



BUCKLEY CITY COUNCIL STUDY SESSION AGENDA

Tuesday, June 3, 2025, 6:00 P.M.

Multi-Purpose Center, 811 Main Street

Or Via Zoom:

<https://us02web.zoom.us/j/82990819660?pwd=WVdKY0U3UlkwS1JybWxtWnh5M3NQdz09>

Call-in Number: 253-215-8782

Meeting ID: 829 9081 9660

Webinar Passcode: 637567

A. CALL TO ORDER

B. DISCUSSION ITEMS

- a. Comp Plan Final Review
- b. ADU Code Planning Commission Recommendations
- c. 6 Year STIP Review
- d. New Logo

C. CITY COUNCIL COMMENTS

D. ADJOURNMENT



TO: Mayor & City Councilmembers

FROM: Chris Farnsworth, Senior Planner

THROUGH: Courtney Brunell, City Administrator

DATE: June 3, 2025

SUBJECT: Summary of May 27 Public Hearing – Comprehensive Plan Amendments

Background: On May 27, 2025, the City Council held a public hearing to review proposed Comprehensive Plan amendments stemming from comments received by the Washington State Department of Commerce. To date, four issues have been reviewed by Council based on Commerce's feedback:

1. Land use and planning tools to reduce and mitigate wildfire risk.
2. Accommodating growth for emergency housing.
3. Identifying areas that have a high risk of residential displacement.
4. Including a direct reference to the Racially Disparate Impact report in the Housing element – the report is found in the Appendices.

Discussion: During the public hearing, the City received one public comment related to the Urban High Density (UHD) Future Land Use Map (FLUM) designation and its associated residential density. The commenter raised concerns regarding:

- A lack of transparency in how the UHD density was revised;
- The reduced density potentially falling short of the City's adopted growth targets;
- Insufficient public engagement prior to the Council's adoption of the lower density range.

The original draft of the Comprehensive Plan identified UHD density as 30–50 dwelling units per acre (DUA). The adopted range was revised to 14–40 DUA, based on a recalculation of total UHD-designated land area of 23.20 acres.

Staff Recommendation:

Given the nature of the public concerns and their relation to growth targets and transparency, staff recommends reevaluating the adopted UHD density and holding an additional public hearing specifically focused on this issue.

Next Steps:

June 3, 2025- Council discusses comprehensive plan amendments and density options
June 24, 2025- *Optional* Second Public Hearing

Attachments:

1. Comprehensive plan amendment hearing presentation.
2. Comprehensive plan amendment edits.
3. Department of Commerce review letter.
4. Growth allocation page from adopted comprehensive plan.
5. Urban high-density page from adopted comprehensive plan.

COMPREHENSIVE PLAN AMENDMENT HEARING

May 27, 2025

This public hearing will mainly be focused on addressing compliance comments provided by the Department of Commerce.

While the focus is addressing the compliance comments from Commerce, any topic related to the comprehensive plan can be discussed and reviewed. City Council and members of the public can make comments on any area of the document.

Proposed Changes

1. Land use and planning tools to reduce and mitigate wildfire risk.
2. Identifying areas that have a high risk of residential displacement.
3. Accommodating growth for emergency housing.
4. Including a direct reference to the Racially Disparate Impact report in the Housing element.

1. LAND USE AND PLANNING TOOLS TO REDUCE AND MITIGATE WILDFIRE RISK.

63.7% of Pierce County residents). This type of discrepancy is usually indicative of racial exclusion. Factors that can contribute to racial exclusion include a lack of affordable housing (often produced by a heavy preponderance of single family zoned areas), and lack of transportation and economic opportunity. Buckley is remote, however even compared to neighboring cities Enumclaw and Bonney Lake, Buckley lacks diversity (Enumclaw and Bonney Lake are 79% and 76% White (not Hispanic or Latino) respectively). This plan focuses on what is most in Buckley's control - decreasing barriers to affordable housing.

Resource protection, Environmental Hazard and Climate Mitigation

The area adjacent to the White River sustains healthy populations of fish, mammals, birds, insects, reptiles, amphibians and plant life. This 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 an ecologically thriving resource for future generations. 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 where the city's Shoreline Management Program allows no residential or commercial development. Preventing development along the White River also reduces the potential for residential flooding brought about whose risk is intensified by climate change. **Buckley is surrounded by unincorporated land, much of which is forested and susceptible to wildfire. As the climate warms, cities like Buckley, located on the wildland urban interface, need to take precautions to alleviate the risk of wildfire. The Washington State Department of Natural Resources is responsible**

for creating up to date maps of the Wildland Urban Interface to assist jurisdictions as they complete their land use planning. WADNR was in the process of updating the WUI map during Plan development, and as such, the map did not drive planning efforts (See the Map Folio at the end of the Plan for the existing WUI map). As a member of the East Pierce Interlocal Coalition for Emergency Management, Buckley works with other local jurisdiction on hazard mitigation including for potential forest fires.

Pierce County Planning Policies highlight the importance of planning for climate resiliency and mitigation, and several policies have been added to comply with those mandates.

Intergovernmental coordination

Buckley's success is linked to both its neighbors as well as regional and state governing bodies and agencies such as the Department of Transportation (WSDOT). Many land use decisions need to be made based on an understanding of what is happening outside the city. This is particularly true for coordinating development with transportation investment (not only highways, but also bike and pedestrian trails and pathways) as well as developing contiguous habitat corridors and managing watersheds. Buckley should communicate and work with these other agencies to maximize the impact of City investments.

Residential land use

Preserving the beneficial elements of Buckley's historic rural character includes maintaining open spaces and view corridors to help encourage an outdoor aesthetic and access to nature. Encouraging clustering of development allows maintenance of open space and helps protect sensitive areas, while reducing the cost of providing utilities and services. Adding density and height allowances in certain locations is crucial for ensuring that housing types affordable to low income households can be built within

move into the community and current residents are able to remain. Dispensing 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. In the past, the Growth Management Act did not disaggregate housing growth targets by income bracket, however, new legislation (HB 1220) now requires cities to plan for a wide variety of income levels. Generally speaking, lower income households cannot afford single family homes in Pierce County, so many cities, including Buckley, need to designate new areas that allow apartment buildings and other higher density housing types. Department of Commerce guidance indicates that households making between 0-50% area median income can most feasibly find housing in apartment buildings, while those making between 50-100% AMI can often find housing in moderate density middle housing which includes townhomes, duplexes, triplexes and other multi-unit dwelling types. Those making over 100% median income can usually afford single family homes. The future land use map found in the Land Use Element reflects changes that accommodate these new housing types. During public engagement efforts for the Housing Action Plan (see Appendix B, pg 134), respondents identified a number of regulatory



