

# Appendix B: City Council Comments

# MacLeod Reckord PLLC

Landscape Architecture ■ Planning ■ Urban Design  
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P 206-323-7919

## Council Study Session – Notes **DRAFT**

### Orting Main Parks Master Plan

9/21/2022

#### Upcoming events for community input:

- Red Hat Days on October 1 (MacLeod Reckord will attend)
- Pumpkin Fest on October 8
- Home for the Holidays (crafts, food, etc.) on December 3

#### Question (Connie Reckord):

*What is working well? What is important?*

#### Councilmember Comments

##### *Williams*

- Main Park blocks are in good shape
- Open Space needs improvements for gatherings
- Charter Park is underdeveloped and has space for improvements, so focus on it
- Don't clutter up Main Park with equipment
- Make a multi-purpose space
- Many of the program items on the list should go in neighborhood parks, not Main Parks

##### *Koenig*

- Zipline belongs at Calistoga Park
- Remote control car area and drone park should go elsewhere

##### *Hogan (Deputy Mayor)*

- Trail safety should be improved (conflicts between kids and fast cyclists)
- Incorporate trail into park, but need to control speeds
- Pickleball/tennis courts are needed
- Don't crowd the Main Park blocks
- Don't lose open space in the Main Parks; keep supporting events, music, movies...year-round.
- The park is wet and soggy in the winter. Consider underdrainage?
- Splash Park/Pad is highly desired by the community, but maintenance is expensive
- Create additional parking along Washington? Possibly move wall?

##### *Gunther*

- Citizens want more fun (for kids)! Something to get kids off screens and out of the house.
- Leave green spaces open (in Main Park)
- Taller slide in Main Park
- Additional swing components(?)



- Look at “overseas” play equipment (i.e. not so sterile and boring). Rope stuff, more naturalistic, (e.g. Kompan, integrate with trees...ropes course? *DS addition*)

#### *Moore*

- Historic sandstone block walls could move to another location or be used for some other feature
- Washington State Historical Society, UW Special Collections, Orting History Facebook page are good sources for Orting history.
- Meeting and gathering places, including the Gazebo and Picnic Shelter are in high demand
- Consider a space for performing arts and movies
- Modular, flexible, multi-purpose space/stage that can be set up and taken down.

#### *Tracy*

- Consider upgrading existing restrooms and installing a second set of ADA/family restrooms, perhaps in Charter Park.
- Restroom surveillance to prevent vandalism?

#### *Hogan and others...*

- Improve ADA access between features
- Normalize the lives of people/kids with mobility challenges as much as possible.
- Choose play equipment that accommodates children of all ages and mobilities as much as possible.
- Parking becomes a problem only during large events, so could slightly reduce parking in the park (i.e. the gravel lots).
- The Foothills Trail follows the old Burlington Northern line
- Lots of railroad history:
- Orting was a hub town that supplied outlying areas
- The tracks were removed in 1992
- The trees in Main Park were there as of the early 1960’s and were over 100 years old when the 1993 windstorm hit.
- Park should accommodate kids of all ages and abilities.
- The basketball court need a new surface
- The public wants to pave the parking, but the city hasn’t had the funds to proceed.

#### *Gunther*

- Vendor access is important, so keep Bell Tower/Train Avenue

#### *Larson*

- Consider angled parking on Van Scoyoc in lieu of paving the gravel parking lots.
- Bell Tower/Train Avenue vacation?
- Create a performance space
- Look at a more efficient traffic plan?
- Look at use policy to ensure citizens are being compensated for use of the site
- Meetings and gathering places are in high demand now (Gazebo is from 1980s, BBQ/Shelter is from late 1970s).
- Could use a multiple-use space for shows, dance recitals. Maybe a modular system of canvas tents, poles, to be used year-round.

#### *Bradshaw*

- Maybe shut down Train Ave for events only
- Consider charging for parking? Parking meters in park? (boat launch example).

*Moore*

- Big J's has straight-in parking, which might work on Van Scoyoc.
- Parking is only an issue 4-5 days per year
- ADA/access compliance and paths for circulation are important
- Normalize life for less-abled people

*Tracy*

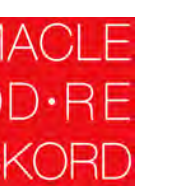
- Maybe Van Scoyoc can be one-way? Van Scoyoc was one-way in the past, but then reverted to two-way.
- Trail events one to two times per month generate a lot of parking demand. Consider alternatives with different degrees of parking (DS)
- Parking fills up sometimes (sees people parking and unloading bikes in front of the post office).

*Gregg*

- Doesn't like the idea of closing Train Avenue at the Bell Tower.
- Consider charging for parking



# ORTING MAIN PARKS MASTER PLAN





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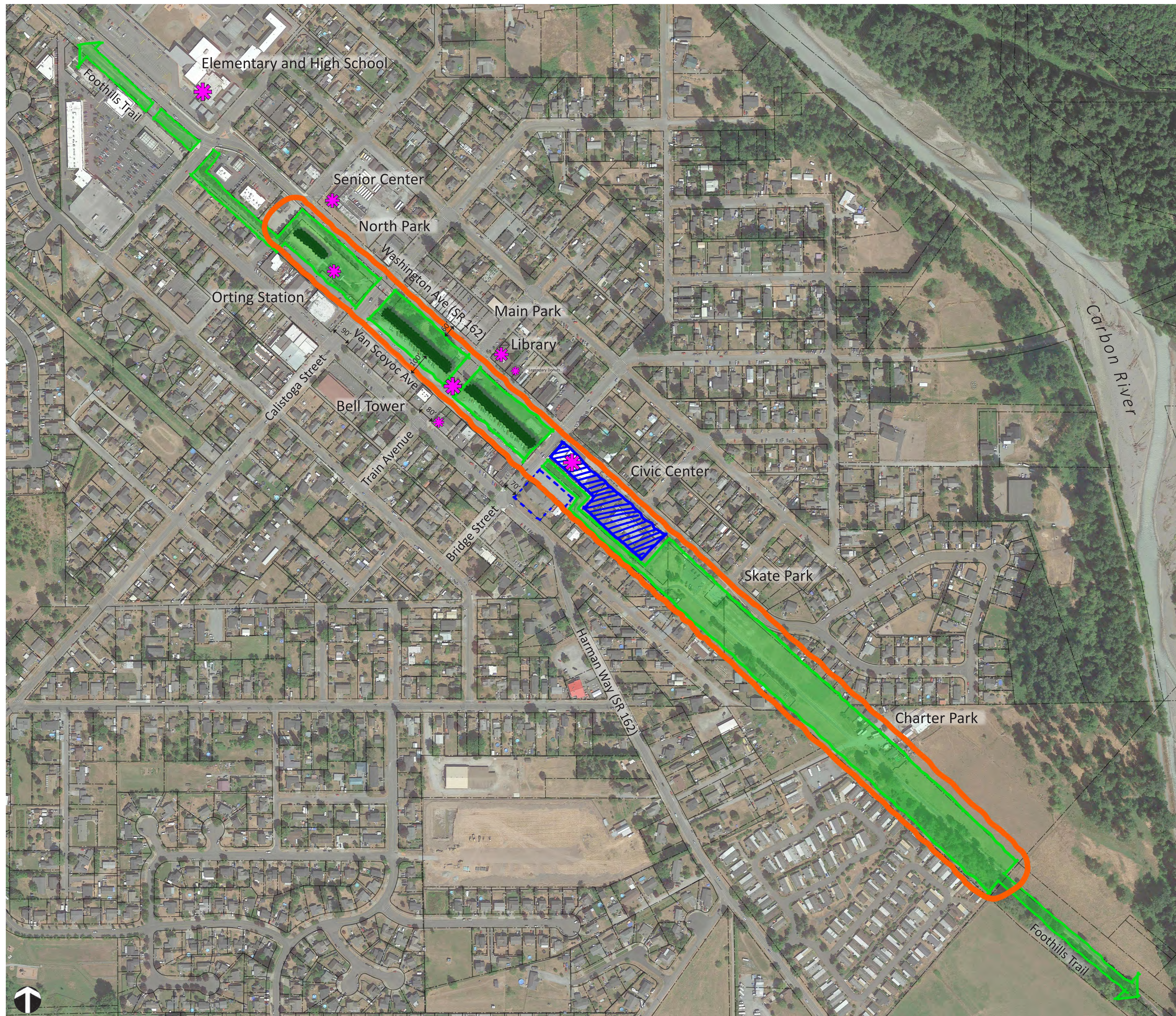




# ORTING MAIN PARKS MASTER PLAN







# ORTING MAIN PARKS MASTER PLAN







Washington Avenue/SR 162

Washington Avenue/SR 162

Washington Avenue

North Park

Main Park

Main Park

City Hall

Public Safety Building

Charter Park

Calistoga Street

Train Street

Bridge Street/SR 162

Olive Street

Meadow Lane

Corrin Avenue

Harman Way/SR 162

Corrin Avenue

# Parks Trails and Open Space Plan – Program

## North Park (1.3 Acres)

### Existing Program Elements

- Brick Area
- Bollards
- Benches
- Shelter (Orting Station)

## City Park (7.2 Acres)

### Existing Program Elements

- Basketball Court
- Gazebo
- Big Toys
- Restroom
- Shelter Area
- Benches
- Picnic Tables
- Horseshoe Pits
- Grassy Area
- Parking

## Charter Park (7.6 Acres)

### Existing Program Elements

- Skate Park
- BMX/Pump Track
- Benches
- Picnic Shelter

## Parks Trails and Open Space – Program Items

### Program Elements Identified in PTOS

- Splash park/pad
- Tennis/pickleball courts
- ADA (Barrier-free) playground elements
- More ADA for older residents
- Toddler play area
- Play surface replacement
- More playgrounds
- More swings
- Drinking fountains
- Restroom update
- Asphalt BMX/pump track
- Movies in the park
- Bigger skate park
- Disc golf course
- Zipline
- Remote control car park
- Drone Park

### CIP Items

- City Park Gazebo Renovation
- North Park Fountain Improvements
- City Park Master Plan



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## **Parks Trails and Open Space Plan – Program Orting Main Parks Master Plan**

9/21/2022

### **North Park (1.3 Acres)**

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### **Charter Park (7.6 Acres)**

#### Existing Program Elements

- Skate Park
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## Parks Trails and Open Space – Program Items

### Program Elements Identified in PTOS

- Splash park/pad
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- *Asphalt* BMX/pump track
- Movies in the park
- *Bigger* skate park
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### CIP Items

City Park Gazebo Renovation

North Park Fountain Improvements

City Park Master Plan

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## Council Study Session – Notes **DRAFT**

### Orting Main Parks Master Plan

2/15/2023

#### Overview

- Public Outreach general comments
- ‘Givens’
- Decision Points discussed in more detail

#### Councilmember Comments

##### *Hogan*

- Biggest concern is still trail safety (conflicts between kids and fast cyclists).
- Concern about Washington Avenue/SR-162 – speeds, proximity of trail, crossings of trail.
- Undecided on whether Train Street should be open or closed, but younger ones will be safer if it is closed.
- Likes the idea of getting the trail further from the core of the park and the mix of parking/walking/play.
- Investing in a Splash Park that will only be use 2-3 months out of the year doesn’t seem prudent.

##### *Koenig*

- Questioned whether parking would be removed along Washington Avenue/SR-162; businesses utilize and rely on parking on the park side of Washington Avenue/SR-162.
- Prefers to keep parking along Washington Avenue/SR-162 and add a sidewalk.
- Supports the closure of Train Street.

##### *Gunther*

- No comment.

##### *Moore*

- Concerns about sport courts being so far away in Charter Park where there is less traffic and surveillance. This potentially invites more vandalism. Prefers a safer and more visible location.
- The basketball court at City Hall or Farmers Market location is good.
- Train Street full closure and maintaining bell tower is good.
- Described the one-way couplet for SR-162 traffic; would allow for angled parking along the west/park side of Washington Avenue; could keep sandstone wall in place; likes the SR-162 one-way couplet concept.
- Consider stamped concrete or pavers, with (school) colors for crossings – something that reflects town.
- Mid-block crosswalks may not be necessary.
- Event venue for events is important – even if temporary with poles/roof.
- Traffic study would be warranted for decision about SR-162 one-way couplet; routing in surrounding streets to be evaluated; alternate alignment through area with (future?) roundabout? This needs clarification from Scott.

### Tracy

- Likes sport courts being incorporated with developer's work but consider improved lighting for courts wherever they are located.
- Sport courts would benefit from a simple cover of some sort so that basketball can be played year-round.
- Close Train Street to keep kids safe; cited kids running out to bell tower to play around it and not paying attention to traffic.
- Concerns about mid-block crosswalks – maybe not needed; mid-block crosswalks would eliminate four parking spaces (two vehicles on each side of the street), so prefers no mid-block crossing.
- Roadway is 25 mph which is adequate for a pedestrian friendly town; the main concern is how to slow bike speeds down; more chicanes/bends in the trail preferred.
- Splash Pad – can it be used for something else in those 'off-months'? MR to provide some examples of joint use – note it would not be the tradition big bright spray jets and overhead buckets typical of 'solo' spray park facilities...Foothills, Millennium Park, Bellevue Downtown Park; maybe other examples.

### Williams

- A plaza at Train Street would be a great asset; ties the parks together; makes for a larger feeling park.
- Prefers chicane in trail alignment at City Hall; forces cyclists to slow down.
- Splash Park – unclear what is really required for this; what is cost/maintenance? MR to follow up with some POC for discussion about real costs/maintenance issues (SeaTac / Angle Lake; Lake Oswego / Foothills Park)
- Agrees with sport courts down in Charter Park; location will be popular; agrees a roof for the basketball court is good idea.
- One-way streets are successful in Puyallup but not a good idea here.
- Bioswale along WA Avenue is 15 years old; need to check with WSDOT on its viability. MR to follow up with WSDOT on this facility.

### Bradshaw

- Is overriding purpose/goal to slow traffic in town? If so, state that goal.
- Question to Council – do we want it to be a pedestrian city; consider changes such as one-way couplets carefully – cited other jurisdictions where change was made, then returned to two-way, finding it unsuccessful.
- Note that moving the trail south takes the crossing at Calistoga away from the existing traffic light – will be a problem and may back up traffic.
- Sport courts at Orting Station would displace displays.
- Is it possible to change the dirt strip on Washington Avenue/SR-162? Isn't this bioswale/WQ treatment (15 years old)? If we can change that out, no problem with trail at that location; needs more understanding of WSDOT requirements. MR to follow up with WSDOT on whether transitioning that strip out is possible, and what other concerns they may have.
- Parking numbers – unclear on how the numbers really work – how can there be a net gain in scenarios where on-site parking is being eliminated? MR to review and illustrates counts for preferred plan.
- Train Street would make a nice plaza but it's a long drive to get around the superblocks if that street is closed.

### Next Steps

- CR asked whether this was the full extent of comments to inform the next step which is generating the preferred alternative...some time for additional comment...?
- ?





