 12.75

12-14-17

x - x - 9.25 (Ice on the surface)

1-13-18

7.5 - 7.0 - 15"
& - 1.44 - 1.15"

2-16-18

6 - 1.4 - 1.5"

3-6-18

8.12 - 9.3 - 10.5

3-20-18

6.5 - 6.5 - 8.2 (ski treated woods)

4-23-18

4.5 - 4.5 - 8.5"

4-29-18

standing water, No measurement

5-5-18

dry out spot wet, ch chemical, cut tussock seeds

5-12-18

spot wet, ch chemicals work fine

11-6-18

dry 11-11-18 WHP - dry, field = dry

12-25-18

5 - 9.1 - 11.25"

1-7-19

5 - 9.25 - 12.25"

2-28-19

9.75 - 9.75 - 12.5

3-10-19

dry

4-17-19

6.5 - 9.5 - 10.25"

4-28-19

5.25 - 3.25 - 4.75"

4-30-19

with standing water (No measurement)

5-1, 5-19

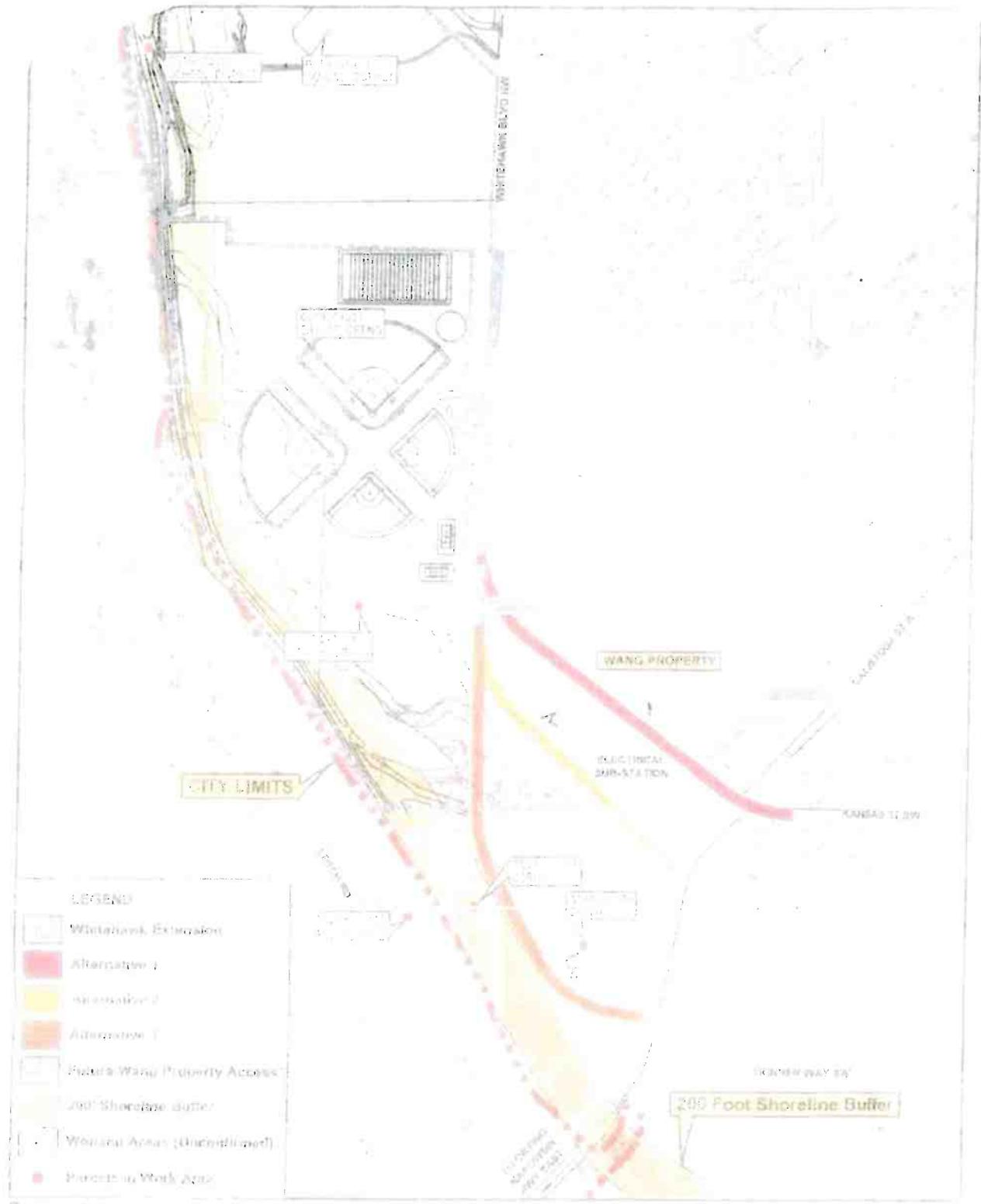
with standing water, drying out

5-18-19

dry

7-7-19

dry



Parametrix



While implementation of any Alternative 1 or 2 will require removal of vegetation along Calistoga Street west & east to the SW Connector, the Wang property access point (see property boundary) will not be removed.

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

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

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

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

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

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

PREPARED BY: Kim Whitlock, November 19th, 2008

Margaret O'Harra

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

Please forward to the PC. Thanks.

Emily Terrell, AICP
City Planner
253.709.6044

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

Hi Emily!

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

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

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

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

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

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

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

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

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

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

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

Thank you,
Jessica Rakos



OPENING:

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

These are just a few of the ideas I have:

SOUTH FIELD (geared towards outdoor recreation):

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

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

Small bed & breakfast – farmhouse/country style

Spray Park

Dog park

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

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

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

NORTH FIELD (geared towards business/commerce):

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

Movie Theater/Restaurants ("Date Night")

Co/working space, similar to SURGE in Tacoma.

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

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

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

Meat Shop, promoted to hunters

Medical Office

BETWEEN FIELDS:

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

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

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



“Chicken Coop” style housing



Open air concert venue

Dear Mayor Penner,

We just wanted to make sure that you know our feelings about the proposed new development that includes 1,000 apartment units in our town. We vote "NO"! We are aware that you have heard many of these reasons from others, but we want our voice to be heard as well. We cannot understand why you would allow a developer who is only interested in his/their profit to do this to our little town. Even if a conservative estimate of 2.5 persons per unit, that would be another 2500 people! That would increase our population to 33% more than it is right now! In the 4 years that we have lived here, we have seen such a huge increase in our commute time and there does not seem to be any hope that that will improve....even without this development! Since we do not have much in the way of stores and restaurants, these people would be driving on 162 just like the rest of us! I do agree that we need more businesses and commercial properties but not additional housing. Our schools are overcrowded as it is. Will we be able not only to keep up with the demand for water, but also waste treatment? I have attended so many of the City Council meetings and I cannot believe that the voices of your citizens' is not being heard.

Please do not allow this to happen!

Sincerely,
Jeannette and David Hanson

Total Control Panel

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To: penner@cityoforting.org
From: stompin@sbcglobal.net

Message Score: 10
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This message was delivered because the content filter score did not exceed your filter level.

July 24, 2019

ATTN: Orting City Council

Dear Council Members:

Master Gardener Extraordinaire Cisco Morris says it's much easier to work with nature than against it. If we think about it, this philosophy could also apply to our current situation while we discuss what course of action to take when deciding the future of our town.

Instead of looking to other cities as a model of how we should move forward, we should consider the strengths and uniqueness of *our* beautiful town and figure out how to best build on those strengths, working *with* them, instead of against them.

As discussed at the 7/17/19 city council meeting, we know our community is not going to attract big box retailers, such as Costco or Walmart with so much competition in the surrounding areas. We also know we're most likely not going to attract many patrons from surrounding cities, as they already have so much at their fingertips. So we have to ask ourselves, what *do* people come to Orting for? What *do* people love about living in Orting?

When we drive past the fields being discussed, we see a beautiful, unique family of deer. We see people pulled off the road, taking photos of our gorgeous mountain view. We see newlyweds and high school seniors with the rest of their lives in front of them, marking the occasion by taking photos amongst the wildflowers. Yes, those people are trespassing. But what if they didn't have to? What if we could ensure that these fields are developed in such a way that it becomes an area that people love to use? One that pays tribute to the families who farmed the land years ago? And one that the city could potentially profit from?

If you haven't already, I would like to ask that you review the attached concept (I also added in a couple things from the last version) and consider the many benefits of reducing the commercial requirement in the comprehensive plan and adding in a *recreational* requirement. As our population grows, so does our need for added recreational opportunities for people of all ages. If recreation is not added to support the current community, future businesses will not be successful. We have to give residents a reason to *stay* in Orting. This plan will create jobs, as well as bring in revenue for the city.

I'm not sure exactly how best to achieve this goal, but I hope it can become part of the discussion before it's too late. We'll only have one shot at this and the long-term effects of any decision will be far reaching. We all know we do not need any additional residential development. We simply do not have the resources and infrastructure to support it.

My thought is that to make this a mutually beneficial plan, the city consider the option of negotiating with prospective developers to allow them to purchase the land, put in senior housing *only* on the 16 acres and then deed the remaining property to the city, to be developed over time. The city could then attract a developer that would be interested in developing the commercial spaces (movie theater, restaurants, etc) and then, as the budget allows, the city could develop the recreational spaces, to be owned by the city (thus, generating future revenue).

At this point, I'm sure the current landowner couldn't care less how the property gets developed, as long as it finally sells. Prospective developers would still stand to make plenty of profit on the senior housing, especially if the city will consider increasing the density. I personally work in construction and work with plenty of contractors who would be interested in putting in senior housing.

Thank you for taking the time to consider my points. I look forward to attending the council meeting on 7/31/19 for future discussion on this topic.

Sincerely,

Jessica Rakos

GRATZER/ENGFER RECREATIONAL CONCEPT

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

These are just a few of the ideas I have:

SOUTH FIELD (geared towards outdoor recreation):

Outdoor arena with grandstand seating – Orting Rodeo. Also open for haul-ins, similar to Pioneer Park in Graham. Adjacent barn (multi-use building with a bank of stalls on the outside – see below for more details).

Horseback riding outfit for rides along the river

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

Small bed & breakfast – farmhouse/country style

Spray Park

Movie theater/restaurants, including open air eating areas

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

Multi-use building (barn) for photo shoots/**weddings**/town festivals/future Farmer's Market site. **Photo shoot opportunities would require a fee. Maybe photographers could purchase a yearly "photography pass" from the city for a fee? Major potential revenue generator for city.**

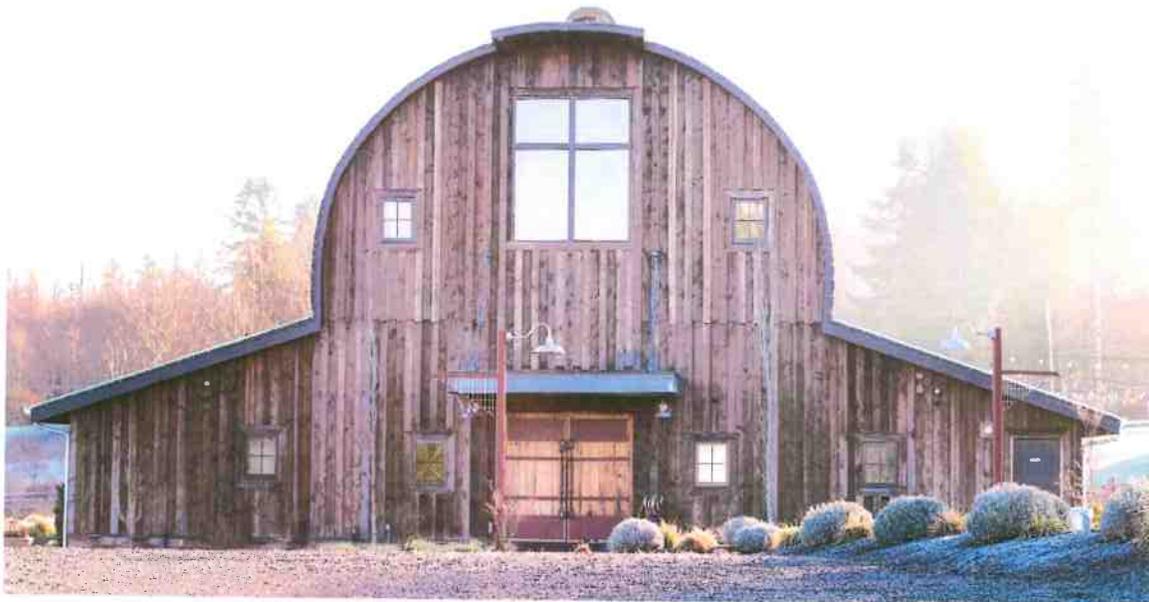
IMPORTANT: Leave as many of the trees, open space grassy areas as possible. All of this development should be nestled *within* and impart character and charm.



Open air concert/performance venue with Mt. Rainier in the background



Concept



Multi-purpose building/venue

RECEIVED
JUL 16 2019
CITY OF ORTING

Dear Council members :

I am the owner of the property that if passed, the new proposed road would essentially divide it into two, thus breaking up my property. I am strongly against this proposal. I am requesting the City of Orting to restore what was the alternative route 3 which runs along the levee exiting Calistoga at Skinner Way. Alternative route 3 was recommended by a previous planning Commission as the best way to achieve the intended purpose of the project and it was adopted by an earlier Orting City Council. Also, alternative route 3 has already been surveyed and fully measured by City of Orting and is in the document.

The argument for choosing the alternative route 3 remain valid today. It would lesson the traffic congestion at Kansas Street providing a safer alternative that utilizes less private property. And I am not the only one who believe it is the better choice for this community. I would like to submit 353 signatures from fellow citizens who agrees the Original adopted route 3 is the best choice.

please take our wishes into serious consideration and realize that the decision you make affect homes and families.

My home and property is where I raised my family and where I dreamed of living out my life.

Enclosed is copys of 353 signatures from fellow citizens who agrees the Original adopted route 3 is the best choice.

Respectly Yours

Jay San Wang

HELP OUR CAUSE

We need to Protect our town

- The first thing you need to know is that the city has decided to build a road to improve Orting **TRAFFIC**.
(Sounds great until you hear the details)
- *Second thing is the proposal that will be decided on June 18, 2019 at the Orting Performing Arts Center is which plan to use for the new road.*
- *Third thing, is the facts of what the city had decided and why.*

Dearest residents, families and friends,

I have written this petition for the ***Protest*** of Option ONE in city councils proposal for new road here in Orting.

By signing this document you are signing that you disprove of the cities idea to uses a ~~White~~ ^{Hard Working Man} veteran and his wife's personal property against there will to build a new road that connects Kansas Street to the new road.

By signing this you agree that it is wrong to impose ones believes to another persons American dream to better a few people as a whole.

Side note: The residents in question by dividing there land depletes there property value, and hinders there income. They are elderly and have lived here for years. They worked and are retired. There property is their supplemental income and children's inheritance.

Second side note: There are 3 options for this new road. As well as several not yet explored.

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

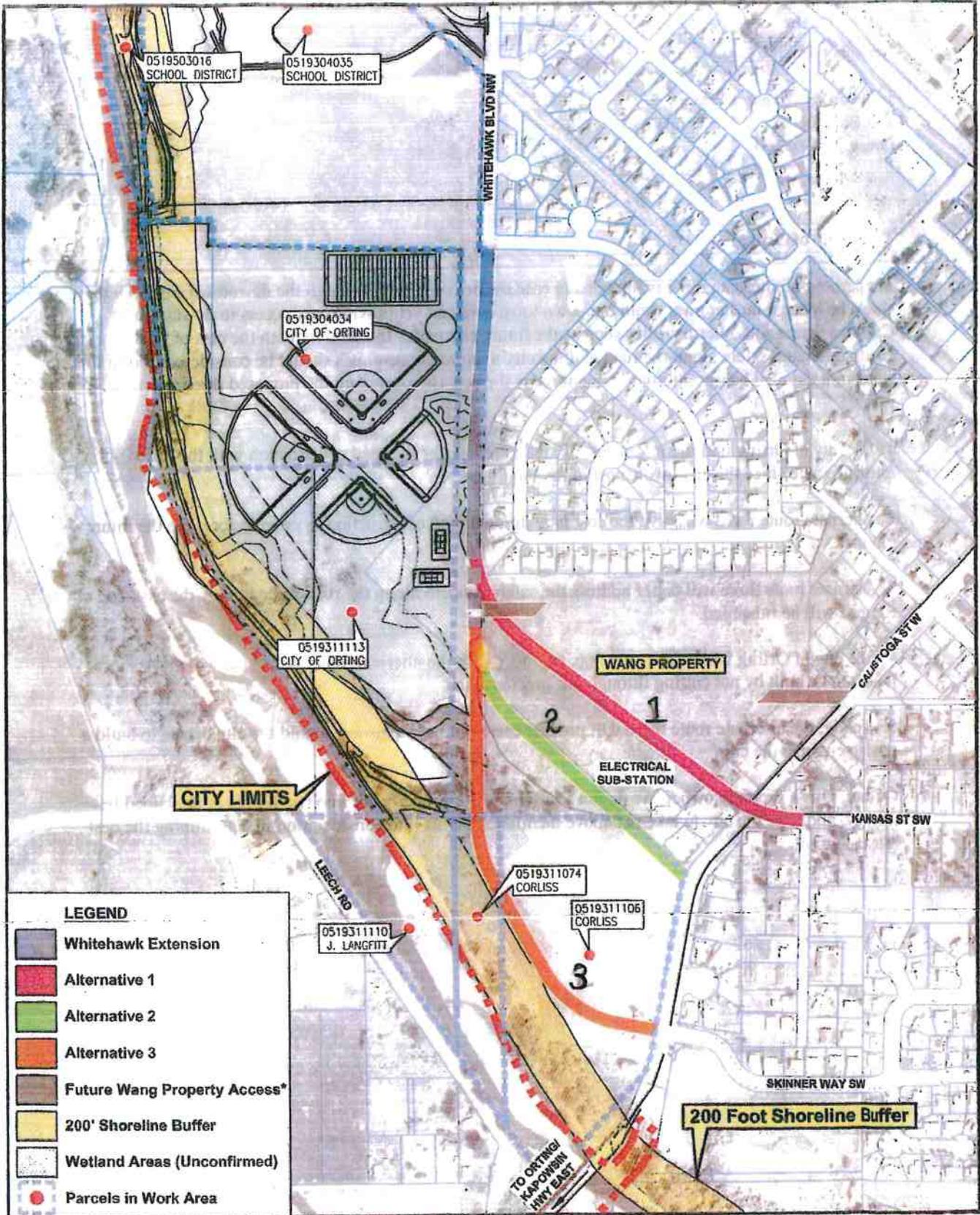
The Planning Commission held a public hearing on November 18, 2008 regarding the Southwest Connector Calistoga St. West Corridor Study. Parametrix Engineer, Devin Wolf gave a brief overview of the three proposed alternative routes; weighing both the pros and cons of each. The Commission received letters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

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

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

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

PREPARED BY: Kim Whitlock, November 19th, 2008



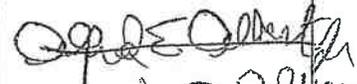
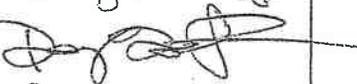
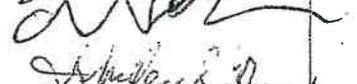
Parametrix DATE: Sep 10, 2006 FILE: Su1711003p7044F01

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

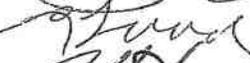
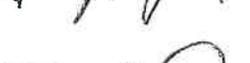
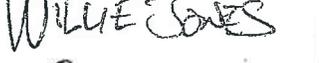
Figure 1
Southwest Connector
Calistoga Street Corridor Stud
City of Orting, Washington

Signatures from different location

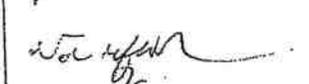
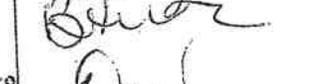
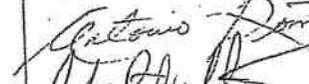
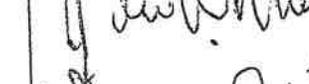
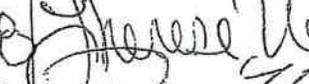
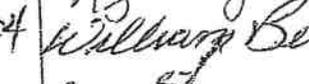
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14	50	50				
15	24	17				
16	24	16				
17	10	10				
18	10	9				
Total	353 353	271	12	7	12	51

Name	Address	Contact Info	Signature
SOPHIA CHAN	315 Calistoga St W.		
CHHEUTH CHAN	315 Calistoga St W.		
ALFRED E ALBERT JR	318 CALISTOGA ST W		ALFRED E. ALBERT
Vicky Bishop	702-KANSAS		Vicky Bishop
Doug Bishop	702 KANSAS		
Riley Campbell	503 Coe Lane SW		Riley Campbell
Justin Handy	503 Coe Lane SW		
Nancy A. Wahle	505 Coe Lane SW		Nancy Wahle
James A. Wahle	505 Coe Lane SW		James A. Wahle
Danny Anderson	508 Calistoga St W		
Sierra Bonner	508 Calistoga St W		
Shirley Silveira	603 Calistoga SW		Shirley Silveira
Allen W. Paulk	602 Deeded Ln		Allen Paulk
Tammy Paulk	602 Deeded Ln		Tammy Paulk
Laurie Garman	P.O. Box 148 Orting		Laurie Garman
Gary R. Orting	P.O. Box 575 Orting		Gary Orting
Dan Kinz	188 River Ave		Dan Kinz
Scott Hambroff	309 Calistoga St. E		Scott Hambroff
Dennis Gray	23519 Orville Rd.		Dennis Gray
Mike Glasco	320 Bowli'way		Mike Glasco
Richard Farrier	P.O. Box 122		Richard Farrier
Thomas G. Carlson	P.O. Box 1198		Thomas G. Carlson
Bob Burns	P.O. Box 1866		Bob Burns
Harry Barney	P.O. Box 1643		Harry Barney
	P.O. Box 1237		Gary Barney

Name	Address	Contact Info	Signature
Donald R Miller	603-1 Kansas St. SW. ORting WA 98360	DMITTS 1787 ²⁸ Cardinal	
Bill Burke Tina Burke Skyler Burke	614 KANSAS ST. S.W. ORTING WA 98360	253-720-2372	
Joyce Zaleski	610 KANSAS ST S.W. ORTING WA 98360	253-230-7571	
Josh HETHROCK	504 COE LN. SW.	253-666-0101	
JAMIE HETHROCK	304 COE LN. SW.	253-334-2646	
Chad Lynn	205 Cardinal Sts	(206) 799-1137	
Ron Lewitt	217 Collin ave	253 302 1534	
Tristen H	217 CORTINA AVE	253 306 0815	
Lawrence H	2617 3701/4	253-289-7341	
Dor Hunt	11520-2714 Waco	206-356-7314	
Rick Hoffman	11520-2714 Waco	253-221-0466	
Lisa Hoffman	20501 190th Ave	253 737 7297	
Rachel Waver	E ORTING WA 98360	253 737 7297	
Jordan Ancker	20511 191th Ave ORTING WA 98360	253 771 932	