Mid Rise High Density 0-50% Area Median Income



Low Rise Moderate Density
50-100% Area Median Income

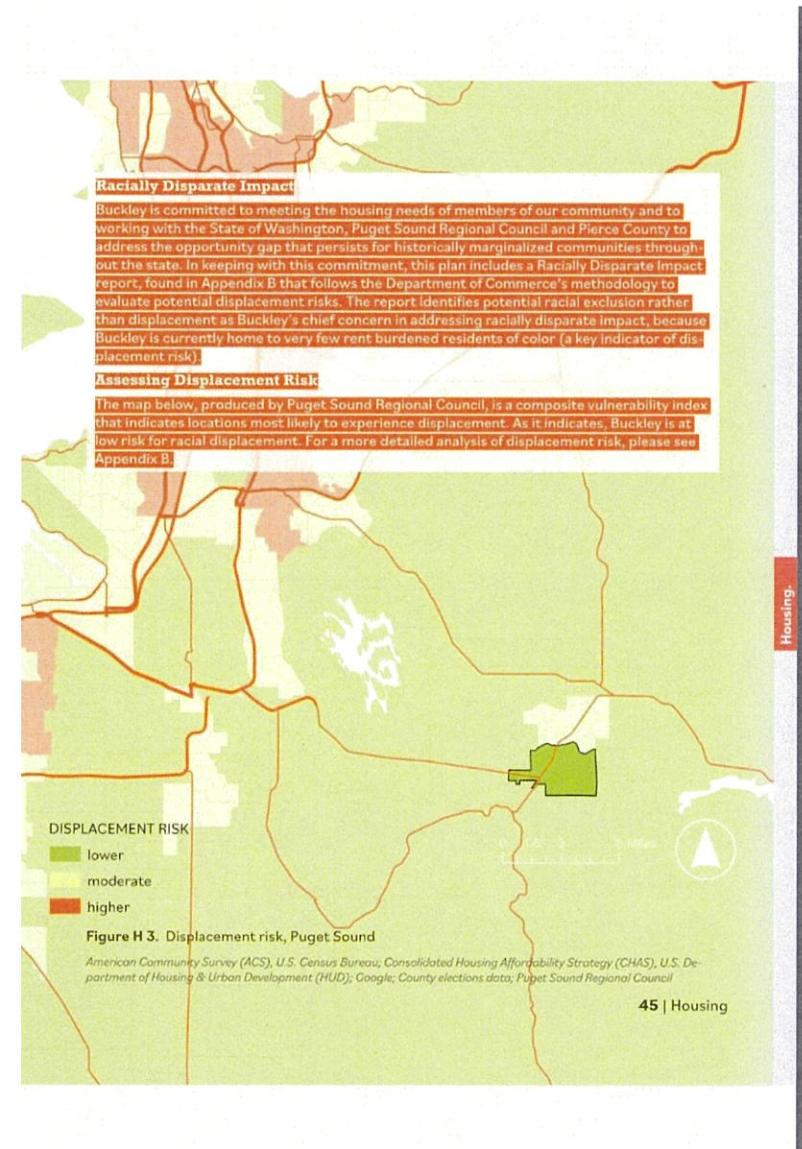


Low Density
100%+ Area Median Income

viding deeply affordable units which are typically only feasible as low rise and mid rise apartment complexes per Commerce guidance. For a further discussion of barriers see the Housing Action Plan, pg 125.

Housing:

2. Identifying areas that have a high risk of residential displacement.



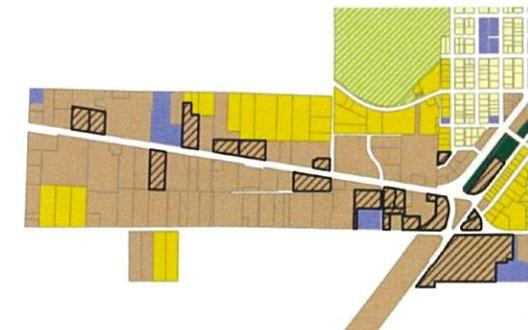
2. Identifying areas that have a high risk of residential displacement.

3. ACCOMMODATING GROWTH FOR EMERGENCY HOUSING

Emergency Housing

Guidance from the Department of Commerce indicates that Buckley can fulfill most of its Emergency Housing allocation with existing hotels and motels **beds**. Buckley's Econo Lodge located on Highway 410 has 40 rooms, and the Buckley Inn has 14 (44 rooms in all). **The City has capacity for the remaining 33 beds within the Corridor Mixed Use land use designation. The map below shows vacant lots within Corridor mixed use that will continue to allow hotels and motels. At 60 beds/acre these lots have capacity for 874 beds with critical area and market factor deductions.** Buckley's code does not currently have guidelines to address emergency housing. The code will be updated to allow emergency housing in all zones that allow hotels and motels. Standards for emergency housing will not be more stringent than those allowed by RCW 35A.21.430 and RCW 35.21.683.

- EH Capacity
- Corridor Mixed Use
- Natural
- Park
- Public
- Urban High Density
- Urban Low Density



Area Median Income (AMI)

Area Median Income is based on Pierce County's median income. The table below shows qualifying incomes for affordable housing for each income bracket by household size.

	Persons in family								
	1	2	3	4	5	6	7	8	
Extremely low income (0-30% AMI)	\$24,350	27,800	31,300	34,750	37,550	41,960	47,340	52,720	
Very low income (30-50% AMI)	40,550	46,350	52,150	57,900	62,550	67,200	71,800	76,450	
Low income (50-80% AMI)	64,900	74,150	83,400	92,650	100,100	107,500	114,900	122,300	

HUD 2024

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3. ACCOMMODATING GROWTH FOR EMERGENCY HOUSING

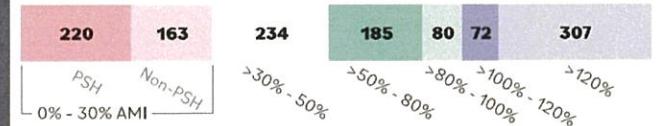
Housing Needs Table

An inventory and analysis of existing and projected housing needs over the planning period, by income band, consistent with the jurisdiction's share of countywide housing need, as provided by Commerce.

