



BUCKLEY CITY COUNCIL AGENDA **AMENDED**

Tuesday, December 10, 2024, at 6:00 P.M.

Multi-Purpose Center, 811 Main Street

Next Ordinance #16-24, Next Resolution #24-10, Next Agenda Bill #24-072

Or Via Zoom:

<https://us02web.zoom.us/j/83366597529?pwd=N2hMTmh5eEZ4TGpJd2dpbFp0cnkvdz09>

Call-in Number: 253-215-8782

Meeting ID: 833 6659 7529 Meeting Passcode: 863441

A. **CALL TO ORDER**

1. Pledge of Allegiance
2. Roll call
3. Agenda Modifications
4. Announcements, Appointments and Presentations
 - a. Cancel December 24, 2024, City Council Meeting

B. **PUBLIC COMMENTS** - *Time Limit of Three Minutes* (Citizens wishing to speak are Encouraged to sign up at City Hall by Wednesday prior to the Council Meeting)

C. **COMMITTEE REPORTS**

1. Mayor's Report	Burkett
2. Senior Citizen Advisory Commission	Bergerson
3. Planning Commission	Arsanto

D. **CONSENT AGENDA**

- a. Claims & Payroll
- b. Approve Minutes of June 11, 2024, City Council Meeting

E. **REGULAR AGENDA**

1. **ORDINANCE**

- a. ORD No. ____-24: 2024 Year-End Budget Adjustments
- b. ORD No. ____-24: Adopting the 2025 City Employee Salary Scale
- c. ORD No. ____-24: Adopting the Comprehensive Plan
- d. ORD No. ____-24: No Overnight Camping

2. **RESOLUTIONS**

- a. RES No. 24-____ :Amending Taxes, Rates, & Fees (Revision #3)
- b. RES No. 24-____ : MRSC Rosters

F. **STAFF REPORTS**

1. City Administrator Update

G. **PUBLIC COMMENTS** - *Time Limit of Three Minutes*

H. **Council Member Comments & Good of the Order**

I. **CLOSED SESSION** – Labor Negotiations

B. PUBLIC COMMENTS

C. COMMITTEE REPORTS

Senior Citizens Advisory Commission Meeting Notes

December 4, 2024

There will be a job posting soon for the vacant position at the Senior Center. Currently, Jenny Kyllonen from the Youth Center is filling in, and hours have been extended for Jean.

Some Seniors have expressed an interest in extended hours of operation for the Senior Center. The commission decided to extend hours on Monday and Tuesday to remain open until 3:00pm. They will close on Thursdays at 12:30. These changes will start in January 2025.

The 2025 Workplan for the commission was discussed and a few more items were added.

Discussion on where Seniors would like to go on Day trips. Trader Joes and the casino trip have been well attended and will continue. Other ideas such as museum and restaurant trips were suggested.

Meeting dates will be the first Wednesday, every other month starting January 2025.

Treva Zumek

From: Kenny Arsanto
Sent: Wednesday, December 4, 2024 5:34 PM
To: Treva Zumek; Chris Farnsworth
Subject: Planning Commission Meeting Notes

Good evening, Treva/Chris,

Here are the notes I took from planning commission meeting . feel free to add anything I missed, or you would like added. Thank you

Planning Commission met on December 2. Discussion topic was PSRC comment letter. Mr.Farnsworth explained that PSRC comments have been addressed and added to the new revision. Planning department has been working on the commerce checklist. The commerce checklist is almost complete.

Briefly discussed the climate element and its due date of 2029. Planning will begin work on this portion of comp plan in following years.

Public comment – concerns of selling city owned land to low income housing at discounted rate.
Concerns with the map of fire danger zones created by the state and department of natural resources.

