CITY OF BUCKLEY
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Design Guidelines

Acknowledgements

Based on the work prepared by Buffalo Design Inc. and done by the City of Buckley, Washington, October, 1991, by the City Council and Architectural Review Board consisting of members Mayor Kathleen Sandor, Meagan Rhoades, Gary Brevik, Gene Smith, Les Holly, Marty Sandor, Jerri Dever, Pat Johnson, Gary Raihl, Laverne Harris, Ann Gibson, Zoe Krieger, Martha Olsen, and Irene Vanderhoof, with assistance from the Foothills Historical Society

The work was updated in 2008, and is updated again in 2016, following work by AHBL, and review and updates by the planning commission and city council.

Update this page.

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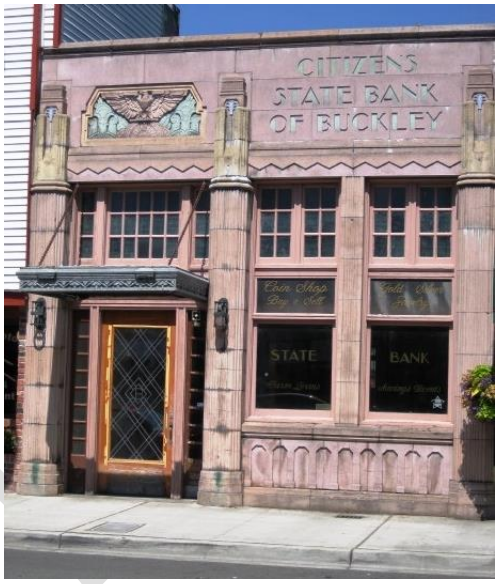
I. Welcome

I.A Introduction

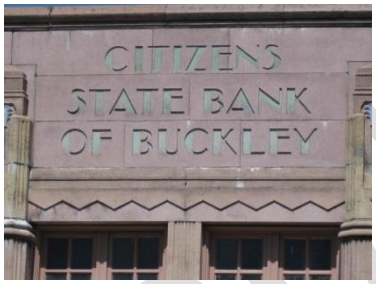
The city of Buckley, originally named Perkin's Prairie in 1882, is one of the oldest Pierce County communities, and it has long been a crossroads of activity for railroad, lumber, agriculture and mining interests. Traces of each industry are still present in the buildings and streets of the city.



The plateau on which Buckley is sited was an early trading route through the Washington Territory, with the Naches Pass Trail and Military Road passing through the area. Later, in the 1880's, the Northern Pacific Railroad established a siding at White River as a part of the transcontinental rail link to the east coast.

Recognizing that the railroad had the potential of securing more business interests, the town was renamed Buckley in 1888 for a division superintendent of the railway. Buckley was incorporated by the electorate in 1889.

Although the anticipated railroad boom never full materialized, the town was physically shaped by the railway. Especially at River Avenue, Ryan Road, and SR 165, irregular angles on the dominant street grid have created confusing intersections. Simplifying this intersection has been an on-going project.



Through the late nineteenth and early twentieth centuries Buckley grew slowly, remaining somewhat isolated from communities in the valley below. The town served as a local center of trade for farmers and loggers.

The business district, gutted by fire in 1892, and again in 1923, began to replace its simple wood framed storefronts with brick and cast iron buildings, taking on the appearance of an established, permanent city. Many of these buildings are good examples of the commercial architecture of the day.

As the influence of the automobile grew after World War II, and the markets and services in Tacoma and other towns became more accessible, Buckley's downtown came under increasing economic pressure. Suburban supermarkets built in larger, adjacent towns in the fifties and sixties brought difficult times to downtown business, the traditional hub of community life.

In the seventies and much of the eighties, Buckley's relatively remote location surrounded by farms, helped keep it insulated from the suburban sprawl that blurred the identities of other small towns in Western Washington. However, as the population of Pierce County

increases and farms are sold for other uses, this insulation is beginning to disappear. Change is inevitable.

In 1982 the Burlington Northern Railway ended service on the tracks, and the railroad bed was acquired by the City and Pierce County forming the Foothills Trail. The 25-mile-trail has become a popular recreational destination for bicyclists, horse enthusiasts, and hikers. The trail currently consists of 15 miles of paved non-motorized trail from South Puyallup to South Prairie, with a two mile paved section in Buckley. Plans exist to connect the Foothills Trial in Buckley to the main paved trail ending in South Prairie, as well as to continue north through the City to Enumclaw in King County.

The city of Buckley welcomes the opportunities this growth should make possible, but realizes it is important to maintain the character and quality of life, as well as maintaining the environmental biodiversity that make the city a desirable place to live.
Buckley has established a Design Review Committee charged with the review of proposals for restoration and new development in key districts, and in other areas as directed by the City Council. Proposed projects submitted in the Design Review Committee must meet the development standards outlined in the guidelines.

The 2005 Comprehensive Plan identified recreational aspects of the community as being a key to promoting economic development.

The SR 410 railroad right-of-way corridor, bounded by River Road to the southeast, SR167/Ryan Road to the southwest, and Park Avenue to the northeast, is referred to as the Rainier Gateway Subarea Plan has received close attention in the last few years. In 2013 students from the University of Washington, after careful consultation with the community through surveys and meetings, presented ideas for the Rainier Gateway, as well as proposing development of parks' land. These ideas were an extension of the 2005 Comprehensive Plan.

Buckley's 2015 Comprehensive Plan, building on the 2005 plan, offers guidelines to bring the city of Buckley through the 21st Century, developing the city without losing its small town character.

I.B Purpose.

While the city of Buckley welcomes the opportunities this growth may make possible, it is important to maintain the character and quality of life that make the city a desirable place in which to live.

To this aim, the City established a Design Review Committee. This panel is charged with the review of proposals for restoration and new development in these key districts and in

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other areas as directed by the City Council. Proposed projects submitted to the Design Review Committee must meet the development standards outlined in these guidelines.

I.C Regulation and applicability.

The following Design Guidelines illustrate the architectural features that are important to maintaining the character of the business district and to establishing an appropriate identity for the town as it grows. *The guidelines are to be applied to all new construction, reconstruction, and changes of use from residential to commercial. Except for multifamily residences, no residential structure that is continuing to be residential need to conform to these guidelines.*

I.D. Unifying Elements.

Each district of the city should reflect an aspect of this city's personality. In the comp plan it's called the "small town character." It is the character of the city that says it's friendly and people are welcome as they are, that we're proud of our history, and that we care about one another. This character needs to be shown in each development through the choice of color, style, landscape, and roof form. Signs can also communicate a town's personality and the type of sign used for each development should be designed with care to further the city's character. Each district will be different.

II. *Design* Approach

II.A Introduction.

The character of Buckley's buildings is based on the city's development as a working community with ties to farming, lumber and railroad. Its commercial buildings are well constructed and are interesting not because of elaborate ornamentation, but for their history, craftsmanship and proportion. Buildings outside of town have always been utilitarian structures that stress strong, simple, functional forms over decoration. It is not the intent of these guidelines to introduce a clever theme or arbitrary style to the city, but rather to promote the honest restoration of existing structures and the construction of new ones in a manner that is in keeping with the history and spirit of the community.

II.B Purpose.

To coordinate future development the City of Buckley has, through ordinance, established a Design Review Committee made up of three City Council members. Any and all exterior construction, reconstruction or remodeling of any structure, excluding single family dwellings, within the two Design Review.

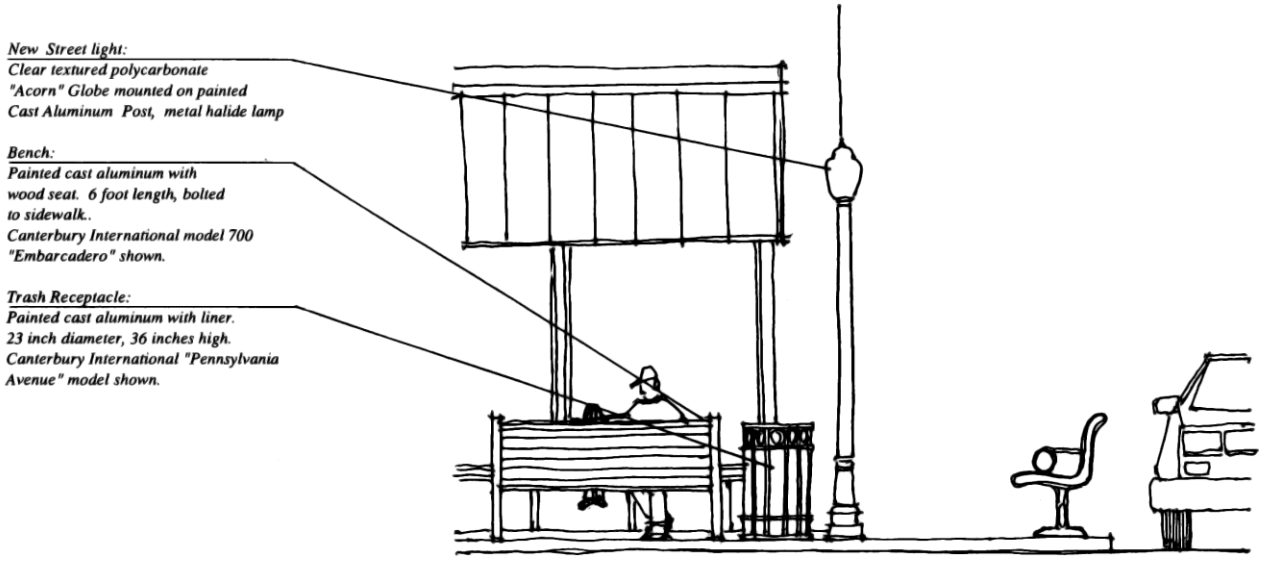
Districts established by the City Council must be reviewed and recommended for approval by the Design Review Committee as a part of the building permit process.

II.C Regulation & Applicability.

1. **General regulations.**

   General regulations are found in the Buckley Municipal Code (BMC). These regulations include and are not limited to the following:

   a. *A building height of 35 feet (BMC 19.20.010(2)); these guidelines may specify the minimum and maximum number or height of stories for each design area;*
   b. *Setbacks and lot coverage are specified in each zone's section (Sections 19.20.050 through .100, BMC);*
   c. *Permitted and conditional uses are listed in BMC 19.20.130;*
   d. *Parking requirements are addressed in Chapter 19.28 BMC;*
   e. *Landscaping is addressed in Chapter 19.29 BMC; and*
   f. *Signs are addressed in Chapter 19.30 BMC; signs are also addressed in these guidelines.*
   g. *Permitting is addressed in other sections of the Buckley Municipal Code and will apply to each application.*



Street Furniture

2. **Design review.**

   Applications within the design review areas for commercial, multifamily, and mixed uses must be reviewed by the design review committee (DRC) before issuance of a building permit. Other development that is subject to design review will include major repairs is described in the code chapters requiring design review (BMC 19.50 and 19.51). These

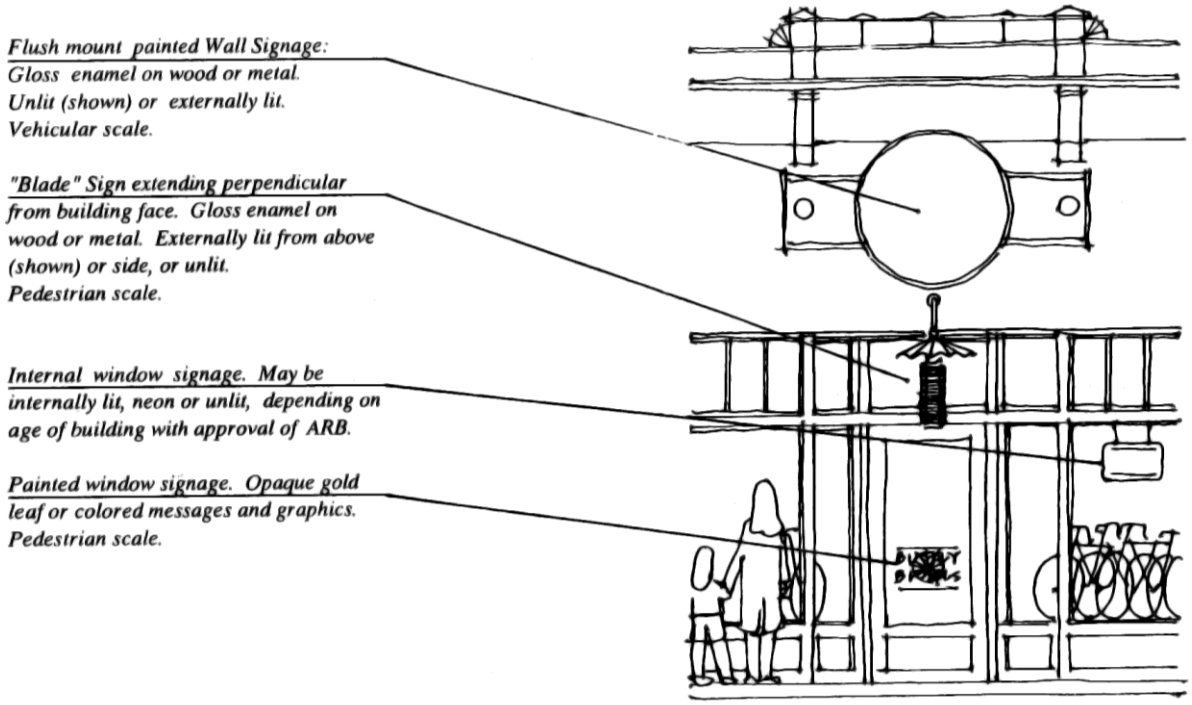
chapters define Buckley's Design Review Districts are ~~defined by City ordinance, and~~ *which* can be described as follows:

a. Downtown Review District.
   Includes Main Street and *is roughly bounded by the foothills trail* to the east side of the alley between A and B streets*, and from Park to Mason avenues*.
b. Highway 410 Review District.
   All property abutting the highway within the city limits in GC, CC, NMU, LI and P zones, and property in zones adjacent to these zones. *This area includes all properties abutting SR 410 in the CC, GC, NMU, LI, and P zones, and properties adjacent to these properties with development visible from SR 410.*
c. Gateway District.

