



City of Buckley

**P.O. Box 1960 ♦ Buckley, WA 98321
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2015 Comprehensive Plan

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Approved under Ordinance 31-15 on **December 8, 2015.**

Mayor Pat Johnson

Council Position #1: Nora Lyn Rose

Council Position #2 - Cristi Boyle Barrett (Mayor Pro Tem)

Council Position #3 – Marvin Sundstrom

Council Position #4 – James Montgomery

Council Position #5 – John Leggett

Council Position #6 – Milt Tremblay

Council Position #7 – Bryan Howard

General Introduction to the Comprehensive Plan

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7. Definitions

1. Growth Management.

Washington cities and counties have prepared comprehensive plans for many years; however, growth management in Washington took on new meaning with the passage of the Growth Management Act (GMA) by the Washington Legislature in 1990.

The GMA was enacted in response to rapid population growth and concerns with suburban sprawl, environmental protection, quality of life, and related issues. The GMA has been amended several times, and is codified in many chapters but primarily in [Chapter 36.70A RCW](#).

The GMA requires the fastest growing counties and the cities within them to plan extensively in keeping with [state GMA goals](#) on:

- ♦ sprawl reduction
- ♦ concentrated urban growth
- ♦ affordable housing
- ♦ economic development
- ♦ open space and recreation
- ♦ regional transportation
- ♦ environmental protection
- ♦ property rights
- ♦ natural resource industries
- ♦ historic lands and buildings
- ♦ permit processing
- ♦ public facilities and services
- ♦ early and continuous public participation
- ♦ shoreline management

In addition to the 13 original GMA goals, the legislature added the goals and policies of the shoreline management act as the fourteenth GMA goal. (See [RCW 36.70A.480](#).) The shoreline goals may be found at [RCW 90.58.020](#).

[Twenty-nine counties](#) are either required to fully plan under the GMA or have chosen to do so. These counties make up about 95 percent of the state's population. The remaining ten counties must plan for critical areas and natural resource land only under the GMA.

The GMA provides a framework for regional coordination, and counties planning under the GMA are required to adopt county-wide planning policies to guide plan adoption within the county and to establish urban growth areas (UGAs). Local comprehensive plans must include the following elements: land use, housing, capital facilities, utilities, transportation, and, for counties, a rural element. Shoreline master program policies are also an element of local comprehensive plans. Implementation of required parks and economic development elements is on hold until adequate state funding is available. Buckley's comprehensive plans also includes two optional elements: Urban Design (E-4) and Parks & Recreation (E-6).

The GMA establishes the primacy of the comprehensive plan. The comprehensive plan is the starting point for any planning process and the centerpiece of local planning. Development regulations (zoning, subdivision, and other controls) must be consistent with comprehensive plans. State agencies are required to comply with comprehensive plans and development regulations of jurisdictions planning under the GMA.

The [Growth Management Hearings Board](#) (part of the new Environmental and Land Use Hearings Office) resolves disputes concerning comprehensive plans and development regulations adopted under the GMA. The Governor has the authority to impose sanctions on cities, counties, and state agencies that do not comply with the GMA, as determined by a hearings board.

The GMA is the basis for regulatory reform legislation passed in 1995 to improve how permits are issued in Washington State.

a. State rules.

The state requires comprehensive plan updates every eight years. Buckley’s previous comprehensive plan was adopted in 2005, this update is due to be at the State Department of Commerce by June 30, 2015. Because of the state’s economic downturn, the state set 2015 for Pierce County, and the cities within Pierce County, to finish their updates.

b. Regional rules.

Central Puget Sound is represented by a group of four counties – Pierce County, Snohomish County, Kitsap County, and Thurston County. The counties meet monthly in a group called the Puget Sound Regional Council (PSRC). This group created and passed a plan for our counties called *Vision 2040* (Vision). This plan includes goals and policies each county must follow (<http://www.psrc.org/assets/366/7293-V2040.pdf>).

c. County rules.

Pierce County, in turn, is represented by leaders of each of its cities in a group called Pierce County Regional Council (PCRC). In response to PSRC’s *Vision 2040*, Pierce County created a set of countywide planning policies (CPPs) for each city within its jurisdiction to follow (<http://www.co.pierce.wa.us/DocumentCenter/View/6998>).

The County-wide Planning Policies provide a framework from which the comprehensive plans of the local jurisdictions within Pierce County are to be developed. This common framework provides for consistency among the comprehensive land use plans. The policies address issues that uniformly affect the county as a whole, including:

- ♦ Affordable housing (AH)
- ♦ Agricultural lands (AG)
- ♦ Amendments & transition (AT)
- ♦ Buildable lands (BL)
- ♦ Community & urban design (CU)
- ♦ Economic development and employment (ED)
- ♦ Fiscal impact (FI)
- ♦ Health & well being (HW)
- ♦ Historic, archaeological and cultural preservation (HAC)
- ♦ Natural resources, open spaces and protection of environmentally sensitive lands (Nat)
- ♦ Rural areas
- ♦ Siting of essential public capital facilities of a countywide or statewide significance (SPF)
- ♦ Transportation facilities and strategies (Tran)
- ♦ Urban growth areas (UGA)

d. Local rules.

Because this version of the comprehensive plan is only an update and not a new comprehensive plan, no new visioning process was used. The vision stated in the last comprehensive was edited and clarified.

In reviewing this document, however, several things were noticed and are being updated or clarified. For example, the 2005 Comprehensive Plan's first element contained general information for the entire comprehensive plan as well as specific information for the Land Use Element. This caused some confusion and the sections were separated into this section, the General Introduction to the Comprehensive Plan, and Element 1, Land Use.

It was also noticed that several ordinances were out-of-date and the commission took time to review and update those regulations, particularly concerning mobile homes and day cares, which are part of Element 2, Housing.

2. Vision.

The Comprehensive plan is the city's framework for the future. It is the plan that documents the future the citizens want. It is the plan that identifies how we can make the best possible town that we can make. Through this plan we assert that our city's citizens aren't just numbers – we are family and friends.

The city is committed to ensuring that the components that contribute to its quality of life (e.g. affordable housing, natural environment, good schools, efficient government, and excellent infrastructure) are available for residents and for future generations. Buckley citizens want this city to become a more vibrant and attractive place to live, work, and play. This will involve preserving and leveraging the city's existing qualities while creatively responding to the demands brought on by societal change and urban growth.

Buckley's key strengths are its small town character and its natural setting. The primary challenges Buckley faces include economic revitalization and population growth and to accommodate that growth while preserving and sustaining the city's natural environment and small town character.

Addressing these challenges in the context of strengths and weaknesses, the Buckley Comprehensive Plan update focuses on three areas:

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

These three focus areas, while distinct, also are interdependent, and have potential for mutual positive reinforcement. For example:

Our charming small-town atmosphere could serve as a magnet for tourists.

Our small-town character could be enhanced through a pedestrian-oriented downtown in which people meet face-to-face.

New housing centered around downtown would bring more residents to downtown businesses while helping to preserve rural character outside the center.

Recreational facilities could be shared between residents and tourists.

Buckley's downtown commerce could be supported by recreational visitors.

Preservation of town identity and character.

If Buckley grows in a manner desired by its residents, prevailing economic and social trends such as the shift to a service economy, shrinking household size, and an aging population, could become assets rather than threats. All the benefits of a tightly knit small community can remain and likely could be enhanced. With smart planning, Buckley's vision is to have it all: a vibrant local economy based in a compact, friendly downtown, surrounded by a relatively undisturbed rural landscape and the great outdoors beyond; a place where all are invited to experience fresh air and familiar faces.

Economic development of the downtown core and State Highway 410.

Buckley's downtown appears to be a town set in the early 1900s. Its historic American small town form has a great potential for economic development based on small-scale retail, buttressed with multi-family housing or mixed-use commercial/residential development.

Creating an attractive Hwy 410-to-downtown connection could provide amenities to commuters and could promote niche services and opportunities that the City offers.

Buckley is a gateway to Mt. Rainier, both to Carbon Glacier and to the rest of the mountain parks, and to its surrounding outdoor recreation areas. Local investment in this outdoor recreational infrastructure could allow Buckley to become a staging ground for niche markets that serve the outdoor enthusiast.

Promotion of outdoor recreational activities.

Buckley is one of the gateway communities in the Carbon River Corridor. Visitors headed to Mount Rainier's Carbon Glacier or scenic drive toward the White River Corridor travel through Buckley – either through Buckley then Wilkeson and then the Carbon River entrance, or through Buckley, Enumclaw, Greenwater, then on to Sunrise, around the mountain. or Yakima.

Because of the proximity to the mountain, it is discussed in the economic development element (Element 3) that the city should promote facilities and businesses for the outdoor enthusiast.

3. Planning area.

Incorporated in 1889, the city supported many land uses, from mining and logging to logging and agriculture, particularly dairy farming. Economic downturns in logging and agriculture caused the residents to find other areas of commerce and income. This history gives the city characteristics to honor in selection of its art. The location of the train station, for example, can be used for a concession stand or information booth at Main Street on the Foothills Trail, which was once the railway.

The city took advantage of public land sales in the recent past and owns shoreline parcels to the west of city limits. A 5-acre lot between the Buckley-Summer Highway and Hinkleman Road was donated to the city for a park. Both areas are lands to be annexed into the city in the near future.

The City of Buckley encompasses a total of 2,500 acres or approximately four square miles. Although certain uses are allowed within the different zones many parcels are vacant or contain nonconforming uses.

a. Natural Features

The City of Buckley lies on White River plateau between what is known as the Puget Trough and the southern Washington Cascades. Because it is close to the Cascade foothills most of the plateau is relatively flat with steep slopes rising in the southerly and southeasterly portion of the City. The direction of drainage is generally to the north. The elevation of the developed part of the City is 700 to 750 feet.

The city lies on a geologic formation from the Osceola mud flow, which creates an impervious layer beneath the soil. The predominant soil in Buckley is Buckley Loam, which is a poorly drained, hydric soil, formed subsequent to the Osceola mud-flow from Mt. Rainier. The primary limitation for this soil is the lack of permeability and a high water table in the winter and spring.

Buckley lies within the Puyallup River drainage basin. The White River, which lies along the northern boundary of the City, is a tributary to the Puyallup River and is considered an important salmon source. Mud Mountain Dam regulates stream discharge in the lower reaches of the White River, so most flooding in Buckley was eliminated.

The city purchased land along the south shore of the White River from Puget Power; a shoreline trail is planned through these lands from The Grange area at 278th to the eastern city limits at Levesque. (Please see Element 6, Parks & recreation.)

The area south of the river is zoned "S" for Sensitive. This area contains various sensitive areas, including wetlands, steep slopes, floodplains, and an aquifer recharge area. On the east side, the Cascade Water Alliance operates the barrier dam to channel water from the White River through a flume to Lake Tapps to the west.

The comprehensive plan elements serve to protect these sensitive areas, but specific goals are mentioned in the Land Use Element, E-1.

4. Surrounding area

The City of Buckley consists of about four square miles and shares its northern border with the White River and a portion of King County. East of Buckley across the White River, lies King County and Enumclaw. Beyond Enumclaw is Greenwater, Mt. Rainier, and Yakima.

The lands adjacent to the city are a mix of low-density zones in Pierce County, specifically R20 (Rural 20), R10 (Rural 10), FL (Designated Forest Land), ARL (Agricultural Resource Land), and PR (Park & Recreation).

Buckley contains two state highways, SR 410 connects Sumner to Yakima; SR 165 connects Buckley to Wilkeson, Carbonado, and Mt. Rainier's Carbon Glacier as well as a connection to SR 162, which leads to South Prairie and Orting.

Coming from west to east along SR 410, the City of Sumner contains industry and fairly smoothly connects with the City of Bonney Lake. Bonney Lake is adjacent to county urban growth areas, and is attempting to annex these areas. Between Bonney Lake and Buckley is several miles of county land that is zoned for agriculture and low-scale commercial uses. Much of the land is underdeveloped or undeveloped.

South of SR 410 between Bonney Lake and Buckley, some of the land is developed to nearly urban density in plats outside of existing city boundaries.

- **Urban Lower Density (ULD)**; in this area, single family, duplexes, and multi-plexes are allowed where sewage utilities are available. These residential uses are also restricted from commercial retail. Density ranges from 4,500 to 20,000 sf per unit.

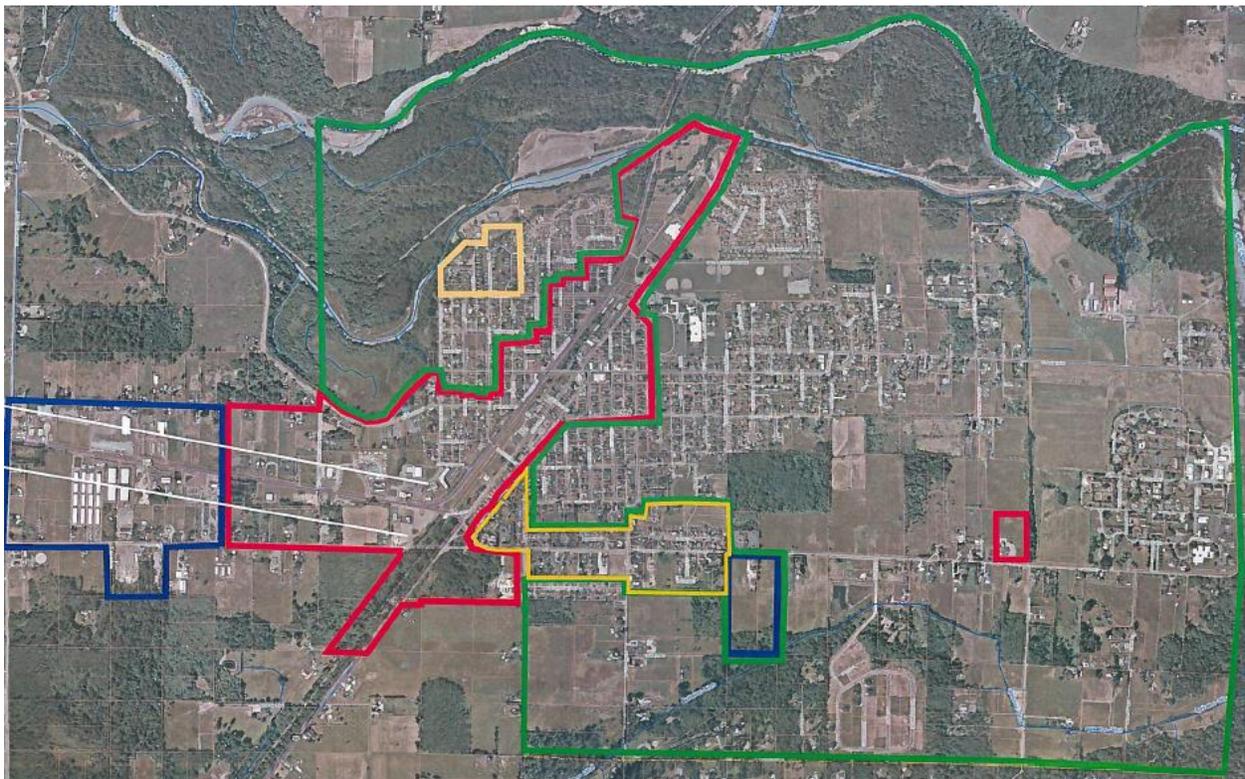
Boundaries were drawn with I&GC in the southwest portion where SR 410 runs east/west, C&MU along the SR 410 corridor where it runs northeast/southwest, UHD in two areas one in the northwest corner and one along Ryan, and the rest, largely, as ULD.