D. CONSENT AGENDA

CITY OF BUCKLEY			
Payroll and Claims/Treasurer Checks - November 2024			
December 10, 2024 Council Meeting			
FUND #	FUND NAME	AMOUNT	ITEM
001	General Fund	\$ 412,381.53	Payroll
		\$ 188,562.53	Claims/Treasurer Checks
003	GF Cumulative Reserve	\$ -	Claims/Treasurer Checks
004	Cemetery	\$ -	Claims/Treasurer Checks
007	Police Equip. Maintenance Reserve	\$ -	Payroll
		\$ 3,337.80	Claims/Treasurer Checks
008	Railroad ROW	\$ 2,539.70	Payroll
		\$ -	Claims/Treasurer Checks
030	Fire Equipment & EMS Reserve	\$ -	Claims/Treasurer Checks
035	Park Construction	\$ -	Claims/Treasurer Checks
101	Street Operations	\$ 7,130.17	Payroll
		\$ 11,200.01	Claims/Treasurer Checks
102	Street Capital Improvement	\$ 19,512.78	Claims/Treasurer Checks
103	Transportation Benefit District	\$ -	Claims/Treasurer Checks
105	EMS	\$ 27,053.22	Payroll
		\$ 8,892.34	Claims/Treasurer Checks
109	Criminal Justice		Payroll
			Claims/Treasurer Checks
134	Fire Dept Facility Maint & Cap Imp	\$ 1,010.14	Claims/Treasurer Checks
136	Visitor Promotion	\$ 583.00	Claims/Treasurer Checks
202	Fire Station Construction Bond	\$ 212,860.00	Claims/Treasurer Checks
307	Capital Improvement	\$ 253,759.61	Claims/Treasurer Checks
308	Comp Plan Capital Improvements		Payroll
		\$ 18,176.29	Claims/Treasurer Checks
401	Natural Gas Operations	\$ -	Claims/Treasurer Checks
402	Water Sewer Operations	\$ 118,798.80	Payroll
		\$ 57,225.99	Claims/Treasurer Checks
403	Solid Waste	\$ -	Claims/Treasurer Checks

FUND #	FUND NAME	AMOUNT	ITEM
405	Sewer Construction	\$ 18,754.97	Claims/Treasurer Checks
406	Water Construction	\$ 13,772.73	Claims/Treasurer Checks
407	Storm Drain Operation & Maint	\$ 33,587.96	Payroll
		\$ 15,834.67	Claims/Treasurer Checks
408	Stormwater Construction	\$ 15,980.80	Claims/Treasurer Checks
430	Utility Equipment Reserve	\$ -	Claims/Treasurer Checks
631	Municipal Court Trust		Claims/Treasurer Checks
632	Custodial Activities	\$ 16,889.24	Claims/Treasurer Checks
	Total Payroll	\$ 601,491.38	
	Total Claims & Treasurer Checks	\$ 856,352.90	
	Date Approved by Council -		Finance Director, Sandi Hines
Payroll =	November- mid-month draw & end of month		
Claims =	November - all batches		

City Council
June 11, 2024

Mayor Burkett called the regularly scheduled meeting to order at 6:50 PM.

Upon roll call the following members were present: Smith, Anderson, Arsanto, Burbank, Bergerson, Bender and Green.

Also present were: Mayor Burkett, City Administrator Brunell, Public Works Director Banks, City Engineer Miller, Finance Director Hines, Police Records Clerk Burkett and Deputy City Clerk Clark.

Mayor Burkett asked if there were any other additions, deletions, or changes to the agenda.

Council member Smith moved to approve the agenda as amended. Council member Arsanto seconded the motion. Motion carried.

EXECUTIVE SESSION

Mayor Burkett adjourned the regular meeting at 6:53 PM to enter Executive Session to discuss Potential Litigation for a period of time not to exceed 10 minutes. At 7:03 PM Mayor Burkett extended the executive session for another 5 minutes.

At 7:09 PM Mayor Burkett reconvened the regular meeting.

CITIZENS PARTICIPATION

Carolyn Harding – 553 Tanner Ave., Buckley

Ms. Harding is on the board for Chamber of Commerce and appreciates the Council's decisions especially with Highway 410. Chamber is more than happy to work with the City on important concerns with the highway, such as adding more businesses on Hwy 410 and bring in more business for downtown.