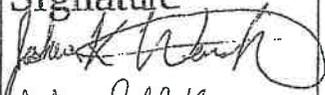
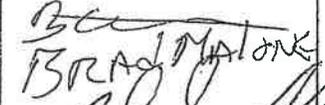
Name	Address	Contact Info	Signature
Maria Torres	904 215th Ave	206 551-0916	
Lindy Turner	1212 200th St E	253-6866489	
Self Hanson	7717 193rd St E	253 973-5866	
Roxann Hanson	7013 160th St E	253-651-2974	Roxann Hanson
Gerald Altman	7013 160th St E	(253) 657-2372	Gerald Altman
Michael Nagel	9100 LKN Dr SW	253-	
Jim Bergquist	5076 Grinnell Ave	253-290-2580	Jim Bergquist
Carrie Bergquist	5076 Grinnell Ave	253-290-2580	Carrie Bergquist
Kaitlyn Bergquist	5076 Grinnell Ave	253-392-5385	Kaitlyn B
Jesse Naylor	20621 193rd Ave E	360 8931648	
WILLIE JONES	1214 7th Ave SE	405-622-7357	
Dianne Goodenow	16213 58th Ave Ct E	253-380-5874	
	415 Calistoga	(253) 576 1315	
Janis Miller	16818 77th St E	253-326-5798	Janis Miller
Michael Austin	2116 19 140th	253-778-5119	
Faranogueskel	2380 7th Ave Ct E	253 232 5116	
SUSAN JONES	10705 SE 238th St. #19	253-232-3660	Susan Jones
Lori Polo	22911 154th Ave E	360-400-3451	Lori Polo

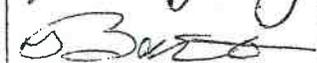
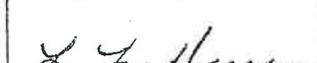
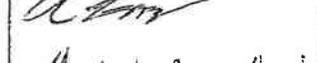
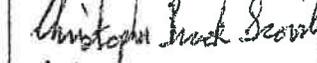
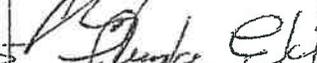
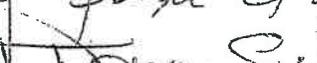
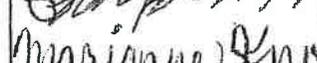
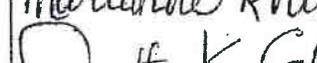
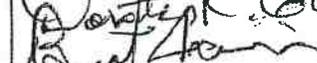
Name	Address	Contact Info	Signature
Brett Crane	P.O. Box 495		Brett Crane
B. Peterson	P.O. Box 1240		B. Peterson
S. Matthews	POB 5271		Matthews
Robert Wolf	PO. 48		Robert Wolf
Cathy Mundy	PO Box 1706		Cathy Mundy
Darlene Gilbertson	PO Box 815		Darlene Gilbertson
Mary Buffon	PO Box 1616		Mary Buffon
Erick Frost	PO Box 335		Erick Frost
Annie Deu	PO BOX 1551		Annie Deu
Ann Cresto	PO Box 188		Ann Cresto
Joni Brock	98210 ORTING WA		Joni Brock
CINDY BARDWIN	17425 119 th ST STE		Cindy Bardwin
Jim & Rickman	Summer		Jim & Rickman
Lenny Woods	5 Summer		Lenny Woods
Angela Evans	1820 977 th ST		Angela Evans
	PO-BOX 513		
	PO BOX 930		
Courtney Miser	Graham 9838		Courtney Miser
Joy Schneider	ORTING WA		Joy Schneider
Jessica Allen	PO BOX 868		Jessica Allen
Ken Lewis	PO Box 1527		Ken Lewis

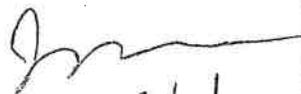
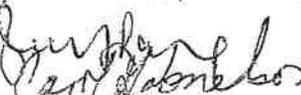
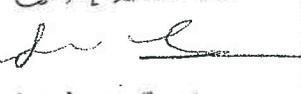
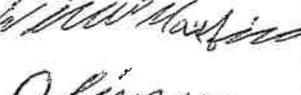
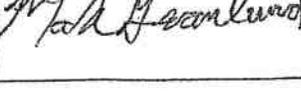
Name	Address	Contact Info	Signature
Alex Anton	508 Callender St	(253) 886 4936	
Colette Garrity	508 Callender St	(253) 886-4855	
Jerome Dickson	402 Factory ST SE	253 327-0165	
Nolan McFadden	100 Eagle Ave	253-954-7765	
Jeremy Arzetti	21909 185th	253-261-5087	
COURTNEY	14110 234th St E	253 861 3979	
Tiffani Lee	404 Rudnick Ct NW	253 314-4230	
Angel Amett	21909 185th	253-961-2383	
Roy Fossell	112 Ames St NE	360 591-7768	
Brittanee Peterson	30205 N Veeco	253 681 1078	
DURAND WISE	4819 LAKEVIEW DR LAKE TAPES	253-792-3178	
Bill Crawford	1151 1/2 162 ORtog	253-444-8132	
Antonio Gomez	1698 ST E		
Robert Webster	209 Kansas	253-318-3403	
Jim Williams	19214 2125th St E	206-919-1441	
Therese Williams	PO Box 1554	253 381-5748	
Don Tracy	113 1/2 1st St SW	253 206 8115	
ES HILSON	15703 Van Rd SE	760-242-9004	
NISSA SWITNEY	15703 Van Rd SE	206 338 2404	
William Bell	4177 Van Rd SE	360-293-3304	
JASON SIDNER	312 CALISTOGA W.	206-909-6556	
	317 CALISTOGA SW		

Name	Address	Contact Info	Signature
Kylee Christman	22507 177 th St E	253 441 6580	<i>Kylee Christman</i>
Jenny Mizner	19508 215 th St E	253 318 9448	<i>Jenny Mizner</i>
Diane Chamusco	5323 Waldron Dr NE	253-208-8360	<i>Diane Chamusco</i>
Rosemary Reed	22117-161 st Ave E	360-893-1446	<i>Rosemary Reed</i>
Victoria Noggle	410 Rudnick Ct NW	253-632-9838	<i>Victoria Noggle</i>
Kimberly Thomas	410 Rudnick Ct. NW	253332 5785	<i>Kimberly Thomas</i>
Randal Jacobs	6855 NW Sessom		<i>Randal Jacobs</i>
Christina Smith	8813 270 th St E	253-332-9978	<i>Christina Smith</i>
Leann Nichols	5200 307 Harman Way	253 457-8179	<i>Leann Nichols</i>
Marilyn Lucas	412 Transt SE	360 761 2741	<i>Marilyn Lucas</i>
William Rudnick	P.O. Box 45	360-872-1166	<i>William Rudnick</i>
Loray Meadows	PO 1941 OF 5	253 333 5931	<i>Loray Meadows</i>
M. Bevard	PO Box 614	360 893-6174	<i>M. Bevard</i>
M. Van Dellen	P.O. Box 351	253-720-5768	<i>M. Van Dellen</i>
Mulle	PO Box 403	360-893-3110	<i>Mulle</i>

Name	Address	Contact Info	Signature
DAVID EMERY	14812 224 TH AVE E	253-592-1910	
Lisa Prochard	11820 172 ND CT. E		
Rogge Lee	5715 25 TH STE		
Marcia Pullin	253-733-1779	909 Boatman Ave NW Orting, WA 98360	
Daniel Lupastean	425-260-0898	909 Boatman Ave NW Orting, WA 98360	
Lisa Graham	509-378-8904	19803 355 TH W. E. ST Orting WA 98360	
Shawn Seymour	14808 32 ND AVE E Orting, WA	Shawn Seymour 360-488-7664	
Austin Gormann	19808 22 ND AVE		
Kimberly Enlow	103 Becket Ln. S.W. Orting, WA 98360	253-880-5354	
Ambrielle Roberts	25802 7 TH AVE E Graham, WA 98338	253-426-0131	
TUCKER ROBERTS	25802 22 ND AVE E GRAHAM, WA. 98338	253-312-7087	
★ James Hudson	8721 133 RD STE	206 234-9544	

Name	Address	Contact Info	Signature
Josh Weigeshoff	1325 Riddell Ave NE	615-691-1587	
Mary Reeves	outing WA 98366	615-691-0923	M. Reeves
Barbara Caster	302 Calistoga Ln SE	360-822-8786	
BRAD MALONE	425 VARNER	253-363-1908	BRAD MALONE
Brian Swadlow	505 Kansas St.	360-893-2721	

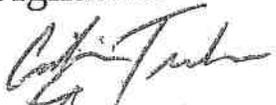
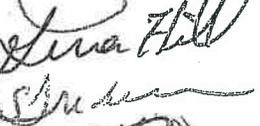
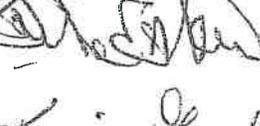
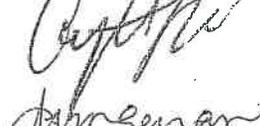
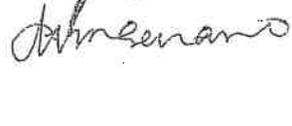
Name	Address	Contact Info	Signature
Alex Anton	508 Callender St	(253) 886 4936	
Colette Garrity	508 Callender St	(253) 886-4855	
Jerome Dickson	402 Factory St SE	253 327 0165	
Jeri Hannon	14024 Leuchter Rd	253-319-2639	
	402 Factory St SE	253-327-0165	
	303 627th Ave	257-389 2169	
Mary Mayberry	109 Eldredge Ave	253-341-1276	
Mareen Barton	PO Box 2175 ORTING	360-893-3661	
Lori L. Harver	609 Kansas St SW	253 241 2846	
Sam Webster	407 Leber St NW	253-223-9351	
Carol Lawson	P.O. Box 1586	360-893-6053	
DORIS STENERSON	PO Box 602	253-569-0317	
Helen Botford	PO Box 274	360 893 2201	
Michael Franich	P.O. Box 1203 Milton WA 98354	253 583 6058	
April Grim	14003 136th St Ct		
Ron Sasaki	PO Box 1358 ORTING	253 360 893-4319	
Christopher Seville	P.O. Box 1898	(253) 310-8831	
Sandra Strassburg	P.O. Box 755	360-893-2703	
Courtney Lopez	PO Box 1919 OAKM	353 325 5008	
FRANK ECKHART	P.O. Box 464	360-893-3065	
Kayla Suter	PO Box 1125	253-230-8631	
Philip Lagasse	PO Box 1207	206-406-7111	
Marianne Knowlton	PO Box 636	360 893-5216	
Beth-El Wilson	P.O. Box 1533	(253) 397-8837	
Roxothy Glasen	P.O. Box 1865	253-203-4197	
Bert Gami	P.O. Box 1794	360-893-3231	
Soledad Miller	P.O. Box 881	253 441-5684	

Name	Address	Contact Info	Signature
Jackey Ritchard	20334 190th Ave	253-985-5372	
Craig Rockwell	2 ORTING Apt. ROK 1389	253 312 6999	
Diana Gupfill	Orting 409 Balcher St SW	360 872-8323	
Judy Rung	PO Box 662	253-820-3433	
Carol Gabrielson	PO Box 1256	253 226 5150	
Gina Maxfield	P.O. Box 1271 Orting 98360	253-350-1564	
William Maxfield	PO Box 1271-98360	253-204-5350	
Anderson Finn	PO Box 183 98360	253-320-5984	
Alexandra Spencer	PO BOX 183 98360	253-205-7343	
Shaun Cross	18237 71st Ave E	253-273-6695	
Amy Laumura	2607 T St SE	253 288 7093	
Rhonda Roley	23320 FISK Rd	253 290-1974	
Jerre Hamuth	PO Box 405 Orting WA 98360	893-2280	
Kevin Hamilton	PO Box 405	893-2280	
MARISA BROWN	PO Box 1044 Orting, WA 98360		
Jean Escobar	PO Box 1044 Orting		
Cody Kinkland	3515 248th St SE	253-292-1247	
Ciera Babukas		253-777-7516	
Vincente Muhlly	8403 Locust ave	E 405-963-3439	
Juan Xaxalpa	37620 26th Dr S	(957) 449-6742	
Heidi Butler	504 TRIN ST SE	253 224 7279	
James Combs	28523 126th Ave E	253-360-5335	
MARK GRANLUND	PO BOX 1984		

Name	Address	Contact Info	Signature
Lynnda Williams Robert Williams	102 Varner Avenue	(253) 693-4267 (253) 693-4267	Lynnda Williams Robert Williams
Mumford John Fisher	517 Cabot Box 1937	360 - 893 3488	John Fisher
Amanda Russell	PO Box 623	253 363 5760	Amanda Russell
Jan Bgumsha	PO Box 1102	253 948 6671	Jan Bgumsha
Leslie Colman	PO Box 1292	(253) 236-8447	Leslie Colman
KELLY D. HALL	15402 91 st Ave. E.	253-298-7085	Kelly D. Hall
Dan Pedersen	PO Box 1955	360 893 1625	Dan Pedersen
Jasmine Orillo	PO Box 128	(803) 258-9401	Jasmine Orillo
Charin Shin	PO Box 128	(808) 450 1360	Charin Shin
Richard Smith	PO. Box 1592	360 761-9002	Richard Smith

Name	Address	Contact Info	Signature
PAUL ARBUCKLE	1218 W. Main ave #11 Puyallup WA 98371		Paul arbuttle
Bruce Osborn	18828 Eastwood Ave. Puyallup WA 98375	bruce@3e rainierconnect.com	Bruce Osborn
(Curt & Kelly)	1309 34th Ave Puyallup, WA 98371		Curt & Kelly
Coe Lindner	16714 Meadow		Coe Lindner
Jamie Bastick	11717 69th St E		Jamie Bastick

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	Address	Contact Info	Signature
Lia Tudela	Tacoma, wa	253 - 287-9868	
Licia Neal	Tacoma, wa	253 - 324-5309	
Lina Hill	Graham, wa	206 - 384-5038	
Sofia Tudeau	Auburn, wa	253-317-7485	
Tom Wilkins	SPRINGWAY	253-893-4596	
Dulce	Auburn, wa 98002	360 883 4536	
Kellie Graham	P.O. Box 11673, ORTING, WA 98560	(253) 720-6174	
MARLENE BOSSETT	GRAHAM WA	(253) 905-3715	
Tina Mensah	120 136th St S Tacoma 98444	253-344-7162	
Mercy Serrano			

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Kristie Newingham	Gloria Escamilla	Acia Ball
Linda Lee Cammiso	La Tash Warren	Craig Moebius
Chris Hele	Lisa Dillman	Tish Ankers
Gloria Escamilla	Croghan	Concace Parks
Mirella Gonzalez	Kumbaly Enlow	Daisy Castro
Cathy Keys	Alex Munoz	Blanco
Michelle Stotts	Robert Munoz	NICK Holtz
Deborah Davis	Mindy Atchley	Theresa Dilworth
Downs & family	Marci Pullen	Stacy Woodruff
Brandi Ulrey	Daniel Lupastan	Wagne Oliver
Katlin Lawless	Sarah Winter	Lauren McCormick
Patti Justice	Kim Cherry	Jenny Boulet
Pete Pardo	Ashly Meyer	Vanessa Henry
Bethel Wilson	Mae	Marcia Wheeler
KL Bradley	CL Carsey	Craig Moebius
Melanie Albice	Christina Adams	
Allan	David Wagner	
Brittanez Gray	Joe Scholz	
Kristina Shamp Peterson	Jeff Westenhofer	

Name	Address	Contact Info	Signature
Tim mount	304 W. Calistoga	253-954-7416	
Reanon Rodgers	304 W. Calistoga	253-954-7416	
Daniel Smith	504 Brown St.	253 286	
JOHN CRABBE	7605 147 th AVE E		
Dylan Lalone	1006 daffodil ave	253-480-2647	
Jon Hess	1100 Penn. Ave	253-862-2526	
Arthur Canich	1411. Weight AVE	253-905-1080	
Aubrey Hess	SUMNER COA-98396		
Becky Ridge	gull camp wa.	257-916-2311	
Spencer Deese	404 Brown St		
Gabrielle Penning	15523 88th St E	253-703-4979	
Kim Dawn	34210 8th Ave S	253-381-9806	
DEBRA FREDMORE	19507 18th St	253-341-0044	
Don Sumpter	" "	253 293 9568	
Gidget Tucker	18915 226 AVE E	253-691-9279	
Neil Griggs	18808 226 AVE E	360-893-3987	
William Pleasman	404 Brown way SE	206-718-1793	
Thomas Kinney	111 Nelson St NE	253 549 1907	
Deah Carter	524 Brown St SE	253-487-4609	
Heidi Kimbler	22508 162 St E		
Betty Robinson	21007 177 th St E		
John	22410 299 th St E		
Bob LATROP	35. OAK St SW		

Name	Address	Contact Info	Signature
JEFF FOSTER	7007 25 th ST NE		<i>Jeff Foster</i>
Teresa Hillmeyer	7007 25 th ST NE		<i>Teresa Hillmeyer</i>
Paul Wilkins	2007 317 CH W		<i>Paul Wilkins</i>
Samy Hill	405 KANSAS ST		<i>Samy Hill</i>
William Hill	214 19 th AVE SE		<i>William Hill</i>
Chris McLaughly	Poynton, WA 98391		<i>Chris McLaughly</i>
Bob Herman	Tacoma WA 98446		<i>Bob Herman</i>
Jill Ramsey	Buckley WA		<i>Jill Ramsey</i>
Les Ramsey	504-117 th AVE E Edgewood WA 98372		<i>Les Ramsey</i>
Dean Backus	Orting		<i>Dean Backus</i>
Emily Backus	Orting		<i>Emily Backus</i>
Hannah Wilson	403 Leber St NE		<i>Hannah Wilson</i>
Colleen Barbridge	2021A 212 th ST E		<i>Colleen Barbridge</i>
Phaedra Wainwright	301 W Calistoga STE		<i>Phaedra Wainwright</i>
Randy Ulsh	20112 130 th AVE E		<i>Randy Ulsh</i>
Sandra Ulsh	20112 130 th AVE E		<i>Sandra Ulsh</i>
David Scholl	510 Calistoga ST W		<i>David Scholl</i>
Claudia Scholl	" "		<i>Claudia Scholl</i>
Cheyl A Munson	18120-212 th AVE E		<i>Cheyl A Munson</i>
Jenny Baulet	12207 232 nd ST E, 98338		<i>Jenny Baulet</i>
Sarah Nichols	211 Calistoga STE		<i>Sarah Nichols</i>
Nomase MAYPANT	19006 Voight Meadow Rd		<i>Nomase MAYPANT</i>
Jaycen Pakard	503 Calistoga ST W	560-761-8782	<i>Jaycen Pakard</i>
Jessica Wrist	503 Calistoga ST W	253-242-0187	<i>Jessica Wrist</i>

16

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

Name	Address	Contact Info	Signature
<p>Ann McCallister</p>	<p>110 Williams</p>	<p>253-370-9547</p>	<p>Ann McCallister</p>
Christopher Frazier	201 Nelson St NE	253 740 7227	[Signature]
Harvey Affen	406 Kensington	253-263-9590	[Signature]
CJ Adamson	406 Kensington	253-300-6812	[Signature]
Linda Norstein	26620 163rd Ave E	(360) 893-8530	[Signature]
Wendy Bober	401 Belfair St SW	253-344-8455	[Signature]
* Bob Bennett	2102 12th Ave SE	253-318-6719	Bob Bennett
Val Seabury	1203 Puyallup Daffodil Ave N.E.	253-318-6614	PSE@OZ.NET
Jalea Musser	1203 Daffodil Ave NE	253 486 7186	Jalea Musser
Leah Padgugler	22507 177th St E	360 893 8225	Leah Padgugler

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From: Jason Arbogast [mailto:jrarbogast@msn.com]

Sent: Tuesday, July 30, 2019 6:02 PM

To: Margaret O'Harra

Subject: Please forward

Please forward the below email to each council member, planning commission and mayor:

I dont understand, why the people off Orting are not being listened too??

I moved my family to the city of orting three years ago. We absolutely fell in love with this town. Two years later, we decided we loved it so much we purchased a home because we wanted to plant roots here.

I followed along with the drama over the armoured personnel carrier and other issues but wanted to keep an open mind and see how things played out.

Now with the proposed multi family development, my God help us!

What I cannot understand is unless somebody or somebodys have something to gain like a payout, is why not listen to the planning commissions recommendation or more importantly the citizens of Orting? Why?

The people put you in office and I bet they regret that now. If you allow for multi family development to occur, you are making a mistake. It seems you do not care one inch about what the people want. We the majority do not care about the additional revenue that amount of residents it could potentially bring but more so about increased crime rate, traffic and the loss of the reason we moved here, a small town feel.

I have never in my life met more generous, giving and caring people in my life. People.i have never met, let me borrow things, help provide food and other lifes essentials that a family needs to survive. That will go away when you introduce more and more development which equals people, crime and traffic.

A year after we moved here, my wife fell life threatening I'll and was hospitalized several times. People I have never met nor heard of came out to offer child care, rides and provided me and my kids with several meals to help me and my kids while my wife was in the hospital. I dont trust people easily and I have to tell you, the people of this community changed my way of thinking and made me in turn and more trusting and giving person.

You see, please, I beg you to oppose any multifamily development or large single family housing developments in this wonderful city we call home, Orting.

I will be at the next council meeting. There is no need to read this because I will, if allowed. I just want to be heard and to give you all my feeling of this issue that we face together as a community.

Thank you,

Jason Arbogast
1600 block Riddell Ave
Orting
253-335-0398

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To: moisara@cityoforting.org

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From: jrabogast@msn.com

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August 28, 2019

Orting Mayor and City Council Members
110 Train St SE
Orting, WA 98360

Re: Proposed Whitehawk Extension to Calistoga Street to Kansas Street (Alternative 1)

Dear Honorable Mayor Joshua Penner and Members of the City Council,

I am writing to express my dismay after reading the City of Orting City Council Minutes of July 17, 2019 (page 2, paragraph 1, line 7) which stated,

“The Planning Commission also recommended that the City Council continue to pursue the extension of Whitehawk Boulevard through to Kansas Street (the SW Corridor) and asked that the City make all reasonable efforts to minimize the impact on the Wang Property.” (NEPA already requires that this be done.)

Although I do not reside within the city limits I have lived just outside in unincorporated Pierce County with an Orting address for over 30 years and this recommendation affects me not only as a commuter, but also as a livestock producer.

In 2008, this proposed extension to Kansas Street was called Alternative 1 in the “SW Connector – Calistoga Street West Corridor Study” prepared by the City’s consultant, Parametrix. This Alternative proposed to construct a new two/three lane, arterial road traveled by thousands of vehicles daily. This new road will cut through an existing, 20-acre property owned by an elderly, retired Asian couple who have lived here for 45-years. Their pasture is currently grazed by my livestock as well as deer and other natural wildlife, year-round. I am concerned that proposed Alternative 1 roadway will dissect the property they want to keep intact for their children. I also do not believe Alternative 1 is the best solution as it will divert regional through-traffic onto residential streets in an established neighborhood.

I am very concerned that Alternative 1 is being discussed again because it was NOT recommended in favor of Alternative 3 (which connects at Skinner Way SW.)

I strongly support Alternative 3 which was:

1. Approved by the City Council (December 2008).
2. Recommended by City staff and the Planning Commission in November 2008.
3. Determined to be the best alternative by the City’s consultant, Parametrix in 2008.
4. Supported by local residents (353 signatures on 2019 petition already presented to Council).
5. Discussed/identified as the selected Alternative when the levee was constructed in 2014.