City Council Study Session  
February 15, 2023

# ORTING MAIN PARKS MASTER PLAN

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# KEY COMMENTS FROM ONLINE SURVEY

## Top Uses

- Walking
- Biking
- Using the play area
- Attending community events
- Socializing
- Using the open grass areas

## Top Problems

- Restroom condition and availability
- Conflicts between people walking and biking
- Lighting
- Personal security
- ADA Accessibility

# KEY COMMENTS FROM ONLINE SURVEY

## Top Likes

- Playground
- Foothills Trail
- Orting Station area
- Trees
- Family orientation
- Open grass areas
- Shade
- Basketball
- Skate park and BMX track

## Top Wants

- Splash pad
- Restrooms
- Play area improvements
- Pickleball courts
- Performance area
- Better paths and sidewalks
- Tennis courts
- Additional parking

# KEY COMMENTS FROM KONVEIO SITE

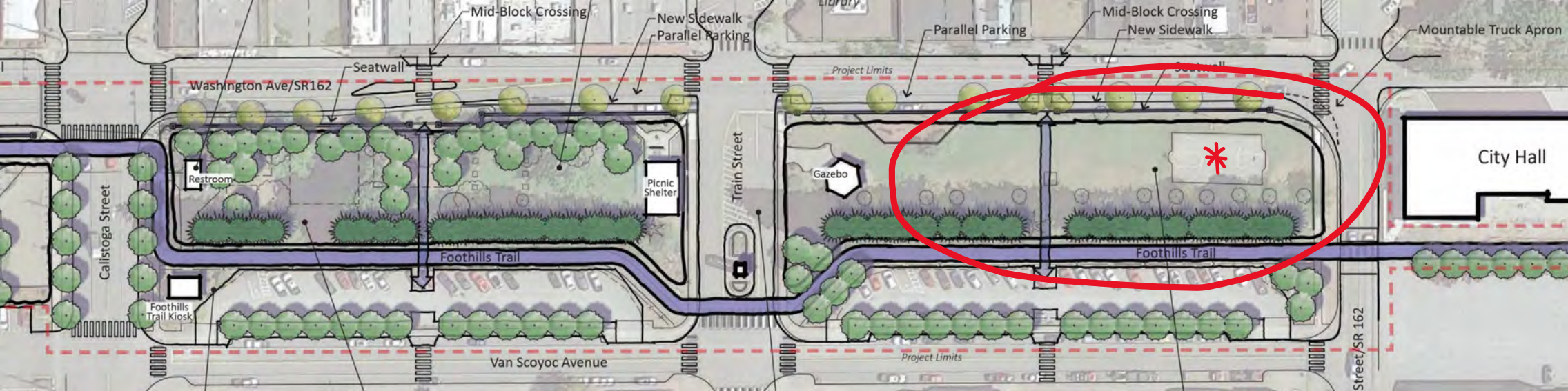


- Splash pad
- Train Street vacation
- Play area improvements (ADA and age range)
- Sports courts in Charter Park (keep farmer's market area as is)
- Smooth, accessible paths
- Sidewalks along Washington Ave/SR 162
- Keep existing informal open spaces

## GIVENS (LOCATION STAYS THE SAME)

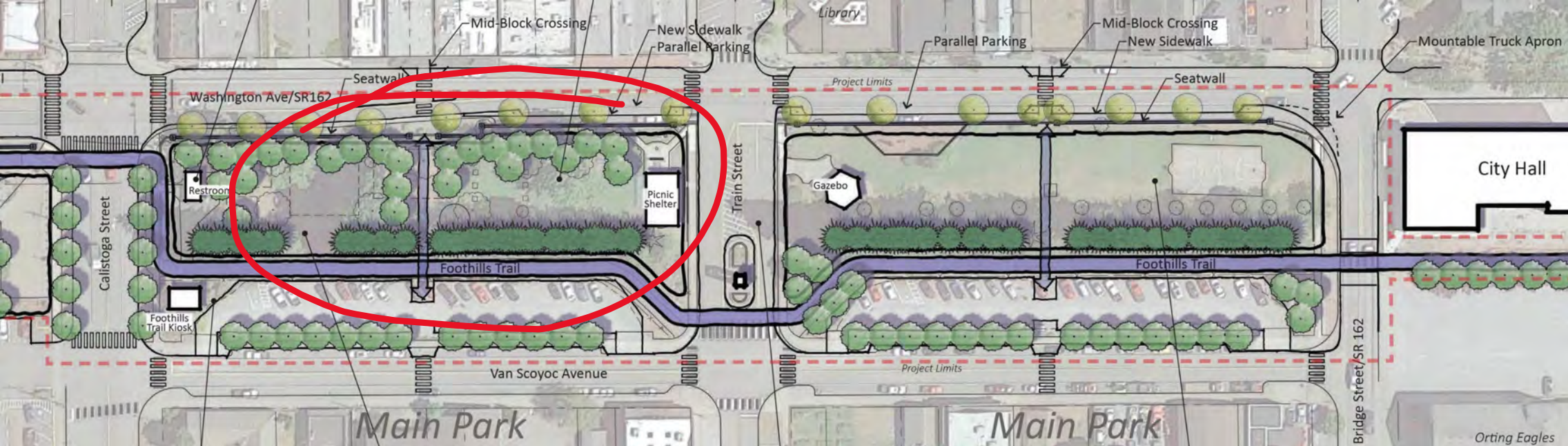
- Play Area
- Civic Green
- Family/Picnic Area
- Row of Evergreen Trees
- Orting Station/Event Space
- Skate Park and BMX Track
- Charter Park Field

# NO CHANGE – CIVIC GREEN

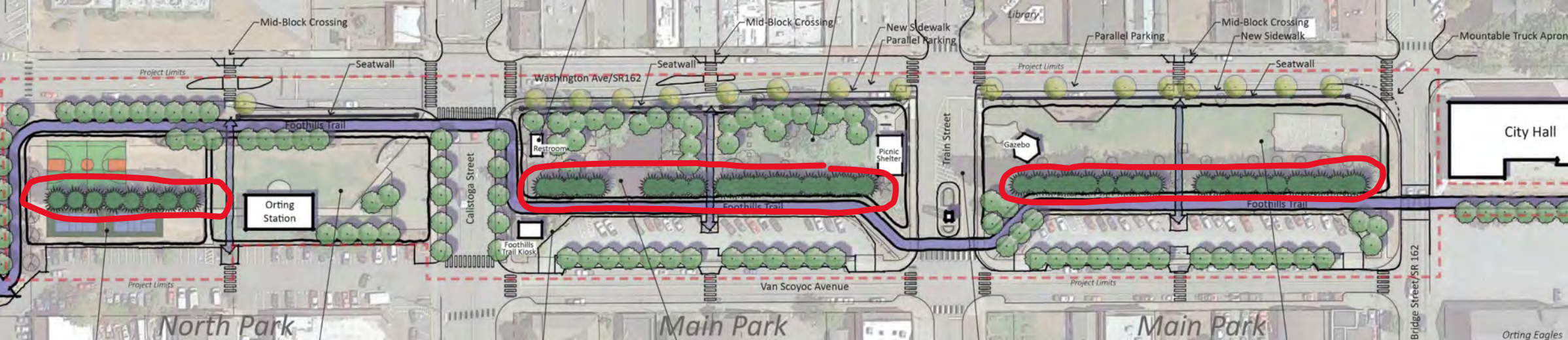


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# NO CHANGE – FAMILY/PICNIC AREA



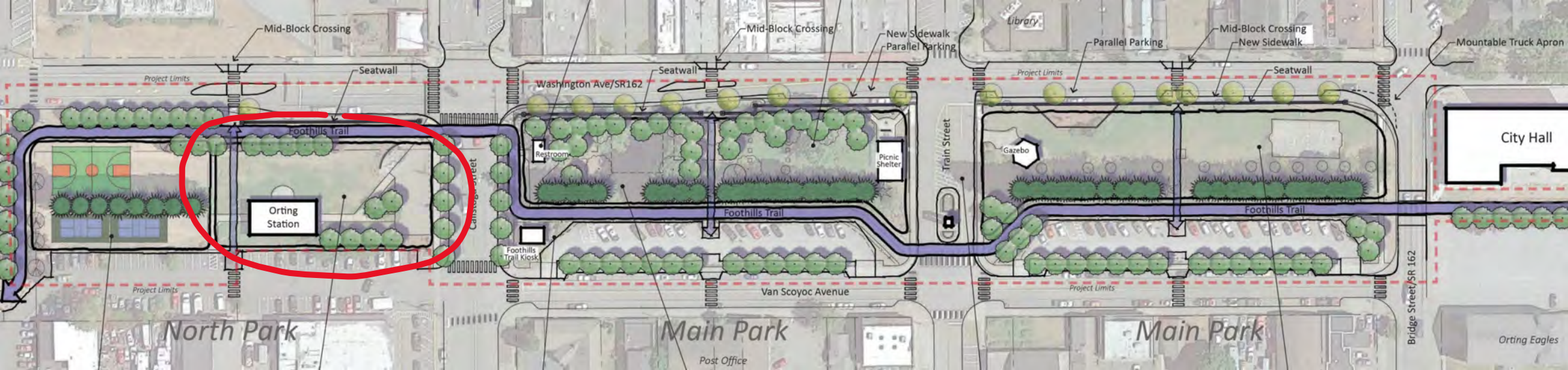
# NO CHANGE – ROW OF EVERGREEN TREES



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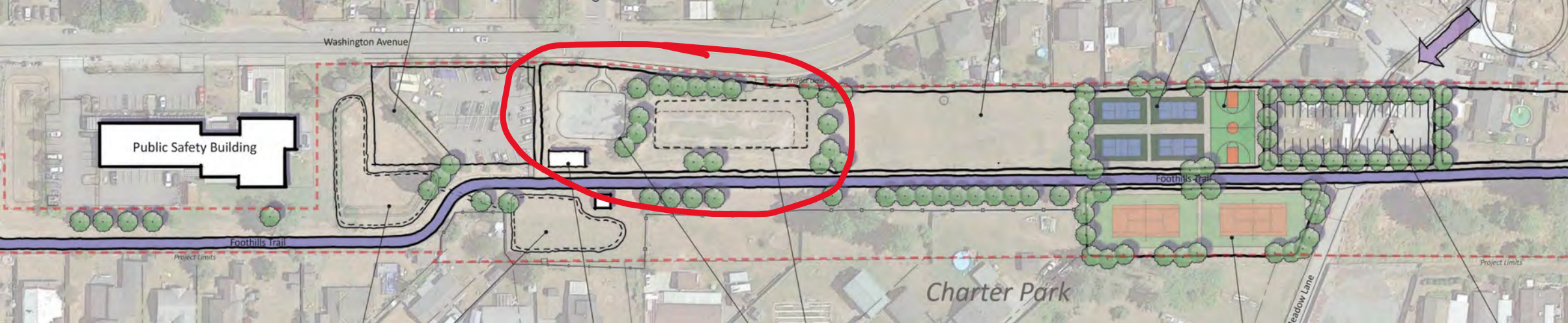


# NO CHANGE – ORTING STATION/EVENT SPACE

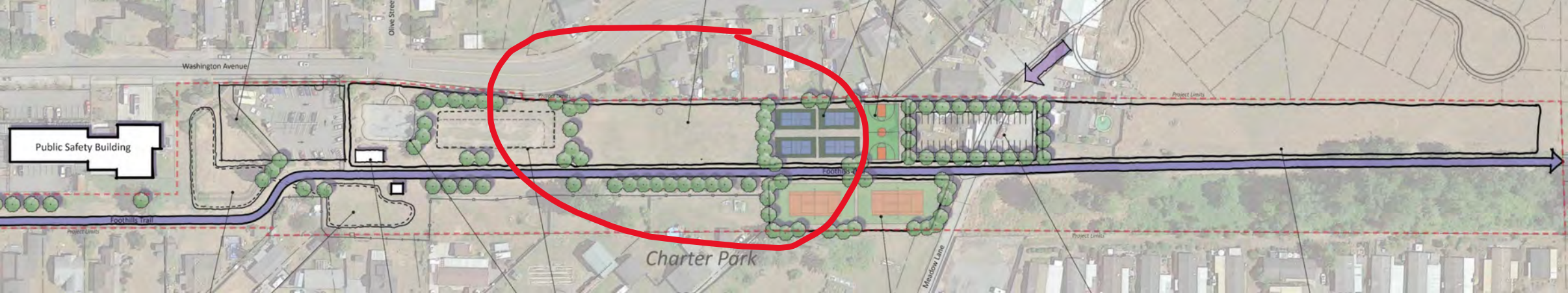


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# NO CHANGE – SKATE PARK/BMX TRACK



# NO CHANGE – CHARTER PARK FIELD



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## DECISION POINTS

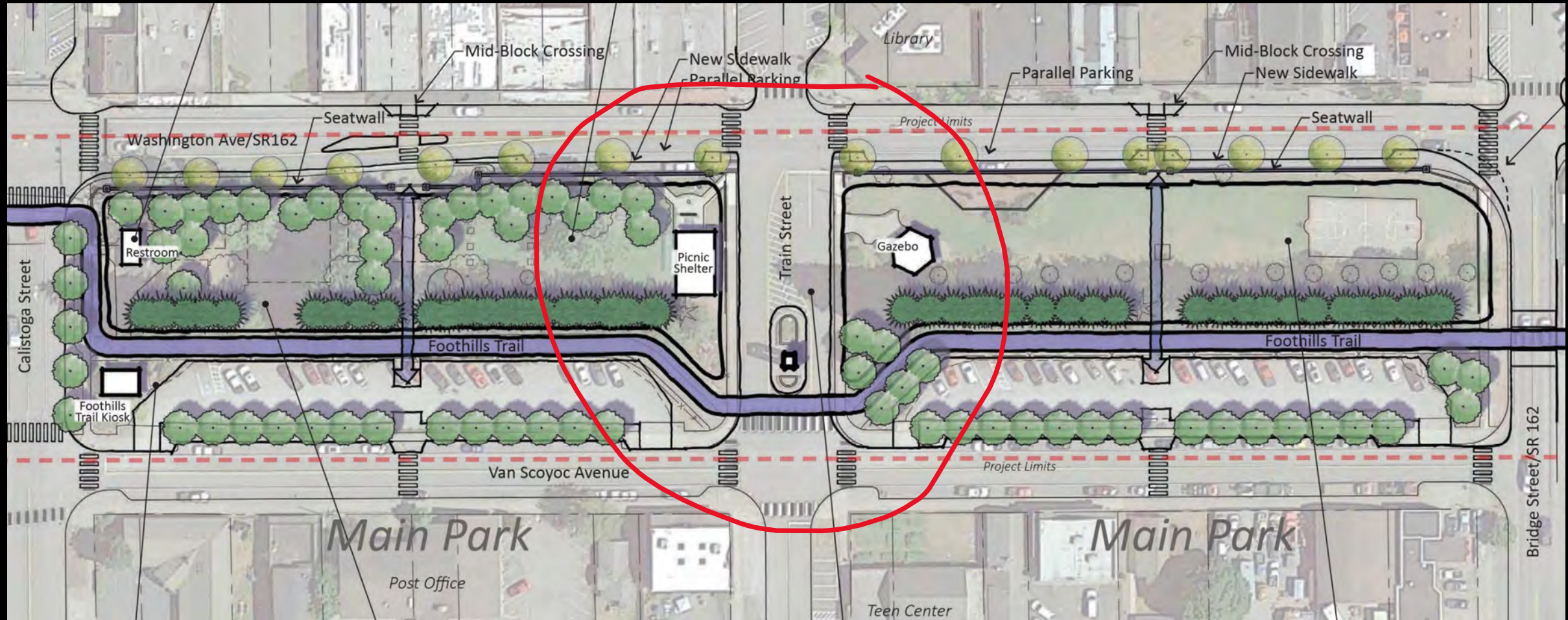
- Train Street
- Foothills Trail Alignment
- Parking
- Sports Court Location
- Washington Avenue Streetscape Improvements