3. Signs.

Signs are regulated both by this document and Chapter 19.30 BMC. The regulations common to each district are as follows:

a. All signs shall comply with Chapter 19.30 BMC and these design guidelines.
b. Sign colors shall be compatible with the colors and materials of the building façade and as described in these guidelines.
c. Signs shall not obscure key architectural elements, doors, or windows.
d. Simple shapes are preferred over complex geometries.
e. Signs shall be professionally designed and constructed with high-quality materials.
f. Signs on adjacent storefronts shall be coordinated in height and proportion and designed to unify the street elevation.
g. Sign structure shall be designed to complement the sign and not clash with or overwhelm it. Attachments to building materials shall not permanently damage any architectural ornament or feature and shall avoid damaging bricks or masonry.



4. **Submittal Requirements & Review Criteria.**
   Submittals to the Design Review Committee for proposed new construction and remodeling projects within these zones must be made in the following format. Incomplete submittals may not be reviewed.

   a. The review body is either the Design Review Committee (DRC), or for minor projects, such as signs in the SR 410 district, the city planner.
   b. The applicant should show substantial compliance with appropriate elements of the design guidelines.
   c. General Requirements
      All drawings (each sheet) must contain the following information:
      1. Project Name*, file number of associated site plan review, if applicable*;
      2. Project Address *and parcel number;*
      3. Date*, and an area for revision dates; and*
      4. Name, address, *e-mail address, contact,* and phone number of firm responsible for drawings.
      5.
      6. North Arrow
      7. Drawing scale: site development plan to be drawn at 1”=20’ or 1”= 30’-0.
      8. Existing buildings to be removed or retained.
      9. Major landscape features existing and proposed.
      10. Existing and proposed topographic contours at 2’-0” intervals.
      11. Existing streets and roads on or bordering property, including curb lines and sidewalks.
      12. Existing buildings and features within 100 feet of subject property lines.
      13. Exterior lighting location and types including mounting heights
      14. Exterior sign locations and types.

5. **Application Information.**
   Please indicate the following information on the design review application or on a the elevation drawings:

   a. Area of proposed structure *in square feet by floor*.
   b. Lot coverage of structure *(please state lot size in square feet)*.
   c. Lot coverage by impervious surfaces.
   d. Building height *(please indicate the height of the highest part of the highest gable and the height as measured in accordance with the building code)*.
   e. Number *and location* of parking spaces.
   f. Area, *location, and depth* of landscaping.
   g. Landscaping Plan.
      A landscape plan meeting the requirements of BMC 19.29 should be submitted with the site plan review, but it may be deferred until design review or toward the end of construction, if the DRC has sufficient information about the general design and intent of the landscape design.

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1. Extent and location of all plant materials and other landscape features. Label individual plants or include a planting legend.
2. Proposed planting materials drawn to scale at mature sizes and indicating spacing. Indicate mature heights.
3. Species and size of existing planting materials to remain.
4. Location of water outlets or schematic irrigation system plan.

h. Exterior Building Elevations:
   1. Architectural drawings at 1/8”=1” or ¼”=1” *Building elevations are to be labeled with directional views (north, south, etc) rather than “front” or “right.”*
   2. Indicate doors and windows, architectural details, materials and finishes.
   3. Note existing and finished grades, base elevation and elevation of highest projection of building.
   4. Provide color and exterior material samples *of the proposed color pallet.*
   5. ~~Indicate sign to be located on building.~~ *Illustrate on the plans the likely location(s) of any sign, whether on the building (façade) or on the site (monument)*

i. Architectural Details:
   1. Details drawn to scale at appropriate sizes for all ornament, exposed structural systems and other details as required to describe proposal.
   2. The Design Review Committee may require addition drawings of submittals for specific projects. Additional submittals are required for building and fire department approvals.

III. Downtown review district

III.A Introduction.

The downtown review district contains a mixture of commercial, public and residential properties. Its buildings include the well-defined commercial core on Main Street.

III.B Purpose

These redevelopment *design* guidelines apply only to commercial and public structures. Single family residences are not subject to review unless they are to be converted to commercial use.

III.C Regulations

In the restoration of existing buildings downtown or construction of new structures, the elements that are most important to maintaining the architectural character of building on Main Street, as defined by these guidelines or required by the Design Review Committee, shall be maintained or restored.

The historic district contains two zones, which are to be regarded differently. While all historic buildings should be restored as much as possible, the emphasis for the city is to maintain the historic look of the downtown area. This would include colors, signs (including the lack of flashing neon signs), and ornamentation.

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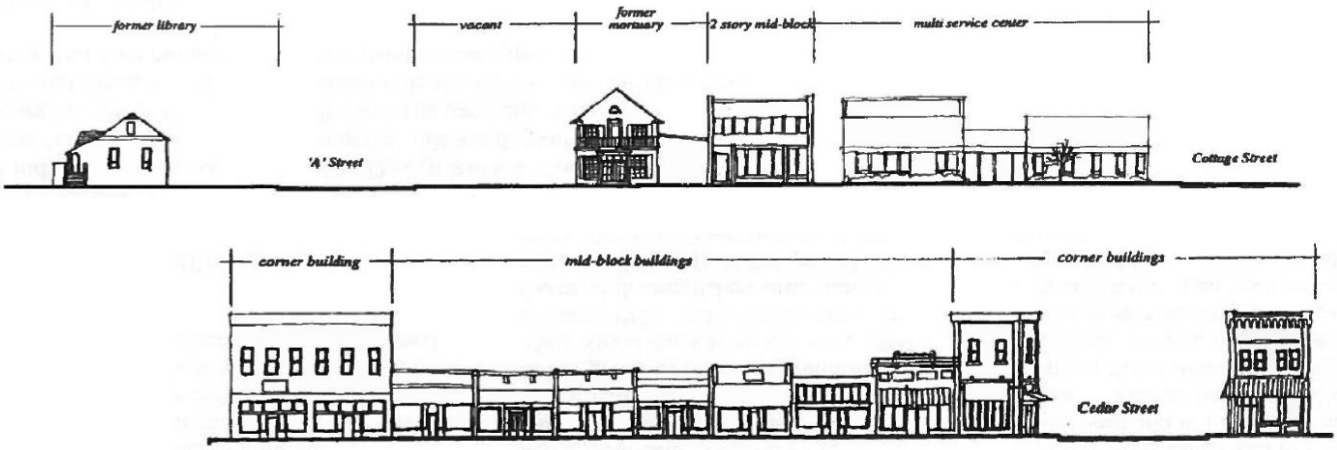
The area surrounding the historic core is called the Neighborhood Mixed Use zone (NMU), and is designed to serve as a buffer zone between the commercial and residential areas. As a



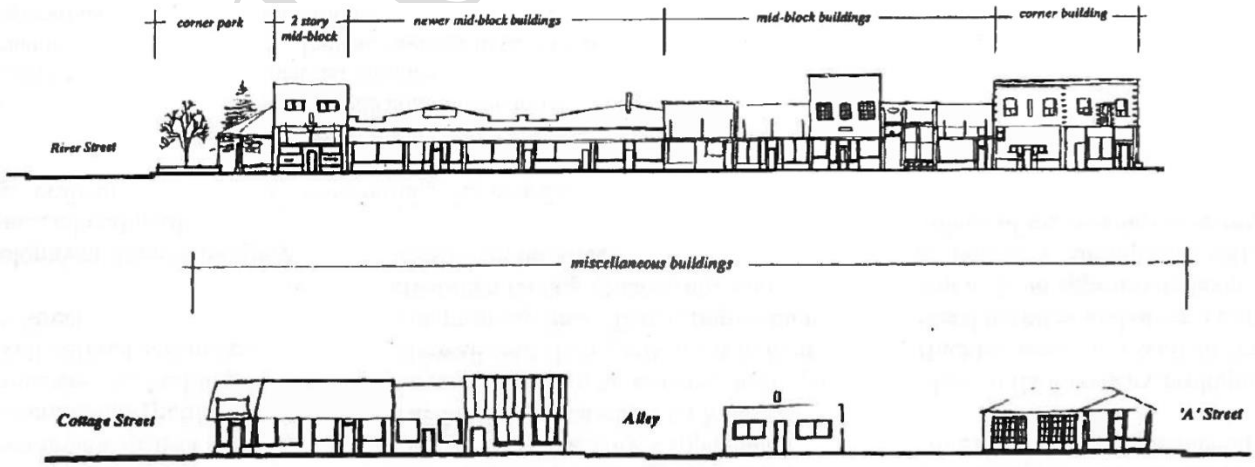
LOOKING SOUTH ON MAIN STREET

buffer, the architecture should reflect a portion of the historic requirements, but also reflect the designs of a single family neighborhood. The NMU zone currently allows single family residences as a permitted use, commercial uses, and commercial/residential uses.

1. **Main Street Buildings.**

The buildings of Main Street are of several types differing in age, style and importance to the City's appearance. The buildings that make up Main Street's core have no setbacks from the sidewalk and share party walls at their side property lines. This is important to creating a feeling of enclosure and identity on the street.

Main Street buildings are divided into types: corner buildings, mid-block buildings, and miscellaneous buildings. In the diagram above, you can see buildings on the south side of Main Street. Please note the characteristics on the corners and mid-block buildings.

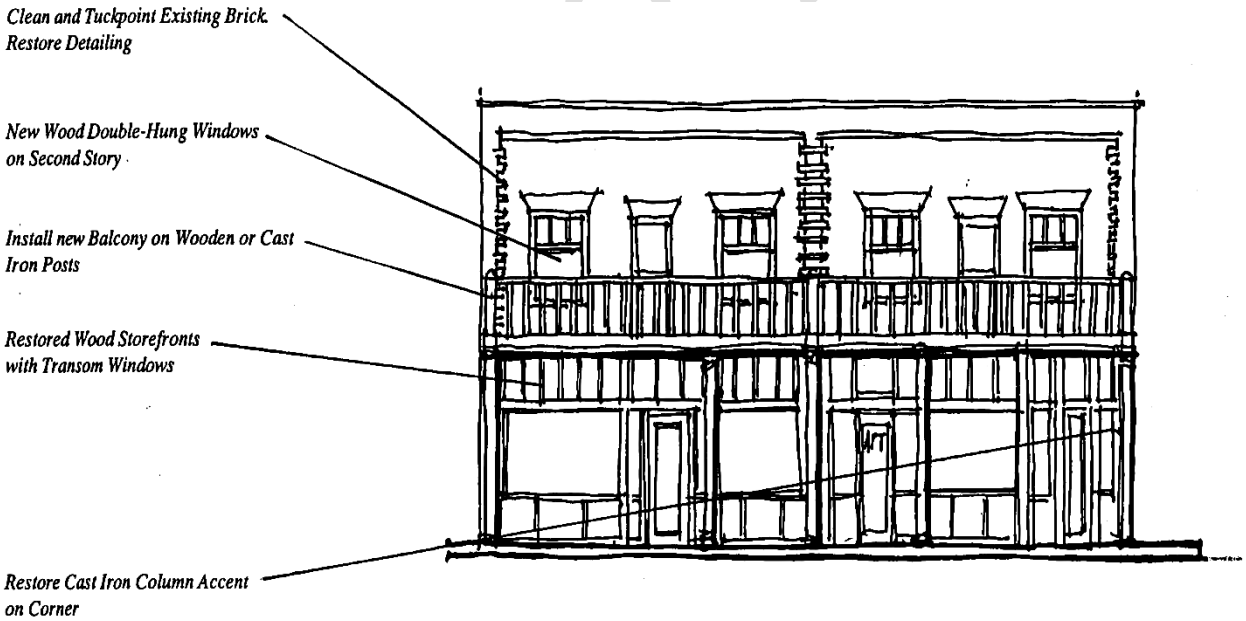


LOOKING NORTH ON MAIN STREET

2. Corner Buildings.

Some of the oldest remaining downtown structures are at the ends of each block. Typically they are unreinforced stone and brick, two stories tall with commercial tenants at street level and office or residential occupancies upstairs. These buildings add a great deal of character to Buckley, providing visual accents to define each major intersection. This oldest group of remaining buildings on Main Street dates from the early 1890's to about 1920, and contains many of the most distinguished structures in town. Buildings from this period reflect many elements characteristic of turn of-the-century architecture: traditional stone and masonry work, cast iron storefronts and stamped metal cornices.