Also, according to “City of Orting Facts & Findings, Planning Commission Public Hearing SW-Connector Street West Corridor Study” prepared by Kim Whitlock, Alternative 3:

1. Has the highest rating for traffic mobility because it gives the quickest, most direct route to move commuters through Orting while maintaining...our existing neighborhoods.

2. Will have a beneficial impact to threatened and endangered fish species in the Puyallup River.
3. Make only a nominal impact to the surrounding neighborhoods and best achieves the intended use of the corridor."

Alternative 3 can also be built on existing city-owned property, thereby eliminating the need to condemn and take the property the Wangs purchased in 1974 and planned to retire there. They have fulfilled their dream of sending their children through the Orting school system and onto universities. They are good stewards of the environment and their property. They carefully tend their large garden and fruit trees and have leased the pasture portion to me for over 8 years. I graze my sheep, llama and donkey year around and hay the field annually. The Wangs are good citizens of the City of Orting. For example, in 2012, they sold 0.98 acres of their property to the City when requested for the levee project. Their goal is to work with the City but I do not feel you have not taken into consideration their rights as long time, law abiding, tax-paying property owners.

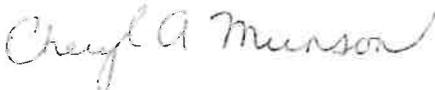
Friends in local media encouraged us to contact the Asian Americans Advancing Justice organization, which we have done. I understand that the City needs to reduce traffic congestion on Washington Ave. (SR 162). However, I do not believe the proposed Whitehawk extension is the solution for the multi-jurisdictional, commuter traffic that travels daily through Orting to access regional freeways and other cities.

As proposed, Alternative 1 may only be a short-term solution because it cannot completely address the traffic problem on SR 162 (commuter and commercial vehicles traveling from Sumner to Orting, South Prairie, etc.) It may divert a few trips, however, local residents who live or work in the area may become the primary users of Alternative 1. It also may not provide the traffic congestion relief needed for Orting to comply with the State's Growth Management Act (GMA).

I oppose the proposed Alternative 1: Whitehawk Extension to Calistoga West through Kansas Street and support Alternative 3 as the best traffic improvement project for Orting residents. So before the City spends over a million dollars (Transportation Element Appendix) to construct a new two/three lane road which destroys a beautiful, privately maintained open field, I request that the City reconsider **Alternative 3**.

Please take my comments into serious consideration. Thank you for your prompt attention to this important issue and I look forward to your response.

Sincerely,



Cheryl A Munson
18120 212th Ave East
Orting, WA

cc: Jung-San and Margaret Wang
Carol Wang

Jane Montgomery

From: Jeff Wuestenhofer <j.wuest@hotmail.com>
Sent: Wednesday, September 11, 2019 8:22 AM
To: Jane Montgomery
Subject: Please read

Please do not allow the proposed development north of Orting highschool.

Traffic?

Schools overcrowded?

Lahar evacuation? Eh we have the one foot bridge in the 90% design completion phase.

Try to preserve the line of sight from the town sign and Mt Mt. Rainier

One question that we had that has not been answered yet is what is our towns evacuation time? How long will it take everyone to safely evacuate because of an emergency?

Total Control Panel

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From: j.wuest@hotmail.com

Message Score: 1
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Jane Montgomery

From: Lisa Johnson <lisalynnjohnson@aol.com>
Sent: Wednesday, September 11, 2019 9:16 AM
To: Jane Montgomery
Subject: Orting City Counsel meeting 09/11/2019

Hi Jane,

I am unable to attend tonight's meeting. I was advised by others I could send an email to you and it would be read in my absence

Here are my concerns:

Mayor Penner has published that the City wants to foreclose the "farm" due to ongoing criminal activity. This is great but I am confused why you approved rezoning at the Soldiers home KNOWING residents will be battling drug addiction and have criminal records. Why are you knowingly allowing this for one and taking from the other. Will you foreclose all houses with repeat criminal activity or just this one?

With respect to the proposed rezoning of the land by the High School I will say the same thing AGAIN

The land does not belong to the city. The land belongs to someone who made a bad investment. Why are you bailing them out? Will you be doing this for all persons who don't like their investments? Did this property at one time belong to someone on the City Counsel? Why are you entertaining rezoning when it doesn't make sense and the people who you represent are adamantly against it?

The citizens have told you the traffic is a problem. This is an evacuation risk area. Not sure why I even need to tell you this. Why would you rezone giving residents less opportunity for life. Safety first? What happened to that plan? If your going to rezone consider giving back any all funds given to the City for Lahar evacuation as we are not getting out thanks in large part to potential poor decisions about overbuilding in a lahar area.

Education for Orting students is over crowded. It's a problem. Rezoning and overbuilding is a problem

Thank you

Lisa Johnson

Sent from my iPhone

Total Control Panel

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To: jmontgomery@cityoforting.org [Remove](#) this sender from my allow list

From: lisalynnjohnson@aol.com

You received this message because the sender is on your allow list.

Jane Montgomery

From: Desiree Albrecht <desiree.l.albrecht@gmail.com>
Sent: Wednesday, September 11, 2019 9:02 AM
To: Jane Montgomery
Subject: comments for tonights meeting

Jane -

I will be unable to attend the town meeting tonight because I am away on a multi-day trip for work. I am hoping you can relay my comments to the **commission/council** either by reading this message aloud or by **simply** entering into record, thank you.

Although I would rather not see the land north of the high school developed at all, I understand the need. However, the development needs to be done right or it will be a disaster for our town.

If you ask most people why they live in Orting, most of the responses will be because it is a small, unique town and/or because it is affordable. Let's not change the small town feel of Orting. We need to look at towns like Sumner and Puyallup who have maintained their small town feel, yet provide jobs and housing at all income levels.

One thing we do not have a lot of in Orting is rental property, so the idea of apartments or duplexes is ok, but not on the scale of **adding thousands** of residents (most of whom I assume would need to **operate a car**). The town needs to focus on creating jobs here in Orting. How many residents commute out? Probably close to 80% or more. We need to focus on adding economic growth to our town. As of now, I go to other towns to do my shopping (Bonney Lake, Puyallup). The city is losing out on their share of my sales tax, money that could be used to fund schools, programs for children and seniors and more. We should be figuring out how we add the right mix of businesses to support the residents that live here and find a way to make our town a place that people want to visit to bring in additional revenue from outside our town. **I would love to see a hotel added** - it is a job and revenue creator and currently there is nowhere for people to stay in our town.

If the commission wants to add thousands of residents to our town I would like to see them also come up with a plan to address the impacts that those residents will have on the city, to include:

- additional **traffic/congestion** (for instance, it took me 12 mins. to go 2.5 miles yesterday, from river's edge to 128th st)
- additional students in the schools
- the burden on our first responders (fire and police)
- the lack of public transportation
- the lack of economic activity in our town (including adequate childcare for school age **children**)
- can our current water and sewer system handle these additional homes?
- safe evacuation routes during an emergency - can they handle this influx of people?

I respectfully request that the commission lay out a comprehensive, and realistic plan to address the items listed above before being allowed to pass any measures that would allow any building to begin.

Thank you for your time. If anyone has questions, my contact information is below

Desiree Albrecht

218 Fielding St NE
Orting, WA 98360
desiree.l.albrecht@gmail.com
254-383-2047

Total Control Panel

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To: jmontgomery@cityvoforting.org
From: desiree.l.albrecht@gmail.com

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Sept 11, 2019

August 15, 2019

Orting City Council
110 Train Street SE
P.O. Box 489
Orting, WA 98360

Re: Southwest Connector-Whitehawk Bypass as part of the Orting Transportation Plan

Dear City Councilmembers,

With the assistance of longtime Orting resident, Bonnie Pedersen, you have heard my concerns and arguments for re-considering the route for the Southwest Connector.

But I wanted to provide, in writing, a more comprehensive summary of the issues at the heart of the matter so you will have them in one place for reference.

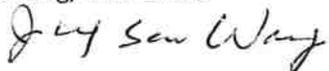
- 1) Any city plans to construct a highway or road for public use should use public land first if it is available. In the Whitehawk extension case, the city of Orting owns all the property to the southwest side of the Wang property.
- 2) Alternative route 3 which runs along the levee exiting Calistoga at Skinner Way was originally accepted because it would make only a small impact to the neighborhoods and was the best solution to achieve the intended use of the Connector. It was considered by the 2008 Planning Commissioners and City Council Members as the safest route while minimizing noise, loss of homes, and ensuring more revenue for the City. It directed the traffic to the end of Calistoga Street, not just part way down, as well as kept it from turning another residential street (Kansas Street) into a major bypass route.
- 3) Alternative route 3 has already been surveyed and fully measured by the city of Orting. In 2012, the city of Orting purchased .98 acres from the Wang property for the Calistoga Levee. In the Statutory Warranty Deed of Sale agreement, Exhibit A was included that outlined the fully mapped and measured road plan for A-3. This was initialed to indicate approval of the route per the city's request. This indicated the intention of the city to reserve the right to purchase the land for that route as mapped. The Wangs treated that as a gentlemen's agreement, an implicit contract.
- 4) When the city of Orting approved the Whitehawk development, it included raising the ground level three feet higher than the neighboring land, including the Wang's property. As a result, during the rainy season, storm water runs off from the Whitehawk development onto the Wang's property, creating serious flooding every year. The water travels into the backyard where the Wangs' garden is located. (Pictures of the standing water and the tables measuring the amounts since 2009 were provided to the City Council study session on July 17, 2019). The human error in planning has created terrible suffering for the Wang family. And with the route that has been adopted in recent years (call it alternative route 1), it would stand to reason that the raised roadway would make flooding inevitable to the remainder of the Wang property on both sides of the street. The result would ruin the value of the family's land.

- 5) Alternative route 1, if adopted, would essentially divide the Wang's property into two parcels, decreasing the ability to develop the land and severely limiting its future use. Alternative route 3, which runs along the levee creates the least amount of disruption. Three hundred and fifty-three people agreed and signed a petition attesting to that. (A copy of the 353 signatures was submitted to the City Council Study Session on July 17, 2019).
- 6) Choosing alternative route 1, which ends at Kansas Street, would increase the traffic on Kansas Street, so commuters using the route to bypass downtown would be cutting through a residential area, defeating the purpose of the extension and just moving the problem to another residential street.
- 7) In addition to the increase in traffic, alternative route 1 would create a dangerous bottleneck of traffic during an evacuation, since Calistoga Street is the evacuation route for a Mt. Rainier eruption. Citizens of Orting would be trying to enter the evacuation route (Calistoga Street) at Kansas Street from both sides.
- 8) Cheryl Munson, owner of Moonlight Farm, rents the Wang property, where she currently keeps sheep and livestock on the property throughout the year. If the extension were to cut through the middle of the property, any land on the southwest side of the proposed road would become unusable for the livestock business due to the inability to move livestock from one side of the road to the other, the inability to protect the livestock from predators, including coyotes, and the lack of access to drinking water for the animals.
- 9) From a purely economic point of view, choosing alternative route 3 would be cheaper to build as only 1.25 acres of land would be needed to be purchased from the Wangs and 2-3 lots from the American Concrete Company. It also provides the American Concrete Company's development plan a second exit, which it is currently missing.
- 10) Choosing alternative route 3 allows more houses to be eventually developed on the Wang land, which in turn, benefits the city of Orting from utility fees and tax revenue standpoints.
- 11) The city of Orting is a democracy and should reflect the needs and wishes of its people. Community members have voiced their opposition to alternative route 1 and elected city leaders should respect their wishes.
- 12) There is the talk of potential federal funds to upgrade Kansas Street, which has driven the city's push for alternative route 1. But the availability of the funds, amount of funds and when those dollars could be available are uncertain and seems to be a tenuous reason to cause this much pain.

I hope this is helpful and am happy to answer any questions as best I can.

Thank you for your time and your consideration,

Jung San Wang
507 Calistoga Avenue West
Orting, WA 98360



September 25, 2019

RECEIVED
SEP 23 2019
CITY OF ORTING

Sept 23, 2019

Orting City Council
110 Train Street SE
P.O. Box 489
Orting, WA 98360

Re: Whitehawk Extension -- design and engineering scope and budget

Dear City Council Members,

I understand that your next council meeting concerns the planning for engineering scope, budget as well as design for the Whitehawk Extension.

As the owner of property that is directly impacted by the City Council's planning for the Whitehawk Extension, I am writing to request that the city stop or postpone action on this matter. Since the City Council is in the midst of re-examining the transportation plan, specifically the route the Whitehawk Extension should take, it seems premature for the council members to approve the scope of the project without knowing with certainty what that is. Especially in light of cost variations potentially in the millions of dollars depending on route.

Thank you for your consideration,

Jung San Wang
501, 503, and 507 Calistoga Ave. W.
Orting, WA 98360

**PUBLIC COMMENTS
GIVEN TO PLANNING
COMMISSION**

May 1, 2019

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MAY 02 2019
CITY OF ORTING

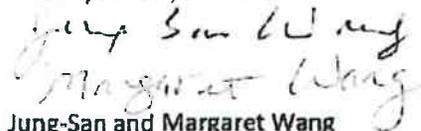
City of Orting Planning Commission
110 Train Street SE
Orting, WA 98360

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

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

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

Thank you for your consideration of our proposal.



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

May 30 2019

To the Planning Commission,

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

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

Sincerely,
Kimberlee Thomas
253-332-5785

RECEIVED
MAY 29 2019
CITY OF ORTING

June 3, 2019

To: City of Orting
Planning Dept.

Re: Statutory Warranty Deed
Wang Property

RECEIVED
JUN 03 2019
CITY OF ORTING

To Whom it may concern;

I am:

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

Why did I move to Orting 12 years ago?

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

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

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

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

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

Thank You,

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

Return Address:

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

STATUTORY WARRANTY DEED

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

GRANTEE: CITY OF ORTING, WASHINGTON, a municipal corporation

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

ADD'L LEGAL: SEE EXHIBIT "A" ATTACHED

TAX PARCEL ID: 0519311015

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

See Exhibit "A" attached hereto.

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

DATED this 27 day of March, 2012.

By: Jung San Wang
JUNG-SAN WANG

By: Margaret Wang
MARGARET WANG

STATE OF WASHINGTON)
County of Pierce) ss.

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

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



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

STATE OF WASHINGTON)
County of Pierce) ss.

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

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



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

EXHIBIT "A"

Parametrix

WANG PARCEL

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

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

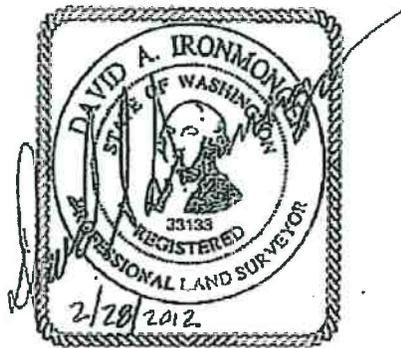
FROM SAID TERMINUS, THE SOUTHWEST CORNER OF SAID PARCEL X BEARS SOUTH 89°41'01" WEST, 181.05 FEET CONTAINING 42,961 SQUARE FEET OR 0.99 ACRES MORE OR LESS.

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

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

BEGINNING AT THE SOUTHWEST CORNER OF BLOCK 23, AMENDATORY PLAT OF THE TOWN OF ORTING SHOWING J. ED BUCKLEY'S ADDITION, AS PER PLAT RECORDED IN BOOK 2 OF PLATS AT PAGE 52, RECORDS OF THE PIERCE COUNTY AUDITOR, PIERCE COUNTY, WASHINGTON; THENCE NORTH 494.02 FEET TO THE SOUTH LINE OF THE PLAT OF WHITEHAWK DIVISION 4, AS RECORDED UNDER AUDITOR'S NO. 9903225003, BEING A POINT 405.98 FEET SOUTH OF THE NORTH LINE OF SAID SECTION 31; THENCE WEST PARALLEL WITH SAID NORTH LINE AND ALONG THE SOUTH LINES OF SAID WHITEHAWK DIVISION 4 AND THE SOUTH LINE OF WHITEHAWK DIVISION 5, AS RECORDED UNDER AUDITOR'S NO. 9801020164, A DISTANCE OF 1,216 FEET; THENCE SOUTH 914.02 FEET TO THE SOUTH LINE OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 31; THENCE EAST 690 FEET, MORE OR LESS, TO THE SOUTHWEST QUARTER OF THAT TRACT CONVEYED TO THE TOWN OF ORTING, A MUNICIPAL CORPORATION, BY DEED RECORDED UNDER AUDITOR'S NO. 1240715; THENCE NORTH 67.34 FEET TO THE NORTHWEST CORNER OF SAID TRACT; THENCE NORTH 42°50' EAST 56 FEET; THENCE SOUTH 47°10' EAST 112 FEET TO THE NORTHWESTERLY LINE OF R.S. PERKINS FIRST ADDITION TO THE CITY OF ORTING, PIERCE COUNTY, WASHINGTON, AS RECORDED IN BOOK 16 OF PLATS AT PAGE 84, RECORDS OF THE

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



Seller:

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

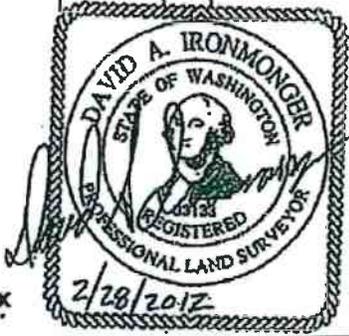
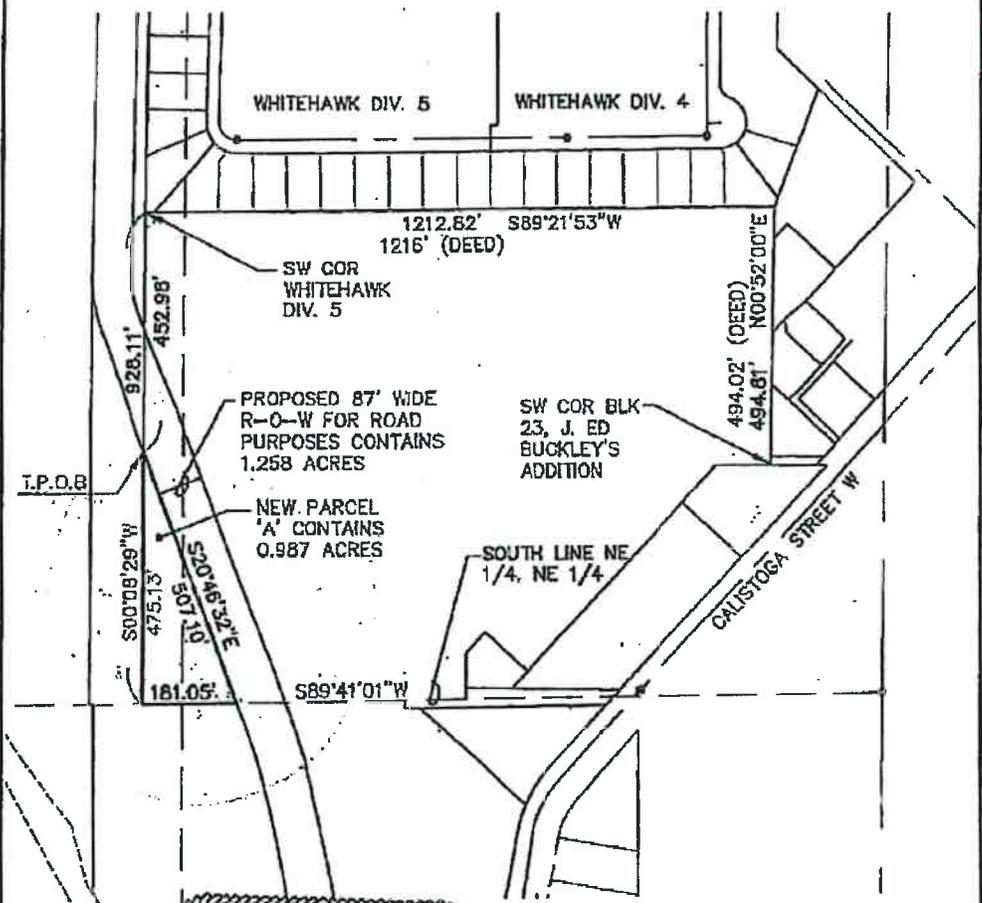
Purchaser:

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

13. Miscellaneous.

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

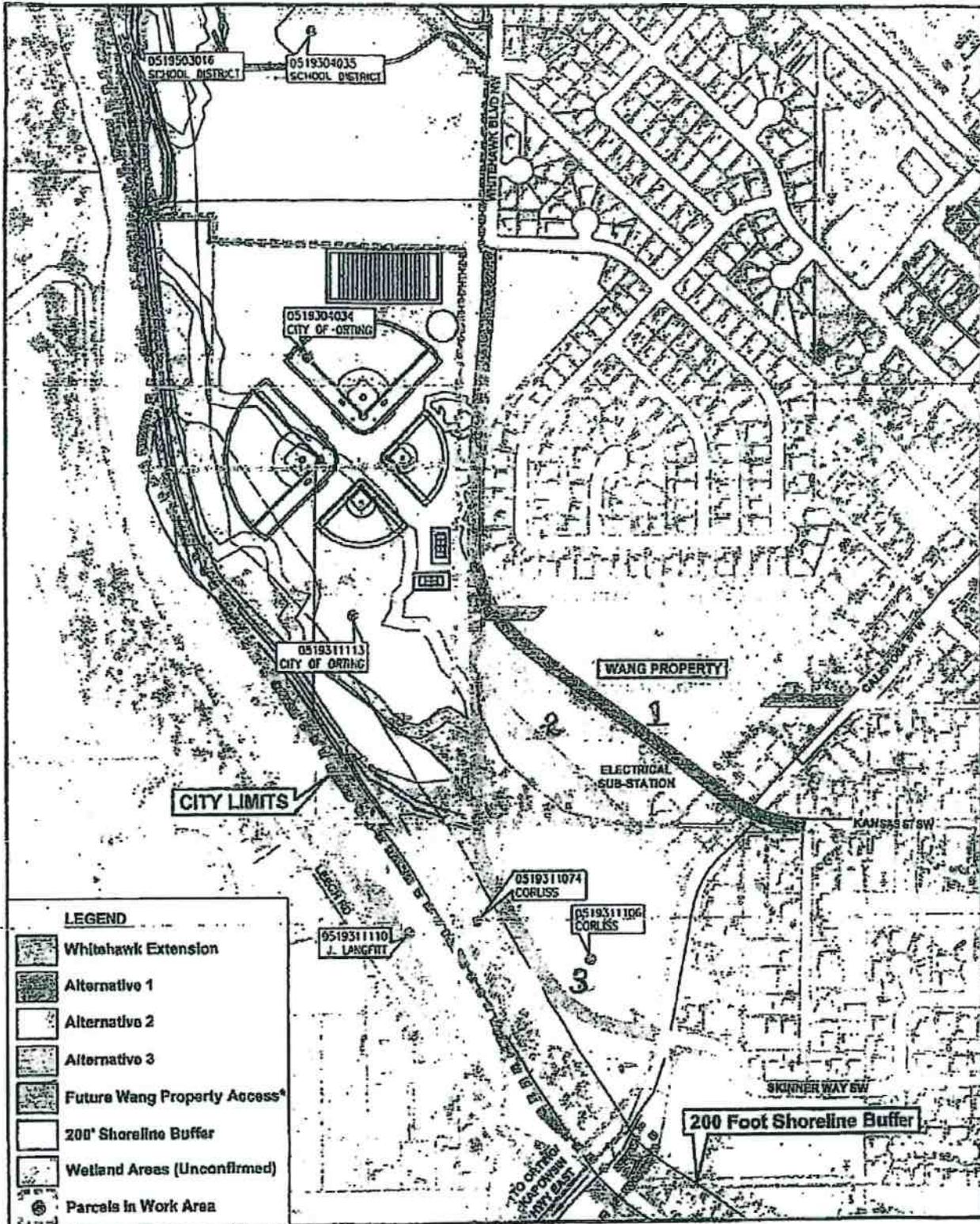
PORTIONS OF THE NW 1/4 & NE 1/4 OF
 THE NE 1/4 OF SEC. 31, TWP 19 N., RGE 05
 E., W.M. PIERCE COUNTY, WASHINGTON



