

PC draft 20160125

# CITY OF BUCKLEY

## DRAFT RAINIER GATEWAY SUBAREA PLAN

JANUARY 18, 2016

PREPARED FOR THE CITY OF BUCKLEY, WASHINGTON



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## 1 INTRODUCTION

### 1.1 OVERVIEW

Buckley, Washington, is a small City located in the south Puget Sound, thirty miles east of Tacoma and near the foothills of Mt. Rainier. Buckley is facing the challenge of trying to preserve its small-town character while accommodating economic and population growth. The community is concerned about the sprawling physical expansion and intensive commercial development that has happened in nearby cities to the west and north occurring in Buckley.

As a result, in 2002 the City Council established the goal of creating a Subarea Plan for the State Route (SR) 410 railroad right-of-way corridor. The SR 410 railroad right-of-way corridor is bounded SR 410 to the northwest, River Avenue to the southeast, SR 165/Ryan Road to the southwest, and Park Avenue to the northeast (see Figure 1). In this document, it is referred to as the Rainier Gateway Subarea Plan area.

In 2003, the National Park Service, in cooperation with the U.S. Forest Service and local jurisdictions located in the Carbon River Corridor, including Buckley, conducted a charrette to envision growth in the corridor related to recreational activities. Many of the goals and design themes developed in this charrette became part of the City's 2005 Comprehensive Plan update, conducted by the City with the assistance of students from the University of Washington's Master of Urban Planning program.

The City's 2005 Comprehensive Plan identified recreational aspects of the community as being a key to promoting economic development and developed recommendations for redeveloping the property within the Rainier Gateway Subarea. The availability of vacant land within the City-owned former railroad right-of-way, in conjunction with its proximity to the Foothills Trail, SR 410, and the downtown business core, make it an ideal location for development that will support the City's vision. The intention of the Rainier Gateway Subarea Plan is to consolidate and adopt the planning work done by the City over the last ten years as formal policies and regulations.

**Comment [BM1]: AHBL Comment:** Need to incorporate 2015 Comprehensive Plan update materials into the final draft of the Rainier Gateway Subarea Plan.

### 1.2 CONTEXT

The City of Buckley is approximately four square miles in area and sits on the White River plateau next to the southern Cascades. Two state highways intersect in Buckley. SR 410 connects Sumner to Yakima and SR 165 links Buckley to Wilkeson, Carbonado, and Mt. Rainier's Carbon Glacier, as well as connecting to SR 162, which leads to South Prairie and Orting. The City and the state are currently working on the Ryan Road realignment project, which will improve the intersection of SR 410 and SR 165, as well as redefine the southern boundary of the Rainier Gateway Subarea Plan. Plans also exist to connect Buckley's Foothills Trail to Enumclaw and King County, with a bridge over the White River. The Washington State Department of Transportation (WSDOT) is currently replacing the steel-truss Meridian Street Bridge in Puyallup and has identified the potential to preserve the old bridge for use on the Foothills Trail between Enumclaw and Buckley across the White River.

The City of Buckley incorporated in 1889, although settlers had been arriving in the area since 1830, beginning with fur trappers and then miners after the discovery of coal in the upper Carbon River area in the late 1860s. Logging became the primary trade in Buckley; however, because of the decline in the logging industry, the City has seen limited population and job growth.

The City was skirted by the Wilkeson rail line, built in 1877 between Tacoma and Wilkeson, but then became a flag station on the Northern Pacific Railroads first transcontinental rail line in 1884. In 1982, the Burlington Northern Railway ended service on the tracks, and the railroad bed has since been acquired by the City and Pierce County and converted into the Foothills Trail. The 25-mile-long trail has become a popular recreational destination for bicyclists. The trail currently consists of 15 miles of paved non-motorized trail from South Puyallup to South Prairie and a two mile paved section in Buckley. Plans exist to connect the Foothills Trail in Buckley to the main paved trail ending in South Prairie in 2015, as well as continue to travel north through the City to King County and Enumclaw.

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The City of Buckley has a population of 4,430 people, according to the Office of Financial Management’s 2014 estimate. The City’s population is projected to grow to 7,888 people by the year 2035, based on the population allocation target assigned to the City by Pierce County for 2030 and the City’s growth targets identified in the 2015 Comprehensive Plan.

While the Rainier School is the largest employer in the City, employing approximately 900 people, many citizens are employed outside of the City, due to a lack of other local employers. Within the City, social, educational, and health services make up the largest employment base, which is approximately 21 percent of the total base. The City has shortages of jobs in retail, manufacturing, and financial services, and continues to lose both retail sales and retail properties to neighboring jurisdictions.

Buckley has much to offer in the way of outdoor recreation, including hiking, cycling, fishing, kayaking, skiing, snowshoeing, and bird and wildlife viewing. The Foothills Trail is dubbed locally as “the new Main Street” because it serves as a major thoroughfare for pedestrians and bicycle traffic. It is a place where the community gathers for events and for recreation, and is a center of local importance.

### 1.3 TIMELINE/ RAINIER GATEWAY SUBAREA PLANNING PROCESS

The Rainier Gateway Subarea Plan is the culmination of strategic decisions and planning work completed over the last 13 years. In their 2002 visioning process, the Buckley City Council established the goal of completing a Master Development Plan for the Railroad Property. In 2003, the City, along with several other plateau communities, received a grant from the National Park Service to conduct several public visioning charrettes and create a plan for envisioning growth along recreational themes in the Carbon River Corridor. The charrettes resulted in general goals and design themes for the City, which formed the basis for the Comprehensive Plan updated in 2005.

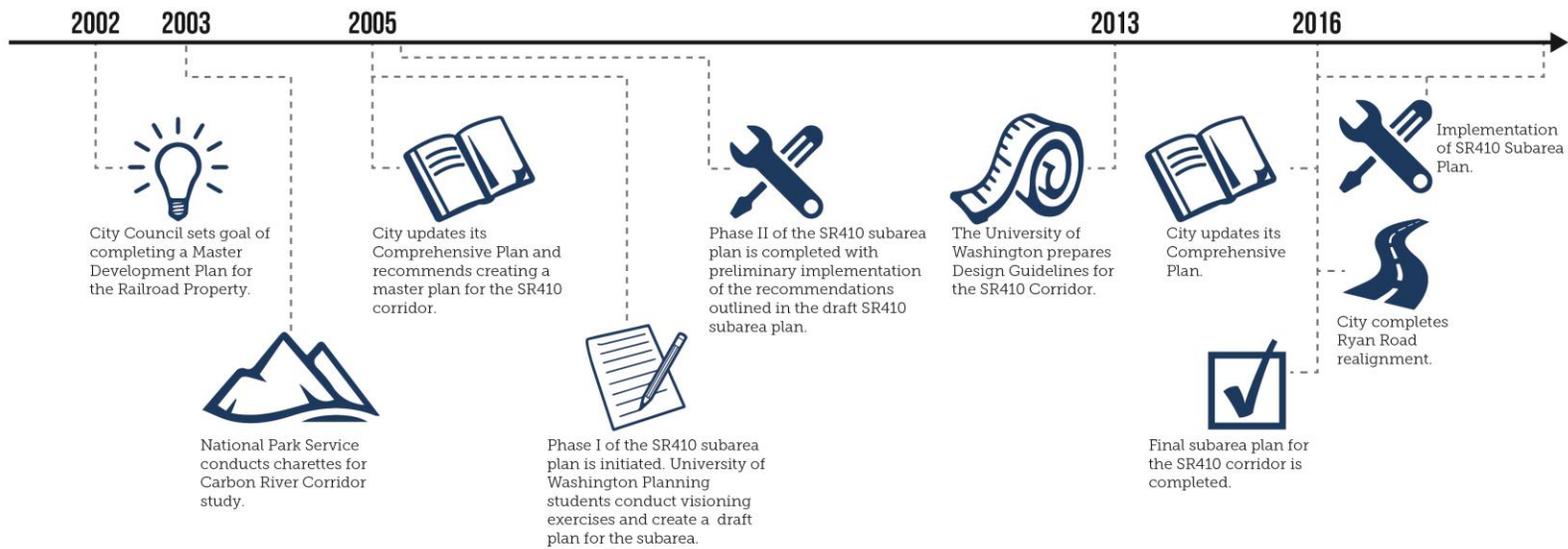
The University of Washington’s Master of Urban Planning class assisted the City in updating its Comprehensive Plan in 2005. As part of the update, staff and students conducted various public visioning workshops where they received ideas and suggestions for the future of the City, which ultimately formed the basis for the goals and recommendations added to the Comprehensive Plan.

One of the goals of the 2005 Comprehensive Plan was to plan for the development of the vacant property along the Rainier Gateway Subarea so that it would draw people to the downtown business area. The Comprehensive Plan identified recreational aspects of the community and surrounding area as key to attracting and promoting economic development within the City. With its availability of vacant land and proximity to the Foothills Trail and downtown business core, the City identified the Rainier Gateway Subarea as an ideal area for an overlay zone for development that would be consistent with the City’s vision.

After the completion of the Comprehensive Plan, the first phase of planning for the Rainier Gateway Subarea was initiated. The University of Washington’s Master of Urban Planning class assisted the City in creating the first draft of the Rainier Gateway Subarea Plan, and developing an implementation plan for phase two of the planning process. The preliminary implementation was completed in 2005 using a \$10,000 grant from CTED. Full implementation of the overlay performance standards was delayed until the Ryan Road realignment project and a zoning code update had been completed.

In 2013, the City contracted the University of Washington’s Department of Urban Design & Planning to prepare Design Guidelines for the Rainier Gateway Subarea. The students from the program gathered data, researched best practices, and engaged with the citizens of Buckley through public meetings to form an understanding of the City’s

Figure 2: City of Buckley SR410 Subarea Planning Timeline



economic conditions and community goals. The students then prepared recommendations for the City and ultimately presented Design Guidelines for the Rainier Gateway Subarea to the City Council.

In 2015, as part of its 2015 Comprehensive Plan update process, the City entered its final phase of planning for the Rainier Gateway Subarea. The final Rainier Gateway Subarea Plan includes findings from the previous planning work done for the Rainier Gateway Subarea and incorporates policies and regulations that will govern development within the Rainier Gateway Subarea.

After the adoption of the Rainier Gateway Subarea Plan is complete, implementation of the recommendations in the plan will result in realizing the City's vision for the Rainier Gateway Subarea. The City will be the lead implementer on most of the policies and recommendations, with the assistance of public/private partnerships, and community groups.

#### 1.4 KEY ISSUES

Commercial activity in Buckley has suffered from competition in neighboring communities and economic recession, reducing the desire of outside investors and local entrepreneurs to invest in Buckley. Because of underinvestment, local demand for everyday goods and services has not been met, forcing residents to leave the City to work and shop. Buckley lacks certain commercial offerings, but it has a collection of historical, character-rich storefronts along the Main Street.