After using the Comprehensive Plan Map for a decade, it is apparent that several things are needed:

- Buffer areas around commercial areas, which could expand the C&MU area
- The I&GC area needs to include more of the C&MU area

After using the zoning map for several years, it is apparent that several things are needed:

- Zoning classifications in the east area need to match the comprehensive plan designations of I&GC
- Light Industrial (LI) and General Commercial (GC) uses on the ground in the west area of the city don't always match the zone; the uses should be diversified to include the non-conforming uses that work well in the area, or the land rezoned to match those uses
- Some GC uses sometimes work well with high density residential, which is not currently allowed
- The Neighborhood Mixed Use (NMU) zone is our buffer zone between commercial and residential zones, but is only buffering a small area of the city's commercial lands. The NMU needs to be expanded to buffer all commercial zones around the northeast SR 410 corridor and other commercial zones
- Some parks and publicly-used lands are zoned commercial and should be rezoned to Public (P)



6. Population.

All cities and towns contain people. It's the coming together of these people that determine the city's or town's characteristic and personality. The number of people, the people's ages, the income levels, the education levels all indicate the potential characteristics and the potential needs the people will likely have and the things the city or town must provide to meet the needs of its population.

In the last comprehensive plan it was considered a safe assumptions that land value would rise, growth would occur, and cities would benefit from development. But after the 2005 comprehensive plan was adopted a great financial turmoil came in 2008. Housing values are just beginning to increase in value in this area. No assumptions about land value or growth may be made safely any more.

Allocation.

The Growth Management Act requires each county to allocate a population for each of its cities to accept in the following 20 to 30 years. Pierce County allocated populations for its cities to meet by 2030, calculating its 20 years from the 2010 census.

Each allocation is different for each city and is based in part on the amount of undeveloped land each city contains. Buckley contains much undeveloped land – both commercial and residential. In addition to the things the county's "Buildable Lands" report can quantify, this city also contains a good quality of life and residents who take pride in their city. Buckley residents know this is a good place to live.

Buckley's population allocation target is 7,500 people by the year 2030, an increase of 3,146 people in 20 years. For comparison, in 1990, 20 years before the last census, our population was 3,516, a difference of 838 people. The low growth in the past 20 years can be attributed to two major items: an inadequate sewer system to serve any new development and a flailing economy. With the help of grants, the city fixed the sewer system and removed the moratorium; and the nation is slowly recovering from worldwide economic difficulties. For a synopsis of population growth since 1990, please see Table 0.1.

Table 0.1 Buckley population over three decades and projected to 2035.

| 1990* | 2000* | 2010* | 2011** | 2012** | 2013** | 2014** | 2030*** | 2035 |
|-------|-------|-------|--------|--------|--------|--------|---------|-------|
| 3516 | 4,115 | 4,354 | 4,345 | 4365 | 4,370 | 4,430 | 7,500 | 7,888 |

* Census population given by the federal government

** Estimated population provided by the Office of Financial Management (OFM)

*** Target Population given by Pierce County under county ordinance #2011-36s

The Growth Management Act requires the comprehensive plan consider 20 years of growth, and although the county is viewing 2030 as 20 years from the census, the city is looking toward 20 years from the published document, or 2035.

To achieve the allocated number of 7500 in the year 2030, the city must grow at about 3 percent per year. The historic growth percentage is less than 2 percent. The city chooses to "relax" after achieving its 15-year-3-percent growth spurt and rest at about 1 percent growth for a few years. This will bring the population to 7,888 in 2035.

One of the things the Growth Management Act requires each city show in its land use element is the ability to grow to the planned or allocated number. The city’s existing unit number, according to the 2010 census, is 1,669 with 78 vacant units. This capacity is shown in the county’s Buildable Lands Report Table 8 (please see Table 0.2 below). This document shows various assumed densities in our various zones. While these assumed densities were determined by conferences with the city, the assumed density capacity of 1,354 is a bit low.

For example, in the report our most dense residential zones’ densities are similar to our most dense single family zone. And the single family zones don’t consider the greater density allowed for duplexes and triplexes. If we assume builders will build to nearly the highest density possible, then the city gains 226 units.

Table 0.2, Buildable Lands Table 8.

| Zone | net acres | assumed | unit capacity | pipeline | Numbers increased over Buildable Lands assumptions |
|-------------|------------------|----------------|----------------------|-----------------|---|
| R-6,000 | 35.84 | 6 | 215 | 171 | Increased 1 out of a possible 7 du/ac |
| R-8,000 | 152.17 | 5 | 761 | 65 | Increased 1 out of a possible 5 du/ac |
| R-20,000 | 26.82 | 2 | 54 | | Increased 0 |
| HDR | 6.25 | 10 | 63 | | Increased 5 out of a possible 21 du/ac |
| NMU | 26.94 | 9 | 242 | | Increased 4 out of a possible 12 du/ac |
| HC | 0.02 | 3 | 0 | | decreased 2 |
| CC | 1.39 | 5 | 7 | | Increased 2 |
| P | | | | 2 | Increased 0 |
| | | | 1,342 | 238 | Total unit number: 1,580 |

Trends.

In 20 years the newborns today will be high school graduates and the 45 to 54 year olds will be 65 and older recreating at the senior center. Assuming the city attains the allocated populations numbers and it maintains the percentages of age groups it maintained through these few decades, the city will contain 509 children under the age of 5, 1,613 people between 5 and 19, 1,124 people aged 45 to 54 years, and 850 people older than 65. (See Table 0.5.)

The estimated averages show two definite trends: a decrease in the percentage of children and young adults that live in the city, and an increase in percentages of adults older than 55.

This could mean a reduction in child-centered play equipment at our parks and an increase in adult-centered recreation equipment at our parks and “tot lots.” It could mean an increase in mixed facilities at these “tot lots” to enable grandparents to take visiting grandchildren near their homes to play. (Please see Element 6, Parks & recreation.)

This apparent trend could indicate a need for more adult care facilities, more senior housing, and agencies or services in which our older generation can educate, help, or care for the younger generation.

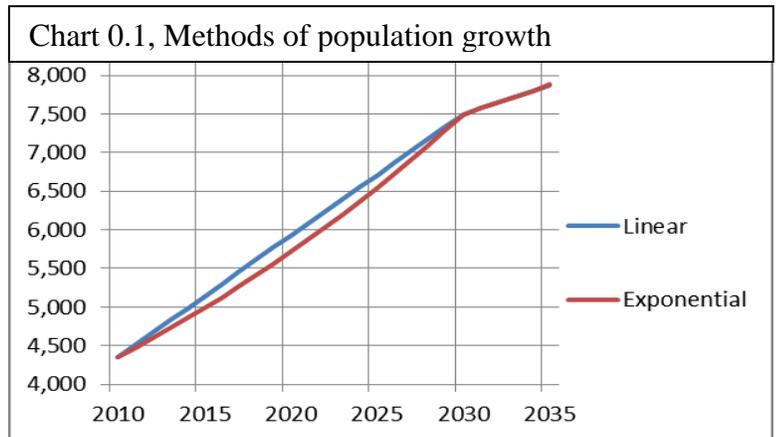
Building.

Dividing the average household size into the number of people needed to meet the 2030 population allocation, 1,258 new housing units need to be constructed. These units can be single family homes, apartments, condominiums, mixed-use developments, or group homes. Together with construction of houses, streets, utilities, and increased service capacities need to be developed.

We have at least two ways to look at population growth and, therefore, two ways to plan for construction growth (see Chart 0.1, which is based on Chart 0.2):

1. **Linear.** The easiest is a linear expression where the population grows at a constant number. This would appear as a straight line from the current population to 7,500. Placed on a chart, that would require a population change of 157 people (63 houses) each year, or five houses each month for 20 years.

2. **Exponential.** The other way is looking at growth exponentially, sort of like interest at the bank. In this method the percentage change stays the same, but the effect of multiplying the rate each year gives higher numbers each year as the population grows. This would vary the yearly population growth from 120 people the first year to 201 people the 15th year, or 48 houses the first year to 83 houses the last year. This would yield a range of four to seven houses each month.



Whichever way growth is perceived, population growth is a continually changing series of numbers based on whether reality meets the assumptions from which the figures were made. Assumptions in this analysis include the following:

Table 0.3 Population assumptions

| Assumption 1. | |
|---|-------------------|
| The 2010 census gave accurate numbers for households, vacancies, and population for the City of Buckley. The average household size was 2.5, the number of unit vacancies was 78, the population was 4,354. | Population: 4,354 |
| Assumption 2. | |
| Vacancies that were reported will be no longer vacant by 2015. This would add 78 x 2.5, or 195 people, to the population. | +195 |
| | =4, 549 |
| Between 2010 and now, building permits were requested for units. This is reported to the Office of Financial Management (OFM), which creates estimated populations for each city; this figure doesn't include the units that were vacant. | |
| Assumption 3. | |
| Houses will be constructed in 2014. The number should be at least the same number as in 2013, which was building permits for 20 units, which will yield 50 | +50 |

| | |
|--|----------------|
| people. | |
| | =4,599 |
| Assumption 4 | |
| The OFM figures are accurate. These show the 2013 population to be 4,370, which together with the population from Assumption 2 and 3, yields a current population of 4,615. This will be used for the starting population of 2015. | |
| Assumed 2015 population | = 4,615 |
| Population increases will come from several sources. One will be people populating existing housing, another will be from people building new dwellings for themselves or to rent to others. Each zone has a number of square feet required for each unit developed, such as 6,000 sf for the R-6,000 zone, 8,000 sf for the R-8,000 zone and so forth. Each zone except for the R-20,000 zone has the opportunity for greater density for attached units, such as duplexes or triplexes. The high density residential zone uses 2,150 for the highest density calculation. To develop a lot, roads, parking lots, driveways, storm ponds, or other amenities must be created on the lot. Lot area calculations for new lots cannot include area for streets. To ensure each lot contains the minimum amount needed for the plat, 30 percent of the gross lot area is removed from the lot before the density number is generated. For example, if a lot were 100,000 sf in size and in an R-10,000 zone we would subtract 30 percent of the lot, which yields 70,000 sf, divide by 10,000 and come up with a possible density of 7 units. | |
| Assumption 5. | |
| a. The standard density units of 6,000 sf, 8,000 sq, 20,000 sf and 2,150 sf will be used for density calculations. b. Streets require 30 percent of the gross lot area for subdivisions. | |
| Assumption 6. | |
| A multifamily development referred to as the “Meadowbrook Development Agreement” or the “Sternoff Development Agreement” agrees to allow the area currently used as a mobile home park for multifamily development for 220 units. This will occur within 10 years. | +550 |
| 2025 population A | =5,165 |
| In the past few years three plats were approved. A plat is the plan that shows a subdivision process: lots, tracts, streets, easements, and so forth. One plat was recorded with the county and is called Elk Heights, but has building permit restrictions; two plats were approved preliminarily and will likely be under construction in 2015. | |
| Assumption 7. | |
| Elk heights contains 76 lots; 33 are constrained because of septic issues, the remainder are being built upon and are included in the OFM projections in Assumptions 3 & 4. Eighteen lots are currently open for building permits, half of which may be built in 2014, which leaves nine lots for construction in 2015, with | +105 |

| | |
|---|---|
| a population of 22.5 people. The 33 lots upon which a building restriction is stated on the Elk Heights plat will be resolved within five years and building will occur within 10 years. Thirty-three lots will yield 82.5 people. | |
| | Plus 2025 population B =5,270 |
| One of the two plats, Nanevicz, is located in the north central part of the city, just east of a subdivision called Copperwynd. It will contain 65 lots and connect River Avenue with Sergeant Street, which is connected to Collins Road. This will add a population of 162.5. | +162.5 |
| | Plus 2025 population C =5,432.5 |
| The other plat is called Van Sickle Landing and is in the center of the city adjacent to Ryan Road. It will contain 177 lots and provide future connections from Ryan to Mason through Sergeant and Spruce streets. East-west future connections are planned for Couls and Jefferson to the east (the area west is a wetland). This will add a population of 442.5 | +442.5 |
| | Plus 2025 population D +5,875 |
| Assumption 8. | |
| All lots from these two subdivisions will constructed within 10 years. Together with the assumptions above. | |
| | Pipeline 2025 populations A+B+C+D =5,875 |
| Assumption 9. | |
| The three plats mentioned above will install infrastructure improvements that may ease the cost of development for smaller developers. Because improvements are being constructed for the above-mentioned plats, others likely will subdivide either by long plat (more than four lots in a plat) or by short plat (four or fewer lots). If parcels adjacent to just one of these subdivisions subdivide and develop to the maximum extent possible, it will raise the population by 209.68 units or 524.21 people. | +524.21 |
| | Plus 2025 population E =6,406 |
| Not all of the vacant lots will develop to capacity and some single family lots will divide in two or three lots. | |
| Assumption 10. | |
| It is likely that single family short plats will occur throughout the city, particularly close to the new plats. Thirty single family lots close to the “pipeline” plats are likely development sites, which would yield 30 new lots if each lot short platted into two lots for a population gain of 75. | +75 |
| | Likely 2025 population =6,474 |
| Assumption 11. | |
| The city currently has adequate utilities for growth, which will allow growth to occur at a 3 percent rate until 2030. | |
| | The 2030 population will be: =7,500 |
| Assumption 12. | |
| The population after 2030 will return to the previous 1 percent rate. | |
| | Likely 2035 population: =7,888 |

* $r = ((F/P)^{(1/t)}) - 1$

Map 0.1 Currently approved projects.