Handwritten signatures and initials:
 x J S
 x m w

WANG PROPERTY
 TAX PARCEL 051931-1015
 SHEET 1 OF 1

Parametrix
 DATE: Feb 28, 2012
 FILE: 63133



Parametrix DATE: Sep 18, 2024 FILE: 241741003p7246P01



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

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

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

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

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

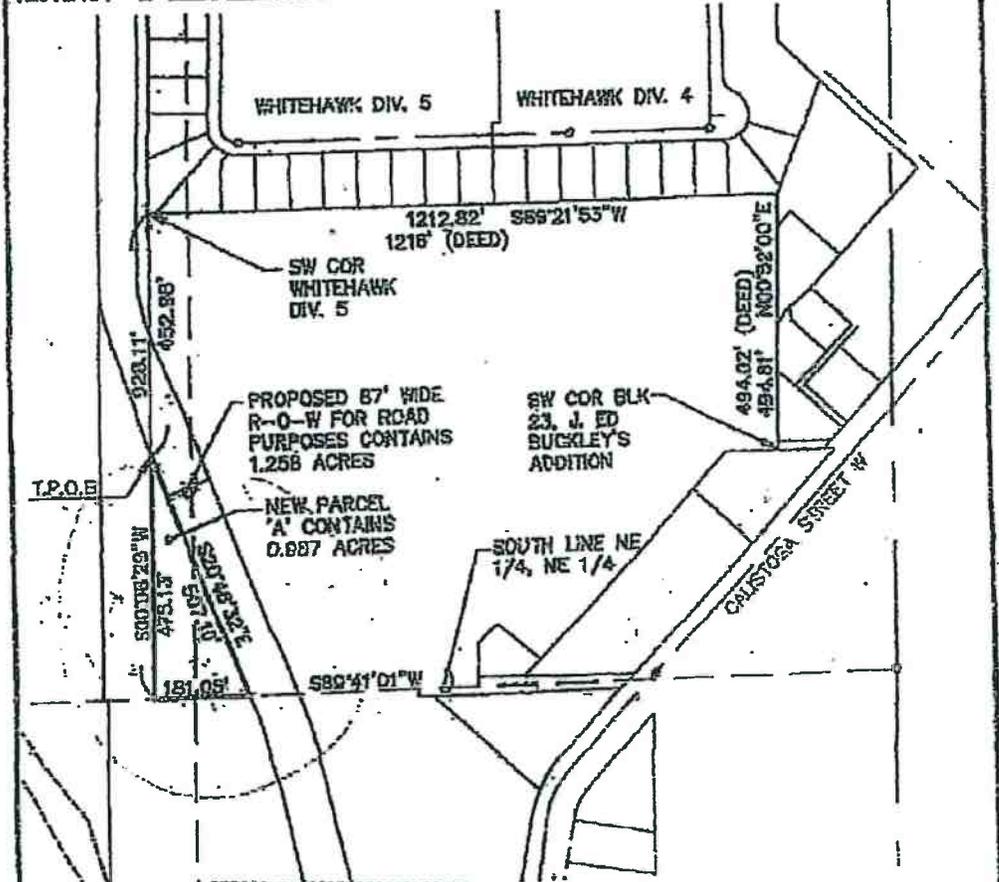
From the forgoing findings of facts the Planning Commission hereby makes the following Conclusion and Recommendation to Council:

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

PREPARED BY: Kim Whitlock, November 19th, 2008

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

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



JDS
MW

WANG PROPERTY
 TAX PARCEL 051631-1016
 SHEET 1 OF 1

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

To: *Orting Planning Commission:*

June 18, 19

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

RECEIVED
JUN 18 2019
CITY OF ORTING

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

In Sale Agreement No. 13 Miscellaneous Listed

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

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

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

Jung San & Margaret Wang
Jung San Wang
Margaret Wang

P. O. Box 505
Orting, WA 98366

RECEIVED
JUN 18 2019
CITY OF ORTING

Retrieved @ Public Hearing
June 18, 2019

HELP OUR CAUSE

We need to protect our town

And our own.

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

(Sounds great until you hear the details.)

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

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

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

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

Dearest residents, family, and friends,

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

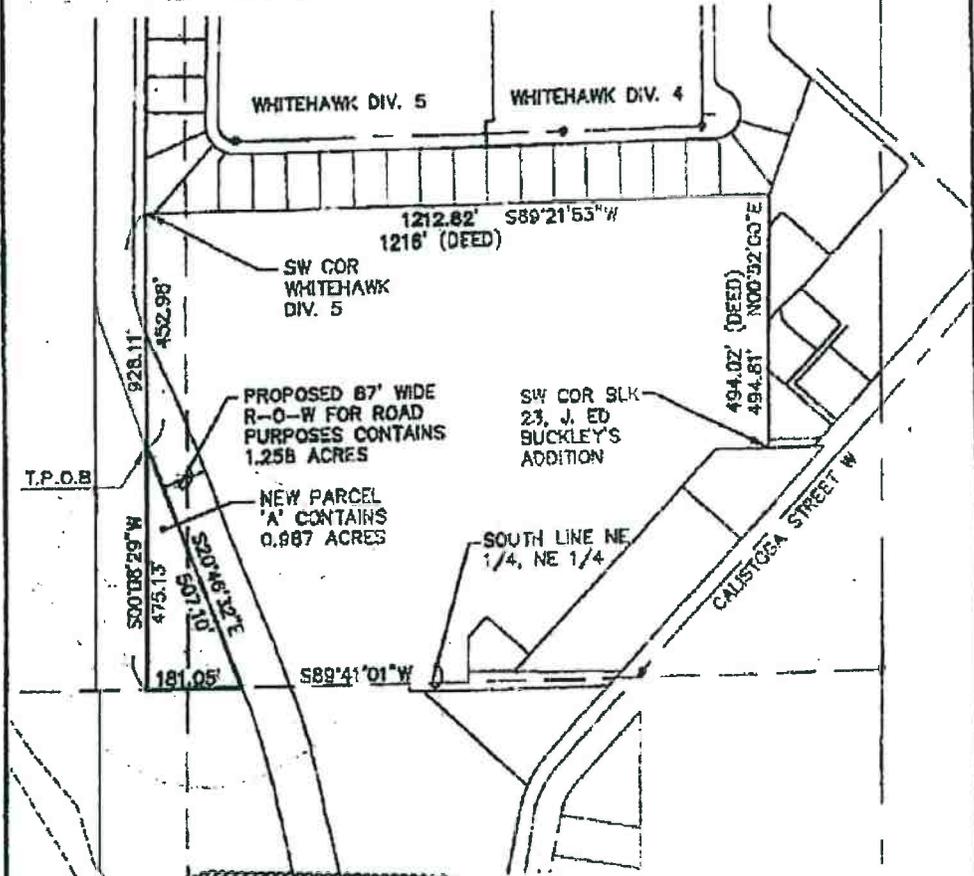
By signing this document you are signing that you disprove of the cities idea to use a ~~small~~ ^{hard working man} ~~small~~ and his wife's personal property against their will to build a new road that connects Kansas Street to the new road.

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

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

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

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



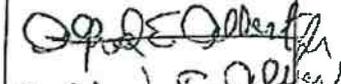
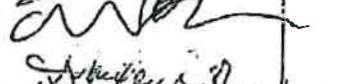
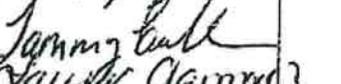
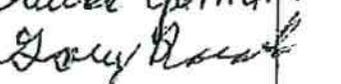
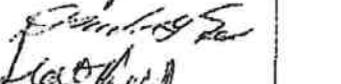
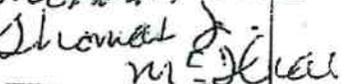
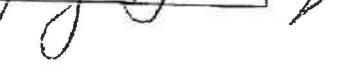
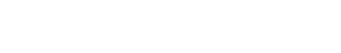
Handwritten initials and signatures:
 X J S
 X M W

WANG PROPERTY
 TAX PARCEL 051931-1016
 SHEET 1 OF 1

Parameerix
 DATE: Feb 22, 2012
 FILE: 10001

Original signatures

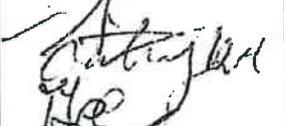
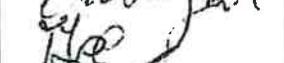
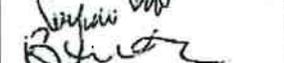
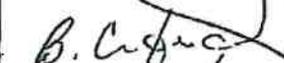
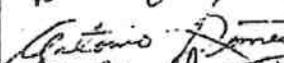
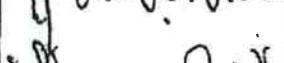
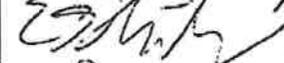
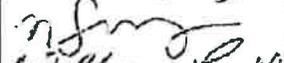
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17	10	10				
18	10	9				
Total	353	271	12	7	12	11

Name	Address	Contact Info	Signature
Sophrent Chan	315 Calistoga St W.		
HEATH CHAN	315 Calistoga St W		
ALFRED E ALBERT JR	318 CALISTOGA ST W		
Vicky Bishop	702 KANSAS		
Doug Bishop	702 KANSAS		
Riley Campbell	503 Corlone SW		
LeAnn Hancy	503 Corlone SW		
Nancy J. Wahle	505 Corlone SW		
JAMES A. WAHLE	505 Corlone SW		
Danny Anderson	508 Calistoga St W		
Sierra Bonner	508 Calistoga St W		
Stacy Silvera	603 Calistoga SW		
Allen W. Paulk	602 Decided Ln		
Tammy Paulk	602 Decided Ln		
Laurie Gorman	P.O. Box 148 Orting		
Gary Reynolds	P.O. Box 575 Orting		
Dan Hartz	188 River Avenue		
Scott Hawthorn	309 Calistoga St E		
Dennis Greenig	23519 ORVILLE RD.		
Mike Glaser	320 Bowli Way		
Richard Farnie	P.O. Box 122		
Thomas G. Carlson	P.O. Box 1198		
Bob Burns	P.O. Box 1806		
Harry Barney	P.O. Box 1643		
	P.O. Box 12317		

Name	Address	Contact Info	Signature
Donald Runk	603-1 Kansas S.W. corner WA 98360	DIMITS 1981 Cardinal	Donald Runk
Bill Rucke	614 KANSAS ST.	253-720-3312	[Signature]
Tina Burke	S.W. CORNER WA 98360		T. BURKE
Skyler Burke			Skyler Burke
Joyce Zolpiza	610 Kansas St S.W. CORNER WA 98360	253-250-7511	Joyce Zolpiza
Josh Hethcock	504 Loc Ln Sw	253-666-0101	[Signature]
JAMIE Hethcock	504 Loc Ln Sw.	253-334-2646	[Signature]
Chad Zepher		(206) 799-1177	[Signature]
Ron Lewitt	205 Cardinals	253-245-0316	Ron Lewitt
Theresa	217 Collins Ave	253 302 1534	[Signature]
Lawrence H	217 COLLINS AVE	253 306 0818	[Signature]
Dorinda	2617 37th	253-289-2341	Dorinda
Rick Hoffman	11520-29th Ave	206-350-1310	Rick Hoffman
[Name]	1532 1st Ave	253-281-0100	[Signature]
Rachel Moore	20501 1st Ave E OAKING 98360	253 737 7297	Rachel Moore
Jordan Frick-John	20511 1st Ave E OAKING WA 98360	(253) 771 9332	Jordan Frick-John

Name	Address	Contact Info	Signature
Mario Jones	14 25th Ave	306 - 551-0916	
Jeff	777 93rd St	553 973-5566	
Resam Noman	7013 160th St E	253 651-2574	Resam Noman
Ernie Williams	7013 160th St E	537 657-2797	Ernie Williams
Michael Nagel	9100 26th St SW	253-	
Jim Bergquist	5076 1st Ave SW	253-290-2580	Jim Bergquist
Carne Bergquist	5076 1st Ave SW	253-290-2580	Carne Bergquist
Kaitlyn Bergquist	5076 1st Ave SW	253-342-5385	Kaitlyn B
Jose Naylor	20621 193rd Ave E Osting WA	360 8431698	Jose Naylor
WILLIE JONES	124 7th Ave SE	425-622-7331	
Dianne Gooden	16213 58th Ave E of 5 Calistoga	253-330-5574 (253) 576-1315	
Janis Miller	16818 7th St E	253 326-5798	Janis Miller
Michael Austin	21619 140th St E	253-770-5110	
Falkenogle	2384 7th Ave E	253 232 5116	
Susan Jones	10705 SE 238th St #19 Kent WA	253-232-3660	Susan Jones
Lori Polo	22911 154th Ave E Griffin WA	360-940-3451	Lori Polo

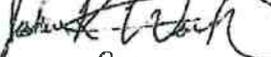
Name	Address	Contact Info	Signature
BRET CRAIG	P.O. Box 495		Brett Craig
A. Peterson	P.O. Box 1240		A. Peterson
S. Adkinson	P.O. Box 5271		S. Adkinson
Robert Wolf	PO. 418		Robert Wolf
Cathy March	PO Box 1706		Cathy March
Darlene G. Gilbertson	PO Box 815		Darlene Gilbertson
Mary Buffon	PO BOX 1616		Mary Buffon
Eric Frost	PO BOX 335		Eric Frost
Anne Day	PO BOX 1551		Anne Day
Ann Crespo	PO Box 788		Ann Crespo
Jon Brock	98710 ORTING WA		Jon Brock
CINDY BAIRD	17425 119 th STREET SUMNER		Cindy Baird
Jim Richman	54111th		Jim Richman
Lenny Woods	1820 977th		Lenny Woods
Angela Egans	PO BOX 513		Angela Egans
Courtney Mier	PO BOX 930		Courtney Mier
Joy Schneider	GRANHAM 98338		Joy Schneider
Jessira Allen	ORTING WA		Jessira Allen
Ken Lewis	PO BOX 868		Ken Lewis
	PO Box 1524		

Name	Address	Contact Info	Signature
- Alex Anlon	508 Callender St	(253) 886-4936	
- Collette Garrity	508 Callender St	(253) 886-4855	
- Jerome Dickson	402 Factory St S	253 327-0165	
- Nolan McFadden	100 Eagle Ave	253-754-7865	
✓ Jeremy Arcetti	21909 185th Ave	253-261-5087	
○ Justin	14112 224th St E	253 861 3979	
- Tiffani Lee	404 Rudnick Ct NW	253 314-4030	
- Angel Arnett	21909 185th Ave	253-961-2383	
✓ Kelly Ross	112 Jones St NE	360 551-7765	
○ Brittanee Petersen	30205 N 4000	253 681 1078	
○ LINDSEY WISE	4819 LAKEVIEW DR. RAVEN TAPPS	253-797-3678	
- Bill Crawford	1154 162 ORtog	853-444-8133	
- Antonio Gomez	169th St E		
- Robert Webster	209 Kansas	253-318-3403	
✓ Tim Williams	1724 21st St E	206-919-1441	
- Therese Williams	P.O. Box 554	253 381-5748	
- Don Tang	113 4th St SW	253 206 8175	
ES High	5703 Mil Rd SE	760-398-7921	
○ NISSA Sullivan	15705 VAN DYKE	206-382-2904	
○ William Bell	312 CALISTOGA	360-893-3324	
○ Jason Siderer	317 Calistoga St W	206-929-6556	

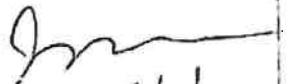
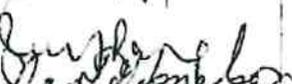
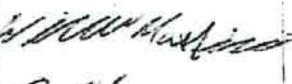
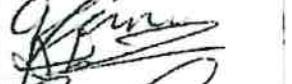
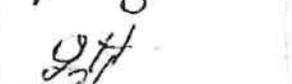
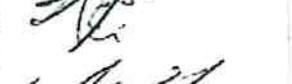
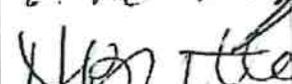
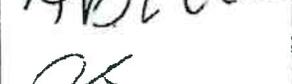
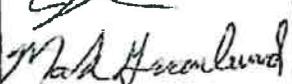
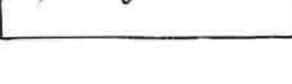
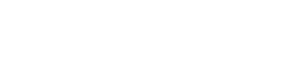
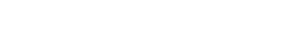
Name	Address	Contact Info	Signature
Kylee Christman	22507 177 th St E	253 441 6580	<i>Kylee Christman</i>
Jenny Mizner	19508 215 th St E	253 318 9448	<i>Jenny Mizner</i>
Diane Chamusco	5323 Waldron Dr NE	253-208-8360	<i>Diane Chamusco</i>
Rosemary Beed	22117-161 st Ave E	360-893-1446	<i>Rosemary Beed</i>
VICTORIA Nagge	410 Rudnick Ct NW	253-632-9838	<i>Victoria Nagge</i>
Kimberlee Thom	410 Rudnick Ct. NW.	253-332-5785	<i>Kimberlee Thom</i>
David A L Jacobs	6855 NW 52 nd St		<i>David A L Jacobs</i>
Christina Smith	8813 270 th St E	253-332-9978	<i>Christina Smith</i>
Leemaa Nicholson	307 Harman Way	253 457 8179	<i>Leemaa Nicholson</i>
Mahyee Lucas	412 Transt SE	360 761 2741	<i>Mahyee Lucas</i>
William Rudnick	P.O. Box 455	360-872-1166	<i>William Rudnick</i>
Loray MEADOWS	PO 1941 ORT 3	253 333 8931	<i>Loray Meadows</i>
M Beverly	PO Box 614	360 893-6174	<i>M Beverly</i>
M. Van Dellen	P.O. box 351	253-720-5768	<i>M. Van Dellen</i>
Melissa H. Heston	PO Box 403	360-893-3110	<i>Melissa H. Heston</i>

253-332-9838
 253-332-5785
 253-332-9978

Name	Address	Contact Info	Signature
DAVID EMERY	14812 224 TH AVE E.	253-592-1910	
Lisa Richard	11820 172 ND ST C.T.E	(pupillage)	
Rogge Cox	5715 25 TH ST E	Redmond	
Marcia Pullin	253-733-1779	909 Boatman Ave NW Oreling, WA 98360	
Daniel Lupastep	425-260-0898	909 Boatman Ave NW Oreling, WA 98360	
Lisa Johnson	2001-375-3404	1950 59 TH AVE E Oreling, WA 98360	
Sharon Simpson	1480 3 RD AVE E	Sharon Simpson 360-458-7669	
Adele Johnson	1480 3 RD AVE E	360-458-7669	
Kimberly Entlow	103 Beech Ln. S.W. Oreling, WA. 98360	253-880-5354	
Ambrielle Roberts	25802 72 ND AVE E Graham, WA 98338	253-426-0131	
TUCKER ROBERTS	25802 72 ND AVE E Graham, WA. 98338	253-312-7087	
S.P. ★ James Hudson	8721 133 RD STE	206 234-6544	

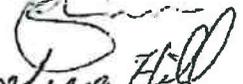
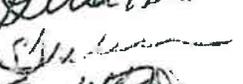
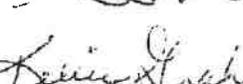
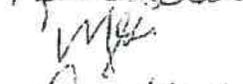
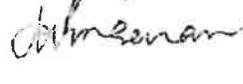
Name	Address	Contact Info	Signature
Josh Weigeshoff	1325 Riddell Ave NE	615-691-1587	
Mary Reeves	outgoing WA 98360	615-691-0923	M. Reeves
Barbara Carter	302 Calistoga Ln SE	360-822-8786	
BRAD MALONE	425 VARNER	253-363-1908	BRAD MALONE
Brian Swadlow	505 Kansas St.	360-893-2721	

Name	Address	Contact Info	Signature
Alex Anton	508 Callender St	(555) 886 4936	<i>Alex Anton</i>
Colette Garrity	508 Callender St	(253) 886-4855	<i>Colette Garrity</i>
Jerome Dickson	402 Factory St SE	253 327 0165	<i>Jerome Dickson</i>
Joni Kunnely	14024 Leach Rd	253-519-2637	<i>Joni Kunnely</i>
	402 Factory St SE	253-327-0165	<i>[Signature]</i>
	203 17th St NE	257-359-2169	<i>[Signature]</i>
Mary Mayberry	109 Eldredge Ave	253-341-1274	<i>Mary Mayberry</i>
Mahlen Barton	PO Box 2175 ORTING	360-593-3061	<i>Mahlen Barton</i>
Lori L. Harvey	604 Kansas St SW	253 241 2846	<i>Lori L. Harvey</i>
Sam Webster	407 Lynn St NW	253-223-4351	<i>Sam Webster</i>
Carol Lawson	P.O. Box 1586	360-893-6053	<i>Carol Lawson</i>
DORIS STENSON	PO Box 602	253-569-0317	<i>Doris Stenson</i>
Helen Botford	PO Box 274	360 813 2201	<i>Helen Botford</i>
Michael Frank	P.O. Box 1203 Milton MA 02134	253 583 5057	<i>Michael Frank</i>
April Grim	14005 136th St NE		<i>April Grim</i>
Ron Sasaki	PO Box 1357 ORTING	253 360 873-9319	<i>Ron Sasaki</i>
Christopher Scoville	P.O. Box 1698	(253) 310-5831	<i>Christopher Scoville</i>
Sandra Strassburg	PO Box 755	360-893-2703	<i>Sandra Strassburg</i>
Courtney Lopez	PO Box 1919 OAK	253 375 5008	<i>Courtney Lopez</i>
FRANK ECKHART	PO Box 464	360-893-3065	<i>Frank Eckhart</i>
Kayla Sicks	PO Box 1125	257-230-8637	<i>Kayla Sicks</i>
Philip Loosie	PO Box 1207	206-406-7111	<i>Philip Loosie</i>
Marianne Knoult	PO Box 636	360 893-5216	<i>Marianne Knoult</i>
Beth-el Wilson	P.O. Box 1533	(253) 397-8637	<i>Beth-el Wilson</i>
Roxie Glasen	P.O. Box 1865	253-203-4197	<i>Roxie Glasen</i>
Beth Coni	P.O. Box 1794	360-893-0051	<i>Beth Coni</i>
Soieub Miller	P.O. Box 881	253 441-5654	<i>Soieub Miller</i>