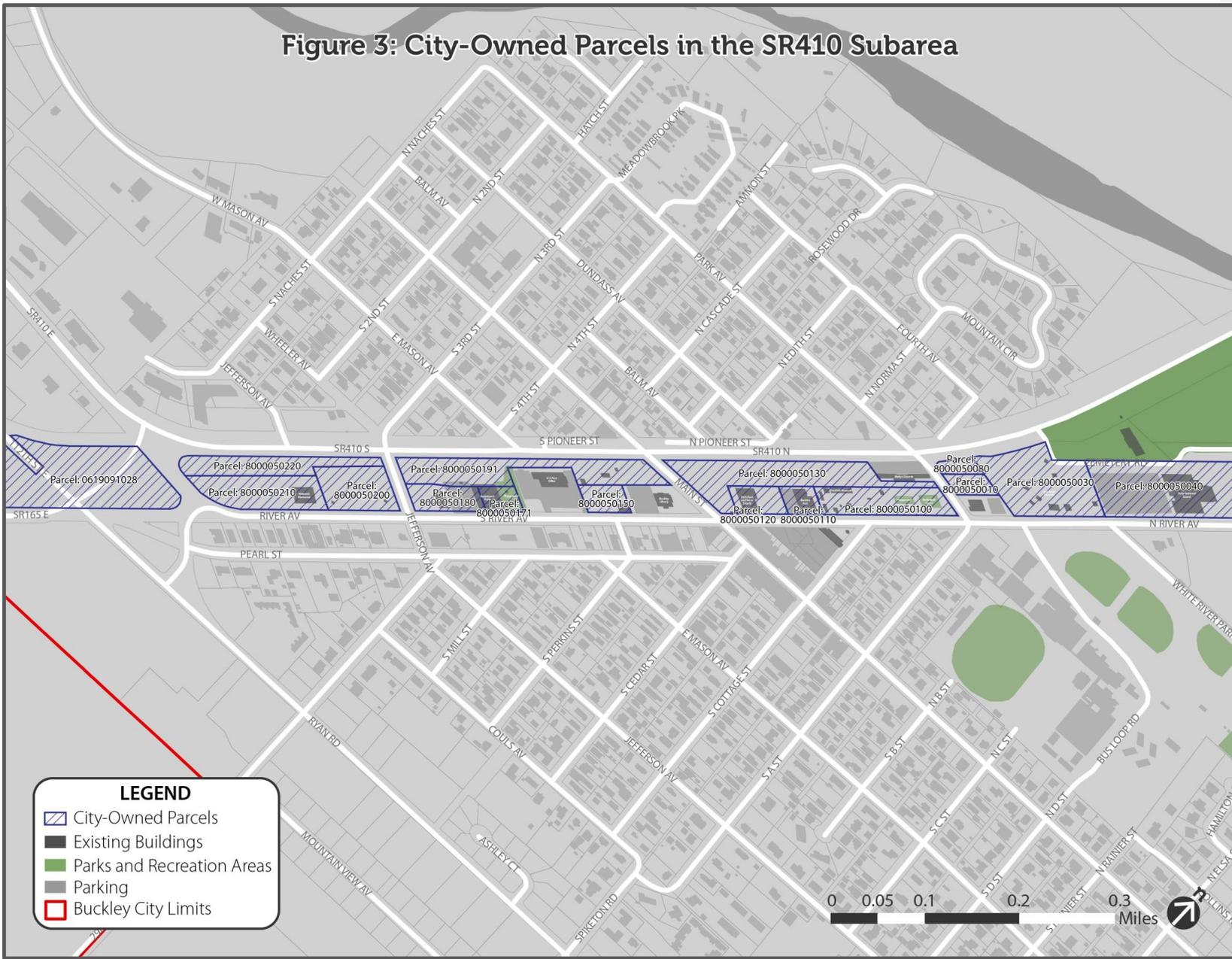
Buckley is interested in accommodating anticipated local growth in a manner that supports Buckley's character. The City anticipates that new investment into Buckley will occur in the form of new residential and retail uses within the next few years. The City understands growth is needed, but that growth should be reasonably controlled so that the City's valuable assets are preserved for current and future residents.

The City of Buckley owns multiple parcels within the Rainier Gateway Subarea that may be of interest to potential investors (see Figure 3). Buckley has the opportunity to shape development within the Rainier Gateway Subarea by dictating the form and intent of each parcel through design guidelines. The sale of key City-owned parcels should be phased strategically in order to link the Rainier Gateway Subarea to Buckley's historical downtown as the commercial and social center of the City.

Opportunities also exist in the Rainier Gateway Subarea to position the community as a "gateway to Mount Rainier" and a destination for tourists and residents alike, who are interested in outdoor recreational activities. Recreational uses should be encouraged within the Rainier Gateway Subarea, including expanding the Youth Center and Skateboard Park. Providing signs and amenities for Foothills Trail users will encourage them to stop in Buckley for food, shopping, and local events, and encourage them to return to Buckley.

The challenge facing Buckley is to create an economic climate that produces a healthy economy for jobs and businesses without compromising the community's desires to maintain its small town lifestyles and protect its natural amenities. The Rainier Gateway Subarea Plan aims to increase economic development in the City by establishing a business-friendly environment and attracting tourism by making Buckley a recreational destination with the presence of the Foothills Trail and proximity of Mt. Rainier.

**Figure 3: City-Owned Parcels in the SR410 Subarea**



## 2 EXISTING CONDITIONS

No major environmental or critical area constraints were identified that would affect development within the Rainier Gateway Subarea. The zoning designations in the subarea are Central Commercial (CC) and Public (P), as shown in Figure 4. The minimum lot size in the CC zone is 3,000 sf per unit and the minimum lot width is 40 feet. There are no minimum setbacks requirements for commercial uses, while commercial mixed-use development requires a 10-foot front, side, and rear setback. Setbacks in the Public zone are ten feet from commercially zoned properties and right-of-ways and in accordance with the building code for setbacks from other publicly zoned properties.

With respect to building massing, the maximum lot coverage excluding landscaping required for barrier or visual relief buffers in the CC zone for commercial mixed-use units is 70 percent, not including outbuildings or accessory units, and when they are included, the maximum lot coverage is 75 percent. The maximum lot coverage excluding landscaping required for barrier or visual relief buffers for commercial units is 100 percent. The P zone has no maximum requirements for lot area or lot coverage.

The maximum height in both the CC and P zones is 35 feet, which is effectively three stories, and off-street parking requirements vary by use. The surrounding area consists of High Density Residential (HDR), Low Density Residential (R-6,000), Historic Commercial (HC), and some Medium Density Residential (R-8,000).

### 2.1 LOCAL POLICIES & REGULATIONS

#### 2.1.1 COMPREHENSIVE PLAN

The Comprehensive Plan guides the City's future development based on the input of its citizens. The City of Buckley is committed to providing the components that contribute to the quality of life for residents and future generations. The key strengths of Buckley are its small town character and natural setting. However, Buckley faces challenges in the way of economic revitalization and population growth after the economic decline of late. In addressing these challenges, the City aims to preserve its small town character and natural environment.

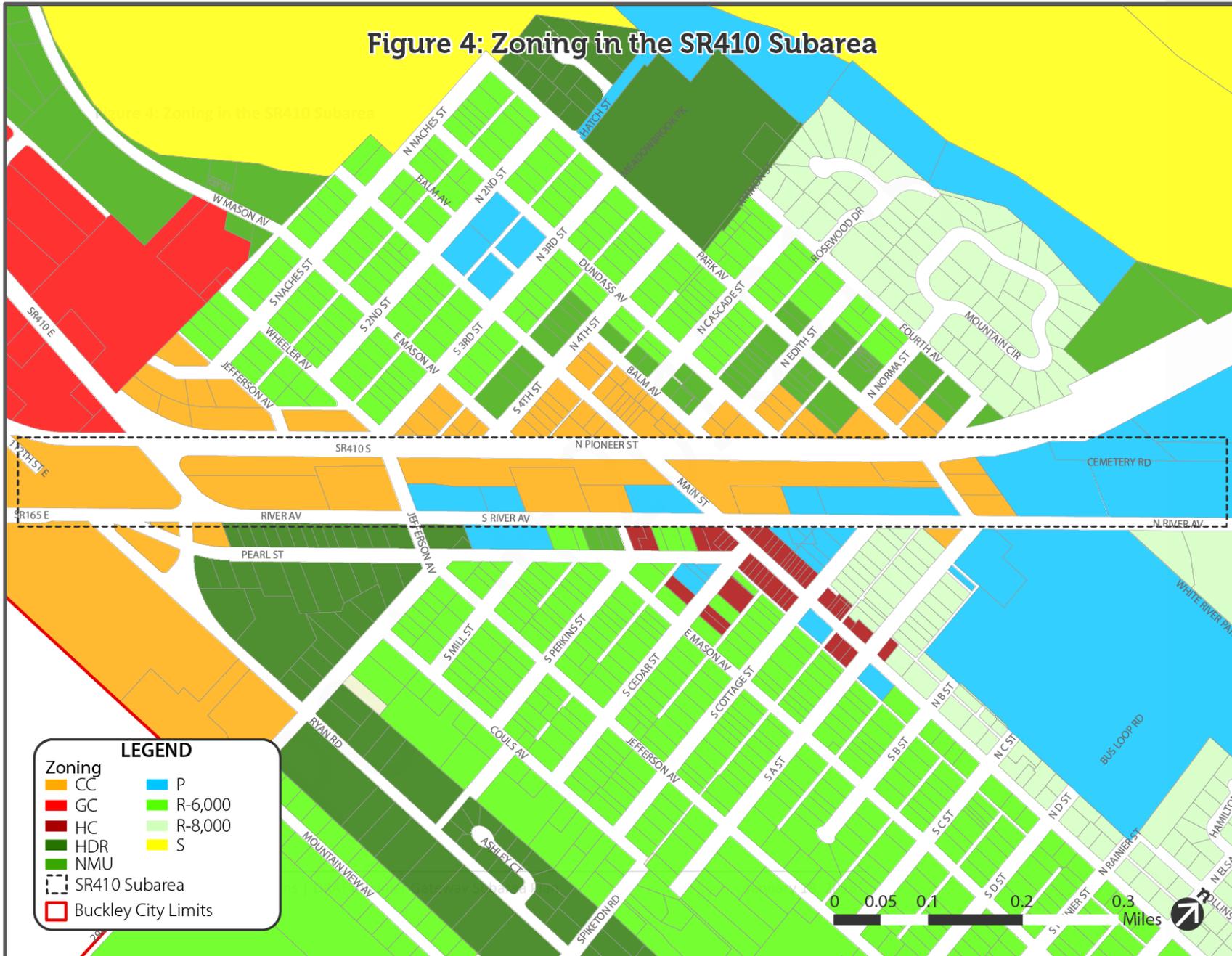
The 2015 Comprehensive Plan update focused on three areas, which form the basis of the Plan's vision for the future. These areas were:

1. Preserve Buckley's town identity and character;
2. Develop the economic viability in the downtown core and SR 410; and
3. Promote outdoor recreational activities.

These focus areas established are the foundation for the goals for the City and the basis for the recommendations set forth in the Comprehensive Plan. These goals included creating an atmosphere that serves as a magnet for tourists, providing recreational activities for both residents and visitors, centering housing and commercial development in the downtown area, preserving the rural character outside of the downtown, and enhancing the small-town character of the City by creating a more pedestrian-oriented downtown.

The Rainier Gateway Subarea Plan must be consistent with the 2015 Comprehensive Plan, which included several policies to guide development in the Rainier Gateway Subarea.