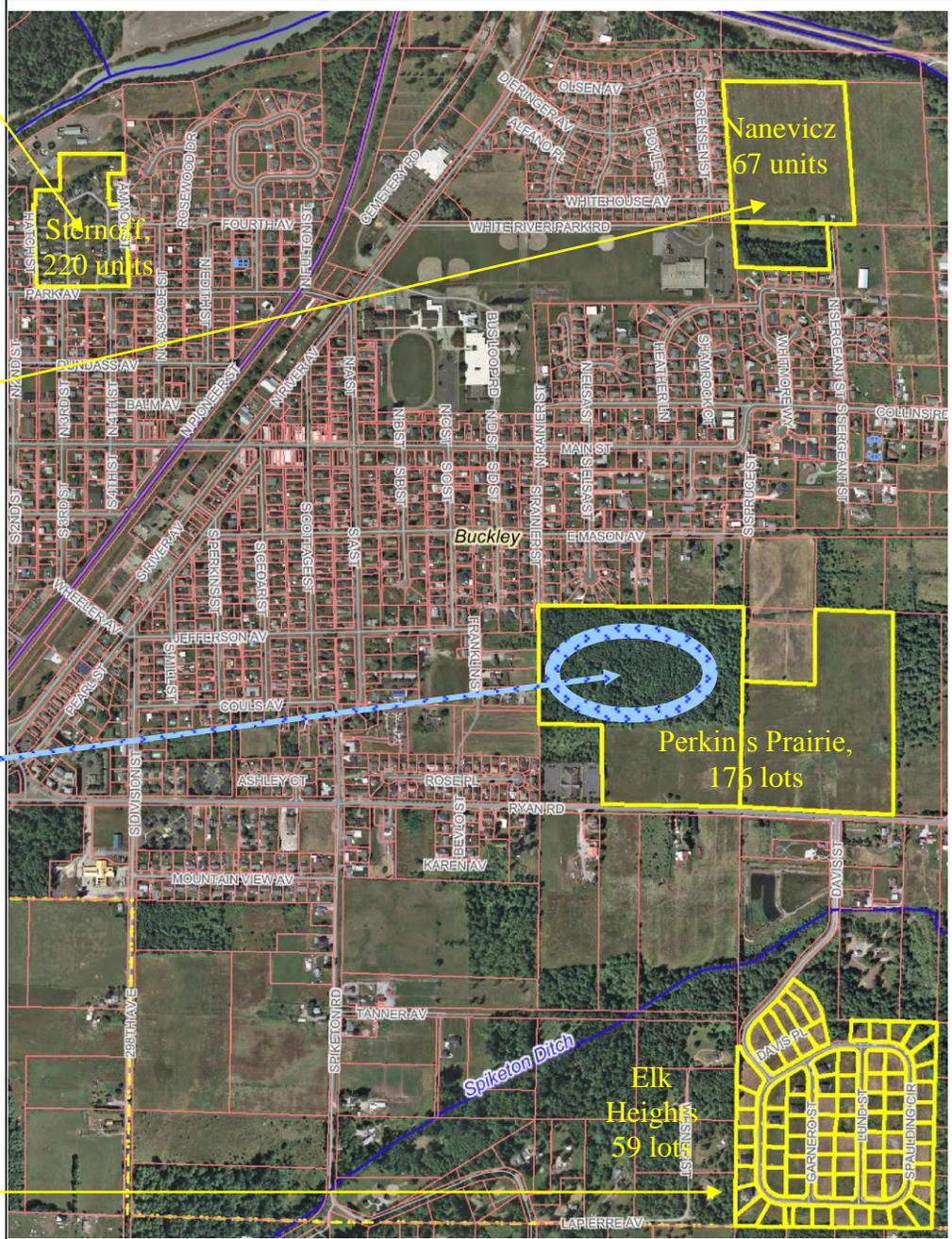
The Meadowbrook Development Agreement (Sternoff) allows 220 units on the mobile current mobile home park site.

Preliminary plats Nanovich and Perkin's Prairie together contain 244 lots.

Nanovich will connect Sergeant Street with Dieringer Avenue and continues to River Avenue.

Perkin's Prairie will connect Ryan Road with Mason Avenue and provide a large area to its northwest to preserve its existing wetland.

Elk Heights received final plat approval, but the developer suffered from bankruptcy before the final roads went in. Forty-three lots received septic approval before construction and 33 lots are restricted from construction until a sewer line can be brought into the plat.



Data & Tables.

The current household family size averages 2.5 people for each occupied house. According to the 2010 census, homeowners who resided in their homes had a household size of 2.66 and renters had a household size of 2.18; this was averaged to 2.5 by the census data workers and used throughout the 2015 comprehensive plan.

Table 0.4 Short synopsis of population classification through three decades.

| # Ages | Percentages |
|---|---------------|
| According to the 1990 census data, Buckley contained 3,516 people: | |
| 1. Children from newborn to 5 years | 6.9 percent |
| 2. School age children from 5 to 17 years | 19 percent |
| 3. Residents aged 65 and above | 10.2 percent |
| According to the 2000 census data, the City of Buckley contained 4,145 people. | |
| 4. Children newborn to 5 years old | 6.5 percent |
| 5. School aged children between 5 and 17 years | 22 percent |
| 6. Residents aged 65 and older | 9.1 percent |
| In the 2010 census, the city population was 4,365 with 79 units vacant. | |
| 7. Children newborn to 5 years old | 5.95 percent |
| 8. School aged children between 5 and 17 years | 16.70 percent |
| 9. Residents aged 65 and older | 13.05 percent |

Table 0.5 Comparison of 2010 census data for Buckley and Pierce County.

| Age Group | Buckley | Percent of city | Pierce County | Percent of County |
|-----------------------------|--------------|----------------------|----------------|----------------------------|
| Total population: | 4,354 | 100 | 795,225 | Buckley is 0.55% of county |
| Total occupied households | 1591 | 1,591/1,669 = 95% | 299,918 | 299,918/325,375 = 92% |
| Vacant households | 79 | 5% | | |
| Gender & Age | | | | |
| Male | 2,191 | 50.3 | 392,934 | 49.41 |
| Female | 2,163 | 49.7 | 402,291 | 50.59 |
| 4 years & younger | 259 | 5.95 | 55,663 | 7.00 |
| 5 to 9 years old | 245 | 5.63 | 53,579 | 6.74 |
| 10 to 14 years | 295 | 6.78 | 54,838 | 6.90 |
| 15 to 19 years | 282 | 6.48 | 56,289 | 7.08 |
| 20 to 24 years | 286 | 6.57 | 56,203 | 7.07 |
| 25 to 34 years | 525 | 12.06 | 112,050 | 14.09 |
| 35 to 44 years | 587 | 13.48 | 108,427 | 13.63 |
| 45 to 54 years | 682 | 15.66 | 118,943 | 14.96 |
| 55 to 59 years | 345 | 7.92 | 50,100 | 6.30 |
| 60 to 64 years | 280 | 6.43 | 41,348 | 5.20 |
| 65 to 74 years | 329 | 7.56 | 48,907 | 6.15 |
| 75 to 84 years | 166 | 3.81 | 27,697 | 3.48 |
| 85 years & older | 73 | 1.68 | 11,181 | 1.41 |
| Median age (yrs) | | | 35.9 | |
| 18 years & older | 3,368 | 77.35 | 597,098 | 75.09 |
| Male | 1,698 | 38.88 | 291,670 | 36.68 |
| Female | 1,675 | 38.47 | 305,428 | 38.41 |
| 21 years & older | 3,220 | 73.95 | 563,649 | 70.88 |
| Male | 1,612 | 37.02 | 274,419 | 34.51 |
| Female | 1,608 | 36.93 | 289,230 | 36.37 |

| Age Group | Buckley | Percent of city | Pierce County | Percent of County |
|-----------------------------|------------|-----------------|----------------|-------------------|
| 62 years & older | 738 | 16.95 | 111,411 | 14.01 |
| Male | 338 | 7.76 | 49,887 | 6.27 |
| Female | 400 | 9.19 | 61,524 | 7.74 |
| 65 years & older | 568 | 13.05 | 87,785 | 11.04 |
| Male | 248 | 5.70 | 38,442 | 4.83 |
| Female | 320 | 7.35 | 49,343 | 6.2 |

Source: Bureau of the U.S. Census, 2010 Census.

Table 0.6 Average percentages and 2035 extrapolation for population segments.

| | total | Averages | 2010 | 2000 | 1990 |
|-------------|----------|----------|--------------|--------------|--------------|
| Population: | 7888 | | 4,354 | 4,145 | 3,516 |
| 4 & younger | 509.04 | 6.45 | 5.95 | 6.5 | 6.91 |
| 5 to 9 | 486.30 | 6.17 | 5.63 | 6.7 | * |
| 10 to 14 | 614.48 | 7.79 | 6.78 | 8.8 | 19 |
| 15 to 19 | 511.93 | 6.49 | 6.48 | 6.5 | 3.27 |
| 20 to 24 | 468.15 | 5.94 | 6.57 | 5.3 | 4.55 |
| 25 to 34 | 1,023.86 | 12.98 | 12.06 | 13.9 | 37.77 |
| 35 to 44 | 1,257.35 | 15.94 | 13.48 | 18.4 | |
| 45 to 54 | 1,124.30 | 14.25 | 15.65 | 16.1 | 11.01 |
| 55 to 59 | 457.24 | 5.80 | 7.92 | 5.2 | 4.27 |
| 60 to 64 | 340.24 | 4.31 | 6.43 | 3.5 | 3.01 |
| 65 to 74 | 489.58 | 6.21 | 7.56 | 5.2 | 5.86 |
| 75 to 84 | 276.34 | 3.50 | 3.81 | 3 | 3.7 |
| 85 & older | 84.93 | 1.08 | 1.68 | 0.9 | 0.65 |
| | 7,888.** | 96.90 | 100 | 100 | 100 |

* The greyed area shows the 1990 census categorizations that are different from the more recent census data and are not used to average the percentage population rates

** A .031 percent correction is required to make up for the 1990 figures

Chart 0.2 Mathematical calculation of population progression.

| Rate: year | Linear rate 0.03000 | | | | Exponential rate 0.02756 | | | |
|---------------|-------------------------------|---------------|----------------|----------------|------------------------------------|---------------|---------------|---------------|
| | F=P (1+r)^t | | Houses/ yr: | houses/ mo: | r = (F/P)^(1/t) - 1 | | houses/ yr | houses/ mo |
| 2010 | 4,354 | change | | | 4,354 | change | | |
| 2011 | 4,511 | 157 | 63 | 5 | 4,474 | 120 | 48 | 4.0 |
| 2012 | 4,669 | 157 | 63 | 5 | 4,597 | 123 | 49 | 4.1 |
| 2013 | 4,826 | 157 | 63 | 5 | 4,724 | 127 | 51 | 4.2 |
| 2014 | 4,983 | 157 | 63 | 5 | 4,854 | 130 | 52 | 4.3 |
| 2015 | 5,141 | 157 | 63 | 5 | 4,988 | 134 | 54 | 4.5 |

| Rate: year | Linear rate | | | | Exponential rate | | | |
|---------------|--------------|----------------|----------------|----------|---------------------|---------------|---------------|------------|
| | 0.03000 | | | | 0.02756 | | | |
| | F=P (1+r)^t | Houses/ yr: | houses/ mo: | | r = (F/P)^(1/t) - 1 | houses/ yr | houses/ mo | |
| 2016 | 5,298 | 157 | 63 | 5 | 5,126 | 137 | 55 | 4.6 |
| 2017 | 5,455 | 157 | 63 | 5 | 5,267 | 141 | 57 | 4.7 |
| 2018 | 5,612 | 157 | 63 | 5 | 5,412 | 145 | 58 | 4.8 |
| 2019 | 5,770 | 157 | 63 | 5 | 5,561 | 149 | 60 | 5.0 |
| 2020 | 5,927 | 157 | 63 | 5 | 5,714 | 153 | 61 | 5.1 |
| 2021 | 6,084 | 157 | 63 | 5 | 5,872 | 158 | 63 | 5.3 |
| 2022 | 6,242 | 157 | 63 | 5 | 6,034 | 162 | 65 | 5.4 |
| 2023 | 6,399 | 157 | 63 | 5 | 6,200 | 166 | 67 | 5.5 |
| 2024 | 6,556 | 157 | 63 | 5 | 6,371 | 171 | 68 | 5.7 |
| 2025 | 6,714 | 157 | 63 | 5 | 6,547 | 176 | 70 | 5.9 |
| 2026 | 6,871 | 157 | 63 | 5 | 6,727 | 180 | 72 | 6.0 |
| 2027 | 7,028 | 157 | 63 | 5 | 6,912 | 185 | 74 | 6.2 |
| 2028 | 7,185 | 157 | 63 | 5 | 7,103 | 191 | 76 | 6.4 |
| 2029 | 7,343 | 157 | 63 | 5 | 7,299 | 196 | 78 | 6.5 |
| 2030 | 7,500 | 75 | 30 | 3 | 7,500 | 201 | 80 | 6.7 |
| 2031 | 7,575 | 75 | 30 | 3 | 7,575 | 75 | 30 | 2.5 |
| 2032 | 7,650 | 75 | 30 | 3 | 7,651 | 76 | 30 | 2.5 |
| 2033 | 7,725 | 75 | 30 | 3 | 7,727 | 77 | 31 | 2.6 |
| 2034 | 7,800 | 75 | 30 | 3 | 7,805 | 77 | 31 | 2.6 |
| 2035 | 7,875 | 75 | 30 | 3 | 7,888 | 78 | 31 | 2.6 |

7. Comprehensive Plan Definitions & Acronyms.

Language used in the comprehensive plan should be consistent within itself and with the Buckley Municipal Code. Definitions within the city’s code are preferred and will be used within this document.