COMMITTEE REPORTS

Admin/Finance/Public Safety

Mayor Pro Tem Smith updated that the committee met yesterday.

- Finance: 2023 year-end financial report, LTAC (Lodging Tax Advisory Commission) has a meeting coming up to discuss 2024 fund requests that have come in. Since Buckley's population has exceeded the 5000 residents, we have had to implement LTAC.
- Police: discussed personnel updates, they have a new hire that is a great replacement for the officer that just recently retired. Chief Alfano is evaluating entry level and lateral lists

to look for candidates to replace an officer that left for a neighboring city. They hope to have this done by the end of summer. Also, the committee discussed complaints that have been received regarding illegally parked cars in the right way.

- Fire Dept.: Is in the process of hiring two firefighters as was approved prior by Council and is in the process of implementing a lieutenant training program and EMS program. An RFP (request for proposal) for ambulance services will be going out and will be due back Aug. 12, 2024.
- Court: Legally the court needs to provide an interpreter from the state if needed and the state will reimburse us.

Parks & Community Services

The committee meeting has been postponed until next week.

Council Comments and Good to the Order

Council member Anderson wanted to thank Buckley Fire that came to Wilkeson school field day, the kids got to spray the hose, and some firefighters even got in the dunk tank. Mayor Pro Tem Smith agreed and stated that the fire department came out to Glacier Middle School and when they come out to the schools it means a lot to the kids.

CONSENT AGENDA

Council Member Smith moved to approve the Consent Agenda. Council member Green seconded the motion. Motion carried.

Approve Minutes of February 27, 2024, City Council Meeting

REGULAR AGENDA

RES No. 24-03 Approval of Lukes Landing Agreement

Council member Arsanto moved to Approve Res No. 24-03 Approval of Lukes Landing Latecomers Agreement. Council member Bender seconded the motion. Motion carried.

STAFF REPORTS

Finance Director Hines provided information on the 2023 year-end financial status. 2023 was a positive year but has leveled out from 2022 due to Covid. Based on the current projects in 2025 we should see an upswing again for building permits. The City has benefited from several fire grants, recreation program grants, youth and senior center grants.

You can view the staff memo that is in the packet that contains the exhibits for budget to actual compensation for revenue, expenditures and general fund revenue and expenditures.

CITIZEN PARTICIPATION

Pierce County Council member Morrell spoke on the Foothills Trail and the section of the Spiketon bridge, due to the creek underneath to protect the fish. The temporary bridge could take up to a few years and the county will monitor it every two years.

Council member Bender had a final comment regarding an emergency ban on fireworks. City Administrator Brunell answered what other cities have done and she can look further into this.

Council member Arsanto moved to adjourn. Council member Anderson seconded the motion. Motion carried.

With nothing further, the meeting was adjourned at 7:40 PM.

Mayor

City Administrator

Prepared by: Jessica Clark, Deputy City Clerk

E. REGULAR AGENDA



CITY COUNCIL AGENDA BILL

City of Buckley
PO Box 1960
Buckley, WA 98321

ITEM INFORMATION			
SUBJECT:	Agenda Date: December 10, 2024		AB24-072
ORD No. __-24: Amending the 2024 City Budget	Department/Committee/Individual	Created	Reviewed
	Mayor		X
	City Administrator		X
	City Attorney		X
	City Engineer		
	City Clerk		X
	Finance Dept	X	
	Building Official		
	Fire Dept		
	Parks & Recreation		
	Building & Planning		
	Police Dept		
	Municipal Court		
	PW/Utilities		
Cost Impact: N/A			
Fund Source: Various Funds			
Timeline: 01/01/2024 – 12/31/2024			
Staff Contact: Sandi Hines, Finance Director			
Attachments: Staff Memo, Ordinance with Exhibits A and B			
SUMMARY STATEMENT: The 2024 Budget was adopted by the City Council on November 28, 2023, Ordinance No. 19-23 and amended on August 13, 2024, Ordinance 09-24. State law prohibits expenditures from exceeding the budgeted appropriation for any fund and requires the City to adjust appropriations when: • Unanticipated revenue exists and will potentially be expended • New funds are established during the budget year which were not included in the original budget • The City Council authorizes positions, projects or programs not incorporated in the current year's budget. This Year-end Adjustment allows for appropriation increases to reflect both unanticipated revenue and to recognize new projects and programs. The adjustments are outlined in detail in the attached memo, along with Exhibits A and B.			
COMMITTEE REVIEW AND RECOMMENDATION:			
RECOMMENDED ACTION: MOVE to Approve Ordinance 16-24, Amending the 2024 City Budget			
RECORD OF COUNCIL ACTION			
Meeting Date	Action	Vote	