Most of the two story buildings in Buckley were built with elaborate metal cornices and other ornamentation that adds an appropriate level of finish to their tops. Earthquakes and the effects of the weather have removed most of these details, but evidence of their overall architectural effect is visible in historic photos of Main Street and in commercial districts of similar age in other cities.



Example: Corner Building: 780-790 Main

In typical buildings of this period, cast iron was often employed to imitate stone work and to form structural elements such as lintels or columns. Many of these elements remain but have been covered or disguised by non-conforming materials. Other cast iron elements have often been removed. The corner buildings include the following features:

1. More than one story height, usually with commercial spaces on street level and offices or residential space above.
2. Traditional brick and stone construction, often with elaborate detailing.
3. Flat roofs with dominate cornices.

4. Cast iron storefronts or wood storefronts.
5. Wood sash double-hung windows.

These buildings are particularly important in providing definition to the corners and the end of blocks. It is their dominance at intersections that gives Buckley much of its character.

3. Mid-Block Buildings.

Between these larger structures are two groups of one-story commercial buildings, the groups being identified by age and type of construction. They are all similar in height, scale and detailing, and serve to tie the blocks together.

Many of these structures are as old as the corner buildings, but are more modest in scale and detailing; while not the first structures you notice on a walk down Main Street, they provide much of the detail and pedestrian scale interest that can give Buckley's shops their individuality. The mid block buildings share these elements:

a. Typical twenty-five feet wide, brick construction.
b. Usually a wood framed cornice on brackets was applied over the storefronts.
c. One-story, commercial or professional buildings.
d. Structure is less ornamental, with most of the detailing contained in storefronts and windows.
e. Storefront glazing is maximized to show off merchandise. Infill below the windows is usually wood, as are sash members doors.

Some of the mid-block buildings were constructed more recently and constructed of poured concrete or concrete block rather than brick. They lack the detail of the older buildings both in structural detailing and storefront interest. They do, however, provide visual continuity to Main Street. These buildings were built with economy in mind and are the second generation of structures in Buckley, built after the fire of 1925. They should be viewed as "background" buildings taking a backseat to their older, more ornate neighbors, and should not be ornamented to imitate them. It should, however, be noted that their infill function makes them an important part of downtown.

a. Single story, commercial occupancies.
b. Concrete or concrete block construction.
c. Very simple lines with no ornamentation.
d. Metal storefronts and doors that have replaced the original wood systems.

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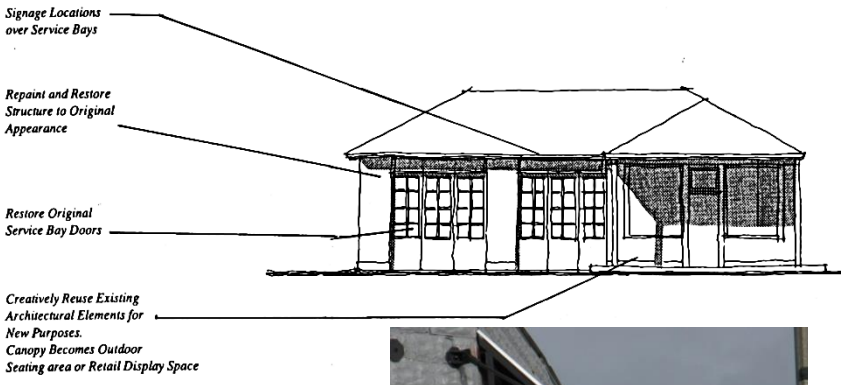
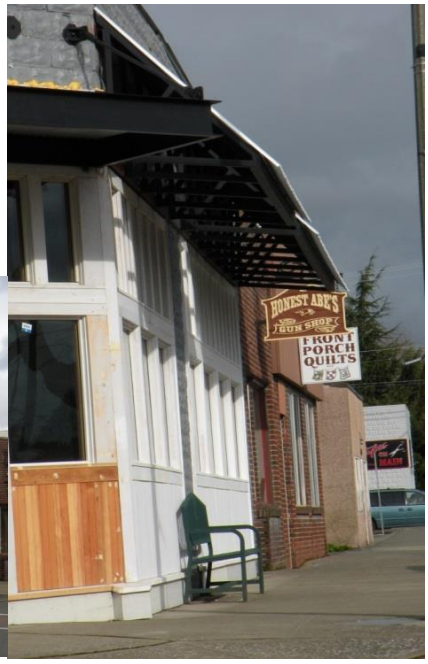
4. Miscellaneous Commercial Buildings.
The district contains several miscellaneous buildings with more individual characteristics. They exhibit a variety of roof forms, more variation in materials and vary greatly in age and use. Because yards and setbacks are introduced for parking, landscaping or service, these structures serve as a natural buffer and transition to the residential neighborhoods that surround the commercial center.

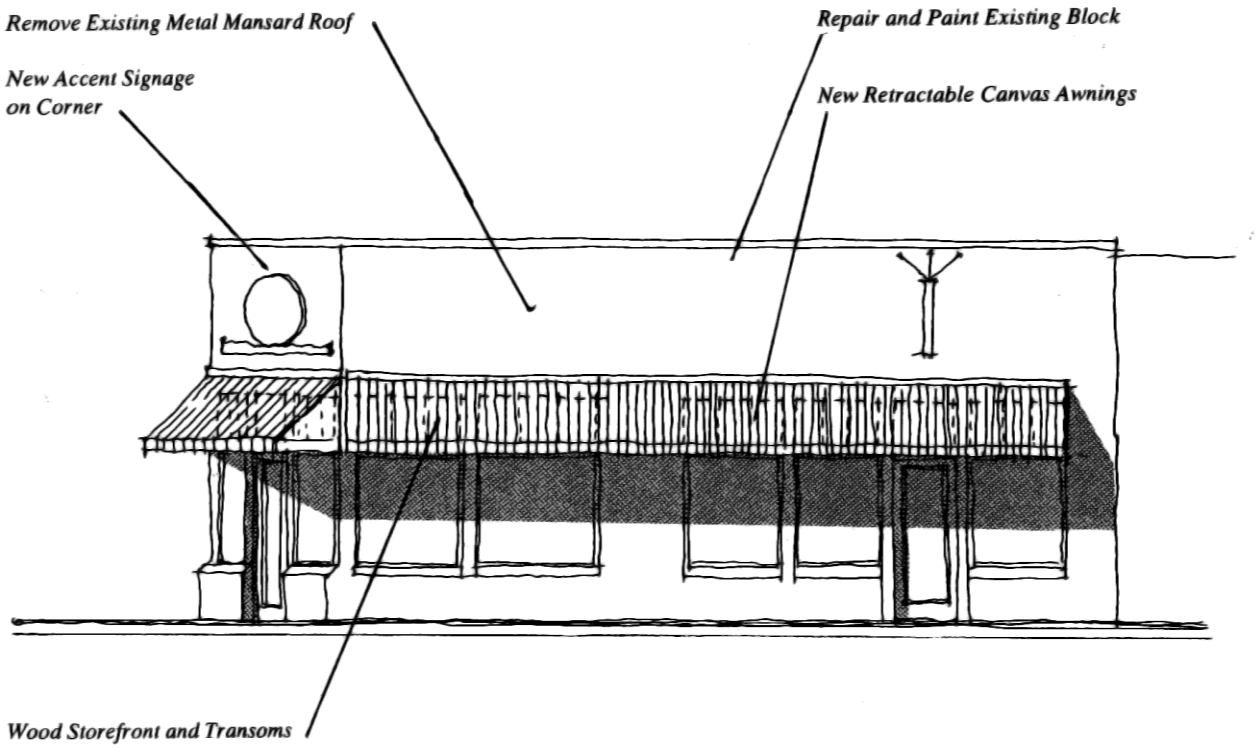
a. Former Methodist Church and Mortuary, 873 Main Street.
A dignified wood frame structure which was moved to its present site many years ago. Its history and formality earn it a place on Main Street.

b. Former Gas station at "A" Street and Main, 818 Main Street.
This type of gas station dates back to the forties and is becoming rare. The scale of the service bays, windows and roof forms make it good transition to the residential neighborhoods to the east.



c. Café, Offices and Laundromat on north side of Main, between 828 and 840 Main Street. These buildings provide some mid-block infill but are of such different materials from all other buildings in town that they should be dealt with





individually as "background structures".

d. City Multi-Purpose Building, 811 Main Street. On the site of the Old Buckley Hotel, this one story brick and wood public building was built in the seventies and was an attempt to reflect Buckley's rural setting. It is an example of roof forms, material, building siting and scale that do not contribute to the traditional personality of Main Street.

The architectural character of each shall be identified and maintained, with renovations planned to be true to the original construction, and subject to Design Review Committee approval.

Buildings that lack strong character shall be renovated to compliment the rest of the Downtown District without resorting to gimmicks or false ornamentation.

III.D. Architectural Design.

Restoration and renovation of Downtown Review District buildings *in the HC zone* shall be carried out in accordance with the following guidelines and as directed by the Design Review Committee. *Restoration or redevelopment in the NMU zones shall use a different set of standards, as set forth below.*

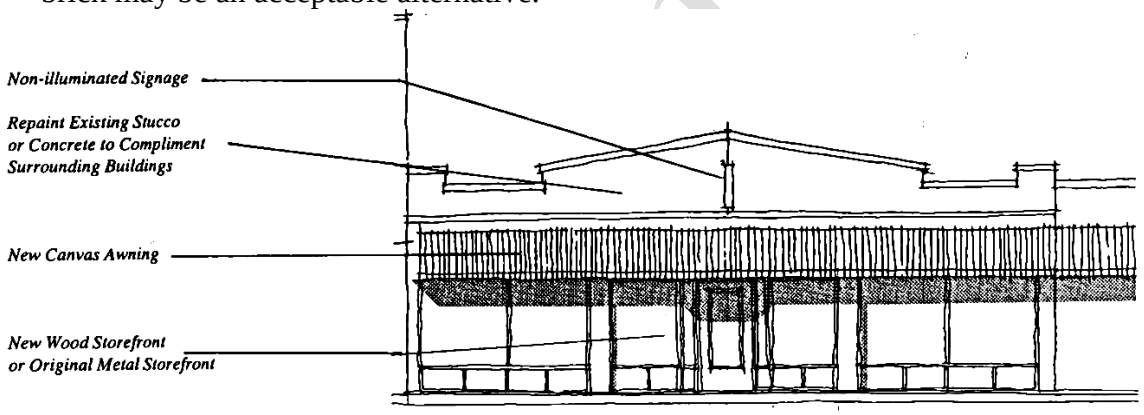
1. Masonry.

Non-original materials such as wood, metal or plastics are not acceptable substitute materials for original masonry walls.

b. Clean brick and stone with water and non abrasive cleaners that will not erode or change the surface of the material. Sandblasting is not acceptable.

c. Repaint brick and stone joints to match original grout profile. Repair cracks and replace non-conforming masonry work or other non-masonry materials with brick or stone that matches the color and dimensions of original materials

d. Most brickwork in Buckley was originally unpainted. Whenever possible, unpainted conditions should be restored. Use of high quality, low sheen sealers is acceptable. If repairs to brickwork are extensive or matching materials are not available, painting of brick may be an acceptable alternative.



Example: Newer Mid-Block Building

e. Perform seismic bracing without damaging or destroying original materials. The introduction of bolts and new structural supports on the building's exterior should be avoided or carefully planned.

f. Repair masonry cornices to original profiles. Substitute materials may be acceptable to achieve original visual appearances if structural or other construction constraints do not allow reconstruction in masonry.

2. Concrete or Stucco Exteriors:

Patch and repair as required. Remove any non-original materials such as wood or metal siding. Repaint to compliment natural brick structures.

3. Wood Storefront and Detailing:

Restore wood cornices and storefronts to original condition using historic photographs as a guide. Much of the character of these buildings lies in the quality and

proportions of the carpentry work and much pedestrian interest can be created through proper restoration.

4. Wood Window

a. Windows of this building type are typically taller than they are wide, in a 2:1 or 3:1 ratio. Upper transom panels are broken into individual lites that are vertically oriented. These proportions as well as the size and thickness of sash and mullion members are to be maintained or restored to original appearance.

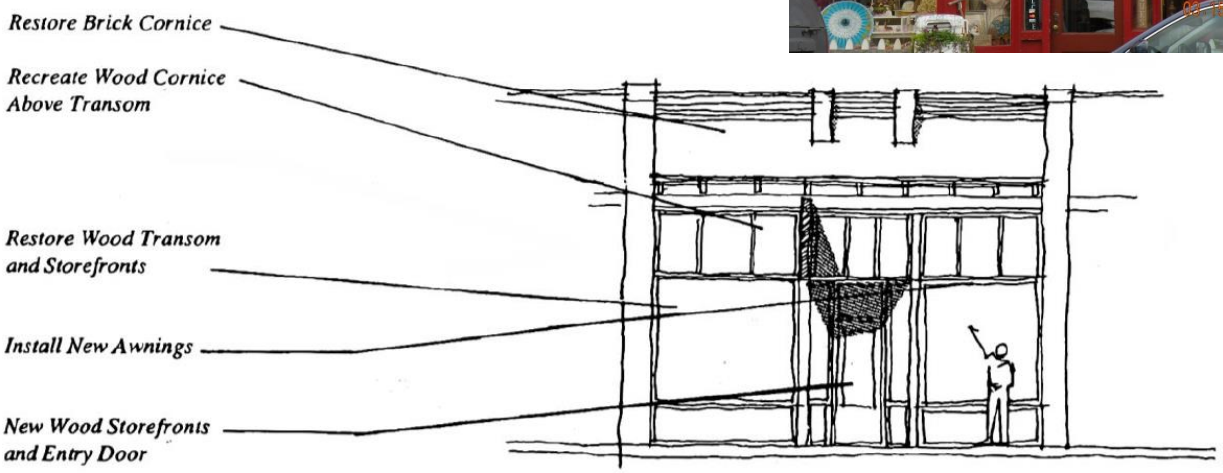
b. Newer, energy efficient, types may be considered by the DRC when constructed in a style that compliments the intent of these guidelines.