Figure H 1. Permanent Housing Needs by Income Level (% of Area Median Income)

	Total	PSH*	Non-PSH	>30-50%	>50-80%	>80-100%	>100-120%	>120%
Estimated Housing Supply (2020)	1,957	0	41	145	537	436	305	493
Housing Growth Target	1,260	220	163	234	185	80	72	307

Figure H 2. Buckley housing growth target for 2044 by income bracket



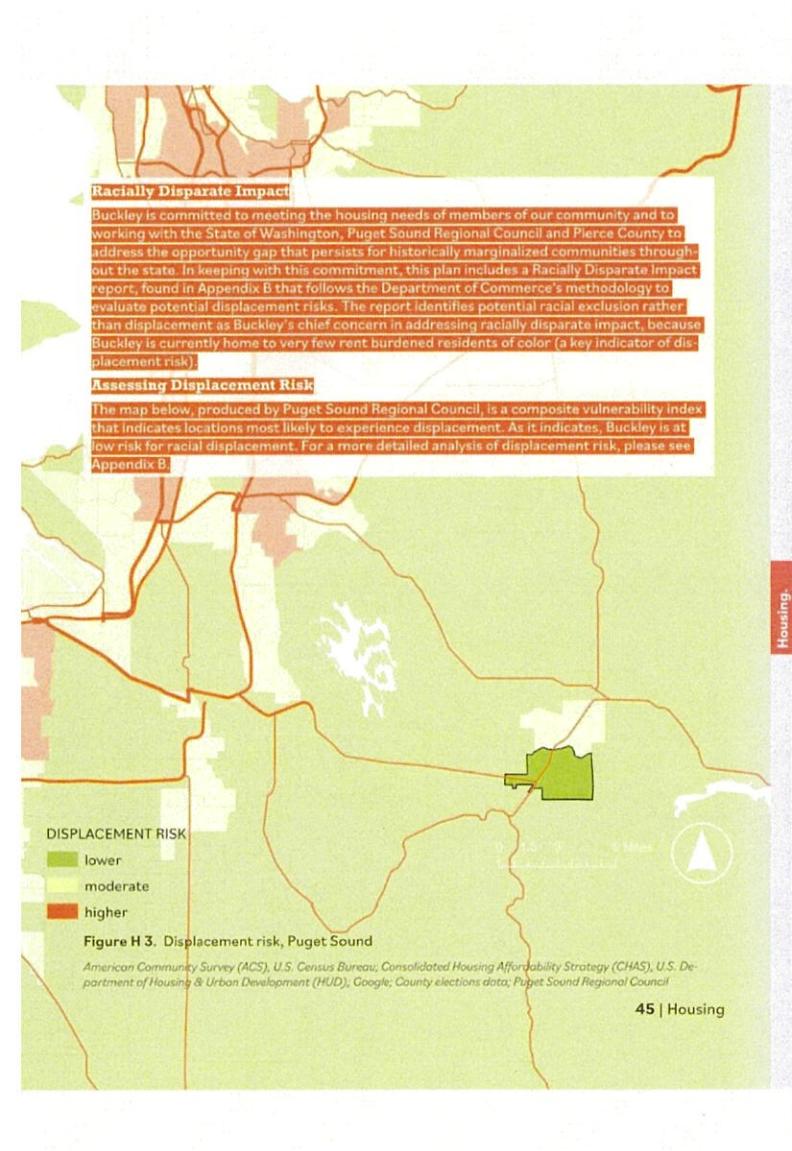
Not Included in Growth Target

77

Emergency Housing

Housing Connectivity: 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.

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4. Including a direct reference to the Racially Disparate Impact report in the Housing element.

Thank you.

Questions?

Comments?

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. In the past, the Growth Management Act did not disaggregate housing growth targets by income bracket, however, new legislation (HB 1220) now requires cities to plan for a wide variety of income levels. Generally speaking, lower income households cannot afford single family homes in Pierce County, so many cities, including Buckley, need to designate new areas that allow apartment buildings and other higher density housing types. Department of Commerce guidance indicates that households making between 0-50% area median income can most feasibly find housing in apartment buildings, while those making between 50-100% AMI can often find housing in moderate density middle housing which includes townhomes, duplexes, triplexes and other multi-unit dwelling types. Those making over 100% median income can usually afford single family homes. The future land use map found in the Land Use Element reflects changes that accommodate these new housing types. **During public engagement efforts for the Housing Action Plan (see Appendix B, pg 134),** respondents identified a number of regulatory



Mid Rise High Density
0-50% Area Median Income

barriers that prevent affordable housing production in Buckley. In particular, they cited challenges with building ADUs due to the development code's small maximum ADU size of 800 square feet, expensive permit fees and a requirement for owner occupancy either in the principal unit or the ADU. Updates to state law since the last periodic update require the City to increase the maximum ADU size to at least 1000 square feet and nullify owner occupancy requirements, helping to alleviate these challenges.



Low Rise Moderate Density
50-100% Area Median Income

Another challenge is the City's lack of a ladder fire truck, meaning that development is capped at 35 feet to ensure emergency access. Additionally, in 2024 the development code allowed a maximum density of 21 units/acre in the Neighborhood Mixed Use zone for senior housing and 14 units per acre for multifamily housing (the highest density allowed in Buckley). This poses a significant barrier to pro-

viding deeply affordable units which are typically only feasible as low rise and mid rise apartment complexes per Commerce guidance. For a further discussion of barriers see the Housing Action Plan, pg 125.

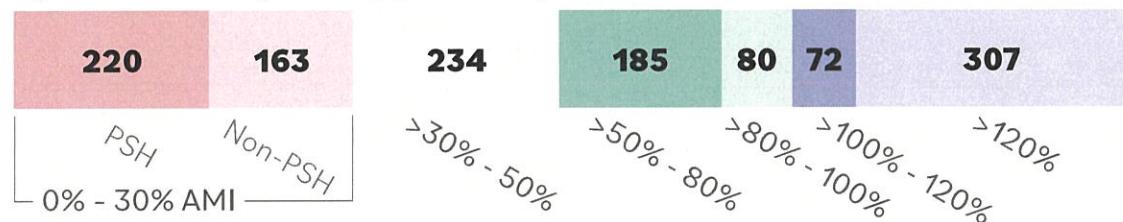
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77

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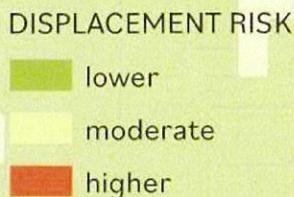
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Racially Disparate Impact

Buckley is committed to meeting the housing needs of members of our community and to working with the State of Washington, Puget Sound Regional Council and Pierce County to address the opportunity gap that persists for historically marginalized communities throughout the state. In keeping with this commitment, this plan includes a Racially Disparate Impact report, found in Appendix B that follows the Department of Commerce's methodology to evaluate potential displacement risks. The report identifies potential racial exclusion rather than displacement as Buckley's chief concern in addressing racially disparate impact, because Buckley is currently home to very few rent burdened residents of color (a key indicator of displacement risk).