# TRAIN STREET



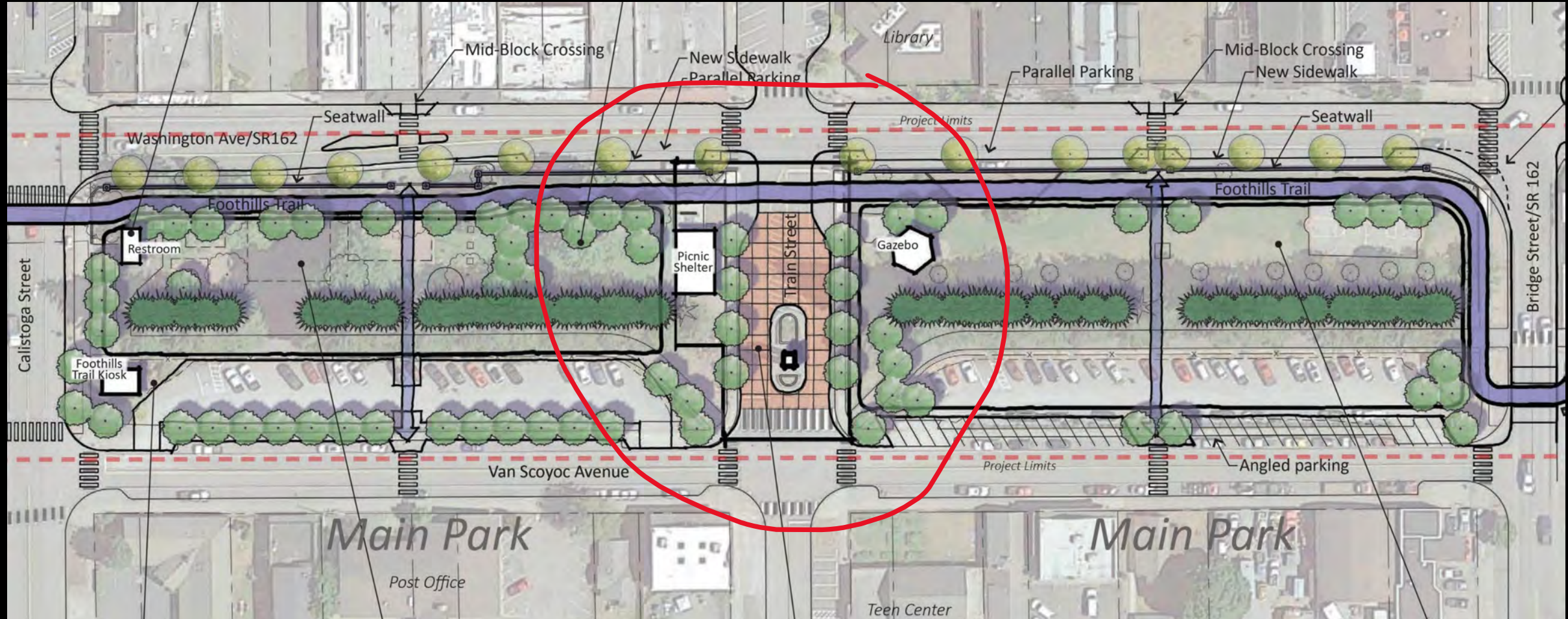
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# TRAIN STREET – ALTERNATIVE A (EXISTING)



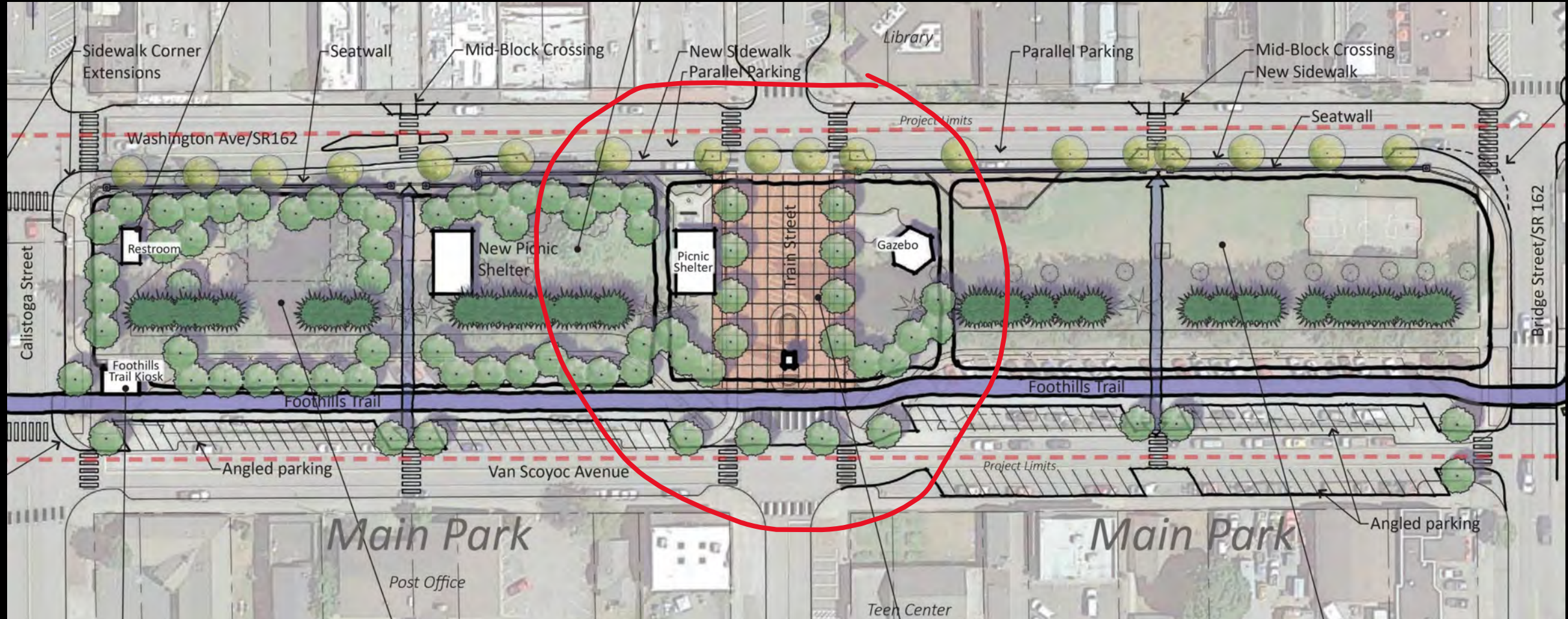
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# TRAIN STREET - ALTERNATIVE B



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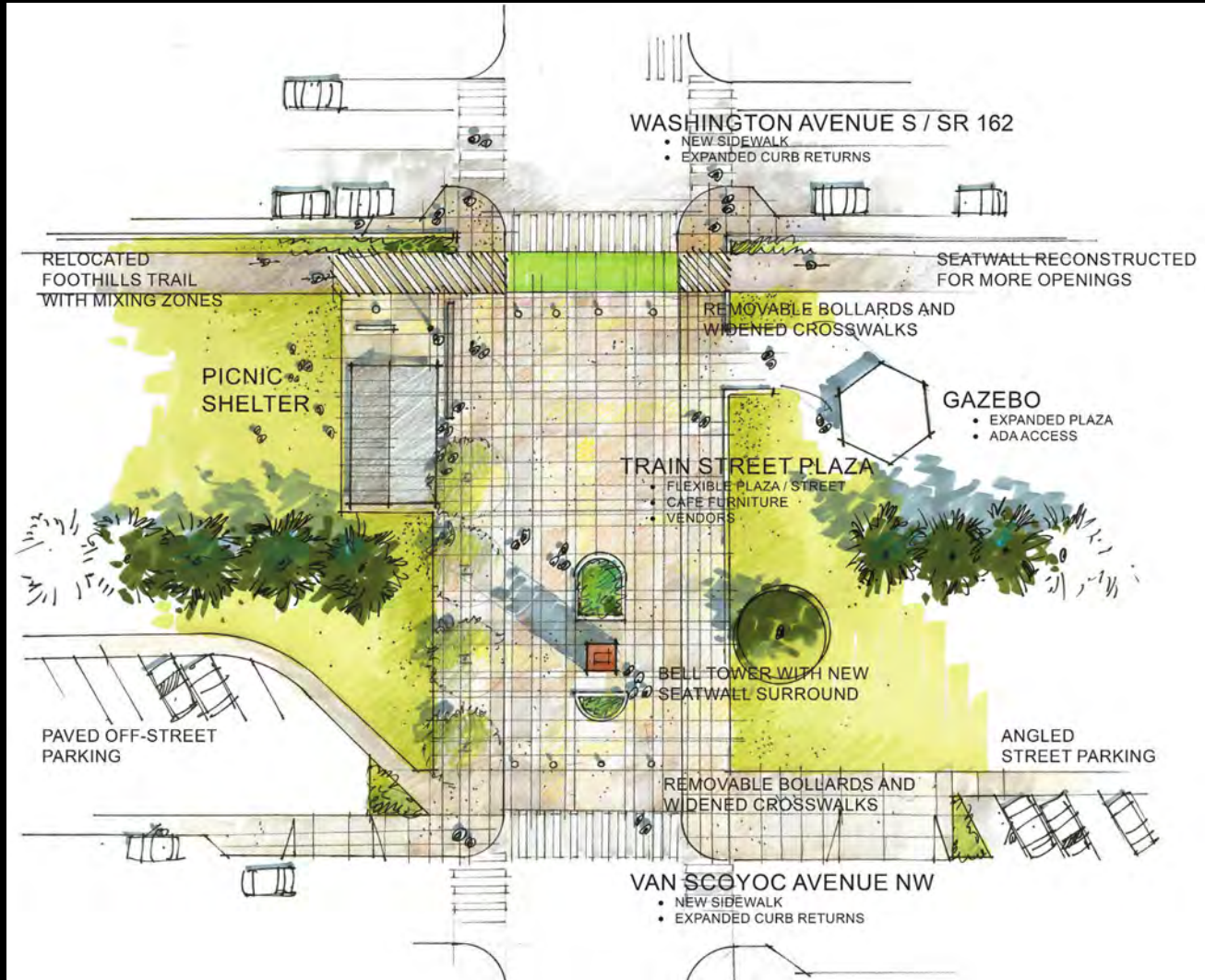
# TRAIN STREET - ALTERNATIVE C



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# TRAIN STREET



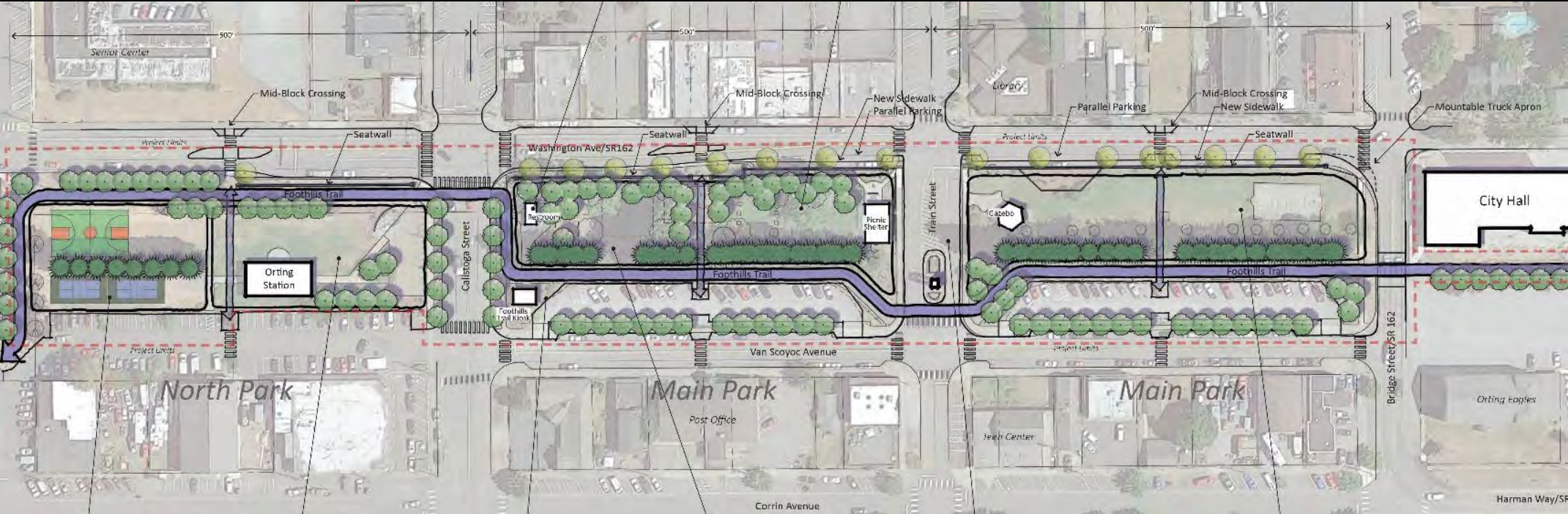
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# FOOTHILLS TRAIL ALIGNMENT



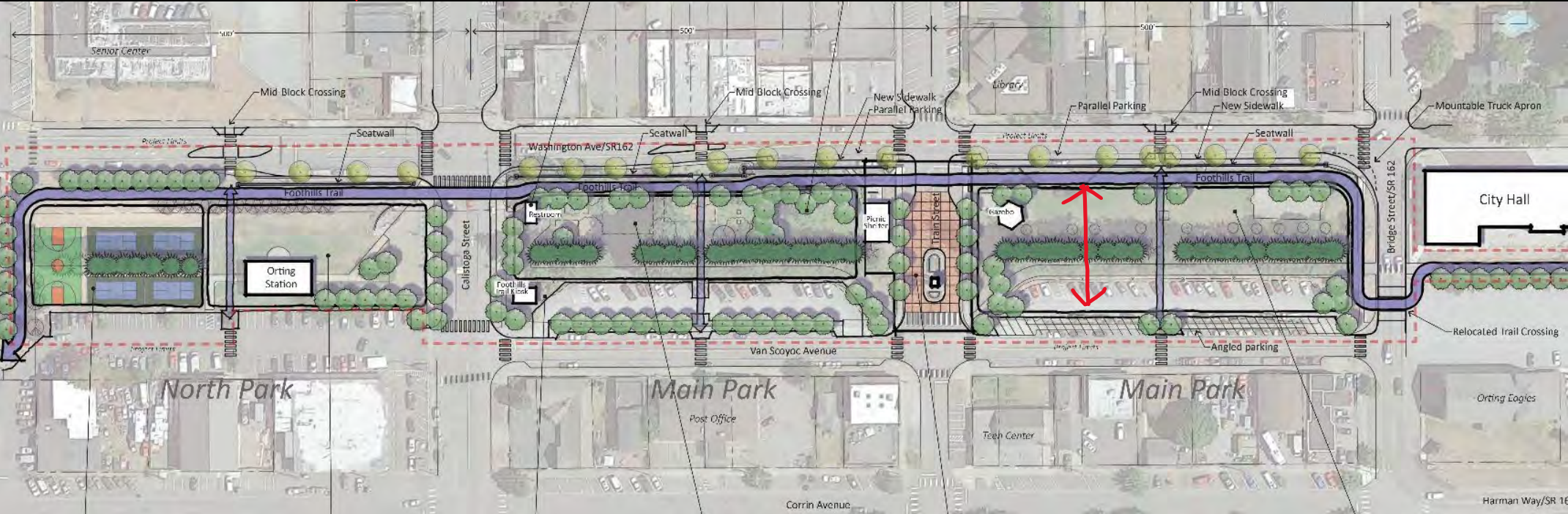
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# FOOTHILLS TRAIL ALIGNMENT – ALTERNATIVE A (EXISTING)



