

PSRC's 2023 Rural Town Centers & Corridors Program Application

The following application is intended for sponsors that have been recommended by their countywide forum to compete in PSRC's regional competition for its 2023 Rural Town Centers and Corridors program. If selected to compete in the regional competition, an application must be submitted to PSRC using this online form by **6:00pm on July 28, 2023**.

A [resource document](#) has been developed to direct sponsors to resources available to complete the application, and assist in verifying eligibility for these funds.

For information related to the 2023 Rural Town Centers and Corridors program, contact:

Doug Cox, AICP

Puget Sound Regional Council
1011 Western Avenue
Seattle, WA 98104
(206) 971-3050 or DCox@psrc.org

Project Identification and Description

Project Title

Orting Foothills Trail Realignment and Safety Enhancement

Indicate below whether this project is for a standalone planning project (such as a corridor study or master plan) or a capital project.

Capital Project

Regional Transportation Plan ID#

N/A

The current list of investments that are required to be on the Regional Transportation Plan Regional Capacity Project List and have a designated ID # can be accessed at Appendix G of the Regional Transportation Plan, [here](#). If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature, or are on local facilities and therefore not required to be on the Project List, is provided [here](#).

For assistance or questions regarding these issues, contact Mitch Koch at (206) 464-7537 or mkoch@psrc.org.

Lead Agency	List Applicable Partnership Agencies Involved
City of Orting	WSDOT

Does the sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?
More information on certification acceptance and a listing of current CA agencies can be found [here](#).

Yes

If not, which agency will serve as your CA sponsor?

Contact Information

Primary Contact Name	Alternate Contact Name
John Bielka	Scott Larson
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Project Description

Project scope: Please describe clearly and concisely the individual components of the project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

Project Scope

I. Project Title: Foothills Trail Realignment and Safety Enhancement

II. Specific Outcomes:

The project aims to achieve the following specific outcomes:

1. Realignment of the Regional Foothills Trail from the west side to the east side of the park, creating a safer and more efficient multimodal trail and recreational environment.
2. Reduction of user conflict between the disparate park and green space users and trail users by strategically shifting to avoid perpendicular crossing conflicts with pedestrians, cyclists, other trail users.

3. An improved wayfinding system for easier navigation throughout the park.
4. Enhanced safety and park experience for all users, particularly pedestrians and cyclists.
5. Efficient utilization of park lands for other program elements and potential expansion of recreational areas.

III. Project Components:

This grant request focuses on the funding required for the critical component of the Foothills Trail realignment, detailed as follows:

Foothills Trail Repositioning and Overhaul: The trail's proposed position is on the park's eastern side, involving the creation of roughly 2,650 linear feet of trail. The projected two-year cost totals \$1,628,054. The first year would entail the design phase with an estimated cost of \$174,434, followed by the construction phase in the second year with a estimated cost of \$1,453,620. This comprehensive estimate incorporates aspects such as mobilization, trail creation, landscaping, traffic management, surveying, design, contingency allowance, accounting for inflation, and taxation. The expenses for constructing the trail are anticipated to be \$722,125, plus design fees (\$174,434), taxes (\$128,298), inflation adjustments (\$42,338), and a contingency reserve (\$270,634).

Wayfinding System: As part of the trail realignment, a new wayfinding system will be installed. This system will include clear signage and maps to assist users in easily navigating the park and the relocated Foothills Trail.

Landscaping, and Surrounding Area Development: Along with the trail realignment, landscaping enhancements will be implemented to increase the aesthetic and ecological value of the park. The landscaping cost is estimated at \$75,000 and involves beautifying the areas surrounding the realigned trail and creating an inviting environment for users.

Traffic Control Measures: To ensure user safety during the construction phase, necessary traffic control measures will be put in place, costing approximately \$14,443. These measures will minimize disruptions and ensure a safe environment for park users.

IV. Grant Funds Allocation:

The requested grant funds will be directly invested in the building a trail along the east side of the park and eliminating the existing portion of the trail on the west side of the park. The Foothills Trail realignment will result in enhanced safety and greater connectivity to a) the existing 21 miles of regional trails, b) parks, c) schools, d) the downtown core, including businesses, as well as access to the local cities. The allocation of funds will be transparent and focused on bringing tangible improvements to the park's safety, regional navigation, and overall user experience.

Through the grantor's investment in this project, we aim to significantly enhance the safety and utility of the Foothills Trail, aligning with Orting's policy objectives and the recently approved parks master plan. This investment will directly contribute to a safer, more accessible, and enjoyable recreational space for all users, making a lasting impact on the community's quality of life.

Project Location

County Location:

Please identify the county(s) in which the project is located. Check all that apply.

Pierce County

Project Location:

For example, please include street, route or trail name, or other identifiable location.

Orting WA Main Park, Foothills Trail, including trail relocation from west side to east side. More information available on the uploaded documents and on the City of Orting website.

<https://orting.prod.govaccess.org/government/project-updates/main-parks-master-plan>

Crossroad/landmark nearest to the beginning of the project:

Bridge street and Washington Ave (HWY 162)

Crossroad/landmark nearest to the end of the project:

Calistoga and Washington Ave (HWY 162)

Federal Functional Classification

Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement is provided [here](#).

Please select the appropriate functional classification.

Exception

Bicycle and Pedestrian Accommodations

Per US Department of Transportation policy, transportation projects in urbanized areas should include bicycling and walking facilities unless certain conditions are met. For more information on this policy, refer to [FHWA's website](#).

Does the project include bicycle and/or pedestrian features and/or paved shoulders?

Yes

If yes, please check the classifications below that best reflect the scope of the project.

Shared-use path, Bike lane, Signed shared roadway (designated by bike route signs), Walkways (pedestrian facilities separate from or part of the roadway), Other (e.g. bike/pedestrian bridge, curb cuts, medians, refuge island, signage)

If no, please explain why the project does not include bicycle and/or pedestrian facilities.

Plan Consistency

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2050 and the Regional Transportation

Plan. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to PSRC's Plan Review page or contact Liz Underwood-Bultmann at LUnderwood-Bultmann@psrc.org.

Is the project specifically identified in a local comprehensive plan?

No

If yes, indicate 1) plan name 2) relevant section 3) page number.

If no, describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

This project specifically is not currently in our Comprehensive Plan, however completing the Main Parks Master Plan was part of the referenced Parks, Trails and Open Space Plan. We completed a 2023 Comp Plan update in February, so our next Comprehensive Plan will feature this project. Existing elements of the comprehensive plan already align with this project, including a number of pedestrian and bicycle policies. These policies directly correlate with the Safety and Accessibility provisions as outlined in Orting's Comprehensive Plan. An extended discussion on this topic can be located in subsequent pages of this document.

The proposed realignment of the Foothills Trail is a critical component of the Parks Master Plan recently approved by the City Council of Orting. One of the concerns raised by the public during the Master Plan development process was conflicts between different types of park users. Other than specific park features, the conflict was one of the main "problems" identified with our current facility. This signifies the project's direct alignment with the city's strategic objectives and long-term development vision, emphasizing its necessity and relevance.

The Parks Master Plan, featuring the trail realignment, is scheduled to be incorporated into Orting's Transportation Improvement Plan (TIP) and the Comprehensive Plan. This integration underscores the interdependent nature of our city's planning and development efforts, recognizing the interconnected roles of transportation, recreation, and comprehensive city planning in creating a safe, vibrant, and sustainable community. The integration of the Parks Master Plan into the TIP will enhance the focus on safety and efficiency of transportation routes within our park system, particularly through the realignment of the Foothills Trail. In turn, its inclusion in the Comprehensive Plan will ensure that the trail realignment is not an isolated endeavor but a vital part of a holistic approach to improving our city's livability and appeal.

In line with our commitment to transparency and community engagement, detailed information about the approval of the Parks Master Plan by the City Council, including the official notice and relevant discussions, can be found at the city website (www.cityoforting.org) and made available upon request. We welcome interested parties to access these documents to understand the thorough and careful planning process that has led to the development and endorsement of this trail realignment proposal.

As the City of Orting continues to evolve and grow, initiatives like the Foothills Trail Realignment,

supported by forward-thinking strategies such as the Parks Master Plan, play a crucial role in shaping a future that upholds safety, encourages active lifestyles, and fosters a strong sense of community. Your support for this project contributes directly to these shared goals.

Type of Project

Please select your agency's project type.

Capital Project

NOTE: Once a selection is made, you will be taken to a new page to enter additional information based on the category selected.

Capital Project

Local and Regional Policy Support

Please address the following:

Describe how the project will help the rural town center develop in a manner consistent with the adopted policies or comprehensive plans of the respective local jurisdiction(s). Please provide citations and a copy of the appropriate page(s) from the plan or policies with your application.

Development Consistency with Local Plans and Policies:

The proposed Foothills Trail Realignment project aligns with the City of Orting's adopted policies and comprehensive plans, specifically pertaining to the development of the rural town center. The comprehensive plan includes several Pedestrian and Bicycle Policies; (see page 62 of comprehensive plan that has been uploaded on this grant application). Policies include: "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."

Safety and Accessibility: The realignment project directly corresponds to the Safety and Accessibility provisions detailed in the Orting Comprehensive Plan (Goal T3 "Establish a safe and convenient pedestrian and bicycle circulation system linking residential communities with key destinations."). The plan emphasizes the need to provide safe, accessible, and interconnected transportation options for all city residents and visitors. By moving the trail to a less busy area of the park, the project will enhance pedestrian safety and access, mitigating user conflicts and potential accidents.

Recreational and Open Space Development: As outlined in Orting's Parks, Recreation, and Open Space Plan, our project aligns with the goal to maintain and enhance recreational opportunities within the town. The realignment of the trail will optimize the use of park land, enabling an expansion of recreational areas, and ensuring a balanced, equitable distribution of open spaces.

Enhancing Community Links: The repositioning of the trail fosters improved integration within the town center, aligning with a principal strategic direction outlined in our comprehensive plan (Page 153 "Bicycle Improvements"). The document suggests, "Emphasizing connections to the Foothills

trail is one approach to enhance bicycle facilities". Further, on page 10 of the plan, there is encouragement to decrease "dependence on vehicles and foster the creation of pedestrian and bicycle-centric developments". The comprehensive plan underlines the significant regional transport roles taken on by the bicycle trail system (Pol LU 10.2; Page 29). The term 'bicycle', associated with concepts such as importance, facilities, parking, mobility, and paths, is referenced twenty-five times throughout the comprehensive plan, underscoring the trail system's critical significance.

Town Center Development: The realignment project supports the goal of enhancing the rural town center, as articulated on page 52 of the comprehensive plan as a major issue. By improving the pedestrian environment, reducing vehicular-pedestrian conflicts, and creating a more inviting recreational space, the project will contribute to a more vibrant, attractive, and welcoming town center.

Parks, Trails, and Open Space Plan: Policy CF 6.3, Page 33, Support continued development of the Foothills Trail and related links and parks for bicycles, pedestrians and equestrians, running through Pierce County to Mount Rainier National Park. Policy CF 6.4 states Develop a network of parks, open space and trails throughout the city for pedestrians, bicycles and equestrians, with priorities on maintaining and improving the accessibility, usability, and safety of Orting's parks and trails.

Environmentally Sustainable Practices: In alignment with the Environmental Policy in Orting's Comprehensive Plan, the trail realignment project includes environmentally sustainable practices such as thoughtful landscaping. The project aims to minimize environmental impact and promote ecological balance, aligning with our commitment to preserve and enhance the natural beauty of our town.

The regional Foothills trail is a popular route for bicyclists and providing access points with a low Level of Stress would improve the City's overall Bicycle Level of Service (BLOS). The (BLOS) that is mentioned on page 124 of the comp plan, is a measure that rates the "bikeability" of an area based on factors like traffic volume, speed, and road conditions. The level of stress is a rating that reflects how comfortable and safe a cyclist might feel using a particular route or crossing a particular junction. A lower level of stress means that the route is safer and more comfortable for a wider range of cyclists, including less experienced or less confident riders. Non-motorized generators, such as the Foothills trail, are generally a higher priority for improvement. In terms of bicycle use, trail access points in orange or red are areas that would benefit from improvement projects. The project will enhance the wayfinding system, improving navigation and enhancing connectivity between different sections of the town center, thereby fostering a sense of community and engagement among residents and visitors.

Copies of the relevant pages from the Orting Comprehensive Plan, the Parks, Recreation, and Open Space Plan, the Transportation Improvement Plan, and the Town Center Plan will be attached to this grant application. These documents further elaborate on how the proposed Foothills Trail Realignment project aligns with and advances the adopted policies and comprehensive plans of the City of Orting.

Describe how the project fits the intended character of the center or area in which the corridor is located to help better define or provide a clear distinction between rural corridors and rural centers. For instance, does the project include context sensitive design elements that consider preserving the aesthetic, cultural and environmental resources of the subject area?

Project Alignment with the Character of the Center and Distinction of Rural Corridors:

The Foothills Trail Realignment project is meticulously designed to respect and enhance the unique character of Orting's rural town center and to maintain a clear distinction between the rural corridors and centers.

1. Context-Sensitive Design:

The project incorporates a context-sensitive design approach, ensuring that the trail harmoniously blends with its surrounding environment. This involves preserving the existing aesthetic charm of the area, such as the use of locally appropriate materials for the trail and any associated structures. Those materials include specialized rock wall, railway right of way signage, community centers. This plan integrates signage and interpretive displays that echo the cultural railway and logging heritage of Orting, thus maintaining the town's unique identity.

2. Environmental Consideration:

Our design strategy emphasizes a minimal environmental footprint. We aim to preserve existing vegetation and incorporate additional landscaping that features native and drought-tolerant species. This not only aligns with the natural aesthetics of the area but also supports local biodiversity and reduces maintenance needs. The realignment process itself is planned to cause minimal disruption to the environment, further preserving the integrity of the area. The park will be expanded in other phases increasing the overall park area.

3. Respect for Cultural Heritage:

We acknowledge and respect Orting's deep-rooted heritage in logging and the railroad industry, and have carefully designed this project to reflect and amplify these historic elements. The realignment of the trail will not only increase connectivity to key cultural sites within the park and town center but also aims to foster a deeper connection with Orting's rich logging and railroad past, thus stimulating cultural awareness and engagement in these quintessential aspects of our town's identity.

4. Distinguishing Rural Corridors from Centers:

The design and placement of the realigned trail consciously maintains the distinction between Orting's rural corridors and the town center. The trail will serve as an inviting gateway into the rural town center, drawing residents and visitors from the more tranquil rural corridors into the heart of Orting's communal activities. This balance of tranquility and vitality is key to the unique charm of Orting, and our project intends to emphasize this aspect.

In summary, the Foothills Trail Realignment project is fully aligned with the intended character of Orting's town center and rural corridors. It has been meticulously designed to respect and enhance the aesthetic, cultural, and environmental resources of the area, contributing to the sustainable development and preservation of Orting's unique rural charm.

If the project is interjurisdictional in nature, describe the partners that have been identified and the actions developed to work together and coordinate on project components

N/A

Circulation, Mobility, and Accessibility

Please address the following:

Describe the issue being addressed by the project and the impact it is intended to have on the center(s). Describe how the project will provide better access to the center(s) from adjacent communities or significantly improve circulation within a center by filling a missing link and/or removing barriers to community mobility.

Issue Addressed by the Project and Its Impact on the Centers:

The Foothills Trail Realignment project primarily addresses the challenge of ensuring pedestrian safety and reducing negative interactions between pedestrians and cyclists within the park. Currently, the trail's location forces pedestrians, including young children, to cross a busy bike path to access park facilities. This situation creates a safety concern and detracts from the overall park experience. This concern was one of the most consistent safety concerns raised during public outreach for the Main Park Master Plan.

By moving the trail, we will create a safer, more user-friendly trail system and park environment. The realignment will enhance pedestrian and bicycle circulation between the parking areas and the park, reduce user conflict, and improve overall safety. This has been a long-standing issue in our community, and the project aims to significantly ameliorate this situation.

The project's impact extends beyond safety enhancements. The realignment will allow for more efficient use of the park land, enabling the construction of additional recreational facilities to accommodate growth. This will not only revitalize the park but also enhance its role as a central gathering place for the community.

Enhancing Accessibility and Communal Transportation:

The project to reposition the Foothills Trail will augment access to the park for nearby communities. The planned shift of the trail, which is part of a 21-mile regional system, will boost linkage with other trails and transport networks. This enhancement will simplify the safe travel and visitation of the park for residents in neighboring areas, thus encouraging more bicycle trips, frequent park usage and reinforcing its position as a communal gathering place. The realignment will also increase the visibility of downtown businesses for cyclists passing through the city. Cyclists journeying through Orting from different communities will experience increased safety as

the potential for clashes with pedestrians crossing the trail from parking zones will be considerably lessened.

Within the park, the trail realignment is poised to improve circulation significantly. By reducing conflicts between pedestrians and cyclists and enhancing wayfinding, the project will make it easier for visitors to navigate the park and access its various facilities. This will be particularly beneficial during community events, where the improved circulation will contribute to a more enjoyable, less congested experience.

Overall, the Foothills Trail Realignment project will have a transformative impact on the park and the broader community. By addressing safety concerns, improving park usage, and enhancing access and circulation, the project will make the park a more vibrant, safe, and welcoming place for all.