5. Metal Cornices and Ornament.

Repair or replace building cornice work with new materials, basing profiles on photographic evidence available. Original stamped aluminum or fiberglass castings made from remains of any existing cornice fragments. Paint restored cornices and ornament to match original, basing color selection on shades and tones visible in photos, and on evidence of color preferences known from similar buildings.

6. Cast Iron Structure and Storefronts:

Restore or replace all cast iron work to match original profiles. Fiberglass or aluminum castings are acceptable substitutions for cast iron that is missing or beyond repair. Paint new work to replicate historic conditions, as based on photographic evidence and similar built examples from adjacent structures or other cities.



III.E NEW CONSTRUCTION

New structures built within the Downtown Review District shall be constructed to compliment existing buildings, but should not attempt to imitate or literally copy them. Setbacks, roof forms, building heights and general massing shall be in keeping with the existing structures on either side of the proposed site.

New buildings constructed on Main Street shall be designed to reinforce the traditional pattern of two story corner structures and one story mid-block buildings.

Doors, windows, details and ornamentation shall be of similar materials, scale and proportion to those elements found on existing buildings and described elsewhere in these guidelines.

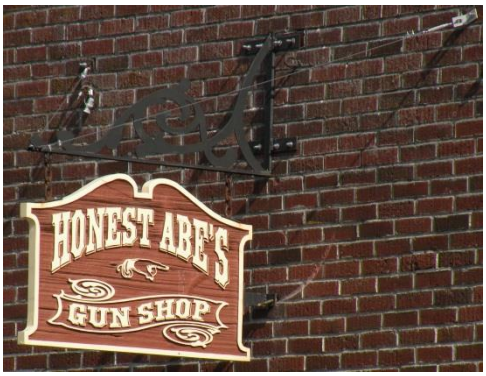
III. Unifying Elements

1. Signs:

Signs in the Downtown Review District are to be designed with pedestrians in mind. The size, scale, color and lettering of messages shall be appropriate to walking and slow vehicular speeds, and be reminiscent of original Main Street signs as found in photographic documents.

a. All new signs and all changes in existing signs visible to the public shall be submitted to the Design Review Committee (DRC) for approval. Signs shall be reminiscent of the styles and materials available at the time the building was constructed. The DRC shall take into consideration the skill and technical quality of signs submitted for approval and may rescind approval for any sign not executed in accordance with materials submitted for review.
b. Sign area shall meet the thresholds specified in Title 19 of the Buckley Municipal Code.
c. Signs shall not cover architectural ornamental features, unless originally a feature of the building.
d. Signs and individual letters shall be sized appropriately for slow moving traffic and pedestrians.
e. Signs on adjacent storefronts shall be coordinated in height and proportion and designed to unify the street elevation.

f. Projecting signs and signs placed flat against the building wall are encouraged. Projecting signs shall be ~~compatible with~~ *consistent with* the period of building to which it is affixed, and shall be consistent with the time period of the building.
g. The restoration and preservation of historic wall and architectural signs is encouraged. No new signs shall be installed or painted in place of historic signs.
h. Signs shall be professionally lettered and display a level of craftsmanship appropriate to the downtown district. Lettering shall be of a traditional block or curvilinear style which is easy to read and ~~compatible with~~ *similar to* the style of building. Generally, no more than two different lettering styles should be used on one sign. Examples of acceptable lettering fonts are included in these guidelines.



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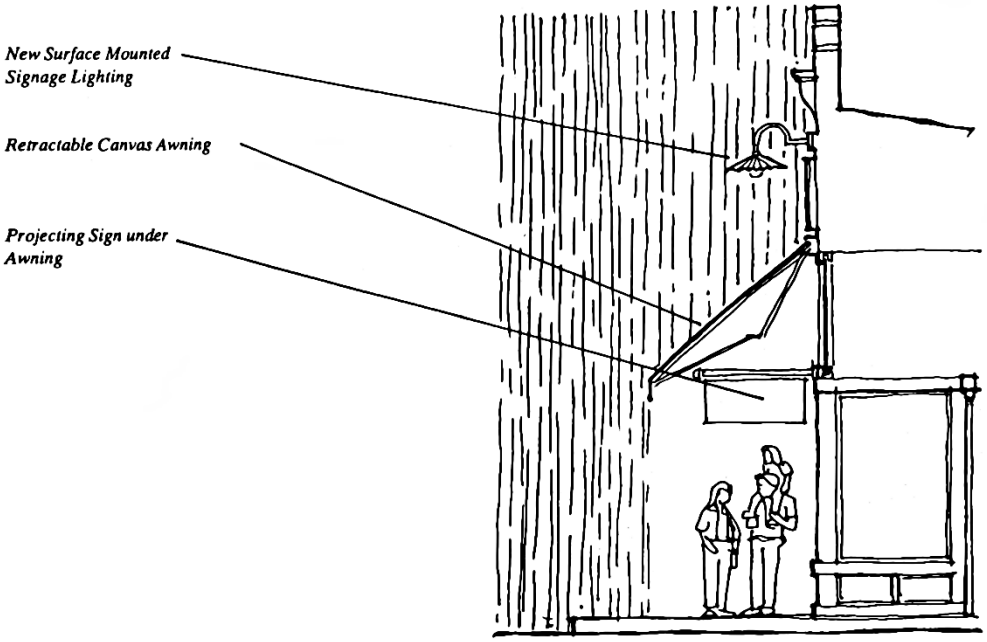
i. Construction shall be of metal, wood or other durable material as approved by the DRC and appropriate to the building on which the sign is installed.
j. Sign colors shall be appropriate to the era in which the building was constructed and in all cases be ~~compatible with~~ *consistent with* the predominantly red brick facades of downtown buildings.
k. Signs in the downtown district shall be unlighted or lighted from external sources. Neon signs may be acceptable to the DRC if custom-designed to be ~~compatible with~~ *similar to* the building's historic or architectural features. *Neon signs shall not flash, blink, move, twirl, or manipulate lettering.*
l. Sign structure shall be designed to complement the sign, not clash or overwhelm it. Attachments to building materials shall not permanently damage any architectural ornament or feature, and shall avoid damaging bricks or masonry.

2. Awnings.

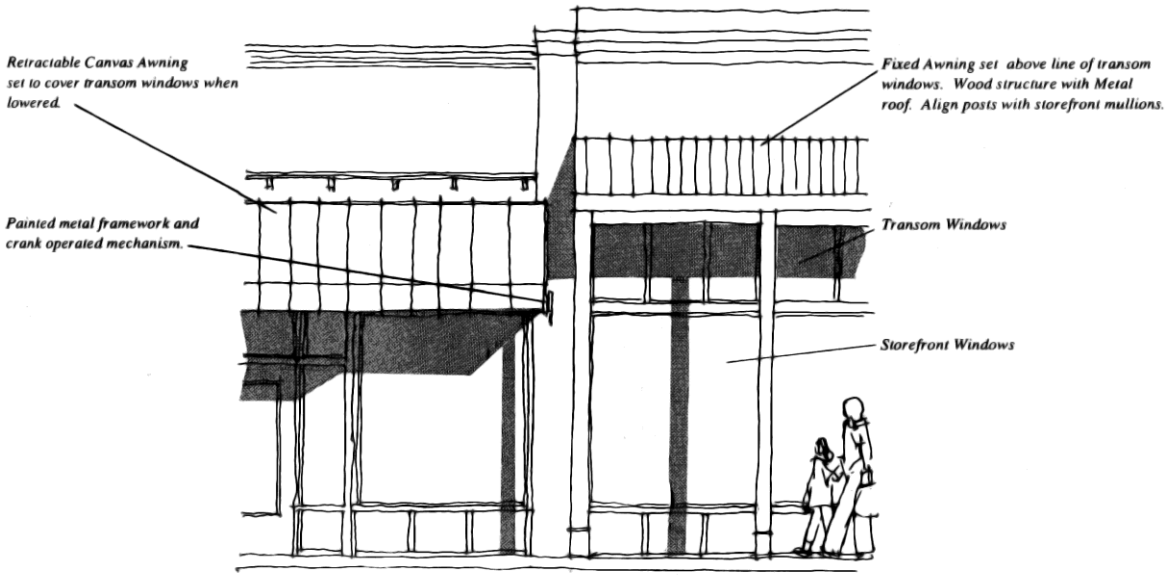
a. Awnings have been a traditional addition to the facades of buildings downtown and shall be 3encouraged as a unifying exterior feature.
b. All awnings shall be compatible with complement the historic character of the buildings on which they are placed and shall be based in design upon historic counterparts. They shall reflect the architectural style and form of the building and shall be, or appear to be, retractable in keeping with historic precedent. They shall be attached to the building in a manner that does not permanently damage the structure or obscure significant architectural features.
c. Construction shall be of canvas like materials in traditional textures and sheen. Back-lighted or translucent awnings are not allowed.
d. Awnings shall be in color and/or patterns which complement the building and have basis in the historical record



Awnings

3. Building Color**.** Color for existing buildings in the Downtown

Review District shall approximate the original colors of materials and finishes. Materials may be scraped to provide evidence of former schemes, or written or anecdotal evidence used to establish an authentic color palate. Since color is subjective, however, the original color may have been inappropriate and painted over. Discretion should therefore be used in the selection of any new color scheme. Several national paint companies have introduced colors which have historic origins. Review of historic colors appropriate to the buildings age can be a good method of selecting a scheme. Any colors selected should be judged for their appropriateness to use in the City of Buckley.



Awnings

All color schemes shall be reviewed and approved by the DRC prior to application. The DRC may require sample applications of paint colors on site before final approval. Building colors shall contribute to the architectural character of the building and be considered in combination with signs, awnings and other elements.

Original building colors shall be considered for any existing building renovation. For new construction, colors should be chosen that are muted, earth tones and work well with the overall red brick color of most downtown buildings. Color schemes employing many colors or particularly bright colors shall be avoided.

Color shall be selected to emphasize building form and to highlight major features. Surfaces which were not painted originally shall not be painted unless specifically approved by the DRC.

. **New section**

NMU-zoned development or in-fill

Construction, reconstruction, in-fill, or conversions from residential to commercial uses shall use the following standards:

- The use shall be set back from the property in conformance with the zoning ordinance in effect at the time the commercial use is to be established.
- The area between the sidewalk and the building is to be landscaped or decorated.
- New construction shall have no more than two floors.
- One-story buildings should have pitched roofs like a house.
- Two-story buildings may have pitched roofs.

IV. Rainier gateway design district

IV.A Introduction.

These design guidelines are intended to guide land use and site development in the Rainier Gateway Subarea. New developments and renovation of existing buildings and properties serving current and new uses are required to comply with these design guidelines as interpreted by the DRC as a part of the permit process. The City believes that adherence to these design guidelines will lead to a more successful and cohesive Rainier Gateway Subarea.

IV.B Purpose.

Buckley's Rainier Gateway Subarea presents a unique opportunity for the community to connect the development in the SR 410 Corridor with the revitalization of the historic Downtown. The design of the Rainier Gateway Subarea should reflect the community's desire to preserve open space and views of Mount Rainier while transitioning from the auto-dependent SR 410 to the more pedestrian-friendly historic Downtown while striving to build on the non-motorized connections created by the Foothills Trail.

IV.C Regulations.

Development in the Rainier Gateway design district should connect the western commercial SR 410 district with the downtown district. These connections should be visual as well as by use.

1. Pedestrian Connections.

a. Developers shall provide connections to adjoining neighborhoods, access to the Foothills Trail, and provide pedestrian and bike paths for their development.
b. Where pedestrian walkways cross streets or internal vehicular routes, they shall be distinguished by a change in paving material, color, and texture.
c. Crosswalks shall be clearly striped to improve visibility and safety of the pedestrian.

2. Foothills Trail Connections.

a. Wherever possible, separate bicycle and pedestrian paths should be provided. If it is not feasible, additional width, signs and pavement markings should be used to lessen conflicts between Foothills Trail users.
b. Provide signs with typical notices for multimodal users to accommodate pedestrians, runners, bicyclists, and skaters.

3. Bicycle Amenities.

a. All new development shall provide adequate bicycle infrastructure, such as sidewalks, crosswalks, bike paths, and bike racks.
b. Bicycle parking facilities shall be conveniently located to either in the street right of way, along the Foothills Trail or at the main entrances to buildings. Bicycle parking facilities should be no farther away than the closest parking space. The location of the bicycle parking facilities and subsequent parking should not interfere with pedestrian passage.
c. Where bicycle parking facilities are provided, they shall be stationary racks that support the bicycle with at least one point to which the user can lock the bicycle and one wheel and frame with a high security U-shaped lock or cable lock. Rail-type, Inverted U, and Cora are recommended options.