To: Mayor and City Council
From: Sandi Hines, Finance Director
Date: December 10, 2024
Re: 2024 Year-End Budget Adjustments

This memo addresses recommendations concerning year-end budget adjustments for unanticipated needs and recognizing additional resources. State law prohibits expenditures from exceeding the budgeted appropriation for any fund and requires the City to adjust appropriations when:

1. Unanticipated revenue exists and will potentially be expended;
2. New funds are established during the budget year which were not included in the original budget; or
3. The City Council authorizes positions, projects, or programs not incorporated into the current year's budget.

At a minimum, the City should amend the adopted budget at mid-year and year-end. The Council approved mid-year budget adjustments on August 13, 2024. This year-end budget adjustment allows for appropriation increases to reflect both unanticipated and changed revenue and to recognize increased expenditures where needed to accomplish City projects and programs.

The budget adjustment summary (Exhibit A) totals appropriation changes by fund. Appropriation adjustments change the total budget of the fund and require adoption of an ordinance. Details of each adjustment are outlined below and are found in Exhibit B:

Revenue Adjustments

- **General Fund (Fund 001) –Total Increase of \$35,000** for the transfer-in from Fund 109 Criminal Justice to fund the Police retention bonus.
- **Street Operating Fund (Fund 101) –Total Increase of \$22,697** for greater than expected right-of-way permits (\$9,000) and an insurance recovery (\$13,697).
- **Arterial Street Improvement Fund (Fund 102) –Total Increase of \$123,265** to recognize TIB grant funding received in 2024 that was a carryover from the 2023 Hinkleman project.
- **EMS Fund (Fund 105) – Total increase of \$153,650** to recognize additional Ground Emergency Medical Transportation (GEMT) funding generated from an audit of prior year reports.

- **Solid Waste Fund (Fund 403) – Total increase of \$2,925** to recognize revenue received greater than budget due to old accounts being collected on.
- **Municipal Court Trust Fund (Fund 631) – Total increase of \$10,000** to recognize revenue received greater than budget.
- **Custodial Activities Fund (Fund 632) – Total increase of \$12,950** to recognize state court revenue received greater than budget.

Expenditure Adjustments

- **General Fund (Fund 001) – Total Increase of \$362,400.** Adjustments include the following:
 - Increase Police Salaries for the Police retention bonus (\$35,000).
 - Increase Police Overtime for expenses greater than budget (\$12,000).
 - Increase Court Professional Services for credit card merchant fees greater than budget (\$1,300).
 - Increase Election Expense for costs greater than budget (\$10,100).
 - Add Facilities Misc. budget for property tax expenses (\$2,000).
 - Increase IT Minor Equipment for computer hardware expenses greater than budget (\$8,000).
 - Increase Vehicle Repairs & Maintenance for Police (\$8,000), Fire (\$25,000), and Parks Maintenance (\$31,000) for unforeseen expenses not included in the original 2024 budget.
 - Increase Building Professional Services for increased inspection service costs due to increased development activity (\$80,000).
 - Increase Planning Professional Services for increased consultant review services due to increased development activity (\$150,000).
- **Police Equipment Reserve Fund (Fund 007) – Increase of \$25,000** for annual expense for body cameras and tasers that was inadvertently not included in the original 2024 budget.
- **Fire Equipment Reserve Fund (Fund 030) – Increase of \$378,000** for increased expense for bunker gear due to new staff (\$18,000) and to add capital vehicle budget for the new ambulance approved by Council in December 2023 that is to be received this month (\$360,000).
- **Street Operating Fund (Fund 101) – Increase of \$40,158.** Adjustments include the following:
 - Increase Professional Services for engineering services greater than budget (\$8,000)
 - Add Capital Building Improvement budget for Street's share of electrical improvements at the PW shop (\$3,408).
 - Increase Capital Equipment expense for costs greater than budget (\$21,000).
 - Increase Dues & Subscriptions for expenses greater than budget (\$2,750).
 - Increase Utilities-Street Lights for lighting expenses greater than budget (\$5,000).
- **Arterial Street Improvement Fund (Fund 102) – Increase of \$248,844** to account for carryover expenses on the Hinkleman Street project.