Describe whether the project is multimodal in nature and how it will benefit a range of travel modes and user groups either accessing the center(s) or using the corridor

Multimodal Nature of the Project and Its Benefits:

The Foothills Trail Realignment project is indeed multimodal in nature, designed to accommodate and benefit a range of travel modes and user groups.

1. Pedestrian-Friendly:

The project prioritizes pedestrian safety and accessibility. By relocating the trail, we will significantly reduce the current conflict between pedestrians and cyclists, providing a safer environment for walkers, joggers, and families. New designated crossing points will further enhance pedestrian safety and mobility within the park.

2. Cyclist Accommodation:

The realigned trail will continue to serve as an important regional corridor for cyclists. The separation of pedestrian and cycling traffic will not only improve safety for all users but will also provide a more enjoyable and uninterrupted experience for cyclists, promoting cycling as a viable and attractive mode of transportation.

3. Improved Vehicular Access and Parking:

The long term project plan includes plans for a more efficient parking layout, with the incorporation of clearly defined crossings and additional parking spaces. This will improve access to the park for those traveling by car and will make the park more welcoming for families, older adults, and individuals with differential mobility.

4. Public Transportation:

By enhancing the connectivity between the trail, park, and surrounding areas, the project will also

facilitate those using shared or alternative modes of transportation. The improved pedestrian infrastructure and trail access points will make it easier for those who carpool, cycle, or walk to reach the park, encouraging the use of these environmentally friendly and communal travel methods.

5. Emergency Access:

The project also considers emergency access. The trail and parking configuration is designed to allow for emergency vehicle access along the east side of SR 162, ensuring that help can quickly reach any part of the bike trail or park in case of an emergency.

In conclusion, the Foothills Trail Realignment project, by design, caters to a wide range of travel modes, enhancing accessibility, safety, and enjoyment for all users. Whether individuals choose to walk, cycle, drive, or use public transit/carpooling, they will find their journey to and through the park improved through this project.

Describe how the project will enhance opportunities for active transportation, such as improving or enhancing a pedestrian-oriented environment in the center or along the corridor to the center(s).

Enhancement of Active Transportation Opportunities:

The Foothills Trail Realignment project fundamentally aims to create an environment more conducive to active transportation. By improving the existing infrastructure and adding new features, the project will encourage healthier, environmentally-friendly modes of transport. This, in turn, aligns with the city's broader vision of fostering a vibrant, active, and sustainable community.

1. Enhanced Pedestrian Environment:

The realignment of the Foothills Trail will drastically improve the pedestrian environment in and around the city center. Currently, pedestrians must navigate the same space as fast-moving cyclists, leading to safety concerns and discouraging walking. By moving the trail and separating pedestrian and cycling traffic, we will create a safer and more inviting space for all users. The next phase of the project also includes the creation of a pedestrian plaza on Train Street. This conversion of roadway to pedestrian-friendly space further enhances the pedestrian environment, providing a safe, enjoyable space for leisurely walks, socialization, and community events. One less road will reduce the conflicts between pedestrians, bicycles, cars and trucks.

2. Improved Cycling Infrastructure:

The realigned trail will provide a better cycling experience. The separation from pedestrian traffic allows for a more uninterrupted, safer ride for cyclists. By creating an environment where cyclists feel secure and appreciated, we anticipate increased usage of the trail for both recreational and commuting purposes.

3. Connections to Active Transportation Networks:

The project also emphasizes connections to other active transportation networks. By integrating the trail with other pedestrian and cycling paths, we encourage use of the trail as part of broader active transportation journeys. These connections also make it easier for residents of nearby communities to access the park without relying on motor vehicles. Many bikes transit through the city on the trail, and this will make everyone feel safer through the reduction of conflict zones.

4. Support for Active Lifestyle:

Beyond transportation, the project supports a more active lifestyle. The upgraded facilities and the safer, more enjoyable pedestrian and cycling environments will encourage activity by reducing stress through a congested area of the trail, which leads to community health and wellbeing.

In summary, the Foothills Trail Realignment project is a major step forward in enhancing opportunities for active transportation in Orting. It aligns with and supports the broader city and county policies promoting pedestrian and cycling infrastructure, environmental sustainability, and community health.

Describe how the project contributes to transportation demand management and commute trip reduction opportunities.

Contribution to Transportation Demand Management and Commute Trip Reduction:

Enhancing Public Transit Access:

By enhancing the connectivity between the business district, schools, parks and neighborhoods, this project will also support those using shared, non-motorized, or personal modes of transportation. The improved pedestrian infrastructure and trail access points will make it easier for those who walk, cycle, carpool, or use ride-sharing services to reach the destinations, encouraging the use of these more sustainable and communal travel methods.

Encouraging Off-Peak Travel:

The project's support for active modes of transport such as walking and cycling can also contribute to shifting travel times away from peak periods. With the flexibility provided by active transport, residents can choose to travel during less congested times, thereby helping manage overall transportation demand.

System Performance and Innovative Solutions

Please address the following:

Describe how the project will result in more reliable and efficient travel flows in the center, along a corridor, or both, and how it will provide for time savings for moving freight and goods.

Improved pedestrian infrastructure and trail access points will also make it easier for transit users

to reach the park, thereby promoting the use of public transportation. In the longer term, these enhancements can encourage a culture of using public transit for commuting and other regular trips. The improved safety aspect could encourage more bikers to use the trail system to other communities via regional trail.

Encouraging Off-Peak Travel:

The project's support for active modes of transport such as walking and cycling can also contribute to shifting travel times away from peak periods. With the flexibility provided by active transport, residents can choose to travel during less congested times, thereby helping manage overall transportation demand.

Supporting Local Businesses:

By improving access to local parks and amenities, the project can also stimulate the local economy. Residents who choose active modes of transport are more likely to shop locally, contributing to the vibrancy and economic health of the town center.

In conclusion, the Foothills Trail Realignment project makes a significant contribution to Transportation Demand Management and commute trip reduction by promoting active modes of transportation, reducing reliance on single-occupancy vehicles, and enhancing public transit access. The cumulative effects of these changes align with the city's broader sustainability goals and contribute to a healthier, more connected community.

Describe how the project provides a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor.

Long-term Solution to Maximize Transportation System Efficiency:

The Foothills Trail Realignment project is not a quick fix or a band-aid solution, but a sustainable, long-term strategy designed to enhance the efficiency and safety of Orting's transportation system. The current alignment of the foothills trail was conceived before the advent of the Growth Management Act when Orting had around 3,000 residents. Since then, the demand and regional significance of the trail has changed creating the need to rethink how this facility can be a long-term multimodal transportation facility. The project prioritizes the integration of multi-modal transportation for short trips, enhancing the functionality of our rural center, and enabling seamless connections with the rural corridor.

1. Efficient Use of Infrastructure:

By realigning the Foothills Trail, we maximize the use of our existing infrastructure, taking advantage of the current layout of our rural town center and enhancing it to serve our community better. The current trail facility bifurcates the city's primary park and takes multimodal users away from the highway even though there are regular crossings of the highway through town. This shift out of the sight of drivers creates a safety hazard for trail users when re-appear to drivers at a crossing.

2. Enhancing Multi-modal Transportation:

The project encourages a shift towards active transportation (cycling, walking) by improving infrastructure and safety for these modes. This shift has the potential to reduce vehicle use for shorter trips, thereby improving traffic flow and parking availability for those who need to use a car or truck, while simultaneously promoting healthier, more environmentally friendly transportation alternatives.

3. Long-term Community Benefits:

The trail realignment will also provide a more attractive, pedestrian/bicycle-friendly environment, encouraging more people to live, work, and shop in Orting. This change could stimulate local economic activity, creating a positive cycle of growth and development that further supports efficient use of the transportation system.

4. Future Scalability and Adaptability:

The project has been designed with future growth and changes in mind. The alterations proposed under this project allow for easy upgrades and expansions, ensuring the trail continues to serve the community efficiently in the decades to come.

5. Maintenance Considerations:

The project takes into account long-term maintenance costs, with the trail design and choice of materials aiming to minimize future repair and upkeep costs. This consideration further ensures the efficiency and sustainability of the project in the long run.

In conclusion, the Foothills Trail Realignment project provides a sustainable, long-term solution to maximize the efficiency of Orting's transportation system. It will make our rural town center more accessible and pedestrian-friendly while promoting multi-modal transportation, improving road safety, and providing flexibility for future growth and changes.

Describe any particularly innovative facilities or traffic operational concepts included in this project.

Innovative Facilities and Traffic Operational Concepts:

The Foothills Trail Realignment project, while rooted in traditional planning principles, integrates innovative ideas to improve community mobility, enhance safety, and create engaging public spaces.

1. Trail Realignment as a Safety Innovation:

The trail realignment, the cornerstone of this project, is an innovative approach to enhance safety for both pedestrians and cyclists. By strategically shifting the trail's location, we can significantly

reduce interactions between pedestrians, cyclists, and vehicles, thereby mitigating potential conflicts and accidents. This design puts pedestrian and cyclist safety at the forefront, exemplifying the vision of a truly multi-modal community.

2. Context-sensitive Design Elements:

The project heavily features context-sensitive design elements that aim to preserve and enhance the unique aesthetic, cultural, and environmental resources of Orting. The design ensures the trail's integration into the existing environment without causing significant disruptions, preserving the local charm while enhancing the functionality of the area.

3. Multi-use Trail Design:

The realigned Foothills Trail will not just serve as a conduit for movement but will incorporate a multi-use design. The trail will facilitate a diverse range of activities like walking, jogging, cycling, and rollerblading, and provide spaces for social interaction and rest. This flexible, inclusive approach ensures the trail serves the broadest range of users and uses possible.

4. Flexible Traffic Control:

Innovative traffic control measures are designed to adapt according to the time of day, volume of traffic, and particular events, ensuring smooth flow and minimized conflicts at all times.

In summary, the Foothills Trail Realignment project incorporates several innovative facilities and operational concepts, aiming to enhance safety, promote multi-modal transport, and maximize public space utilization. These innovative elements will ensure the project is not only functional but also contributes significantly to enhancing the quality of life in Orting.

Equity

Please address the following:

Section 1. Addressing population groups, benefits and disparities – see [PSRC's resources](#) to help answer the questions below.

Please identify the population groups in the planning study area.

(i.e people of color, people with low incomes, older adults, youth, people with disabilities, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations)

Please identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.

1. Disparities and Gaps in the Current Transportation System.

2. Accessibility Challenges for Wheelchair Users and Older Adults.

3. Wayfinding for people that don't speak English.

Please describe how the project is addressing those disparities or gaps and providing a benefit to the population groups identified under Step 1.

Addressing Disparities and Providing Benefits:

The Foothills Trail Realignment Project is designed to directly tackle the identified disparities and gaps to ensure a safer, more inclusive, and accessible recreational and transportation space for all. Here's how:

Enhancing Accessibility for Wheelchair Users and Older Adults: The redesigned park will include ADA-compliant features to ensure it's fully accessible for wheelchair users and older adults. Smooth, flat pathways, and accessible restroom facilities, are just a few of the improvements that will be made.

Assisting People with Limited English Proficiency: Signage along the trail and information about the park will be made available in multiple languages to help users with limited English proficiency navigate the area safely and effectively.

By directly addressing these disparities, the Foothills Trail Realignment Project aims to deliver an equitable, accessible, and safe environment for all, thereby enhancing the quality of life in our community.

Section 2. Addressing outreach

Please describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

Public Outreach Process:

The development of the Foothills Trail Realignment Project was highly informed by extensive public engagement, with a particular emphasis on involving the identified population groups to ensure their needs and concerns were accurately reflected in the project design. The outreach strategy included online surveys, in-person meetings, online open house events, and multiple city council sessions.

Online Survey: The first phase of our outreach process began with an online survey, which was available from September 30, 2022, to October 31, 2022. This survey was designed to gauge the community's current activities in Main Parks, understand their perceived issues, and discern their needs for park improvements. We focused our survey distribution to reach a broad spectrum of the community, including veterans, families with young children, older adults, and low-income households.

In-person Public Outreach: Two in-person outreach events were held in October and December 2022 to present initial design alternatives. We ensured these events were held in accessible locations and at varied times to cater to different schedules and mobility needs. The attendees had the opportunity to provide feedback on their preferences, voice their concerns, and give general comments to guide the development of the project.

Online Open House: To further involve those who could not attend in-person events and to respect public health guidelines, we conducted an Online Open House from December 20, 2022, to February 11, 2023. During this period, the community had access to the three conceptual alternative plans for review and comment.

City Council Study Sessions: To ensure transparency and continuous community involvement, we held three city council study sessions on September 21, 2022, February 15, 2023, and April 19, 2023. These sessions allowed the council and the public to deliberate on the project's progress, addressing any arising concerns and incorporating community feedback in real-time.

This robust and inclusive public outreach process ensured the project's design responded to the needs of the community while aligning with the broader vision of the city. The outreach process further fostered a sense of ownership and involvement in the community, essential aspects of the project's success.

Please describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

Influence of Outreach on Project Development:

The public outreach played a pivotal role in shaping the Foothills Trail Realignment Project. Feedback gathered from the community significantly influenced the project's location, scope, design, and timing.

Location: The community feedback underscored the importance of the Foothills Trail for residents of all ages, abilities, and demographics. This feedback underscored the need to prioritize a realignment that improves access to and usability of the trail. The proximity to the recovery café & Soldiers Home and the desire for increased wheelchair accessibility affirmed the choice of the trail's location.

Scope: Input from our outreach efforts helped us understand what components to include in the project. The community requested more green spaces, safe pedestrian crossings, and areas for rest along the trail. They also emphasized the need for multi-modal transportation options, informing the decision to incorporate dedicated biking paths and wheelchair-accessible routes into the scope of the project.

Design: Based on feedback, we incorporated safety-enhancing design elements like improved signage, pedestrian-friendly intersections, and adequate lighting. Additionally, the community's desire for an aesthetically pleasing environment led us to incorporate landscaping and the preservation of local flora and fauna into the design. Comments from families with young children

and senior citizens inspired us to include resting places and family-friendly amenities along the trail. We also received feedback on some of the historical elements of the park including a sandstone wall that is utilized to divide transportation space from pedestrian space.

The outreach process has proven invaluable in ensuring that the Foothills Trail Realignment Project is truly community-focused. It allowed us to shape a project that reflects the desires and needs of the population it serves and create a public asset that Orting citizens can proudly enjoy for generations.

Section 3. Addressing displacement – see [PSRC's displacement risk map](#)

Is the project in an area of low, medium, or high displacement risk?

The Foothills Trail Realignment Project is located in an area of Orting characterized by lower displacement risk, as per the metrics provided by the PSRC's displacement risk map. The individual components of the risk assessment are outlined as follows:

Adjacent to high-income tract: The project site scores 0 on this metric, indicating it is not adjacent to a high-income tract.

Proximity to 2030 Bus Rapid Transit and other High Capacity Transit: The project site also scores 0.0, meaning it is not within a quarter-mile of the 2030 Bus Rapid Transit nor within a half-mile of other High Capacity Transit.

Cost-burdened and severely cost-burdened households: The project area scores 0.5, indicating a low percentage of households experiencing housing cost burdens.

Potential housing demolition for new development: The project scores 4, indicating that there may be existing housing units that could potentially be demolished for new development.

Jobs within 30-minute auto travel time and 45-minute transit travel time: With a score of 0.0, it shows the area doesn't have a significant concentration of jobs reachable within these timeframes.

Median Gross Rent for all rooms: The area scores 0.7, showing moderate rent levels for the region.

Limited English Proficiency population: The score is 1, indicating a lower percentage of residents with limited English proficiency.

Recent Voting Population: The score is 2, reflecting a higher level of political engagement in the most recent presidential election.

Population without Bachelor's Degree: The area scores 4, indicating a larger proportion of the population 25 years and over without a Bachelor's degree.

Population below 200% of the poverty level: The score is 3, signifying a moderate number of

households living below 200% of the poverty level.

Population of People of Color: With a score of 0, the area has a lower percentage of residents identifying as people of color.

Proximity to existing High Capacity Transit: Scoring 0, the project area is not within a quarter-mile of existing High Capacity Transit.

Renter households: The area scores 1, suggesting a low prevalence of renter households.

Average distance to park and school: The score is 1.0, indicating a relatively short average distance to parks and schools.

Average distance to supermarket, pharmacy, and restaurant: The project area scores 2.0, implying a moderate average distance to these essential services.

The composite index risk score, which is a combined score of the individual components, has not been provided. However, the individual component scores suggest a lower overall risk of displacement in the project area.

If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.

Not Applicable. Orting is considered in a lower risk category.

Safety

Please address the following:

Please describe the safety and/or security issue(s) that the project will address.

The Foothills Trail Realignment Project is designed to address several safety and security concerns for the residents and users of the trail and adjacent areas in Orting. These issues range from pedestrian and cyclist safety to enhanced accessibility for people with mobility impairments.

Pedestrian and Cyclist Safety: Currently, the existing trail alignment intersects with several busy streets, and parking areas posing a risk to pedestrians and cyclists from vehicular traffic. The proposed trail realignment will reduce these interactions, creating safer paths and crossings, which will protect trail users from potential traffic accidents.

Safety for People with Disabilities: The present trail does not meet all standards of the Americans with Disabilities Act (ADA). The realignment will provide more accessible trails for those with mobility impairments. This includes improved surfaces for wheelchair users and those using mobility aids, the installation of ramps where necessary, and ensuring appropriate widths and grades for safe and comfortable use.

