

## **COUNCILMEMBERS**

Position No.

1. Tod Gunther
2. Chris Moore
3. Don Tracy
4. John Williams
5. Gregg Bradshaw
6. Greg Hogan
7. Melodi Koenig



**ORTING CITY COUNCIL**  
Regular Business Meeting Minutes  
104 Bridge Street S, Orting, WA  
Zoom – Virtual  
March 8th, 2023  
7:00 p.m.

**Mayor Joshua Penner, Chair**

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

Deputy Mayor Bradshaw called the meeting to order at 7:02pm. Councilmember Koenig led the Pledge of Allegiance.

**Councilmembers present:** Councilmembers Chris Moore, John Williams, Melodi Koenig and Deputy Mayor Bradshaw.

**Virtual:** Councilmember Gunther and Tracy.

*Councilmember Moore made a motion to excuse Councilmember Hogan. Seconded by Councilmember Williams*

*Motion passed (6-0).*

**Staff present:** Finance Director Gretchen Russo, Capital Projects Manager John Bielka, City Clerk Kim Agfalvi, Executive Assistant Danielle Charchenko, City Attorney Charlotte Archer.

### **REQUEST FOR ADDITIONS OR MODIFICATIONS TO THE AGENDA.**

No requests were made.

### **2. PUBLIC COMMENTS.**

Jackson Martin and Anna Kuepker from Orting High School commented on the Main Parks Master Plan. Jackson Martin stated that they were here today as representatives from Orting High School to speak about the Orting Main Parks Master Plan. As a class, we have discussed our opinions on the Parks Plan and have addressed each section of the plan.

First, in regards to the use of Train Street, Option C would be the best option. Option C involves permanently vacating Train Street of vehicles and incorporating a plaza area, event space or splash pad. At current, Train Street is an intersection street that divides the Main Park into two spaces. Vacating Train Street and closing it off for pedestrian use would allow for a safer and conjoined space in the Main Park. The building of the Bell Tower in 1989 has transformed Train Street into a common landmark and meeting area for the youth of Orting. Kids meet and play around the clock tower often, and the street being open to vehicles arises a safety hazard.

Both kids and parents alike cross from one side of the main park to the next through train street, and while that would affect the traffic of the cars passing between Van Scoyoc and Washington Avenue, the safety of the people of Orting should be more important. Closing off Train Street opens up the space for more options such as building plaza space. Most commonly people have expressed the interest of transforming Train Street into a splash pad. Often, during events and parades, Train Street is closed off

for use of food trucks and outdoor dining space. If the street is already closed off as a result of Option C, that would allow the street to be easier utilized during events.

On the topic of the Foothills Trail Alignment, we've come to the conclusion that we want the trail to stay the same, but also want the benefits of Option C. Keeping the trail the same would save money for other projects and prevent the costly, time-taxing effects of choosing option B, and would also leave space for the sports courts planned in Alternative C as well. Alternative B would require the storm garden to be removed, and the stone wall to be relocated if the foothills trail were to be moved towards WA Ave. It would also require the biking & running path to be closer to WA Ave, posing a higher threat to the safety of pedestrians and ambiance of the outdoor trail, than if it were to stay on Van Scoyoc.

Anna Kuepker commented on the situation of parking space within the renovations and stated that after discussion our peers had agreed upon option B. Option B is the decision to pave the west lot and eliminate the lot by the civic green and to add vertical parking along Van Scoyoc. This decision was chosen because we found it to be the best fit for expansions to our park, between additional areas to the civic green space and extended parking for that section. The town can decide to pave over the gravel within the designated space allowing a more pleasant parking experience, but also ensuring that kids in the play area remain safe by removing easy access to the road behind the parking area. Putting in a vertical parking area to civic green space would allow the addition of a rainwater garden to help prevent flooding. While a rainwater garden might take up more space it's more beneficial to the environment because it will infiltrate the water into the ground rather than having it flow into a pond or river. The addition of the tennis and sports courts to the charter park will cause severe traffic to that area. as people will be using the new accessible courts. The populace will need to find space in areas near the sports courts. Option B includes the addition of a parking space near the courts, this eliminates people parking in the neighborhood.

In regards to the sport courts, alternative C would be the best option for several reasons. It makes more sense for all the sport courts to be together instead of separate. The courts would be easier and less expensive to maintain being close together. It would also provide more convenience having one section where people can play multiple sports rather than having separate courts all around the park. There's also more room for additional courts such as ones for beach volleyball which was suggested in a survey completed by Orting residents. The sport courts are away from busy streets like Washington Avenue and Van Scoyoc. This would generally be safer because it would reduce the risk of cars interfering with people on the courts and vice versa. Another benefit to moving the sport courts farther south is that the field by the Orting Station would be left for farmers markets and other community events. Leaving the field would also leave it available for an increase in seating and circulation which would also be more conscious of ADA.

In terms of streetscape, we would like to see various improvements from all plans. From Alternative A, we decided that we should keep the trail preset, add street trees and rain gardens, renovate bathrooms, trim the trees in the park, add small scale game areas, improve the skate parks, as well as building new bathrooms. We decided to keep the left turn lane to keep the flow of traffic going to people who want to turn right. From all of the plans, we decided to add necking to both Bridge Street and Calistoga, pave the gravel parking spots, add pedestrian lights similar to the light built outside of Carbon River that is used during school hours without required personnel, and transform train street into a plaza or splash pad.

### **3. CONSENT AGENDA.**

**A. Payroll Claims and Warrants.**

**B. Meeting Minutes of February 22<sup>nd</sup>, 2023.**

*Councilmember Koenig made a motion to approve the consent agenda as prepared. Seconded by Councilmember Williams.*

*Motion passed (6-0).*

**4. EXECUTIVE SESSION.**

No executive session.

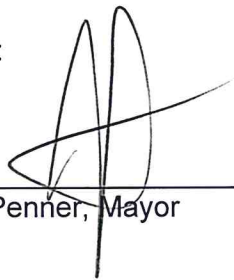
**5. ADJOURNMENT.**

*Councilmember Gunther made a motion to adjourn. Seconded by Councilmember Koenig.*

*Motion passed (6-0).*

Deputy Mayor Bradshaw adjourned the meeting at 7:13pm.

ATTEST:



Joshua Penner, Mayor



Kimberly Agfalvi, City Clerk