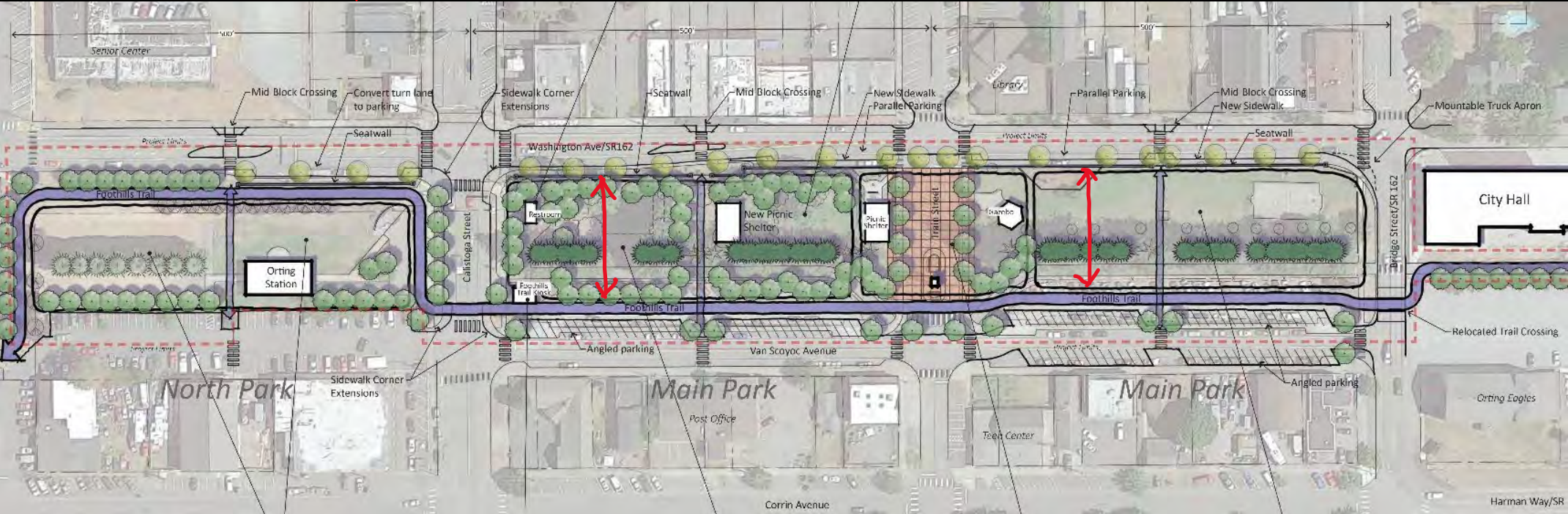
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# FOOTHILLS TRAIL ALIGNMENT - ALTERNATIVE B



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# FOOTHILLS TRAIL ALIGNMENT - ALTERNATIVE C



# ORTING MAIN PARKS MASTER PLAN

# FOOTHILLS TRAIL ALIGNMENT



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# FOOTHILLS TRAIL ALIGNMENT



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# PARKING



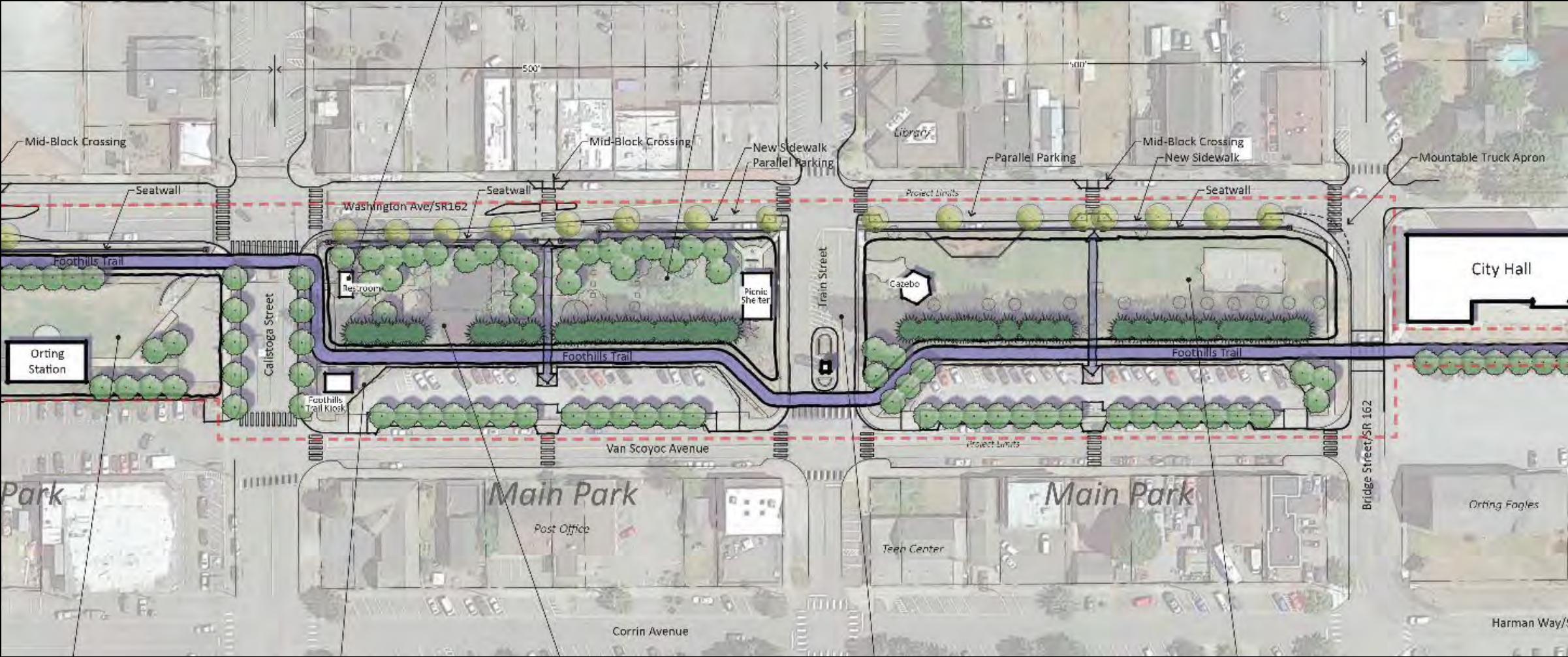


# PARKING

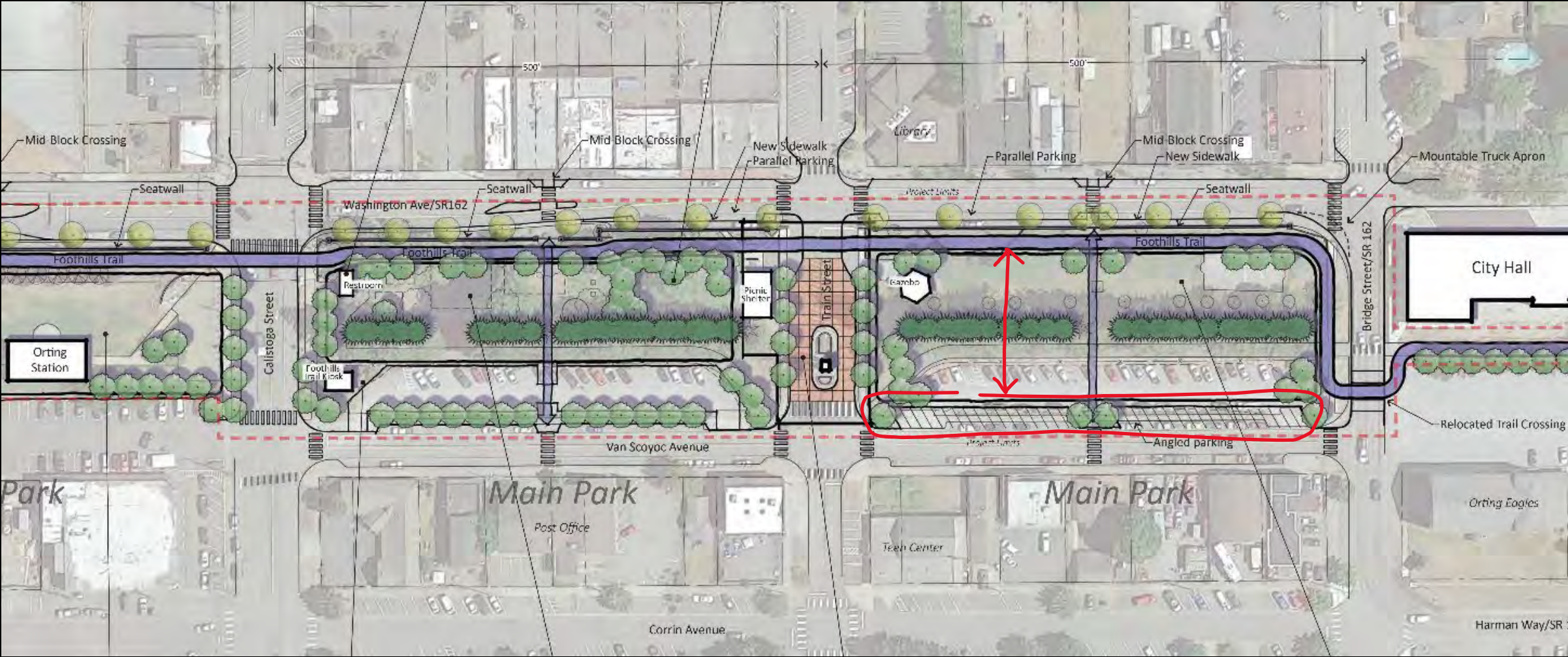


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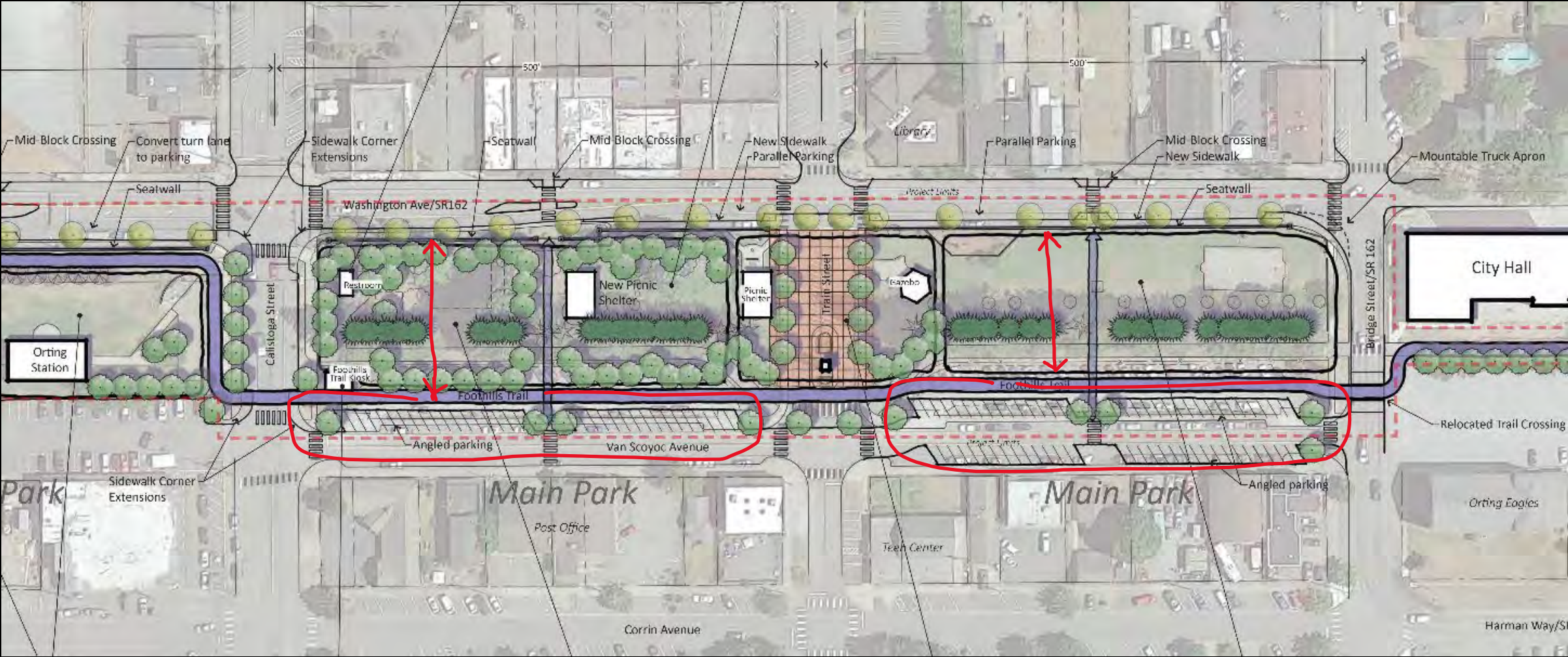
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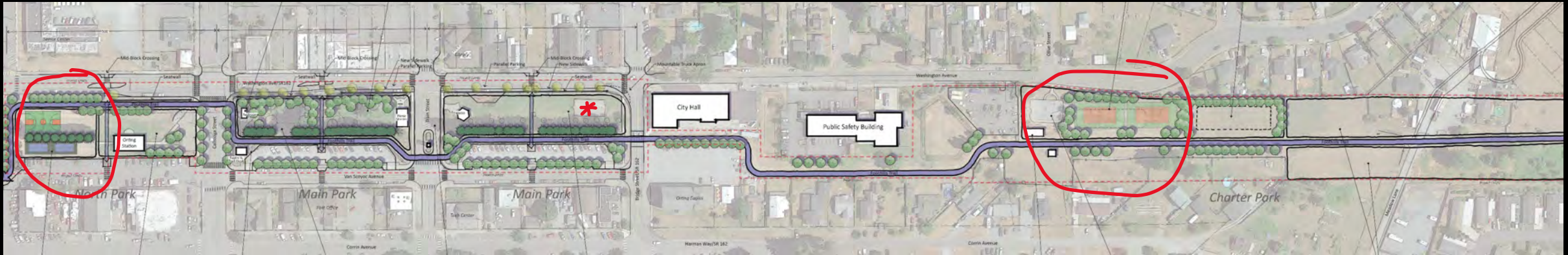
# PARKING - ALTERNATIVE B



# PARKING - ALTERNATIVE C

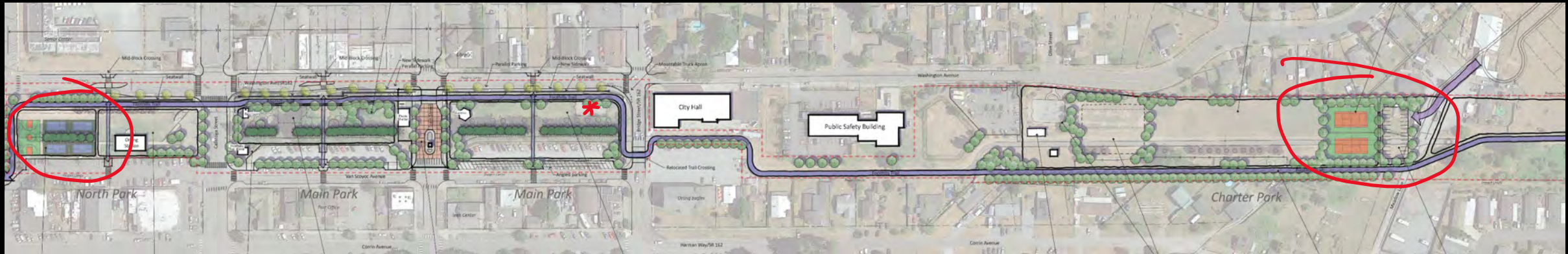


# SPORTS COURT LOCATION - ALTERNATIVE A



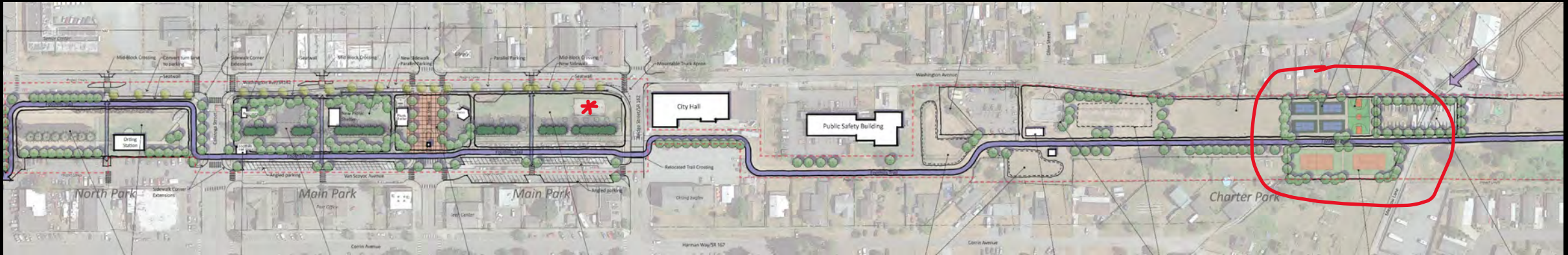
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# SPORTS COURT LOCATION - ALTERNATIVE B