Figure 4: Zoning in the SR410 Subarea



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### 2.1.1.1 LAND USE ELEMENT

The land use element of the Comprehensive Plan set forth the following policies that support and guide the recommendations in the Rainier Gateway Subarea Plan:

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**Policy 1.1.1**

*Buckley should preserve its small town character through the following:*

- 1. Concentrate retail development near the historic downtown center of the city and near the Rainier Gateway Subarea.*
- 2. Integrate additional density in the residential zones in a manner that protects the single-family areas from commercial encroachment.*
- 3. Focus commercial development outward from the existing commercial zones.*
- 4. Focus pedestrian and bicycling trails and sidewalks between commercial and residential developments to encourage non-motorized access.*
- 5. Encourage mixed-use developments in commercial zones.*

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**Policy 1.1.2**

*The city should formally designate the area between Ryan and Park, and between SR 410 and River Avenue the city's center of local importance (CoLI).*

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**Policy 1.6.4**

*Plazas and open space should be provided to link trails with commercial areas.*

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**Policy 1.8.7**

*New development shall provide community paths and trails that link the new development to existing trails and paths.*

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### 2.1.1.2 HOUSING ELEMENT

The housing element of the Comprehensive Plan set forth the following policies that support and guide the recommendations in the Rainier Gateway Subarea Plan:

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**Policy 2.1.1**

*Incorporate neighborhood character and design principles into zoning and design review standards for new development.*

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**Policy 2.1.3**

*Housing should be permitted above commercial uses in most commercial zones.*

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### 2.1.1.3 ECONOMIC DEVELOPMENT ELEMENT

The economic development element of the Comprehensive Plan set forth the following policies that support and guide the recommendations in the Rainier Gateway Subarea Plan:

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**Policy 3.1.2**

*The city's regulations should provide the following to enhance sustainable economic development:*

- a. Economic disincentives for vacant buildings.*
- b. Overlay district design standards for each commercial area, one for east/west-bound SR 410, one for the area adjacent to northeast-bound SR 410, and one for the historic district.*
- c. Procedures that are as streamlined as possible and still follow state requirements.*

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**Policy 3.2.3**

*Historic downtown buildings should emphasize Buckley's small-town attributes through historic renovation.*

---

**Policy 3.4.3**

*The area between River Avenue and SR 410 is a place where people meet, recreate, and is an important open space area that gives the city a pleasant atmosphere. The area is zoned commercial and shops are planned to be erected between the Foothills Trail and River Avenue; the area between SR 410 and the trail will remain open space. The area should be designated with the county as a center of local importance and called the Rainier Gateway Center.*

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**Policy 3.6.1**

*When possible, open space areas should be protected as natural areas for public enjoyment or developed into recreational facilities.*

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### 2.1.1.4 URBAN DESIGN ELEMENT

The urban design element of the Comprehensive Plan set forth the following policies that support and guide the recommendations in the Rainier Gateway Subarea Plan:

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**Policy 4.1.1**

*Develop pedestrian infrastructure by widening sidewalks, installing crosswalks, corner plazas, bollards, street furniture, and so forth.*

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**Policy 4.2.2**

*Develop a visual link between the trail and downtown by using elements such as pavement materials or landscaping. For example, the existing small plaza could be enhanced to help connect the trail with downtown.*

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**Policy 4.2.3**

*Develop a place of respite on the bike path as it passes Main Street to encourage trail users to stop and visit downtown.*

**Policy 4.2.4**

*Encourage retail consistent with recreational use between the trail and River Avenue.*

**Policy 4.4.6**

*Work toward a future regional transit stop in Buckley's downtown core through establishing public parking areas, park-n-ride lots, and commercial areas around public parking lots.*

### 2.1.2 DESIGN GUIDELINES

In 1991, the City of Buckley identified two key districts for redevelopment and adopted specific design guidelines: the Downtown Review District and the Highway Review District. Each district has specific guidelines pertaining to scale, detailing, setback requirements, sidewalk improvements, and details for renovation and construction of new and existing structures. The City reviews proposals for restoration and new development in the City's historic commercial core and the commercial and industrial corridor along State Route 410 in accordance with these guidelines.

The 1991 Design Guidelines for the Highway Review District guide the development of land along Highway 410 as it is converted from agricultural and low-density development to commercial and industrial uses. The design guidelines call for new development on SR 410 to be large in scale and flanked by large parking areas. Buildings should take inspiration from the barns and lumber mills built by the settlers and those who came after them on the Buckley plateau. Buildings and new development along SR 410 should be designed to reflect and reinforce the rural character of the area.

Currently, projects within the Rainier Gateway Subarea must comply with the Design Guidelines for the Highway Review District, including using traditional materials such as wood, stone, and metal, with long horizontal lines with sloping roofs. A 35-foot wide minimum landscaped buffer is required along the SR 410 frontage, with an irrigated planting strip greater than ten feet wide, a six-foot wide meandering sidewalk, and bermed parking areas. Within the Rainier Gateway Subarea long, uninterrupted buildings and developments are not acceptable. The Design Guidelines require either modulation or a variation of the building façade by shifting the elevation no less than four feet every 80 feet of building length. Individual buildings or developments within the Rainier Gateway Subarea are limited to more than 30,000 gross square feet in area. Buildings in the Rainier Gateway Subarea can be no more than two stories and have sloping roofs with a minimum pitch of 6:12.

### 2.1.3 BMC § 19.51 HIGHWAY 410 DESIGN REVIEW DISTRICT

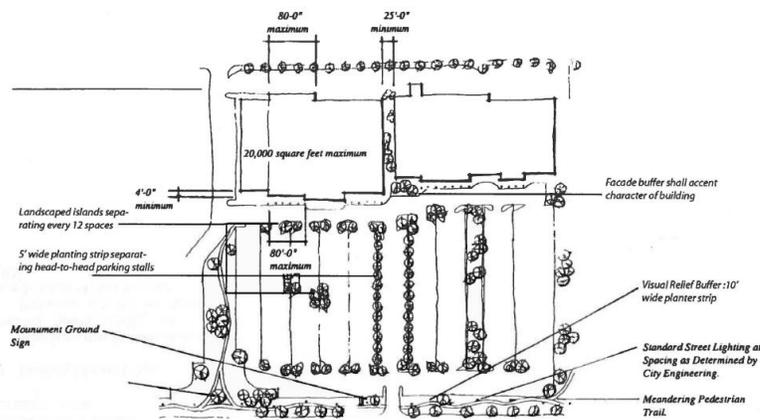
In 1991, to enforce the Design Guidelines adopted by the City of Buckley, regulate growth along SR 410, and prevent unsightly strip development, the City Council passed Ordinance 19-91 to create the Highway 410 Design Review District, [Chapter 19.51 of the Buckley Municipal Code](#) (BMC).

**Comment [BM2]:** AHBL Comment: The purpose (BMC 19.51.010), scope (BMC 19.51.030), description (BMC 19.51.040), and map of the Highway 410 design review district will need to be amended to remove the area subject to this subarea plan.

If the proposed development meets the following criteria, it is subject to review under the Highway 410 design review criteria:

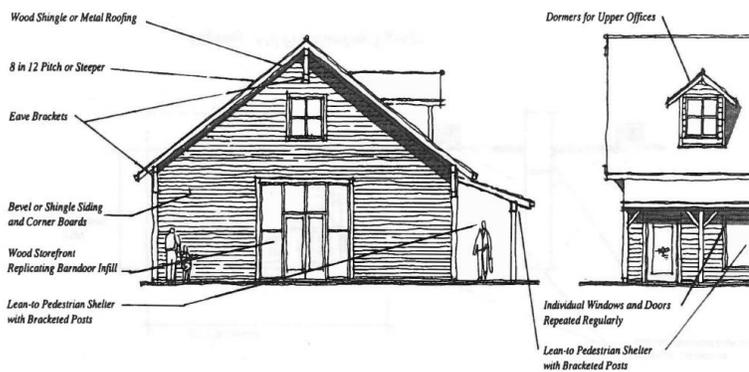
1. The fixture is not a sign which is otherwise regulated under BMC §19.30;
2. The structure or fixture is not a single-family detached residential dwelling, unless said detached single-family residential dwelling is used for commercial purposes;
3. The structure or fixture lies in the HC, GC, CC, LI, NMU, and P zone or is used for commercial purposes; and

**Figure 5: Example of a Commercial Site Development under the Highway Review Design Guidelines**



*Example: Commercial Site Development*

**Figure 6: Example of a Two Story Retail/Office Building under the Highway Review Design Guidelines**



*Example: Two Story Retail/Office*

4. The structure is proposed for property, which abuts SR 410 or is adjacent to properties that abut SR 410 and such property is also subject to review, and these properties abut one another on a common border or point.

For development proposed within the Highway 410 development area, and meeting the criteria above, the design review committee will review the application for construction or alteration. The design review committee will either (1) forward recommendations to the City Council for major construction or alteration that results in significant structural changes or total new construction or (2) vote to approve, deny or approve the application with modifications for minor construction or alterations that do not result in major structural changes.

## 2.2 COUNTY, STATE & FEDERAL POLICIES AND REGULATIONS

### 2.2.1 COUNTYWIDE PLANNING POLICIES AND VISION 2040 MULTI-COUNTY PLANNING POLICIES

The City is currently in the process of designating the Rainier Gateway Subarea a Center of Local Importance (CoLI). Under the Pierce County Countywide Planning Policies (CPP), areas that serve as important centers within Pierce County communities may be formally designated as a CoLI. The formal recognition of a CoLI would be used in future countywide project evaluations.

The CPPs establish design features for CoLIs that are consistent with the Puget Sound Regional Council's (PSRC) VISION 2040's Multi-County Planning Policies. A CoLI is characterized by a concentration of land uses or activities that provide a sense of place or gathering place for the community and neighborhood residents. A CoLI should include one or more of the following land uses:

- Civic services
- Commercial areas
- Recreational areas
- Industrial areas
- Cultural facilities/activities
- Historic buildings or sites
- Residential areas

A variety of transportation options and pedestrian friendly design should be available or planned within a CoLI. The City is responsible for defining what role the CoLI will play in supporting planned growth, and adopting the CoLI by documenting how the CoLI meets the design features specified in the Pierce County CPPs, and delineating the area on a map within the City's Comprehensive Plan. The City is then required to provide the Pierce County Regional Council (PCRC) notice of its intention to adopt a CoLI locally. The CoLI will then be recognized in Appendix B of the Pierce County CPPs.

### 2.2.2 NATIONAL PARK SERVICE – CARBON RIVER CORRIDOR

In 2003, the National Park Service collaborated with the U.S. Forest Service and local jurisdictions to complete a study on the Carbon River corridor on the north side of the Mount Rainier National Park, looking at portions of the SR 165, SR 162, and Rainier Gateway Subareas. The study included public outreach, with participation from the communities of Wilkeson, Orting, South Prairie, and Buckley, as well as the Puyallup Tribe.

The study explored a variety of opportunities to improve visitor experience in the corridor, and to strengthen the relationship between local communities and Mount Rainier National Park. Public workshops, stakeholder meetings, and interviews were held, followed by a charrette, an intense, idea generating design process to facilitate development of concepts and visualizations for potential activities within the corridor.

The charrette found most of the federal lands in the corridor are at or exceeding their capacity for recreational use. Opportunities for increased recreational capacity in the future will be found in the corridor communities and with the development of the Foothills Trail. There are also strong opportunities for the corridor communities to communicate their heritage to visitors through cultural facilities.

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### 2.2.3 STATE ENVIRONMENTAL POLICY ACT (SEPA) RULEMAKING 2014

In light of the increased environmental protections now in place under RCW 36.70A, RCW 90.58, and other laws and procedures for environmental protection, land use planning and infrastructure, in 2014 the Washington State Department of Ecology updated the State Environmental Policy Act (SEPA) Rules that guide state and local agencies in conducting SEPA reviews.