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Original designs for bicycle parking facilities that reflect local character are encouraged. Bicycle parking facilities should also be weatherproofed and/or covered whenever possible.

Bicycle parking facilities shall be located where they are visible from street sidewalks or building entrances, so that sufficient security from theft and damage is provided.

Residential bicycle parking facilities shall be located in a secure location, either indoors or in a locked, covered outdoor cage.

Open Space.

Plazas and open space shall be provided to link the Foothills Trail with commercial areas.

A combination of four or more site furnishings shall be provided in open space areas or pedestrian walkways. Site furnishings include but are not limited to:

Trash and recycling receptacles (required as one of the four site furnishings).

Benches/seating.

Tables.

Bicycle racks.

Drinking fountains.

Pedestrian scaled lighting (other than streetlights in the public right-of-way).

Public art.

Container plants.

Where possible, seating areas shall be oriented to the Foothills Trail and/or toward views of Mount Rainier.

Landscape Design.

Landscape design between the Foothills Trail and SR 410 shall use native plantings as much as possible. A list of native plants is available at City Hall. Where native plants are not used, the designer shall indicate why the non-native species has been selected and list its benefits over a similar native plant

Plantings shall be selected to support their intended use. Where recreational use of open space is provided adjacent to the Foothills Trail, plant selection should consider the impacts of this use on nearby shrubs and groundcover.

Open spaces and plazas shall be framed with trees to shade and define public spaces.

Existing large trees shall be retained wherever possible to provide shelter for gathering spaces. These trees serve as symbols of Buckley's logging heritage.

Signs.

All signs shall comply with BMC §19.30 and these design guidelines.

Sign colors shall be compatible with the colors and materials of the building facade.

Signs shall not obscure key architectural elements, doors, or windows.

Simple overall shapes are preferred over complex geometries.

Signs shall be professionally designed and constructed with high-quality materials.

Lighting.

Lighting along River Road and the Foothills Trail should help users feel safe and comfortable, while still preserving the feeling of rural open space in the corridor.

All building entrances shall be illuminated. Commercial buildings and landscaping can be illuminated indirectly by concealing light fixtures within buildings and landscaping to highlight attractive features and avoid light intrusion into neighboring properties.

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Lighting fixtures should satisfy dark sky requirements and use minimal power.
Lighting fixtures located on building should be concealed or integrated into the overall design of the project. The light source should be hidden from direct pedestrian or motorist view.

Public Art.
Public art should serve as a landmark and establish a gateway at the intersection of SR 410 and Main Street.
The Rainier Gateway Subarea Design Guidelines pertaining to style and materials should inform public art themes.
Natural materials such as wood and stone are highly recommended. Other materials that reflect Buckley's historic character are encouraged, such as iron and Wilkeson sandstone. Modern materials such as glass and plastics are discouraged.
Public art should recall Buckley's heritage, accentuate the Foothills Trail, and/or highlight Buckley's natural surroundings.
Functional public art, including but not limited to benches, shelters, bike racks, or children's play equipment, is encouraged.

Other Elements.
Signs shall be provided to guide trail users to public restrooms, commercial uses, and points of interest.
Foothills Trail amenities and features should be aesthetically pleasing, encourage use, and discourage illegal behavior.
Public bathrooms and picnic structures should follow the materials design guidelines specified for Rainier Gateway Subarea buildings.
Public refuse receptacles in commercial sites shall consist of low-saturation colors and be simple in design.
Pavement colors shall be compatible with other pavements in Buckley. Commercial open space and plazas can use cool colors and varied saturation, degree of darkness, and shapes.

IV.D Site Design

Projects within the Rainier Gateway Review District shall be designed in compliance with all City of Buckley planning and development requirements. In addition, projects subject to review shall include:

IV.D.1 Orientation:
Buildings shall be oriented to the street, with a secondary entrance facing the Foothills Trail to encourage pedestrian activity and define common open space.
Buildings shall define edges of public space and create a comfortable, pedestrian-scaled environment.
Buildings located on corner lots shall be designed to positively define and frame both streets they front.

IV.D.2 Setbacks.
Building setbacks shall be the same as specified in the individual land use districts, except for the following:

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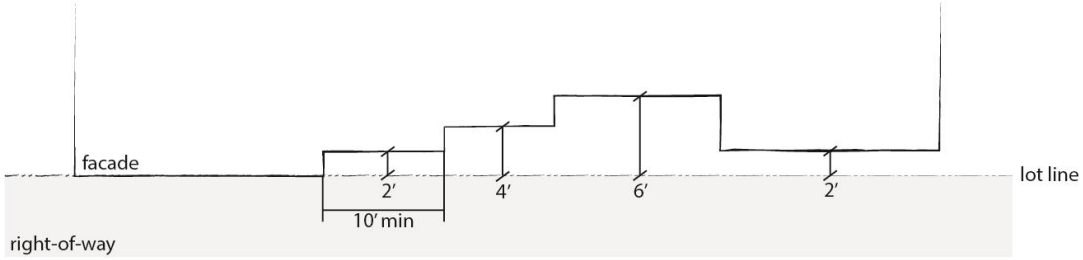
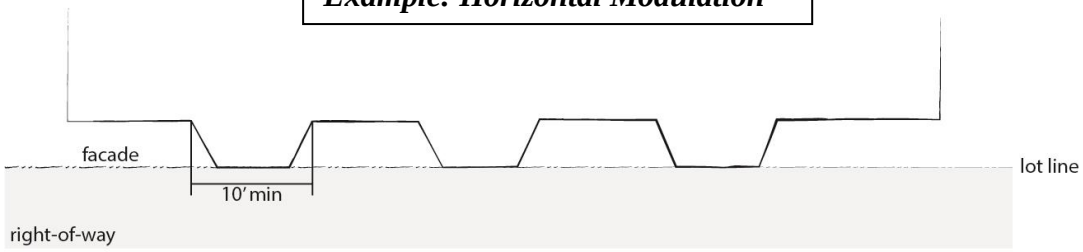
- Where a commercial uses is located on the first floor, the front setback may be reduced to zero.
- Where minimum requirements for side setbacks exist, these may be reduced to zero



Example: Horizontal Modulation



only where buildings are attached.

The maximum front setback from River Road shall be ten feet, where plazas, landscaping, benches, bicycle parking, and other pedestrian and trail-user amenities are provided. Where pedestrian amenities are not provided, and the proposal is for a commercial use, buildings shall be located at the front lot line, in order to create a distinct street edge and foster a more pedestrian oriented environment.

A maximum five foot side setback shall exist where the following conditions occur on the opposite side lot line:

- Where parking is located on the side of the building.
- Where public open space is located on the side of the building.
  Where additional width is required to accommodate pedestrian walkway between the Foothills Trail or River Road and the primary entrance.
- Where buildings are setback from the Foothills Trail along the rear frontage, the space shall contain public and trail-user amenities. Outdoor dining and seating areas may be located within the rear setback.

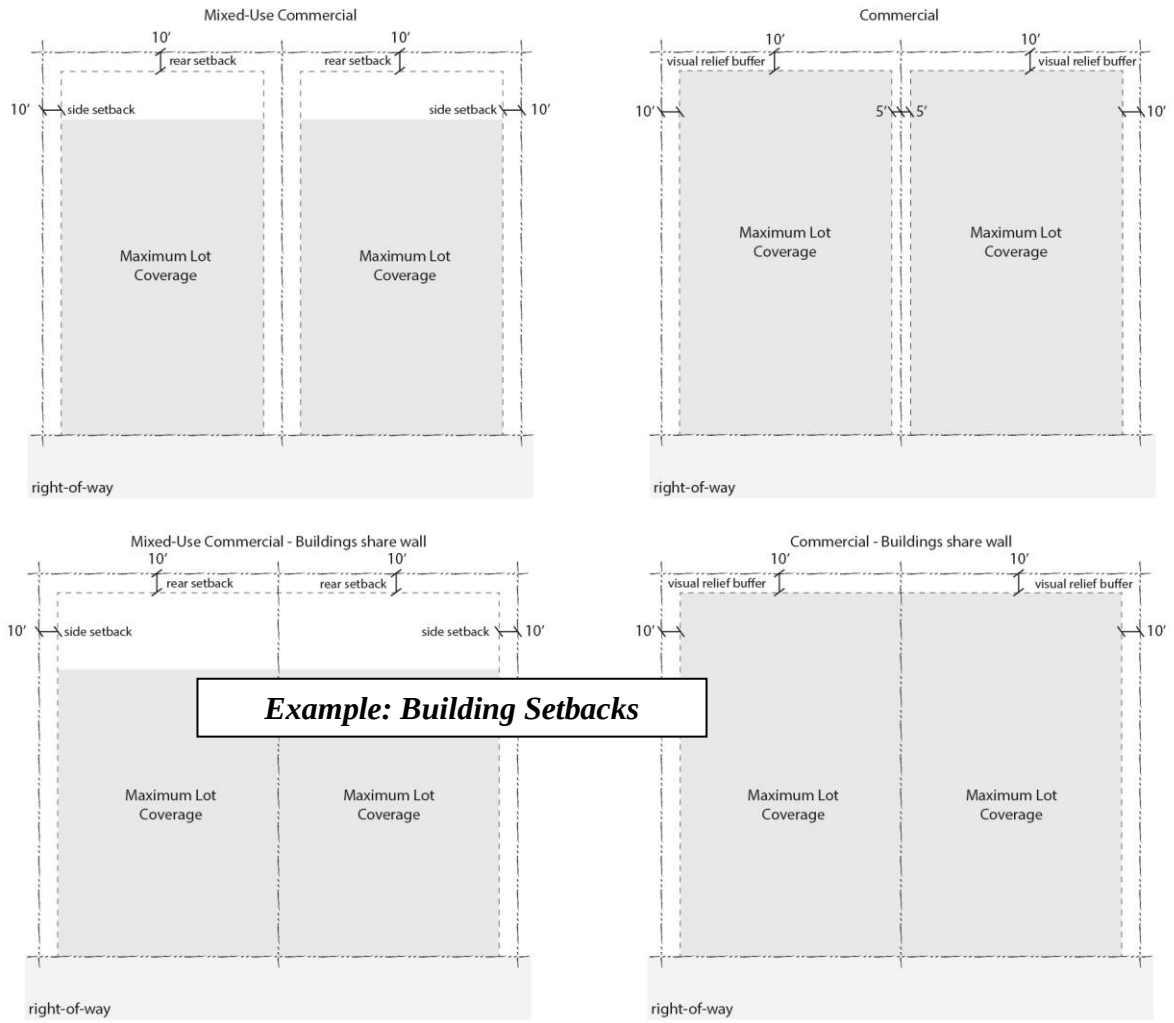
IV.D.3 Building Entrance:

Buildings shall provide a primary entrance facing River Road. Primary entrances shall be clearly identifiable as the primary entrance to a building and oriented to the sidewalk and street.

A minimum of one Foothills Trail-oriented public entrance (secondary entrance), accessible during normal business hours, is required for all buildings located less than 50 feet from the Foothills Trail.

If a secondary, or Foothills Trail-oriented public entrance is not provided, a public walkway accessing the primary street-oriented entrance from the Foothills Trail must be provided. If located along a shared lot line, public walkways may be consolidated between adjacent lots.

Public entrances shall be made visible and prominent using architectural elements, such as canopies, fixed seating, large doors, porches, or protruding or recessed entrances. Primary public entrances shall be enhanced by no less than three of the following:
Provide at least 200 square feet of landscaping.
Provide pedestrian facilities, such as benches, special paving, or bicycle racks.
Provide a trellis, arbor or other building element that incorporates landscaping.
Provide adjacent window displays.
Architectural details integrated into the building structure and design.
Provide artwork or special pedestrian scaled signs.
Other methods approved by the director as meeting the intent.



Example: Building Setbacks

IV.D.4 Parking And Vehicle Access:

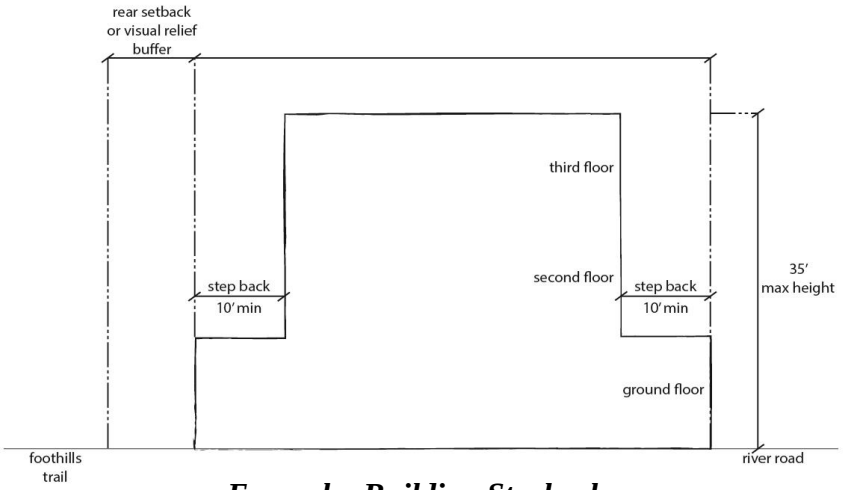
a. Parking shall primarily be provided on River Road. When the required minimum number of off-street parking spaces as dictated by BMC §19.28.040

cannot be accommodated on River Road, off-street parking shall be located in City designated parking areas and designed to meet the following standards.