Assessing Displacement Risk

The map below, produced by Puget Sound Regional Council, is a composite vulnerability index that indicates locations most likely to experience displacement. As it indicates, Buckley is at low risk for racial displacement. For a more detailed analysis of displacement risk, please see Appendix B.



0 1.5 3 6 Miles



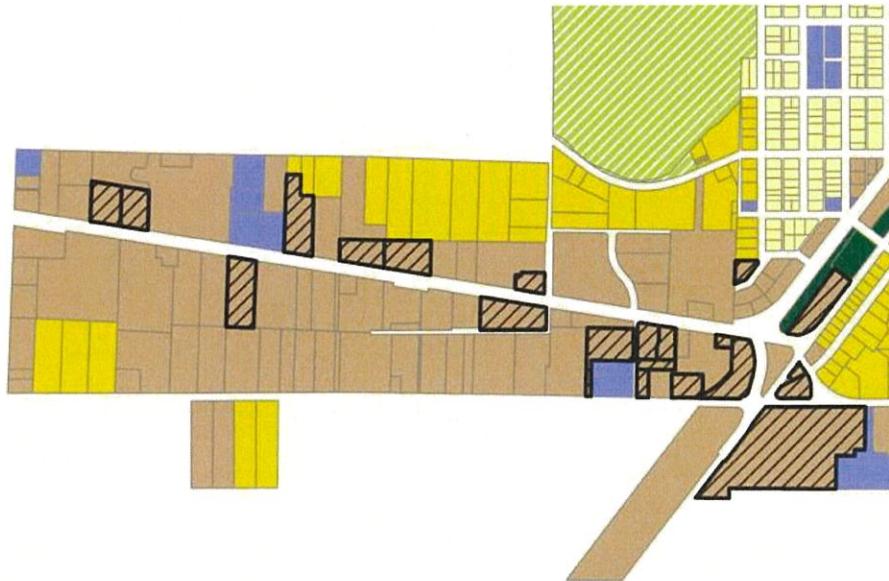
Figure H 3. Displacement risk, Puget Sound

American Community Survey (ACS), U.S. Census Bureau; Consolidated Housing Affordability Strategy (CHAS), U.S. Department of Housing & Urban Development (HUD); Google; County elections data; Puget Sound Regional Council

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HUD 2024



STATE OF WASHINGTON
DEPARTMENT OF COMMERCE
1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

February 25, 2025

Chris Farnsworth, Senior Planner
Public Works Building
240 South River Street
Buckley, WA 98321

RE: Buckley PlanView Submittal #2024-S-7955

Dear Chris:

Thank you for the opportunity to comment on proposed changes to the City of Buckley's comprehensive plan. Growth Management Services received the proposed amendments on December 27, 2024, and processed with material identification number 2024-S-7955. We recognize this submission represents a great deal of work and progress toward completing the 2024 periodic update of your comprehensive plan and development regulations, which were due on or before December 31, 2024.

Commerce has reviewed the proposed amendments, and we encourage you and your community to consider the following as you finalize your drafts and present amendments to your appointed and elected officials.

We have three concerns that you should address before you adopt your comprehensive plan:

- Housing Element:** We do not believe the city has demonstrated it can accommodate projected housing growth for emergency housing, as required [RCW 36.70A.070\(2\)\(c\)](#). Though page 45 of the comprehensive plan identifies 54 potential emergency housing units, an additional 23 units are needed to meet the emergency housing target of 77 units allocated by Pierce County and adopted by [Ordinance 2023-22s](#). Please see Commerce's [Guidance for Updating your Housing Element \(Book 2\)](#) for specific steps to document sufficient land capacity for emergency housing and emergency shelters (starting on page 41), and examples of land capacity analyses on Commerce's [EZView site](#).
- Housing Element:** In our review, we did not find identification of areas at higher risk of residential displacement, as required by [RCW 36.70A.070\(2\)\(g\)](#). We recommend including a displacement risk map – you may use [Commerce Draft Displacement Risk Map](#) or [PSRC Displacement Risk Mapping Tool](#) – or include a discussion of areas that may be at risk of displacement in your housing element.
- Land Use/Natural Environment:** The land use element is required to "...reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools...", as found in [RCW 36.70A.070\(1\)](#), amended in 2023. Though LU 5.7 provides a policy statement and a [Wildlife Urban](#)

Department of Commerce: Submittal ID 2024-S-7955

Interface map is presented on pages 150-151 of the Map Folio, we did not find specific land use tools, fire adaptation measures, or other wildfire preparedness measures presented to address wildfire risk. As presented, the land use policy and map may not sufficiently meet the statutory requirement. The [International Wildland-Urban Interface Code](#) is an available resource.

We have three suggestions for strengthening your plan and development regulation amendments that we encourage you to consider as you continue to work on the 2024 periodic update:

4. In our review of the Housing Element, we did not find a list of barriers to affordable housing or a list of actions to address these barriers as required in [RCW 36.70A.070\(d\)\(2\)](#). To meet this requirement, we suggest including a statement such as, “Please find a list of barriers to affordable housing identified in the Gap Analysis on page 125 in the Housing Action Plan Appendix.”
5. We applaud your Racially Disparate Impacts analysis and believe explicitly addressing it in the Housing Element will clearly address the requirements in [RCW 36.70A.070\(2\)\(e\)](#). We suggest adding a reference in the housing element that points readers to the Racially Disparate Impacts report, currently found in Appendix D: Policy Framework Review, and/or including a brief summary of findings to the housing element narrative.
6. [RCW 36.70A.040\(8\)](#), new in 2022, provides tribes with the opportunity to participate in the comprehensive planning process, and requires local jurisdictions to make an effort to invite this participation. We suggest documenting any collaboration with local tribes in either the Policy Planning Framework or Vision and Community Layout section of the plan.