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| Local roads | "Local roads" mean streets that primarily serve traffic destined to or originating from abutting land. The adjacent land is most often residential, but it may also be industrial or commercial. |
| Accessory dwelling unit | "Accessory dwelling unit" means a second dwelling unit incidental and subordinate to the principal dwelling which is located on the same lot or in the same building as the principal use. |
| Aesthetic | "Aesthetic" means a pleasing appearance or effect. |
| Amenity | "Amenity" means a pleasurable or aesthetic feature. |
| Annexation | "Annexation" means to incorporate land into an existing city. Washington State law prohibits annexation of unincorporated areas outside of Urban Growth Areas. Procedures for annexation can be found in Chapter 35.13 of the Revised Code of Washington. |
| Apartment | "Apartment" means a multi-family structure in which one or more of the dwelling units is not ground-related. |
| Arterial streets | "Arterial streets" mean streets that primarily move traffic between principal traffic generators. Residential access is discouraged, but commercial access is allowed. |
| Awning | "Awning" means a protective covering of fixed, non-collapsible, rigid construction, attached to a structure, the upper surface of which has a pitch of at least thirty (30) degrees from the horizontal. |
| Bike lane | A "bike lane" designates the shoulder of a road for exclusive use of bicycle travel. |
| Board of adjustment | The "Board of adjustment" is the body of City government which has the authority to grant variances and conditional use permits. |
| Bonds | "Bonds" mean certificates of debt issued by government which guarantee payment of the original investment plus interest by a specified future date. |
| Buffer | "Buffer" means a vegetated area established or managed to protect nontidal wetlands from human disturbances. |
| BYAC | "BYAC" means the Buckley Youth Activities Center. |
| Collector streets | "Collector streets" mean streets that serve internal traffic movements within an urban area by connecting local roads with the arterial system. They provide movement and access functions equally. |
| Comprehensive plan 18.12.020 | "Comprehensive plan," means a generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to chapter 36.70A of the revised code of Washington. It consists of a map or maps, and descriptive text covering principles, goals, policies and standards used to develop the comprehensive plan. The plan is an internally consistent document and all elements are consistent with the future land use map. A comprehensive plan is adopted and amended with public participation as provided in RCW 36.70A.140. |

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| Concurrent 12.100.020? | "Concurrent" means that facility and service improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements within six years. |
| Connectivity | "Connectivity" implies a system of streets with multiple routes and connections serving the same origins and destinations. Connectivity not only relates to the number of intersections along a segment of street, but also to how an entire area is connected by the system. An area with high connectivity has multiple points of access around its perimeter as well as a dense system of parallel routes and cross-connections within the area, forming a grid-like hierarchy of arterials, collectors and local streets. |
| Conservation | "Conservation" means the careful management and maintenance of natural resources through prevention of loss, damage or neglect. |
| Contiguous | "Contiguous" means bordering upon, to touch upon, or to be in physical contact with. |
| County wide planning policies | "County-wide planning policies" are written policy statements used solely for establishing a county-wide framework from which county and city comprehensive plans are developed and adopted. The framework ensures that city and county comprehensive plans are consistent as required in RCW 36.70A.100. |
| Cul-de-sac | "Cul-de-sac" means a street closed at one end by a widened pavement of sufficient size for automotive vehicles to be turned around. |
| Curb bulb | A "curb bulb" is an alignment of the curb line that extends out toward the traffic lanes. Typically, it consumes the same width as a parking lane. It is done for the purpose of traffic calming and to produce a shorter distance for pedestrians to walk across lanes of traffic. |
| Curb cut | A "curb cut" is a technical term for a driveway to one or more individual developments. |
| Density | "Density" means a measure of the intensity of permitted residential development in terms of dwelling units per acre. |
| Density bonuses | "Density bonuses" refer to an incentive given to a developer for providing a desired public good. For example, a developer may be allowed to develop at a higher density than allowed in a particular zone if a certain percentage of the units built meet the definition of affordable housing. |
| Design guidelines | "Design guidelines" refer to neighborhood, site, and building guidelines which layout specifications to maintain and strengthen community character and identity. In addition to traditional standards the guidelines include specifications for doors, windows, roofing, ornament, awnings, color, facades, scale, form and street amenities. |
| Detached | "Detached building" means a building surrounded on all sides by open space. |

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| Development regulations | "Development regulations" mean the controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, critical areas ordinances, shoreline master programs, subdivision ordinances, and binding site plan ordinances together with any amendments thereto. |
| Environmental Impact Statement | An "Environmental Impact Statement" (EIS) is required under the State's Environmental Protection Act (SEPA) when it is determined that a project will result in a significant adverse impact to the environment that cannot be avoided or reduced by mitigation to a level deemed insignificant. The EIS documents alternatives to the proposed action with extensive evaluation of the advantages and disadvantages of each alternative. |
| Façade | "Façade" means any exterior wall of a structure including projections from and attachments to the wall. Projections and attachments include balconies, decks, porches, chimneys, unenclosed corridors and similar projections. |
| Floor Area Ratio | "Floor area ratio" (FAR) means a ratio expressing the relationship between the amount of gross floor area permitted in a structure and the area of the lot on which the structure is located. |
| Comprehensive Plan Map | The "comprehensive plan map" is part of the comprehensive plan that defines the location different land uses specified in the plan. |
| Urban Growth Area | A "Urban Growth Area" specifies areas proposed to be included within the City's urban growth area at a future date. |
| Gateway | "Gateways" mark the points where roads or paths cross a boundary and help reinforce the distinctness of any part of a city. |
| Goal | A "goal" means a broad, long-range purpose toward which policy decisions and action are directed. |
| Grants | "Grants" refer to funds awarded by state and federal government for the purpose of accomplishing a defined public purpose. |
| Grid street system | A "grid street system" has multiple points of access around its perimeter as well as a dense system of parallel routes and cross-connections within the area, forming a hierarchy of arterials, collectors and local streets. Parallel routes, typically, are classified and sized appropriately for local traffic to discourage infiltration of longer distance through traffic. The purpose of such a redundant street system is to provide choices for drivers wishing to travel short distances completely within the area, and from within the area to points outside of the area, without being forced to travel on an arterial. An example of the traditional grid pattern is seen in downtown Buckley. Grid street patterns result in dispersion of traffic throughout the system and provide multiple direct local street connections for pedestrians and bicyclists. While arterials exist within the grid pattern, local traffic use interconnected local streets freeing the arterials for the movement of longer distance travelers. |
| Gross acre | "Gross acre" refers to the area covered by both lots and public rights-of-way in combination. Technically gross parcel acreage means acreage plus one half the width of abutting rights-of-way of streets and alleys. See net acre for comparison. |

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| Gross density | “Gross density” means the total number of dwelling units divided by the total land area of the site, excluding nothing. |
| Growth Management Act | The "Growth Management Act" (GMA) is the legislative act enacted by the Washington State legislature in 1990 and codified in RCW 36.70A. It requires certain counties and cities in the State to perform detailed and coordinated planning efforts to deal with rapid population growth and concerns with suburban sprawl, environmental protection, quality of life and related issues. |
| Growth Management Hearings Board | The "Growth Management Hearings Board" (GMHB) is the body of government that hears petitions and makes determinations regarding whether a state agency, county, or city is, or is not, in compliance with the requirements of the Growth Management Act. They also hear appeals and determine whether the twenty-year growth management planning population projections adopted by the office of financial management are correct or should be adjusted. |
| Habitat | "Habitat" for a particular plant or animal consists of the elements it needs to survive. These elements may be tied to temperature, water, soil, sunlight, source of food, refuge from predators, place to reproduce, and other living and non-living factors. |
| IAC | “IAC” means the Interagency Committee for Outdoor Recreation, the Washington State agency that administers most state and federal recreation-oriented grant programs. |
| Infrastructure | “Infrastructure” means the physical underlying foundation or framework of a city, such as streets and utilities. |
| Interior lot | "Interior lot" means a lot other than a corner lot with only one frontage on a street. |
| Kiosk | A small open structure set up in a public place where one can obtain information. |
| Land Use | “Land Use” means the nature of the occupancy, the type of activity, or the character and form of improvements to which land is devoted or may be devoted. |
| Level of service standards | “LOS or Level of Service” means the standard used in determining the number facilities that should be in a city; usually a ratio of the number of facilities to the number of people for that facility. |
| Loading space | "Loading space" means an off-street space or berth on the same lot with a building, for the temporary parking of a commercial vehicle while loading or unloading merchandise or materials. |
| Local community park | “Local (community) park and recreation facilities” means park facilities that serve a population within one mile radius. |
| Low income household | "Low income household" means any household whose total household income is less than fifty (50) percent of the median income for comparably sized households in the Tacoma Primary Metropolitan Statistical Area as defined by the United States Department of Housing and Urban Development. |

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| Low income housing | "Low income housing" means any housing unit which is rented to a low income household at rents not to exceed thirty (30) percent of fifty (50) percent of the median income for comparably sized households in the Tacoma Primary Metropolitan Statistical Area as defined by the United States Department of Housing and Urban Development. |
| Low-moderate income housing | "Low-moderate income housing" means any housing unit which is rented to a low-moderate income household at rents not to exceed thirty (30) percent of eighty (80) percent of the median income for comparably sized households in the Seattle-Everett Standard Tacoma Primary Metropolitan Statistical Area as defined by the United States Department of Housing and Urban Development. |
| Median, raised | A "raised median" is the center portion of a street that is raised and surrounded by a six-inch curb. It is planted with at least grass or ground cover and often trees and seasonal color. It could also contain pedestrian crossing areas at mid-block locations. |
| Mini-park | "Mini-parks" refer to specialized facilities that serve a concentrated or limited population or specific group such as children or senior citizens. Their service area is less than 1/4 mile. A desirable size is a one acre or less, and one quarter to one half . acre per 1,000 population is the standard set by the NRPA. |
| Minor arterial | "Minor arterials" mean streets that serve travel to smaller geographic areas than those served by the principal arterial system. Examples of traffic generators served by minor arterials include high schools, junior high schools, community business centers, neighborhood shopping centers, large hospitals, athletic fields, and major parks or recreation facilities. |
| Mixed use | "Mixed use" means zones or buildings that contain more than one land use within them. Mixed use zones may contain a horizontal mix of uses with different land uses existing side by side on distinct lots, or they may contain a vertical mix of uses with different land uses existing on the same lot within one structure one on top of the other. Traditional urban development patterns offer many examples of mixed use buildings where residential apartments exist above commercial retail stores. |
| Multi-modal | "Multi-modal" refers to two or more modes of transportation having access to streets or lots. |
| Net acre | "Net acre" refers to the buildable acreage of a lot. Areas devoted to rights-of-way and critical lands are subtracted from gross acreage to determine the net acreage that can be built upon the site. (See "gross acre" for comparison.) |
| NRPA or National Recreation and Park Association | "NRPA or National Recreation and Park Association" means the leading advocacy organization dedicated to the advancement of public parks, recreation and conservation. |
| NRPA Standards | "NRPA Standards" National Recreation and Park Association minimum acceptable spatial allocation measures for different types of recreational facilities. |

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| Objective | “Objective” means a specific purpose, product or performance level - an achievement. Several objectives can be proposed toward achieving a goal. |
| Office of Financial Management (OFM) | The "Office of Financial Management" (OFM) is the State agency responsible for (among other things) developing population forecasts for cities and counties as required by the State’s Growth Management Act. |
| Open space | "Open space" means a portion of land which has not been developed and which is designated for preservation in its natural state, for outdoor recreation, for wildlife habitat, or for similar uses, or which is designated for minimizing potential hazards. |
| Overlay zone | “Overlay zone” means a special zoning designation which combines with the underlying land use classification and adds specific guidelines or restrictions. |
| Park | "Park" means an open space use in which an area is permanently dedicated to recreational, aesthetic, educational or cultural use and generally is characterized by its natural and landscape features. A park may be used for both passive and active forms of recreation; however, its distinctive feature is the opportunity offered for passive recreation such as walking, sitting and watching. |
| Park system | “Park system” means the combined facilities and properties in the city that are dedicated to park, open space and recreational purposes. |
| Parking, off-street | "Off-street parking” means any space, specifically allotted to the parking of motor vehicles not located in a dedicated right-of-way, a travel lane, a service drive, nor any easement for public ingress or egress so as to block access. |
| Permitted use | "Permitted use" means any land use authorized in a specific zone and subject to the limitations of the regulation of such zone. |
| Planned unit development | "Planned Unit Development" (PUD) means a zoning mechanism which allows for flexibility in the grouping, placement, size and use of structures on a fairly large tract of land. A PUD is developed as a single entity, using a public process which incorporates design review. |
| Planting strip | A "planting strip" is a continuous or intermittent strip of land located between the curb and the sidewalk, so that visual separation between pedestrians and vehicles is provided. |
| Plat | "Plat" means a map or representation of a subdivision showing the division of a tract or parcel of land into lots, blocks, streets and alleys or other divisions and dedications. |
| Policy | A "policy" is a definite course or method of action, which guides and determines present and future decision-making. |
| Preservation | "Preservation" means to keep in perfect or unaltered condition; maintain unchanged or intact. |
| Principal arterial | "Principle arterials" primarily function to expedite through traffic between major traffic generators. Traffic generators include central business districts, regional shopping centers, cities, freeways and lower arterial systems. |

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| Priority species | "Priority species" are species that require protective measures for their perpetuation due to their population status, sensitivity to habitat alteration, and/or recreational, commercial, or tribal importance. Priority species include State Endangered, Threatened, Sensitive, and Candidate species; animal aggregations considered vulnerable; and those species of recreational, commercial, or tribal importance that are vulnerable. |
| Public benefit features | "Public benefit features" mean amenities, uses, and other features of benefit to the public, which are provided by a developer and which sometimes qualify for an increase in density. Examples include public open space, pedestrian improvements, housing, and provision of human services. |
| Public services | "Public services" include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services. |
| Resource lands | "Resource lands" are lands primarily devoted to the commercial production of agricultural, timber, or mineral products. |
| Restoration | "Restoration" means a human activity that returns a wetland or former wetland from a disturbed or altered condition with lesser acreage or functions to a previous condition with greater wetland acreage or functions. |
| Right-of-way | "Right-of-way" means the land held by the public for road and utility purposes. It usually refers to the land required for the traffic lanes plus the shoulders and drainage structures on both sides of highways, roadways, bikeways and alleys. |
| Riparian corridors | "Riparian corridors" include land located on the banks of rivers and streams that supports riparian vegetation and wildlife and performs important watershed functions. |
| Row house | "Row house" means one of a row of identical houses situated side by side and sharing common walls |
| Rural | "Rural" means sparsely settled or agricultural land. |
| Screening | "Screening" means effectively obscuring the view of unsightly uses from the public right-of-way or private lots. |
| Shall, will, must | When a goal, objective or policy states that the City "shall" or "will" do something, such language requires that the City take measurable steps to accomplish the purpose of the original policy. |
| Should, may, encourage | When a goal, objective or policy states that the City "should", "may", or "encourage" to do something, such language requires that the City make an effort to accomplish the purpose of the original policy. |
| Through lot | "Through lot" means a lot other than a corner lot with frontage on more than one street. Through lots abutting two streets may be referred to as double frontage lots. |
| Townhouse | "Townhouse" means a type of attached multifamily dwelling in a row of at least three in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common fire-resistant walls. |

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| Transit-oriented development | "Transit oriented development" means moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. |
| Urban design | "Urban design" is architecture at the city scale; it considers the way buildings, streets, and the spaces between them relate to one another with the goal of creating vibrant, welcoming urban environments. |
| Urban forest | "Urban forest" refers to land in urban areas that is managed for its production or for preservation of its forest characteristic. |
| Urban growth | "Urban growth" refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources, rural uses, rural development, and natural resource lands designated pursuant to RCW 36.70A.170. |
| Urban growth area | "Urban growth areas" (UGAs) are those areas designated by a county in which urban growth is directed. "Urban growth should be located first in areas already characterized by urban growth that have adequate existing public facility and service capacities to serve such development, second in areas already characterized by urban growth that will be served adequately by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources, and third in the remaining portions of the urban growth areas." RCW 36.70A.110 |
| Way-finding | "Way-finding" means a coordinated system of off-premises directional signs incorporating general public information. |
| Wildlife habitat | "Wildlife habitat" means the specific areas or environments in which a particular type of plant or animal lives. An organism's primary and secondary habitat provides all the basic requirements for life of the organism. |
| Wildlife (habitat) corridor | "Wildlife (habitat) corridor" means the linear wildlife habitat area that allows for free movement of species through a geographic area. |
| Zero lot line | "Zero lot line" means the positioning of a structure on a lot so that one side rests directly on the lot's boundary line. |
| Zoning map | "Zoning map" means the map which illustrates the boundary lines of the particular zones within the City. |
| Zoning ordinance | The "zoning ordinance" is that body of law which regulates the structure and use of buildings. Within each zone different development standards are applied to protect the health, safety and welfare of the community. |



View from Spiketon Road

1 Land Use

Introduction.