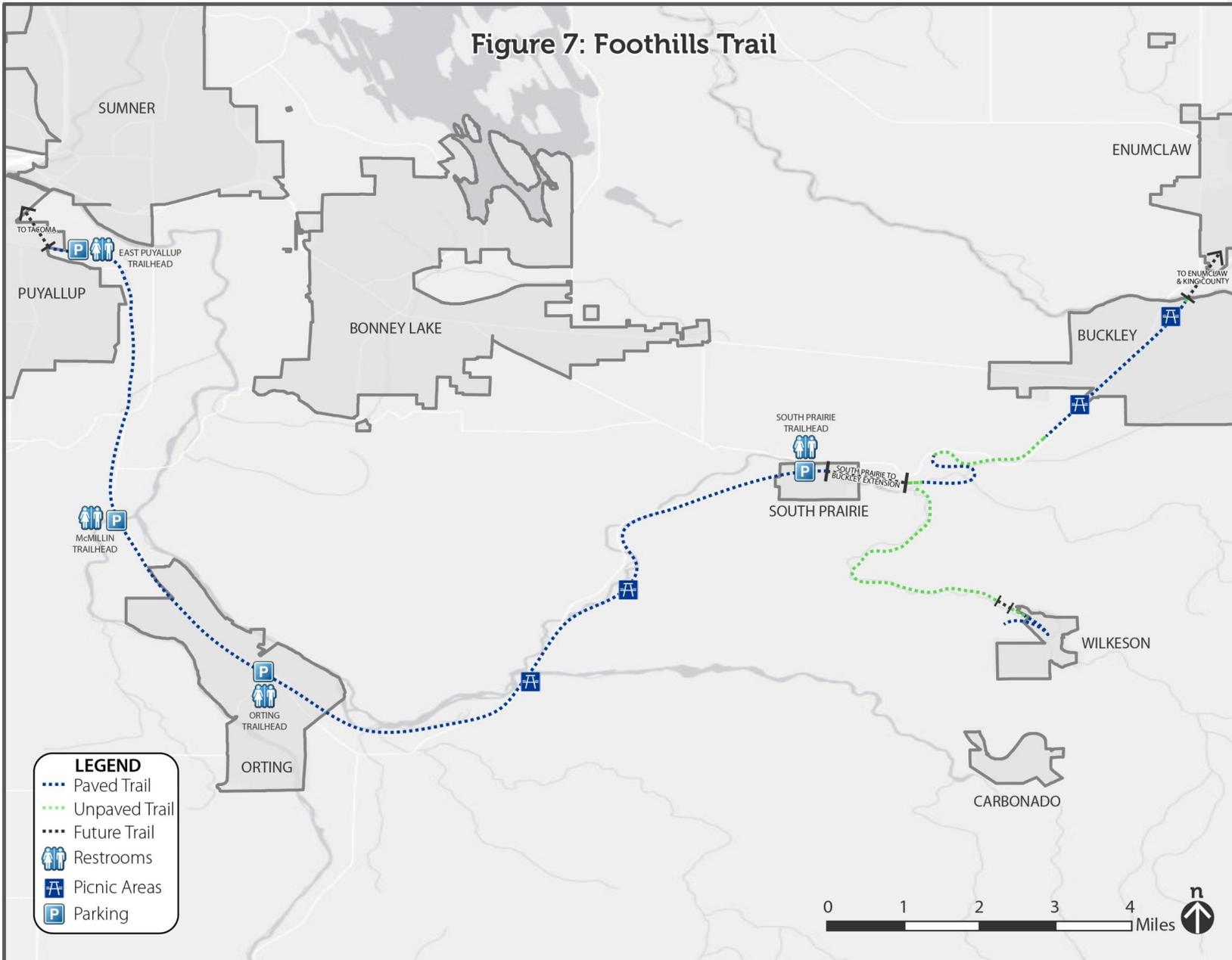
The updated SEPA rules (WAC 197-11-800(1)(d)) allow communities to adopt increased flexible exemption thresholds for minor new construction, provided that the requirements for environmental analysis, protection and mitigation for impacts to the environment were adequately addressed through conformance with adopted development regulations and applicable state and federal laws.

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### 2.2.4 RCW 58.17.035 - BINDING SITE PLANS

The Washington State Legislature authorized the binding site plan method of dividing property in RCW 58.17.035 as an alternative to the subdivision or short subdivision process. Binding site plans may be used to subdivide industrial or commercial land, land for the purpose of lease when no residential structures other than mobile homes or travel trailers are permitted, and land for condominium purposes. The City's Planning Director approves binding site plans administratively and then they are recorded with the County.

Figure 7: Foothills Trail



## 2.3 PREVIOUS CITY PLANNING WORK

### 2.3.1 SR 410 DRAFT MASTER PLAN – PREPARED BY THE UNIVERSITY OF WASHINGTON - 2005

In 2005, a University of Washington’s Master of Urban Planning studio assisted the City in creating a Draft SR 410 Master Plan. Building on recommendations in the 2005 Comprehensive Plan, the draft plan sought to address the challenges facing Buckley by spurring economic development within the Rainier Gateway Subarea and downtown business core. The draft planning process began with background research on the existing regulatory context for the Rainier Gateway Subarea to identify potential constraints and opportunities.

A steering committee was formed and meetings were held to focus concerns associated with the future use of the corridor. The committee helped to develop and prioritize design approaches for the corridor, which were prepared as conceptual site plans. Three designs were developed for the corridor based on the feedback from the steering committee including an open space alternative, a commercially developed alternative, and a mixed-use alternative. A community workshop was held to obtain feedback on the proposed designs, the results of which led to the preferred site plan for the corridor.

During the initial steering committee meeting as well as in the public workshops, Buckley residents showed strong support for accentuating the Foothills Trail with small commercial/residential buildings while keeping the area between the trail and SR 410 as open space. The preferred site plan included a realignment of the SR 410/SR 165 intersection and a mix of open space and commercial, with second floor office space and residential. Priorities for inclusion in the corridor based on the community workshop included:

- Locating new multi-family housing near existing multi-family housing;
- Installing removable bollards on Jefferson Avenue for holding a farmer’s market or community event in the Rainier Gateway Subarea;
- Relocation of the gazebo in future public buildings area (part of Civic Core); and
- An amphitheater north of Wally’s.

The preferred site plan for the Rainier Gateway Subarea was designed to act as a catalyst for economic development within Buckley’s downtown core. The redevelopment of the corridor into a mixed-use area is consistent with current retail trends and unites the Foothills Trail and Main Street, creating a destination area around the trail. Housing proposed will bring more residents into the downtown area, and pedestrian-oriented features will create a vibrant place for residents and tourists alike.

### 2.3.2 RAINIER GATEWAY SUBAREA DESIGN GUIDELINES – PREPARED BY THE UNIVERSITY OF WASHINGTON – 2013

In 2013, the City contracted the University of Washington’s Department of Urban Design & Planning to develop design guidelines and implementation plan for the Rainier Gateway Subarea. The team gathered data, researched best practices, and engaged the citizens of Buckley through public meetings in order to inform their understanding of Buckley’s economic conditions and community goals. After analyzing those findings, multiple recommendations were prepared for consideration by the City, the product being the Rainier Gateway Subarea Design Guidelines and Implementation Plan.

The design guidelines were a tool for shaping commercial and civic development within the Rainier Gateway Subarea. The guidelines seek to maintain the character of Buckley, while maximizing the economic and social potential of the Rainier Gateway Subarea. The guidelines required that new development along the Rainier Gateway Subarea reflect the historic character of Main

Street, while also including provisions for providing access points along the trail to new businesses, housing and recreational opportunities.

The design guidelines and implementation plan separated development into three phases, which are adapted and built upon in the Rainier Gateway Subarea Plan. The first phase focused on creating a gateway between the Rainier Gateway Subarea and Main Street that promotes engaging, compatible, and complementary economic development in both areas. Phase I of the implementation plan included provisions for expanding the visual recognition and prominence of the Foothills Trail, for example using a series of consistent urban design elements to create continuity along the trail and Main Street. On-street parking was proposed along River Road with a clustering of development to maximize buildable land while maintaining opportunities for open space.

## 2.4 Foothills Trail

The vision of the Foothills Trail began with Dr. Douglas “Doc” Tait in Buckley, over 30 years ago. Doc Tait envisioned a Rails-To-Trails project that would connect Buckley to Tacoma, passing through South Prairie, Wilkeson, Carbonado, and Orting along the way. In 1983, the Foothills Rails-to-Trails Coalition was formed to develop the Foothills Trail along the route of the abandoned Northern Pacific Railroad. After years of controversy and lawsuits over the ownership of railroad parcels, the first mile of trail was constructed in Orting. After seeing the success of this trail segment, Pierce County began work connecting the trail to Puyallup. The City of Buckley, however, was not included in early trail plans and began work on its own Foothills Trail, a 2-mile segment of paved trail meandering through the heart of the City. Plans currently exist for the County to connect Buckley’s trail into the 15 miles of completed trail spanning from Puyallup to South Prairie. Eventually, the Foothills Trail will connect Buckley and Mount Rainier National Park to the waterfront of Tacoma’s Commencement Bay, just as the Northern Pacific Railroad did. When complete, the trail will cover more than 28 miles.

In the future, the Foothills Trail will connect Buckley to Enumclaw and King County via a bridge over the White River. The Washington State Department of Transportation (WSDOT) is currently replacing the steel-truss Meridian Street Bridge in Puyallup and has identified the potential to preserve the old bridge for use on the Foothills Trail between Enumclaw and Buckley across the White River.

The Foothills Trail has a special significance in Buckley, with its roots firmly planted in the City’s history. The two-mile paved stretch of trail is the most heavily used park in the City. The plans for connecting Buckley’s trail to South Prairie and Enumclaw will only further enhance its use, and make it a regional destination.

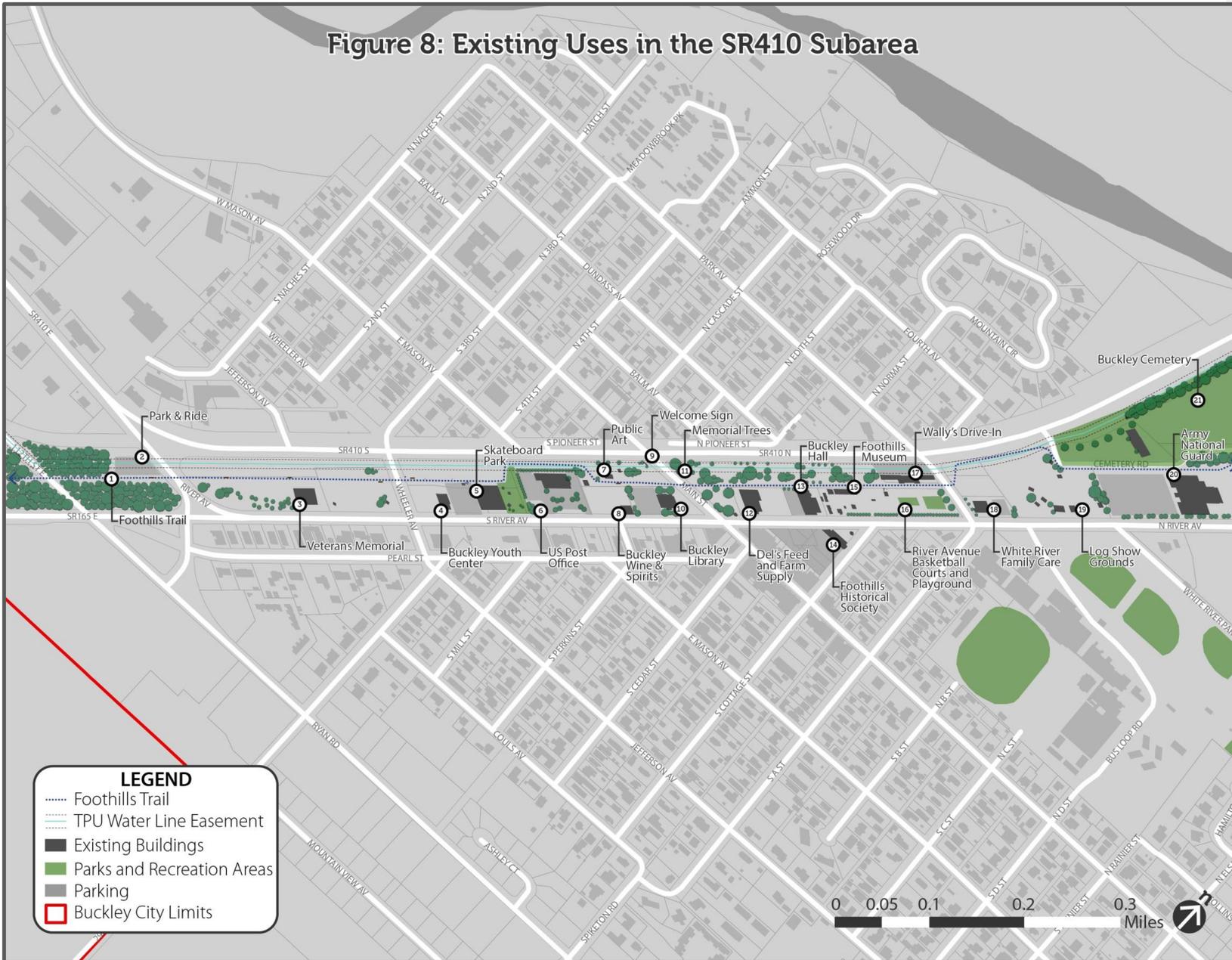
## 3 RAINIER GATEWAY SUBAREA PLAN

### 3.1 EXISTING USES

Existing buildings and uses are present within the Rainier Gateway Subarea, and as such, the development plan for the corridor must consider them in the designation of future uses. The following uses currently exist within the Rainier Gateway Subarea, as shown in Figure 7.