Thank you again for the opportunity to comment. If you have any questions or concerns about this letter and/or would like to discuss other growth management topics, please contact me at eric.guida@commerce.wa.gov or 360-725-3044. We extend our continued support to the City of Buckley in achieving the goals of the Growth Management Act.

Sincerely,

Eric Guida

Eric Guida, Senior Planner
Growth Management Services

cc: David Andersen, AICP, Senior Managing Director, Growth Management Services
Valerie Smith, AICP, Deputy Managing Director, Growth Management Services
Benjamin Serr, AICP, Eastern Region Manager, Growth Management Services
Carol Holman, Western Region Manager, Growth Management Services
Anne Fritzel, Housing Planning Manager, Growth Management Services
Laura Hodgson, Housing Data Manager, Growth Management Services

a wide range of multi unit dwellings in many residential zones. This includes expanded low-density multifamily development within the higher-density residential zones of R-6,000 and R-8,000 like duplexes, triplexes, and some types of multiplexes. Expanding multifamily uses within R-6,000 and R-8,000 zones follows the GMA directive to provide a diverse range of housing types, but retains Buckley's small-town character (ability to walk from place to place, meet with other residents in safe environments and be socially aware of other residents - generally producing a neighborly place to live). In the future land use map these areas are denoted as "Neighborhood residential" indicating that this part of the city will include primarily detached residential uses while allowing some middle housing types to increase affordability. Changes to the development regulations which are modified in conjunction with the Comprehensive Plan are designed to reduce barriers for this type of housing development.

Pockets along 112th Street and Pearl Street are slated for Buckley's highest density mixed use development. This provides the zoned capacity that the city needs in order to accommodate Pierce County's low income housing allocation. This area will allow apartment buildings because households making 0-50% of area median income typically can only find housing in midrise apartments (3-4 stories). Allowing this higher density housing on the Southern edge of the city will reduce some of the impact of height on obscuring views of Mount Rainier while balancing access to a main transportation corridor, services and amenities for high density housing.

Two land use designations are left in the Future Land Use map: the public (P) zone and the Natural (N) zone. Public zones include existing public properties, such as city hall, public parks, public schools, and public services. The N zone abuts the river and the city's uplands and corresponds to areas regulated by the City's Shoreline Management Program.

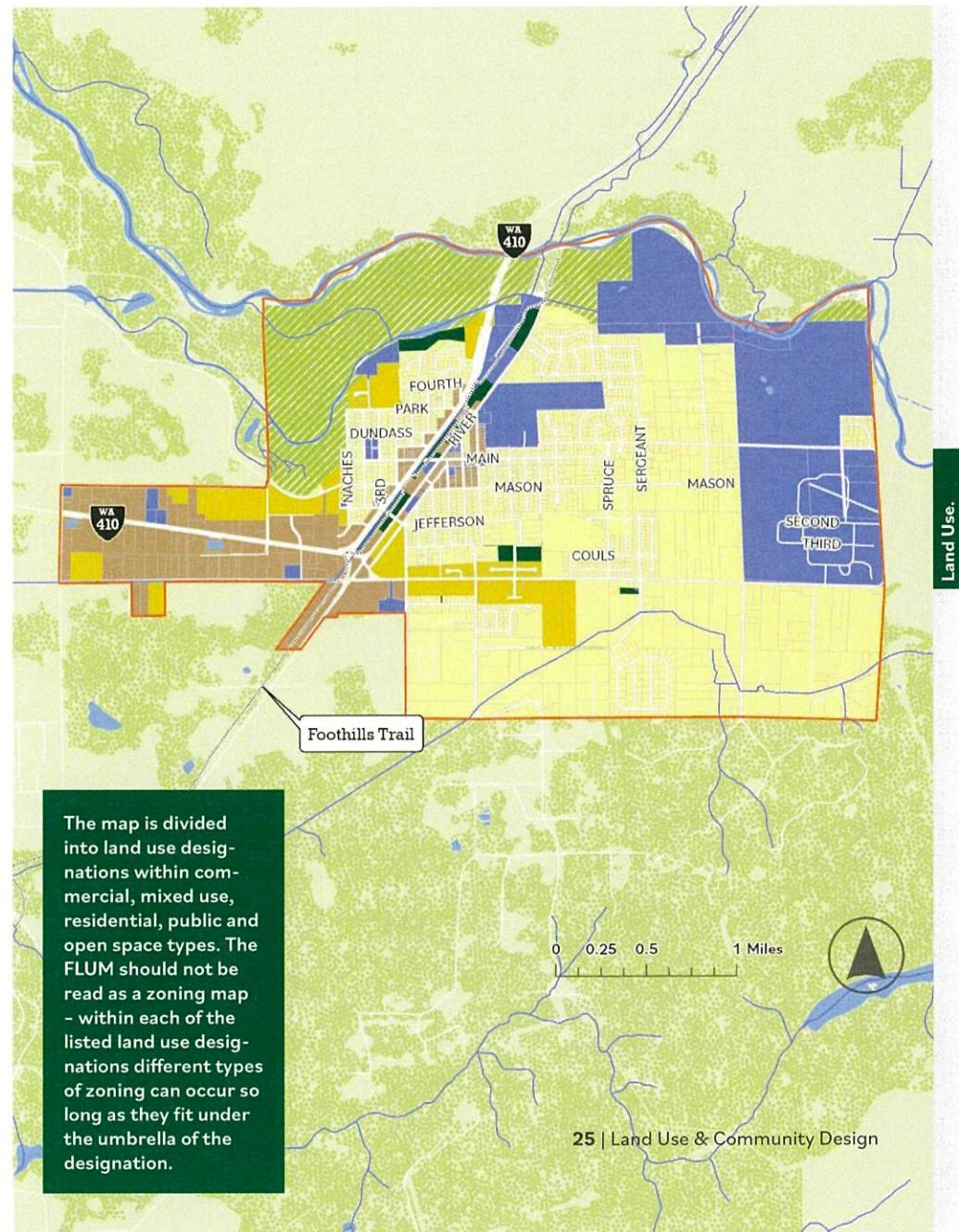
Figure LU-5 Buildable Lands Capacity Analysis Based on updated FLUM

	Growth Target	Corridor Mixed Use Capacity	Urban High Density Capacity	Urban Low Density Capacity	Total Capacity	Additional Capacity over target
Employment	1,080	1344	13	77	1434	+354
Housing	1,261	77	961	1,055	2,093	+832
0-30 PSH	220	0	220		220	0
0-30 Non-PSH	163	0	163		163	0
30-50% AMI	234	0	234		234	0
50-80% AMI	185	40	185		225	+40
80-100% AMI	80	37	159	200	396	+316
100-120% AMI	72			200	200	+128
120%+ AMI	307			655	655	+348

Pierce County Buildable Lands Report, 2022 (for calculations and assumptions see Appendix B)

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Figure LU-4 Future Land Use Map





Housing Density: 12-18 DU/Acre

This is a new land use designation that will allow housing above retail, but no stand alone housing. The mixed use corridor designation should encourage collocating housing and businesses.