Improved Visibility and Security: The proposed project also includes landscape modifications that will improve visibility along the trail, enhancing the safety of those who use it. Clear sightlines will

discourage any potentially unsafe activities and make users feel more secure. The plan also considers appropriate lighting and signage to enhance user safety during all hours.

Safer Recreation Opportunities: The realignment also includes the closure of Train Street and its conversion into a pedestrian plaza. This change will enhance safety by eliminating the risk of vehicular accidents in this area, allowing it to be used safely for recreational activities and events. The design maintains emergency, vendor, and maintenance vehicle access, ensuring essential services are not interrupted.

Safe access to essential services: By connecting the residential area with parks, schools, and shopping areas, the project will provide safer pedestrian and bicycle access to these essential services, reducing the need for vehicular travel and hence contributing to overall traffic safety.

Addressing these safety and security issues will not only make the trail and surrounding areas safer for all users, but it will also encourage more residents to use the trail for recreational and commuting purposes, promoting a healthier, active lifestyle within the community.

Please explain how the project will help protect vulnerable users of the transportation system.

The Foothills Trail Realignment Project is specifically designed with the needs and safety of vulnerable users of the transportation system in mind. The term "vulnerable users" typically refers to pedestrians, cyclists, children, the elderly, and people with disabilities - all of whom are particularly at risk in environments primarily designed for vehicle traffic. Here's how the project will protect these groups:

Enhanced Safety Measures for Pedestrians and Cyclists: The proposed trail alignment will provide additional visibility of trail users so that road users and trail users can be more aware of each other as they approach conflict areas like crossings. The design also eliminates one cross street which reduces the chances of conflicts between vehicles and vulnerable users.

Improved Accessibility for People with Disabilities: The project is creating smooth trail surfaces that are easier to navigate for those using mobility aids, and incorporating features such as curb ramps and tactile paving for visually impaired users. It also provides easier access to businesses and other resources.

Safety for Elderly Users: Special considerations have been made for elderly users. This includes ensuring the trail's surface is smooth to prevent trip hazards, maintaining a gentle gradient to accommodate users with limited mobility, and installing seating at regular intervals to provide rest spots.

Child-friendly Design: The closure of Train Street reduces one of the trails crossing of a street which improves the safety of the youngest trail users.

By addressing the unique needs and potential vulnerabilities of these user groups, the Foothills Trail Realignment Project aims to create a transportation environment that is inclusive, safe, and

accessible to all.

Please describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

The Foothills Trail Realignment Project is designed to reduce reliance on enforcement measures and promote naturally decreased speeds in several ways:

The project re-aligns the edge of the park, and reducing the excess width of parallel parking on HWY 162. This visual narrowing of the roadway naturally reduces speeds and increases safety. The project will also improve pedestrian highway crossings five places along the trail. These improved crossings naturally create caution for drivers creating lower speeds and increased safety for both pedestrians and vehicle users.

By incorporating these elements into the project, the reliance on enforcement measures is reduced, while safety and efficiency are enhanced, leading to a more peaceful and enjoyable environment for all users.

Does your agency have an adopted safety policy (e.g. Target Zero, Vision Zero, etc.)? If so, how did the policy inform the development of the project?

The City of Orting is in the process of developing a Safety Action Plan, which aligns with broader safety goals such as Washington State's Target Zero initiative and the global Vision Zero framework. This plan's development, though still in progress, has influenced the Foothills Trail Realignment Project's direction.

As we work on our Safety Action Plan, we are prioritizing the principles of Target Zero and Vision Zero, both of which aim to eliminate traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all. These principles have directly informed the project's design and goals in several ways:

User Safety: The core principle of our policy is to enhance safety for all transportation users. This principle has shaped the trail realignment project, leading to design choices such as separation of different types of trail users, the elimination of a street crossing on Train Street, and the inclusion of features like clear signage and safe crossing points at intersections.

Traffic Calming: Consistent with the principles of Target Zero and Vision Zero, we have incorporated traffic calming measures into the project design. These measures, including the nature of the trail itself, channelization along HWY 162 are designed to reduce speeds naturally and minimize the potential for conflicts between trail users and vehicles.

Education and Outreach: Our developing safety policy emphasizes the importance of education in promoting safe behaviors. This principle has led to the inclusion of an education and outreach component in our project plan, which will aim to inform community members about safe trail use practices. Outreach will be conducted at local events held in the park, such as touch a truck, Red Hat Days, 4th of July festival, Orting Rock Festival etc.

Equity and Accessibility: In line with Vision Zero's focus on equitable mobility, we have designed the project to enhance access and safety for a diverse range of population groups, including wheelchair users, children, and older adults.

The adoption of a formal Safety Action Plan in the near future will further solidify our commitment to these principles and guide the project's ongoing development to ensure we create a safe, accessible, and enjoyable trail system for our community.

Project Readiness & Financial Plan

In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. \$3.045 million is available for each of the 2025 and 2026 federal fiscal years. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request up the total annual award for one program year (up to \$3,045,000). Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary, i.e, a sponsor may request funding for both preliminary engineering and right-of-way phases, or preliminary engineering and construction phases, but not both right-of-way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for the FHWA funding being distributed through the RTCC competition. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Sponsors must select 2025 or 2026 as the expected year of obligation. In order to align with annual delivery expectations, all project phases awarded PSRC's FHWA funds must obligate the funds by June 1 of the program year selected. Funds may be obligated beginning October 1 prior to the program year. The earliest the RTCC funds will be available is the 2025 federal fiscal year (beginning October 1, 2024). If a sponsor plans to begin work for the phase awarded prior to this date, they will need to utilize Advanced Construction (AC). For more information on this topic, contact Jennifer Barnes at (206) 389-2876 or jbarnes@psrc.org.

Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies.

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

Phase	Year	Amount Requested (i.e - for \$1,000.00, enter "1000")
Preliminary Engineering/Design	2025	\$150885
Construction	2026	\$1257381

Total PSRC Funding Request:

\$1408266

Has the project received PSRC funds previously?

No

Please provide the project's PSRC TIP ID.

Financial Plan

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. PSRC's definitions and guidance for determining secure and reasonably expected funds is provided here.

PE/Design Phase

Funding Source	Funding Status	Funding Amount
City of Orting	Secured	\$23548
PSRC	Reasonably Expected	\$150885
		\$
		\$

		\$
--	--	----

Total Preliminary Engineering/Design Phase Cost

\$174433

Actual or estimated date of completion (month and year):

June 2025

Right-of-Way Phase

Funding Source	Funding Status	Funding Amount
ROW Not Required		\$0
		\$
		\$
		\$
		\$
		\$

Total Right-of-Way Phase Cost:

\$0

Actual or estimated date of completion (month and year):

Construction Phase

Funding Source	Funding Status	Funding Amount
City of Orting	Secured	\$196239
PSRC	Reasonably Expected	\$1257381

		\$
		\$
		\$

Total Construction Phase Cost

\$1453620

Actual or estimated date of completion (month and year):

September 2026

Other Phase

Funding Source	Funding Status	Funding Amount
N/A		\$
		\$
		\$
		\$
		\$

Total Other Phase Cost

\$0

Actual or estimated date of completion (month and year):

Project Summary

The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

Total Estimated Project Cost:

\$1628053

Estimated Project Completion Date (month and year):

November 2026

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

f-131-475-18638273_iXvm7ciE_Foothills_Trail_Realignment_-_Funding_Letter.pdf

Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program must also be included.

For more information, refer to PSRC's financial constraint guidance.

Matching funds of 13.5% required for this project will be made available from the City of Orting.

Additional information on the Parks Master Plan can be found on the City of Orting Web site at <https://orting.prod.govaccess.org/government/project-updates/main-parks-master-plan>

Project Readiness

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to be obligated. The questions in this section are designed to assist sponsors to:

- *Identify which obligation prerequisites and milestones apply to their specific project.*
- *Identify which of these have already been satisfied at time of application.*
- *Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.*

In the following section, sponsors will be asked a series of questions about the project. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated by June 1 of the funding year, or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

Project Readiness

Are you requesting funds for ONLY a planning study or preliminary engineering?

No

Is preliminary engineering/design for the project complete?

No

Please provide the date the preliminary engineering/design phase was completed, or the anticipated date of completion (month and year).

October 2025

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

Engineering design is expected to be straight forward as the project is a pedestrian and bicycle trail.

Project Readiness

What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?

Categorical Exclusion (CE)

Has the NEPA documentation been approved?

No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

December 2024

Project Readiness

Will right of way be required for the project?

No

How many parcels do you need, if applicable?

What is the zoning in the project area?

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

Does your agency have experience in conducting right-of-way acquisitions of similar size and complexity?

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right-of-way milestones, including the current

status and estimated completion date of each. For example:

- **True cost estimate (TCU) or Project Funding Estimate (PFE) for the right of way**
- **Stamped right-of-way plans (stamped)**
- **Approved relocation plan, if applicable**
- **Right-of-way certification**
- **Right-of-way acquisition**

Project Readiness

Are funds being requested for construction?

Yes

Do you have an engineer's estimate?

Yes

Please upload a copy of your engineer's estimate below.

f-131-116-18638273_cSau88XV_SCJ_Cost_Estimate.pdf

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

Programmatic SEPA Checklist has been completed. This checklist can be found in Appendix H of the Parks Master Plan on the City of Orting web site.

Are Plans, Specifications & Estimates (PS&E) completed?

No

Please provide the date of completion, or the date when PS&E is scheduled to be complete (month and year).

July 2025

When is the project scheduled to go to ad (month and year)?

February 2026

Note: For projects awarded PSRC funds through this competition, the information provided above for each milestone will be incorporated into the project's Progress Report for future monitoring, as part of PSRC's project tracking program.

Other Considerations

Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. Note, no points will be given to this section.

File Submission

Please provide any additional supporting documents, including maps, through the upload functions below.

f-131-107-18638273_x23tJ6yJ_Appendix_E_PREFERRED_Plan.pdf

f-131-477-18638273_J0L6eS91_2020_Orting_Comp_Plan.pdf

f-131-478-18638273_LEGvOw6U_City_of_Orting_Parks_Trails_and_Open_Space_Plan_2022.pdf

Final Review

Please review all application form questions to ensure you have completed all fields. An email copy of the project application will be sent to the project contact upon submission.

NOTE: Please contact Doug Cox (DCox@psrc.org) if you need to make updates to a submitted application prior to the July 28, 2023 deadline. After the deadline has passed, the form site will close.

Parks, Trails, and Open Space Plan



City of Orting

2022 Update



Adopted: 02/09/22



PARKS, TRAILS & OPEN SPACE PLAN

City of Orting
February 2022

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PARKS, TRAILS & OPEN SPACE PLAN



City of Orting

CHAPTER 1: INTRODUCTION AND SETTING

PURPOSE

The *Orting Parks, Trails & Open Space Plan* is intended to guide the acquisition of land and development of facilities for recreation and open space uses over the next 20 years. Goals, policies and capital facilities needs established in this plan are adopted into the City's Comprehensive Plan.

LOCATION

Orting is a small town located in the valley between the Carbon and Puyallup Rivers in Pierce County, Washington. The City is completely surrounded by County land and does not share a boundary with any other city or town. The main point of access is via Highway 162 which bisects the City from northwest to southeast. Orting is built on lahar deposits from Mount Rainier and has commanding views of the mountain throughout town. The City was incorporated in 1889, and today encompasses approximately 2.80 square miles, of which almost 0.1 square miles is water.

Orting is blessed with many natural features that support recreation. The rivers and gentle topography of the valley floor provide many opportunities for passive recreation. For years, residents were able to satisfy most recreation needs by using these natural resources, school facilities, and the surrounding area. However, as the City grew considerably throughout the 90s and early 2000s more parks were added within the City. Today, as space becomes limited and there are ample parks within the City, residents desire additional facilities and amenities within existing park spaces.

COMMUNITY PROFILE

In the time since the 2015 update of this plan, the population of Orting has increased from 7,290 to 9,041 people (2020 Census), an increase of 24%. From 2010 to 2020 the population increased by 34%.

Table 1.1: Population Trends

Year	Population ¹	% Change
2010	6,746	
2011	6,770	0.36%
2012	6,790	0.30%
2013	6,930	2.06%
2014	7,065	1.95%
2015	7,290	3.18%
2016	7,525	3.22%
2017	7,835	4.12%
2018	8,105	3.45%
2019	8,380	3.39%
2020	9,041	7.88%

Orting currently has a fairly even distribution of ages, with no one age group making up a large majority. All age groups are between approximately 4 and 8% of the total population. The largest outlier is those aged 80 to 84 which make up approximately 1.1% of the population and those 85+ which make up 1.4% of the population (see Table 1.2, below). This is a noticeable difference from the age distribution five years prior where 2014 saw the largest

majority of the population aged between 30 to 34 years old (17%) and 25 to 29 years old (15.1%).

Table 1.2: Age Distribution

Age	2019		2014	
	Total	Percent	Total	Percent
Under 5 years	633	7.9%	585	8.4%
5 to 9 years	670	8.4%	769	11.1%
10 to 14 years	532	6.6%	554	8.0%
15 to 19 years	497	6.2%	364	5.2%
20 to 24 years	431	5.4%	429	6.2%
25 to 29 years	526	6.6%	1050	15.1%
30 to 34 years	697	8.7%	1181	17.0%
35 to 39 years	593	7.4%	713	10.3%
40 to 44 years	482	6.0%	321	4.6%
45 to 49 years	551	6.9%	235	3.4%
50 to 54 years	650	8.1%	383	5.5%
55 to 59 years	426	5.3%	189	2.7%
60 to 64 years	372	4.6%	168	2.4%
65 to 69 years	274	3.4%	585	8.4%
70 to 74 years	310	3.9%	769	11.1%
75 to 79 years	165	2.1%	554	8.0%
80 to 84 years	92	1.1%	364	5.2%
85 years and over	111	1.4%	429	6.2%

Source: American Community Survey via data.census.gov

¹ 2010 and 2020 population counts are from the decennial census. 2011-2019 are population estimates from the American Community Survey.

The City's population is projected to increase by approximately 550 people by the year 2044.² This would result in a total population of approximately 9,591 people. This projection is a 6.1% increase over 23 years (0.265% a year), a much slower growth rate than the City has historically seen. This slower growth rate is due to the limited land that remains within the City and no anticipated annexations.

PLAN HISTORY

In March 2003, the Orting City Council adopted the *Parks, Trails & Open Space Plan* (PTOS Plan). The PTOS Plan assessed how well parks and recreation facilities served Orting's population and described the community's vision for the future of its parks system. A number of significant outcomes followed the 2003 adoption of the PTOS Plan:

- Language from the PTOS Plan was adopted into Orting's Comprehensive Plan, including policies for capital facilities planning and policies which established Level of Service (LOS) standards for parks and trails.
- Orting's Development Regulations provided for the collection of impact fees for parks.
- Adoption of the PTOS Plan rendered Orting eligible for a variety of funding sources for parks and recreation development.

In June 2010, the Orting City Council adopted an update to the PTOS Plan. The update included a revised inventory with nearly double the 2003 park land and outlined ongoing parks planning activities. The results of these planning activities included increased river access with over 20 public access points now established. In 2015 the PTOS Plan was updated again and included an updated inventory reflecting new parks and recreation spaces acquired by the City and considered projected population growth out to 2040 to calculate future demand.

This document represents an update to Orting's 2015 PTOS Plan. It includes a new look at LOS standards given the City's lack of space to acquire new park land and considers the City's slowing growth with a project population growth out to 2044 to calculate future demand.

CHALLENGES

The Orting residential population nearly doubled in size from 2000 to 2010 and increased by approximately 2,000 people from 2010 to 2019. The population in 2020

² The 2021 Pierce County Buildable Lands Report anticipates that the City of Orting will grow by 550 people by the year 2044.

was 9,041 people.³ The LOS standards established in the 2003 PTOS Plan were essential in ensuring the parks inventory grew with the population, and that new development was paying for its share through a parks impact fee. However, growth is forecasted to occur at a slower rate given the constraints on land availability.

The PTOS Plan continues to evaluate existing resources that the City feels should be included as part of the parks planning process; for example, incorporating potential river access points as identified in Orting's Shoreline Management Program into the Capital Facilities Element, or addressing community access to school recreational facilities.

Additionally, an effort has been made to reduce redundancies between the PTOS Plan and other adopted City plans, therefore some text has been removed and replaced with references.

PROCESS

The Parks Board, City Council, and the public have contributed to the update of this plan.

In keeping with past methodologies, the PTOS Plan uses an equitable method of ensuring that all new growth addresses its proportionate share of the impacts on parks and recreation by collecting mitigation fees based on those impacts. This requires the following steps:

- 1) An updated assessment of current and future demand for open space and recreation facilities that balances numeric data with public opinion and participation;
- 2) An updated inventory of the "supply" of existing land and facilities that accommodates the demand;
- 3) Level of Service (LOS) standards for land and facilities meeting the community's needs and preferences for parks and recreation;
- 4) A plan for the location and phasing of new improvements over time; and
- 5) A financing/capital improvements plan.

This results in an updated PTOS Plan that is incorporated into the Comprehensive Plan and also used to continue to secure outside funding. Since impact fees can only be used to fund projects resulting from new demand, the City must find other sources to fund projects and activities, including park maintenance, which result from existing demand. These include grants, bonds, and levies.

³ 2020 decennial census count.