The term “land use” refers to the type of activities occurring on land. Generally, this refers to the plan for orderly and coordinated land development and uses for buildings and land within the city. Specifically under the Growth Management Act (GMA) this meaning is more detailed:

The land use element designates the general distribution and general location and extent of all land uses, including housing, commerce, industry, recreation, open spaces, public utilities, public facilities, and other land uses. The land use element shall include population densities, building intensities, and estimates of future population growth.

The land use element shall provide for protection of the quality and quantity of groundwater used for public water supplies.

Wherever possible, the land use element should consider using urban planning approaches that promote physical activity.

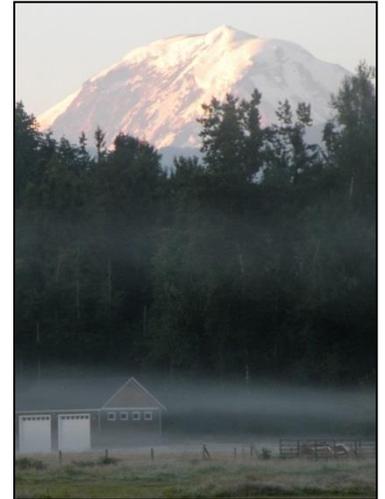


Where applicable, the land use element shall review drainage, flooding, and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.

In this city distributing and locating uses is done through zoning. The city’s comprehensive plan separates uses generally from industrial and general commercial (I&GC, the city’s most intensive commercial activities), commercial and mixed use (C&MU, less intense commercial and commercial/residential

mixtures), high density (HDR, apartments and highest density dwellings), and lower density (LDR, mostly single family homes).

From these general land use designations, the city's zoning has two zones for I & GC, light industrial (LI), and general commercial (GC); C & MU has four zones, GC, historic commercial (HC), central commercial (CC), and neighborhood mixed use (NMU). NMU serves as the city's buffer zone between residential and commercial zones. The city has one high density residential zone (HDR) that fits into the designation of UHD; and for ULD, the city has two residential zones that allow lower-density multifamily development (R-6,000 and R-8,000), and one single family zone, R-20,000. An accessory dwelling unit (ADU) is allowed on any single-family residential lot within the residential zones and two of the mixed-use zones.



Distribution of the zones is partly based on city history, city vision, and utility. Some sites within the city are zoned because of their histories as an active industrial site that began before zoning was effected. The city desires to buffer commercial zones with a commercial/residential zone and radiate density outward from the HC district. Sewer is becoming available in all areas of the city, but the areas of lowest residential density contain residents that want to keep the wildlife that currently visits them, distances between neighbors, and the quality of life they find in this environment.

Distribution of zones is one aspect of land use, uses within the specific zones is the other aspect of land use. It is important for uses to complement one another, for example not have a shopping mall adjacent to a single family community, or an industrial use that includes noise next to a spa. The idea is to group complementary uses together so they can support, or at the very least not antagonize, one another.

In the 2005 comprehensive plan the city recognized the need to integrate some uses and created implementing regulations in the zoning code. The ordinances:

- a. Created a buffer zone (NMU) that is physically integrated with appropriate commercial and residential uses, such as single family residences and lower-intensity retail stores.
- b. Expanded low-density multifamily development within the higher-density residential zones of R-6,000 and R-8,000, and allowed duplexes, triplexes, and multiplexes within these zones.





These ideas work well and will be continued through this update. Expanding multifamily uses within R-6,000 and R-8,000 zones follows the GMA directive to encourage diverse ranges of housing types, while retaining Buckley's small-town character.

The "small-town" character was discussed by the planning commission while preparing this update. Pulling from the 2005 plan as well as experiences living in the community for a number of years, "small town" was interpreted to mean being able to walk from one place to another, meet with other residents in safe environs, and be socially aware of the other city citizens.

Two zones are left in the zoning map: the public (P) zone and the sensitive (S) zone. Public zones are placed where public need and public properties are located, such as city hall, public parks, public schools, and public services. The S zone is generally placed between the river and the city's uplands and shares uses that area available through the Shoreline Management Program.

Population growth is discussed in the general introduction to the comprehensive plan because the population discussion is used in several elements of this plan. The next section, Current Conditions, will elaborate on this topic.

This update will expand on the existing plan's work, which includes the following topics:

- **General land use.** Under the Washington State Growth Management Act, Buckley must provide for population growth in a 20-year time span. Buckley must encourage commercial development and a diverse range of housing types to address the changing needs of its population, while also maintaining Buckley's small town character.
- **Resource protection.** The area adjacent to the White River sustains healthy populations of fish, mammals, birds, insects, reptile, amphibians and plant life. This genetic and biological diversity, or biodiversity, should be protected. It is important to consider long-term ecosystem health and work to maintain adequate habitat and ensure the continued viability of a diversity of species to ensure the waterfront is available for our children. The land use element is the only element in the comprehensive plan that discusses critical areas, storm water, and pollution controls. The city's only flood plains are next to the river; the steepest slopes are on the north side between the residential areas and the river; the city's Shoreline Management Program allows no residential or commercial development.
- **Intergovernmental coordination.** Several elements discuss intergovernmental coordination for planning resources and finding funds for needed facilities.
- **Residential land use.** Preserving Buckley's rural character includes maintaining open spaces and view corridors to help encourage an outdoor aesthetic and participation in a natural environment. Encouraging clustering of development allows maintenance of open space and helps protect sensitive areas.





- **Commercial land use.** Commercial uses in Buckley should enhance the quality of life for residents by providing needed services, employment, and tax revenues to finance public services. The “mix” of commercial services refers to both physical integration (among commercial and residential uses) and composition (type) of commercial establishments. Commercial and residential uses should be physically integrated with one another along the northeast SR 410 corridor, through adequate motorized and non-motorized transportation connections.
- **Transportation (also addressed in Element 5).** Land use and transportation policies address the relationship between the land use pattern and a multimodal transportation system. Separation of different land uses results in longer trips. When jobs, shops and services are long distances from residential areas, this translates into additional vehicle or transit trips. Allowing residential and nonresidential uses to locate in closer proximity to one another would provide transportation options by making walking or bicycling more feasible.

- **Parks, recreation, and open space (also addressed in Element 6).** As development pressures increase, stress levels will likely increase. A curative for stress is relaxation, whether by strenuous activity that may come with sports, or more passive activity that may come from slow walks on a pleasant trail watching nature.
- **Public facilities and utilities (also addressed in Elements 7 and 8).** Public facilities and utilities maintain the quality of life for existing and future development by establishing and maintaining level of service standards. The size and location of public facilities and utilities influence the pattern of land development; therefore, provision must be consistent with the policies described in all sections of the comprehensive plan. The State Growth Management Act requires local government comprehensive plans to include a process for identifying and siting essential public facilities, which are public or quasi-public facilities, such as airports, state educational facilities, state and local correctional facilities, solid waste handling facilities, mental health facilities, and group homes. The State Office of Financial Management is required to maintain a list of essential state public facilities that are required or likely to be built within the next six years. No local comprehensive plan or development regulation may preclude the siting of essential public facilities.



Current Conditions.

Since the 2005 comprehensive plan was adopted, the city built a youth center, constructed a skate park, closed the jail, built a fire hall, redirected traffic along 112th Street to Ryan Road, purchased land adjacent to White River, leased land from Washington State Department of Social & Health Services (DSHS), approved subdivisions, rezoned properties, and is in the

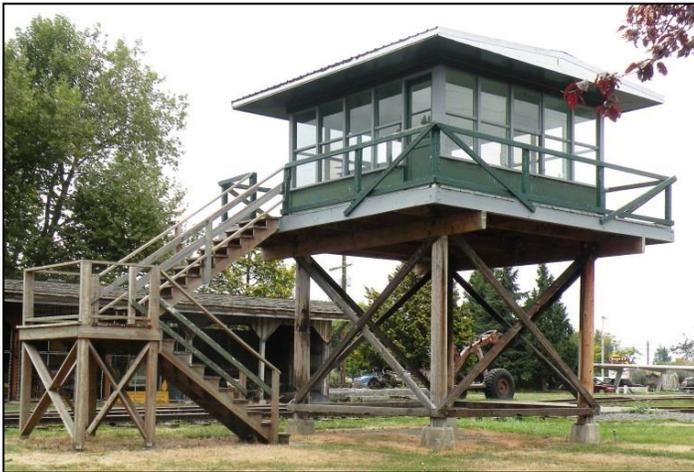
process of redirecting traffic from SR 410 to SR 165. (For details on the subdivisions, please see the population section in the general introduction.)

Zoning and other land use laws attempt to spatially structure the use of land in ways to protect and enhance the public’s health, safety and welfare. This traditional method averts conflicts between land owners by segregating different development types and allows similar development characteristics within each area. Development of the buffering district in the 2005 comprehensive plan was an effort to further avert conflicts between differing uses. The NMU zone, however, is not currently positioned to separate all commercial zones from residential zones. This zoning map update should be expanded to adequately buffer residences from commercial uses. In 2014, land between the central commercial (CC) zone and the residential zone R-6,000 was rezoned to neighborhood mixed use (NMU), to better buffer between the two zones.

Site design standards also impact the ability of drivers, pedestrians, and bicyclists to get around. Policies in this section discuss the importance of considering connections and alternative transportation modes when planning new development. The special needs of industrial development are also addressed.

General land use.

Buckley is adjacent to three highways, SR 410 bisects the city and runs from the west city limit line to the northeast city limits; SR 165 runs south toward Wilkeson, South Prairie, and Orting; and the Buckley-Sumner Highway runs along the northwest part of the city to Bonney Lake. SR



410 is the main highway through town and runs in two directions: west to east until it reaches SR 165 at which point it turns and runs to the northeast. SR 410 has commercially-zoned properties on either side, except for park areas in which Tacoma Water has an easement for a 52-inch water line.

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 considered a center of local importance.

Resource protection.

Currently, critically areas are mainly next to the river, between the river and the city’s residential high ground. Because of the city’s geologic underlayer of clay, is possible for lands to appear wet without being wetlands. Wetlands must have three specific characteristics: soil, hydrology, and vegetation. Certain areas of the city have hydrology and vegetation, but not the right soil.

Slopes are in the south and north portions of the city; the south goes up to Spiketown Hill and the north goes down to the river. Floodplains occur only on the north area next to the river. The current Federal Emergency Management Act (FEMA) map, floodways are not apparent, although on newer Pierce County maps, floodways do appear. Floodways are to be treated as if they are shorelines.

Intergovernmental coordination.

The Growth Management Act requires governments coordinate, particularly for lands between or adjacent to other jurisdictions. In Buckley, the only adjacent jurisdiction is Pierce County. Buckley regularly participates in regional committees.

Residential.

Buckley is primarily a residential community with neighborhoods surrounding an historic commercial downtown and commercial and multifamily uses along the northeast SR 410 corridor. The bulk of housing is east of SR 410 in single family homes. Multifamily, senior housing, and low income housing are located in Buckley.



Buckley contains a population of about 4,370 people. In the 2010 census, the city’s population consisted of about 7 percent children under 5 years old, about 17 percent were between 5 and 17 years old, and 13 percent were 65 years old and older. The city had 1,591 occupied households, and 79 unoccupied houses. According to the 2010 census race is mostly white with ages ranging for the majority of citizens between 25 and 54 years old.

Certain established single family neighborhoods are currently designated under the comprehensive plan and the zoning map as higher intensity and should be re-designated and rezoned to fit the current use.

Currently, Neighborhood Mixed Use zones (NMU) are located between Light Industrial zones and General Commercial zones (GC) and should be removed because residential uses between light industrial uses are inconsistent with one another.

Commercial.

Commercial uses generally run along State Route 410. During a rezone application at 203 Pearl St., the city noticed uses on that street don’t necessarily meet the zone in which the property is located; single family structures are zoned HC and commercial uses are zoned R-6,000. The buffer zone of NMU would allow the current uses to continue without being nonconforming uses and/or structures.

The few parcels zoned for industrial use are mainly found along SR410 and 112th Street.

Transportation.

Getting from *here* to *there* is important to each citizen. Although currently Buckley is not part of the transit line, the city assumes it will be in the future. Funding for transportation improvements, such as the improvements at SR 410 to SR 165 were enabled in part through transportation grants. This update reviewed and revised the sidewalk plan, the future street plan, and the trail plan.

Parks, recreation, and open space.

Recreational areas and programs are important to the community to provide places to relieve stress, socialize, recreate, and come together as a community to celebrate certain events. As mentioned before, since the 2005 comprehensive plan, the city built the youth center and skate park, which adds to the city's ability to serve a large portion of its citizens. Further development will include a spray park.



Public facilities and utilities.

All people need water, sewage disposal, electricity, natural gas, schools, police, fire, and storm water controls. These public facilities aid each citizen to live comfortably and safely.

The Growth Management Act states cities are to provide public utilities to its citizens. Buckley provides water, but until relatively recently, sewage disposal was not available to newcomers. The new sewer plant is capable of expansion when it is needed. The city recently sold its gas utility to Puget Sound Energy.

Strategy.

Strategy is the systematic method of attaining goals. The basic strategy in this plan is to identify what the city residents want for its city, which is assumed to be the same as in the original 2005 comprehensive plan, identify current shortfalls as compared to those goals, and establish policies to meet the goals within this planning document's timeline.

In land use, the current strategy is to buffer residential from commercial uses, provide for the future population growth by maintaining the variability of house types within residential zones, and update design standards for all commercial uses adjacent to SR 410. For the area between SR 410 and River Avenue south of Main Street, a design center is to be created as an overlay to allow the city to revise its binding site plan, rezone certain lands to Public for continued open space, and plan the style of buildings on the area between the Foothills Trail and River Avenue.

The strategy also includes bringing people to the historic commercial center by developing links from the Foothills Trail to the museum and to downtown, and from the development between the trail and River Avenue south of Main Street to the downtown.

Goals & Policies.

General Land Use

Goal 1.1

Buckley should provide a healthy and productive environment for its citizens and preserve its small town character.

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 SR 410 corridor.
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.

Policy 1.1.2

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

Policy 1.1.3

With all new development and redevelopment, the city should carefully consider the way buildings, streets, and the spaces between them relate to one another, and strive to create a vibrant, welcoming urban environment.

Policy 1.1.4

The city should identify lands useful for public purposes, such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools, and other public uses.

Policy 1.1.5

The city should identify open space corridors within and between urban growth areas, including lands useful for recreation, wildlife habitat, trails, and connection of critical areas.

Resource protection.

Goal 1.2

The city should carefully consider critical areas and their buffers before areas are designated for development. Development potential should be preserved by allowing smaller lots in the non-critical areas to reduce the loss of density. If preservation is not possible, development should protect the critical areas and augment or replace the area before construction is permitted.



Policy 1.2.1

Develop approaches that allow clustered development to:

1. Preserve sensitive (critical) natural features and to provide flexibility to the property owner;
2. Maintain view opportunities; and
3. Preserve contiguous portions of development sites in permanent open space.