Name	Address	Contact Info	Signature
Jackie Pittchard	20334 140th Ave	253-985-5372	
Craig Rodwell	E ORTING PO BOX 1389	253 312 6494	
Diana Gupfill	Orting 409 Balcher St SW	360 872-8323	
Judy King	PO BOX 662	253-520-3433	
Carol Gabrielson	PO Box 1256	253 224 5150	
Gina Maxwell	P.O. Box 1371 Orting 98360	253-250-1564	
William Maxwell	PO BOX 1271-98360	253-204-5330	
Andersen Finn	PO Box 183 98360	253-320-5454	
Alexandra Spence	PO BOX 183 98360	253-205-7343	
Sharon Cross	18257 71st Ave E	253-273-6645	
Amy Lammiman	2607 T SISE	253 288 7093	
Rhonda Riley	23320 FISK Rd	253 290-1974	
Jerri Hammit	PE BOX 405 ORTING WA 98360	893-2280	
Kevin Hamilton	PO BOX 405	893-2280	
MARISA ESCOBAR	PO BOX 1044 Orting, WA		
Jean Escobar	PO Box 1044 Orting		
Wadey Kirkland	3515 248th St SE E	253-292-1217	
Olivera Babukas		253-777-7516	
Vincente Murrillo	5403 Locust Ave	E 405-963-3439	
Juan Xaxalpa	37620 26th DR S	(893) 449-6742	
Heidi Butler	514 TRIM ST SE	253 224 7279	
James Camps	28523 126th Ave E	253-360-5335	
MARK GRANLUND	PO BOX 1984		

Name	Address	Contact Info	Signature
Lynda Williams <i>only</i>	162 Varner Ave E	(253) 693-4267 (253) 693-4267	Lynda Williams Robert Williams
Robert Williams James Par	517 Cabot	360 - 893 3488	John Par
John Eisele	907 1937		
Amanda Russell	PO Box 623	253 363 5760	Amanda Russell
Jan Bgumens	PO Box 1102	253 948 6671	Jan Bgumens
Leslie Bluman	PO Box 1292	(253) 296-3467	Leslie Bluman
KELLY D. HALL Dan Pedersen	15402 91 st Ave S.E. PO Box 1955	253-298-7085 360 893 1625	Kelly D. Hall Dan Pedersen
Jasmine Orillo	PO Box 126	(808) 258-4401	Jasmine Orillo
Cherlin Shin	PO Box 128	(808) 450 1360	Cherlin Shin
Richard Sanders	PO. Box 1572	360-761-9002 253-205-9029	Richard Sanders
Julie Pifer	317-143rd St E 324 Comm Ave	253-482-239	Julie Pifer
Paul Smith	P.O. Box 1722	253-279-1880	Paul Smith
Evan F. Bump	P.O. Box 1031	253-686-6189	Evan F. Bump
Michael Crawford	PO Box 1985	360-893-6125	Michael Crawford
Leslie McCoy	PO box 1492	253-886-2791	Leslie McCoy
Lyn Perry Lisa Perry	20714 197 th Ave	202-412-0807	Lyn Perry Lisa Perry
MARK MILLER	PO Box 1785 OPT NW WA	98360 (253) 448 0019	Mark Miller Kathleen Smith
Maria Santoyo	405 Kansas St SW		
Steve Weitzler	101 McMahon Ln SW	253-882-8594	Steve Weitzler

Name	Address	Contact Info	Signature
PAUL ARBUCKLE	1218 W. main ave #11 Puyallup WA 98371		Paul arbucke
Bruce Osborne	18828 Eastwood Ave. 2 Puyallup WA 98375	bruce@3e rainierconnect.com	Bruce Osborne
(Curt X Xandy) Kathy G.	1209 34th St NE Puyallup, WA 98373		Curt X Xandy Kathy G.
Coe Lindner	16714 mandow		Coe Lindner
Jamie Bostick	1177 169th St E		Jamie Bostick
Elizabeth White	13910 172nd St. Ct. E., Puyallup		Elizabeth White
Sabrina Mann	407 Valley Ave NE		Sabrina Mann
Maryneill	101 Hickory Ave Orting		Maryneill
Smezz	23215 145th St E P.O. Box 1298 Orting		Smezz
Joel Farns	502 Train St. SE		Joel Farns
Sandy Knudson	P.O. Box 445 Orting 98300		Sandy Knudson
Tiffany Fletcher	PO Box 1561 Orting WA 98360	tiffanyfletcher 98@gmail	Tiffany Fletcher
MARK MAXEY	PO Box 1145		Mark Maxey
Kathy Maxey	PO Box 1145		Kathy Maxey
Albert Walker	PO Box 367		Albert Walker
Rebecca King	PO Box 852		Rebecca King
Bill Williams	P.O. Box 852		Bill Williams

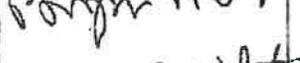
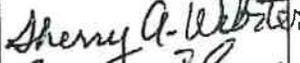
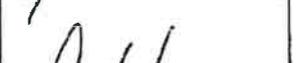
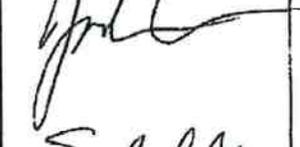
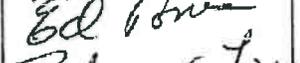
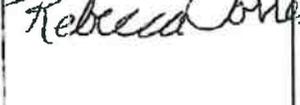
Name	Address	Contact Info	Signature
Celilia Tudea	Tacoma, wa	253-287-9915	
Tracia Neal	Tacoma, wa	253-324-5309	
Gina Hill	Graham, wa	206-384-5638	
Stefania Talarci	Auburn, WA	253-317-2485	
Tom Wilkins	Snohomish	360-893-4556	
Duba E. [unclear]	[unclear]	360-893-4534	
Kellie Graham	P.O. Box 11073, Orting, WA 98365	(253) 720-6174	
MARLENE LOSSETT	GRAHAM WA	(253) 720-3775	
Tina Mensah	120 1st St S Tacoma 98444	253-344-7762	
Mercy Serrano	Tacoma 98444		

facebook Signatures

Kristie Newingham	Gloria Escamilla	Acira Ball
Linda Lee Cammiso	La Tash Warren	Craig Moebius
Chris Hale	Lisa Dillman	Trish Ankers
Gloria Escamilla	Corbin	Constance Parks
Mirella Gonzalez	Humberto Endow	Daisy Castro
Cathy Kaye	Alex Munoz	Glanco
Michelle Stotts	Rosset Munoz	NICK Heltz
Deborah Davis	Windy Atchley	Theresa Dilworth
Dawn & family	Marci Pullen	Stacy Wood, aff
Brandi Ulrey	Daniel Lupastun	DiWayne Oliver
Katlin Lawless	Sarah Winter	Lauren McCormick
Patti Justice	Kim Cherry	Jenny Boulet
Pete Pardo	Ashly Meyer	Vanessa Henry
Bethel Wilson	Acira	Marcia Wheeler
KL Bradley	Cl. Carsey	Craig Moebius
Melanie Albice	Christina Adams	
Allan	Dani Wagner	
Brittane & Gray	Joe Scholz	
Kristina Shamp Peterson	Jeff Westenhofer	

Name	Address	Contact Info	Signature
Tim mount	304 W. Cal. St. SE	253-954-7416	
Reamon Rodgers	304 W. Cal. St. SE	253-954-7416	
Daniel Smith	504 Brown St.	253 286	
JOHN CARAWAY	7605 147th AVE E		
Dylan Lalone	1000 Claffell Ave	253-880-2647	
Joe Hess	1400 Penn Ave	253-862-2522	
Arthur Canda	4411 Weight Ave	853-965-1080	
Arthur Canda	SUMNER, WA 98396		
Becky Cidge	404 Brown St	257-914-2311	
Spencer Deese	15523 88th St E	253-723-4479	
Gabrielle Deming	34210 8th Ave S	253-381-9800	
Kim Durr	19507 18th St	253-341-0041	
DEBRA FREDMORE	" "	253 293 9568	
Don Sumpter	18915 226 Ave E	253-691-9299	
Gidget Tucker	18908 226 Ave E	360-893-3987	
Neil Cridge	404 Brown St SE	206-718-1793	
William Pleasman	111 Nelson St NE	253 549 1907	
Thomas Kinney	524 Brown St SE	253-487-4609	
Deah Carter	22508 162 St E		
Heidi Kimbler	22508 162 St E		
Betty Robinson	21007 177th St E		
John	20410 399th St		
Bob LATHROP	35 OAK ST SW		

Name	Address	Contact Info	Signature
JEFF FOSTER	7007 25th St NE		<i>Jeff Foster</i>
Taura Hildner	7007 25th St NE		<i>Taura Hildner</i>
Paul Wilkins	2007 317 Ave W		<i>Paul Wilkins</i>
Samy Hill	405 KANSAS ST		<i>Samy Hill</i>
William Hill	214 19th Ave SE		<i>William Hill</i>
Chris McKinley	Puyallup, WA 99371		<i>Chris McKinley</i>
Bob Herman	Tacoma WA 98446		<i>Bob Herman</i>
Jill Ramsey	Buckley WA		<i>Jill Ramsey</i>
Les Ramsey	504-117th Ave E Edgewood WA 98372		<i>Les Ramsey</i>
Dean Backus	Orting		<i>Dean Backus</i>
Emily Backus	Orting		<i>Emily Backus</i>
Hannah Wilson	403 Leber St NE		<i>Hannah Wilson</i>
Catech Backus	2021 121st St E		<i>Catech Backus</i>
Phoebe Montz	304 Walnut St SE		<i>Phoebe Montz</i>
Randy Ush	20112 130th Ave E		<i>Randy Ush</i>
Sandra Ush	20112 130th Ave E		<i>Sandra Ush</i>
David Scholl	510 Calistoga St W		<i>David Scholl</i>
Christy Scholl	" "		<i>Christy Scholl</i>
Cheryl A Munson	18120-212th Ave E		<i>Cheryl A Munson</i>
Jenny Baulet	12207 232nd St E, 98338		<i>Jenny Baulet</i>
Sarah Nichols	211 Calistoga St E		<i>Sarah Nichols</i>
Norma Mairone	19006 Vaight Meadow Rd		<i>Norma Mairone</i>
Jayven Pakul	503 Calistoga St W	360-761-8282	<i>Jayven Pakul</i>
Jessica Wright	503 Calistoga St W	253-242-0187	<i>Jessica Wright</i>

Name	Address	Contact Info	Signature
Bronwyn Webster	512 Deeded St Orting	253-545-8440	
Sherry Webster	405 Leber St. NE	253-223-9294	
Brittany Barker	403 Leber St NE	(253) 641-6670	
Jason Webster	407 Leber St NE	(253) 224-5438	
Dan Wolfe	512 Deeded St.	253 306-9053	
Josh Wilson	409 Leber St NE Orting	253-651-7463	
Silvana Ambrose	401 Leber St. NE	253-203-4023	
Paul Ambrose	401 Leber St. NE	253-203-4029	
- Ed Jones	306 BOWLIN AVE. NE	253-606-4546	
- Rebecca Jones	306 Bowlin Ave. NE	253-606-1755	

Name	Address	Contact Info	Signature
[Faded]	[Faded]	[Faded]	[Faded]
Christopher Frazier	201 Nelson St NE	253 740 7257	[Signature]
Harvy Affen	406 Kensington	253-263-9292	[Signature]
CJ Adamson	406 Kensington	253-300-6872	[Signature]
Linda Norstein	26620 167th Ave E	(360) 893-8530	[Signature]
Wendy Bober	401 Belfair St SW	253-344-8455	[Signature]
Bob Bennett	2102 12th Ave SE	253-318-6719	Bob Bennett
Val Seabury	1203 Daffodil Ave N.E.	253-318-6614	PSE@OE.NET Valerie Seabury
Julia Musser	1203 Daffodil Ave NE	253 486 7186	Julia Musser
Leah Packard	22507 127th St	360 893 5225	Leah Packard

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JUN 25 2019
CITY OF ORTING

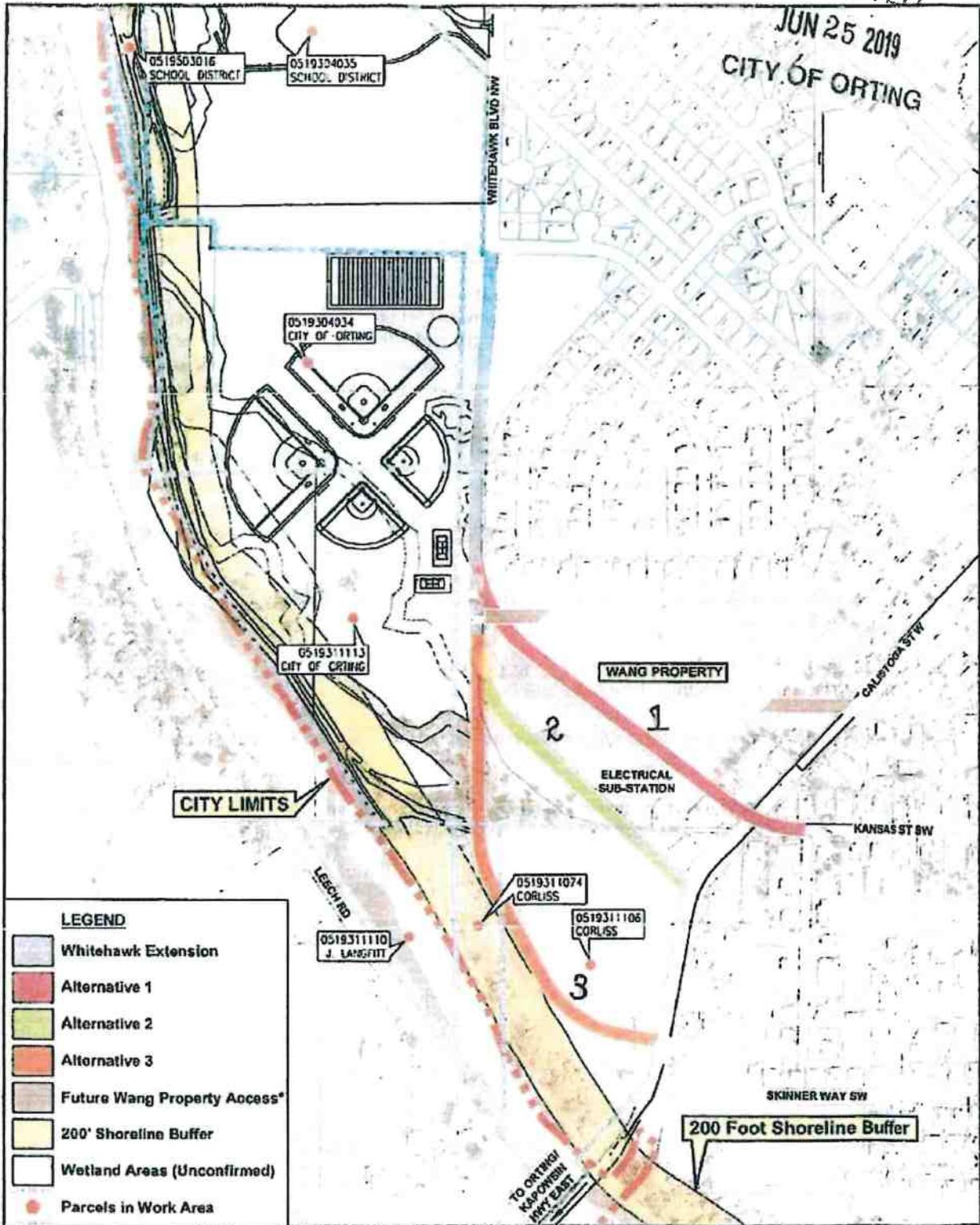
Dear Planning Commission Members,

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

Jung San & Margaret Wang
Jung San Wang
Margaret Wang

P.O. Box 505
Orting, WA 98360

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 JUN 25 2019
 CITY OF ORTING



Parametrix DATE: Sep 10, 2008 FILE: 501711022/07044F01



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

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

May 2, 2019

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MAY 02 2019
CITY OF ORTING

City of Orting
110 Train Street SE
Orting, WA 98360

Attn: Planning Commission

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

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

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

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

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

Sincerely,



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

RECEIVED

MAY 03 2019

CITY OF ORTING

Citizens Against Over Building in Orting

To: Orting Planning Commission

Orting City Council

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

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

e

Signature's:

Name:

Address:

Randy *Randy Yochum* *14819 745th Ave GE. Orting* *98368*
Louise Yochum *14819 745th Ave GE. Orting,* *WA 98368*

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•

Signature's:

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

WE NEED THE MORATORIUM - CRITICAL!!

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Signature's:

Name:

Address:

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

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• *Albert W. Walker*

Signature's:

Name:

Address:

Albert W. Walker 15315 147th AVE E ORTING, WA
Dan K. Kinnear 14618 153rd ST. E ORTING WA 98365
Larry Swanson 14623 153rd ST. E ORTING, WA 98364

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•

Signature's:

Name:

Address:

Jim Fendler Jim Fendler 15504 147th Ave C+E, Orting 98360
David Richardson 14621 153rd St E, Orting, WA 98360

Citizens Against Over Building in Orting

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Signature's:

Name:

Address:

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

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Signature's: 

Name:

Address:

15103 148th Ave. Ct. E.
Orting, WA 98360

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Signature's:

Name:

Address:



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

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•

Signature's:

Name:

Address:

RON Magstadt	15213 147 th Ave E	Orting
Marilynn Magstadt	15213 147 th Ave E	Orting
DON BOLTZ	15401 147 th Ave E	ORTING
LYNN BOLTZ	15401 147 th Ave E	ORTING
Glenn Whaley	15106 148 th Ave (bt. E.	ORTING

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Signature's:

Name:	Address:
Bob & Maureen McMill	15406 - 147 th E Orting
Carol Walker	15106 148 th Ave SE Orting
Lynn Boltz	15401 141 Ave E. Orting
Chenne Rullera	15207 - 147 th Ave E Orting
Sherry Leighton	15207 - 147 th Ave E Orting
Lee Thoren	14606 154 th St E Orting WA 98300
Victoria V. Thoren	14606 154 th St. E, Orting, WA 98360

Margaret O'Harra

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

Please forward to the PC. Thanks.

Emily Terrell, AICP
City Planner
253.709.6044

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

Hi Emily!

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

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

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

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

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

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

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

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

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

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

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

Thank you,
Jessica Rakos

 Virus-free. www.avast.com

OPENING:

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

These are just a few of the ideas I have:

SOUTH FIELD (geared towards outdoor recreation):

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

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

Small bed & breakfast – farmhouse/country style

Spray Park

Dog park

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

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

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

NORTH FIELD (geared towards business/commerce):

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

Movie Theater/Restaurants ("Date Night")

Co/working space, similar to SURGE in Tacoma.

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

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

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

Meat Shop, promoted to hunters

Medical Office

BETWEEN FIELDS:

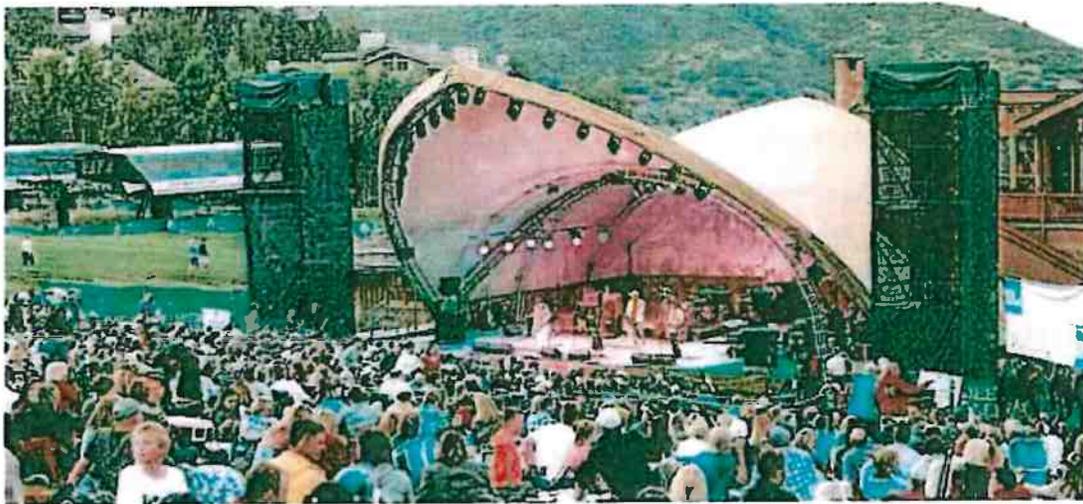
GOAL ED7: "Provide a variety of affordable housing choices so that people who work in Orting can also live here"

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

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



"Chicken Coop" style housing



Open air concert venue

Citizens Against Over Building in Orting

To: Orting Planning Commission

Orting City Council

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CITY OF ORTING

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Signature's:

Name:

Address:

<i>Bruce R Costa</i>	313 Oak St. S.W Orting
<i>Judy Golder</i>	309 Willow St SE (Orting)
<i>Spencer R. Trent</i>	832 Maple Ln SW Orting
GLENN DAVIES	117 WALNUT AVE. SW ORTING.
② <i>Ben + Robin Zimmermann</i>	825 Maple Ln SW Orting
<i>Shelly Gies</i>	207 Oak St SW Orting
<i>Carol Mayas</i>	105 Hickory Ave SW Orting

*Look
on
Back*

Citizens Against Over Building in Orting

To: Orting Planning Commission

Orting City Council

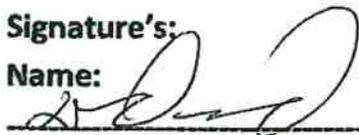
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Signature's:

Name:

Address:



Maxwell SHERWOOD 106 HICKORY ORTING

Helen Kuhlman 323 Oak St. S.W. Orting

Calvin L. Kuhlman 323 Oak St. S.W. Orting

Steve & Doran 807 Maple Ln SW Orting

A.M. In 984 Maple Lane SW Orting, WA 98360

Dal Jorgensen 907 Maple LNS.W. Orting, Wa - 98360

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Signature's:

Name:

Address:

<u>Jim-ellian</u>	<u>104 Hickory Ave SW</u>
② <u>DEE GREEN & Kay Green</u>	<u>406 WILLOW ST SW</u>
<u>Barbara Reser</u>	<u>718 Maple Ln SW</u>
<u>Gloria L. Donaldson</u>	<u>402 Willow S.W Street</u>
<u>Rossana M. Heints</u>	<u>409 Willow St SW, Orting</u>
<u>Cane Montague</u>	<u>305 Willow St SW, Orting</u>
② <u>Merrie & Neil Doll</u>	<u>206 Willow SW - Orting</u>

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•

Signature's:

Name: *Marymarie* Address:

② *Ruth & Mark Edlund 121 Hickory AVE SW*

② *William & Susan Rybick 101 Walnut Ave SW*

JANA Van Amburg 124 Walnut Ave SW

Eileen Messer 322 Willow St SW

Jean Calabrese 320 Willow St SW

② *Wynne & Margorie Kost 8 W Maple Ln. York*

Cindy Wells 114 Hickory Ave SW

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Signature's:

Name:

Address:

<u>RENE SANCHEZ</u>	<u>106 WALNUT AVE SW.</u>
<u>LINDA SANCHEZ</u>	<u>106 WALNUT AVE SW.</u>
<u>N. Wells</u>	<u>114 Hickory Ave SW</u>
<u>Synda G. Brooks</u>	<u>314 Willow St SW</u>
<u>Umarie Williams</u>	<u>722 Maple Lane SW</u>
<u>BR Bial</u>	<u>810 MAPLE LN. SW</u>
<u>SB Bryan</u>	<u>810 MAPLE LN SW</u>

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Signature's:

Name:	Address:
② Richard & Emily Keenan	311 Oak St SW
② Orval & Johanne Fowler	120 Walnut Ave. S.W.
② J. Paul May & Carol	118 Walnut Ave S.W.
Donald E. Lemmons	816 MAPLE LN SW
Walter Harris	307 Oak St SW
Robert Blair	312 Oak St SW
Paul J. Blair	312 Oak St SW

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Signature's:

Name:

Address:

Judy Shindler	8175 Maple Ln SW
Betty Herdinger	808 Maple Ln SW
Carl Carter	714 Maple Lane SW
Ann Carter	" " " "
Ray B. Hunsicker	885 Maple Lane SW
② Carol & Judy Orting	412 Willow St. S.W.
DANIEL CARTER	313 OAK ST SW

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Mary Phelan 19429 200th Str. G.E Orting WA

Timothy C. Phelan 19429 200th Street G.E Orting WA

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Signature's:

Name:

Address:

George Jones	213 Orting Ave NW Orting	"
Kendra Thompson	303 Orting Ave NW	"
Michelle [unclear]	216 Orting Ave NW	"
Kelly Hudson	212 Orting Ave NW	"
[unclear]	210 Orting Ave NW	"
[unclear]	210 Orting Ave NW	"
Jan Morris	204 Orting Ave NW	"

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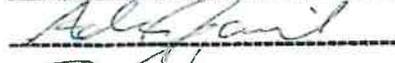
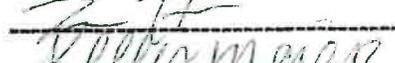
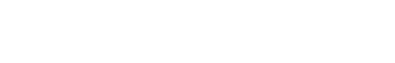
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Signature's:

Name:

Address:

	204 Orting Ave NW Orting
	300 Orting Ave NW "
	306 Orting Ave NW "
	309 Orting Ave NW "
	401 Callender St NW "
	302 Orting Ct NW "
	302 Orting Ct NW "

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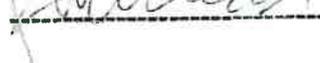
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Signature's:

Name:

Address:

	501 Alexander Ct NW Orting WA 98500
	507 Alexander Ct NW Orting WA 98500
	502 Alexander Ct NW Orting WA 98500
	500 Alexander Ct NW Orting WA 98500
	504 Alexander Ct NW Orting WA 98500
	505 Whitehouse Ct NW Orting WA 98500
	525 Whitehouse Ct NW Orting WA 98500

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Signature's:

Name:

Address:

<i>[Signature]</i>	507 Whitehawk Ct NW
<i>[Signature]</i>	"
<i>[Signature]</i>	502 Whitehawk Ct NW
<i>[Signature]</i>	"
<i>[Signature]</i>	506 Whitehawk Ct NW
<i>[Signature]</i>	506 Whitehawk Ct NW
<i>[Signature]</i>	308 Orting Ave NW

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Signature's:

Name:	Address:
Mark Richardson	308 Orting Ave N.W. Orting
Cheryl Buss	317 Orting Ave NW Orting
Kathy Turner	308 Thompson Ave NW Orting
Jamie LaVigne	304 Thompson Ave NW Orting
Yvonne Kim	314 Thompson Ave NW Orting
Cheryl Buss	312 Thompson Ave NW Orting
Helen Clarke	302 Thompson Ave NW Orting

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Signature's:

Name:

Address:

<i>Cal [Signature]</i>	609 Burnett Ct. NW Orting
<i>Allen [Signature]</i>	611 Cedar Ave Orting WA
<i>Theresa [Signature]</i>	316 Grove Ave, Orting WA
<i>GP [Signature]</i>	607 Callendar St NW Orting WA
<i>Jim [Signature]</i>	513 Callendar St NW Orting WA
<i>[Signature]</i>	401 Callendar St NW Orting WA
<i>Joseph [Signature]</i>	307 Orting Ave NW " "

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Signature's:

Name:	Address:	
Shawn Rennhart	213 GHOFF AVE NW	Orting
Yvonne Wright	309 GHOFF AVE N.W.	Orting
Danielle Adams	311 GHOFF AVE NW	Orting
Court Baker	311 GHOFF AVE NW	Orting
Samantha Adams	311 GHOFF AVE NW	Orting
LYNCOLE STEFFENS	606 BARNETT CT NW	ORTING
Kasby Sides	602 Barnett Ct NW	Orting

①

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Signature's:

Name:	Address:
FERNANDO COBIAN	2110 THOMPSON AVE NW ORTING
MARCO HOFF	303 THOMPSON AVE NW
VALERIO MAHER	209 THOMPSON AVE NW
CONNIE SANDAL	206 THOMPSON AVE NW
CHAD GIBLIS	206 THOMPSON AVE NW
PETER OLSEN	209 GRAFT AVE NW
Sherry Belloras-Andres	211 GRAFT AVE NW

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Signature's:

Name:

Address:

LORRY BEPRODE 305 ORTING AVE NW ORTING
Megan Bebrode 305 Orting Ave NW

(2)

Margaret O'Harra

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

Please print this out for tonight. Thanks!

Emily Terrell, AICP
City Planner
253.709.6044

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

Good morning all -

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

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

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

Thank you all for your time and consideration.

Jessica Rakos



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

June 18, 2019

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

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1. SUMMARY

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

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

2. INTRODUCTION

2.1 Purpose

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

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

3. SITE DESCRIPTION

3.1 Property Location

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

3.2 Current Use of the Property

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

4. Current and Proposed Zoning Requirements

4.1 Current Zoning

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

4.2 Shoreline

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

4.3 Developer Proposed Zoning Changes

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

4.4 Planning Commission Proposed Zoning Changes

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

- 15-20 acres of non-residential land use

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

5. Arguments Against Adding Residential Units

5.1 Inability to Adequately Accommodate Growth in the School District

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

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

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

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

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

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

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

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

5.3 Fire Department Lacks Sufficient Resources to Handle Growth

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

5.4 LAHAR Evacuation and Bridge for Kids

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

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

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

5.5 Orting Needs More Commercial Development

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

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

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

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

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

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

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

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

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

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

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

6. CONCLUSIONS

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

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

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

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

Sources

1. <https://epip.co.pierce.wa.us/cfapps/atr/epip/search.cfm>
2. <http://cityoforting.org/services/building-department/planning-commission/comprehensive-plan/>
3. <https://www.ortingschools.org/cms/lib/WA01919463/Centricity/Domain/454/Capital%20Facilities%20Plan%202018-24.pdf>
4. <http://www.invw.org/2014/05/07/portables/>
5. <https://www.insidescience.org/news/hidden-risks-modular-classrooms>
6. <https://www.piercecountywa.org/DocumentCenter/View/68030/SIF-Final?bidId=>
7. <https://www.codepublishing.com/WA/PierceCounty/html/PierceCounty04A/PierceCounty04A30.html>
8. <https://apps.leg.wa.gov/rcw/default.aspx?cite=36.70A>
9. https://www.heart.org/idc/groups/heartpublic/@wcm/@adv/documents/downloadable/ucm_301646.pdf
10. <https://geology.com/usgs/rainier/>
11. http://www.geotimes.org/apr04/feature_MountRainier.html
12. <http://cityoforting.org/wp-content/uploads/2019/04/L-MUTCN-Narrative.pdf>
13. https://www.usgs.gov/special-topic/water-science-school/science/aquifers-and-groundwater?qt-science_center_objects=0#qt-science_center_objects
14. <https://www.oas.org/usde/publications/Unit/oea66e/ch08.htm>

15. <https://blog.nwf.org/2013/03/is-building-in-floodplains-a-good-idea/>

16. <https://www.npr.org/2018/05/21/610945127/levees-make-mississippi-river-floods-worse-but-we-keep-building-them>

17. [https://www.nae.usace.army.mil/Portals/74/docs/regulatory/JurisdictionalLimits/Jurisdictional Limits Brochure.pdf](https://www.nae.usace.army.mil/Portals/74/docs/regulatory/JurisdictionalLimits/Jurisdictional%20Limits%20Brochure.pdf)

18. <https://komonews.com/news/local/port-orchard-on-the-verge-of-a-water-shortage-no-new-homes-to-be-built?fbclid=IwAR28FH1v5PblqrizH9xMI8bT1njjYPr32w56TPPRNJ82y0cvlkI5A28Olnk>

19. <https://news.theregistryps.com/moratorium-on-multifamily-housing-construction-continues-into-2017/>



June 27, 2019

Dear Orting City Planning Commission,

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

Enrollment

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

Space

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

Taxes

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

Transportation

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Marci".

Dr. Marci Shepard
Superintendent, Orting School District

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

2019 Comprehensive Plan Amendments regarding the SW Connector

May 1, 2019

RECEIVED
MAY 02 2019
CITY OF ORTING

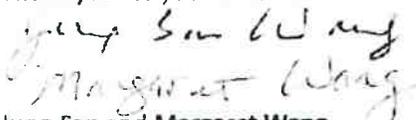
City of Orting Planning Commission
110 Train Street SE
Orting, WA 98360

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

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

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

Thank you for your consideration of our proposal.


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

May 30 2019

To the Planning Commission,

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

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

Sincerely,
Kimberlee X Thomas
253-232-5785

RECEIVED
MAY 29 2019
CITY OF ORTING

June 3, 2019

To: City of Orting
Planning Dept.

Re: Statutory Warranty Deed
Wang Property

RECEIVED
JUN 03 2019
CITY OF ORTING

To Whom it may concern;

I am:

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

Why did I move to Orting 12 years ago?

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

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

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

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

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

Thank You,

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

Return Address:

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

STATUTORY WARRANTY DEED

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

GRANTEE: CITY OF ORTING, WASHINGTON, a municipal corporation

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

ADD'L LEGAL: SEE EXHIBIT "A" ATTACHED

TAX PARCEL ID: 0519311015

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

See Exhibit "A" attached hereto.

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

DATED this 27 day of March, 2012.

By: Jung San Wang
JUNG-SAN WANG

By: Margaret Wang
MARGARET WANG

STATE OF WASHINGTON)
County of Pierce) ss.

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

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



[Signature]

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

STATE OF WASHINGTON)
County of Pierce) ss.

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

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



[Signature]

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

EXHIBIT "A"

Parametrix

WANG PARCEL

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

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

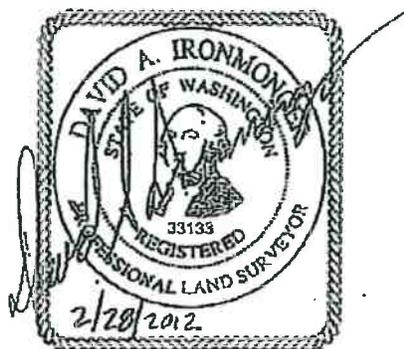
FROM SAID TERMINUS, THE SOUTHWEST CORNER OF SAID PARCEL X BEARS SOUTH 89°41'01" WEST, 181.05 FEET CONTAINING 42,961 SQUARE FEET OR 0.99 ACRES MORE OR LESS.

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

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

BEGINNING AT THE SOUTHWEST CORNER OF BLOCK 23, AMENDATORY PLAT OF THE TOWN OF ORTING SHOWING J. ED BUCKLEY'S ADDITION, AS PER PLAT RECORDED IN BOOK 2 OF PLATS AT PAGE 52, RECORDS OF THE PIERCE COUNTY AUDITOR, PIERCE COUNTY, WASHINGTON; THENCE NORTH 494.02 FEET TO THE SOUTH LINE OF THE PLAT OF WHITEHAWK DIVISION 4, AS RECORDED UNDER AUDITOR'S NO. 9903225003, BEING A POINT 405.98 FEET SOUTH OF THE NORTH LINE OF SAID SECTION 31; THENCE WEST PARALLEL WITH SAID NORTH LINE AND ALONG THE SOUTH LINES OF SAID WHITEHAWK DIVISION 4 AND THE SOUTH LINE OF WHITEHAWK DIVISION 5, AS RECORDED UNDER AUDITOR'S NO. 9801020164, A DISTANCE OF 1,216 FEET; THENCE SOUTH 914.02 FEET TO THE SOUTH LINE OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 31; THENCE EAST 690 FEET, MORE OR LESS, TO THE SOUTHWEST QUARTER OF THAT TRACT CONVEYED TO THE TOWN OF ORTING, A MUNICIPAL CORPORATION, BY DEED RECORDED UNDER AUDITOR'S NO. 1240715; THENCE NORTH 67.34 FEET TO THE NORTHWEST CORNER OF SAID TRACT; THENCE NORTH 42°50' EAST 56 FEET; THENCE SOUTH 47°10' EAST 112 FEET TO THE NORTHWESTERLY LINE OF R.S. PERKINS FIRST ADDITION TO THE CITY OF ORTING, PIERCE COUNTY, WASHINGTON, AS RECORDED IN BOOK 16 OF PLATS AT PAGE 84, RECORDS OF THE

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



Seller:

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

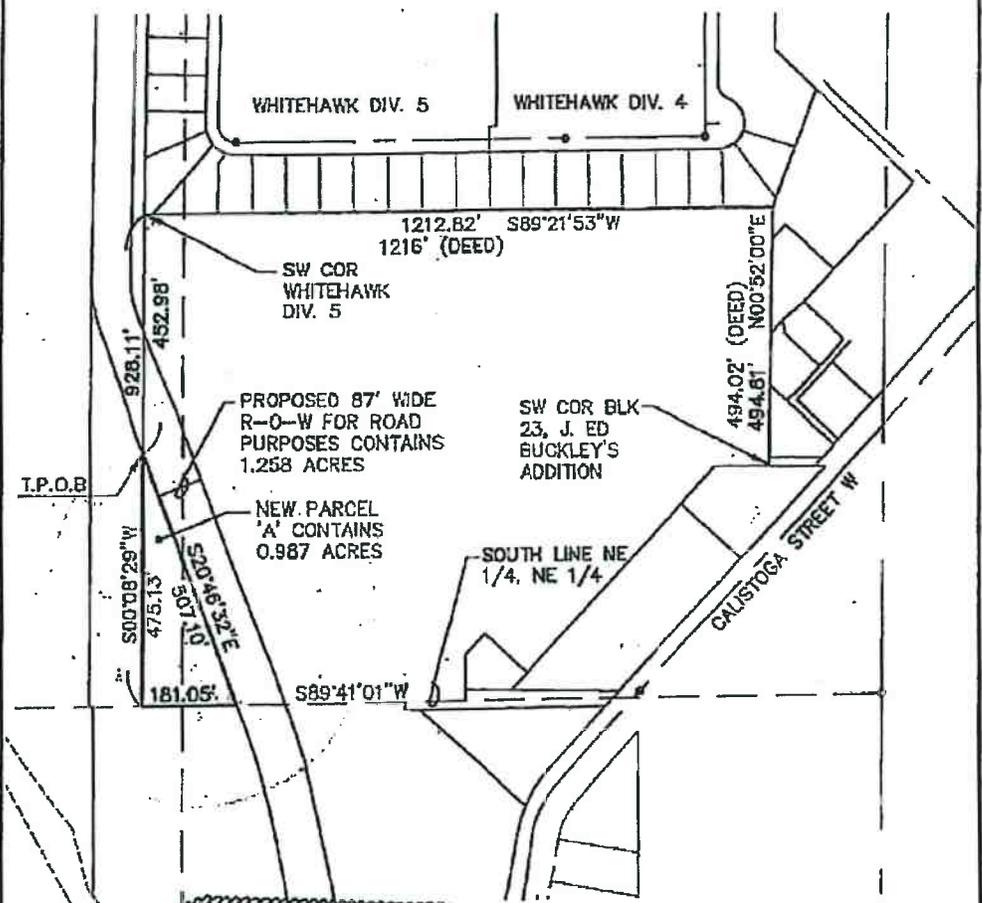
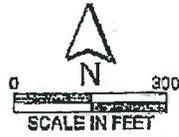
Purchaser:

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

13. Miscellaneous.

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

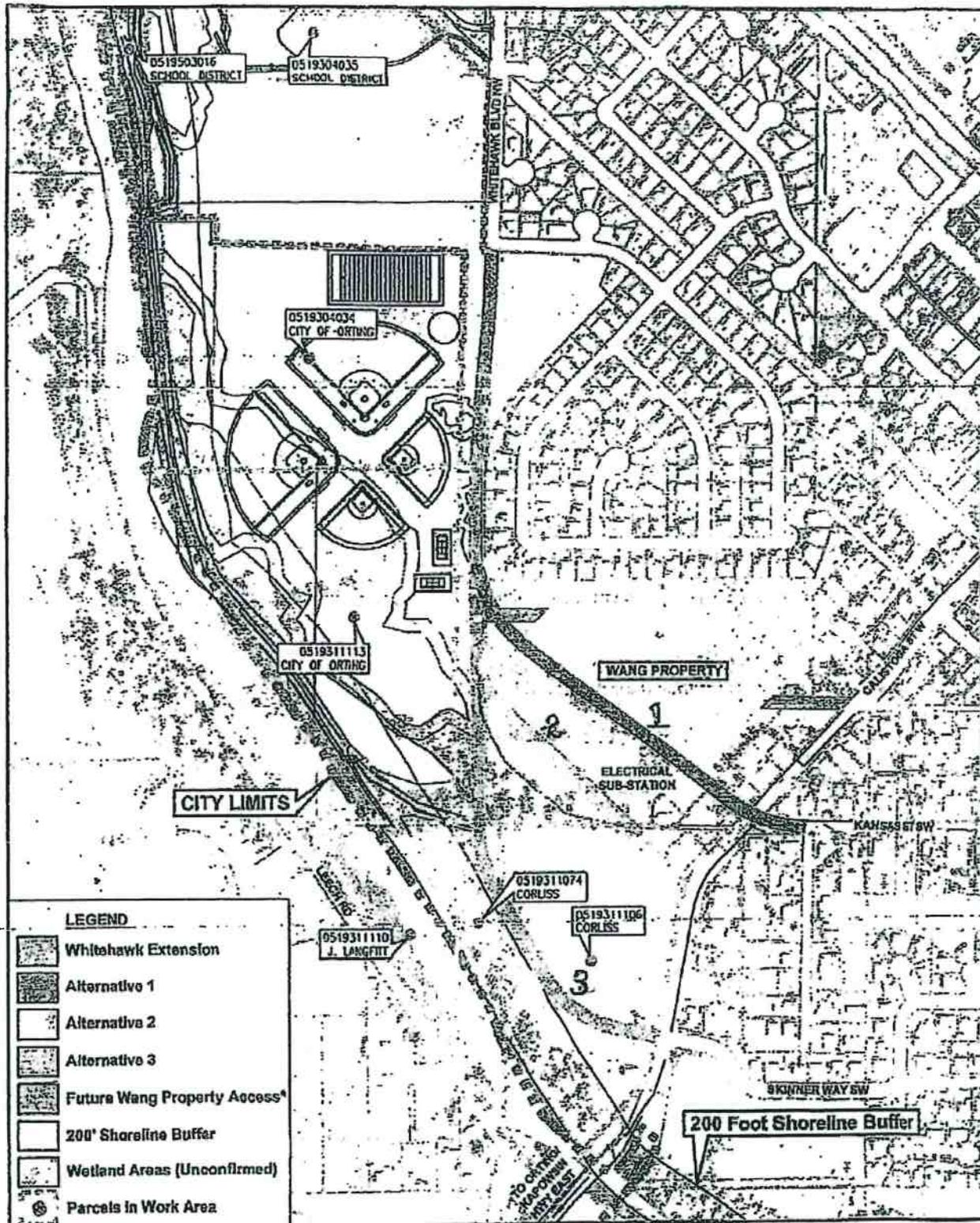
PORTIONS OF THE NW 1/4 & NE 1/4 OF
 THE NE 1/4 OF SEC. 31, TWP 19 N., RGE 05
 E., W.M. PIERCE COUNTY, WASHINGTON



Handwritten signatures and initials: J S, MW, and a checkmark.

WANG PROPERTY
 TAX PARCEL 051931-1015
 SHEET 1 OF 1

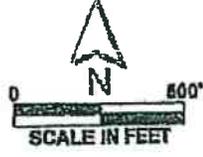
Parametrix
 DATE: Feb 28, 2012
 FILE: 84101



LEGEND

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

Parametrix DATE: 6-10-2002 FILE: 041711003p7644F01



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

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

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

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

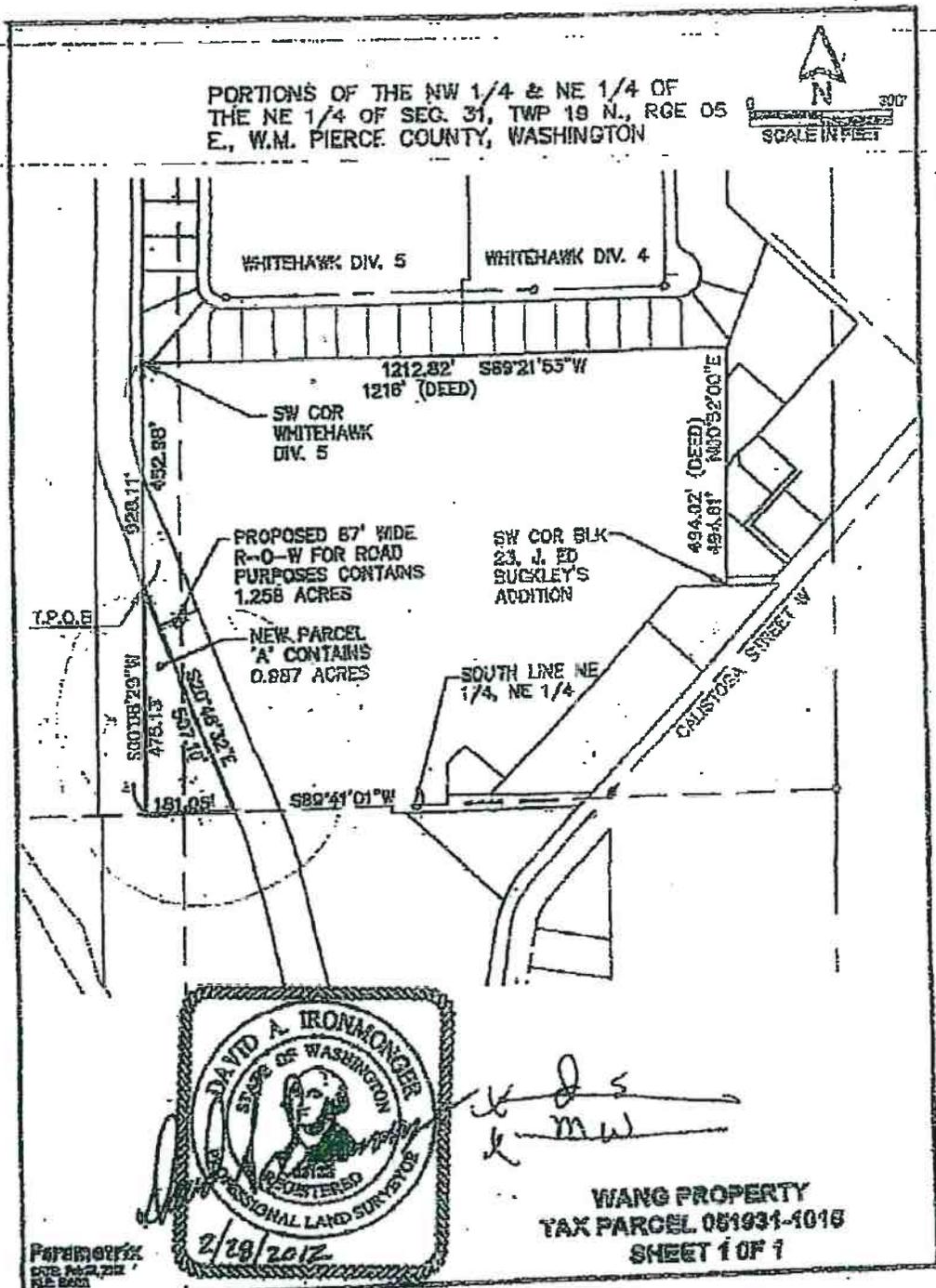
- The intent of the Whitehawk connector is to filter traffic from SR 162 to Cemetery Hill on toward the Graham area. Alternative 3, juncturing in at Skinner Way SW would keep traffic to the intended use, thereby keeping safety at a maximum and noise at a minimum.
- The intent of the Whitehawk connector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

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

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

PREPARED BY: Kim Whitlock, November 19th, 2008

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



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

To: Orting Planning Commission:

June 18, 19

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

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JUN 18 2019
CITY OF ORTING

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

In Sale Agreement No. 13 Miscellaneous Listed

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

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

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

Jung San & Margaret Wang

*Jung San Wang
Margaret Wang*

P. O. Box 505

Orting, WA 98366

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CITY OF ORTING

Received @ Public Hearing
June 18, 2019

HELP OUR CAUSE

We need to protect our town

And our own.