The Washington State Recreation and Conservation Office (RCO) is the state agency that provides grant funds to local governments to fund the planning, design, and construction of facilities. To qualify for RCO funding, the City needs a certified plan that documents the items listed below and shows that the public was involved in preparing the plan. The 2015 update ensured the City’s eligibility through 2022, and the 2022 update maintains the City’s eligibility for another six years through 2028.

The following chart shows the relationships between the state requirements for planning for parks and recreation within the Growth Management Comprehensive Plan and an RCO certified plan. Public involvement is required in both cases. This document meets both requirements.

GMA Parks Element	RCO Certified Parks Plan
Goals and Policies	Goals and Objectives
Level of Service Standards	Goals and Objectives
Inventory of Existing Facilities and Capacities	Inventory
Forecast of Future Needs	Demand and Need Analysis
Proposed Locations and Capacities of New Facilities	Capital Improvement Program
6-Year (Minimum) Financing Plan	Capital Improvement Program

PUBLIC INVOLVEMENT

The PTOS Plan has undergone multiple phases of public involvement. The first public involvement process in 2003 was designed to ensure that Orting residents had the opportunity to shape the initial plan. After adopting the plan in March 2003, the City and the Parks Commission sustained continuous public outreach efforts for the development of Gratzner Park and North Park. Additional public outreach was conducted throughout the 2010 and 2015 update processes.

The most recent outreach effort was launched in the summer of 2021 to gather public input for the 2022 update. The outreach effort included an online survey and attending the weekly farmer’s market at North Park with a City booth to distribute information and receive public feedback. The history of public involvement and the recent outreach efforts are described in detail in Appendix A: Public Outreach and Communication.

PARKS, TRAILS & OPEN SPACE PLAN



City of Orting

CHAPTER 2: EXISTING CONDITIONS & INVENTORY

INTRODUCTION

The City's park system consists of 19 parks (public and private), three trails, multiple wetland/natural areas, and three schools with associated playfields. The City also offers recreational programming based on demand including tot's soccer, dance, tumbling, baseball, adult softball, volleyball, art, and dog training.

Schools are also an important resource for recreation and open space. Orting School District (OSD) fields can be used by the public for a rental fee, as available. OSD also gets priority access to the fields at Gratzner Park and prepares the fields (chalk lining, etc.) for use by the middle school and junior varsity teams primarily. There is a large demand for the Gratzner Park baseball fields, with the City having to turn teams (usually youth baseball teams) away at peak times. There are, however, other nearby facilities available to the Orting community including the Lion's Club fields located southeast of the City.

New facilities at the parks have been designed to accommodate special population needs in terms of access and recreation opportunities. Most recently with the addition of an ADA "spinner" in the main City Park in the summer of 2021.

The residents of Orting are the primary beneficiaries of these parks and recreational services, although surrounding unincorporated Pierce County and nearby cities' residents benefit as well. Tables below summarize existing parks facilities and recreational programming participation rates.

PUBLIC PARKS, TRAILS AND OPEN SPACE INVENTORY

The table below summarizes the existing inventory of City and other public land and facilities. These resources are mapped in Figure 2.1.

Table 2.1: Inventory of Public Parks, Trails and Open Space

PUBLIC	Park/Facility Name	Area (Acres)	Trail Length (Miles)	Features	# Fields	# Courts
		Memorial Park	0.60		Plantings, Bench, Memorial Rock	
	Triangle Park	0.19		Plantings, Bench, Walkway		
	Three Corners Park	0.19		Plantings, Bench, Walkway		
	Rainier Meadows	0.92		Big Toy, Grassy Area, Half Court, Walkway, Bench		0.5
	Williams Park	0.23		Plantings, Picnic Table, Benches		
	Calistoga Park	6.3		Baseball Field, Big Toy, Parking, Benches, Dog Park	1.0	
	City Park	7.2		Basketball Court, Gazebo, Big Toys, Restrooms, Shelter Area, Benches, Picnic Tables, Horseshoes Pits, Grassy Area, Parking		1.0
	Whitehawk Park	4.0		Half Court, Big Toy, Picnic Tables, Grass T-Ball Field	0.5	0.5
	North Park	1.3		Brick Area, Bollards, Benches, Shelter Building		
	Charter Park	7.6		Skateboard Area, BMX Area, Benches, Picnic Shelter		
	Gratzer Park	17.5		Ballfields (2), Parking, Wetlands, Multi-Purpose Field, Walking Path, Big Toy	3.0	
	Calistoga Levee Wetlands	56.2		Wetlands, Open Space, River Access		
	Carbon River Landing	27.2		Wetlands, Open Space, River Access		
	Rainier Meadows Wetlands	3.2		Wetlands, Open Space		
	Village Green Wetlands Park	40.2		Wetlands, Open Space, River Access		
	Foothills Trail		2.3	Benches, Viewpoints		
	Puyallup River Levee Trail		3.0	Viewpoints, River Access		
	Carbon River Levee Trail		2.6	Viewpoints, River Access		
	Total	172.8	7.9		4.5	2.0

PRIVATE PARKS AND OPEN SPACE INVENTORY

Citizens regularly use additional recreational facilities in and near Orting that are institutionally or privately owned, such as school recreational facilities and Lions Park. The private parks and school facilities within City limits are considered in the

demand and need analysis in Chapter 3 as the public can arrange to access these facilities through fees or request forms.

Table 2.2 summarizes the existing inventory of privately owned park and recreation facilities, and descriptions of the facilities are provided below.

Table 2.2: Inventory of Private Parks and Open Space

	Park/Facility Name	Area (Acres)	Trail Length (Miles)	Features	# Fields	# Courts
SCHOOL DISTRICT	School-Parks					
	Orting High School/OES	14.9		Big Toys, Track, 3 Ball Fields, Football & Soccer Field, Restroom, Covered Paved Area	3.0	
	Orting Middle School	12.6		1 Ball Field, Football & Soccer Field, Stadium	3.0	
	Ptarmigan Ridge Elementary	4.3		Grassy Area, Covered Paved Area, Big Toy		
	<i>Total</i>	<i>31.8</i>			<i>6.0</i>	
PRIVATE	Private Neighborhood Parks					
	Village Green Crescent Park	0.49		Big Toy, Half Court		0.5
	Village Green Park	2.19		Picnic Tables, Grassy Area		
	Village Green South Entrance	1.41		Grassy Area, Basketball Court, Shelter, Benches		1.0
	Hidden Lakes Parks (Multiple)	4.48		Benches, Picnic Tables, Water Feature, Half Courts (2), Big Toy		1.0
	Rivers Edge Parks (Multiple)	1.17		Benches, Half Courts (2), Big Toy		1.0
	Village Green North Entrance Sign	0.23		Plantings, Bench		
	Village Green South Entrance Sign	0.04		Plantings		
	<i>Total</i>	<i>10.01</i>				<i>3.5</i>

Orting School District

The School District currently owns and operates outdoor play fields, playgrounds and indoor recreation facilities (gymnasiums). The public can reserve School District facilities through the School District’s website. Rental costs apply for some of the fields (some are free to use) and there is also insurance and COVID requirements for all School District facilities. Although these facilities are available for public use, school programming fills nearly all of the existing capacity.

Residential Developments

There are three residential developments with private parks that are maintained by homeowner’s associations: Hidden Lakes, Rivers Edge, and Village Green. During 2021, public outreach at the Farmer’s Markets anecdotally indicated the private parks are well used, but mostly by those who live within walking distance (in the neighborhood). This is seen in the 2021 survey results as well with “proximity to your home” being the number one selection for respondents when asked what factors were important when choosing a park to visit.



A mini-park in the River’s Edge neighborhood

The Hidden Lakes planned unit development, located on the south side of the Puyallup River, includes multiple mini-parks offering a basketball court, play area, benches, and picnic area. Two of these parks include surface water detention ponds.

The Rivers Edge subdivision includes two mini-parks providing play areas, basketball courts, and benches.

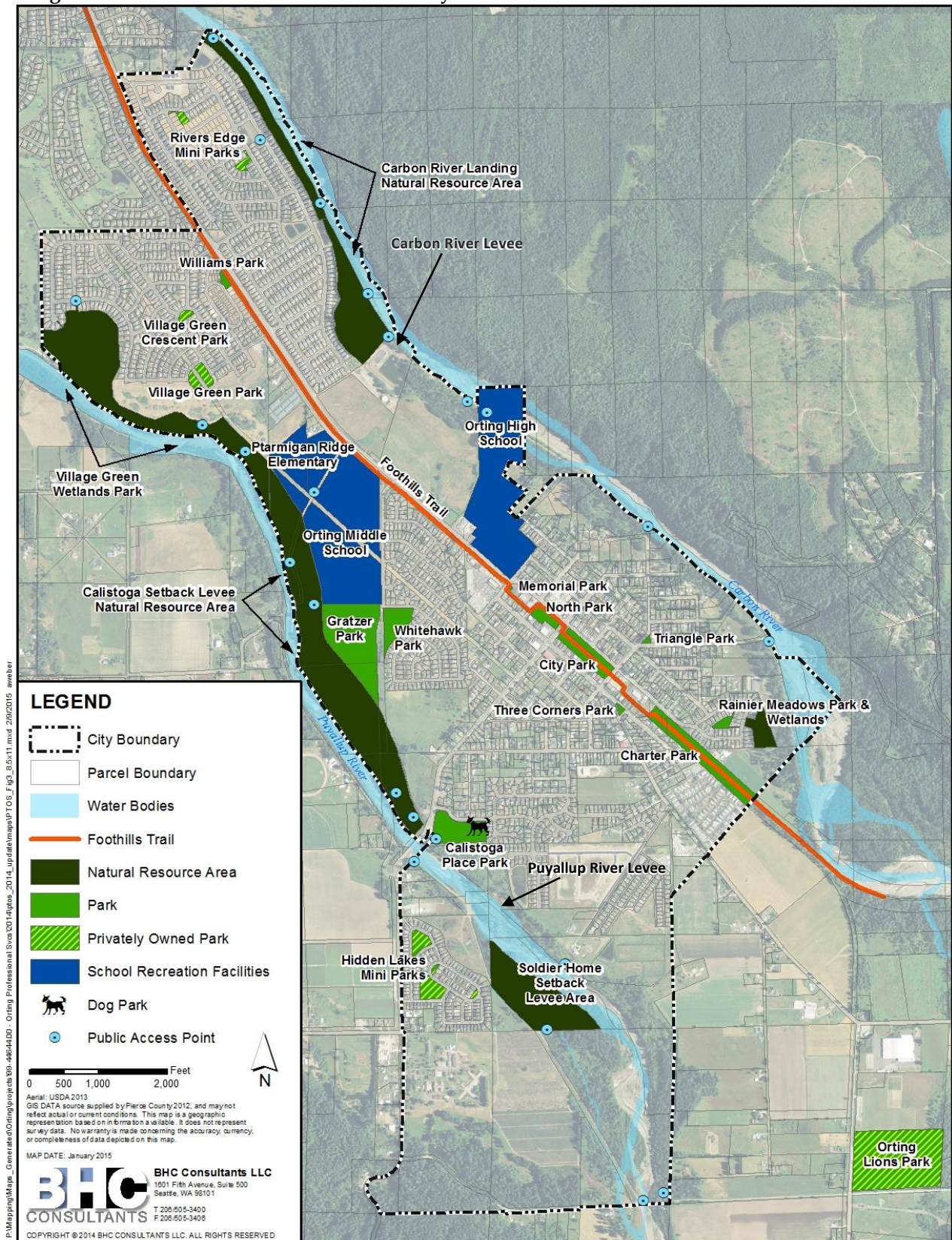
The Village Green planned unit development includes two mini-parks (Village Green Park and Crescent Park) in addition to small dedicated open spaces at either entrance. The planned unit development also included a trailside park which was dedicated to the City as Williams Park and is currently well-used by visitors of the Foothills Trail.

Lions Club

The Orting Lions Club owns and operates a 25-acre site called “Orting Lions Community Park” located southeast of the city limits. This site provides fields for organized t-ball, baseball, softball, and soccer activities, primarily programmed by leagues. The leagues take care of field preparation, and use is subject to a fee. The Lions Club has made several field improvements since the last plan update in 2015, including the installation of a sprinkler system and new dirt infields. The installation of field lighting is a long-range goal. Most field development is completed with volunteer labor.

Figure 2.1 on the following page shows the locations of all the existing sites, both public and private, within Orting.

Figure 2.1: Current Parks and Trails Inventory



RECREATION PROGRAMMING

The City of Orting offers dance, various sports, and other program options. All registrations are paid directly to the City via check or online registration. Registration is handled by City staff. There has not been a formal Parks and Recreation Department in the City since 2020 when the Parks and Recreation Director position was eliminated. A part-time position for events and activities is being added as part of the 2022 City budget.

Programs offered in 2019 and 2020 included:

- Dance
- Tumbling
- Tots Soccer
- Baseball
- Adult Softball
- Volleyball
- Painting
- Dog Training
- Daddy-Daughter Dance

Previously offered programs not currently done include pitch-hit-run competition, CPR/First Aid classes, movies in the park, giant slip-n-slide, karate, and family health-nutrition-fitness class. Offerings are impacted by volunteers, participation (classes are cancelled if a minimum number is not met), and in the recent years, COVID-19 regulations.

Registration numbers for 2019 and 2020 are shown below by program type. The participation numbers for 2020 were impacted by COVID-19 or in some instances the activity was completely cancelled/refunded.

Dance Programs

Dance classes are offered year-round. They are offered on various times and days of the week with each season having multiple start dates. For instance, the 2019 fall schedule included:

Classes (September 9, 2019 - December 2, 2019)

- Pre-Ballet: Monday 4:15pm - 5:15pm
- Tap & Jazz 1: Monday 5:15pm - 6:15pm
- Tap & Jazz 2: Monday 6:15pm - 7:15pm
- Adult Jazz: Monday 7:15pm - 8:15pm

Classes (September 13, 2019 - December 6, 2019)

- Pre-Ballet: Friday 9:30am - 10:15am
- Pre-Ballet & Tap: Friday 10:15am - 11:15am

Table 2.3 - Dance Class Participation

Classes	2019 Total Participation	2020 Total Participation
Winter	32	26
Spring	22	56
Summer	17	Not offered
Fall	41	Not offered
Total	112	82

Sports Programs

Adult softball was offered in 2019, but not in 2020 (due to COVID-19). In 2019 there were nine teams registered, the City does not have data on the rosters/participants numbers.

In 2019, volleyball continued to be offered in the fall. It is broken down into two age groups. Due to COVID-19 it was not offered in 2020.

Table 2.4 - Volleyball Participation

Age Group	2019 Total Participation
3 rd – 5 th Grade	11
6 th – 8 th Grade	16
Total	27

Three types of baseball are offered in the spring each year: coach pitch, t-ball and pee-wee t-ball. All were offered in 2019 and 2020, however the 2020 leagues had to be cancelled, and all participants refunded due to COVID-19.

Table 2.5 - Baseball Participation

League	2019 Total Participation	2020 Total Enrollment
Coach Pitch	10	13
T-Ball	10	22
Pee Wee T-Ball	7	22
Total	27	57

Tots soccer (ages 3 to 5) is typically offered in both the spring and fall in the City. For the 2021 the season included 10 games, played on Mondays and Wednesdays at Whitehawk Park, and registration costs \$55.00. In 2019 and 2020 participation numbers were as follows.

Table 2.6 – Tots Soccer Participation

Classes	2019 Total Participation	2020 Total Participation
Spring	63	19
Fall	34	Not offered
Total	97	19

Gymnastics tumbling is offered for three age groups pre-k (3 to 5 years), elementary (kindergarten to 2nd grade), and youth (3rd to 6th grade). It is offered every season. In 2019, the spring and summer sessions included multiple time slots for the pre-k age group.

Table 2.7 – Tumbling Participation

Classes	2019 Total Participation	2020 Total Participation
Winter	11	22
Spring	33	6
Summer	22	Not offered
Fall	15	Not offered
Total	81	28

Other Programs

Painting classes are offered monthly by the City. In 2020 the class only occurred in February. Kids painting had six participants. Family painting had a total of 14 participants. No classes were offered in 2019.

Dog training classes are offered year-round. Classes are split into puppy and dog classes. In 2020 the classes only occurred in February with 6 puppy participants and 4 dog participants, for a total of 10 participants. 2019 numbers are as follows.

Table 2.8 – Dog/Puppy Training Participation

Month	Class	2019 Participation
January	Puppy	3
	Dog/ Advanced	3
February	Puppy	6
	Dog/ Advanced	6
March	Puppy	3
	Dog/ Advanced	3
April	Puppy	8
	Dog/ Advanced	10
May	Puppy	8
	Dog/ Advanced	6
June	Puppy	7
	Dog/ Advanced	3
July	Puppy	5
	Dog/ Advanced	8
August	Puppy	3
	Dog/ Advanced	5
September	Puppy	9
	Dog/ Advanced	2

Month	Class	2019 Participation
October	Puppy	3
	Dog/ Advanced	3
November	Puppy	3
	Dog/ Advanced	10
December	Puppy	10
	Dog/ Advanced	0
Total	Puppy/ Dog/ Advanced	127



PARKS, TRAILS & OPEN SPACE PLAN

City of Orting

CHAPTER 3: DEMANDS AND NEEDS ANALYSIS

INTRODUCTION

This chapter addresses the demands and needs of the City’s parks, trails and open space system. It begins with a summary of the outreach effort results that undergird this plan and that create an understanding of the community’s desires. The chapter then describes the City’s level of service (LOS) standards and how the application of the LOS standards for parks, trails and open space result in land acquisition and development costs. These costs are met by a combination of tax revenues in the general fund, grants, dedications, and impact fees.