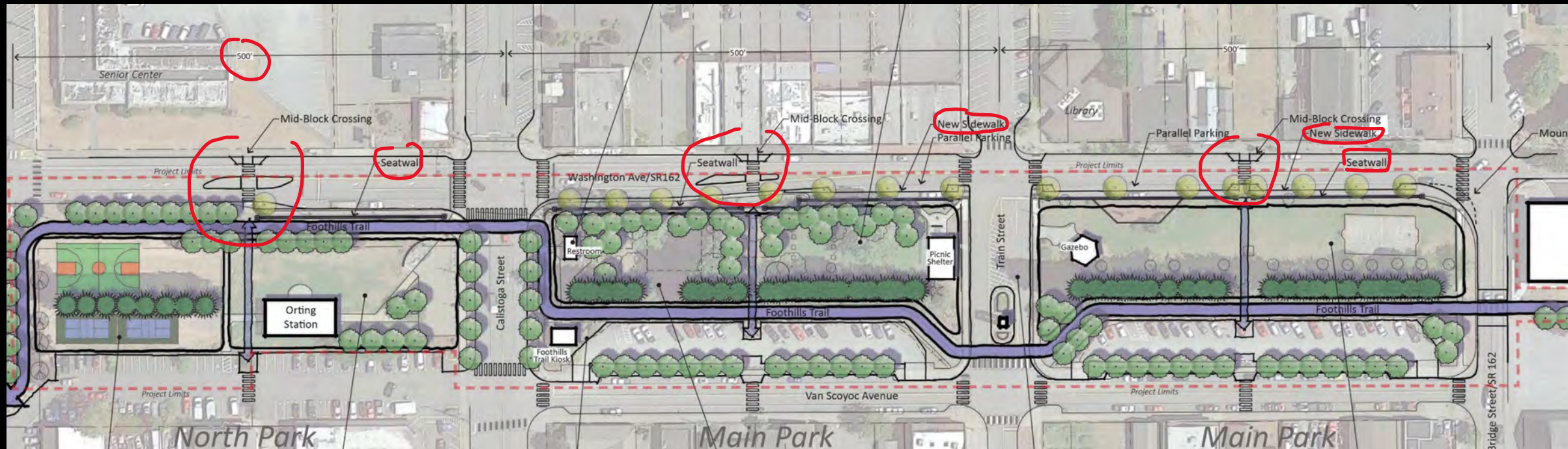
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# SPORTS COURT LOCATION - ALTERNATIVE C



PORTLAND MAIN PARKS MASTER PLAN

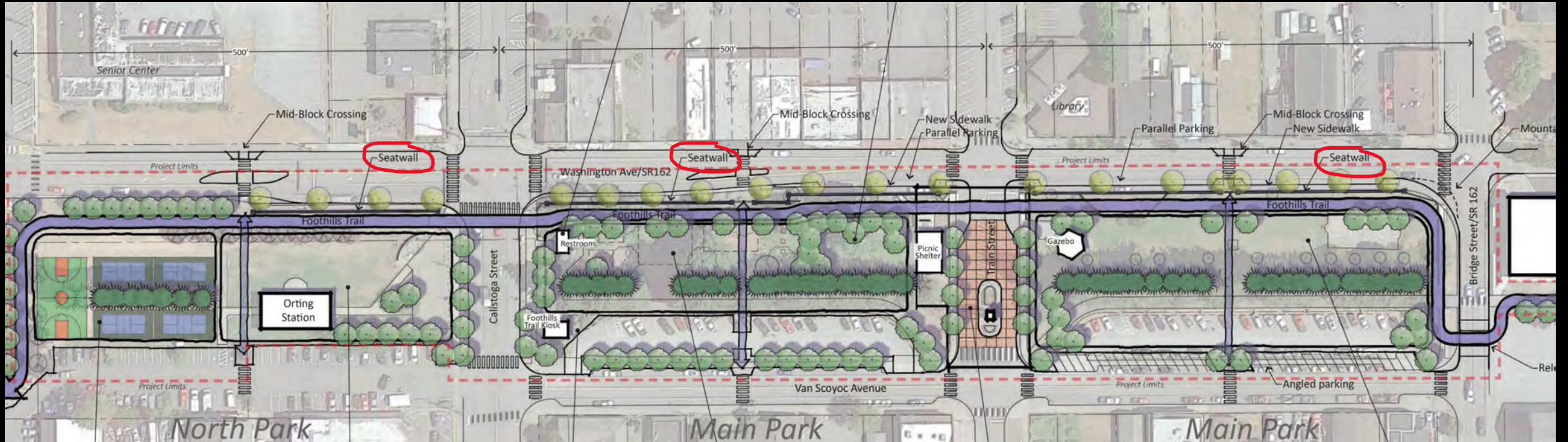
# WASHINGTON AVENUE STREETScape IMPROVEMENTS – ALT. A



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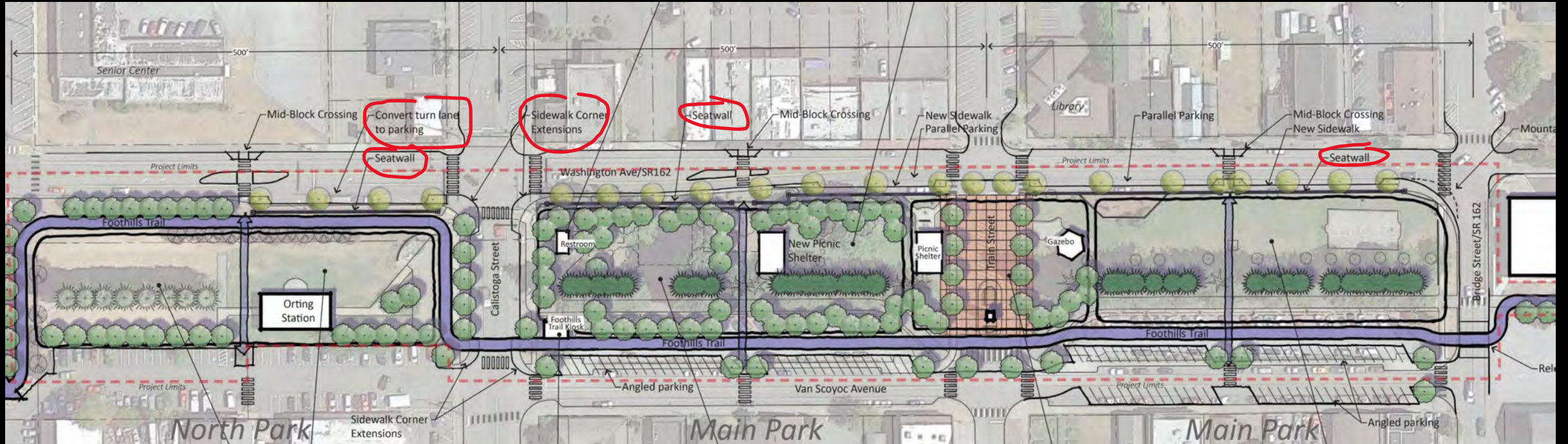


# WASHINGTON AVENUE STREETScape IMPROVEMENTS - ALT. B



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# WASHINGTON AVENUE STREETScape IMPROVEMENTS - ALT. C



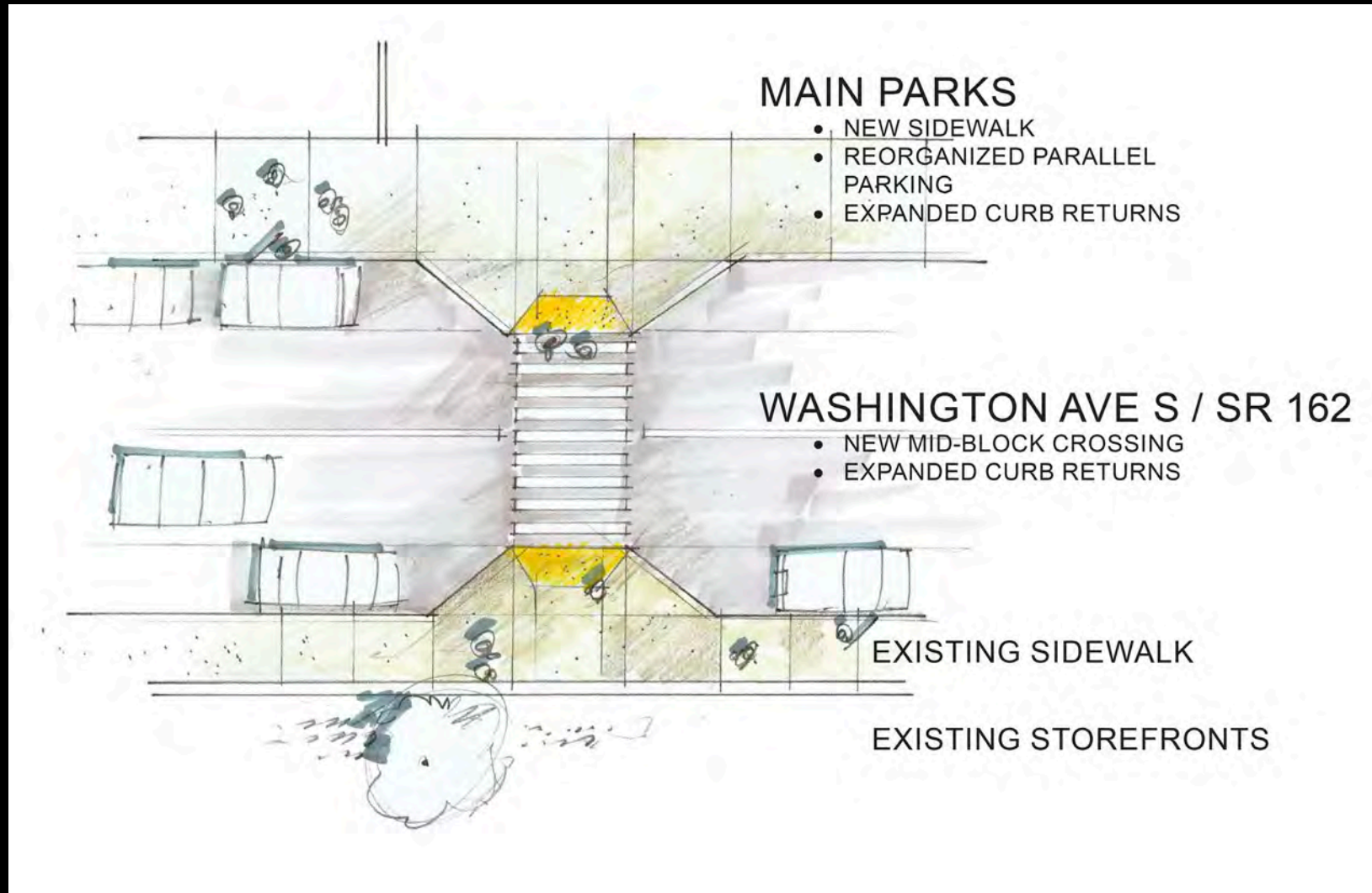
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# WASHINGTON AVENUE STREETScape IMPROVEMENTS



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PORTING MAIN PARKS MASTER PLAN

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## Council Study Session – Notes **DRAFT**

### Orting Main Parks Master Plan

4/19/2023

#### Overview

- Schedule and where we are in the process – Preferred Plan for discussion
- Memo (rev date 4/19/23) and graphics (4/14/23) distributed
- Presentation generally follows key considerations in memo

#### Councilmember Comments

##### *Koenig*

- Late comments from Orting Historical Society identified the importance of retaining several historical items throughout the park. See attached email.
- After first round of comments: concur there are too many mid-block crosswalks; does not support splash pad; does not support elimination of right turn lane to Calistoga.
- Does not support moving the Foothills Trail in Main Parks
- Does not support moving the sandstone wall

##### *Gunther*

- Questioned whether community needs assessment had been done to determine number and type of sport courts, particularly questioned 2 tennis courts. Scott Larson confirmed community needs and referenced PTOS plan which will be incorporated by reference into the final master plan (MP).
- Questioned whether ADA compliant equated with being fully accessible; intent was yes. Connie Reckord also confirmed both surface and equipment was intended to meet ADA requirements.
- Noted Orting High School representatives were not in favor of relocating Foothills Trail.

##### Second round of comments:

- He believes this plan represents spending too much money; recalls the splash pad was discussed at the last meeting as being too expensive a proposition to consider. Reckord clarified this proposal represents a plaza with jets, which can be turned off outside summer months and utilized as a plaza; she also clarified the City could determine whether to recycle or not recycle water. Note that the costs of both types of systems was provided previously.

##### *Moore*

- Noted that not all information referenced had been included in their packet. Others noted full information had/would be made available.
- Commented on importance of considering list from Orting Historical Society and including those items in the MP. Items mentioned included:



- The fountain at NW corner North Park
  - The Lions Club restroom
  - The swing set
- Liked splash pad, pedestrian scale pavers in plaza areas, stage at Bell Tower
  - Concerned about potential removal of BBQ pits; later clarified these are located in the existing shelter and there was no change proposed to that structure
  - Like that Gazebo was retained
  - Concerned about basketball court relocation – likely will require tree removal and disruption of monument on the corner; also, concerned that relocated crossing of Bridge Street would disrupt monument on the corner. Unclear what in the preferred plan prompted the statement (mid-block crossings?) but voiced concern about traffic pattern changes on Washington Avenue.
  - Stated the importance of continuity in architectural style – exposed timbers; did not like the character of the images shown; described plan as ‘whitewashed’ approach that looked like every other park; would like to see history of community retained.

#### Second round of comments:

- We want the parks to look great, and we want to be fiscally responsible
- Believes the following is all that needs to happen:
  - Revise/update current landscaping
  - Fix parking on Van Scoyoc (fix the plants in the planters and lower the maintenance)
  - Close off Train Street
  - Update Bell Tower area with pavers and elevated stage
  - Replace restroom building and add another at North Park
  - Retain existing water feature at North Park but modify it to have pool that can function as spray park (?)
  - Retain the existing structures and just provide major maintenance – color schemes to match City brand/standards; add a few new pieces of play equipment
  - Update the BBQ pit
- The plan needs some serious value engineering.