Two Story Mixed Use, Sacramento, CA

Atrium Apartments, Seattle, WA

Mixed Use apartments, Seattle, WA



Housing Density: 15-40 DU/acre

Most similar to existing High Density Residential Zoning, but with additional density allowances to ensure Buckley has enough zoned capacity to support its affordable housing allocation.



Issaquah Highlands, WA



Issaquah Highlands, WA



Condominiums, Boise, Idaho

Corridor Mixed Use

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Urban High Density

47 | Housing



TO: Mayor and City Councilmembers
FROM: Chris Farnsworth, Senior Planner
THROUGH: Courtney Brunell, City Administrator
DATE: 6/3/25
SUBJECT: Planning Commission ADU Recommendations

Purpose: The purpose of this memo is to provide recommendations from the Planning Commission regarding ADUs.

Background: Over the last several meetings the planning commission has been discussing ADUs and what makes sense for Buckley to follow the new state law.

Discussion:

- **ADU Design Guidelines:** HB 1337 disallows design guidelines for ADUs if none exist for single-family housing. After discussions with the Planning Commission and considering public comment, implementing wide-ranging design guidelines for single-family homes would result in complicated restrictions for existing homeowners and burden future housing developments with additional review and requirements.
- **Planning Commission Recommendation:** Other jurisdictions in the region have started to provide pre-approved ADU plans. Pre-approved ADU plans provide an opportunity for builders/homeowners to get the required permit approvals quickly. While the City would have to pay for these pre-approved plans, there are opportunities for cost recovery. Requiring a pre-application meeting and attaching a fee to the pre-approved plans would help recover the cost. Applicants would most likely choose a pre-approved plan at a lower cost rather than pay full price for a new design. Offering pre-approved plans provides the opportunity for offering preferred designs without regulating single-family homes. There are potential hurdles to this path including the licensing of the plans and the overall initial cost for the City.
- **ADU Building Standards:** HB 1337 allows regulating building standards as long as they apply to the principal unit.

- **Planning Commission Recommendation:** Require a foundation and other applicable building codes as required for single-family homes to prevent mobile homes from being used as ADUs.
- **ADU Size Requirements:** HB 1337 restricts the minimum size of ADUs to 1000 square feet. The maximum size of ADUs is up for the local jurisdiction to regulate.
- **Planning Commission Recommendation:** Restrict the maximum size of ADUs to match Pierce County; 1250 square feet.
- **ADU Utility Standards:** HB 1337 allows for flexible utility standards. Water and sewer connections can be determined locally, including restricting ADUs that are not connected to public sewer.
- **Planning Commission Recommendation:** Due to the variables involved with adding additional utility lines to existing lots flexibility is required to address each specific site condition. For newer developments this will not be as much of an issue but on some of the older developments the best way to connect utilities can vary. After discussions with Public Services Director Banks, adding a section of code referencing public works standards giving Director Banks and the city engineer the discretion to evaluate each specific site condition.
- **ADUs as Short-Term Rentals:** HB 1337 permits restrictions on ADUs as short-term rentals such as AirBnB.
- **Planning Commission Recommendation:** Allow some short-term rentals, but place restrictions on short-term rentals that are less than 60 days.
- **ADU Setbacks:** ADU setbacks cannot be more restrictive than those on principal units.
- **Staff Input:** Setbacks and other dimensional standards would be more efficiently reviewed together in the future.

Next Steps: Evaluation of the above recommendations and direction from City Council on further ADU code.

EXHIBIT A

2026 - 2031 Six Year Transportation Improvement Plan (STIP)

Priority	Project	Location/Segment	Length (ft)	2025 Est Project Cost	Funding Source	Est Project Date	Project Scope
1	Comprehensive Safety Action Plan	Citywide	N/A	\$250,000	SS4A	2025 - 2026	Develop strategy for improvements to promote safety for all roadway users with a focus on reducing pedestrian crashes, reducing fatal and serious injury crashes, and lowering vehicular operating speeds.
2	1C: SR-410 Corridor Study	West City Limits to North City Limits	13,000	\$245,000	WSDOT	2025 - 2026	Examine existing condition, recommend improvements, and prepare design concept alternatives for the various segments of SR-410 and its major intersections.
3	Spruce Street Reconstruction	Mason Ave to Main Street	580	\$1,365,000	Local (PCR 72)	2025	Shoulder improvements w/ pavement widening, installation of curb, gutter, sidewalks, storm drainage and street lighting. During construction replace and upsize existing water and sewer mains.
4	West Mason Avenue Overlay	Naches Street to Hinkleman Extension	1,700	\$450,000	TIB (APP) & Local	2025	Reconstruct with overlay and install curb ramp improvements.
5	"A" Street Overlay	Main Street to Park Ave	900	\$380,000	TIB (APP) & Local (PCR 6)	2026	Reconstruct/rehabilitate, grind, replace water, stormwater drainage and underground power, install curb and gutter, sidewalk w/ ADA improvements, landscape amenities, lighting and repave.
6	East Main St Road Reconstruction	A Street to Spruce Street	2,600	\$2,334,000	TIB (APP) & Local	2026	Reconstruct with overlay and replace curb ramps along road segment. Replace water main.
7	1A: Roundabout at 112th/SR-165	Intersection of 112th Street and SR-165	N/A	\$1,478,000	TIB (UAP), WSDOT, SS4A	2027	Construct single-lane roundabout, installation of curb, gutter, sidewalk w/ ADA improvements, splitter islands, utility adjustment, storm drainage, channelization, signing, street lighting, and surface restoration.
8	2A: Roundabout at Park/SR-410	Intersection of Park Avenue and SR-410	N/A	\$4,834,000	PSRC, SS4A, Local	2027	Replace existing traffic signal with single-lane roundabout, installation of curb, gutter, sidewalk w/ ADA improvements, splitter islands, utility adjustment, storm drainage, channelization, signing, street lighting, and surface restoration.
9	2B: Roundabout at Main/SR-410	Intersection of Main Street and SR-410	N/A	\$4,834,000	PSRC, SS4A, Local	2027	Replace existing traffic signal with single-lane roundabout, installation of curb, gutter, sidewalk w/ ADA improvements, splitter islands, utility adjustment, storm drainage, channelization, signing, street lighting, and surface restoration.
10	Sergeant St Improvement Project	Collins Road to Whitmore Way	780	\$601,000	Local (PCR 56.0)	2028	Shoulder improvements w/ pavement widening, installation of curb, gutter, sidewalks, storm drainage and street lighting. During construction replace and upsize existing water and sewer mains.
11	Spiketon Road Pedestrian Improvements	Mt. View to South City Limits	2,100	\$1,906,000	TIB (SP) & Local	2028	Shoulder improvements w/ pavement widening, installation of curb, gutter, sidewalks, storm drainage and street lighting.
12	Pearl St & Jefferson Ave Intersection Improvements	Intersection of Pearl Street & Jefferson Ave	N/A	\$127,000	TIB (APP) & Local	2028	Reconstruction/rehabilitate, grind, repair/replace curb, gutter & repave. During construction replace and upsize existing water main.
13	Mt. View Ave. Resurfacing	Division Street to Spiketon Road	1,330	\$316,000	Local (PCR 36)	2028	Reconstruction/rehabilitate, grind, repair/replace curb, gutter & sidewalk, repave.
14	Roundabout at SR-410/SR-165	Intersection of SR-410 and SR-165	N/A	\$4,834,000	PSRC, SS4A, Local	2029	Construct roundabout, installation of curb, gutter, sidewalk w/ ADA improvements, splitter islands, utility adjustment, storm drainage, channelization, signing, street lighting, and surface restoration.