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

(Sounds great until you hear the details.)

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

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

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

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

Dearest residents, family, and friends,

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

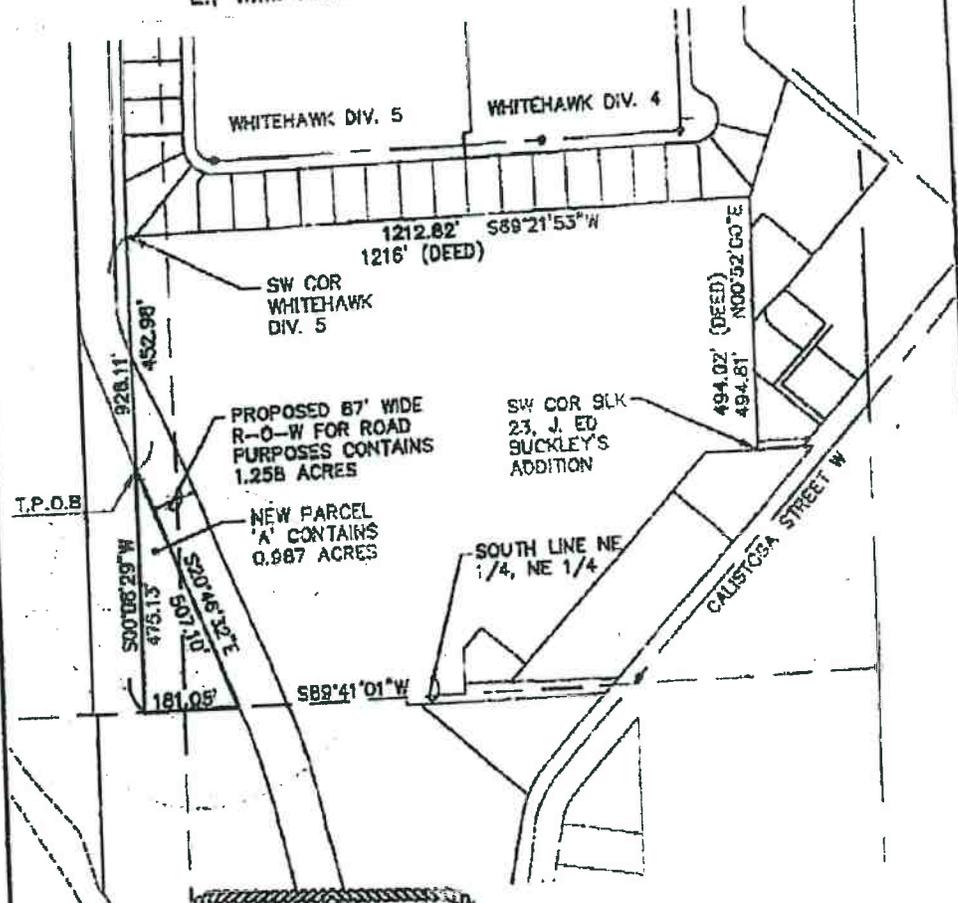
By signing this document you are signing that you disprove of the cities idea to use a ^{Hard working man} ~~hard working man~~ and his wife's personal property against their will to build a new road that connects Kansas Street to the new road.

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

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

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

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



Handwritten signatures and initials, including 'J S' and 'M W'.

WANG PROPERTY
 TAX PARCEL 061931-1016
 SHEET 1 OF 1

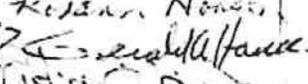
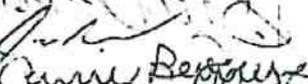
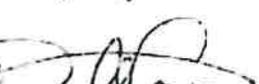
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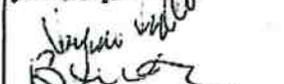
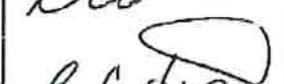
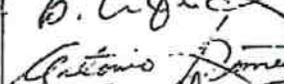
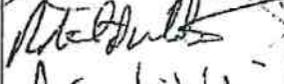
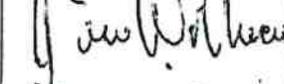
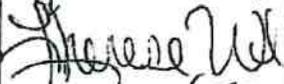
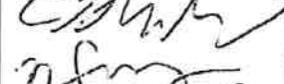
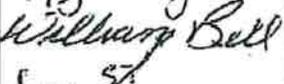
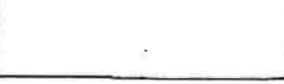
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Name	Address	Contact Info	Signature
SOPHIE ANN CHAN	315 Calistoga st W.		Signature
CHHEUTH CHAN	315 Calistoga st W.		Signature
ALFRED E. ALBERT JR	318 CALISTOGA ST W		Signature
Vicky Biele	702 KANSAS		Vicky Biele
Doug Bishop	702 KANSAS		Signature
Riley Campbell	503 Corlone SW		Riley Campbell
Justin Handy	503 Corlone SW		Signature
Nancy A. Wähle	505 Corlone SW		Nancy Wähle
James A. Wähle	505 Corlone SW		James A. Wähle
Danny Anderson	508 Calistoga St W		Signature
SIERRA BUNNER	508 Calistoga St W		Signature
Stacy Silver	603 Calistoga SW		Stacy Silver
Allen W. Paultk	602 Decided Ln		Allen Paultk
Tammy Paultk	602 Decided Ln		Tammy Paultk
Laurie Gorman	P.O. Box 148 Ostrig		Laurie Gorman
Gary Reynolds	PO B 575 Ostrig		Gary Reynolds
Dan Herz	188 River Ave		Dan Herz
Scott Hensloff	309 Calistoga St E		Scott Hensloff
Dennis Gray	23519 Orville Rd.		Dennis Gray
Mike Glaser	320 Bowli Yacc		Mike Glaser
Richard Farrie	P.O. Box 1122		Richard Farrie
Thomas G. Carlson	P.O. Box 1198		Thomas G. Carlson
Bob Burns	PO Box 1506		Bob Burns
Harry Barney	PO Box 1643		Harry Barney
	P.O. Box 12317		Harry Barney

Name	Address	Contact Info	Signature
Donald Runkle	603-1 Kansas S.W. Corning WA 98300	DMITTS 1781 ⁶⁶ Corning	Donald Runkle
Bill Rucke	614 KANSAS ST.	253-720-3312	[Signature]
Tina Burke	S.W. CORNING WA 98360		Tina Burke
Skipper Burke			Skipper Burke
Jorge Zalazpiza	610 Kansas St S.W. Corning wa 98300	253-250-7511	Jorge Zalazpiza
Josh Hethrode	504 Coe Ln Sw	253-666-0101	[Signature]
JAMIE Hethrode	504 Coe Ln. Sw.	253-334-2446	[Signature]
Chert Ryan	205 Cardinals	(206) 799-1151	Chert Ryan
Ron Lewitt		253-245-0316	Ron Lewitt
Thoren	217 Corning Ave	253 302 1534	[Signature]
Lawrence H	217 CORNING	253 306 0815	Lawrence H
Don Hank	2617 37th	253-389-2321	Don Hank
Rich Hoffman	11520-2317 6th	606-350-1310	Rich Hoffman
[Name]	1540 1st St	253-281-0000	[Signature]
Rachel Waver	20501 1st Ave E Corning 98300	253-737-7297	Rachel Waver
Jordan	1541 1st Ave Corning WA 98300	(253) 777-9332	Jordan

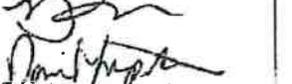
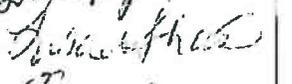
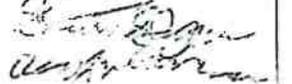
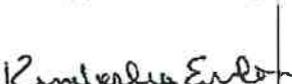
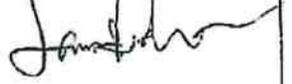
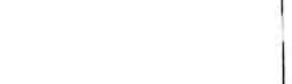
Name	Address	Contact Info	Signature
Mario Torres	#4 215th Ave	306 551-0916	
Jeff Lopez	777 193 Ave E	253 973-5546	
Kevin Hunter	7013 160th St NE	252 651 2574	Kevin Hunter
Geniel Altamira	7013 160th St NE	537 657-2797	
Michael Nagel	5100 Lakewood	253-290-2580	
Jim Bergquist	5076 Grand Ave	253-290-2580	Jim Bergquist
Care Bergquist	5076 Grand Ave	253-290-2580	Care Bergquist
Kaitlyn Bergquist	5076 Grand Ave	253-392-5385	Kaitlyn B
Jose Naylor	20621 193 Rd Ave C6 E Orting WA	360 8931698	
Willie Jones	1204 7th Ave SE	425-622-7334	
Dianne Gooden	16213 58th Ave Ct E 4.5 Calistoga	253-330-5574 (253) 576-1315	
Janis Miller	16018 77th St E	253-326-5798	Janis Miller
Michael Austin	21619 140th St NE	253-778-5110	
Falkon Ogleski	2384 7th Ave NE	253-232-5116	
Susan Jones	10705 SE 238th St #19	253-232-3660	Susan Jones
Lori Polo	22911 Grand Ave SE	360-400-3421	Lori Polo

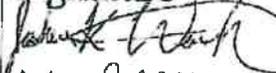
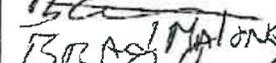
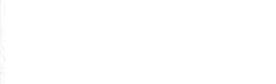
Name	Address	Contact Info	Signature
BRET CRALE	P.O. Box 495		Brett Crale
B. Peterson	P.O. Box 1240		B. Peterson
S. Adkins	P.O. Box 5271		S. Adkins
Robert Wolf	P.O. 418		Robert Wolf
Cathy March	P.O. Box 1706		Cathy March
Darlene Gilbertson	P.O. Box 815		Darlene Gilbertson
Mary Buffon	P.O. Box 1616		Mary Buffon
Erica Frost	P.O. Box 335		Erica Frost
Annie Day	P.O. Box 1551		Annie Day
Ann Cresto	P.O. Box 788		Ann Cresto
Joni Brock	98316 WA		Joni Brock
CINDY BALDWIN	17425 119th ST SE SUMNER		Cindy Baldwin
Joni Richman	3 SUMNER		Joni Richman
Lenny Woods	1820 977th		Lenny Woods
Angela Eggers	P.O. Box 513		Angela Eggers
Courtney Miser	P.O. Box 930		Courtney Miser
Joy Schneider	Everett 98388		Joy Schneider
Jessica Allen	ORTING WA		Jessica Allen
Ken Long	P.O. Box 868		Ken Long
	P.O. Box 1527		

Name	Address	Contact Info	Signature
- Alex Anlon	508 Callender St	(253) 886-4936	
- Collette Garrity	508 Callender St	(253) 886-4855	
- Jerome Dickson	402 Factory ST SE	253 327-0165	
- Nolan McFadden	101 Eagle Ave	253-954-2865	
✓ Jeremy Arnett	21909 185th Ave	253-261-5087	
○ Courtney	14110 274th St E	253 861 3979	
- Tiffani Lee	404 Rudrick Ct NW	253 314-4230	
- Angel Arnett	21909 185th Ave	253 961-2383	
✓ Kelly Ross	112 Jones St NE	360 551-7760	
○ Brittanee Peters	3005 N Yeck	253 681 1078	
○ Linda Weiser	4819 Lakewood Dr - RACE TAPPS	253-798-3178	
- Bill Crawford	115th 162 ORtog	953-444-8132	
- Antonio Gomez	168th St E		
- Robert Robert Webster	209 Kansas	253-318-3403	
✓ Jim Williams	17214 ERLESTE	206-919-1441	
- Therese Williams	Po Box 1554	253 381-5748	
- Don Tracy	113 E 1st St SW	253 202 8145	
ES MISSA	5705 Mill Rd SE	760-398-9000	
○ NISSA Sullivan	15705 Umi Rd SE	206 338 2404	
- William Bell	312 CALISTOGA W	360-893-3304	
- Jason Siderer	317 Callistoga SW	206-929-6556	

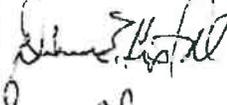
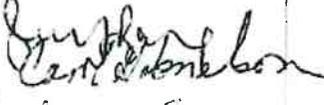
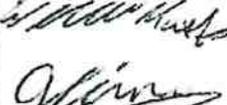
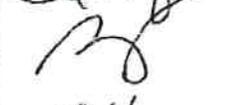
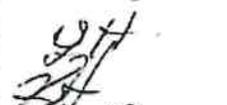
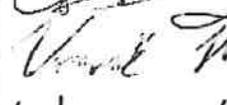
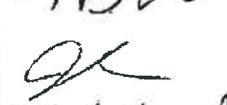
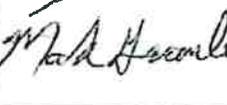
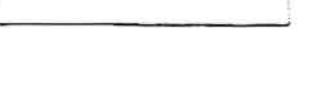
Name	Address	Contact Info	Signature
Kylee Christman	22507 177 th St E	253 441 6580	<i>Kylee Christman</i>
Jenny Mizner	19508 215 th St E	253 318 9148	<i>Jenny Mizner</i>
Diane Chamasco	5323 Waldron Dr NE	253-208-8360	<i>Diane Chamasco</i>
Rosemary Beed	22117-161 st Ave E	360-893-1446	<i>Rosemary Beed</i>
VICTORIA Nagge	410 Rudnick Ct NW	253-632-9838	<i>Victoria Nagge</i>
Kimberly Thom	410 Rudnick Ct. NW.	253332 5785	<i>Kimberly Thom</i>
RANDAL L JACOBS	6855 NW 52 nd AVE		<i>Randal L Jacobs</i>
Christina Smith	8813 270 th St E	253-332-9978	<i>Christina Smith</i>
Leeanna Nichol	820 307 HARMAN WAY	253 457.8179	<i>Leeanna Nichol</i>
Marylee Lucas	412 Tronst SE	360 761 2741	<i>Marylee Lucas</i>
William Rudnick	P.O. Box 457	360-872-1166	<i>William Rudnick</i>
LOWRY MEADOWS	PO 1941 ORT S	253 333 5931	<i>Lowry Meadows</i>
M. Bernard	PO Box 614	360 893-6174	<i>M. Bernard</i>
M. Van Dusen	P.O. box 351	253-720-5768	<i>M. Van Dusen</i>
Melissa Hoffmann	PO Box 403	360-893-3110	<i>Melissa Hoffmann</i>

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 01104
 01105

Name	Address	Contact Info	Signature
DAVID EMERY	14812 224 TH AVE E, <small>Grain</small>	253-592-1910	
Lisa Richard	11820 172 ND CT. E	<small>(puyallup)</small>	
Reggie Cox	15715 25 TH STE	<small>Redmond</small>	
Marcia Pullin	253-733-1779	909 Boatman Ave NW Orcutt, WA 98360	
Daniel Lupastean	425-260-0898	909 Boatman Ave NW Orcutt, WA 98360	
Mrs. Norman	609-575-3704	1950 39 TH AVE E Orcutt, WA 98360	
Sharon Singer	14803 33 RD AVE E	<small>Shannon, WA 98360</small>	
Adele Norman	14150 3-23 RD AVE	360-455-7669	
Kimberly Entlow	103 Beech Ln. S.W. Orcutt, WA 98360	253-880-5354	
Ambrielle Roberts	25802 72 ND AVE E Graham, WA 98338	253-426-0131	
TUCKER ROBERTS	25805 72 ND AVE E Graham, WA 98338	253-312-7287	
S.P. ★ James Hudson	8721 133 RD STE	206 234-4544	

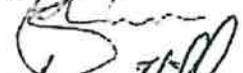
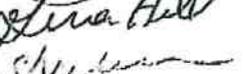
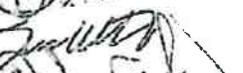
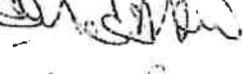
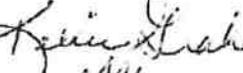
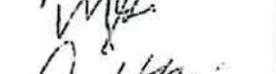
Name	Address	Contact Info	Signature
Josh Weigeshoff	1325 Riddell Avenue	615-691-1587	
Mary Reeves	Porting WA 98366	615-691-0923	M. Reeves
Barbara Caster	302 Calistoga LN SE	360-892-8786	
BRAD MALONE	425 VARNER	253-363-1908	BRAD MALONE
Brian Swadlow	505 Kansas St.	360-893-2777	

Name	Address	Contact Info	Signature
Alex Anton	508 Callender St	(555) 886-4936	<i>Alex Anton</i>
CLETTE Garrity	508 Callender St	(253) 886-4855	<i>Clette Garrity</i>
Jerome Dickson	402 Factory St SE	253 327-0165	<i>Jerome Dickson</i>
John Kinnally	17024 Lehigh Rd	253-519-2639	<i>John Kinnally</i>
<i>[Signature]</i>	402 Factory St SE	253-327-0165	<i>[Signature]</i>
<i>[Signature]</i>	303 5th St NW	257-389-2169	<i>[Signature]</i>
Mary Mayberry	109 Eldredge Ave	253-341-1274	<i>M. Mayberry</i>
Margaret Barton	PO Box 2175 ORTING	360-893-3661	<i>M. Barton</i>
Lori L. Harvell	609 Kansas St SW	253 241-2846	<i>L. Harvell</i>
Sam Webster	407 Lehigh St	253-273-4351	<i>Sam Webster</i>
Carol Lawson	P.O. Box 1586	360-893-6053	<i>Carol Lawson</i>
DORIS STENBERG	PO Box 602	253-569-1317	<i>Doris Stenberg</i>
Helen Botford	PO Box 274	360 893 3201	<i>Helen Botford</i>
Michael Francis	P.O. Box 1203 Milton WA 98354	253 583 6053	<i>Michael Francis</i>
April Green	14005 136th St Ct	<i>[Signature]</i>	<i>April Green</i>
Ron Sasaki	PO Box 1358 ORTING	253 360 873-9319	<i>Ron Sasaki</i>
Christopher Scoville	P.O. Box 1898	(253) 310-5831	<i>Christopher Brock Scoville</i>
Sandra Strassburg	PO Box 755	360-893-2703	<i>Sandra Strassburg</i>
Courtney Lopez	PO Box 1919 OAM	853 375 5008	<i>Courtney Lopez</i>
FRANK ECKHART	PO Box 404	360-893-3065	<i>Frank Eckhart</i>
Kayla Suter	PO Box 1125	253-230-8631	<i>Kayla Suter</i>
Philip Laobasa	PO Box 1207	206-406-7111	<i>Philip Laobasa</i>
Marianne Knowlton	PO Box 636	360 893-5216	<i>Marianne Knowlton</i>
Beth-El Wilson	P.O. Box 1533	(253) 397-8037	<i>Beth-El Wilson</i>
Roxothy Glasen	P.O. Box 1865	253-203-4197	<i>Roxothy Glasen</i>
Bert Gami	P.O. Box 1794	360-893-3065	<i>Bert Gami</i>
Soicub miller	P.O. Box 881	253 441-5684	<i>Soicub miller</i>

Name	Address	Contact Info	Signature
Jackie Pritchard	20334 140th Ave	253-985-5372	
Craig Rockwell	6 ORTING P.O. BOX 1389	253 312 6494	
Diana Gupfill	Orting 409 Calcher St SW	312 872-8323	
Diana Gupfill Jungling	PO BOX 1662	253 520-3433	
Carol Gabrielson	PO Box 1256	253 226 5150	
Gina Maxwell	P.O. Box 1371 Orting 98360	253-350-1564	
William Maxwell	PO Box 1271-98360	253-204-6330	
Andersen Finn	PO Box 183 98360	753-320-5454	
Alexandra Spenser	PO BOX 183 98360	253-205-7343	
Sharon Cross	16237 71st Ave E	253-275-6045	
Amy Launius	2607 T SIDE	253 288 7093	
Rhonda Riley	23320 FISK Rd	253 290-1974	
Jerré Hammit	PE BOX 465 ORTING WA 98360	253-2280	
Kevin Hamilton	PO BOX 405	253-2280	
MARISA BROWN	PO BOX 1044 Orting, WA		
Joan Escobar	PO Box 1044 Orting		
Cody Kirkland	3515 248th St SE E	253-242-1247	
Ciera Busukas	5463 Locust Ave	253-777-7516	
Vincente Minelli	37620 26th Dr S	E 405 963-3439	
Juan Xaxalpa	514 TRAM ST SE	(253) 449-6742	
Heidi Butler	253 224 7279	253 224 7279	
James Cambs	253 300 5335	253-300-5335	
MARK GRANLUND	PO BOX 1964		

Name	Address	Contact Info	Signature
Lynda Williams Robert Williams	102 Varner Ave	(253) 693-4267 (253) 693-4267	Lynda Williams Robert Williams
John Par	517 Cabot	360 - 893 3488	John Par
John Fisher	907 1937		
Amanda Russell	PO Box 623	253 363 5700	Amanda Russell
Jan Bgumena	PO Box 1102	253 948 6671	Jan Bgumena
Leslie (Olman)	PO Box 1292	(253) 296-8167	Leslie (Olman)
KELLY D. HALL	15402 91 st Ave E.E.	253-298-7085	Kelly D. Hall
DAN Pedersen	PO Box 1955	360 893 1625	D Pedersen
Jasmine Orillo	PO Box 124	(808) 258-0401	Jasmine Orillo
Charin Shin	PO Box 128	(808) 450 1360	Charin Shin
Richard Sanders	PO. Box 1572	360-761-9002	Richard Sanders
Julie Taylor	1717 143rd St	253 205 4029	Julie Taylor
Paul Smith	324 Comm Ave	253 482 539	Paul Smith
Evan F. Bump	P.O. Box 1722	253-279-1580	Evan F. Bump
Michael Crawford	P.O. Box 1031	253-686-6159	Michael Crawford
Lestie McCoy	PO Box 1985	360-893-6125	Lestie McCoy
[Signature]	PO box 1492	253-886-2791	[Signature]
My Perry Lisa Perry	20714 197 th Ave	206 412 0807	My Perry Lisa Perry
MARK MILLER	PO Box 1785 ORS	WA 98360	Mark Miller
Maria Santoyo	405 Kansu St SW	(253) 448 0019	Maria Santoyo
Steve Weitzler	101 Mc Mahon Ln	253-882-8594	Steve Weitzler