- **EMS Fund (Fund 105) – Increase of \$160,010.** Increases include the following adjustments:
 - Increase Professional Services – AMR to recognize additional contract expense subsequent to the original budget adoption (\$44,250).
 - Increase Salaries (\$41,000) and Overtime (\$6,000) for increased expenses due to the additional firefighter approved by Council and shift coverage.
 - Add Capital Equipment budget for patient load expense (\$20,760).
 - Increase Professional Services for contract services to process the City’s GEMT reports (\$20,000).
 - Increase Volunteer Training due to expenses greater than budget (\$8,000).
 - Increase Professional Services related to EMT school services reimbursed by the Pierce County Fire Consortium (\$5,000).
 - Increase Dues & Subscription for expenses greater than budget (\$7,000).
 - Increase Supplies for expenses greater than budget (\$8,000).
- **Criminal Justice Fund (Fund 109) – Increase of \$35,000** for a transfer-out to the General Fund for funding of the Police Retention bonus previously approved by Council.
- **Capital Improvement Fund (Fund 307) – Increase of \$135,000** to account for the construction management contract for the City Hall remodel project previously approved by Council.
- **Water/Sewer Operating Fund (Fund 402) – Total Increase of \$80,816.** Increases include the following adjustments:
 - Increase State excise taxes (\$16,000) and City utility taxes (\$48,000) for greater than budgeted costs due to increased revenue and the original budget being under funded.
 - Increase Utilities expense for greater than budgeted expenses (\$5,000).
 - Increase Sewer Maintenance Vehicle Repair for greater than budgeted expenses (\$5,000).
 - Add Water and Sewer Capital Building Improvement budget for electrical upgrades at the PW Shop (\$3,408 each).
- **Solid Waste Fund (Fund 403) – Increase of \$1,150** for greater than budgeted excise tax expenses due to collection on old accounts.
- **Stormwater Operating Fund (Fund 407) – Increase of \$3,408** for Stormwater’s share of electrical upgrades at the PW shop.
- **Equipment Reserve Fund (Fund 430) – Increase of \$3,246** for an attachment to the mini-excavator.
- **Municipal Court Trust Fund (Fund 631) – Increase of \$31,000** for greater than budgeted expenses.
- **Custodial Activities Fund (Fund 632) – Total net Increase of \$11,700.** Adjustments include the following:
 - Increase State Court Remittance for greater than budgeted expenses (\$18,000).
 - Reduce Leasehold Excise Tax Remittance as it was over budgeted for actual expenses (reduction of \$6,300).

The budget is adopted at the fund level, which sets the total expenditure authority for the year for each fund. A summary of the adjustments and 2024 revised budget by fund type is included in Exhibit A and details of the appropriation changes are included in Exhibit B.

CITY OF BUCKLEY

ORDINANCE NO. __-24

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BUCKLEY, PIERCE COUNTY,
WASHINGTON, RELATING TO BUDGETS AND FINANCE, REVISING THE 2024 BUDGET BY
AMENDING SECTION 1 OF ORDINANCE NO. 19-23.**

WHEREAS, the Buckley City Council adopted the 2024 annual budget pursuant to Ordinance No. 19-23 on November 28, 2023; and

WHEREAS, the Buckley City Council amended the annual budget pursuant to Ordinance No. 09-24 on August 13, 2024; and

WHEREAS, the City is prohibited from over expending its appropriated budget as set forth in Ordinance No. 19-23 and amended in Ordinance No. 09-24; and

WHEREAS, certain revisions to the 2024 budget are now necessary; and

WHEREAS, the City Council did meet to consider the matter of the 2024 Year-end Budget Amendment in a public meeting on December 10, 2024.

**NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF BUCKLEY, PIERCE COUNTY, WASHINGTON,
DO ORDAIN AS FOLLOWS:**

Section 1. The 2024 budget, as adopted in Ordinance No. 19-23 and amended in Ordinance No. 09-24, is hereby amended as set forth in Exhibit "A".

Section 2. The explanations of the amendments are listed in Exhibit "B".

Section 3. This Ordinance shall be in full force and take effect five (5) days after its publication according to law.

Section 4. If any section, sentence, clause or phrase of this Ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

Introduced, passed, and approved this 10th day of December 2024.

Beau Burkett, Mayor

ATTEST:

Treva Zumek, City Clerk

APPROVED AS TO FORM:

Phil Olbrechts, City Attorney

Published:

Effective:

CITY OF BUCKLEY
2024 Year-end Budget Appropriation Adjustment Summary
Exhibit "A"

FUND	REVENUES AND OTHER SOURCES			EXPENDITURES AND OTHER USES			ENDING FUND BALANCE
	Current Budget	Adjustment	Revised Budget	Current Budget	Adjustment	Revised Budget	
General Funds							
001 General	\$ 8,185,672	\$ -	\$ 8,220,672	\$ 7,422,698	\$ 362,400	\$ 7,785,098	\$ 435,574
002 Contingency	309,210	-	309,210	-	-	-	309,210
003 Cumulative Reserve	5,036,852	-	5,036,852	-	-	-	5,036,852
004 Cemetery Operating	14,850	-	14,850	3,553	-	3,553	11,297
007 Police Equipment Reserve	215,771	-	215,771	93,000	25,000	118,000	97,771
008 Railroad ROW	112,385	-	112,385	48,040	-	48,040	64,345
030 Fire Equipment Reserve	658,690	-	658,690	89,500	378,000	467,500	191,190
035 Park Construction	436,822	-	436,822	56,153	-	56,153	380,669
Subtotal General Funds	14,970,252	35,000	15,005,252	7,712,944	765,400	8,478,344	6,526,908
Special Revenue Funds							
101 Street Operating	390,251	22,697	412,948	362,092	40,158	402,250	10,698
102 Arterial	1,676,641	123,265	1,799,906	792,694	248,844	1,041,538	758,368
103 Transportation Benefit District	211,312	-	211,312	201,474	-	201,474	9,838
105 EMS	608,839	153,650	762,489	593,222	160,010	753,232	9,257
109 Criminal Justice	515,202	-	515,202	1,421	35,000	36,421	478,781
134 Fire Station Construction & Maint.	219,579	-	219,579	24,915	-	24,915	194,664
136 Visitor Promotion	377,635	-	377,635	53,417	-	53,417	324,218
Subtotal Special Revenue Funds	3,999,459	299,612	4,299,071	2,029,235	484,012	2,513,247	1,785,824
Debt Service Funds							
202 Fire Station Bonds	351,921	-	351,921	281,220	-	281,220	70,701
Subtotal Debt Service Funds	351,921	-	351,921	281,220	-	281,220	70,701
Capital Improvement Funds							
307 Capital Improvements	3,343,935	-	3,343,935	3,205,575	135,000	3,340,575	3,360
308 Comp Plan Capital Improvements	688,354	-	688,354	630,742	-	630,742	57,612
Subtotal Capital Improvement Fund	4,032,289	-	4,032,289	3,836,317	135,000	3,971,317	60,972
Enterprise Funds							
401 Natural Gas Operating	3,968	-	3,968	585	-	585	3,383
402 Water/Sewer Operating	4,954,462	-	4,954,462	4,348,244	80,816	4,429,060	525,402
403 Solid Waste Operating	2,456	2,925	5,381	650	1,150	1,800	3,581
405 Sewer Construction	2,435,805	-	2,435,805	1,189,134	-	1,189,134	1,246,671
406 Water Construction	1,608,864	-	1,608,864	1,186,838	-	1,186,838	422,026
407 Stormwater Operating	1,030,742	-	1,030,742	915,571	3,408	918,979	111,763
408 Stormwater Construction	3,220,130	-	3,220,130	1,127,460	-	1,127,460	2,092,670
430 Equipment Reserve	332,738	-	332,738	5,500	3,246	8,746	323,992
Subtotal Enterprise Funds	13,589,165	2,925	13,592,090	8,773,982	88,620	8,862,602	4,729,488
Fiduciary Funds							
631 Municipal Court Trust	264,782	10,000	274,782	241,000	31,000	272,000	2,782
632 Custodial Activities	123,963	12,950	136,913	121,300	11,700	133,000	3,913
Subtotal Fiduciary Fund	388,745	22,950	411,695	362,300	42,700	405,000	6,695
Trust Fund							
701 Cemetery Improvements	237,383	-	237,383	1,400	-	1,400	235,983
Subtotal Trust Fund	237,383	-	237,383	1,400	-	1,400	235,983
Total Budget	\$ 37,569,214	\$ 360,487	\$ 37,929,701	\$ 22,997,398	\$ 1,515,732	\$ 24,513,130	\$ 13,416,571