#### *Tracy*

- Stated that SR167 bypass won’t affect downtown segment of Washington Avenue
- Traffic backups will occur at mid-block crossings; businesses will still get plenty of pedestrian traffic from the park without the addition of more crossings

#### Second round of comments:

- We’ve asked the consultants for a concept that reflects what the community wants and they’ve delivered
- This is a multi-phased plan – maybe more than 4 or 5 phases, maybe 20 phases to get this done
- Many different ideas stated tonight, and ideas may evolve as the plan is developed over time.

#### *Williams*

- Asked what is the anticipated timeline for implementation of MP – 5 years, 20 years? Reckord noted probably closer to 20 but is dependent on community support, grants, other funding
- He noted that in 10 years we are likely to see need for other changes that are not reflected in this plan
- Commented that splash pads are expensive and high maintenance; and should not be located in proximity to the BBQ pits
- Van Scoyoc parking concept doesn’t allow access to the post office parking lot

- Would like to see drawings with more realistic/accurate planning

#### Second round of comments:

- Any work on SR 162 will need WSDOT's review/approval; he noted state is not likely to approve elimination of right turn lane OR addition of mid-block crosswalks; believes these proposals won't make it out of the starting gate.

#### *Hogan*

- Concerned that elimination of right turn lane to Calistoga Street will be a problem for traffic flow
- Favors relocation of Foothills Trail as shown

#### Second round of comments:

- Concurs with Tracy that phases will be long

#### *Deputy Mayor Bradshaw*

- Noted he believes this plan represents a huge expense – moving the Foothills Trail; changes to Van Scoyoc; tree removal to move basketball court; new play equipment; relocated spinner (newly acquired at considerable cost); gathering areas for shows at the north end, not at the gazebo where needed
- Restated question from before: is the city's goal to slow traffic down through downtown Orting? It's a state highway, intended to support traffic. Does not support the mid-block crossings. Definitely does not support removing the right turn lane to Calistoga.
- Similarly concerns about traffic flow on Van Scoyoc – turning the street into the park parking lot will slow down traffic, create conflict with backing movements and with people trying to get strollers and bikes out/off of cars
- Question about Meadow Lane – is it not private? Larson clarified the access would come from developer property on opposite side of property, not from Meadow Lane. Ingress/egress still a concern here.
- A cover for sport courts that was discussed at the last meeting is not shown
- Heed comments on historical features to be retained from Historical Society
- This represents a multi-million-dollar project that will just slow down traffic

#### *Mayor Penner*

- Need to confirm validity of the community survey to inform program and how to move forward
- Are we going to figure out how this plan will work or...? We've existed for over 100 years without a plan and it has resulted in ad hoc development.
- If we don't have a plan, we're sending mixed messages to the community. We've asked for their input, we will need a plan to work with the community

#### *Discussion among all after 2 rounds of comments*

- Williams – agree with all said, however we need a realistic plan; 20 year is too far out; we need a 5-year plan with a realistic budget
- Moore – how about a reduction of scope – perhaps just address needs at Main Park and Bell Tower? Focus on the core of town, even if recommendation is only for landscaping; we have money for basic maintenance; consider scaling the plan back; consider alternate phasing – maybe Train Street if the first phase? We don't need consultants, we don't need permits to improve our parks.
- Mayor Penner – a plan helps us communicate need when we pursue grants; first questions asked are do you have an approved plan – noted there is value in having an approved/adopted plan.
- Tracy – seems we started this process to pursue grants; our main objective was to get public input to generate a plan, phases, grant opportunities and applications.



- Scott – we will need clarity on Council’s direction/decisions; council will need to vote tonight and identify what needs to change; many opinions voiced, but need resolution to move process forward
- Suggestions made to reorganize phasing:
  - Bell Tower
  - Main Parks (maybe phase 2 is phase 1)
  - Streets could be a TBD phase
  - Phasing could be more general: “landscape phase” “bell tower phase” “main park phase”
- Don’t move the playground; don’t turn/relocate basketball court – just give both a facelift.
- Some final direction:
  - Don’t eliminate right turn lane
  - No mid-block crossings
  - Don’t shift basketball court
  - Don’t eliminate North Park fountain

### *Next Steps*

- MR will convene with Scott to confirm final changes, then generate final plan, planning level cost estimate, brief summary report, and programmatic SEPA



City Council Study Session  
April 19, 2023

# ORTING MAIN PARKS MASTER PLAN

MACLE  
OD·RE  
CKORD

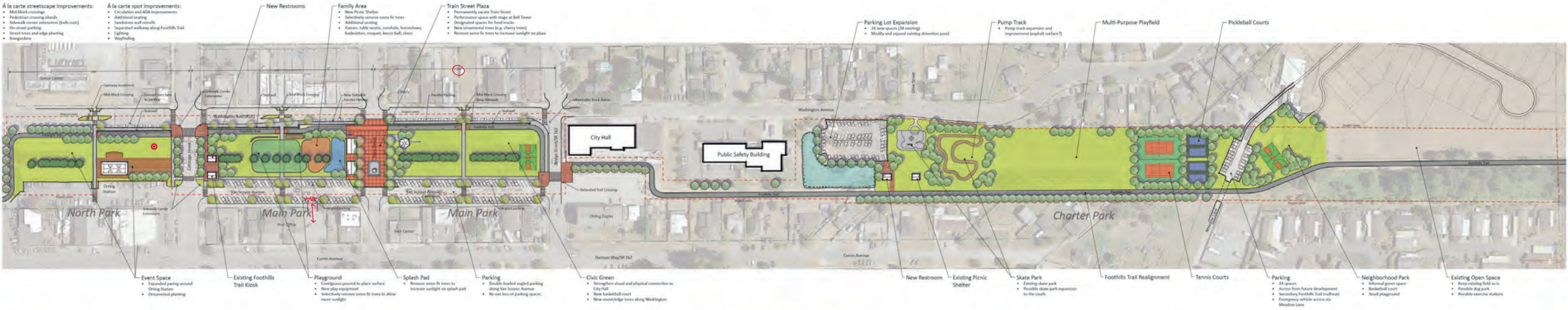
# PREFERENCES ACROSS ALTERNATES

	Alternative A	Alternative B	Alternative C
<b>General Description</b>	Minimal changes to layout of existing park elements; improvements to existing facilities where they remain; addition of new facilities mostly in North Park and Charter Park; minimal changes to Train Street and Van Scoyoc Avenue.	Moderate to significant changes throughout all parks, primarily to maximize the addition of new facilities and improve and expand on existing facilities; recreation facilities distributed throughout all parks; impacts along Van Scoyoc Avenue.	Moderate to significant changes throughout all parks including closure of Train Street to traffic to improved connectivity between parks; greater distinction/separation between event space and recreation space; impacts along Van Scoyoc Avenue.
<b>North Park Features</b>	Sport courts; relocated basketball court; improved event space	Increased number of sport courts and improved event space	Formalize as very large event space with more open lawn
<b>Main Park Features</b>	Maintain current program but upgrade all facilities; upgrade play area equipment and surfacing; remove basketball court; dedicate entire open space for tents and civic events	Upgrade all facilities; upgrade and expand play area equipment and surfacing to potential "destination" or "theme" play area; add splash pad; event tents limited to Train Street and Civic Green; Civic Green expands to south (sunny) side of cedars	Upgrade and expand upon all facilities; expand all amenities south of cedars; update architectural style of restroom, old shelter, and new shelter; expand picnic and game area; both blocks include moderate expansion of park to south (sunny) side of cedars; connect and expand 2 halves of Main Park by closing Train Street
<b>Charter Park Features</b>	Tennis courts; relocated and improved BMX track; restrooms	Realigned Foothills Trail to maximize size and flexibility of multi-purpose field; improved skate park and BMX track; restrooms; tennis courts; parking area	Expanded civic parking lot and new parking area; reconfiguration/expansion of stormwater pond facility; improved skate park and BMX track; restrooms; basketball, pickleball, and tennis courts
<b>Foothills Trail in North Park</b>	No change in alignment	No change in alignment	Alignment does not change with exception of shifting crossing of Callistoga Street
<b>Foothills Trail in Main Park</b>	No change in alignment	Shift to north side of park	Shift to south side of park
<b>Foothills Trail Crossing of SR-162</b>	No change in crossing location	Shift crossing to mid-block location	Shift crossing to mid-block location
<b>Foothills Trail in Charter Park</b>	No change in alignment	Shift to south side of property; eliminate encroachments	No change in alignment
<b>Train Street Improvements</b>	Maintain periodic closures for special events and make minor surface treatment improvements (paint)	Convert to more formalized flexible street with range of paved surface treatment changes and removable bollards	Permanent closure and incorporate plaza surfacing and furniture, performance space and/or splash pad
<b>Van Scoyoc Avenue Changes</b>	Mid-block crossings; street tree planting	Civic Green block converts to angled parking on park side; mid-block crossings and partial street tree planting	Entire park frontage converts to angled parking; Civic Green block converts to angled parking opposite park to increase count; mid-block crossings and limited street tree planting
<b>Street Frontage throughout</b>	All alternatives make changes to add mid-block crossings of SR-162 and Van Scoyoc Avenue; add or expand sidewalk extensions at corners to narrow pedestrian crossings		
<b>Parking Lot</b>	Pave and stripe lots as currently configured; provide stormwater treatment and detention (below grade)	Pave and stripe west lot as currently configured; eliminate east lot from park (adding angled parking in Van Scoyoc Avenue); provide stormwater treatment and detention (below grade)	Eliminate both east and west lots from park (adding angled parking in Van Scoyoc Avenue); provide stormwater treatment and detention (below grade)
<b>Parking Quantity (includes all of Van Scoyoc Avenue)*</b>	No net loss as a result of increased efficiency in paving and striping the existing lot which offsets the loss of stalls by the addition of mid-block crossings (approx 100 stalls)	Increase of approximately 20 stalls as a result of increased efficiency in paving and striping one existing lot and changing one side of Van Scoyoc from parallel to angled parking (approx 120 stalls)	Increase of approximately 20 stalls as a result of changing one or both sides of Van Scoyoc from parallel to angled parking (approx 120 stalls)

\* existing count utilizes aerial photography to estimate parking in existing unpaved, un-striped parking lots



# PREFERRED ALTERNATIVE

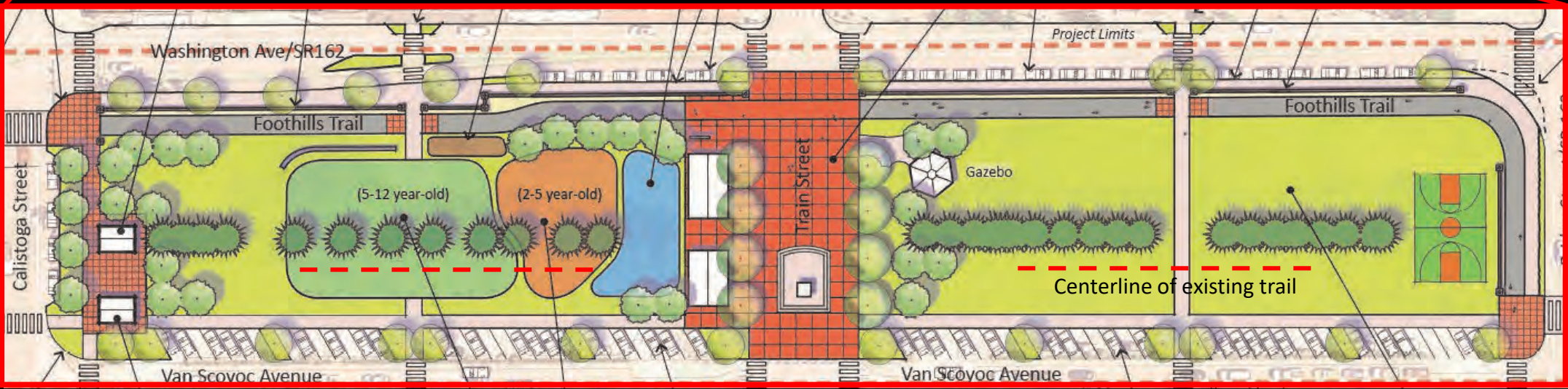
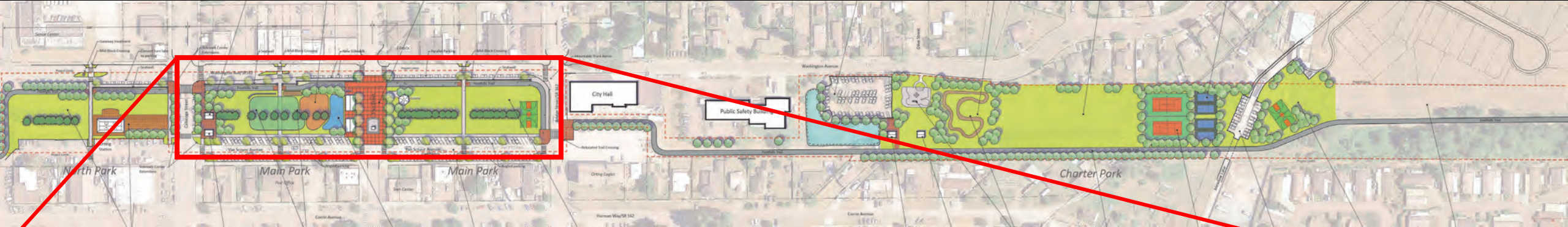


# ORTING MAIN PARKS MASTER PLAN

## KEY COMPONENTS

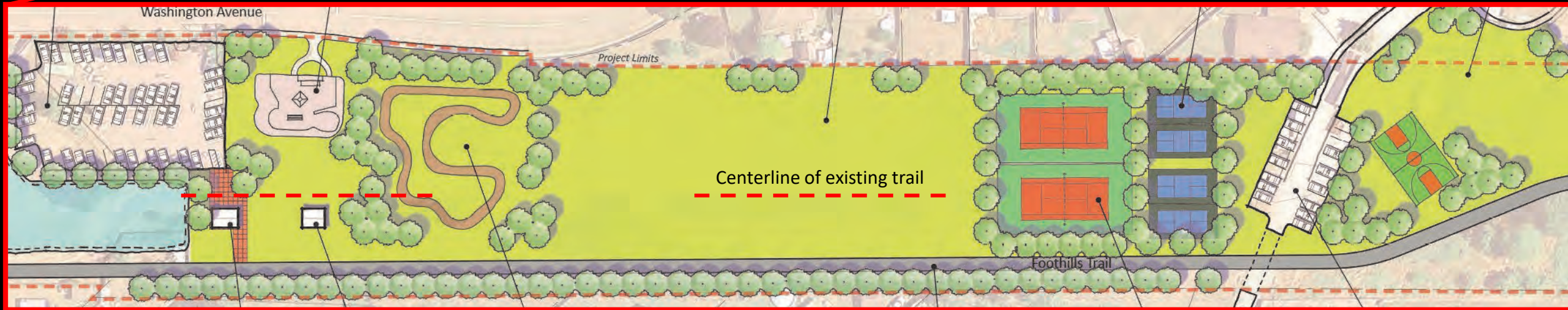
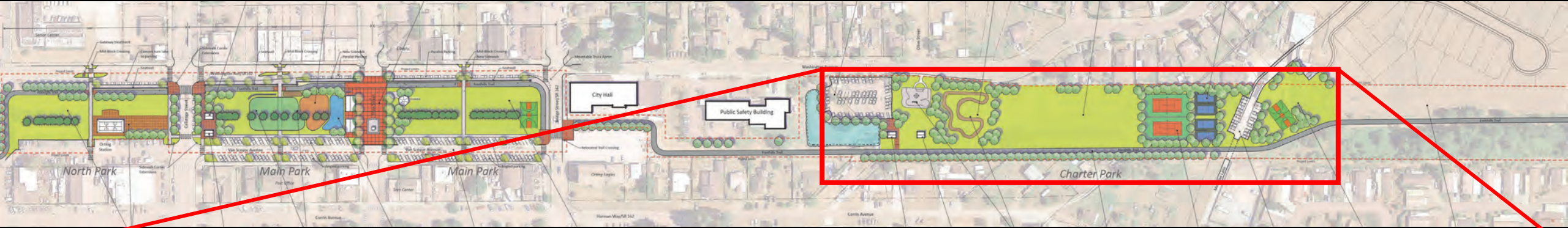
- Foothills Trail Alignment
- Parking
- Train Street
- Main Parks
- North Park
- Charter Park
- Washington Avenue Streetscape Improvements