1. Foothills Trail – The Foothills Trail, located within the Rainier Gateway Subarea, is a community-gathering place for the City as well as a recreational destination. Locally, the trail is dubbed the new “Main Street,” and is the most used park in the City. The Trail has the potential to be a regional recreational destination with the completion of the extensions to South Prairie and Enumclaw.
2. Park & Ride – This unpaved lot serves as an unofficial park-and-ride for the City of Buckley.
3. Veterans Memorial – The Buckley Veterans Memorial monument was built in 2010 to be a place of remembrance for those who served in the armed forces.
4. Buckley Youth Center – The Buckley Youth Activity Center is a safe place for kids to stay after school, with recreational activities such as pool, air hockey, video games, foosball, and other organized activities. The Youth Center also provides free tutoring for students in grades K-12.
5. Skateboard Park – Built in 2014, the Buckley Multi-Use Skateboard Park features a playground area with equipment, a viewing area and a skate park, providing facilities for skateboarders, roller bladers, and BMX bike riders.
6. U.S. Post Office – The Buckley U.S. Post Office is located within the Rainier Gateway Subarea and serves the City of Buckley.
7. Public Art – Several public art installations are located along the Foothills Trail in the Rainier Gateway Subarea and are a highly valued community asset. A local artist donated the chainsaw carvings in 2006, which are carved from three 40-year old Coulter pines that were on the verge of falling down.
8. Buckley Wine & Spirits and Barber Shop – A wine and liquor store and barber shop are located within a small retail development in the Rainier Gateway Subarea.
9. Welcome Sign – The welcome sign to Buckley directs visitors to the historic district and business district.
10. Buckley Library – The Buckley Library, located within the Rainier Gateway Subarea, serves northeastern Pierce County, providing many benefits to the community.
11. Memorial Trees – Several significant trees and trees planted in memoriam are located and signed within the Rainier Gateway Subarea, immediately north and south of Main Street, and should be preserved from future development.
12. Del’s Feed and Farm Supply – A farm and ranch supply store currently exists within the Rainier Gateway Subarea. The store includes an outdoor space for displaying lumber, fencing, and other farm supplies.
13. Buckley Hall – Buckley Hall is an old feed store that was donated to the City and renovated into a multi-use facility. The City uses the building for community activities such as yoga, aerobics, and dance classes, as well as youth activities and programs. The facility is also rented for private events such as weddings or parties.

**Figure 8: Existing Uses in the SR410 Subarea**



14. Foothills Historical Society – Founded in 1981, the Foothills Historical Society is responsible for preserving the local history of the towns in the foothills of Mount Rainier. Located across the street from the museum, the presence of the Foothills Historical Society in the Rainier Gateway Subarea provides historical and cultural benefits for tourists and residents alike.
15. Foothills Museum – The Foothills Historical Museum was built in 1927 and was originally a funeral home. The Foothills Historical Society, in 1985, converted it to a museum, located along the Foothills Trail in the Rainier Gateway Subarea.
16. River Avenue Basketball Courts and Playground – This Park consists of a basketball court, an outdoor playground apparatus, and a restroom.
17. Wally's Drive-In – Wally's White River Drive-In, a local staple in the plateau, is an old-fashioned drive-in restaurant.
18. White River Family Care – White River Family Care is a family practice doctor's office serving the City of Buckley.
19. Log Show Grounds – The Buckley Log Show takes place each year at the Log Show Grounds located within the Rainier Gateway Subarea. Various competitions are held, with entrants participating in events such as the ax throw, hot saw, or tree topping.
20. Army National Guard Armory – The Washington Army National Guard armory is located within the northern portion of Rainier Gateway Subarea.
21. Buckley Cemetery – The Buckley Cemetery is located at the northeastern border of the Rainier Gateway Subarea.

## 3.2 DEVELOPMENT PLAN

When the Draft Rainier Gateway Subarea Plan was developed in 2005, community outreach events were held to create a preferred development approach for the corridor. Some of the considerations included in the preferred development approach included:

- Preserving open space while allowing for some commercial development;
- Providing a park and ride facility near the trail;
- Adding more housing in the downtown area and along the trail; and
- Preserving trees and vegetation in the corridor, especially the memorial trees north and south of Main Street.

Another factor important to the community, as identified in the Comprehensive Plan, is the desire to position the community as a “gateway to Mount Rainier” and a destination for tourists, and residents alike, interested in outdoor recreational activities.

The development plan for the Rainier Gateway Subarea (see Figure 8), takes into consideration the communities preferences for the corridor, and the development and uses currently located within the Rainier Gateway Subarea, and depicts where future development may take place. The sections below break down the implementation steps necessary to facilitate the vision for the Rainier Gateway Subarea.

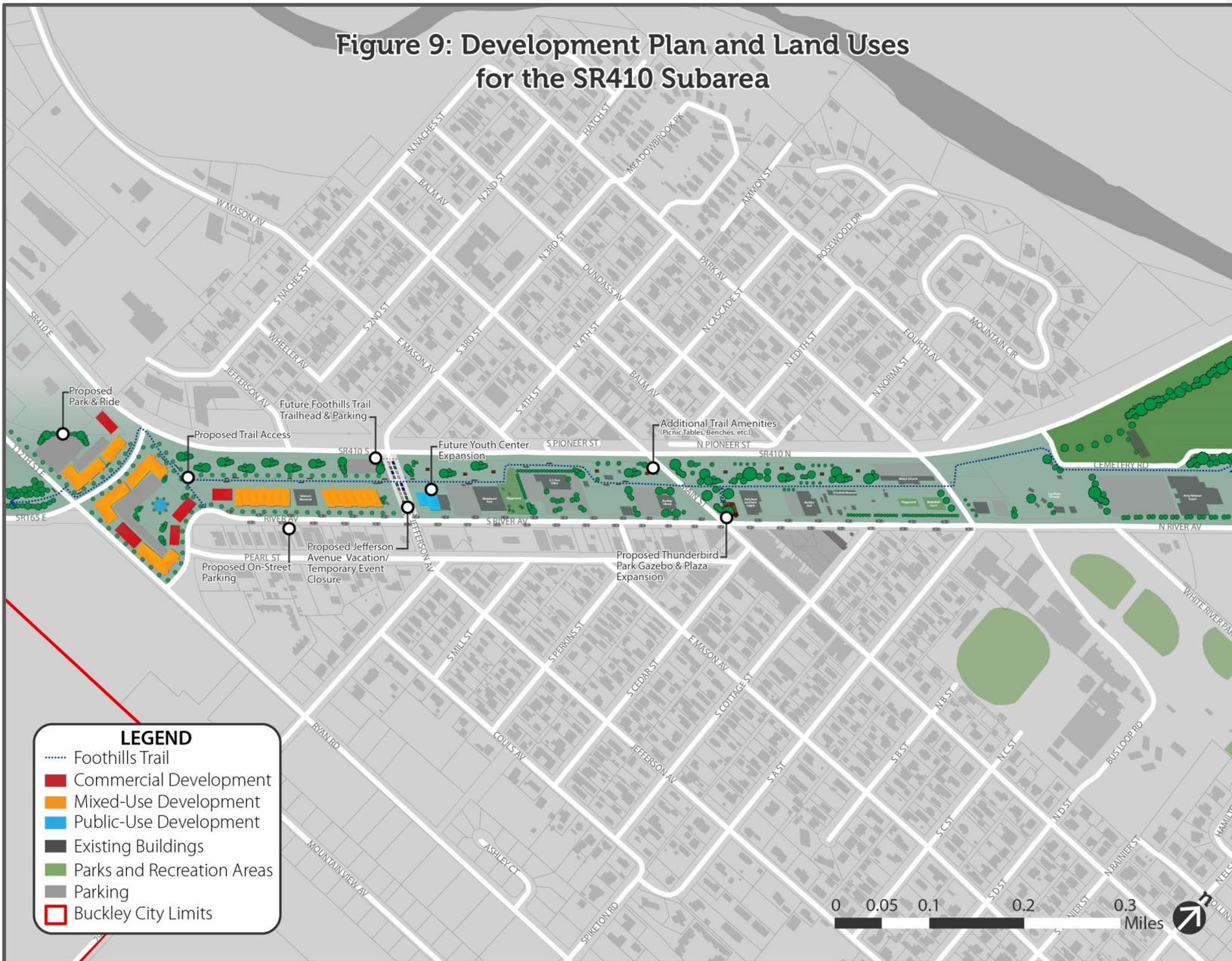
### 3.2.1 MAIN STREET GATEWAY

In the 2013 Rainier Gateway Subarea Design Guidelines and Implementation Plan for the Rainier Gateway Subarea, subdivisions were proposed for parcels in what was dubbed the “Main Street Gateway.” While the subdivision of property in Main Street Gateway would facilitate economic development and enhance the connection between the Rainier Gateway Subarea and the historic downtown, existing development in Main Street Gateway, as well as significant cultural amenities make it an impractical location for future development. The U.S. Post Office, the two retail spaces, the Pierce County Library, several public art installations and memorial trees are all valuable uses to the City located in the Main Street Gateway and are to be retained in the Rainier Gateway Subarea.

This Subarea Plan will propose no subdivisions for the Main Street Gateway, and will instead focus on creating open spaces and recreational opportunities, as residents and tourists have identified they would like to see in the area. This phase is considered the “amenity phase” as the emphasis is on creating recreational and cultural amenities that will draw in residents and tourists. Figure 9 depicts how the Main Street Gateway could continue to be enhanced with recreational and cultural amenities.

Within the Main Street Gateway, the focus will be providing additional trail amenities as funds are available. Future expansions to the Youth Center will provide additional recreational opportunities within the Rainier Gateway Subarea, as well as essential community services. The City plans to construct a memorial to Doc Tait in the area southwest of the gazebo at Thunderbird Park. The City could also consider expanding Thunderbird Park in order to create an additional gathering place within the Rainier Gateway Subarea that can be rented for private events or as a rest area for trail users. Connecting the plaza and memorial to the trail is essential in enhancing the connection between the trail and the historic Main Street area.

**Figure 9: Development Plan and Land Uses for the SR410 Subarea**



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### 3.2.2 SOUTH GATEWAY

With the realignments of Ryan Road/112<sup>th</sup> Street, SR 165, and SR 410, the South Gateway will now serve as the first entrance to Buckley for visitors coming from the west. With much of the South Gateway undeveloped, it is the ideal location for the mixed-use commercial and residential development proposed in both the 2005 Draft Subarea Plan and the 2013 Rainier Gateway Subarea Design Guidelines and Implementation Plan. Figure 10 depicts how the South Gateway could be developed with mixed-use and commercial development, leaving the portion of the Rainier Gateway Subarea west of the trail as open space and preserving existing uses, such as the Veterans Memorial.