CITY OF BUCKLEY

2024 Year-end Budget Appropriation Adjustment Detail

Exhibit "B"

REVENUES & OTHER SOURCES		EXPENDITURES & OTHER USES	
Description	Amount	Description	Amount
General Fund (001)		General Fund (001)	
Add transfer-in from Criminal Justice Fund for PD retention bonus	\$ 35,000	Increase Police salaries to account for Police retention bonus expense	\$ 35,000
		Increase Court Prof Svcs-Merchant Service Fees	1,300
		Increase Election Expense for greater than budgeted expenses	10,100
		Add budget for Facilities - Misc for property tax expense	2,000
		Increase IT Minor Equipment for computer hardware expenses	8,000
		Increase Police OT for greater than budgeted expenses	12,000
		Increase Police Vehicle Repair/Maint. for greater than budgeted expenses	8,000
		Increase Fire Vehicle Repair/Maint. for greater than budgeted expenses	25,000
		Increase Building Prof. Services for increased inspections on new development	80,000
		Increase Planning Prof Svcs Land Use for increased development review	150,000
		Increase Parks Vehicle Repair/Maint. for greater than budgeted expenses	31,000
Total General Fund Adjustment	\$ 35,000	Total General Fund Adjustment	\$ 362,400
Police Equipment Reserve (007)		Police Equipment Reserve (007)	
		Add capital budget for annual body camera/taser expense	\$ 25,000
Total Police Equipment Reserve Fund Adjustment	\$ -	Total Police Equipment Reserve Fund Adjustment	\$ 25,000
Fire Equipment Reserve (030)		Fire Equipment Reserve (030)	
		Increase bunker gear budget for add'l sets for new hires	\$ 18,000
		Add capital budget for new ambulance purchase	360,000
Total Fire Equipment Reserve Fund Adjustment	\$ -	Total Fire Equipment Reserve Fund Adjustment	\$ 378,000
Street Fund (101)		Street Fund (101)	
Increase ROW Permits for greater than budgeted receipts	\$ 9,000	Increase Prof Services for greater than budgeted expenses	\$ 8,000
Recognize Insurance Recovery receipts	13,697	Add Capital Building Improv. Budget for electrical upgrades at PW shop	3,408
		Add Capital Equipment expense	21,000
		Increase Dues & Subscriptions for greater than budgeted expenses	2,750
		Increase Utilities-Street Lights for greater than budgeted expenses	5,000
Total Street Fund Adjustment	\$ 22,697	Total Street Fund Adjustment	\$ 40,158
Arterial Street Fund (102)		Arterial Street Fund (102)	
Recognize TIB grant revenue that was carryover from 2023	\$ 123,265	Add TIB Capital Expense for Hinkleman Project - carryover from 2023	\$ 38,922
		Add Local Capital Expense for Hinkleman Project - carryover from 2023	75,972
		Add Non-TIB Capital Expense for Hinkleman Project - carryover from 2023	133,950
Total Arterial Street Fund Adjustment	\$ 123,265	Total Arterial Street Fund Adjustment	\$ 248,844