# FOOTHILLS TRAIL



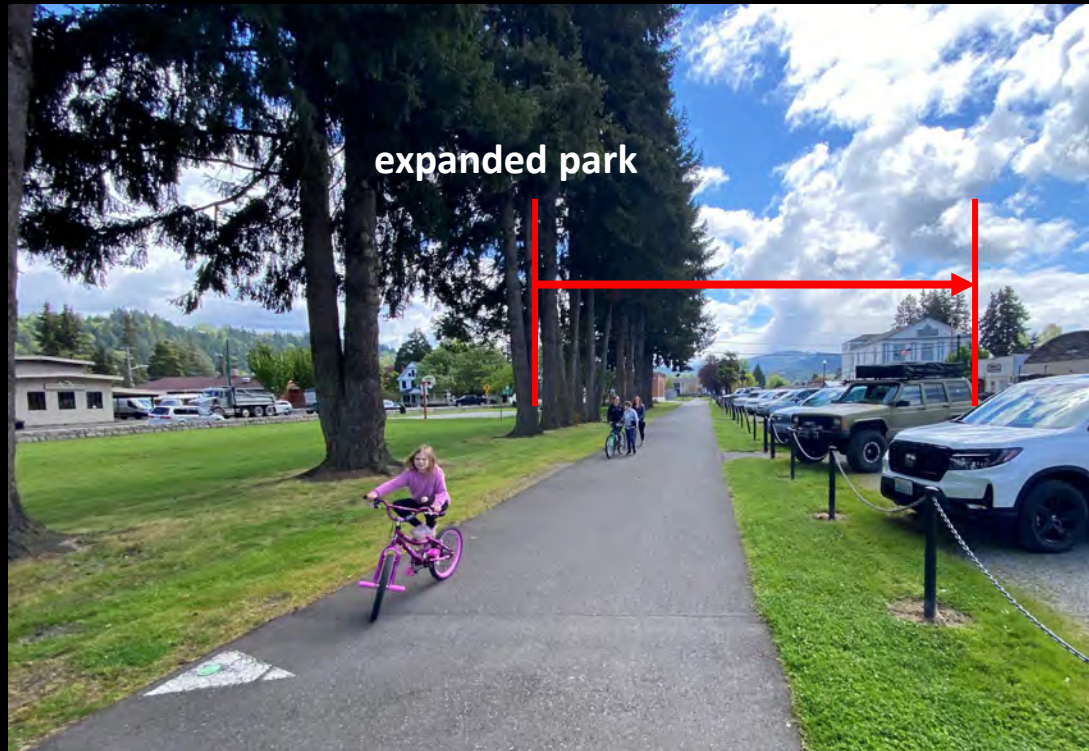
# PORTING MAIN PARKS MASTER PLAN

# FOOTHILLS TRAIL



ORTING MAIN PARKS MASTER PLAN

# FOOTHILLS TRAIL ALIGNMENT



ORTING MAIN PARKS MASTER PLAN

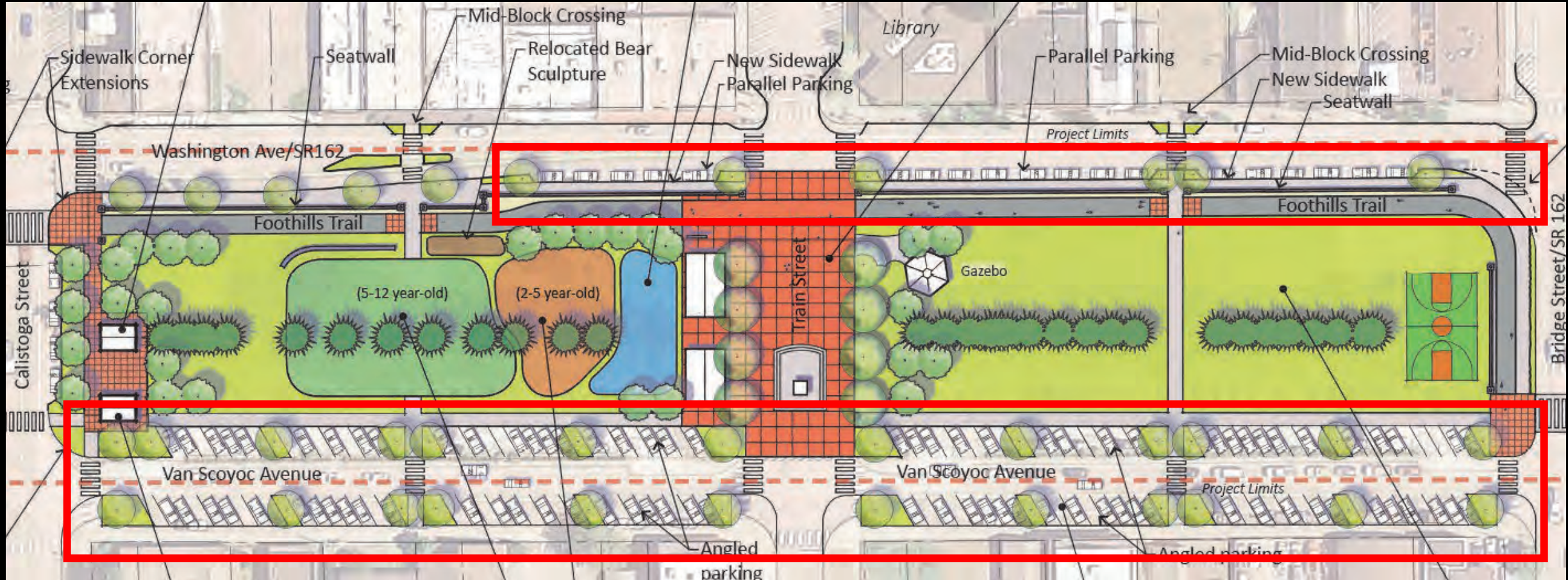


# PARKING

## WASHINGTON AVENUE

Existing stall count = 22

Proposed stall count = 26 (incl North Park turn lane)



## VAN SCOYOC AVE / PARK PARKING LOT

Existing stall count = 151 (incl 19 in North Park)