The *Parks, Trails, and Open Space Plan* (PTOS Plan) establishes the basis for City policies and regulations aimed at creating a long-term funding program for these needs.

DEMANDS AND NEEDS ANALYSIS

The 2021 local public opinion survey and farmer’s market outreach were used to identify shortfalls within the existing inventory, as well as improvements and new amenities park users desire. The outreach occurred from May 31 through August 31, 2021.

Farmer’s Market Outreach

The City conducted public outreach at the farmers markets which occurred every Friday from 3 pm to 7 pm at North Park. The City hosted a booth which informed the public about a multitude of topics but had an emphasis on the parks plan update and engaging with the public to receive feedback and input on the City’s parks system.

There were two main participant activities to gather tangible input at the market. The first activity was a dot board. This asked participants to put a dot sticker on

their favorite or most used park within the City. At the end of the summer the dots were tallied, the results are as follows.

Table 3.1: Farmer’s Market Dot Activity Results

Park Name	Date and Votes Received					Total
	6/11*	6/18	7/16	7/30	8/27	
City/ Main Park	21	21	31	16	9	98
Foothills Trails	10	22	11	5	4	52
Puyallup River	10	11	4	3	6	34
Calistoga Park	6	5	6	6	4	27
Charter (Skate) Park	6	4	4	4	7	25
Whitehawk Park	6	4	7	7		24
Carbon River	n/a	12	5	2	1	20
Calistoga-Dog Park	n/a	4	2	3	4	13
Village Green Neighborhood Parks	n/a	2	3	3	1	9
North Park	2	3	1	1	1	8
Rainier Meadows Park	n/a	1	2	3	1	7
Rivers Edge Neighborhood Parks	n/a	1	1	2	0	4
Gratzer Park	2	0	0	1	0	3
Triangle Park	3					3
Memorial park	2					2
Williams Park	1					1
3 Corners Park	0					0

** The parks listed on this board (the first) were different from the subsequent weeks and included Williams, 3 corners, Triangle and Memorial Parks and did not include Village Green, Rivers Edge, or Rainier Meadows*

City Park was identified by 98 participants as their most used or favorite park. The Foothills Trail was the second most popular park with 52 votes, followed by the Puyallup River with 34 votes, Calistoga Park with 27 votes, Charter (skate) Park with 25, and Whitehawk Park with 24 votes.

The second activity asked people to provide input by writing on a sticky note what improvements they would like to see at specific parks, or for the parks system as a whole. Input received is as follows (categorized alphabetically) with numbers in parenthesis representing the number of additional times this suggestion was made:

- 3 corner park improvements
- Activities for kids in dog park
- Adult features
- Bathroom at Calistoga (+3)
- Bathrooms (+1)
- Bigger skate park
- BMX track improvements (+1)
- Carbon River Access
- Cement walkway between Calistoga and Puyallup River
- More ADA for older residents
- More playgrounds
- More swings
- New play chips
- Obstacles at dog park
- Pickle Ball Courts (+1)
- Puyallup River Access (+1)
- Remote control car park
- River Access (+2)
- Seating/shade at dog park

- Community pool (+4)
- Different play surfacing other than wood chips
- Dog park on North end of town
- Drinking fountain at skate park
- Drinking fountain near City park
- Drinking fountains (+1)
- Extra ball fields at Gratzner
- Fountains/ water features at parks
- Graffiti/ chalk clean up
- Kid stuff/ toys
- Large light show at City fountain
- Shade/ more trees at Whitehawk (+1)
- Shade shelters at parks (+1)
- Shelter/shade at Calistoga (+1)
- Small kid toys at City Park
- Splash Pad/ Park (+12)
- Summer activities/ programming
- Tennis courts (+1)
- Toddler area at city park
- Volleyball
- Wind chimes
- Zipline (+6)



City Administrator Scott Larson and Public Works Director Greg Reed at the first Farmers Market of the season on June 11, 2021.

The idea that was most frequently put forth was for a splash pad/park to be added to the parks system in the City. Calistoga Park received the most requested improvements including shade/shelter, permanent bathrooms, and paving the walkway between the park and the Puyallup River access. Other ideas that received support to be implemented at a park within the City included a zipline, community pool, improved river access, BMX track improvements, pickle ball and tennis courts, drinking

fountains, bathrooms, and additional shade at multiple parks.

In the years between the previous PTOS plan update and this update Councilmembers have received input and ideas from the public regarding our parks. Some of these ideas, like resurfacing the basketball court, have been implemented into the Public Works schedule, others such as a Giant Slide and Zipline were added to park-specific plans (those are in the Calistoga Phase II project). Other ideas that have been heard include a Drone Park and a Frisbee Course.

Survey Results

A public opinion survey was open for response over the summer. It was advertised on the City's website, Facebook page, and at the farmer's market. The survey

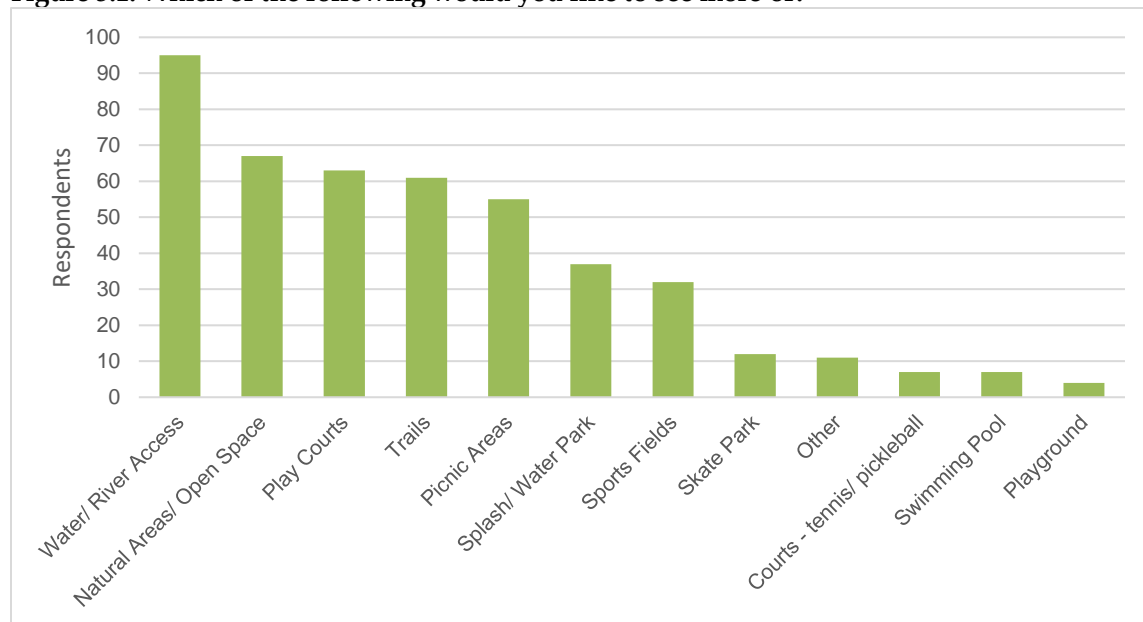
included 17 questions, and asked participants to complete the survey based on their interactions with the City’s parks prior to the onset of the COVID-19 pandemic (when parks were operating, maintained, and programmed as they typically had been in 2019). The survey focused on garnering input on how participants use the parks, what drives their selection of which parks to use, their impressions of the parks, as well as input on whether the parks system meets their needs and, if not, how it could be improved.

The survey was open from May 31 to August 31, 2021. A total of 182 responses were collected. The most common age group of those who responded was 35 to 44, followed by 25 to 34 and 45 to 54. The majority of respondents (80% or 145 people) reported having children in their household. Approximately 76% of respondents agreed or strongly agreed that Orting’s parks, trails, and recreation opportunities are an important reason for staying in Orting.

When asked what types of park facilities they used, the top three responses were trails (159), water/river access (155), and natural areas/open space (133). This was followed by picnic areas, play courts, sport fields, the skate park, and playgrounds.

Respondents were asked what they would like to see more of, selecting up to three choices, 178 responded with the following:

Figure 3.1: Which of the following would you like to see more of?



When asked which city owned park, they used the most, the results generally matched what was heard at the Farmers Market in that City Park and the Foothills Trail were the most heavily used followed by Calistoga Park. That question was followed up by asking what activity users participate in at the parks the most,

allowing participants to select all answers that applied. The top two answers were leisure (walking, relaxing, etc.) and activities (playground, jogging, etc.).

Figure 3.2: In the last two years, which parks and facilities have you used (select all that apply)?

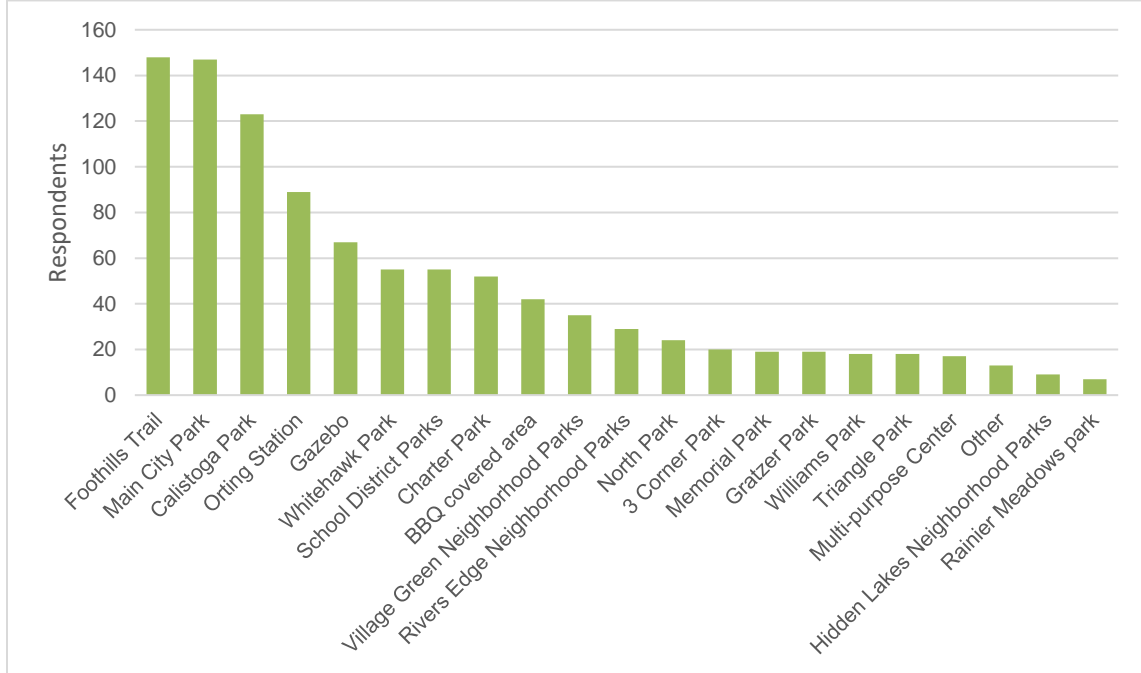
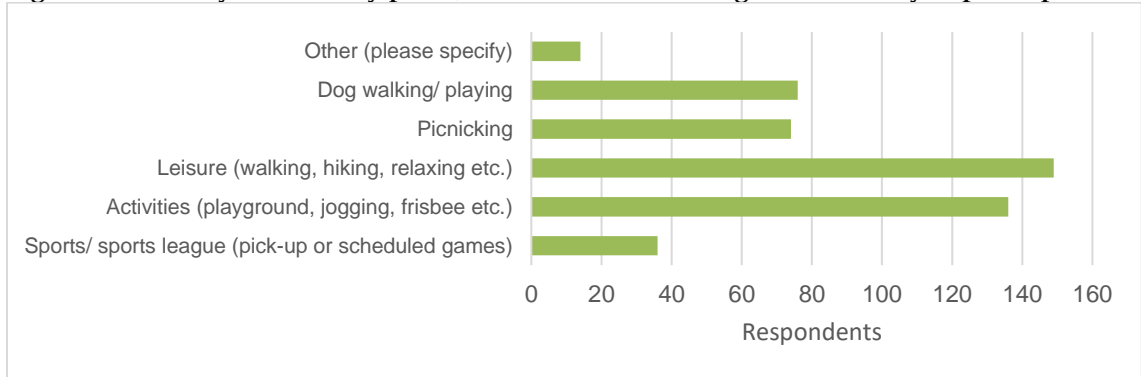


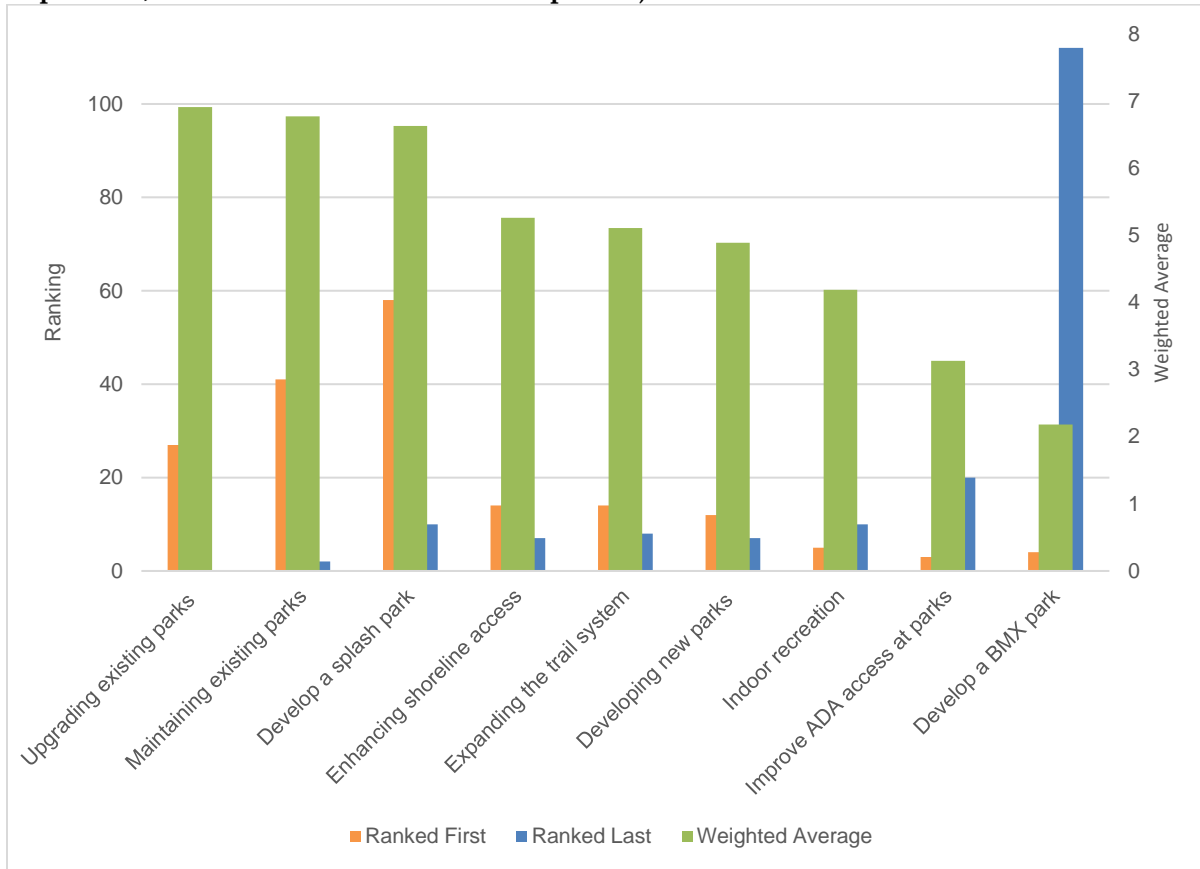
Figure 3.3: When you visit City parks, which of the following activities do you participate in?



Question 11 of the survey was evaluated by three different metrics. The question asked participants to rank nine items from most (1) to least (9) important to them based on what the City should focus its parks efforts and funding on. Developing a splash park was most frequently ranked as the most important by respondents followed by maintaining existing parks and upgrading existing parks. Developing a BMX park was most frequently ranked as the least important item on the list by participants. The question also included a weighted average score. This score is based on the number each person ranked each item which are then added together and averaged to get the average ranking for each item. The weighted average scores resulted in upgrading existing parks being the most important followed by

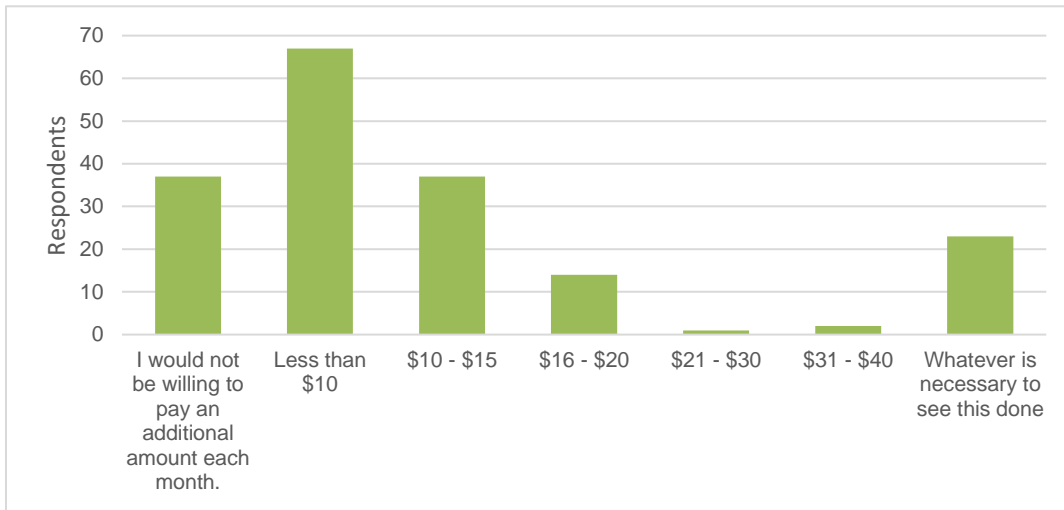
maintaining existing parks and developing a splash park as the top three most important items.