As proposed in 2013, the City should amend the binding site plan for Parcel 800005-0210. The City could create a maximum of eight lots within this parcel, not including the Veterans Memorial, with a minimum frontage of 40 feet and minimum lot size of 3,000 square feet. The City may choose to either amend the binding site plan for this parcel in an effort to market the parcel to potential developers, or wait until there is interest.

The City should also create a binding site plan for Parcel 800005-0200. The City should adjust the lot line to match that of Parcel 800005-0210, leaving the portion west of the Foothills Trail and Parcel 800005-0220 as open space, and dividing the remainder into a maximum of nine lots.

After amending the binding site plan for Parcel 800005-0210 and creating a binding site plan for Parcel 800005-0200, the new parcels will be marketed according to the Marketing Plan in Section 3.5.

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### 3.2.3 NORTH GATEWAY

The final development phase encompasses all parcels not already included in Phase I or Phase II. Significant development is not proposed for the North Gateway, and as such, the City may initiate the following projects whenever practical. The focus of this phase is to create open spaces and links between existing development, new development and the Foothills Trail. The City may choose to market Parcel 8000050010 for private development, or use it as open space or other public facility.

## 3.3 DESIGN GUIDELINES

The Rainier Gateway Subarea Design Guidelines are intended to guide land use and site development within the Rainier Gateway Subarea. The Design Guidelines build on the work completed by City and the University of Washington in 2013, and are included in Appendix A of this plan. The Design Guidelines emphasize architectural context that is in keeping with the character of Buckley's historic Main Street, and respecting the existing pedestrian scale of the district. Provisions are included providing entrances on both street frontages at the Foothills Trail. The Design Guidelines specify architectural elements that reflect the history of Buckley and enhance the rural and natural features that surround the City.

Figure 10: Development Plan for the South Gateway

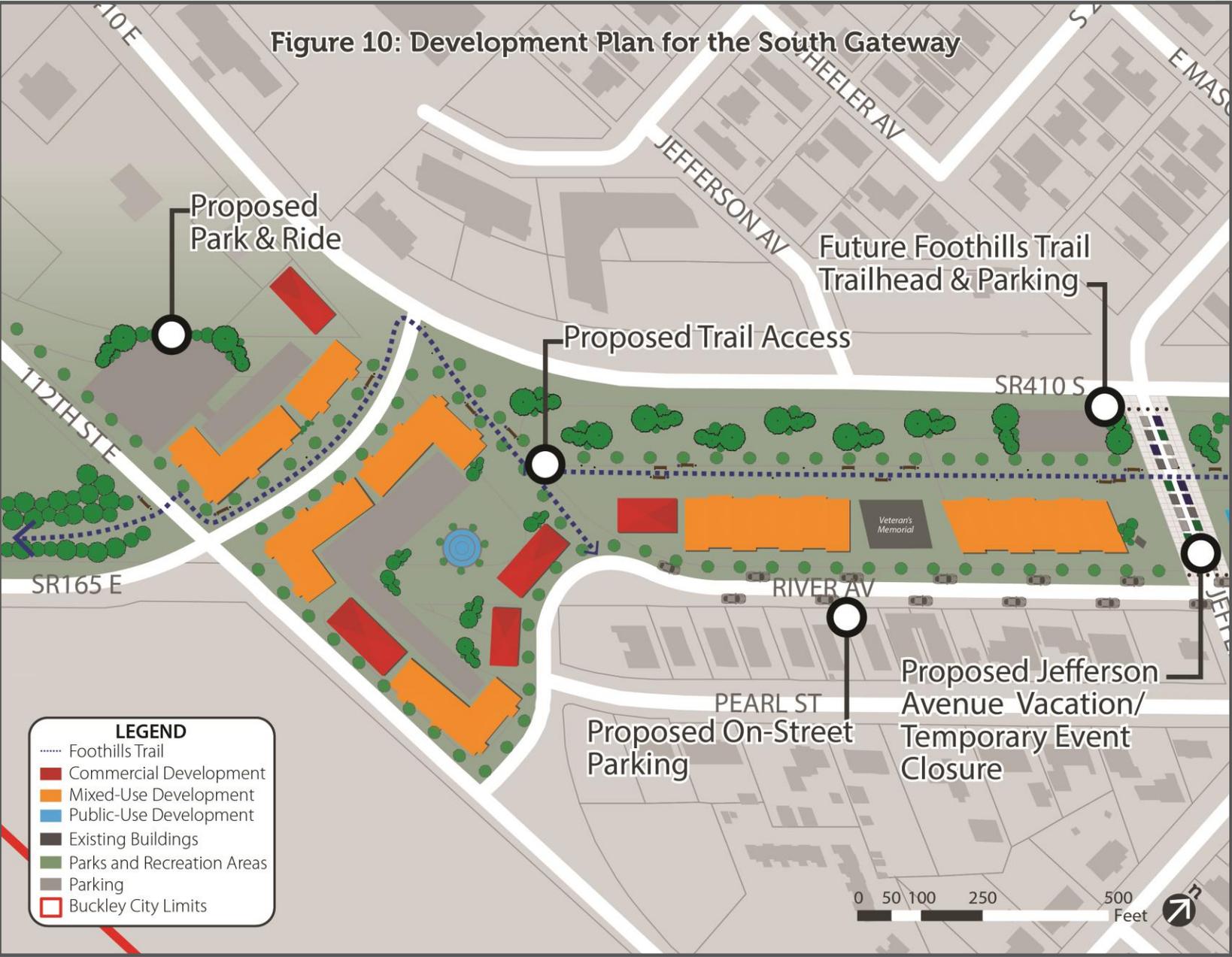
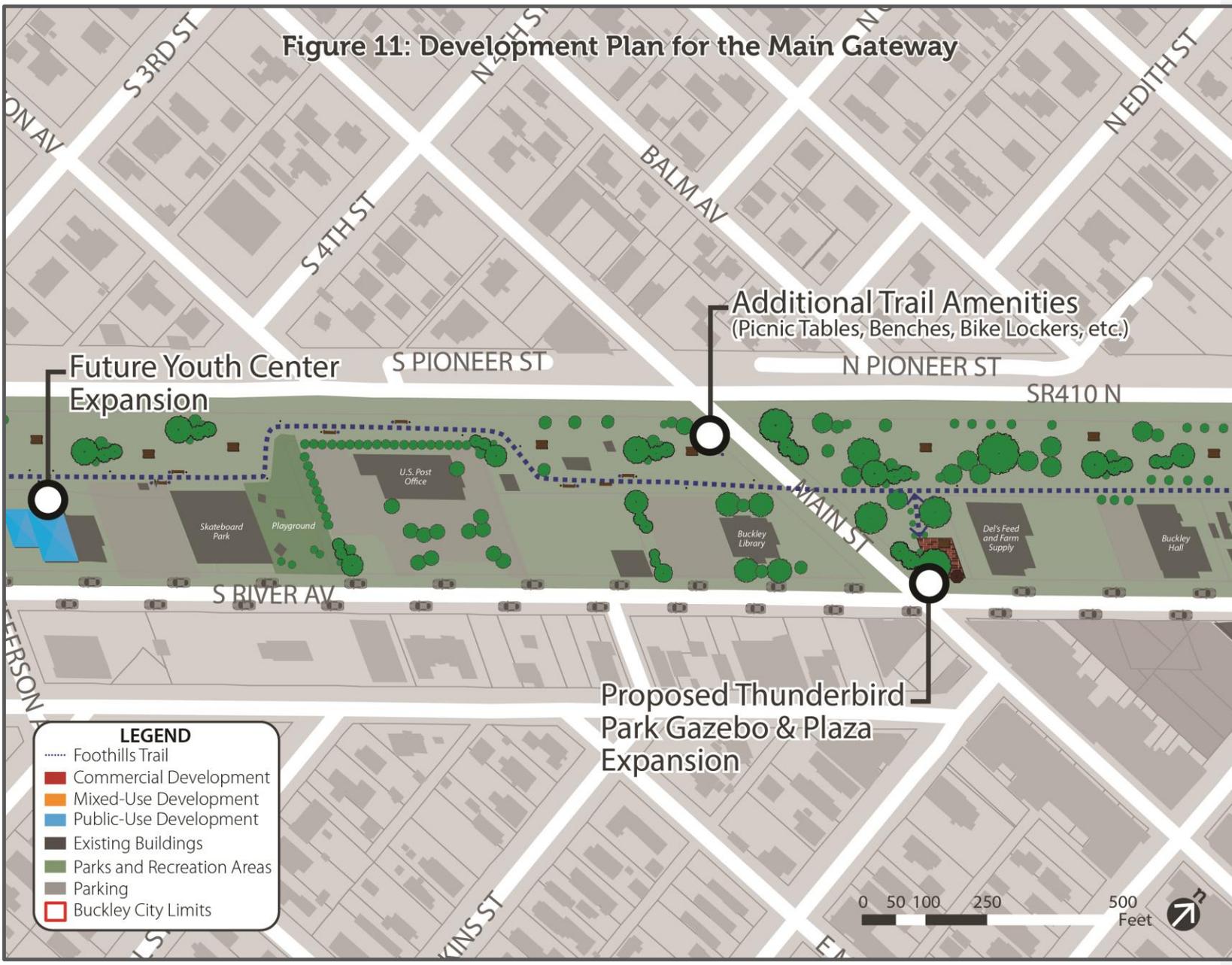


Figure 11: Development Plan for the Main Gateway



Future Youth Center Expansion

Additional Trail Amenities  
(Picnic Tables, Benches, Bike Lockers, etc.)

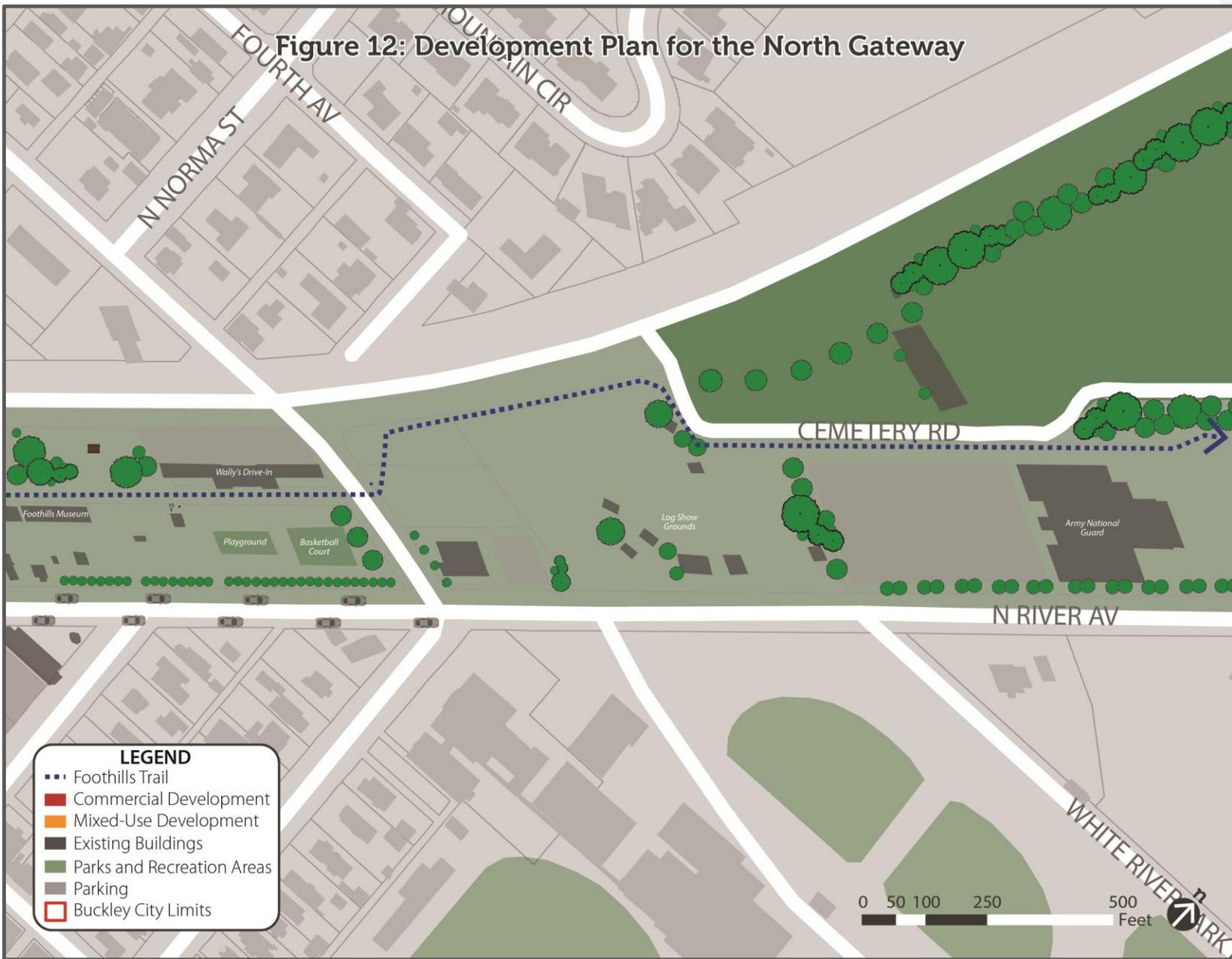
Proposed Thunderbird  
Park Gazebo & Plaza  
Expansion