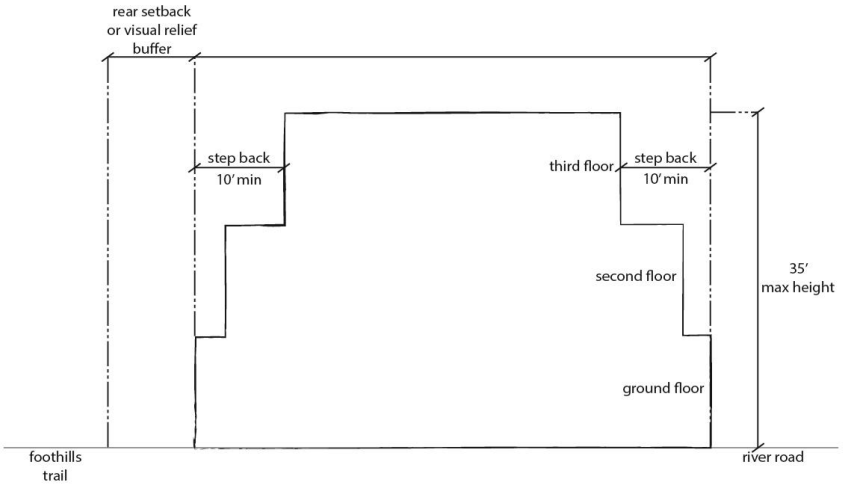
i. Vehicle parking shall not be located between the Foothills Trail and the back of the building.
ii. Parking lot entrances (curb cuts) should not interrupt the level grade of the sidewalk.
iii. Parking lot entrances and exits must be as narrow as fire code will permit.

IV.D.5 Screening Of Dumpsters, Utilities And Service Areas:

a. Service areas (loading docks, trash dumpsters, compactors, and mechanical equipment) shall located to avoid negative visual, olfactory, auditory (noise), or physical impact on the street or trail environment.
b. Service areas should be located to one side of the buildings, and should be visually diminished using screening by landscape or architectural features in a manner that is compatible with the building and site design.
c. All rooftop equipment (mechanicals, HVAC) should be screened from public view at street level.



Example: Building Stepbacks



5.2 ARCHITECTURAL DESIGN

The Rainier Gateway Subarea is considered "Buckley's front yard." Similar to a front yard meeting the street, a proposed building fits into its context by relating to the public right-of-way. The character of the public right-of-way is determined by the width of the right-of-way, landscaping and street trees, setbacks, height, width, orientation, and architectural style of the buildings. The following design guidelines deal with general design concepts as well as specific and prescriptive design elements intended to guide the design of new construction in the Rainier Gateway Subarea.

Massing And Articulation:

a. Building Height. Buildings shall be a minimum of two stories and a maximum of three stories or a total of 35 feet in height. The ground floor shall have a minimum height of 12 feet as measured from finished floor to ceiling.
b. Building Articulation. Buildings shall include articulation along the facades facing and visible from River Road or the Foothills Trail. All new development shall employ at least two of the following elements. If the proposed building is more than 100 feet wide as measured along any façade facing the street or trail, then the building shall use at least three of the following elements:
   i. Changes in materials.
   ii. Individual bays or protruding storefronts.
   iii. Balconies or decks on upper floors.
   iv. Separated, distinct roof forms.
   v. Extrusion of corners.
   vi. Distinct window patterns.
   vii. Changes in colors.
   viii. Other features approved by the director as meeting the intent.
c. Horizontal Building Modulation. The maximum façade width along the facades facing and visible from River Road or the Foothills Trail, as measured horizontally along the building exterior, without building modulation shall be 25 feet.
   i. The minimum width of modulation shall be ten feet.
   ii. The minimum depth of modulation shall be two feet.
   iii. Building frontage at the ground level may not modulate in depth more than six feet. Roof decks, balconies, or bay windows may be used as all or part of the building modulation and they may exceed this requirement.
d. Roof Line Modulation. Modulate the roofline of all facades visible from a public right-of-way, the Foothills Trail, parking areas, or open spaces. Roof forms must include one or more of the following:
   i. Provide a gable, hipped or shed roof with a slope of at least six feet vertical to 12 feet horizontal. The individual segments of the roofline must not extend more than 25 feet in width, measured horizontally.
   ii. The width of a continuous flat roofline shall extend no more than 25 feet without modulation. Modulation shall consist of either:
      1. A change in elevation of the visible roof line of at least four feet;
      2. A sloped or gabled roof line segment of at least ten feet in width and no less than three feet vertical in 12 feet horizontal; or
      3. A combination of both 1) and 2).
   iii. Coordinate modulation of rooflines on multi-tenant buildings to highlight key building entries and/or change in building tenants or uses.

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iv. Use roof modulation in mixed use or multifamily buildings that employ:
    1. A gable, gambrel or hipped roof;
    2. Broken or articulated roof line;
    3. Prominent cornice or fascia that accentuates the top of the building; or
    4. Other roof element that accentuates the buildings concept and helps it fit in with neighboring structures with prominent roofs.
v. Alternative designs subject to approval by the director, if they demonstrate that the proposed design meets the intent of the standards.

IV.D. Upper Level Step Backs:

a. Building façades shall be stepped back above the first story on both the street and Foothills Trail frontages for residential uses. The intent of this section is to provide outdoor living space for apartments and homes that do not have direct access to ground floor outdoor space. This is not intended to produce a rigid uniform step back, and as such the following alternatives are acceptable:
    i. The top floor steps back at least ten feet.
    ii. All floors above the ground floor step back at least ten feet.
    iii. Progressive step backs on the second and top floor to a total of at least ten feet (e.g. second floor seven feet, top floor three feet).
b. Facades of floors that are stepped back shall be distinguished by a change in elements such as window design, railings, trellises, details, materials and/or color so that the result is a rich and ordered combination of features that face the street.
c. Balconies may extend into the step back areas. Seating and dining areas may be provided on upper story step back areas oriented towards the Foothills Trail.
d. Alternatives to this design guideline may be proposed, so long as the effect is that the upper floor(s) appear to recede from view.

Streetscape:

a. Blank Walls. Blank walls are not allowed adjacent to, or within 25 feet of a public right-of-way, the Foothills Trail, parking areas or open spaces. At least 60 percent of the wall area between two and 12 feet above grade must be pedestrian friendly. Pedestrian friendly facades shall have one or more of the following characteristics:
    i. Transparent Windows. Transparent window area or display windows, which provide visibility into building interiors. The following transparency standards apply:
        1. Glass must be clear or lightly tinted in windows, doors, and displays. Reflective, opaque, or painted glass is prohibited.
        2. Doors and entry windows must be transparent to meet this requirement. If they are not, they shall be considered blank walls.
    ii. Art or Architectural Treatment. Sculpture, mosaic, mural or similar relief artwork that provide visual interest. Structural architectural elements may be acceptable if the design meets the intent of this section.
    iii. Vertical Trellis or Planting Bed. A permanent vertical trellis in front of the wall with climbing plants or planting bed with plant materials designed to obscure 60 percent of the wall's surface within three years.
    iv. Display Windows. Display windows may be used to meet this requirement.

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b. Transparency. Commercial mixed-use buildings shall include windows with clear glass on at least 30 percent of the area between two and 12 feet above grade for all ground floor building facades that are visible from a public right-of-way or the Foothills Trail.
c. Weather Protection. All businesses shall provide pedestrian weather protection at least four feet in depth along at least 75 percent of the length of building facades that are adjacent to River Road, and at least 50 percent of the length of building facades that are adjacent to the Foothills Trail or provide pedestrian connections to the trail. The weather protection may be in the form of awnings, canopies, building overhangs or architectural details to create covered outdoor pedestrian space.
    i. Pedestrian weather protection shall be provided at public entries.
    ii. Canopies or awnings shall be placed between eight feet and 12 feet above the sidewalk and have a minimum depth of six feet. Color and material of pedestrian coverings shall complement building colors and be approved by the City. All lettering and graphics on pedestrian coverings shall conform to BMC §19.30.

Architectural Elements:

a. Doors. Doors shall be simple in shape. Painted wood doors and wood framing are preferred over aluminum doors. Wood doors may incorporate windows to meet transparency requirements.
b. Windows. Windows shall be fixed, casement, awning, arched, or double hung, with a square or vertical orientation. Sliding windows are not acceptable. Wood or metal sash materials are acceptable. Windows shall cover a minimum of 30 percent of the Foothills Trail fronting and street fronting façade area of ground floor commercial or mixed-use buildings. Windows shall begin at least one foot above grade.
c. Newer, energy efficient window types may be considered when constructed in a style that compliments the intent of these design guidelines.
d. Roofs. Roof forms shall be in keeping with existing building forms along the Rainier Gateway Subarea and Main Street. Flat roofs with dominate cornices are the predominant roof form on Main Street. Buildings with sloping roofs shall have a minimum pitch of six feet vertical to 12 feet horizontal. Roof forms shall incorporate simple gables or parapets, and sheds with generous overhangs, particularly over primary entrances.

Exterior Materials:

a. Buildings shall be constructed from materials that are similar in texture and finish to those found along Buckley's historic Main Street. The use of natural materials that reflect the Northwest setting such as brick, local woods, and stone are encouraged. The choice of materials shall also reflect the building's intended use.
b. The following materials shall be used accordingly:
    i. Wood: Whenever visible from the exterior, wood truss and heavy timber structural systems are recommended. Horizontal sidings such as clapboard and tongue-in-groove, vertical siding such as board and batten, and other

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horizontal sidings such as smaller wood shingles is required. Larger, more rustic styles of shakes may be appropriate.

ii. Brick: Full size brick is preferable to thin veneer brick. When used, brick veneers shall be mortared to give the appearance of full-depth brick and detailed with wrap-around corner and bullnose pieces.

iii. Stone: Complimentary stone or stone veneers shall be used along with wood finishes. When required by building code or for functional reasons, concrete and concrete masonry materials may be employed, provided it is designed to emulate traditional stone construction.

iv. Metal siding: Historically appropriate metal siding may be used either as an accent material or to achieve a special architectural character. Metal siding may also be approved where it mimics the appearance of another approved building material.

c. To keep in character with the surrounding area, high gloss finishes are not permitted. Flat or low gloss finishes shall be used.

d. If no paint is used, stain and/or oil shall be applied to protect and preserve the natural material from the elements.

e. Wood shingles or metal roofing shall be employed on all new construction.

Exterior Colors:

a. Exterior paint colors shall mimic the rural and natural features in and around Buckley. They should create a harmonious effect and be selected with care.

b. The predominant color shall be muted; natural/earth tones and simple painting schemes are acceptable.

c. Color schemes employing many colors, particularly bright colors, or contrasting

colors shall be avoided. The color of brick or other natural building materials should dictate the color family choice. Natural, unpainted wood with a clear

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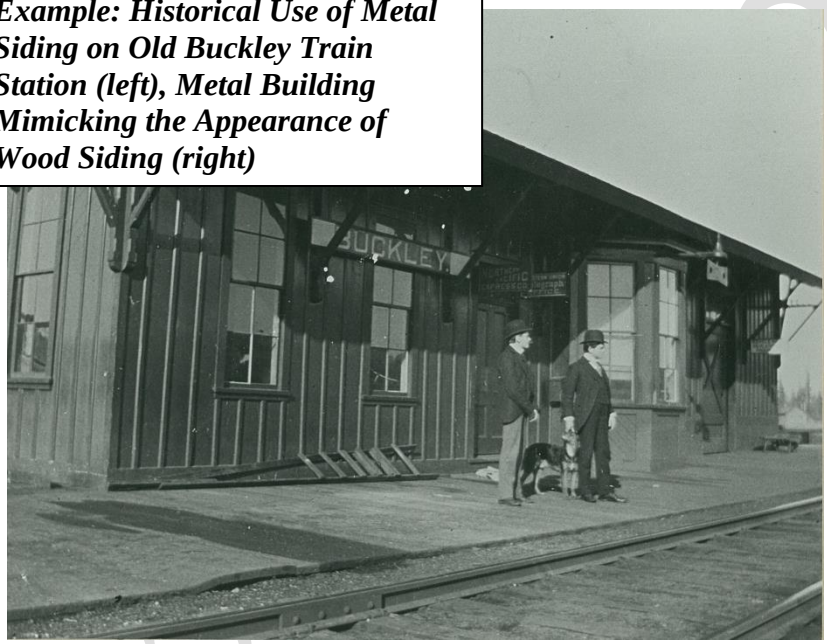
sealer or wood painted grey, dull red or green are examples of appropriate color palates.

d. Colors shall be selected to highlight building form and highlight major features.
e. Warm colors at building entrances are recommended.
f. The use of accent colors on features like doors, signs, or windows is encouraged, but accent colors should not detract from the overall appearance.
g. The number of accent colors used shall be limited to a maximum of two.