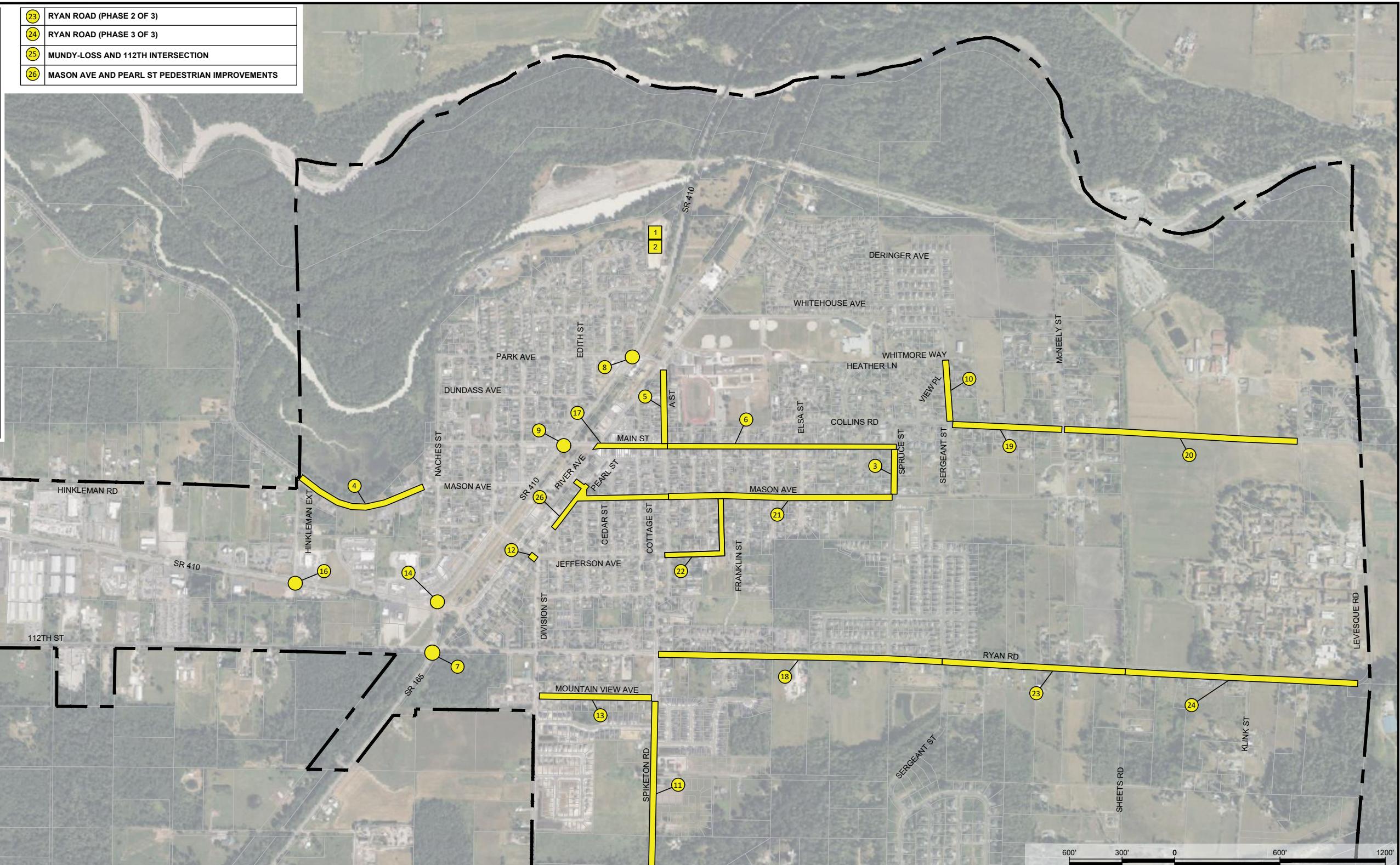
EXHIBIT A

2026 - 2031 Six Year Transportation Improvement Plan (STIP)