**LEGEND**

- ..... Foothills Trail
- Commercial Development
- Mixed-Use Development
- Public-Use Development
- Existing Buildings
- Parks and Recreation Areas
- Parking
- Buckley City Limits



Figure 12: Development Plan for the North Gateway



## 3.4 IMPLEMENTATION

### 3.4.1 OPEN SPACE IMPROVEMENTS

The City incorporated many open space improvements along the Foothills Trail following the 2013 Rainier Gateway Subarea Design Guidelines and Implementation Plan. Uniform lighting along the trail allows extended use beyond daytime hours. Benches and landscaping along the trail helps to create appealing spaces for people to meet and spend time in the Rainier Gateway Subarea. The City indicates in its 2015 Comprehensive Plan desire to construct a splash park and climbing wall within the Rainier Gateway Subarea. The City may incorporate additional open space improvements that continue to build a visual recognition of the Foothills Trail and enhance interest in the area.

#### 3.4.1.1 PLAZAS

Plazas and open spaces should be provided to link trails with commercial areas. Plazas provide places for passive recreation, and provide cultural benefits by creating a space for people to gather and hold community events. Existing small plazas should be enhanced to link the trail to downtown.

**Figure 13: Thunderbird Park Gazebo and Plaza**



**Existing plazas, such as the one at Thunderbird Park, could be enhanced to connect the trail to downtown. Decorative paving and landscaping extending from River Avenue and the Foothills Trail could provide a visual connection and provide a place of respite for trail users.**

### 3.4.1.2 ART INSTALLATIONS

Additional art installations should be encouraged along the Foothills Trail. Public art provides visual interest for trail users. The art installations should reflect the history of Buckley, and be compatible with existing art installations along the trail. Art installations located in the Rainier Gateway Subarea could act as a way to set Buckley apart from other Foothills Trail communities, and highlight the character of the City.

**Figure 14: Chainsaw Art Installations**



**Chainsaw art installations, donated by a local artist in 2006, reflect Buckley's logging history.**

### 3.4.1.3 SIGNS

Currently, signs for the Foothills Trail are smaller and not of the same style as signs throughout the City for the Main Street shopping area. Consistent sign design throughout the City would help foster a visual identity, and emphasize the trail as a major destination in Buckley. Larger signs, of similar style to existing signs, would be easier for visitors to see and recognize, increasing their likelihood of using the trail.

### 3.4.2 STREET IMPROVEMENTS

The City should consider street improvements to improve access to the Rainier Gateway Subarea. Improvements to River Road, such as on-street parking, bicycle racks, and wayfinding can help to direct people to the Rainier Gateway Subarea and enhance the connection between the Rainier Gateway Subarea and Main Street.

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#### 3.4.2.1 ON-STREET PARKING

On-street parking along River Road should be installed consistent with the Rainier Gateway Subarea Design Guidelines and City of Buckley Development Guidelines and Public Works Standards. On-street parking provides economic development benefits to the Rainier Gateway Subarea by increasing vehicular access to the trail, as well as shops and restaurants, and creates a buffer between pedestrians and traffic.

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#### 3.4.2.2 BOLLARDS

Removable bollards at the intersections of Jefferson Street and SR 410 and Jefferson Street and River Road would allow the road to be closed periodically for events. The City could make use of the closure on a weekly basis during the summer for a farmers market, as well as holding other local events throughout the year. The use of Jefferson Street for events and farmers markets would help bring residents and tourists to the Rainier Gateway Subarea, and add to its importance as a place of gathering in the community.

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#### 3.4.2.3 WAYFINDING

Wayfinding is essential for making Buckley a destination, rather than a place to travel through. Providing wayfinding on the trail that directs pedestrian and bicycle traffic to Main Street and other areas of interest would provide economic benefits to downtown businesses, and would help to increase the City's regional visibility.

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#### 3.4.2.4 BIKE RACKS

Installing bike racks along the trail and on Main Street would encourage trail users to stop and enjoy Buckley shops, restaurants, and events, and increase the likelihood of people returning to Buckley.

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#### 3.4.2.5 TRAILHEAD

With the completion of the South Prairie to Buckley section of the Foothills Trail, a signed trailhead for the trail can help to increase Buckley's visibility in the region, and the use of the trail, locally. A trailhead in Buckley would provide a place for users coming from King County to park and access the trail.

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### 3.4.3 STOREFRONT IMPROVEMENTS

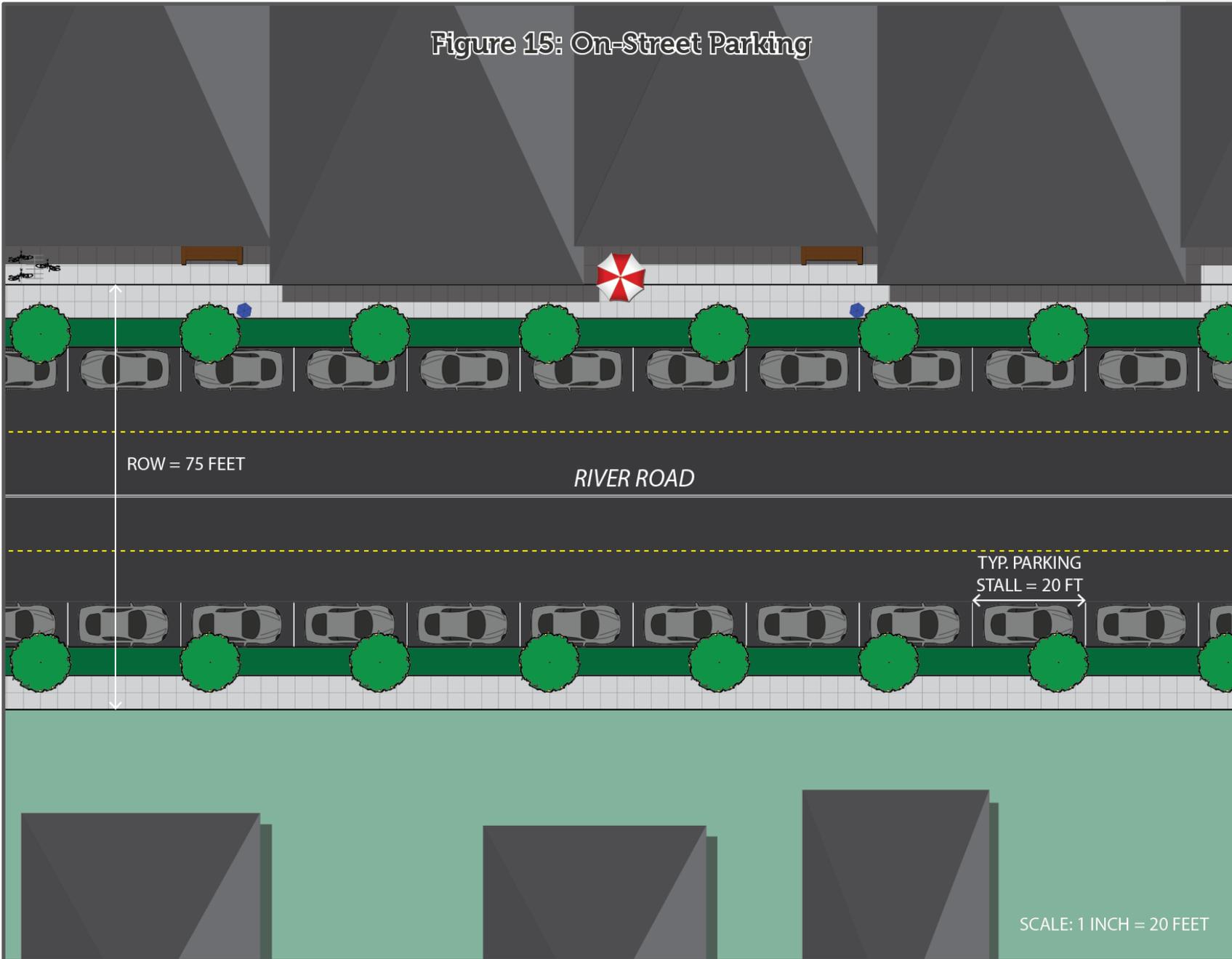
The City should consider working with local Main Street businesses to enhance their storefronts and improve the overall aesthetics of Main Street. Minimizing the amount of vacant storefronts on Main Street, and their appearance of vacancy, and keeping business lights on during specified hours would help to make Main Street a more lively area, and spur additional development within the Rainier Gateway Subarea.

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#### 3.4.3.1 LIGHTING

The City should work with businesses on Main Street to establish uniform times during the day for stores to keep their storefront lighting on. Dark stores give off the appearance that everything is closed, and send a message to people whom passersby that this is not a vibrant shopping area. Keeping lighting on will encourage people to stop in Buckley, and check out shops and restaurants that are open.

Figure 15: On-Street Parking



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### 3.4.3.2 VACANT STOREFRONTS

Vacant storefronts create blight and hurt the economic viability of other Main Street businesses. Vacant storefronts should also have their appearance of vacancy minimized. Artists could display their work in vacant storefronts, bringing themselves visibility and improving the appearance of the area.

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## 3.4.4 ECONOMIC DEVELOPMENT INCENTIVES

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### 3.4.4.1 PROPERTY TAX SUBSIDY/ABATEMENT

The City may offer property tax discounts or complete property tax relief for a specified time to businesses or developers interested in locating within the Rainier Gateway Subarea.

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### 3.4.4.2 ADMINISTRATIVE FEE REDUCTIONS

Administrative fees such as permit fees, impact fees, and water/sewer connection fees all increase the upfront construction cost of development. Reducing fees would save developers money and encourage development within the Rainier Gateway Subarea. Administrative fee reductions could be provided as a reimbursement for developers once they begin construction or start installing infrastructure. A percent of the fees could also be waived at the time of application.

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## 3.4.5 SEPA CATEGORICAL EXEMPTION THRESHOLDS

The City of Buckley will be raising the categorical exemption limits under SEPA for new construction to the maximum specified under WAC 197-11-800(1)(d). This will allow for a larger range of development to occur within the Rainier Gateway Subarea without the delay and additional cost of threshold determination and EIS requirements under SEPA.