Example: Historical Use of Metal Siding on Old Buckley Train Station (left), Metal Building Mimicking the Appearance of Wood Siding (right)



Example: Buildings with Good Articulation and Modulation

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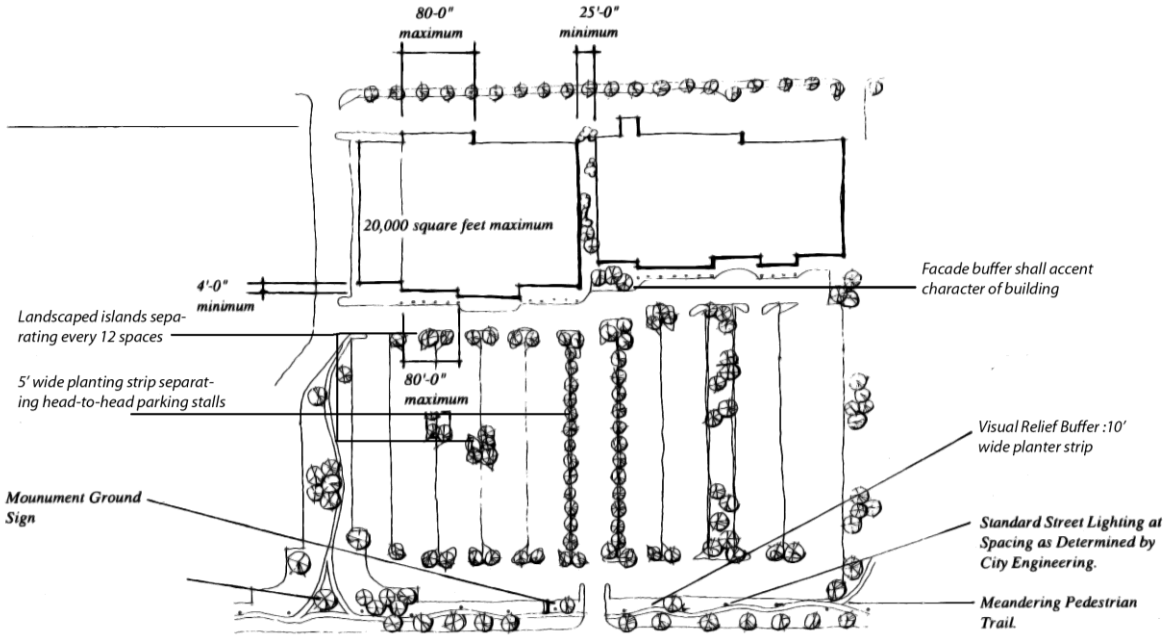
V. SR 410 Design Guidelines

V.A. Introduction

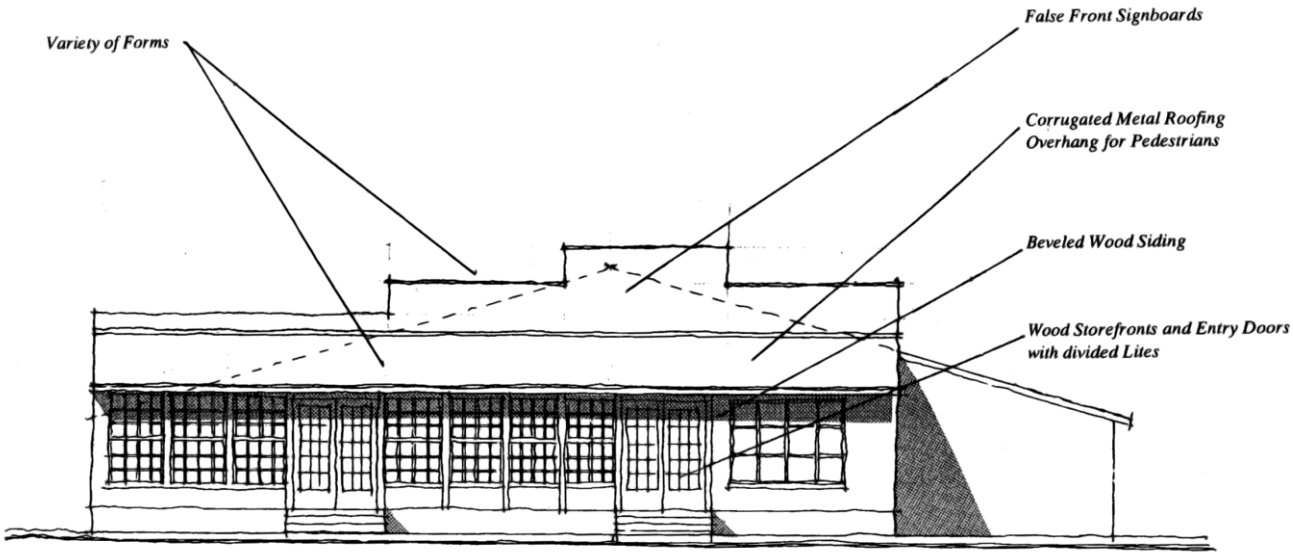
While the downtown review district represents much of Buckley's past, defining its current image and character, the land along Highway 410 will contain much of Buckley's future. As the city and region grow this open, level land will be increasingly converted from agricultural and low density development to commercial and industrial uses. How this change is allowed to take place will in large measure influence the character and quality of life for the citizens of Buckley into the next century.



Example: Commercial Site Development

V.B. Purpose

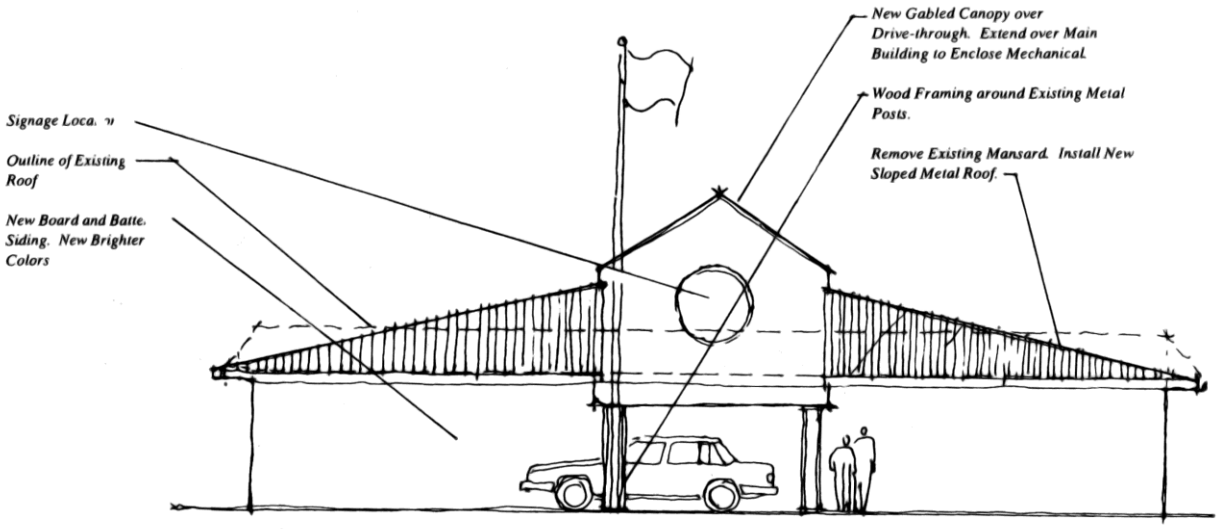
The Highway 410 corridor provides visitors and passers-by with their first and sometimes only impression of the city. It should be considered Buckley's front yard. A favorable impression along the highway increases the potential for visitors to turn into Main Street for further exploration of the community.



Example: Single Story Retail

As previously stated, the *goal for the downtown design district* goal of downtown redevelopment is the restoration and rehabilitation of the current building stock to its original appearance. The introduction of unifying elements such as signs, street furniture and awnings help tie together the individual properties and create a sense of place. This reinvestment will allow the downtown area to continue as a commercial center for Buckley.

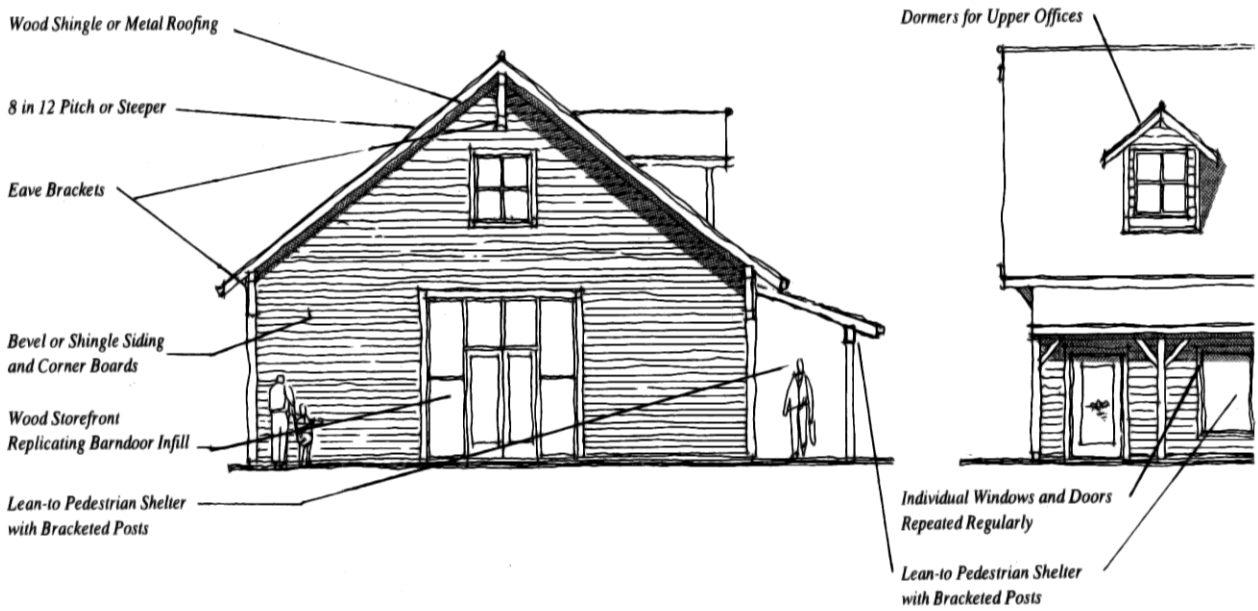
In contrast, new development on the highway will be large in scale, flanked by large parking areas, approached by care, and viewed at relatively moderate speeds. A variety of uses must share the area; large retailers, manufacturers and higher density residential developments, Unlike the downtown area, new buildings on the highway will function and be seen as individuals, not connected by shared walls and facades. These building must take a different form that suits their purpose without destroying the character and individuality of Buckley.



Example: Eagles Lodge Renovation

The Buckley plateau and surrounding hills contain many fine examples of architecture built by settlers and those who came after them. These barns and lumber mills look at home in the landscape because their forms are simple and straightforward, accomplishing their purposes without gimmicks or unnecessary ornament.

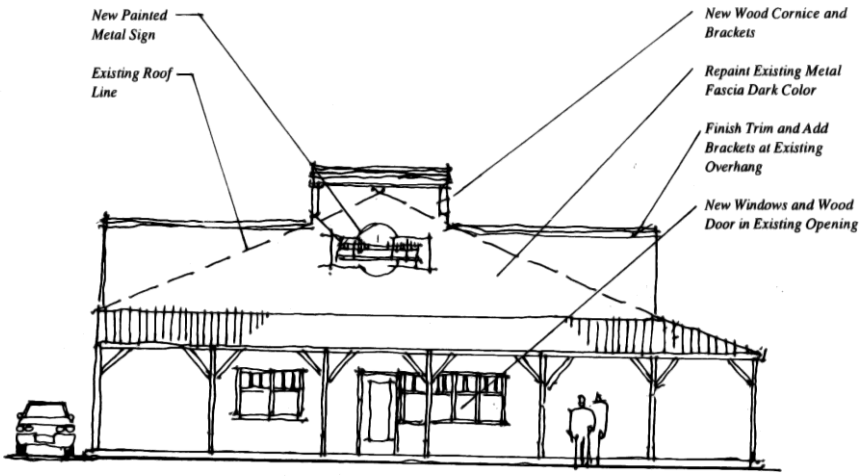
Construction is principally of wood, stone and metal, with long horizontal lines and sloping roofs. These large storage and work buildings with long roof spans and tall ceilings make appropriate and natural models for new construction along Highway 410.



Example: Two Story Retail/Office

V.C. Regulations and Applicability

The following guidelines for development in the Highway 410 Review District are based ~~therefore~~ on the creative and sensitive reintroduction of these traditional building materials and forms to new commercial and industrial uses. The guidelines also require unifying elements for the overall development of properties along Highway 410 in designated review areas.