Priority	Project	Location/Segment	Length (ft)	2025 Est Project Cost	Funding Source	Est Project Date	Project Scope
15	2D: Roundabout at Mundy-Loss/SR-410	Intersection of Mundy-Loss Road and SR-410	N/A	\$4,834,000	PSRC, SS4A, Local	2029	Replace existing traffic signal with single-lane roundabout, installation of curb, gutter, sidewalk w/ ADA improvements, splitter islands, utility adjustment, storm drainage, channelization, signing, street lighting, and surface restoration.
16	2E: Roundabout at Hinkleman Ext./SR-410	Intersection of Hinkleman Extension and SR-410	N/A	\$4,834,000	PSRC, SS4A, Local	2029	Construct single-lane roundabout, installation of curb, gutter, sidewalk w/ ADA improvements, splitter islands, utility adjustment, storm drainage, channelization, signing, street lighting, and surface restoration.
17	East Main St. Pavement Preservation	River Ave. to A St.	750	\$208,000	TIB (APP) & Local	2029	Reconstruction/ rehabilitate, grind, repave.
18	Ryan Road (Phase 1 of 3)	Spiketon Road to Sergeant Street	3,300	\$4,505,000	TIB (UAP) & Local	2029	Reconstruction/ rehabilitate, grind, replace water, sewer and storm, widen, install curb, gutter & sidewalk 1 side, repave.
19	Collins Road Pedestrian Improvements (1 of 2)	Sergeant Street to McNeely Street	1,300	\$485,000	TIB (SP) & Local	2029	Sidewalk or Asphalt path on the north side.
20	Collins Road Pedestrian Improvements (2 of 2)	McNeely Street to Collins Court	2,700	\$635,000	TIB (SP) & Local	2030	Sidewalk or Asphalt path on the north side.
21	East Mason Ave Pedestrian Improvements (1 of 2)	A Street to Spruce Street	2,600	\$670,000	TIB (SP) & Local	2030	Sidewalk or Asphalt path on the north side.
22	"C" Street and Jefferson Ave Pedestrian Improvements	C: Jefferson to Mason and Jefferson; A to C	1,300	\$483,000	Local	2030	Reconstruct with overlay and replace curb ramps along road segment.
23	Ryan Road (Phase 2 of 3)	Sergeant Street to Sheets Road	2,100	\$1,764,000	TIB (SCP) & Local	2031	Reconstruction/ rehabilitate, grind, replace water, sewer and storm, widen, install curb, gutter & sidewalk 1 side, repave.
24	Ryan Road (Phase 3 of 3)	Sheets Road to Levesque Road	2,700	\$2,268,000	TIB (SCP) & Local	2031	Reconstruction/ rehabilitate, grind, replace water, sewer and storm, widen, install curb, gutter & paved walking trail 1 side, repave.
25	Mundy-Loss & 112th Intersection	Intersection of Mundy-Loss Road and 112th Street	N/A	\$2,014,000	Local	2031	Intersection safety improvements to convert current 4-way stop to traffic signal or roundabout. Improvements include approach lanes and pedestrian improvements.
26	Mason Ave. and Pearl St. Pedestrian Improvements	A Street to Pearl St	1,400	\$522,000	TIB (SP) & Local	2031	Sidewalk improvements

TRANSPORTATION PROJECTS	
1	COMPREHENSIVE SAFETY ACTION PLAN
2	1C: SR-410 CORRIDOR STUDY
3	SPRUCE STREET RECONSTRUCTION
4	WEST MASON AVENUE OVERLAY
5	"A" STREET OVERLAY
6	EAST MAIN ST ROAD RECONSTRUCTION
7	1A: ROUNDABOUT AT 112TH/SR-165
8	2A: ROUNDABOUT AT MAIN/SR-410
9	2B: ROUNDABOUT AT MAIN/SR-410
10	SERGEANT ST IMPROVEMENT PROJECT
11	SPIKETON ROAD PEDESTRIAN IMPROVEMENTS
12	PEARL ST AND JEFFERSON AVE INTERSECTION IMPROVEMENTS
13	MT. VIEW AVE. RESURFACING
14	ROUNDABOUT AT SR-410/SR-165
15	2D: ROUNDABOUT AT MUNDY-LOSS/SR-410
16	2E: ROUNDABOUT AT HINKLEMAN EXT./SR-410
17	EAST MAIN ST PAVEMENT PRESERVATION
18	RYAN ROAD (PHASE 1 OF 3)
19	COLLINS ROAD PEDESTRIAN IMPROVEMENTS (1 OF 2)
20	COLLINS ROAD PEDESTRIAN IMPROVEMENTS (2 OF 2)
21	EAST MASON AVE PEDESTRIAN IMPROVEMENTS (1 OF 2)
22	"C" STREET AND JEFFERSON AVE PEDESTRIAN IMPROVEMENTS

(23)	RYAN ROAD (PHASE 2 OF 3)
(24)	RYAN ROAD (PHASE 3 OF 3)
(25)	MUNDY-LOSS AND 112TH INTERSECTION
(26)	MASON AVE AND PEARL ST PEDESTRIAN IMPROVEMENTS



CITY OF BUCKLEY

6-YEAR TIP: 2026-2031


Gray & Osborne, Inc.
CONSULTING ENGINEERS



TO: City Councilmembers
FROM: Courtney Brunell, City Administrator
THROUGH: Mayor Burkett
DATE: June 3, 2025
SUBJECT: Options and Estimated Costs for City Logo Implementation

Background: As the City prepares to implement the newly adopted logo, staff has identified cost estimates and outlined several rollout options for your consideration. The goal is to modernize the City's branding in a way that is both visible and fiscally responsible.

All Estimated Costs:

- City Signs
 - Public Works Sign: \$1,700
 - Council Chambers Sign: \$3,400
- Parks Signage: \$3,000
- City Vehicles: \$1,100
- Issued Clothing: \$3,438.23
(Based on 6 per person, per Public Works and Parks employees)
- Name Tags: \$250
- City Flag (1): \$250
- Stationery: \$0
(No setup fee; logo will be updated as current stock is depleted)

Total Estimated Cost (All Items): \$13,138.23

Implementation Options:

1. Minimal Rollout (Slow Phase-In)

- Replace only stationery and electronic media (email signatures, website, social media).
- No physical items replaced at this time.
- No budget adjustment required.
- Plan to make sign purchases as part of 27-28 biennial budget

2. Moderate Rollout

- Replace the Public Works sign, Council Chambers sign, name tags, and one City flag.
- No replacement of parks signage, vehicle logos, or issued clothing.
- Estimated cost: \$5,600
- May require a budget adjustment

3. Complete Rollout

- Replace all identified items, including:
 1. Public Works sign
 2. Council Chambers sign
 3. Parks signage
 4. Vehicle logos
 5. Issued clothing
 6. Name tags
 7. One City flag
 8. Stationery (as inventory is replenished)
- Estimated cost: \$13,138.23
- Will require a budget adjustment.

4. Hybrid – Council Directed

- Council selects specific items to replace based on visibility, cost, and priorities.
- May include any combination from the list above.
- This option will likely require a budget adjustment depending on scope and timing.

Next Steps: Council will consider formal adoption of the new logo at the June 10th meeting. Once adopted, staff is prepared to move forward with the implementation option selected by Council.