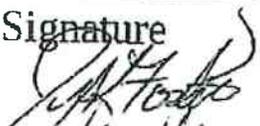
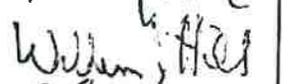
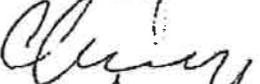
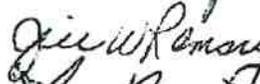
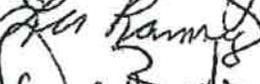
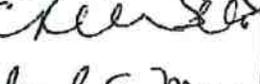
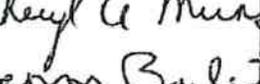
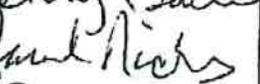
Name	Address	Contact Info	Signature
PAUL ARBUCKLE	1218 W. main ave #11 Puyallup WA 98371		Paul ar buckle
Bruce Osborn	18828 Eastwood Ave. E. Puyallup WA 98375	bruce63e rainierconnect.com	Bruce Osborn
(Curt Taylor) Kathy Taylor	1309 34th Ave Puyallup, WA 98371		Curt Taylor Kathy Taylor
Coe Lindner	16714 Meadow		Coe Lindner
Jamie Bastick	1177 69th St E		Jamie Bastick
Elizabeth White	13910 172nd St. Ct. E., Puyallup		Elizabeth White
Sabrina Mann	407 Valley Ave NE		Sabrina Mann
Maryonnell	101 Hickory Ave Orting		Maryonnell
Smeagol	23215 145th St E P.O. Box 1298 Orting		Smeagol
Joel Farns	502 Train St. SE		Joel Farns
Sandy Knudson	P.O. Box 445 Orting 98370		Sandy Knudson
Tiffany Fletcher	PO BOX 1561 Orting WA 98370	tiffanyfletcher 982@gmail	Tiffany Fletcher
Mark Maxey	PO Box 1145		Mark Maxey
Kathy Maxey	PO Box 1145		Kathy Maxey
Albert Walker	PO Box 367		Albert Walker
Rebecca King	PO Box 852		Rebecca King
Bill Williams	P.O. BOX 95		Bill Williams

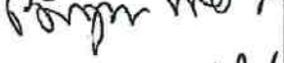
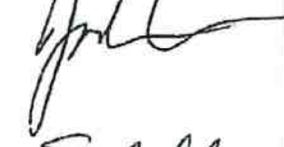
Name	Address	Contact Info	Signature
Cecilia Tugala	Tacoma, wa	253-487-9915	
Tracia Neal	Tacoma, wa	253-324-5309	
Gina Hill	Graham, wa	206-384-5038	
Stefania Tardani	Auburn, WA	253-307-2485	
Tom Wilkins	Spanaway	360-893-4596	
Duke Edwards	Orting, WA 98362	360-893-4531	
Kellie Graham	P.O. Box 1673, Orting, WA 98362	(253) 721-6174	
MARLENE GOSSETT	GRAHAM WA	(253) 728-3775	
Tina Mensah	120 126th St S Tacoma 98444	253-344-7762	
Teresa Serrano			

facebook signatures

Kristie Newingham	Gloria Escamilla	Acira Ball
Linda Lee Cammiso	Lq Tash Warren	Craig Moebius
Chris Hele	Lisa Dillman	Trish Ankers
Gloria Escamilla	Graham	Constance Parks
Mirella Gonzalez	Kumbaly Enlow	Daisy Castro
Cathy Kays	Alex Munoz	Blanco
Michelle Stotts	Robert Munoz	NICK Holtz
Deborah Davis	Marcy Pullen	Theresa Dilworth
Dawn & family	Daniel Lupashin	Stacy Woodruff
Brandi Ulrey	Sarah Winter	Wagye Oliver
Katlin Lawless	Kim Cherry	Lauren McCormick
Patti Justice	Ashly Meyer	Jenny Boulet
Pete Pardo	Amber	Vanessa Henry
Bethel Wilson	Cl Carsey	Marcia Wheeler
KL Bradley	Christina Adams	Craig Moebius
Melanie Albice	Dani Wagner	
Allan	Joe Scholz	
Brittane & Gray	Jeff	
Kristina Shamp	Westerhoffer	
Peterson		

Name	Address	Contact Info	Signature
Tim Mount	304 W. Calistoga	253-554-7416	
Reanon Rodgers	304 W. Calistoga	253-954-7416	
Daniel Smith	504 Brown St.	253 286	
JOAN CRBAUER	7605 147th AVE E		
Dylan Lalove	1006 Claffett Ave	253-480-2647	
Jon Hess	1400 Penn Ave	253-862-2520	
Arthur Canich	1111 Wright Ave	857-965-1080	
Arthur Canich	SUMNER, WA 98396		
Becky Ridge	404 Brown St	257-914-2311	
Spencer Deese	15523 88th St E	253-723-4979	
Gabrielle Deming	34210 8th Ave S	253-381-9800	
Kim Dunn	19507 18th St E	253-241-0041	
DEBRA FREDMORE	" "	253 293 9568	
Don Sampter	18915 226 Ave E	253-691-9299	
Gidget Tucker	18808 226 Ave E	360-893-3987	
Neil Cridge	404 Brown Way SE	206-718-1793	
William Pleasun	111 Nelson St NE	253 549 1907	
Thomas Kinney	524 Brown St SE	253-887-4609	
Dech Carter	16508 162 St E		
Heidi Kimbler	22508 162 St E		
Betty Robinson	21007 177th St E		
John Zell	22410 399th St SE		
Bob LATHROP	35 DAK ST SW		

Name	Address	Contact Info	Signature
JEFF FOSTER	7007 251st Ave		
Teresa Hillmeyer	7007 251st Ave		
Reed Wilkins	2007 317 Ave W		
Samy Hill	405 KANSAS ST		
William Hill	214 19th Ave S.E		
Chris McKinley	Payson, WA 99391		
Bob Herman	Tacoma WA 98446		
Jill Ramsey	Buckley WA		
Les Ramsey	504-117th Ave E		
Dean Backus	Edgewood WA 98372		
Emily Backus	Orting		
Hannah Wilson	Orting		
Coleen Beckbridge	403 Leber St ne		
Phaebe Grant	2021 121st St E		
Randa Ush	30th Ave SE		
Sandra Ush	20112 130th Ave E		
Dave Scholl	510 Calistoga St W		
Clayton Scholl	" "		
Cheryl A Munson	18120-212th Ave E		
Jenny Baulet	12207 232nd St E, 98333		
Sarah Nichols	211 Calistoga St E		
Norma Mays	19000 Vaughn Meadow Rd		
Jayven Pakard	503 Calistoga St W	560-761-8882	
Jessica Wright	503 Calistoga St W	2832420187	

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

Name	Address	Contact Info	Signature
Christopher Frazier	204 Nelson St NE	253 710 7257	<i>Chris Frazier</i>
Hanyaffan	406 Kensington	253-263-9570	<i>[Signature]</i>
CJ Adamson	406 Kensington	253-300-6872	<i>[Signature]</i>
Linda Nornstein	26620 163rd Ave E	(360) 893-8530	<i>[Signature]</i>
Wendy Bober	401 Belfair St. SW	253-344-8455	<i>[Signature]</i>
Bob Bennett	2102 12th Ave SE	253-318-6719	<i>Bob Bennett</i>
Val Seabury	1203 Daffodil Ave N.E.	253-318-6614	<i>Val Seabury</i>
Jalea Mussier	1203 Daffodil Ave NE	253 486 7186	<i>Jalea Mussier</i>
Leah Pademiller	22507 177th St	360 893 5225	<i>Leah Pademiller</i>

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JUN 25 2019
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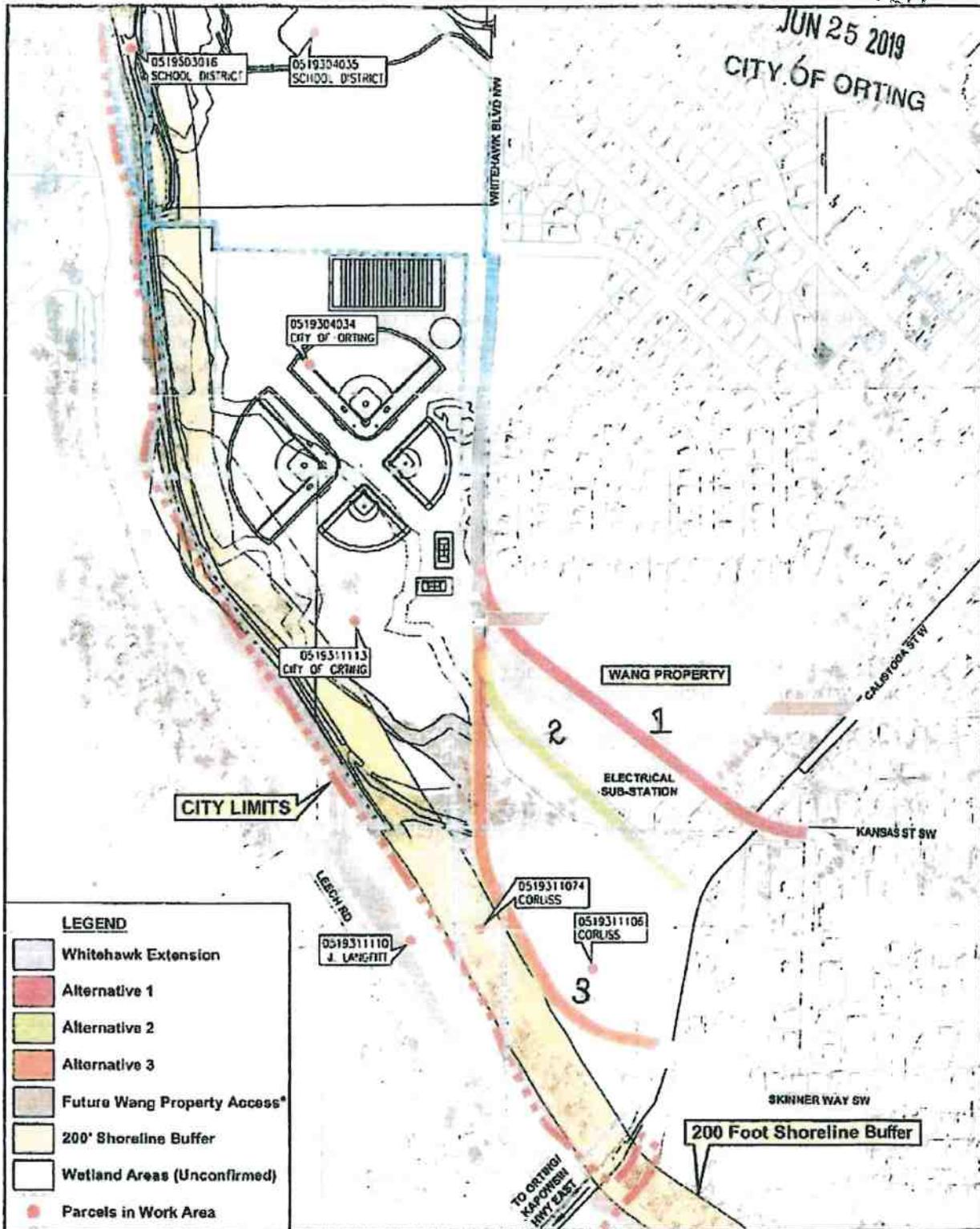
Dear Planning Commission Members,

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

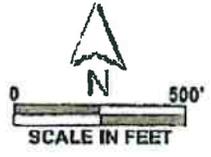
Jung San & Margaret Wang
Jung San Wang
Margaret Wang

P. O. Box 505
Orting, WA 98360

RECEIVED
 JUN 25 2019
 CITY OF ORTING



Parametrix DATE: Sep 10, 2008 FILE: G:\171103\p7044\F01



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

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

GRATZER/ENGFER RECREATIONAL CONCEPT

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

These are just a few of the ideas I have:

SOUTH FIELD (geared towards outdoor recreation):

Outdoor arena with grandstand seating – Orting Rodeo. Also open for haul-ins, similar to Pioneer Park in Graham. Adjacent barn (multi-use building with a bank of stalls on the outside – see below for more details).

Horseback riding outfit for rides along the river

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

Small bed & breakfast – farmhouse/country style

Spray Park

Movie theater/restaurants, including open air eating areas

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

Multi-use building (barn) for photo shoots/**weddings**/town festivals/future Farmer's Market site. *Photo shoot opportunities would require a fee. Maybe photographers could purchase a yearly "photography pass" from the city for a fee?* **Major potential revenue generator for city.**

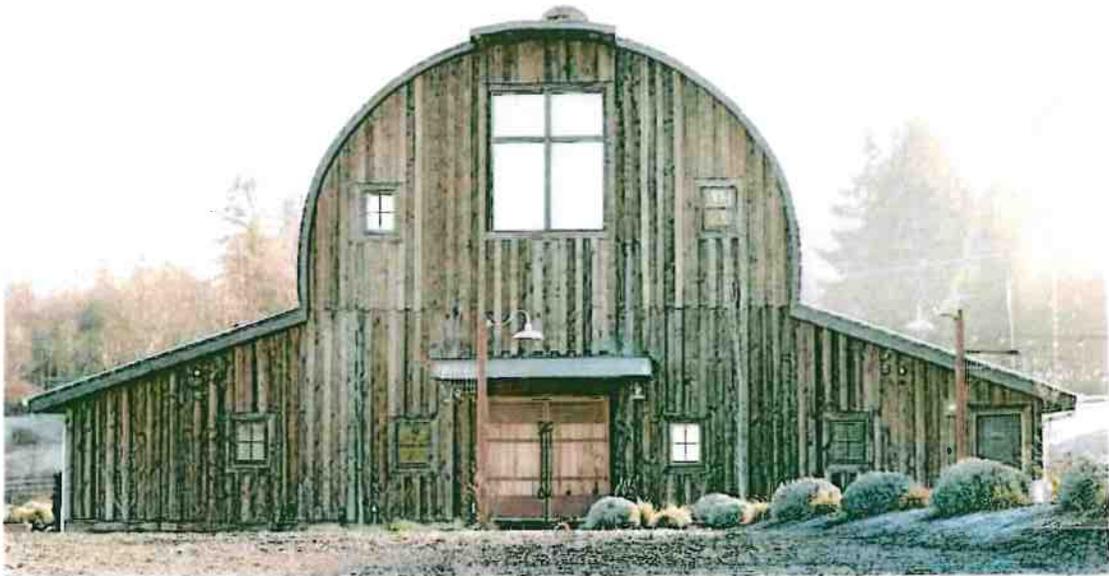
IMPORTANT: Leave as many of the trees, open space grassy areas as possible. All of this development should be nestled *within* and impart character and charm.



Open air concert/performance venue with Mt. Rainier in the background

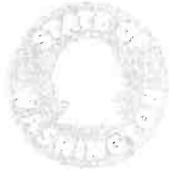


Concept



Multi-purpose building/venue

ATTACHMENT 4
**SEPA Checklist and other
related documents**



Department of Commerce

Innovation is in our nature.

Notice of Intent to Adopt Amendment 60 Days Prior to Adoption

Indicate one (or both, if applicable):

- Comprehensive Plan Amendment
 Development Regulation Amendment

Pursuant to RCW 36.70A.106, the following jurisdiction provides notice of intent to adopt a proposed comprehensive plan amendment and/or development regulation amendment under the Growth Management Act.

Jurisdiction:	City of Orting
Mailing Address:	110 Train Street SE Orting, WA 98390
Date:	June 18, 2019

Contact Name:	Emily Terrell, AICP
Title/Position:	City Planner
Phone Number:	253.709.6044
E-mail Address:	Emily@soundmunicipal.com

<p>Brief Description of the Proposed/Draft Amendment: <i>If this draft amendment is provided to supplement an existing 60-day notice already submitted, then please provide the date the original notice was submitted <u>and the Commerce Material ID number</u> located in your Commerce acknowledgement letter.</i></p>	<p><i>The City of Orting is performing its annual Comprehensive Plan Amendments. Amendments include:</i></p> <ol style="list-style-type: none"> 1. <i>a new Zoning Map (to correct a scrivener's error);</i> 2. <i>adoption of an update to the Transportation Improvement Plan; and</i> 3. <i>text amendments to the Comprehensive Plan, specifically to:</i> <ol style="list-style-type: none"> a. <i>Section R1 of the Roadway Improvements section of the Transportation Element Appendix and</i> b. <i>to the Mixed Use Town Center portion (Goal LU 8) of the Land Use Element.</i> <p><i>The City is also adopting corresponding implementing legislation in sections 13-3-2-E</i></p>
--	---

	<i>OMC Mixed Use Town Center North Zone and 13-3-3 OMC Uses.</i>
Is this action part of the scheduled review and update? <i>GMA requires review every 8 years under <u>RCW 36.70A.130(4)-(6)</u>.</i>	Yes: ___ No: <u>X</u>
Public Hearing Date:	Council: June 18, 2019
Proposed Adoption Date:	July 31, 2019

REQUIRED: Attach or include a copy of the proposed amendment text or document(s).
We do not accept a website hyperlink requiring us to retrieve external documents.
Jurisdictions must submit the actual document(s) to Commerce. If you experience difficulty, please contact reviewteam@commerce.wa.gov.

SEPA ENVIRONMENTAL CHECKLIST

Orting 2019 Comprehensive Plan Update

A. Background

1. Name of proposed project, if applicable:

Orting Comprehensive Plan Update

2. Name of applicant: Town of Orting

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

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

4. Date checklist prepared: June 11, 2019

5. Agency requesting checklist: City of Orting

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

Not applicable.

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

Not applicable.

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

Not applicable.

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

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

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

None.

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

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

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

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

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

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

Section B EXCLUDED, SEE ANSWERS in Section D below.

C. Signature

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

Signature: 

Name of signee Emily Terrell

Position and Agency/Organization City Planner, City of Orting

Date Submitted: June 11, 2019

D. supplemental sheet for nonproject actions

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

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

Proposed measures to avoid or reduce such increases are:

Not applicable.

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

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

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

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

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

Not applicable.

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

Not applicable.

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

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

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

Not applicable.

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

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

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

Not applicable.

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

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

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

Not applicable.

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

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



THANK YOU

We have received your amendment submission. Please allow 1-3 business days for review. Please keep the Submittal ID as your receipt and for any future questions. We will also send an email receipt to all contacts listed in the submittal.

Submittal ID: 2019-S-382

Submittal Date Time: 07/02/2019

Submittal Information

Jurisdiction	City of Orting
Submittal Type	60-day Notice of Intent to Adopt Amendment
Amendment Type	Development Regulation Amendment

Amendment Information

Brief Description

Proposed comprehensive plan amendments; a new zoning map; adoption of an update to the transportation improvement plan; text amendment to the comprehensive plan specifically Section R1 of the Roadway Improvements section of the Transportation Element Appendix and the Mixed Use Town Center portion (Goal LU 8) of the Land Use Element.

Yes, this is a part of the 8-year periodic update schedule, required under RCW 36.70A.130.

City Council Date 06/18/2019

Anticipated/Proposed Date of Adoption 07/31/2019

Attachments

Attachment Type	File Name	Upload Date
Correspondence	City of Orting Comprehensive Plan and Zoning Text Amendments.msg	07/02/2019 02:06 PM
Supporting Documentation or Analysis	Orting CP Amendment Transmittal to Commerce.docx	07/02/2019 02:07 PM
SEPA Materials	SEPA Checklist - Comprehensive Plan Amendments and Zoning Text Amendments.docx	07/02/2019 02:07 PM
SEPA Materials	Signed SEPA DNS City of Orting Comprehensive Plan and Zoning Text Amendments.pdf	07/02/2019 02:07 PM
Development Regulation Amendment - Draft	Exhibit A - July 1, 2019 PC Recommendation Zoning Text Amendments.docx	07/02/2019 02:07 PM
Development Regulation Amendment - Draft	Exhibit A - June 3, 2019 PC Recommendation Comprehensive Plan Text Amendments.docx	07/02/2019 02:07 PM
Development Regulation Amendment - Draft	Exhibit D - Adopting Ordinance.docx	07/02/2019 02:07 PM
Development Regulation Amendment - Draft	I - FinalOrtingTransPlan_20190312.pdf	07/02/2019 02:08 PM

Contact Information

Prefix	Ms.
First Name	Emily
Last Name	Terrell
Title	City Planner
Work	(360) 893-2219 Ext 142
Cell	
Email	ETerrell@cityoforting.org

Yes, I would like to be contacted for Technical Assistance.

Certification

Entered by Linda Weyl on 7/2/2019 2:02:29 PM

Intake Received Date	07/02/2019
Full Name	Emily Terrell
Email	ETerrell@cityoforting.org



STATE OF WASHINGTON
DEPARTMENT OF COMMERCE
1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

07/02/2019

Ms. Emily Terrell
City Planner
City of Orting
110 Train Street SE
Orting, WA 98360

Sent Via Electronic Mail

Re: City of Orting--2019-S-382--60-day Notice of Intent to Adopt Amendment

Dear Ms. Terrell:

Thank you for sending the Washington State Department of Commerce (Commerce) the 60-day Notice of Intent to Adopt Amendment as required under RCW 36.70A.106. We received your submittal with the following description.

Proposed comprehensive plan amendments; a new zoning map; adoption of an update to the transportation improvement plan; text amendment to the comprehensive plan specifically Section R1 of the Roadway Improvements section of the Transportation Element Appendix and the Mixed Use Town Center portion (Goal LU 8) of the Land Use Element.

We received your submittal on 07/02/2019 and processed it with the Submittal ID 2019-S-382. Please keep this letter as documentation that you have met this procedural requirement. Your 60-day notice period ends on 08/31/2019.

We have forwarded a copy of this notice to other state agencies for comment.

Please remember to submit the final adopted amendment to Commerce within ten days of adoption.

If you have any questions, please contact Growth Management Services at reviewteam@commerce.wa.gov, or call Anne Fritzel, (360) 725-3064.

Sincerely,

Review Team
Growth Management Services

**City of Orting
Determination of Non-Significance**

Name of Proposal: Orting 2019 Comprehensive Plan Amendments and Zoning Text Amendments

Proponent: City of Orting

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.

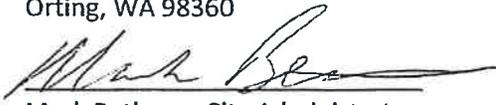
Location: The proposal would amend the Orting Comprehensive Plan and the municipal code for the City of Orting and its urban growth area (UGA). The City of Orting is located in Pierce County, on SR 162 between the City of Sumner and the Town of South Prairie.

Lead Agency: City of Orting .

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. The information is available to the public on request.

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date below.

Responsible Official: Mark Bethune
City Administrator
110 Train Street SE
Orting, WA 98360

Signature: 
Mark Bethune, City Administrator

Date: 7/1/19



SEPA Determination of Non-Significance (DNS)

Name of Proposal: Orting 2019 Comprehensive Plan Amendments and Zoning Text Amendments

Proponent: City of Orting

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);
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- (3) text amendments to the Comprehensive Plan, specifically to:
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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.

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Lead Agency: City of Orting.
The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. The information is available to the public on request.

This Mitigated Determination of Nonsignificance (MDNS) is issued under WAC 197-11-340(2). The Lead Agency will not act on this proposal for 14 days from the issue date (issue date: October 7, 2019. Comments must be submitted by 5:00 pm on October 21, 2019.)

Mark Bethune, City Administrator

10-4-2019

Date