Policy 1.2.2

Identify and preserve an integrated system of open space corridors and/or buffers to provide definition between critical areas and intensive land uses through cooperation with groups such as land trusts or environmental protection organizations.

Policy 1.2.3

Identify and conserve critical wildlife habitat including nesting sites, foraging areas, and migration corridors within or adjacent to critical areas, open spaces, and intensively developed land to capture resource tourism, such as birding.

Policy 1.2.4

Site development regulations should be reviewed to ensure that they reduce erosion, promote immediate re-vegetation, and reduce the amount of sediment leaving a construction site to protect waterways and other properties.

Goal 1.3

Protect, preserve and enhance endangered fish and wildlife habitat.

Policy 1.3.1

Protect and restore biodiversity and of supporting habitats in order to enjoy the benefits of important ecosystem services

Policy 1.3.2

Identify and protect wildlife corridors before and during land development by using development restrictions, public education, and incentives.

Policy 1.3.3

Protect native plant communities by encouraging management and control of nonnative exotic and invasive species, including both terrestrial and aquatic plants.

Policy 1.3.4

Areas containing critical areas, including wetlands, fish and wildlife habitat protection areas, frequently flooded areas, critical aquifer recharge areas, and geologically hazardous areas, are to be protected from development. The best available science (BAS) is to be used to protect the functions and values of these areas and special consideration should be given for conservation or protection measures necessary to preserve or enhance anadromous fisheries.

Policy 1.3.5

The city acknowledges that for shorelines of the state, the goals and policies of the shoreline management act and the city's Shoreline Management Program are added as goals of this chapter. The goals and policies of the shoreline master program shall be considered an element of the comprehensive plan.

Intergovernmental coordination.

Goal 1.4

Coordinate with Pierce County and neighboring jurisdictions to create opportunities for mutual improvements.

Policy 1.4.1

The city councils and planning commissions of Buckley and its neighboring jurisdictions should conduct annual meetings to discuss growth directions and development on the plateau, to exchange information, to review common issues, to establish ad hoc working committees for resolution of any issues, and to serve as an education tool for the public.

Policy 1.4.2

The cities of Buckley and Bonney Lake should establish a joint planning area that allows city input in the development review process for areas located between the two city jurisdictions.

Policy 1.4.3

The city should continue working with DSHS to increase the uses on the leased properties.

Policy 1.4.4

The city should establish or update an annexation policy to address immediate and long term plans for growth that creates logical boundaries and reasonable service areas on land that can physically accommodate development.

Policy 1.4.5

The city should work with the Pierce County Biodiversity Alliance to help develop the stewardship plan for the Lower White River Stewardship Plan.

Policy 1.4.6

The city should work with private or nonprofit organizations that aid low- and moderate-income families.

Policy 1.4.7

The city should support acquisition and creation of affordable housing by private or nonprofit organizations or other social and health service agencies for low and moderate-income tenants.

Policy 1.4.8

The city should work with the Mt. Rainier National Park Commission to research infrastructure improvements and media accessibility to transform the city into an active Carbon River Corridor, Sunrise, and the Chinook Pass gateway destination.



Policy 1.4.9

The city should continue working with Pierce County, King County, and other agencies to complete the Foothills Trail to Enumclaw, South Prairie, Wilkeson, Carbonado, and Fairfax.

Policy 1.4.10

Work with WSDOT, Pierce County, Washington State Park and Recreation Commission and other appropriate parties to link and extend the foothills trail east over the river to Enumclaw.

Policy 1.4.11

The city should continue joint use agreements with the school district to maximize the availability of facilities for recreational and other public uses.

Policy 1.4.12

The city should continue work with neighboring communities to identify and implement measures designed to enhance tourism, recreational development and economic development through exploring and sharing historic knowledge and information about our common heritage.

Residential land use (Also addressed in Element 2).

Goal 1.5

Housing types should be mixed and meet the needs of all segments of the population.

Policy 1.5.1

Lot sizes should be able to be reduced in subdivisions that contain critical areas.

Policy 1.5.2

Development in the city should promote livability through the following:

1. Developers should provide connections to pedestrian trails and/or sidewalks;
2. Development should be designed in such a way to recognize the city’s history or design standards; and
3. Development should limit stress factors such as noise, traffic, and damage to existing ecology.



Policy 1.5.3

The city should consider creating regulations for planned unit developments, transfer of development rights, and written permitting procedures.

Policy 1.5.4

Zoning regulations and associated maps should provide adequate land and densities to accommodate housing targets while protecting and enhancing the character, quality, and function of existing residential neighborhoods.



Policy 1.5.5

Flexibility in development regulations should be provided to allow for clustered housing developments. This could be through planned unit developments, clustered housing developments, cottage housing, or adding flexible lot sizes in the subdivision regulations.

Policy 1.5.6

Density bonuses should be considered for residential developments that, in addition to meeting minimum building requirements, affordability design initiatives are used as a specified community objective of that residential development. Specific criteria for evaluating application for a density bonus should be identified and developed by the planning commission and city council.

Policy 1.5.7

Encourage more efficient use of the land where services exist, through such devices as flexible lot sizes and reduced setbacks through a planned unit development.

Policy 1.5.8

Permit accessory living units in all residential zones.

Policy 1.5.9

Allow residential-based businesses that are compatible with other residential uses.

Policy 1.5.10

The city should encourage development of affordable housing.

Policy 1.5.11

Prevent incompatible land uses through zoning and code enforcement.



Policy 1.5.12

Ensure adequate residential land supply is zoned appropriately to support residential uses.

The city should consider creating regulations for planned unit developments, transfer of development rights, and written permitting procedures.

Policy 1.5.13

Zoning regulations and associated maps should provide adequate land and densities to accommodate housing targets while protecting and enhancing the character, quality, and function of existing residential neighborhoods.

Commercial land use (Also addressed in Element 3).

Goal 1.6

The city should have different commercial uses to support the various needs of the Buckley community, increase the city's tax base, and support the city's small town character.

Policy 1.6.1

Ensure adequate commercial land supply is zoned appropriately to support commercial uses.

Policy 1.6.2

Encourage motorized and non-motorized connections between adjoining retail developments to create links to transportation. Also encourage links between retail, residential and civic uses. The city should consider establishing links through easements, impact fees, and development code.

Policy 1.6.3

Encourage mixed use development where appropriate, especially in and around Buckley’s historic center.

Policy 1.6.4

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

Transportation (also addressed in Element 5).

Goal 1.7

Have transportation systems enhance the appearance, quality, and function of residential and commercial districts, provide connectivity between adjacent developments and ensure safe and easy multi-modal access to goods and services.



Policy 1.7.1

The city should require vehicular and non-motorized connections between adjacent developments through dedications of land and easements.

Policy 1.7.2

The city may require additional land for improvements to roadways, pedestrian walkways, trails, and access to open space areas.

Policy 1.7.3

The city should encourage walking and bicycling to work and shopping through educational programs.

Policy 1.7.4

The city should encourage easy access to highways for industrial development by zoning industrial areas close to highways. This will also help to discourage industrial traffic through residential areas.

Policy 1.7.5

Intense commercial and residential development should be located on principal and minor arterials.

**Parks, recreation, and open space
(also addressed in Element 6).**

Goal 1.8

Have a well-maintained, interconnected system of multi-functional parks, recreational facilities and open spaces that is attractive, safe, and available to all segments of the city's population; and supports the community's established neighborhoods and small-town atmosphere.



Policy 1.8.2

Coordinate park activities with economic development activities to develop a coherent plan that links parks and trails to economic development.

Policy 1.8.3

The city should acquire sufficient land to provide the following three types of parks:

1. Mini-parks within about a quarter mile of residential areas of about 2,500 square feet each at a rate of .5 acres for each 1,000 population
2. Neighborhood parks within a quarter to half mile of residential areas of up to 10 acres in size at a rate of one acre for each 1,000 population.
3. Community parks within three miles of residential areas that contain up to 50 acres in size at a rate of five acres for each 1,000 population.

Policy 1.8.4

Any residential development containing more than four dwelling units shall provide recreational facilities or appropriate and usable park land on or near the development.

Policy 1.8.5

The city should provide development incentives such as density bonuses, purchasable development rights, transferable development rights to assist in preserving permanent open spaces.

Policy 1.8.6

Connect parks, schools, recreation areas, and open spaces through trails and sidewalks.

Policy 1.8.7

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

Policy 1.8.8

Regularly update the park plan to ensure grants and other external funding sources or interagency cooperative arrangements are available to the city.

Public facilities and utilities (also addressed in Elements 7 and 8).

Goal 1.9

Coordinate an orderly provision of public facilities with public and private development activities that complements the fiscal resources of the city.

Policy 1.9.1

Public facilities and utilities should be located in the following priority:

1. Maximize the efficiency of services provided;
2. Minimize the cost of services; and
3. Minimize impacts on the natural environment.

Policy 1.9.2

Zoning densities should recognize existing utility locations, with higher densities closest to existing mains and lowest densities in areas away from existing facilities. When new utility services are installed, the city should reexamine the zoning to see if a higher density is warranted.

Policy 1.9.3

Development approvals should be contingent upon facilities already being in place as the development occurs. The following actions constitute development: a building permit, subdivision approval, rezoning, shoreline permit, variance, or any other official action that affects the development of land. Provision for development application review and the timing of the actual impacts caused by the different types of developments should be adopted in the city's concurrency management system as part of the land development regulations.



Policy 1.9.4

Land developers should be financially responsible for onsite and off-site improvements that reduce direct impacts of the development. These improvements may include, but are not limited to, street improvements, installation of traffic safety features, paths and/or sidewalks, utility construction, utility capacity expansion, and drainage ways.

Policy 1.9.5

Impact fees should be used as a means for new development to pay its share of the costs of new or expanded facilities and services.

Policy 1.9.6

The city should not issue development permits that result in a reduction of the level of service (LOS) standard for the public facilities identified in the capital facilities element.

Policy 1.9.7

The city should prohibit development and uses that may negatively affect the quality and quantity of groundwater used for public water supplies.



Policy 1.9.8

The city should protect the quality and quantity of groundwater used for public water supplies.

Essential public facilities

Goal 1.10

Essential public facilities in the city and its urban growth area should be consistent with the Growth Management Act and the following policies:

Policy 1.10.1

The project proponent shall provide a justifiable need for the essential public facility and its location within the city and urban growth area, based upon forecasted needs and a logical service area.

Policy 1.10.2

The project proponent shall provide a reasonable opportunity for the public and the city to participate in the site selection process.

Policy 1.10.3

Siting requirements for county facilities within the Buckley UGA shall be jointly and cooperatively established by the county and the city.

Policy 1.10.4

Essential public facilities should not be located in critical areas unless there is a demonstrated need and no alternative siting options are reasonable or feasible. Siting of essential public facilities within critical areas must be consistent with the comprehensive plan and development regulations.

Policy 1.10.5

Essential public facilities sited outside of urban growth areas must be self-supporting and not require the extension of municipal services and facilities.

Policy 1.10.6

No regulation or procedure may preclude siting an essential public facility within the city or its urban growth area.



Single family and duplexes are successfully mixed in Buckley neighborhoods.

2 Housing Element

Introduction.

Housing is a mandatory comprehensive planning element for Growth Management. The GMA states that a housing element is to ensure the vitality and character of established residential neighborhoods, create a policy base for encouraging housing, and identify sufficient land for all types of housing.



According to the population figures in the General Introduction to the Buckley Comprehensive Plan, the city is to plan intelligently for a 3 percent growth in the next 15 years.

Buckley should direct this growth in ways that benefit the community as a whole. Working creatively under the parameters of the GMA, Buckley can work to improve its housing stock, future housing developments, housing options and neighborhoods in ways that preserve and complement its historic and small town character.

Increased housing within Buckley brings a need to promote a range of housing options that meet the criteria for affordable housing so that new residents are able to move into the community and current residents are able to remain. Dispersing affordable housing throughout the community would ensure a mix of incomes within neighborhoods. Special incentives for low- and moderate-income housing should be

used as a means to promote affordable housing units by private or nonprofit developers.

Ensuring that neighborhoods are well-connected to amenities and community services and facilities is another goal in the housing element. This goal rests on the premise that neighborhoods, which are physically connected and easily accessible by foot, bike and automobile provide for a safer, healthier and more enjoyable environment. This goal is encouraged through policies that promote a street grid system (which is generally thought to be

more conducive for improved accessibility and orientation) and by requiring developers to provide connections to other neighborhoods, paths and trails where possible.

Neighborhoods that are well connected provide increased routes to destinations that, in turn, can improve public health and the environment. Improved connections help promote pedestrian and bicycle friendly environments and encourage sociability and safety. The concept also allows for better traffic flow and reduced congestion since emphasis is placed on increased entries and exits.



Existing Conditions:

The main issues facing Buckley in terms of housing include the following:

1. Ensuring that sufficient land for housing is identified and provided; and
2. Ensuring affordable housing is available for its citizens.

According to the percentage growth in the General Introduction, the city should plan for a variety of housing types. New residents could live in single family homes, apartment complexes, duplexes, triplexes, or in residences above businesses.

For the year 2013, the median home price in Buckley was about \$210,000 according to the Multiple Listing Service (MLS). According to the Office of Financial Management, the 2012 median home price in Washington State was \$234,200.



According to the 2010 census, the city contained 1,669 housing units with 1,065 units (63.8 percent) owner-occupied, and 526 units (31.5 percent) were renter-occupied; 78 units (4.7 percent) were unoccupied. Overall averaged household size was 2.5 for each unit, but 2.66 for owner-occupied homes, and 2.18 for rental units. Group quarters contained 374 people.

Of the 1,065 occupied units, 774 (48.6 percent) were husband-wife households with 143 (9 percent) of unmarried-partner households. “All other households” totaled 674 (42.4 percent).

For more demographics, please see Section 6 in the General Introduction to the Comprehensive Plan.

| Jurisdiction | Median owner-occupied housing unit value with mortgage | Median owner-occupied housing unit value without mortgage |
|---------------------|---|--|
| Buckley | \$250,100 | \$195,700 |
| Pierce County | \$256,300 | \$233,300 |
| Bonney Lake | \$279,900 | \$238,300 |
| King County | \$391,800 | \$377,700 |

Source: American FactFinder, U.S. Census Bureau for 2012 five-year estimate



Strategy:

Buckley’s housing goals aim to maintain its small town and historic character (see Goal 1.1). This is addressed in this element through policies that call for preserving Buckley’s existing housing stock, using existing commercial structures for upstairs housing units, and incorporating design principles into new development standards. These housing goals include promoting a range of housing types to increase density and to also identify areas where density can be increased.

Density can be increased by building on underdeveloped areas unconstrained by critical lands, changing zoning where applicable, and through promoting higher density housing.

The GMA requires that all comprehensive plans ensure that sufficient affordable

housing is available in their communities. In response, Buckley’s comprehensive plan Goal 2.3 is to provide sufficient affordable housing for the community. Specific policies are included that address providing affordable housing for the senior and low-income populations. Low income housing should be located within walking distance of public services, such as open space, health care, city hall, and grocery services.