Proposed stall count = 150

# PARKING

## PARKING LOT

Existing stall count = 40

Proposed stall count = 64

## NEW PARKING LOT

Proposed stall count = 24



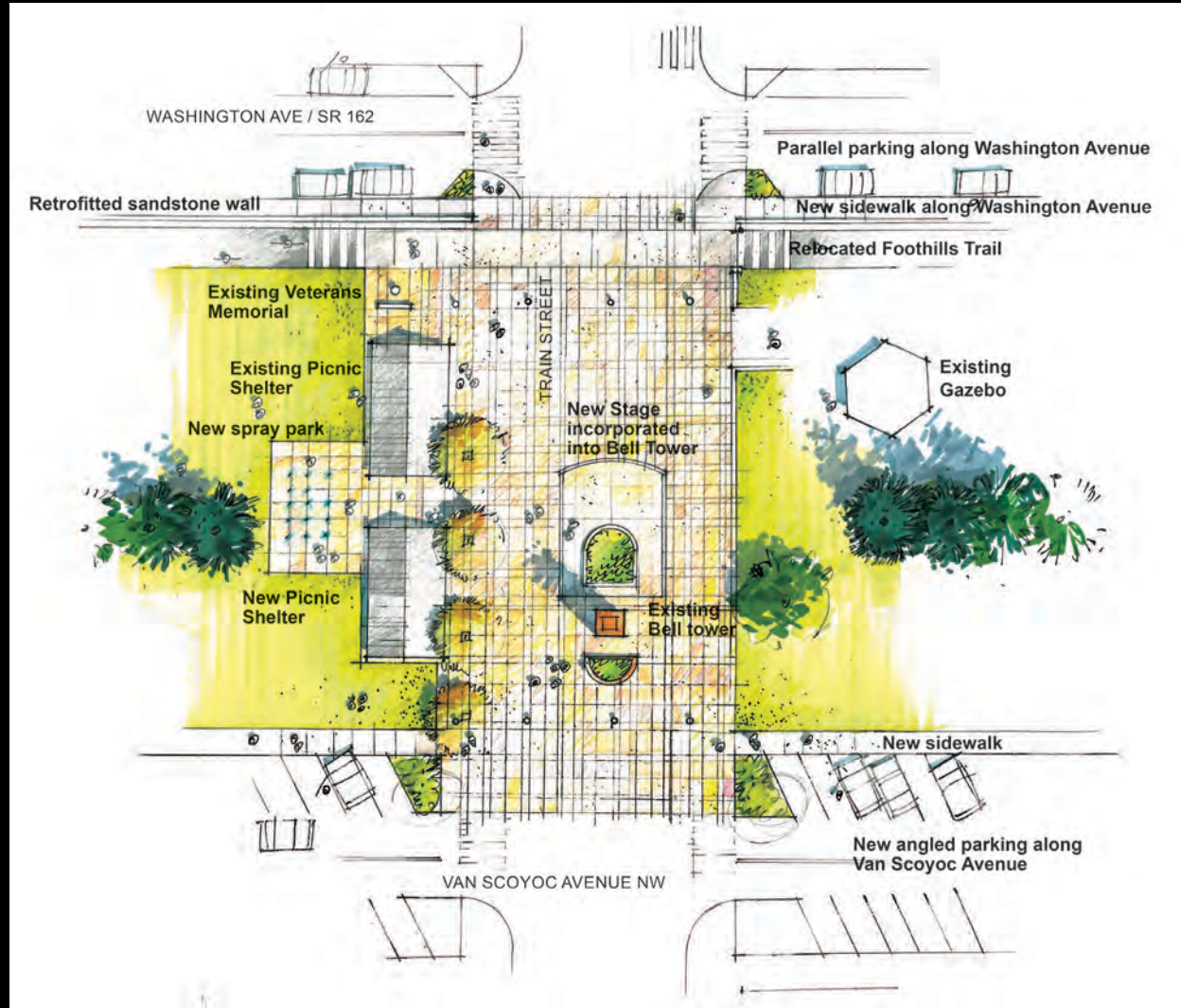
## TOTAL STALL COUNT

Existing = 213

Proposed = 264

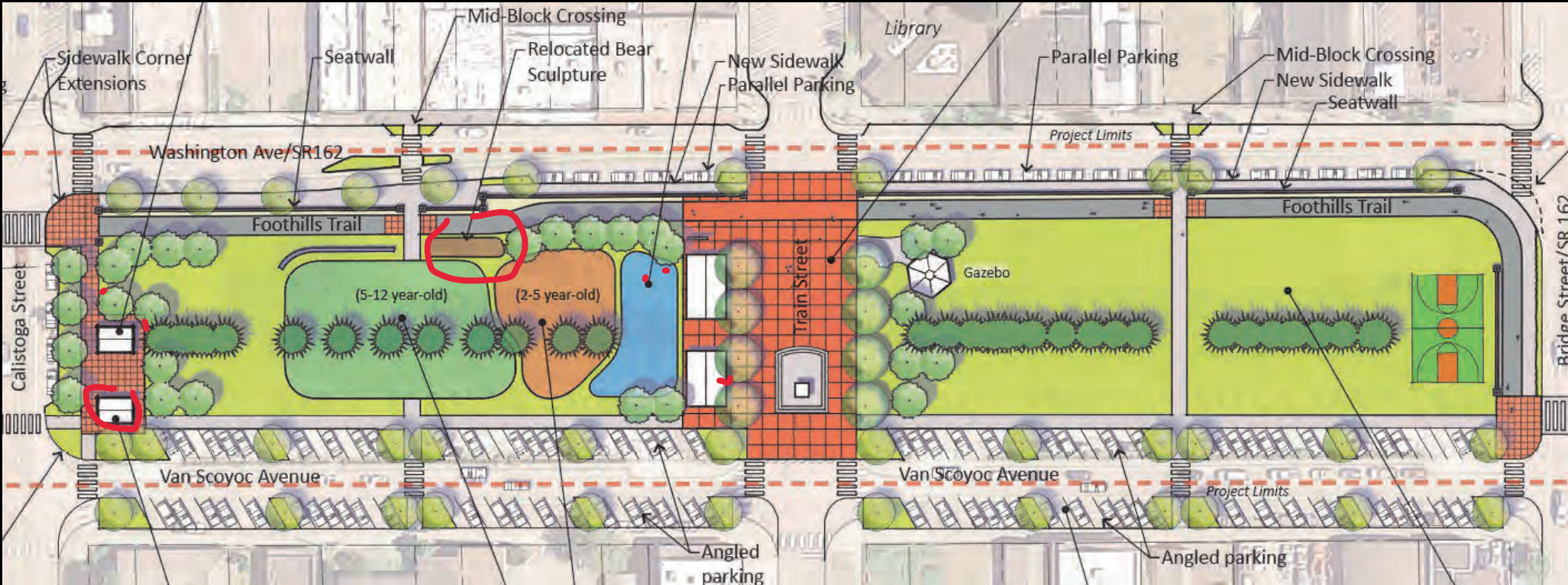
Increase of 51

# TRAIN STREET



ORTING MAIN PARKS MASTER PLAN

# MAIN PARKS



restroom  
trailhead kiosk

ADA compliant  
mixed age play

spray plaza  
picnic shelters

civic green  
gazebo

basketball  
relocated trail crossing

## ORTING MAIN PARKS MASTER PLAN

# MAIN PARKS



Water feature character



Water feature character

# MAIN PARKS



Orting Station



Compatible architectural styles



Restroom building



Picnic shelter

# MAIN PARKS



ADA-compliant multi-surface play area



Seating integrated with play area

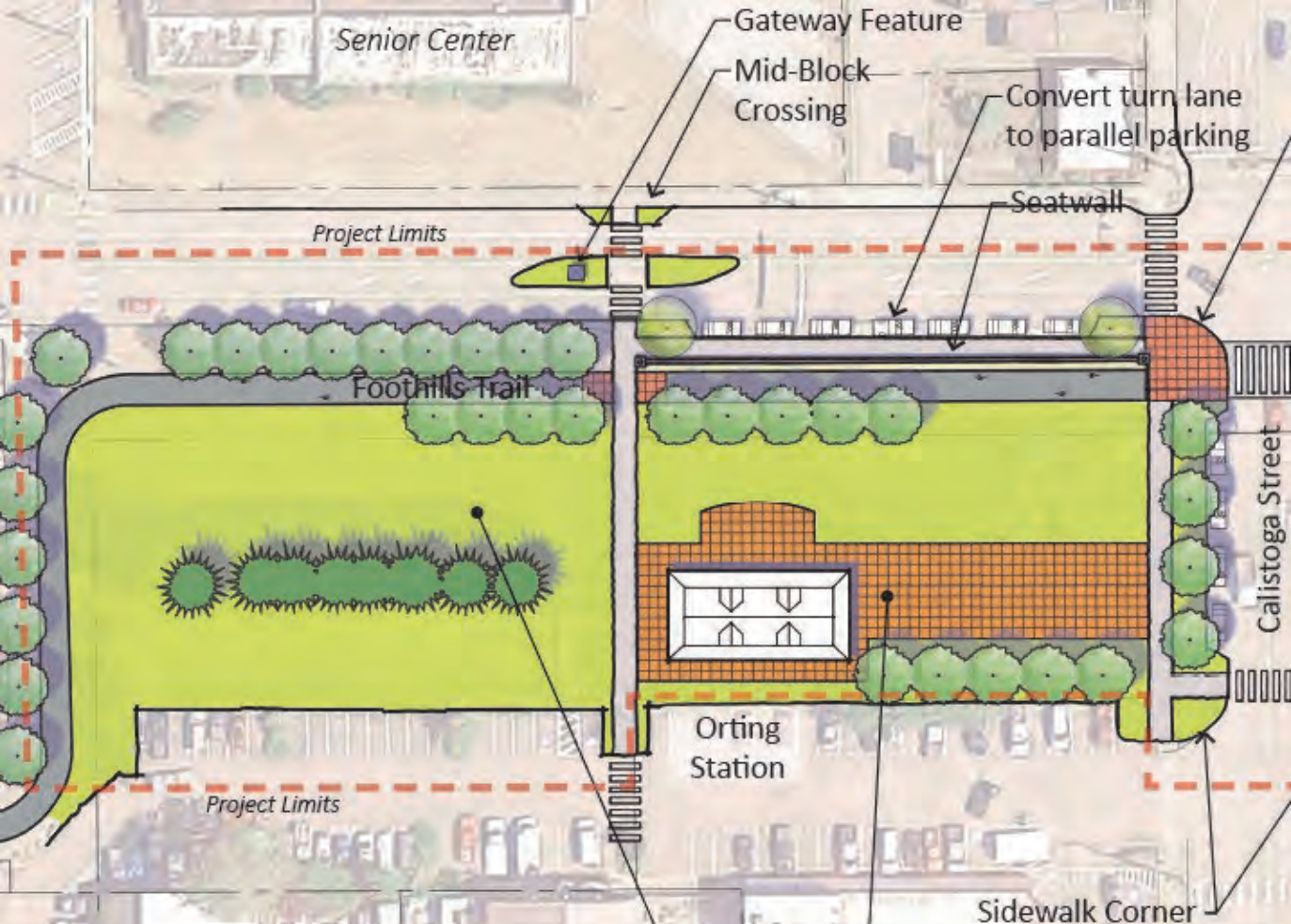


Adjacent play and picnic areas



"Transparent" play equipment

# NORTH PARK



# ORTING MAIN PARKS MASTER PLAN



# CHARTER PARK



ORTING MAIN PARKS MASTER PLAN

# CHARTER PARK



Multi-purpose playfield



Asphalt pump track

*Leavenworth pump track by American Ramp Company*



Open space with shelters and dog run



Pickleball courts



Orting Station



Compatible architectural styles



Restroom building



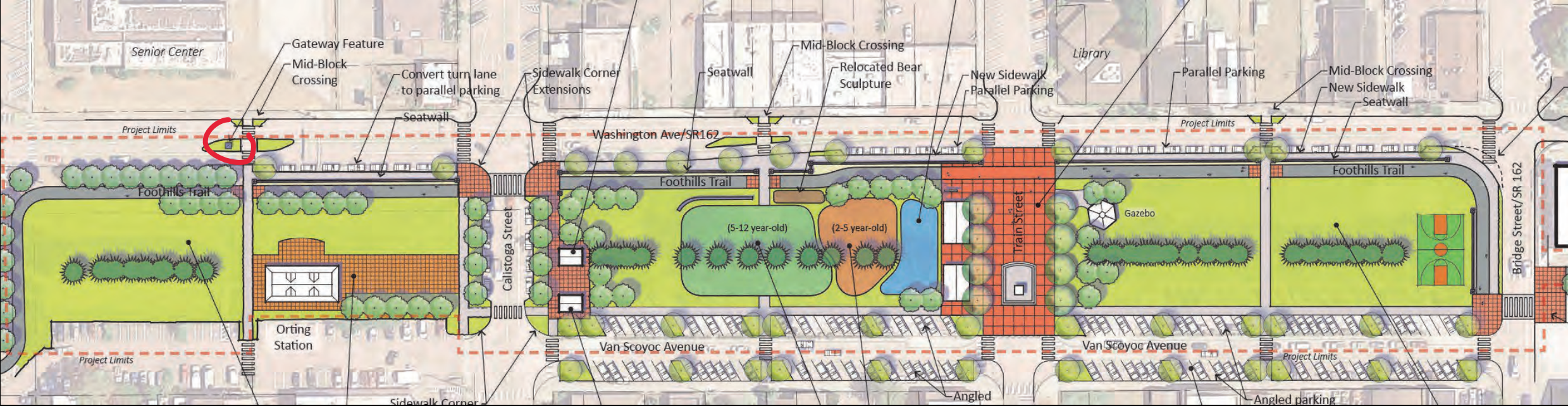
Picnic shelter

Orting Main Parks Master Plan

Compatible Architectural Styles

DRAFT

# WASHINGTON AVENUE STREETScape IMPROVEMENTS



ORTING MAIN PARKS MASTER PLAN



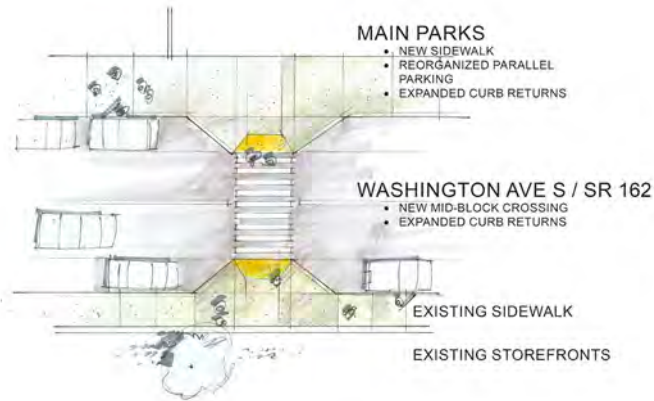
# WASHINGTON AVENUE STREETScape IMPROVEMENTS



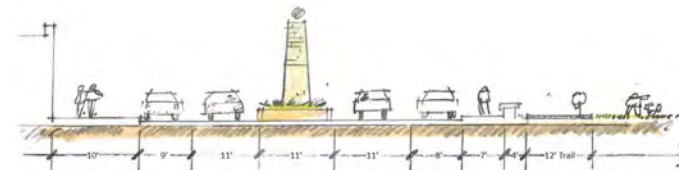
Mid-block crossing



Angled parking on Van Scoyoc Avenue



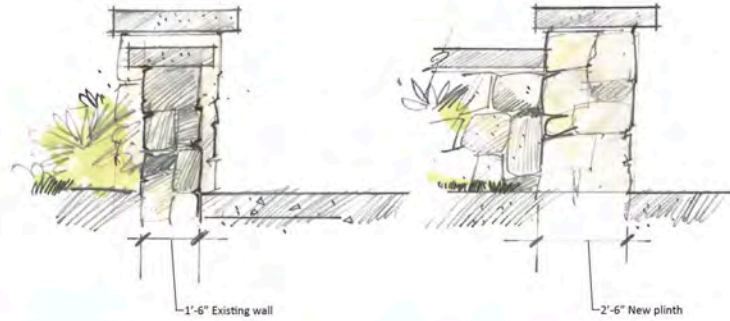
Mid-block crossing along Washington Avenue



Gateway feature at Washington Avenue mid-block crossing



# WASHINGTON AVENUE STREETScape IMPROVEMENTS



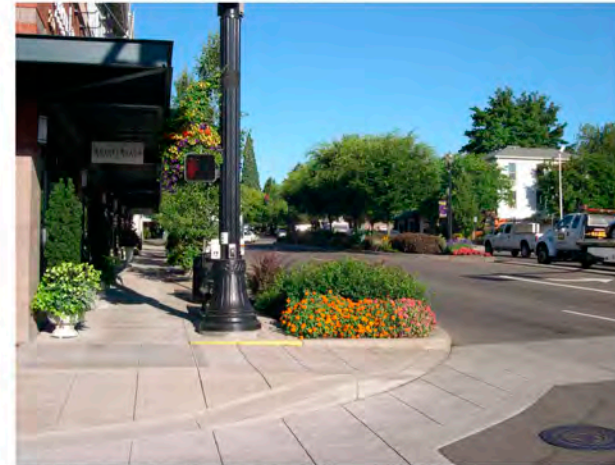
Sandstone seatwall retrofit



New sidewalk along Washington Avenue

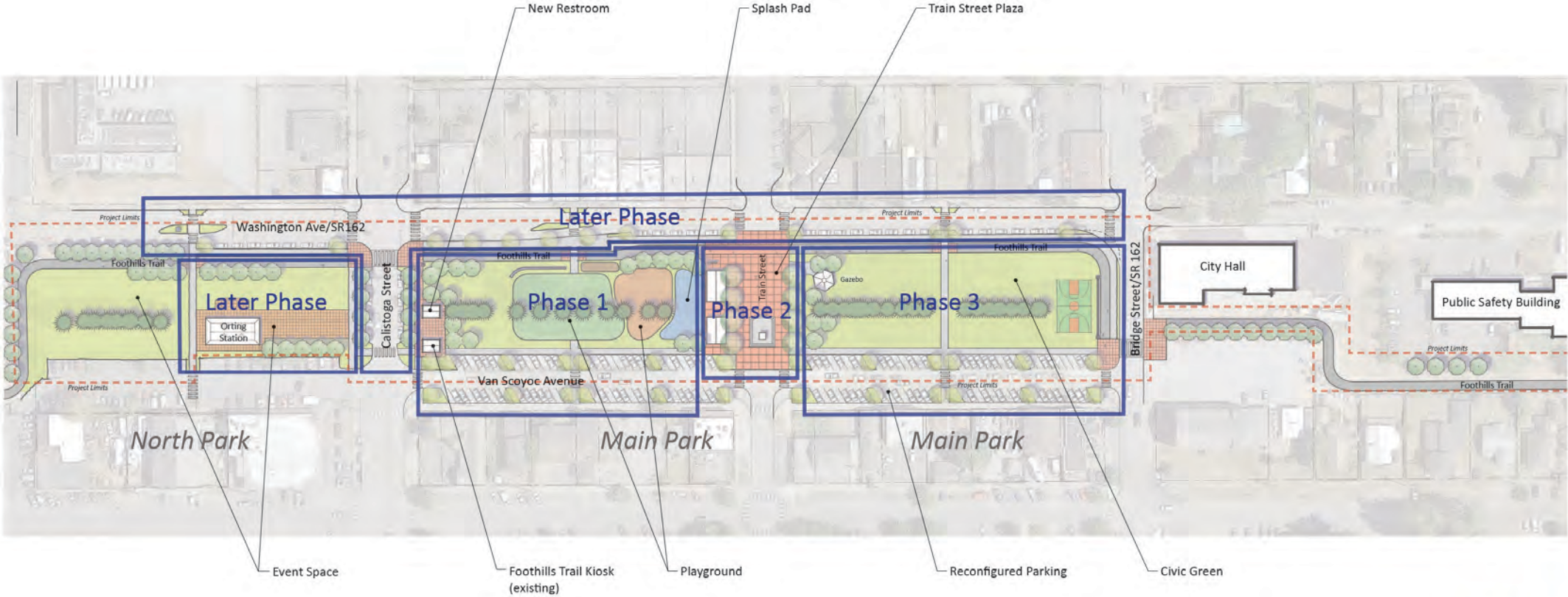


Mountable apron at Washington Avenue and Bridge Street

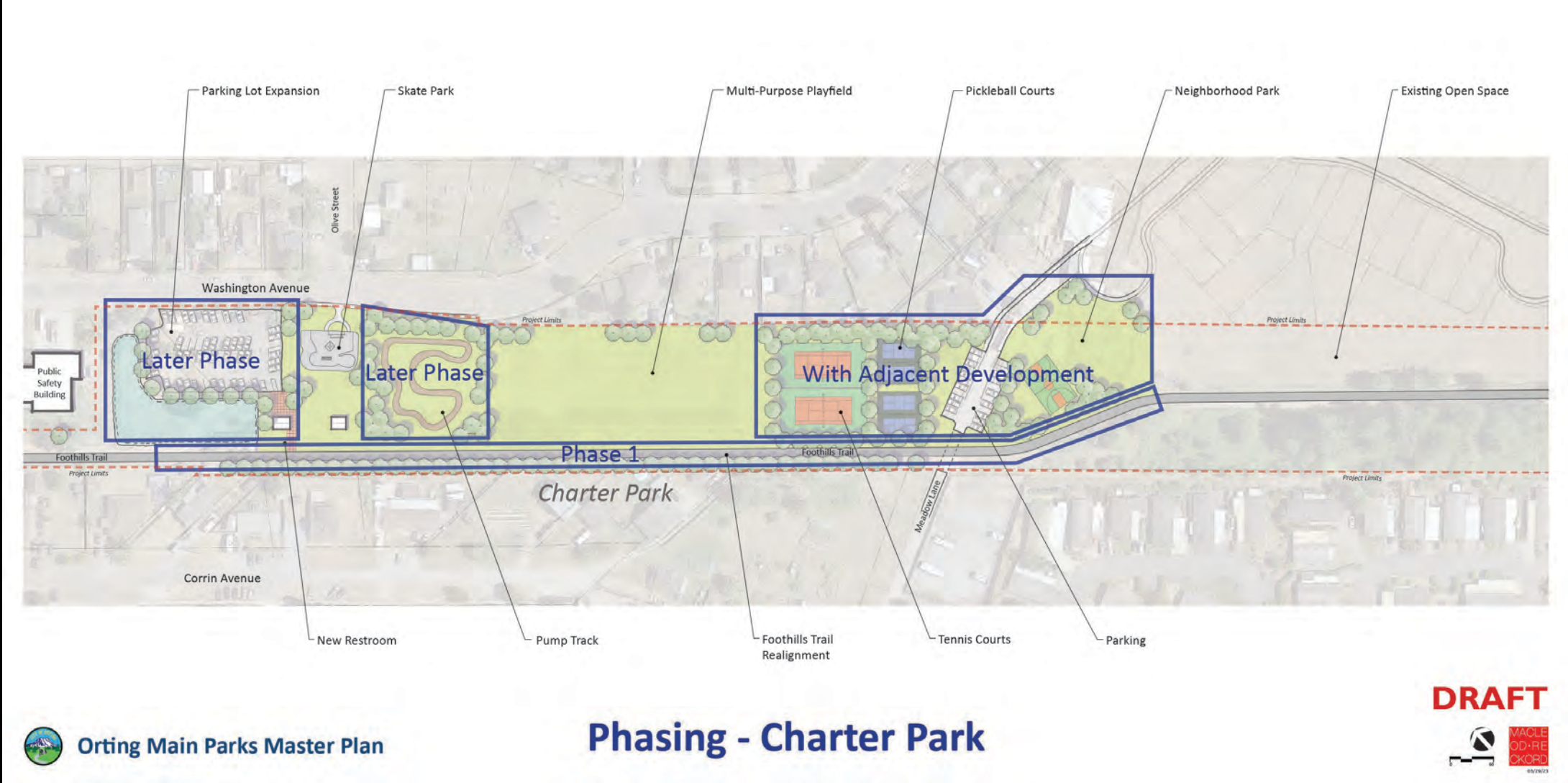


New curb extensions along Washington Avenue

# PHASING CONSIDERATIONS



# PHASING CONSIDERATIONS



# ORTING MAIN PARKS MASTER PLAN