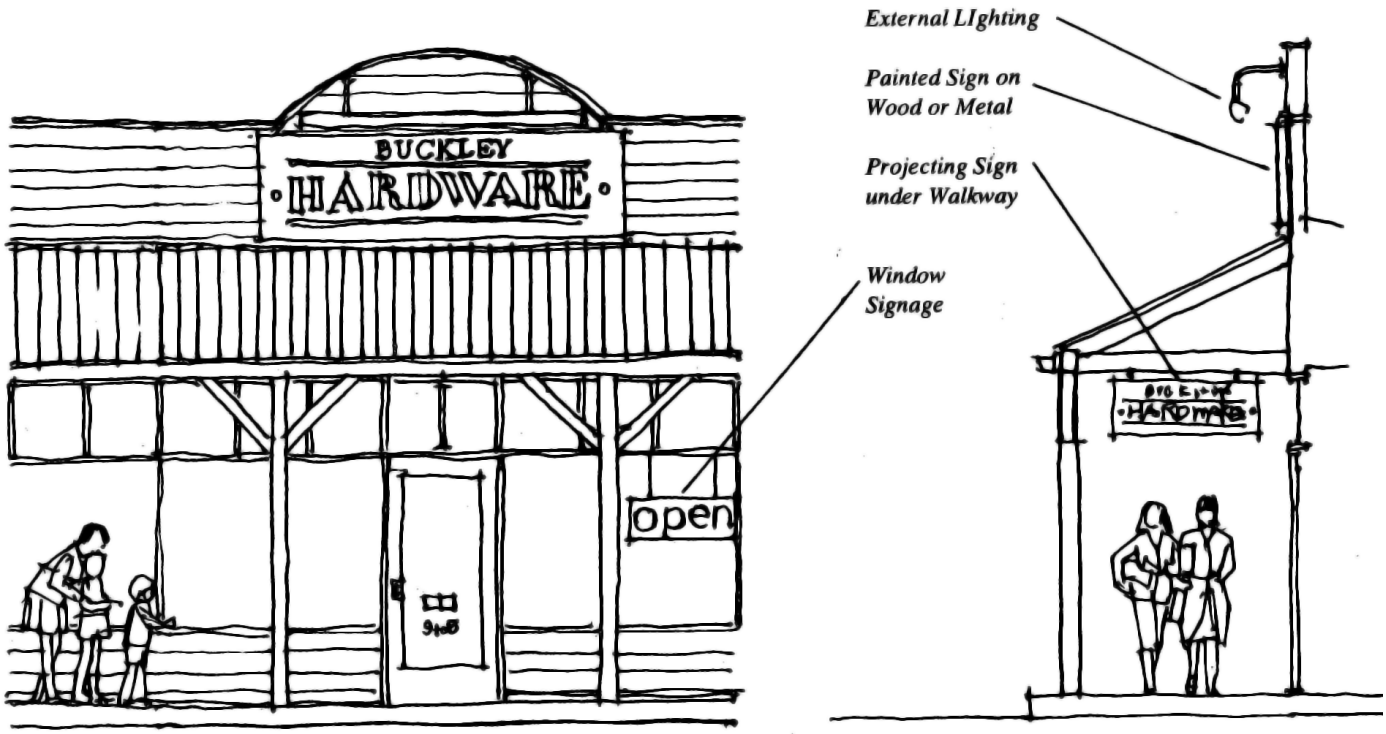
Example: Mr. Auto Renovation

New developments and renovation of existing buildings and properties serving

current and new uses are required to comply with these guidelines as interpreted by the DRC as a part of the permit process.

V.D. Architectural Design.

Building and new development along Highway 410 should be designed to reflect and reinforce the rural character of the area. They should be reminiscent in form, material and detail of the traditional types of building in rural Pierce County, and particularly in Buckley Plateau. Traditional structures were primarily built here for the agricultural and timber industries, and they are straight-forward and functional in appearance.



1. Site Development.

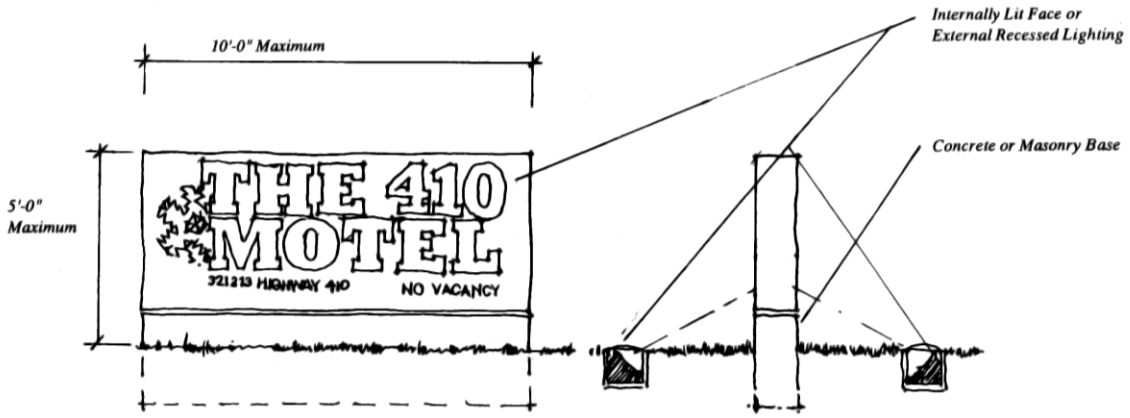
Projects within the Highway 410 Review District shall be designed in compliance with all City of Buckley, Pierce County, and Washington State planning and development requirements. In addition projects subject to review shall include:

- A landscape buffer shall be installed along the Highway 410 frontage.
- Roadway frontage improvements shall be required and shall consist of those specified in the most recently adopted version of the City Buckley Development Guidelines and Public Works Standards.

2. Scale and Form

Projects shall relate to the scale and form of traditional agricultural and mill buildings. Traditional buildings often were added onto over the years. Farms and mills usually consisted of a cluster of similar buildings. New construction shall utilize these devices wherever possible to reduce the scale and apparent mass of larger projects.

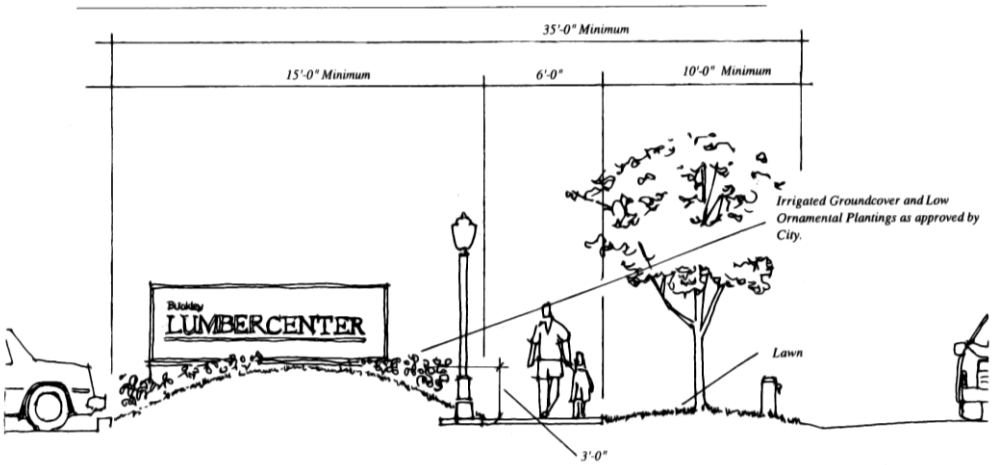
a. Long, uninterrupted buildings and developments are not acceptable. Modulation and/or variation of the building façade is required by shifting the elevation no less than four (4) feet every eighty (80) feet of building length.
b. Individual buildings or developments shall not exceed 30,000 gross square feet in area.
c. Individual buildings within overall developments shall be separated by no less than 25 feet of landscape buffer space unless otherwise approved by the DRC. Covered walkways may connect across buffer spaces.
d. The architectural design of new projects shall take into consideration and respond to the scale and character of the rural landscape.
e. Overall architectural design shall be based on traditional agricultural and mill buildings.



Highway 410 Freestanding Signage

3. Architecture and Structure

a. visible form the exterior, wood truss and heavy-timber structural systems are recommended along with complimentary stone veneer(s).
b. Buildings shall be no more than two stories and shall have sloping roofs with a minimum pitch of 6 in 12 unless otherwise specified by the DRC.
c. Roof forms shall incorporate simple gables and sheds with generous overhangs.
d. Siding: Utilize horizontal beveled wood, wood shingle or vertical wood board and batten siding along with complimentary stone veneer(s) whenever possible. Where required by building code or for functional reasons, concrete and concrete masonry materials may by employed with approval of the DRC. In such cases concrete and



concrete masonry shall be detailed to emulate traditional stone construction.

e. Roofing: Wood shingles or metal roofing shall be employed on all new construction unless otherwise approved by the DRC. Existing rural buildings have often replaced these materials with composition roofing, particularly patterns that reflect a wood shingle appearance may be acceptable for new projects.
f. Doors: Wood doors shall be simple in shape, large openings may be detailed to resemble traditional barn doors intended to accommodate animals and machinery.
g. Windows: Windows shall be fixed, casement, awning or double hung, with a square or vertical orientation. Sliding windows are not acceptable. Wood or metal sash materials are acceptable. Break large areas of glass into smaller lights whenever possible. Newer, energy efficient, types may be considered by the DRC when constructed in a style that compliments the intent of these guidelines.
h. Ornament: Ornament shall be minimized to reflect the utilitarian nature of the buildings. Achieve architectural interest through structural elements such as gable brackets, stone veneer, post and beams. Stress craftsmanship and the detailing of ventilators, corner boards.

4. Unifying Elements

a. Color
   - Colors should generally be muted, earth tones and simple painting schemes as were typically used in these traditional buildings. Color schemes employing many colors or particularly bright colors shall be avoided. Natural, unpainted wood with a clear sealer, or wood painted grey, dull red or green are example of acceptable color palate.
   - Colors should be selected to emphasize building form and highlight major features. The use of brightly colored or glossy building materials such as metal or tile siding are not acceptable.

b. Signs
   i. Monument Signs.
      - Monument Ground Signs identifying a building or complex. These are large, direct signs that can be identified and understood at highway speeds from some distance away. The goal of this type of sign is to communicate a simple message clearly and in a manner that does not detract from the landscaped development of the highway.
      - Monument Ground Signs: Signs identifying individual business buildings or multiple tenant complexes shall be coordinated with the City of Buckley's streetscapes concepts for the Highway 410 frontage.
      - Sign body construction shall of concrete, wood or metal set on a concrete stone, or masonry foundation or base.
      - All monument signs shall fall within the required landscape buffer along Highway 410.
   - Building Mounted Sign.
      - Signs attached to a building that identifies the tenants and activities at a pedestrian oriented scale. These signs serve a similar purpose to the signs along downtown and shall be similar in design.
      - Wall signs may be flush with or projecting from the building face.
      - Projecting signs may not extend more than four (4) feet from the building.

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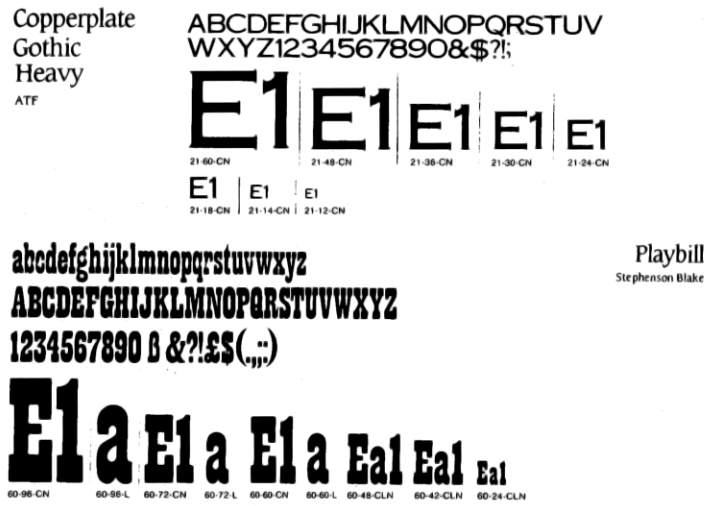
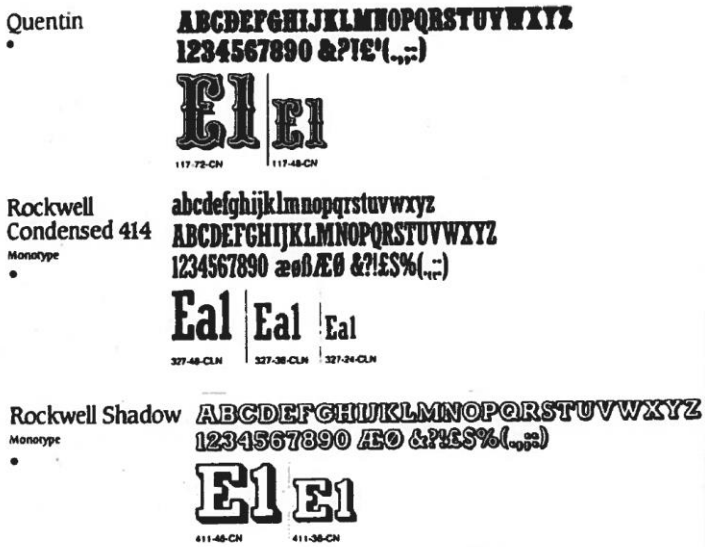
Suggested sign fonts:



Examples of Appropriate Signage Lettering Styles



Examples of Appropriate Signage Lettering Styles

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abcdefghijklmnopqustuvwxyz ABCDEFGHIJKLMNOPQUSTUVWXYZ 1234567890 ! @ # $%^&*()=+,.;'<>?:"{}|[]\	Playbill 22 pt
abcdefghijklmnopqustuvwxyz ABCDEFGHIJKLMNOPQUSTUVWXYZ 1234567890 !@#$%^&*()=+,.;'<>?:"{}|[]\	Rockwell condensed 18 pt
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