Currently the categorical exemption limits in Buckley for multi-family residential is four units, and the maximum exemption for commercial development is 8,000 square feet. The maximum exemption under SEPA for multi-family residential is 30 units, and the maximum exemption for commercial development is 30,000 square feet.

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## 3.5 MARKETING PLAN

The goal of the marketing plan is to disseminate information on the Rainier Gateway Subarea properties to potential buyer/developers through a variety of methods in an effort to generate interest and development leads. Techniques to generate interest include development visuals, together with property and community data and demographics.

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### 3.5.1 MARKETING COLLATERAL

Prototype Development concepts will be prepared for the South Gateway area illustrating development potential to convey the vision of the Rainier Gateway Subarea to interested buyer/developers. The City should evaluate the existing parcel configurations and determine if modifications to the boundaries, through either boundary line

adjustments or a revised Binding Site Plan, are appropriate in advance of property sale. The concepts will build on those prepared to date and convey the opportunities and attributes of the area.

Using the development concepts, marketing flyers should be prepared describing the properties for sale and their development potential both in graphic and narrative form. The flyers could be posted on bulletin boards at City Hall, the Library, and Community Center among other key frequently visited areas.

The City should develop a page on its website extolling the Rainier Gateway Subarea plan vision and overall economic development incentives available to buyer/developers. The marketing flyers and development concepts will be useful visuals for the web format.

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### 3.5.2 MARKETING ACTIVITIES, EVENTS AND VENUES

Community gatherings and special events are a good opportunity for the City to promote the Rainier Gateway Subarea Plan and Citywide efforts for economic development. The use of kiosks and promotional sponsorships at City events such as the log show, farmers market, groundbreaking ceremonies, etc. can attract attention to the Rainier Gateway Subarea and demonstrate City efforts for improvements. This can include attractive display of promotional materials and/or staffing by informed personnel. The City should take every opportunity to commemorate and promote improvements in the Rainier Gateway Subarea with a groundbreaking ceremony.

The City should consider contracting with the commercial real estate brokerage community to assist in marketing the Rainier Gateway Subarea. Attending regional retail conferences and events or contracting with the real estate brokerage community to market the properties at such events would also assist in promoting the properties.

The City should also establish a Rainier Gateway Subarea implementation stakeholder group or staff that is charged with ensuring that the implementation activities are occurring and that the information is disseminated in a timely manner when requested from a buyer/developer.

## 3.6 FUNDING

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### 3.6.1 CAPITOL PROJECT FUNDS/ENTERPRISE FUNDS

The City may use revenues deposited into capital improvement funds, enterprise funds, and other funds designated for uses in line with the plan for the Rainier Gateway Subarea. Enterprise funds encompass any activity for which a fee is charged to external users for goods and services. A common source of revenue for enterprise funds are City-owned utility services, such as water, sewer, garbage, or stormwater. Capital improvement funds and tourism funds may be used for improvements in the Rainier Gateway Subarea, and are generated through revenues received by the City from real estate and lodging excise taxes.

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### 3.6.2 LOCAL REVITALIZATION FINANCING

The Local Revitalization Financing Program allows cities to create “revitalization areas” and allocate increases in local sales and use taxes, and local property taxes, to fund bonds issued for local public improvements within the revitalization area. While the State is no longer accepting applications for state contribution, the City may use the program to increase tax revenues specifically for the Rainier Gateway Subarea.

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### 3.6.3 MAIN STREET TAX CREDIT INCENTIVE PROGRAM

The [Main Street Tax Credit Incentive Program](#) is a way for businesses to redirect their business and occupation taxes to their own community. The downtown organization receiving the fund must be a part of the State's Main Street Program. Businesses can then direct that their tax payment go to the downtown organization, and receive a credit worth 75 percent of their contribution.

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### 3.6.4 PUBLIC/PRIVATE PARTNERSHIPS

Public/Private Partnerships (PPPs) are alliances formed between a government agency and private developers to achieve a common purpose. PPPs typically begin with a conceptualization process, and then private partners are selected through a competitive bid process. The entities involved then define project elements, and develop an implementation process. The process results in benefits for all parties involved; public sector entities can leverage and maximize public assets and private sector entities can be given greater access to land and infill sites, and receive more support through the development process. The City may look into creating a Public Development Authority to assist in facilitating the partnership.

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### 3.6.5 PUBLIC DEVELOPMENT AUTHORITY

One method of facilitating public/private partnerships is for the City to create a Public Development Authority (PDA). A PDA is authorized under RCW 35.21.170 which allows cities to establish "public corporations, commissions, or authorities." The creation of a PDA is useful for engaging in activities that are outside of the normal scope of City operations. The PDA would be legally separate from the City, and would be able to develop properties together with private property owners and developers. A PDA can derive its revenue from the City through lease and operation payments and user fees, or through grants or donations.

## 4 POLICIES AND RECOMMENDATIONS

| POLICY/RECOMMENDATION  | SUPPORTING POLICIES/CODES   | IMPLEMENTATION METHOD  |
|--|---|--|
| 4.1 The Rainier Gateway Subarea is a place where people meet, recreate, and is an important open space area that gives the City a pleasant atmosphere. Commercial and mixed-use development is planned to be erected between the Foothills Trail and River Avenue. The area between SR 410 and the trail would remain as open space. | Comprehensive Plan Policy 3.4.3<br>Rainier Gateway Subarea Draft Master Plan<br>Rainier Gateway Subarea Design Guidelines | Utilize strategies from Section 3.4, Implementation Plan, and funding sources from Section 3.6, to facilitate the City's vision for the Rainier Gateway Subarea. Adopt Design Guidelines, included in Appendix A, for the Rainier Gateway Subarea and require development to incorporate design principles identified through amendments to BMC §19.51 Highway 410 Design Review District, as specified in Section 5.1. Remove barriers to development by simplifying the binding site plan, as specified in Section 5.2, and raising the categorical exemption thresholds for SEPA review, as specified in Section 5.3. Market City-owned parcels for sale consistent with Section 3.5, Marketing Plan. |
| 4.2 Encourage retail uses that cater to outdoor recreationalists.  | Comprehensive Plan Policy 4.2.4<br>BMC §12.04 SEPA  | Provide Economic Development Incentives to developers who agree to develop retail uses that focus on outdoor recreation, as specified in Section 3.4.4 of the Implementation Plan. Raise the Categorical Exemption limit for SEPA to allow for larger building footprints without the additional time and expenses for SEPA review. Market City-owned parcels for sale consistent with Section 3.5, Marketing Plan.  |
| 4.3 Require all development within the Rainier Gateway Subarea to incorporate neighborhood character and design principles consistent with Rainier Gateway Subarea Design Guidelines into building and site design.  | Comprehensive Plan Policy 2.1.1<br>Comprehensive Plan Policy 3.2.3  | Modify BMC §19.51 Highway 410 Design Review District to require development to comply with the Rainier Gateway Subarea Design Guidelines for property within the Rainier Gateway Subarea.  |
| 4.4 Concentrate new retail development in the Rainier Gateway Subarea.   | Comprehensive Plan Policy 1.1.1<br>BMC §12.04 SEPA  | Provide Economic Development Incentives to developers who agree to develop retail uses in the Rainier Gateway Subarea, as specified in Section 3.4.4 of the Implementation Plan. Raise the Categorical Exemption limit for SEPA to allow for larger building footprints without the additional time and expenses for SEPA review. Market City-owned parcels for sale consistent with Section 3.5, Marketing Plan.  |
| 4.5 Install removable bollards on Jefferson Avenue between SR 410 and River Avenue to allow for street closures and the use of the   | Comprehensive Plan Policy 4.1.1<br>Rainier Gateway Subarea Draft Master Plan  | Utilize funding strategies from Section 3.6 to install removable bollards, as specified in Section 3.4.2.2 of the Implementation Plan.   |

|      |  |   |   |
|------|--|---|---|
|      | street for community events.   |   |   |
| 4.6  | Develop a visual link between the trail and downtown by using elements such as pavement materials or landscaping. For example, the existing small plaza could be enhanced to help connect the trail with downtown. | Comprehensive Plan Policy 4.2.2   | Utilize funding strategies from Section 3.6 to install open space improvements, as specified in Section 3.4.1 of the Implementation Plan.   |
| 4.7  | Encourage mixed-use developments in commercial zones.  | Comprehensive Plan Policy 1.1.1   | Utilize binding site plans to allow for easier subdivision of parcels in the Rainier Gateway Subarea for mixed-use and commercial development. Revise the binding site plan approval procedure to allow binding site plans to be approved administratively as a Type A-1 decision. Market City-owned parcels for sale consistent with Section 3.5, Marketing Plan.  |
| 4.8  | The Rainier Gateway Subarea should be designated with the county as a center of local importance and called the Rainier Gateway Center.  | Comprehensive Plan Policy 3.4.3<br>Comprehensive Plan Policy 1.1.2<br>Pierce County Countywide Planning Policies (CPPs) | Adopt the Rainier Gateway Subarea as a CoLI by documenting how the area meets the design features required by the Pierce County Comprehensive Plan Policies, and including plans, such as the Rainier Gateway Subarea Plan, and other information that supports the designation in the City's Comprehensive Plan. The Rainier Gateway Subarea should be delineated on a map as a CoLI in the Comprehensive Plan. The City should then provide notice to the Pierce County Regional Council of its intent to adopt a CoLI. |
| 4.9  | Minimize the number and appearance of vacant storefronts.  | Comprehensive Plan Policy 3.1.2   | Incorporate incentives for minimizing the appearance of vacancy as specified in Section 3.4.3.2 of the Implementation Plan.   |
| 4.10 | Plazas and open space should be provided to link trails with commercial areas, and to provide places of respite for trail users to stop and visit downtown.  | Comprehensive Plan Policy 1.6.4<br>Comprehensive Plan Policy 4.2.3  | Utilize funding strategies from Section 3.6 to create plazas and open spaces, and enhance existing open spaces, as specified in Section 3.4.1.1.  |

## 5 REGULATIONS

The following regulations will help to fulfill the goals and policies outlined in Section 4 of the Rainier Gateway Subarea Plan.

### 5.1 BMC §19.51 HIGHWAY 410 DESIGN REVIEW DISTRICT

Ordinance **(ordinance number)** is adopted on **(date)** and amends BMC §19.51 Highway 410 Design Review District to require all properties within the Rainier Gateway Subarea to comply with the new Rainier Gateway Subarea Design Guidelines. The ordinance adopting the proposed amendments to the regulations is included in Appendix B of the Rainier Gateway Subarea Plan.

### 5.2 BMC §18.36 BINDING SITE PLAN

Ordinance **(ordinance number)** is adopted on **(date)** and amends BMC §18.36 Binding Site Plan to require Type A-1 administrative approval. Previously, a binding site plan was required to go to hearing examiner for public hearing and review, before final approval. The amendment to BMC §18.36 will make it easier for applicants to make use of the binding site plan approach to divide commercial land for sale or lease.

### 5.3 BMC §12.04 SEPA

Ordinance **(ordinance number)** is adopted on **(date)** and amends BMC §12.04 SEPA to reflect the 2014 rulemaking and new maximum categorical exemption thresholds for minor new construction, allowed under WAC 197-11-800(1)(d). The revisions to the City's SEPA ordinance will help to remove barriers to development by allowing for a larger range of development to occur within the City without the delay and additional cost of threshold determination and EIS requirements under SEPA. The City has determined that the increased thresholds adopted are appropriate for Buckley's localized conditions, in light of increased environmental protections in place such as RCW 36.70A, RCW 90.58, and other laws and procedures for environmental protection.