Many different housing types can be used to increase density. Developments using duplexes, townhouses, cottage housing and single-family housing on small lots can complement the small town character. Through the 2005 comprehensive plan implementation, zoning allowed smaller lots than were allowed before 2005 and a variety of single, duplex, and triplex housing on lots within the R-6,000 and R-8,000 zones were permitted. This helps provide housing that is well served by public goods and services possible.



HOUSING ELEMENT GOALS AND POLICIES

Goal 2.1

Preserve Buckley's existing housing character through integration of new development and redevelopment with the city's historic, small-town character.

Policy 2.1.1

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

Policy 2.1.2

Use the neighborhood mixed use zoning between commercial and single family zones to create a transition between commercial and residential zones.

Policy 2.1.3

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

Policy 2.1.4

Housing should not be adjacent to intense commercial activities, such as gravel extraction, automotive wrecking, hazardous materials handling, and other businesses that contain environmental risks.

Policy 2.1.5

Create incentives to encourage rehabilitation and/or redevelopment of existing housing and historic structures.

Policy 2.1.6

Existing farms and residences should be protected by provision of buffers, fences, and distances.

Policy 2.1.7

Existing views of Mount Rainier should not be obstructed by new structures or landscaping wherever possible.



Policy 2.1.8

Manufactured housing should not be regulated differently from site-built housing.

Policy 2.1.9

Residential structures occupied by handicapped people should be regulated similarly to residential structures occupied by families of unrelated people.

Goal 2.2

Maintain low density multifamily uses in more dense single family zones.

Policy 2.2.1

Maintain housing approaches that are listed in the current zoning code that include duplexes and triplexes.

Policy 2.2.2

Complete future zoning code updates to include planned unit developments for both commercial and residential development, which should combine zero lot line development, townhouses, cottage houses, and other housing types.

Policy 2.2.3

Through the subdivision process, allow flexible lot sizes to decrease costs of installing utility lines and pavement by decreasing the required utility line and street lengths, and increasing the amount of open space.

Policy 2.2.4

Continue to allow accessory dwelling units on single family lots.

Policy 2.2.5

Ensure building codes will permits innovative housing designs including low impact housing.

Goal 2.3

Promote creation of affordable housing options throughout the city for all segments of the population.

Policy 2.3.1

Encourage development of a range of low income and senior housing opportunities convenient to services.

Policy 2.3.2

The city should enable affordable housing in new developments by offering incentives, such as density bonuses and economic incentives.

Policy 2.3.3

Affordable housing should be treated the same as other housing types and be allowed in market-rate housing areas.

Goal 2.4

Encourage pedestrian, bike, healthy food choices, gathering places, and auto connections within and between neighborhoods, schools, parks, and commercial areas, as described in Element 5.

Policy 2.4.1

Developers should provide connections to adjoining neighborhoods, access to trails, healthy food choices, gathering places, and also provide pedestrian and bike paths for their development.





Goal 2.5

Areas identified as vacant or underused in the county’s buildable lands program should be prioritized (targeted) for development.

Policy 2.5.1

Consider increasing zoning density (exclusive of accessory dwelling units) served by city utilities and on lands identified as vacant or underused in the county’s buildable lands program.

Policy 2.5.2

Multifamily housing should be screened from neighboring single family development to attenuate noise, traffic headlights, and increase privacy.

Goal 2.6

Encourage open space dedication and green building techniques in new construction.

Policy 2.6.1

Encourage using green buildings by increasing lot coverage minimums or providing economic incentives.





3 Economic Development

Introduction:

The Economic Development Element of the Comprehensive Plan is intended to support the promotion of enterprise and commercial exchange in Buckley and reinforce the overall vision and values of the Comprehensive Plan. Economic development is one of the GMA’s thirteen mandated planning goals. Policies presented in this element will guide future City actions that, together with private sector actions, can produce a strong economy. The framework for this element is to retain and strengthen an economy that reinforces Buckley’s small town character

and capitalizes on its assets, including its history, rural quality, and natural resources.



Key issues that the Economic Development Element will address:

- How can Buckley create an economic plan that retains its small town qualities and promote economic vitality, including local jobs and taxable revenue for public services?
- How can Buckley further appropriate economic development activity that compliments other community needs and values?
- What are the specific strategies and actions the City can take to achieve its desired economic future?

Existing Conditions:

The largest sector of Buckley’s non-agricultural employment, 26.5 percent, comes from Educational and Health Services. This is in part because of the City’s largest employer, The Rainier School. It is followed by retail trade at 12.5 percent. The remaining categories of manufacturing, finance, insurance, and real estate services, and arts, entertainment, recreation, & food each employ about 6 percent.

These numbers have a large margin of error depending on the information sought. Because of its low population, Buckley’s numbers are reviewed every five years rather than every year for larger cities.

Table I details approximate employment levels in selected occupations.

| City | Retail trade | Manufacturing | Finance, Insurance, & Real Estate | Educational & health services | Arts, entertainment, recreation & food |
|----------------------|--------------|---------------|-----------------------------------|-------------------------------|--|
| Buckley | 12.5% | 6.2% | 6.7% | 26.5% | 5.7% |
| Bonney Lake | 13.4% | 16.7% | 6.1% | 15.7% | 8.5% |
| Enumclaw | 9.6% | 11.2% | 6.3% | 24.1% | 9.5% |
| Pierce County | 12.1% | 10.2% | 6.1% | 21.5% | |

Source: Department of Revenue, <http://dor.wa.gov/content/aboutus/statisticsandreports/TID/StatisticsReports.aspx?query=qbrnaics>

The comparison with nearby cities and the county shows that Buckley’s employment in:

- The finance, insurance, and real estate employment is similar to others.
- Our educational and health care services employment is greatest.
- Manufacturing and Arts are the lowest.
- Retail trade is on par with Pierce County.

Economic Strategy:

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 lifestyle and protect its natural amenities. The City is committed to ensure components that contribute to its quality of life (affordable housing, natural environment, good schools, efficient government and infrastructure) are available for residents and for future generations. These factors can also help the City to attract, retain and stimulate growth of local businesses. A strong tax base is essential to the City’s ability to deliver necessary public services and maintain infrastructure to serve the needs of the community. In order to establish a sustainable economy, this Comprehensive Plan recommends the following actions:



- The City should promote existing businesses and concentrate new business development along the River Avenue corridor (Rainier Gateway Center), Main Street, and the Highway 410 corridor.
- The City should establish recreational infrastructure to attract tourism to Buckley. Despite its proximity to Mt. Rainier National Park and the presence of recreational vehicle

services, Buckley lacks the services and amenities for national park visitors, such as outdoor equipment outlets or a campground. Buckley is one of a few “Gateway Communities” in the Carbon River Corridor to Mt. Rainier and should attract a tourist base.

Other recreational projects include developing activity access points to the White River and completing the non-motorized Foothills trail, which will connect Buckley with South Prairie, Wilkeson, and Carbonado to the south, and with Orting and Puyallup to the west. The Park Element identifies the shoreline trail with park-like amenities as a priority for the city.

The City acknowledges that costs and benefits may be associated with economic activity. The costs include the direct provision of additional government services and also maintaining adequate infrastructure. Fiscal analysis that weighs the costs and the benefits of growth should be considered when developing regulations and procedures. Also, since future economic trends cannot be predicted with precision, economic policies and regulations should remain flexible.



GOALS & POLICIES

Goal 3.1

Promote, develop, and enhance a strong and sustainable economic climate.

Policy 3.1.1

Focus on the health of existing businesses through public awareness campaigns and local business promotions.

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.

Policy 3.1.3

The city should provide a visitor or information center to attract and capture destination and pass-through tourist dollars.

Policy 3.1.4

The city should provide brochures that highlight its landmarks, parks, businesses, and other places of interest.

Policy 3.1.5

A park kiosk should be placed in a plaza near Main Street for business owners to use.

Policy 3.1.4

An over-the-street banner sign should be placed near SR 410 to display special events.

Goal 3.2

Promoting the economic climate should include all or some of the following actions:

Policy 3.2.1

Home-based businesses should be encouraged when they are compatible with residential neighborhood character.

Policy 3.2.2

Tourism should be enhanced by advertising Buckley's small-town attributes.

Policy 3.2.3

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



Policy 3.2.4

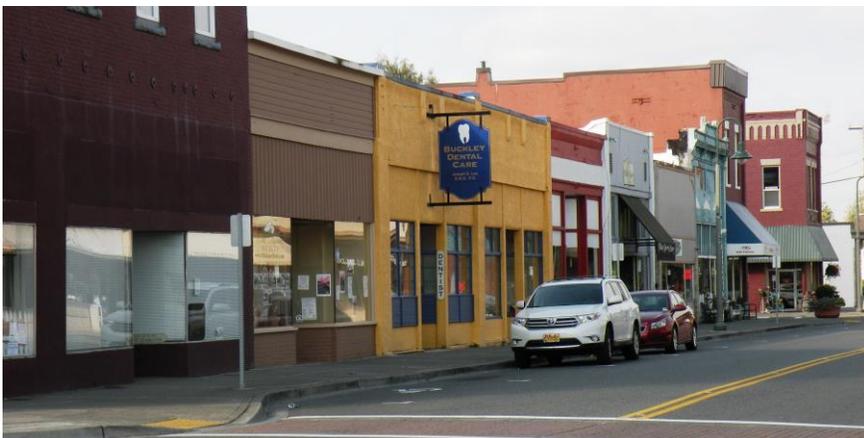
A multiple tenant sign at the corner of Main and SR 410 should be installed to advertise the Main Street shops. An attention-getting structure, such as an archway over Main Street or the structures as proposed in the UW master class master plan should be installed.

Policy 3.2.5

Support installation of signs at our three city entrances that advertise the types of businesses that are available.

Policy 3.2.6

Partner with the business community to assist in the development and maintenance of signs for businesses within the Main Street downtown core.



Policy 3.2.7

Improve street signs at each intersections so that street names are obvious to travelers, such as large green signs over the highway.

Policy 3.2.8

The city should pave, sign, and advertise public parking areas for business activities.

Policy 3.2.9

The city should provide an information center within the city, such as in the museum, that qualifies for a brown, state tourist sign, and pay the annual fees for the sign.

Goal 3.3

Enhancing the economic climate should include all or some of the following actions:

Policy 3.3.1

Improve business signs at the end of the SR 410 corridor and at the intersection of SR 410 and Main Street.

Policy 3.3.2

The city should use marketing themes such as trains, logging, farming, and/or elk in art, architecture, and amenities at parks.



Policy 3.3.3

“Magnet” events, or special events that draw crowds, such as the circus, should be sought out and advertised well in advance of the event. Banner signs over Main Street or at the Logging Grounds could be used.

Policy 3.3.4

Maps of local points of interest in and around Buckley should be available for business owners to hand out; the maps should contain business advertisements and locations.

Goal 3.4

Developing the economic climate should include all or some of the following actions:

Policy 3.4.1

Jobs and businesses that are compatible with the community should be identified and programs developed to attract these jobs and/or programs to Buckley.

Policy 3.4.2

Business-friendly environment should be strengthened by attracting business trainers from experts such as from the Metropolitan Development Council in Tacoma and/or by offering economic incentives for businesses to do well.



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.



Policy 3.4.4

The city should recreate the train depot or allow a building in the form of a stage coach or train car to serve as a commercial site.

Policy 3.4.5

Transportation and trail systems should serve to enhance the city’s economic health.

Goal 3.5

Define and use the city’s small-town attributes.

Policy 3.5.1

The city’s “small-town attributes” include at least the following: walkability across town, walkability to food, pharmacy, and businesses, residential porches facing street fronts, and large picture windows in businesses along Main Street. Providing pedestrian connections should be required as part of all development because these connections will promote pedestrian traffic to the business community.

Policy 3.5.2

Consider the city’s “small-town attributes” when legislating or permitting may affect one of these characteristics.

Policy 3.5.3

Consider the city’s “small-town attributes” in the design and of and review of how businesses function. Site plan reviews should include a review of vehicle and pedestrian flow, pedestrian and/or open space amenities, vegetative screens around parking lots, storefront windows along the street, and buildings closer to the highway separated by only two rows of parking.



Policy 3.5.4

The design of new developments and redevelopment projects should reflect and preserve Buckley’s small-town appearance and historic uses such as agriculture, trains, and logging.

Policy 3.5.5

Uses in the downtown historic district should include only commercial with an emphasis on retail, except on the upper floor(s).

Policy 3.5.6

Downtown buildings that must be upgraded to meet current building codes should use the International Existing Building Code, which is designed for historic buildings.



Goal 3.6

Recreational infrastructure that shows off the city's natural features should be used to enhance its economic development.

Policy 3.6.1

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

Policy 3.6.3

The city should reduce permit submittal requirements for businesses that serve the need of the outdoor enthusiast market, such as bike shops, camping stores, sporting goods, and ski shops. Minimal requirements should include traffic impacts, drainage, and pedestrian access.



Policy 3.6.4

The city should pursue grants and partnerships to create and enhance natural amenities both in and around Buckley and promote outdoor activities, such as trails, campgrounds, river rafting, and so forth.

Goal 3.7

Ensure regulation balances economic growth with the quality of life and the environment.

Policy 3.7.1

Recognize and consider the economic, social, and environmental impacts upon the community of proposed legislative actions prior to formal adoption.

Policy 3.7.2

Because industrial and major commercial uses are compatible, they should be in the same vicinity and, inasmuch as possible, buffered from residential zones in the city.



GOAL 3.8

Expand and diversify funding sources to achieve economic goals.

Policy 3.8.1

Identify potential funding sources for economic development through existing federal, state, and non-governmental organizations.

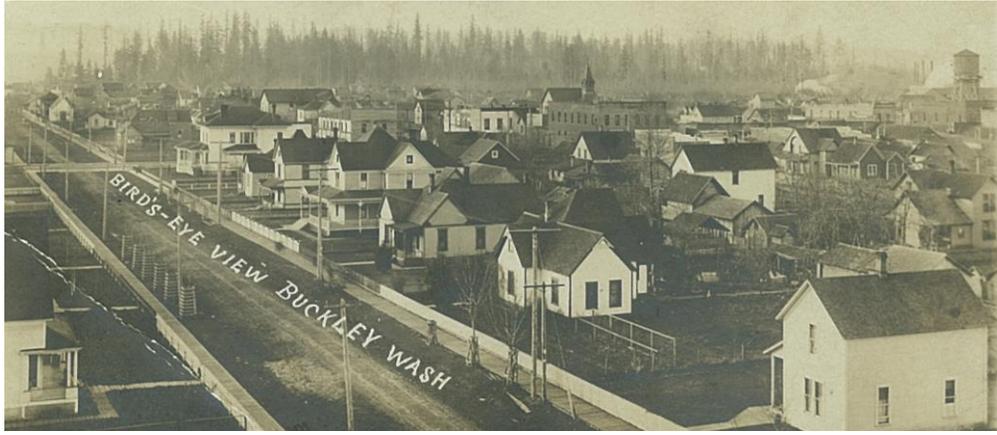
Policy 3.8.2

Ensure that the funding options pursued are specific to the projects that the city intends to develop.