Figure 3.4: What should the City focus its parks efforts and funding on (rank in order of importance, with number one as the most important)?



One of the last questions of the survey asked participants if they would be willing to pay a certain amount of money each month in order for the City to get a multi-use park and/or recreation center. The majority of respondents indicated they'd be willing to pay less than \$10/month for such a development.

Figure 3.5: How much would you be willing to pay per month (through a bond, or tax increase) for a multi-use park and/or recreation center?



Participants who indicated they were willing to pay per month for a multi-use park and/or recreation center, were then asked on a subsequent question what they would most like to see at a multi-use park/recreation center. The highest ranked answer (both in weighted average and ranking) was a swimming pool, followed by a community/civic center, playground, athletic/play fields, indoor gym, and open space.

LEVEL OF SERVICE

The Level of Service (LOS) standards provide the means for assessing and monitoring the capacity of city land and facilities to meet the demand of the citizens. Under state law and city ordinance, developers of new residences are responsible for meeting the demand for facilities and services that are created by the growth that they generate. This may come in the form of impact fees, land dedication, or site improvements negotiated during the permit process. In the case of current shortfalls of park land, trails, or recreation facilities resulting from city growth, but not addressed by prior developer fees or contributions, public funds will be necessary to pay for land acquisition and facilities.

The LOS standards in the City, up until this update, has relied on park type, categorizing parks as “neighborhood”, “mini” or “community” and combining all additional facilities under one standard for “fields and courts”. This approach was simple but had inherent flaws – mainly not reflecting how parks are actually used. For instance, City Park was classified as a neighborhood park, when it actually functions as a community park. The previous 2015 plan update indicated that the community was satisfied with the quantity of available parks and open space but wanted to see overall enhancements to the park system in the form of added

features and improvements to existing facilities. A similar trend was seen with the 2021 survey responses with results indicating citizens most want to see the current parks upgraded (most popular response) and maintained (second most popular response). As the City has limited space for additional parks it is appropriate to focus on metrics associated with facilities and amenities rather than park acreage per 1,000 population. This does not require adding park acreage and reflects the needs of the community shown in the responses to the community survey.

The new LOS standards used the benchmarks in the National Recreation and Park Association (NRPA) data and similar communities, as well as community feedback from previous surveys (such as in the last update when value was expressed for open space and natural areas; therefore, a LOS standard of 14 natural resource acres per 1,000 population was established and maintained in this update) to establish appropriate standards in the plan update. As updated, the LOS standards are:

Table 3.2: Parks and Facilities Level of Service

Type of Facility	LOS (facilities/population)
Softball/ Baseball Field	1/2,000 (softball) 1/2,000 (baseball)
Multi-Use Rectangular Field (e.g. soccer, football, lacrosse)	1/3,500
Basketball Courts (Two half courts are equivalent to one court)	1/3,500
Tennis/ Pickle/ Racquetball Courts	1/4,000
Playground/ Big Toy	1/1,000
Special Facilities (e.g. skate park, splash park, BMX park)	1/5,000
Trails	.25 miles/1,000
Natural Resource Areas/ Open Space	14 acres/ 1,000
Parkland	8 acres/1,000

EXISTING AND FUTURE DEMAND

Current demand is determined based on the LOS standards and the current population. This demand is existing, and any deficiencies cannot be addressed by new impact fees. The 2022 demands are below.

Table 3.3: Parks and Facilities Current Demand

Type of Facility	LOS (facilities/ population*)	Demand	Current Supply**
Softball/	1/2,000 (softball)	4.52	4
Baseball Fields	1/2,000 (baseball)	4.52	3
Multi-Use Rectangular Field	1/3,500	2.58	3
Basketball Courts	1/3,500	2.58	7
Tennis/ Pickle/ Racquetball Courts	1/4,000	2.26	0
Playground/ Big Toy	1/1,000	9.04	10

Special Facilities	1/5,000	1.81	2
Trails	.25 miles/1,000	2.26	7.9
Natural Resource Areas/Open Space	14 acres/ 1,000	126.56	126.8
Parkland	8 acres/1,000	72.32	59.29
*Based on 2020 census population of 9,041			
** Includes private parks and school facilities			

Orting’s population is expected to reach 9,591 by the year 2044, a forecasted increase of 550 residents. These demands (the third column in Table 3.5) are only associated with forecasted growth and do not account for current unmet demand for parks and recreation facilities. Most of the future demand should be addressed through facility donations, impact fees, or other sources of funding. In planning for demand and needs, it is also important to consider how operations and maintenance of new facilities will be funded. Typically, this can be done through the general fund, or sometimes through levies and users’ fees. Here too, partnerships should be considered, such as using the resources of the school district to provide services or requiring homeowners’ associations take care of facilities within their communities.

Table 3.5 – Future Demand, 2044

Type of Facility	2044 Demand Total	2044 Demand Associated with Growth
Baseball Field	4.80	0.27
Softball Field	4.80	0.27
Multi-Use Rectangular Field	2.74	0.16
Basketball Courts	2.74	0.16
Tennis/ Pickle/ Racquetball Courts	2.40	0.14
Playground/ Big Toy	9.59	0.55
Special Facilities	1.92	0.11
Trails	2.40 miles	0.14 miles
Natural Resource Areas/Open Space	134.26 acres	7.70 acres
Parkland	76.72 acres	4.40 acres

CURRENT NEEDS

The US Census has showed the City’s population to be 9,041 in 2020. The 2021 Pierce County Buildable Lands Report estimates the City’s population to increase by 550 to 9,591 by the year 2044.

Table 3.5 lists Orting’s current parks and recreation needs, presenting the demand, the current supply (based on the 2021 inventory), and the resulting surplus or need.

Table 3.6 – Current Needs

Type of Facility	LOS (facilities/ population)	Demand	City Supply	Private/ School Supply	Surplus (Need)
Softball/ Baseball Field	1/2,000 (softball)	4.52	2	2	0
	1/2,000 (baseball)	4.52	1	2	(1)
Multi-Use Rectangular Field	1/3,500	2.58	1	2	1
Basketball Courts	1/3,500	2.58	5	2	5
Tennis/ Pickle/ Racquetball Courts	1/4,000	2.26			(2)
Playground/ Big Toy	1/1,000	9.04	9	1	1
Special Facilities	1/5,000	1.81	2		0
Trails	.25 miles/1,000	2.26	7.9		5.64
Natural Resource Areas/Open Space	14 acres/ 1,000	126.56	126.8		0.24
Parkland	8 acres/ 1,000	72.32	49.0	10.26	(13.03)

Based on 2020 population of 9,041

Based on new growth, the current needs and existing shortfalls according to the LOS standards are:

- Adding tennis/pickle/racquetball parks to the City’s parks and facilities inventory as there are currently none.
- An additional baseball field is needed to meet the level of service demands, which has also been expressed as a community need as seen through the current reservation of fields demand.
- An increase in overall parkland throughout the City, through dedication of neighborhood spaces
- Continued improvements and updates to parks, fields, courts, and children’s play areas and equipment.

COST ANALYSIS

The following indicates the range of costs that are associated with the current needs. These are based on the following assumptions:

- **Land** – Pierce County Assessor’s 2021 land values of 21 vacant parcels in and around Orting were investigated (four in the County surrounding the City, and 17 within City limits). In accordance with state law RCW 84.40.030, the land is valued at 100% of its true and fair market value taking into consideration the highest and best use of the property. These parcels range in

size from less than one fourth of an acre to over 48 acres. The assessed value in dollars per acre ranges from \$15,246 to nearly \$750,000 in the heart of the City. The average cost per acre is \$289,635. Site development costs vary considerably depending upon the types of facilities, requirements for drainage and utilities, and the finishes used.

- **Fields** – Development costs vary based on a number of factors including intended use, site constraints, vegetation, materials, and field amenities. A range of a \$650,000 to \$800,000 is anticipated dependent on the factors listed.
- **Courts** – Development costs vary based on intended use, site constraints, vegetation, materials, and land acquisition. In looking at comparable estimates for other jurisdictions, an assumed average development cost of \$260,000 per court located within a park would apply.

There are many variables including parcel configuration, proximity to utilities, location, and frontage improvements that can impact development costs. Methods to finance the construction of a new park or improvements to an existing park include the City’s general fund, bonds, levies, grants, or donations. In all cases except for grants and donations, the source of the funding would be taxes.

IMPACT FEES

For future growth to “pay its fair share,” impact fees must be based on the adopted LOS and a realistic estimate of the cost of land and facilities necessary to meet the demand. Park Impact Fees are established by City ordinance and administered through the development review process. Fees are collected prior to the issuance of a building permit. Impact fees can be amended periodically to reflect cost escalation or other factors that change over time.

The Orting Park Impact Fee is based on an established formula. The factors in the formula including average household size, level of service for overall parkland, parkland value, and trail land and improvement value. None of these factors had been updated since the original adoption of a PTOS plan by the City in 2003. To update the formula, the trail and parkland values were first evaluated based on updates to unit costs that have occurred from 2003 to 2021, this resulted in a fee that far exceeded that of neighboring jurisdictions and was therefore not used. The values were then alternatively updated on inflation from December 2003 (when the original impact fee was adopted) to September using data from the Bureau of Labor Statistics. The household size was updated based on census data, and the level of service based on the recommendations of this report. The updated values, household size, and parkland level of service resulted in a new park impact fee of \$1,492 per new household.

OTHER FUNDING

In order to finance current land acquisition and facility development needs, the City must initiate fund-raising through debt financing such as bond issues or levies, federal, state, or county grants, and private contributions. Partnerships with the Orting School District and the Lion's Club should also be pursued.

Orting is also fortunate in having dedicated volunteers who help with these responsibilities. This important contribution should be leveraged in the future.

Grants are also available, with the Washington State Recreation and Conservation Office (RCO) being a large source of funding. The RCO oversees a range of park and recreation grants, a major one being the Washington Wildlife and Recreation Program (WWRP) - Recreation. This fund provides resources for the design and construction of parks and recreation facilities such as local parks, trails, athletic facilities, and more. The completion of this plan fulfills the planning requirement that allows Orting to be eligible to apply for the WWRP grant. Other sources of funding and grants are available for applicable projects through ports in the region, the WA State Department of Ecology, the WA State Department of Commerce, Pierce County Conservation Futures and potentially various large, private corporations.

OPERATIONS AND MAINTENANCE COSTS

While this chapter deals primarily with capital costs and revenues, annual budgeting must acknowledge the City's responsibilities related to the operation and maintenance of parks and facilities, as well as providing recreation programs. The City has budgeted \$101,630 for 2022 parks supplies and services expenditures. Given the current inventory of 59.3 acres of total park land, the anticipated average cost per acre is \$1,713.41. This value excludes capital expenditures, salaries/wages/benefits, and transfers. As total park acreage increases, the annual budget should increase proportionately.



PARKS, TRAILS & OPEN SPACE PLAN

City of Orting

CHAPTER 4: GOALS AND POLICIES

Parks, trails, open space, and recreation goals and policies are consistent between the PTOS Plan and the Orting Comprehensive Plan. Updated policy language will be recommended to the Planning Commission and incorporated into the Comprehensive Plan during the 2022 annual comprehensive plan update. Goals and policies listed below are numbered as they appear in the Comprehensive Plan.

The 2022 PTOS Plan changed policy language to more accurately reflect community values and incorporate input received during the public involvement process. For instance, it was clear through outreach that City Park is the most well-loved and heavily used park in the City. Therefore, a new policy (CF 6.6) has been added to create a master plan for the park to guide future additions and amenities to ensure a comprehensive vision is in place for the park.

Capital Facilities

Goal CF 3 Ensure that the continued development and implementation of the Capital Improvement Program (CIP) reflects the policy priorities of the City Council.

Policy CF 3.3 Policy CF 3.3 establishes the Level of Service (LOS) standards for City facilities and services including water supply, sanitary sewer, fire protection, police, and parks.

Parks, Trails and Open Space LOS: The following level of service standards shall apply to land and facilities:

Type of Facility	LOS (facilities/population)
Baseball/Softball Field	1/2,000 (softball) 1/2,000 (baseball)
Multi-Use Rectangular Field (e.g., soccer, football, lacrosse)	1/3,500
Basketball Courts (Two half courts are equivalent to one court)	1/3,500
Tennis/ Pickle Ball/ Racquetball Courts	1/4,000
Playground/ Big Toy	1/1,000
Special Facilities	1/5,000

<i>(e.g., skate park, splash park, BMX park)</i>	
Trails	.25 miles/1,000
Natural Resource Areas/ Open Space	14 acres/ 1,000
Parkland	8 acres/1,000

Goal CF 6 Develop a system of parks and recreation facilities that is attractive, safe, and available to all segments of the population.

Policy CF 6.1 Mitigate impacts on parks, trails, and the recreation system from new growth based on impact fees, land dedication, and/or facility donations based on the level of service standards.

Policy CF 6.2 Cooperate and coordinate with the school district, other public agencies and private groups through the use of interlocal agreements and contracts to meet the recreation needs of the City.

Policy CF 6.3 Support continued development of the Foothills Trail and related links and parks for bicycles, pedestrians and equestrians, running through Pierce County to Mount Rainier National Park.

Policy CF 6.4 Develop a network of parks, open space and trails throughout the city for pedestrians, bicycles and equestrians, with priorities on:

- a. The dedication and development of lands which would link with the Foothills Trail, the downtown parks, the Puyallup and Carbon River waterfront corridors and a linkage across the Carbon River to the Cascadia trail system,
- b. Maintaining and improving the accessibility, usability, and safety of Orting’s parks and trails, and
- c. Sustaining community-wide efforts to improve public access to the Carbon and Puyallup Rivers at those points along the banks which best fulfill the criteria for education, accessibility and restoration as outlined in the 2009 Shoreline Master Program.

Policy CF 6.5 Future park plans or remodels should prioritize barrier-free equipment additions, such as wheelchair swings, adaptive spinners, or the like where none currently exist.

Policy CF 6.6 Create and periodically review and update a Master Plan for City Park to provide for cohesive development of the park.

Policy CF 6.7 Work with Pierce County and applicable agencies to identify and help mitigate impacts to Calistoga Park.

Land Use: Open Space and Recreation

Goal OS 1 The Recreation/Open Space Land Use Category is intended to acknowledge and protect the City's public parks and open spaces through public and private initiatives including incentives, transfer of development rights, public land acquisition, greenways, conservation easements, and other techniques.

Policy OS 1.1 The Recreation/Open Space district is for areas devoted to public recreational facilities such as parks and trails and areas that have been preserved as open spaces through a variety of open space programs.

Policy OS 1.2 Recognize the important recreational and transportation roles played by regional bicycle trail systems, and support efforts to develop a coordinated system of greenway trails throughout the region.

Policy OS 1.3 Promote the use of property tax reductions as an incentive to preserve desirable lands as a public benefit and encourage and support the participation of community-based non-profit organizations offering options and alternatives to development in the interest of preserving desirable lands as a public benefit.

To learn more about the content of the Comprehensive Plan, please contact City Hall or view the full document online at the City's website.

PARKS, TRAILS & OPEN SPACE PLAN



City of Orting

CHAPTER 5: CAPITAL IMPROVEMENT PROGRAM

A capital improvement program (CIP) identifies projects, approximate timeline, costs, and potential funding sources for various investments in the acquisition, development, or improvement of parks and recreation facilities for the next six years. The six-year timeline is dependent upon variables such as funding availability, grants, Council budget process, etc. Revisions may occur if opportunities arise to develop facilities or sites not on this list. Generally, these projects are those that have been identified as the highest priority through public outreach, parks board meetings, staff knowledge, and City Council input. In developing this list, the input listed above is taken into consideration as well as potential grant funds/cycles, potential long-term maintenance obligations attached to the projects, staff capacity, land availability, and funding.

PLANNING ACTIVITY

This section describes previously completed projects and the projects listed in Table 5.1, below.

Multiple of the projects listed in the previous plan's Capital Facility and Improvement Program have since been completed. Ones that are partially complete or currently underway are shown in the updated CIP as they have additional phases that require funding. The CIP also includes new projects that emerged as priorities from the public outreach.

Completed Projects

- **Calistoga Park Phase I Improvements**
A big toy, swings and other park equipment were installed by the Public Works Department and volunteers in 2019.
- **Calistoga Setback Levee Trail**
From Calistoga Park there is access to the Puyallup River levee. A trail was completed along the levee for the public to enjoy, it includes river access at points along the trail.

- **Gratzer Park Phase II**
This project included a multi-use rectangular field, walking path, and big toy and construction began in fall 2021.