Policy 3.8.3

The city should attract a diverse set of businesses to maintain a constant level of business trade.





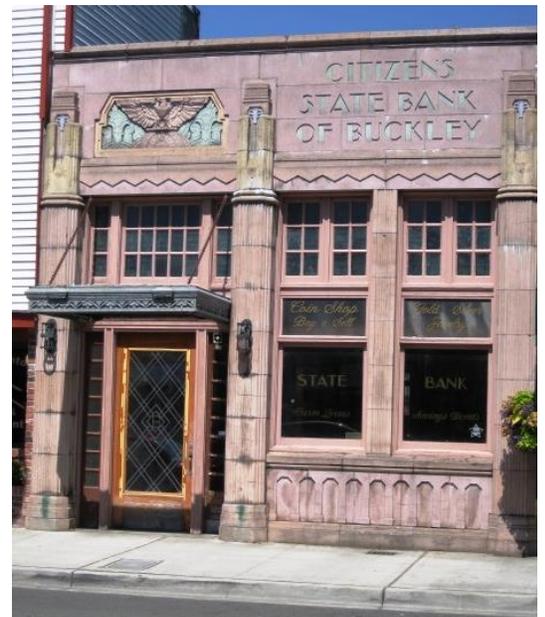
4 Urban Design

Introduction

As one of the oldest communities in Pierce County, Buckley is unique in the region for its small town character and historic and recreational resources. The farmland that surrounds the city isolated it from extensive physical expansion and intense commercial development.

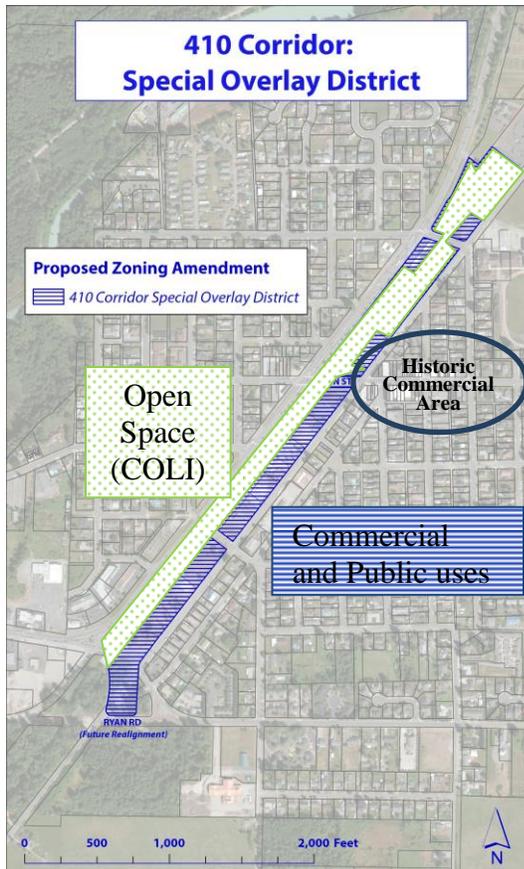
Looking towards the future, Buckley confronts the challenge to preserve its unique character while accommodating economic and population growth. Incorporation of an urban design strategy within the policy framework of Buckley's Comprehensive Plan will help guide the City in its efforts to preserve and enhance Buckley characteristics that create special places where people want to be, places that are different from all other places.

Urban design considers the way buildings, streets and the spaces between them relate to one another with the goal of creating a vibrant, welcoming urban environment. Thoughtful urban design can help tie different areas of the city together visually and functionally. Urban design can help establish Buckley as a niche destination in the region—one that draws people to the city looking to experience the town's unique small town and historic atmosphere, and to take advantage of Buckley's proximity to recreation opportunities.



The quality of the built environment affects how people use space. For example, one rarely finds a small, cozy sidewalk café adjacent to a freeway or large parking lot. People are generally more comfortable in public places where they feel welcome and safe. The built environment also mirrors cultural values because when street networks isolate people from one another, community bonds weaken. This element attempts to reinforce positive social interaction by maintaining Buckley's small town character.

The Urban Design Element of Buckley’s Comprehensive Plan is to guide the City in creating a more cohesive physical, economic, and social environment, and to help sustain and enhance quality of life in the context of future growth.



Existing Conditions:

Buckley is a town divided physically by a state highway, SR 410, which is at times difficult for pedestrians to cross. Businesses are divided into three basic areas: the west side between the intersection of SR 410 and SR 165 and Mundy Loss Road, the commercial area on the west side for SR 410 as it turns north, and the historic downtown commercial district. The west side is generally used for heavier commercial uses and industrial businesses, the central commercial area next to the highway contains strip malls and lighter commercial uses. The historic commercial district is used for various retails and services.

Residences are prevailingly single family residences with duplexes and accessory dwelling units intermixed.

In 1991 the City of Buckley adopted design guidelines, which identify two key districts: the

Downtown Review District; and the Highway Review District Each area 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.

In 2013, the city asked the University of Washington Urban Studies Master Students' Master Class to review the 2004 plan for the area bounded by SR 410, River, Main Street, and Ryan Road. During the initial visioning process as well as in the public processes with the UW master students, 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.



Using an aerial and blocks, the students created an “as is” representation of the subject area.



One design used a large shape of buildings at the intersection of SR 410 and Main Street.

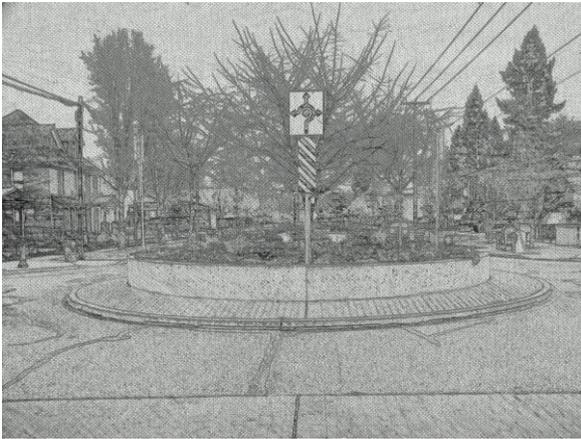
The other, below, features shorter buildings and a bridge across SR 410.



Using the same aerial and more blocks, participants created at least two different “design-scapes.”



The Foothills trail was identified as "the new main street" in the city because of its constant use. The trail will continue in the near future across the river to Enumclaw, and Pierce County is scheduled to complete the missing pieces of the trail from Buckley to South Prairie in 2015.



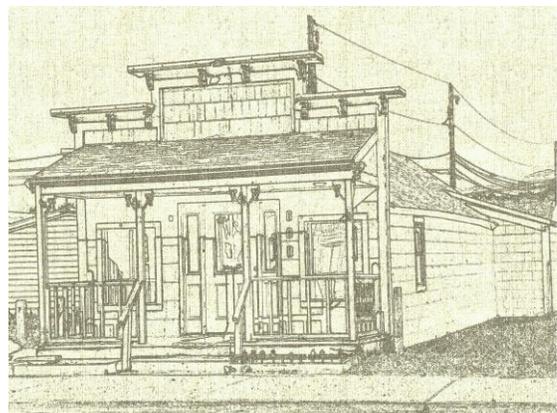
As stated in the 2005 comprehensive plan, focusing on Buckley's identity will strengthen its sense of place, and project a distinct regional image for the town. This should also help foster community pride and increase Buckley's role in the regional tourist economy. Any theme Buckley chooses to guide its development should also reflect the town's values, history and proximity to the natural environment, as well as its perceived future.

To recognize its past, historic buildings are important as they give Buckley a sense of identity as well as history. These buildings are community treasures, they mark some of Buckley's most cherished places and offer a unique perspective to the town's past. Marking and restoring historic buildings would reflect community pride and ensure they will remain for future generations to enjoy.

Urban Design Strategy:

Thoughtful urban design has the potential to improve functionality as well as aesthetics. Good urban design is more than just beautification; it acts as a catalyst to improve economic vitality, public safety, and sense of community.

The trail represents an untapped resource for the revitalization of Buckley's commerce. Through attention to the relationship between the trail and downtown, the commercial development of the trail may serve as a catalyst for the economic revitalization of the downtown. The intersection of the trail and Main Street, the nexus between two of Buckley's most important economic and recreational corridors, stands to unite two vital urban functions.



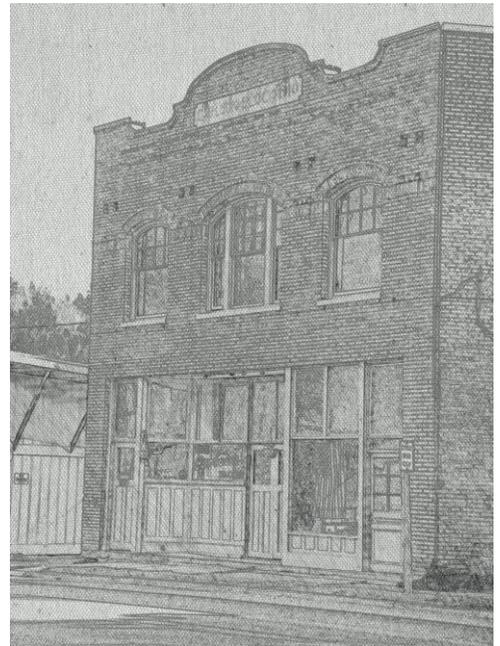
In the Buckley downtown, a thriving economy and a vibrant social atmosphere will go hand in hand. Urban design improvements can create a place where people want to visit and linger, and thus a place where businesses can succeed. Urban design will be a key element in helping to revitalize the downtown as the social and commercial heart of Buckley.

To best achieve this goal, particular emphasis must be placed on the experience of the pedestrian. A pedestrian-friendly commercial area will differentiate Buckley as a destination from other nearby automobile-oriented cities, and thus, will ensure the kind of face-to-face human interaction that is vital to a healthy community. When people travel outside their cars, social interaction is much more likely, and community bonds are strengthened. Additionally, non-

motorized transportation options greatly expand the opportunities of those who cannot afford a car, or cannot drive.

Giving people the option to travel in Buckley without the use of a car has the potential to improve the physical, economic, and social health of the community. Physical health can be improved through the increased activity associated with non-motorized transportation. Creating better non-motorized access to commercial areas will also help bring more local customers to Buckley businesses.

Buckley is faced with the challenges of encouraging economic growth and accommodating population growth within the city, while at the same time trying to preserve the City's unique small town character. As outlined in the following goals, policies, and objectives, the urban design strategy is to emphasize, accentuate, and highlight the city's unique features that set it apart from surrounding localities.



A major task in the City's urban design strategy will be developing commercial design guidelines that complement redevelopment.

Another task is implementing guidelines and other zoning regulations that call for physical and thematic connections between different areas of the city. The urban design strategy is intended to support the goals contained in other elements of the Comprehensive Plan.

URBAN DESIGN GOALS AND POLICIES



Goal 4.1

Enhance the built environment to promote the economic and social vitality along the main street commercial core.

Policy 4.1.1

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

Policy 4.1.2

Enhance street appeal with amenities such as: News kiosks, Lighting, Water fountains, Trees/planter boxes, Pavement treatments, Street names, and Facade improvements.

Policy 4.1.3

Enhance business vitality through storefront visibility and transparency and by allowing commercial activity to spill out onto the sidewalk. New construction should have large picture windows to show off merchandise inside.

Policy 4.1.4

Develop mixed-use buildings with housing above commercial space.

Goal 4.2

Strengthen the relationship between the trail and downtown.

Policy 4.2.1

Install additional signs to indicate attractions in downtown.



Policy 4.2.2

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

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.

Goal 4.3

Foster Buckley's role as a destination point by enhancing the town's visibility and identity.

Policy 4.3.1

Develop a way-finding system that highlights historic landmarks tourist facilities, pedestrian corridors and other places of interest in the downtown area through the use of signs and kiosks.

Policy 4.3.2

Develop a common 'design theme' that is related to Buckley's history and natural surroundings to guide the development of new residential neighborhoods, public art pieces and way-finding systems.

Policy 4.3.3

Develop a visual marker on SR 410 to serve as a gateway to Buckley, with an emphasis on travel from Enumclaw.

Policy 4.3.4

The city should require pedestrian-scale signs that create a place where people feel welcome.

Goal 4.4

Enhance the potential for non-motorized transportation options throughout Buckley.

Policy 4.4.1

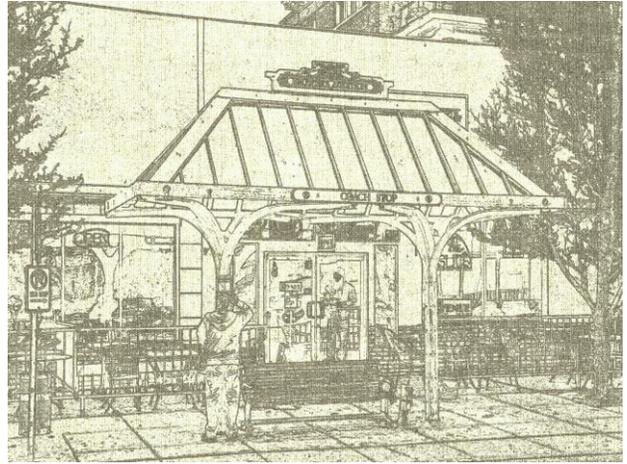
Develop a plan for walking and/or biking trails to encourage connectivity between adjacent residential subdivisions, and between residential areas and the downtown core.

Policy 4.4.2

Ensure that all new development provides adequate pedestrian and bicycle infrastructure, such as sidewalks, crosswalks, bike paths, and bike racks.

Policy 4.4.3

Eliminate barriers to pedestrians such as dead ends, unnecessary fences of overgrown vegetation, and create dedicated connections such as permanent paths or stairways.



Policy 4.4.4

Improve existing pedestrian and bicycle infrastructure by installing sidewalks, crosswalks, bike lanes, and bike racks where needed.

Policy 4.4.5

Provide safe and convenient pedestrian linkages across SR 410 through the use of signalized crosswalks or a pedestrian bridge.

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.

Goal 4.5

New development in the City of Buckley should strengthen the small town character and foster community interaction.

Policy 4.5.1

Use Building design that relates to the street through design elements such as building setbacks and front porches.

Policy 4.5.2

Encourage alleys when developing extensions of the street network to screen from view overhead wires, parking structures, and other visual blight.

Policy 4.5.3

Encourage compact grid street patterns rather than dead ends or long blocks that are more typical of modern subdivisions.

Policy 4.5.4

Where dead ends exist, encourage pedestrian paths and “cut throughs.”

Goal 4.6

Identify and preserve buildings with unique historic character.

Policy 4.6.1

The city should inventory buildings with unique architectural and historic character within the city.

Policy 4.6.2

The city should develop design guidelines to guide renovation of historic buildings and new development adjacent to them.



Encourage pedestrian paths and ‘cut throughs’ where dead ends exist.