Current PTOS CIP Projects

- **Emergency Evacuation Bridge**
This project involves the construction of a bridge spanning SR 162 near Rocky Road NE. The City has a grant for two-thirds of the \$9 million project cost but is looking for the additional \$3 million in funds. This bridge will provide a safe pathway for Orting citizens and will enhance the City's disaster preparedness. The bridge connects to the Foothills Trail and will provide for easy and safe passage to the other side of SR 162 for pedestrians.
- **Gratzer Park Wetland Mitigation**
Phase I was installed by the City's contract engineer at Parametrix and the Public Works Department in spring 2021. Phase II is budgeted for \$20,000 and includes buffer and wetland enhancement plantings. The portion of the Phase II plantings along the setback levee, west of the soccer field will be completed in 2022. The rest of the plantings are likely to be delayed due to an associated City project and will be planted at a later date. The City hopes to have a school group or volunteer group complete the mitigation planting associated with Phase II.
- **Calistoga Park Phase II Improvements**
Phase II of the Calistoga Park project includes a zipline and giant slide. This phase of the project is on hold, and therefore not included in the final CIP project table, due to the Jones Levee Setback which is currently projected to impact this park.
- **City Park Gazebo Renovation**
A new roof was put on the gazebo after the last PTOS plan update. The next phase includes pressure washing and painting the gazebo which is slated to occur in 2022.
- **Fountain Improvements**
Improvements are planned for the fountain on the western corner of Washington Avenue and Calistoga Street at North Park. Upgrades to the fountain, would include concrete stamped to look like river rock, upgrades to the fountain and columns for water to shoot out of, a possible brick wall that would double as extra seating, and a plaque that would acknowledge donors of the original structure. This project has a cost estimate of \$15,000.

- **City Park Master Plan**

City Park is the most heavily used park within Orting. In the public outreach, it was clear it was a favorite park amongst most residents as well as people who live outside of town. Desired improvements for the park include adding a toddler play area, replacing the play surface, potentially locating the splash pad within the park, an additional water fountain, restroom updates and more. A Master Plan, estimated at \$35,000 will express the City's overall vision for the park, identify necessary and desired improvements, and allow the park to be updated in a cohesive manner rather than through ad-hoc improvements.

- **Park Ground Cover Replacement**

The City of Orting has a goal to make all parks inclusive and accessible to all.

This project is to replace the ground cover around all play structures and access routes so that wheelchairs, walkers, and other mobility devices can easily get around the park and existing toys. The price is TBD as it will depend on which park's ground cover is being replaced, the amount of surface area involved and the type of replacement itself (wood chips to mats or asphalt etc.) An example can be seen at the Rainer Meadows Park in the adjacent image in which there is a paved path into the park, but not to the play equipment (surrounded by wood chips) or basketball court (surrounded by grass).



Rainer Meadows Park looking west.

- **Whitehawk Boulevard Trail Spur**

This project would extend the Foothills Trail spur that currently exists east of the Orting Middle School and runs parallel to Whitehawk Boulevard. This project is to extend the trail spur south to the intersection with Orting Avenue NW, follow the proposed Whitehawk Boulevard alignment south and connect to Calistoga St West at the intersection with Kansas Street SW. The spur would provide a connection for pedestrians to Soldier's Home via sidewalks. It is planned to occur as part of the Whitehawk Boulevard Extension project, the cost estimate is TBD at this time as the cost for the trail has not been separated out of the cost for the overall project.

- **City Park Parking Lot Paving**

The majority of the parking lots associated with the City's parks are not paved. Paving will aid in the City's efforts to be ADA friendly. The Parks

Board has indicated that paving the parking lots is a priority and places City Park at the top of its list. The cost estimate of \$605,000 includes the paving, landscaping, and stormwater facilities (detention/retention and water quality).

- **PSE Power Line Easement Trail – Safe Routes to School**

Puget Sound Energy (PSE) owns right-of-way through Orting that contains a major power line. The right-of-way could be improved to form a connector trail between parks and Orting Middle and Elementary Schools (see the map in Figure 5.1) estimated at \$800,000. Trail improvements will be contingent on a liability agreement between PSE and the City of Orting. The Washington State Department of Transportation’s Safe Routes to School program may be a potential funding source. Winning projects must demonstrate that the necessary groundwork has been laid to complete the project within the two-year grant cycle.

- **Splash Park/Pad**

A splash park, or spray pad, is a recreation area for water play that has little to no standing water. This was a popular desire expressed by the public both through the survey and the farmer’s market outreach. It was also part of the previous parks plan update. A location for such a park would need to be identified by the City and Parks Board. The item would include design and construction. The cost estimate presented in Table 5.1 is a range that can vary based on size of the splash pad, number of features, infrastructure upgrades and site improvements. The cost does not include land acquisition (it is assumed this would be located in an existing City park) and is based on the City of Puyallup’s spray park estimate which includes 8 spray features, seating, site work, water and drainage service. It is important to note the cost listed is just the capital cost, maintenance of the splash park is estimated between \$50-\$100k annually.

- **Baseball Field**

Baseball field reservations are made through the City. Staff has indicated that teams are often turned away, especially at popular times, as the fields are all booked. Additionally, the LOS metrics indicate the City does not have a sufficient number of baseball fields. This item includes identifying a location, design, and construction of a field in an existing park. The cost estimate is given as a range, \$650,000 - \$800,000 due to potential infrastructure upgrades, amount and type of amenities, and field specifications (size, turf vs grass, etc.).

- **Pump Track**

A pump track is a looped sequence of rollers and banked turns designed to maximize the biker’s momentum so that minimal pedaling is necessary. The Parks Board has been working on adding a pump track to the existing BMX Track at Charter Park (the skate park). The Board received presentations on the construction of such a park, which is recommended to be asphalt rather than dirt due to climate challenges. Grants are available through the National Recreation and Parks Association (NRPA) Grant. The NRPA grant is a competitive grant for which the City would need to provide a user engagement and design plan, which costs approximately \$7,500 to complete. The range shown in the CIP table includes design and construction of a smaller version up to a larger, higher end version.

The table below lists capital facility and improvement projects for the next 6 years.

Table 5.1: Capital Facility and Improvement Program

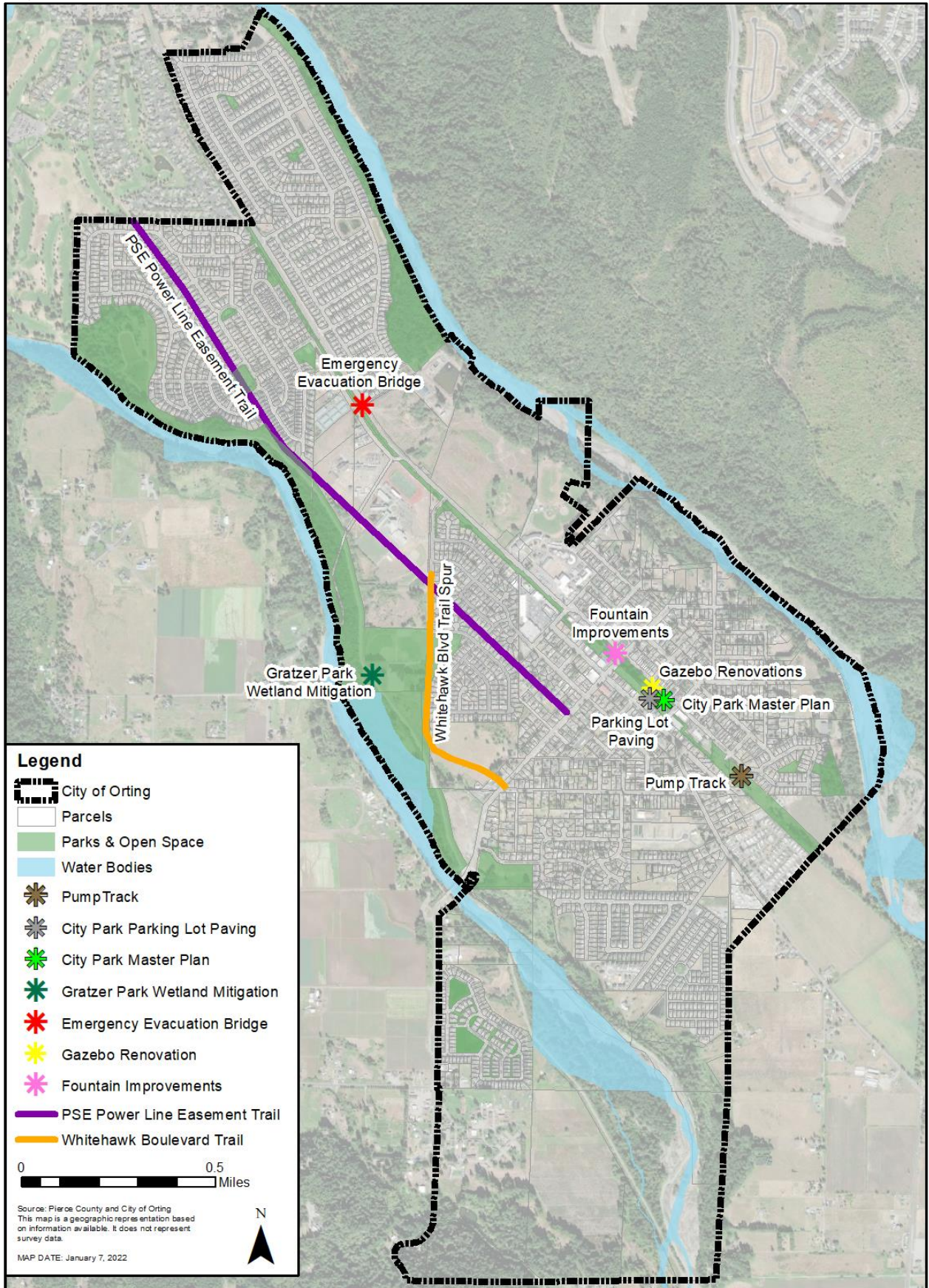
Project	Year	Cost Estimate	Funding
Emergency Evacuation Bridge	2022-2027	\$9,000,000	Grants, General Fund, REET
Gratzer Park Wetland Mitigation	2022 - 2026	\$20,000	General Fund, REET, Impact Fees
City Park Gazebo Renovation	2022	\$3,000	General Fund, REET, Impact Fees
Fountain Improvements	2022-2024	\$15,000	General Fund, REET, Impact Fees
City Park Master Plan	2023	\$35,000 - \$50,000	Grants, General Fund, REET
Park Ground Cover Replacement	2023- 2026	TBD	Grants, General Fund, REET
Whitehawk Boulevard Trail Spur	2024-2026	TBD	Grants, General Fund, REET
City Park Parking Lot Paving	2024-2026	\$605,000	Grants, General Fund, REET, Impact Fees
PSE Power Line Easement Trail	TBD	\$800,000	Grants, Impact Fees, General Fund, REET
Splash Park	TBD	\$350,000 - \$450,000	Impact Fees, Grants, Donations, General Fund, REET
Baseball Field	TBD	\$650,000 - \$800,000	Impact Fees, Grants, Donations, General Fund, REET
Pump Track	TBD	\$85,000 - \$175,000	Grants, Impact Fees, Donations, General Fund, REET

Potential Future Projects

Other preferences emerged from the public outreach. While they did not make it into the CIP, it is good to be aware of these preferences for future plan changes, or if applicable grant funding is available. They include:

- Improve river/ shoreline access.
- Additional shade, through trees or structures, at parks; specifically, Whitehawk and Calistoga.
- Increase indoor recreation opportunities.
- Locate new barrier-free, playground equipment in existing parks that is useable by people of all abilities and mobilities. Ideas include inclusive slides, equipment that can be used by those in wheelchairs and walkers, sensory activities, ground-level play activities, and inclusive swings.

Figure 5.1: CIP Projects Map



PARKS, TRAILS & OPEN SPACE PLAN



City of Orting

APPENDIX A: PUBLIC OUTREACH & COMMUNICATION

The Orting Parks, Trails & Open Space Plan (PTOS) has undergone multiple phases of public involvement. The first phase evolved from the initial Growth Management Act (GMA) planning efforts of the 1990s and was designed to ensure the Orting community had the opportunity to influence the first parks plan, adopted in 2003. The City and the Parks Commission sustained ongoing public outreach efforts to include significant public input in the development of Gratzner Park and North Park, and an outreach effort was launched to gather public input to update the PTOS in 2010. The public was further engaged during the current update process.

Appendix A summarizes public involvement efforts from 2003 to 2015 and presents a record of the details of public involvement contributing to the current update.

2003: CREATING THE PTOS & PUBLIC OUTREACH

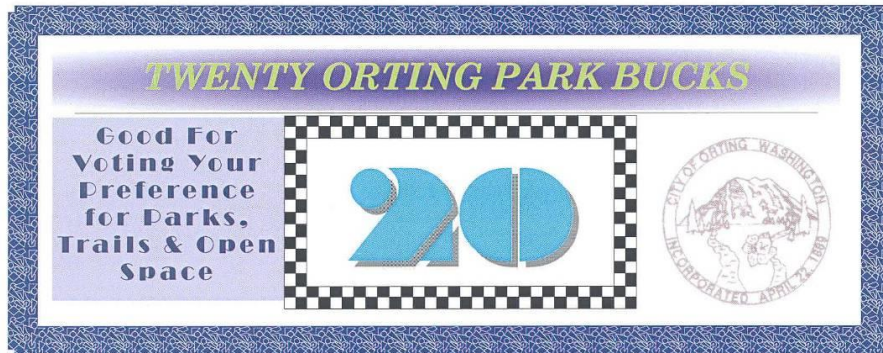
Parks planning was not acknowledged with urgency in the City of Orting until the late '90s. Orting experienced significant growth over the prior decade with a population nearly doubling in size, and additional growth forecasted. Orting's parks and recreational needs had previously been satisfied by an abundance of undeveloped lands and the development of the Foothills Trail, and the need for parks was viewed with less urgency than resolving transportation issues, regulating land development, and ensuring utility availability. These opinions were the result of the visioning process that launched early '90s GMA planning efforts where citizens participated in workshops, meetings and surveys.

Growth both changed the nature of the community and the attitudes of residents. As new neighborhoods were developed, additional park and open space land and recreation facilities were either dedicated to the City or maintained by homeowners' associations. New residents brought new ideas about the need for, and function of, parks.

By 2000, the Orting Parks Commission, the Planning Commission and the City Council agreed that planning for current and future demand was necessary. Public testimony at meetings highlighted concerns about the availability, location and design of parks and facilities. Commission members and the Mayor discussed

recreation needs and potential projects with citizens leading to the scope of work for the planning. The existing network of parks volunteers and annual City Park volunteer events were used as an opportunity for communication.

When the parks planning process was launched, the Parks and Planning Commissions sponsored workshops and held joint meetings where citizens were asked to provide suggestions for parks, trails, and recreation facilities. At the final workshop, citizens were invited to participate in an exercise aimed at defining parks preferences. “Orting Bucks” were distributed to all participants who could then spend them on any combination of desired parks and recreation facilities.



As the initial PTOS Plan took shape, community outreach broadened to local media including two community-based newspapers; the Country Gazette, and the East County Sun. The Draft Plan and presentation slides were also made accessible online. The Parks Commission passed a motion endorsing the draft at its January public meeting in 2003. The Planning Commission held a public hearing on February 3, 2003 and passed a motion recommending adoption by the City Council (see Figure A-2 and Figure A-3). The Council held its hearing on March 13 and adopted the plan as recommended by the Commissions.

Orting's Parks, Trails and Open Space Plan to be examined

First public hearing set for February 3

by Cherie Kuranko

A considerable amount of growth occurred in the City of Orting during the 90s and Orting's population continues to rise each year. As the population spirals upward, a demand for more recreational facilities and programs climbs as well.

In the past, the City has relied on the Comprehensive Plan to continue adding to its parks, trails and other recreational facilities. The ten-year-old plan has helped gain property for parks and open space land from the developers that have been building houses in our valley, but the plan is now considered outdated and unable to keep pace with current growth.

In June of 2002, the City Council, Planning Commission and Parks Commission initiated the formal process for developing a new plan. The new plan, currently in the draft stage, is called the (Draft) Parks, Trails and Open Space Plan.

Mayor Jones stated, "The City of Orting is proud of the quality of life it offers to its residents and the attractions that bring visitors to our community. As our City grows with new families and businesses, we understand the critical importance of maintaining our lush valley setting, providing opportunities for recreation, and respecting our

traditions. This draft Parks, Trails and Open Space Plan is our first attempt at defining a long-range approach to meeting this vision."

Since June, a great deal has been accomplished. Several public meetings and an open house were held last year to allow citizens an opportunity to view and discuss the plan and to ask questions or make suggestions. It was during the course of these public meetings and through long hours spent fine-tuning the project at regular meetings that the draft plan was developed.

Before it could be decided what types of facilities Orting lacked, the group needed an inventory of the current ones already available in Orting. As seen in the graphic accompanying this article, an inventory of the existing parks, trails and other recreational facilities was completed and contains a blend of city, school, private and other public-owned properties.

With an inventory in place, the plan moved forward to address how many and what type of recreational facilities are still needed at the present time and in the future. To accomplish this, Orting's population and the Level of Service Standards, both current and projected figures, were used. The Level of Service Standards (LOS) provides the basis for assessing and monitoring the capacity of city land and facilities to meet the demand of the citizens:

- Mini-Parks (tot lots), 2 acres per 1,000 population;
- Neighborhood Parks, 2 acres per 1,000 population;
- Community Parks, 5 acres per 1,000 population;
- Fields and Courts, 1 acre per 1,000 population (located in parks);

Trails, 1 mile per 1,000 population (some may be in parks).

These are based on an analysis of similar standards used by other jurisdictions in Washington as well as national guidelines.

Based on these Level of Service Standards, it was determined that in year 2002 there was an existing demand for 6 acres of mini-parks, 20 acres of community parks, several play fields and sports courts and one mile of trail. The draft states that some of these unmet needs will be met by the completion of new facilities on land dedicated to the City or private parks included in recent projects approved by the City or by related actions. The City has come up with a couple of options to meet the remaining demands. Those options are as follows:

A community park of sufficient size to accommodate several play fields and courts suitable for junior and adult league play, along with passive recreation, children's play area(s), picnic facilities, restrooms and off-street parking that can be used for community events and activities. This option's estimated cost is \$270,000 - \$390,000, with the size listed as 20 acres.

The other option would be to provide a distribution of more intensive facilities within 2-3 parks that would be larger than neighborhood parks, somewhat similar to Calistoga Park, ideally located on an arterial for community access. This second option is estimated to cost between \$260,000 and \$450,000 and is listed as two "Super" Neighborhood Parks at 8-10 acres each.

Trail connections linking the Foot-hills Trail, the "Powerline Trail," and the

proposed Carbon River bridges are included with both of the above options. The trail portion is estimated at an additional \$25,000 to \$40,000.

The draft plan states the method to finance these costs for the current needs is through "the City general fund, bonds, levies, or grants. In all cases except for grants, the source of the funding would be taxes."

Over the next 15-20 years the City is expected to double in population and therefore would need to add 14 acres of mini-parks, 40 acres of community parks, 4+ play fields, 4+ sport courts and 4 miles of trail to stay current with the city's growth.

The expenses for these future recreational needs are to be addressed through developer dedications, facility donations or impact fees. Changes and additions are being made to the Comprehensive Plan that will allow the City to collect funds

for these projects as new housing developments are constructed in our area.

The City of Orting would like to encourage citizens to attend the first public hearing on February 3, 7 p.m. at Orting City Hall. It welcomes participation, questions and comments.

Working closely with the Parks Commission, Planning Commission and City Council, an excellent draft plan was written by City Planning Consultant Roger Wagoner of Berryman & Henigar that explains the details in an easy-to-read format and provides graphics that help visualize what this plan is all about.

If anyone is interested in reading more about the plan before attending the public hearing, a copy of the Draft Parks, Trails and Open Space Plan can be obtained at City Hall or at the web site www.bh-seattle.xohost.com/client/orting/orting.htm.

PARK/FACILITY TYPE	2002 DEMAND	2002 SUPPLY	2017 DEMAND
Mini-Parks	6 Acres	1.83 Acres	16 Acres
Neighborhood Parks	8 Acres	21.64 Acres	16 Acres
Community Parks	20 Acres	0	40 Acres
School-Parks		(limited)	
Natural Resource Areas	N/A	36.17 Acres	
Greenways	N/A	19.92 Acres (14.28 Acres)	
Special Use Parks	1	1	
Fields & Courts	4-5 Fields 4-5 Courts	3 Half Courts; 1 Basketball Court 2 Ball Fields	~10 Fields ~10 Courts
Trails	4 Miles	1.5 (+1.7) Miles	8 Miles

Comparison of Orting's supply and demand for parks last year and fifteen years from now.

Figure A-1: Article about the 2003 Orting Parks, Trails & Open Space Plan published in a local newspaper.

Page B-2, The SUN, January 29, 2003

News Next Door=

News Next Door Policy: This space is for nonprofit events or organization c

Parks, Trails and Open Space Plan

The first public hearing will be held on Monday, February 3 at 7 p.m. at Orting City Hall for the Parks, Trails and Open Space Draft Plan. Citizens are encouraged to attend the meeting and participate.

A copy of the draft plan can be obtained at City Hall or on the web at www.BH-Seattle.xohost.com/client/orting.htm.

Figure A-2: Announcement for a public hearing prior to the adoption of the 2003 Plan



The image shows a newspaper clipping from "The SUN", an independent voice of Pierce County, Washington. The masthead includes a logo with a sun and mountains, and the text "East County SUN". Below the masthead, it says "NUMBER 7 • THE INDEPENDENT VOICE OF PIERCE COUNTY, WASHINGTON • February 12, 2003". The main article features a photograph of a young child, Annabelle Hall, sitting on a red slide at Orting City Park. The text of the article reads: "Annabelle Hall is too young to understand park plans but the smile on her face as she swoops down the slide at the Orting City Park speaks for itself. Her mother Renee Hall supports the idea of new parks in Orting and said, 'There's some days it's so crowded here the kids can't get on the toys.'" The article is attributed to Cherie Kuranko. The headline of the article is "Parks, Trails and Open Space Plan moves forward". At the bottom of the article, it says "by Cherie Kuranko" and "The draft Parks, Trails and Open Space Plan moves forward informed and the plan met no opposition."

Figure A-3: 2003 Publicity for the initial Orting Parks, Trails & Open Space Plan

2010 UPDATE

Public outreach for the PTOS Plan update began the summer of 2009 after the Parks & Planning Commissions reviewed an updated parks inventory and a population-based needs analysis. The outreach effort included a public open house and an online survey.

Public Open House

Members of both Commissions posted fliers about the public open house around town (see Figure A-5). The flier and a one-sheet responding to frequently asked questions about the parks plan update process (see Figure A-5) were on display at the City's table at the October 2009 Pumpkin Festival in downtown Orting. The open house was also announced on the City reader board at the intersection of Washington Avenue North and Williams Boulevard Northwest north of town several days before the event.

On Thursday, October 22nd, a dozen folks or so braved the road construction and dropping temperatures to stop by Orting Station, enjoy some free cookies and coffee, and talk about the future of Orting's park system. Each person was greeted with a stack of \$100 in Orting Park Bucks to spend as they pleased on options for the future of parks, trails and open space. In the end, people at the Open House spent a total of \$1,100 in Orting Park Bucks on five categories:

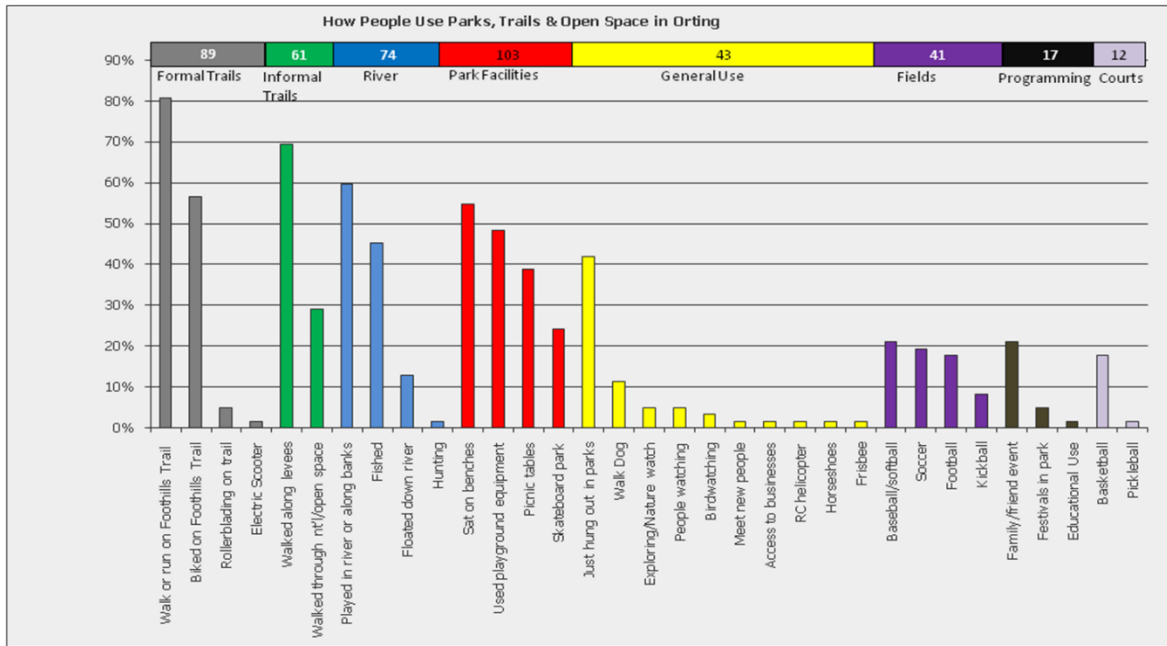
- | | | |
|--|-------|--------------|
| • Improved River Access | \$340 | 31% of total |
| • More Trails | \$260 | 24% |
| • More Fields, Courts & Facilities
for Neighborhood Parks | \$200 | 18% |
| • More Ballfields in Gratzer Park | \$180 | 16% |
| • More Mini-Parks | \$120 | 11% |

Survey

A survey was used to gather additional public input. The survey was posted online and announced on the City's website, as well as on the City reader board. Fliers for the public open house directed people to the online survey, and paper copies of the survey were made available at the City Hall and at the Public Safety Building. Additional respondents, including a number of teenagers, completed paper copies of the survey at the October Pumpkin Festival. A flier describing the parks plan update and directing community members to the online survey was included in Orting's February 2010 utility bill. Announcements about the survey were made at Planning Commission, Parks Commission, and Chamber of Commerce meetings in January and February 2010.

The survey was open from the end of September 2009 through the end of February 2010; it was taken by 63 people.

Figure A-4: How respondents say they use parks, trails & open space in Orting



For their top three favorite spaces, survey respondents listed:

1. Foothills Trail
2. City Park
3. North Park

What respondents said the City should do to make parks and trails better within the next five years (Top Six Answers)

1. Improve access to rivers
2. Add more big toys in neighborhood parks and mini parks
3. Improve City Park (suggestions include updating big toys, replace the slide tunnel, wading pool, rock climbing wall)
4. Keep parks clean, maintained, and updated (such as adding garbage cans and restrooms)
5. Adult sports programming
6. Dog park and or dog baggie stations along trail

2015 UPDATE

The City sought to integrate and coordinate the PTOS Plan update with the 2015 Comprehensive Plan update. The PTOS Plan update engaged the public through an open house and several surveys, but also built upon the foundation of earlier public outreach undertaken for the Comprehensive Plan update. The findings of the PTOS Plan public outreach and involvement revealed a community that was generally satisfied by the quantity of public parks and facilities but would like to see improvements in quality and programs offered. As a result of the feedback, the City surveyed the community again to identify program improvements.

Comprehensive Plan Outreach

Public outreach for the 2015 PTOS Plan update occurred in conjunction with the 2015 Comprehensive Plan update. Outreach began with the Comprehensive Plan online public opinion survey. The survey received 122 responses between November 2013 and April 2014. Survey results revealed that 8-percent of participants valued "recreational opportunities" and 44-percent valued the "rural setting" and "natural beauty" above all other aspects of Orting. When asked to rate how the City was doing in terms of parks, about 85-percent of participants indicated "good" or "excellent". In terms of recreation, about 70-percent of participants indicated "good" or "excellent".

This initial survey revealed that the community was largely satisfied with the provision of parks and recreational opportunities within the City, and the high value expressed for the "rural setting" inspired the creation of a new Level of Service standard for Natural Resource Areas. The preliminary results of the survey were presented at the Comprehensive Plan Community Open House on February 5, 2014.

Open House

On September 17, 2014 a joint open house was held for the PTOS Plan update and Comprehensive Plan update at the Orting Station. This was the second open house for the Comprehensive Plan update. The open house attracted 40 visitors, from within and just outside Orting. Posters were displayed that depicted aspects of both plans, including parks, shoreline, economic development, land use, transportation, utilities, and the environment. The results of the Comprehensive Plan Survey were also graphically displayed. The visual aids created a comprehensive picture of Orting. The parks posters portrayed the updated inventory and current parks planning activities, Gratzner Park improvements, and shoreline public access. The PTOS Plan was also available for review.

Visitors were asked to comment on the posters by writing on post-its and sticking them to the displays. Visitors were informally interviewed by City staff, planning

consultants, and Parks Commissioners. Verbal parks-related comments received addressed the desire for community gardens in existing Community Parks, availability of parking as the City grows, and need for general improvements. Overall, visitors were pleased with the quantity of parks within the City. Visitors were encouraged to complete a paper copy of the Parks survey or directed to complete the survey online.

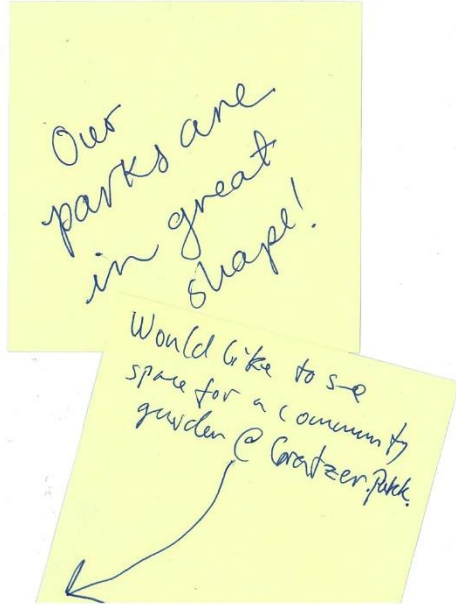


Figure A-5: Open House Comments

Paper copies of the survey were made available at City Hall and at the September Open House. Overall, participants appear to be generally satisfied with the quantity of parks but would like to see general improvements and upgrades.

There was a total of 56 participants. Several demographic questions were asked to obtain a sense of who was participating. The average participant was 40-years old and had lived in Orting for 9 years. The average household size was 4.4. This demographic data was similar to the with 2010 Census results, which found average age in Orting to be 32.7 years old with a third of the population under the age of 19, and the average family size to be 3.34 persons. Orting is a community of small, young families.

The parks survey was informed by the results of the 2010 update survey, as well as the Comprehensive Plan survey. The idea was to build on earlier results.

Recreation Program Survey

The results of the 2014 public opinion survey revealed the community's interest in seeing increased youth and adult recreation program opportunities. The City followed up with a Recreation Program Survey. The survey was promoted through the City's website and through social media. The survey had 28 participants.

The 6-question survey asked participants which programs they have previously participated in, sought to identify other programs of interest, included questions

related to program registration and communication, and even asked for requests for potential instructors.

2022 PLAN UPDATE

For a summary of the public participation and communication completed in 2021 and 2022 for the current update including the public opinion survey and farmer's market outreach see Chapter 3.



CITY OF ORTING

104 BRIDGE STREET S, PO BOX 489, ORTING WA 98360
Phone: (360) 893-2219 FAX: (360) 893-6809
www.cityoforting.org

July 24, 2023

Via email to dcox@psrc.org

Doug Cox, AICP
Principal Planner
Puget Sound Regional Council
1011 Western Avenue
Seattle, WA 98104

Re: Rural Town Centers and Corridors Matching Funds

Dear Mr. Cox,

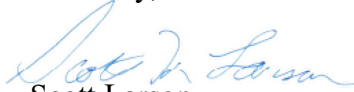
The city is applying for a Rural Town Centers and Corridors grant which requires a matching fund commitment. The match for this project is anticipated to come out of our Parks fund which has a balance of \$667 thousand at the end of June 2023. The fund balance far exceeds our working capital needs of approximately \$200 thousand, and there are no contemplated projects in this fund that have been funded at this time.

Our council has an annual budget approval process, and the city's match for this project will be included in the draft 2024 budget that is anticipated to be published in early September. A final budget is anticipated to be approved by the end of November 2023, but in any event no later than December 31, 2023.

To demonstrate the availability of funds, you can see current and historical budgets on the [city's website](#). Page 14 of the budget shows the last several years' fund balances which have averaged above \$500 thousand.

Thank you for the opportunity to compete in this grant process.

Sincerely,


Scott Larson
City Administrator

Cc: John Bielka, Acting Public Works Director

John Bielka

From: Lisa Reid <lisa.reid@scjalliance.com>
Sent: Monday, July 10, 2023 6:15 AM
To: John Bielka
Cc: Lisa Reid
Subject: Design Cost for Trail Relocation Option B

External Sender - From: (Lisa Reid <lisa.reid@scjalliance.com>)

This message came from outside your organization.

Hi John –

Using the MR midpoint of the cost estimate (\$272.5/LF) and my quantity takeoff (2,650 LF), gives me the \$174k for the Design + SEPA) as shown below using Planning Level Cost Guidelines.

I'd use \$174k (12% Design + SEPA) if you're not pursuing federal funding. I'd use \$218k (15% Design + NEPA) if you are pursuing federal funding.

Let me know if you have any questions.

Mobilization (10%)			\$79,713
Trail	2,650	272.5	\$722,125
Landscaping (from MR estimate)			\$75,000
Traffic Control (2%)			\$14,443
Survey (1.5%)			\$10,832
Design Contingency (30%)			\$270,634
<hr/>			
Subtotal			\$1,172,745
WA State Sales Tax (9.4%)			\$110,238
Construction Contingency (10%)			\$128,298
<hr/>			
Total			\$1,411,282
Inflation to 2024-25 (3%)			\$42,338
Inflated Construction Cost			\$1,453,620
Design & Env (12%)			\$174,434

Lisa Reid, PE, PMP (she/her/hers)

SCJ Alliance

Principal

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m. 206.730.5278

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