CITY OF BUCKLEY
2024 Year-end Budget Appropriation Adjustment Detail
Exhibit "B"

REVENUES & OTHER SOURCES		EXPENDITURES & OTHER USES	
Description	Amount	Description	Amount
EMS Fund (105)		EMS Fund (105)	
Increase GEMT revenue for prior year audit reconciliation	\$ 153,650	Increase Prof Svcs AMR budget for updated contract since bldgt adoption	\$ 44,250
		Increase Salaries for additional Firefighter position added	41,000
		Increase Overtime budget to account for additional shift coverage	6,000
		Add capital equipment budget for patient load system expense	20,760
		Increase Prof Svcs for consultant services on GEMT reporting	20,000
		Increase Volunteer Training expense for greater than planned expenses	8,000
		Increase EMT school Prof Services for additional coordination time	5,000
		Increase Dues & Subscriptions line item for software expense	7,000
		Increase Supplies for greater than planned expenses	8,000
Total EMS Fund Adjustment	\$ 153,650	Total EMS Fund Adjustment	\$ 160,010
Criminal Justice Fund (109)		Criminal Justice Fund (109)	
		Add transfer-out to the General Fund for Police retention bonus	\$ 35,000
Total Criminal Justice Fund Adjustment	\$ -	Total Criminal Justice Fund Adjustment	\$ 35,000
Capital Improvements (307)		Capital Improvements (307)	
		Increase CHAMP Prof Services for construction management contract	\$ 135,000
Total Capital Improvements Fund Adjustment	\$ -	Total Capital Improvements Fund Adjustment	\$ 135,000
Water/Sewer Operating Fund (402)		Water/Sewer Operating Fund (402)	
		Increase State excise tax for increased expense based on revenue receipts	\$ 16,000
		Increase City utility tax for increased expense based on revenue receipts	48,000
		Increase Utilities for greater than budgeted expenses	5,000
		Increase Vehicle Repair-Sewer Maint for greater than budgeted expenses	5,000
		Add Water-Capital Bldg Improv. Budget for electrical upgrades at PW shop	3,408
		Add Sewer-Capital Bldg Improv. Budget for electrical upgrades at PW shop	3,408
Total Water/Sewer Operating Fund Adjustment	\$ -	Total Water/Sewer Operating Fund Adjustment	\$ 80,816
Solid Waste Fund (403)		Solid Waste Fund (403)	
Increase Garbage Service revenue	\$ 2,600	Increase Prof Svcs for Invoice Cloud and merchant service expenses	\$ 350
Increase Garbage Penalty revenue	325	Increase State excise tax expense	300
		Increase City utility tax expense	500
Total Solid Waste Fund Adjustment	\$ 2,925	Total Solid Waste Fund Adjustment	\$ 1,150
Stormwater Operating Fund (407)		Stormwater Operating Fund (407)	
		Add Capital Building Improv. Budget for electrical upgrades at PW shop	\$ 3,408
Total Stormwater Operating Fund Adjustment	\$ -	Total Stormwater Operating Fund Adjustment	\$ 3,408
Equipment Reserve Fund (430)		Equipment Reserve Fund (430)	
		Add Storm Capital Equipment budget for mini excavator equipment	\$ 3,246
Total Equipment Reserve Fund Adjustment	\$ -	Total Equipment Reserve Fund Adjustment	\$ 3,246

CITY OF BUCKLEY
2024 Year-end Budget Appropriation Adjustment Detail
Exhibit "B"

REVENUES & OTHER SOURCES		EXPENDITURES & OTHER USES	
Description	Amount	Description	Amount
Municipal Court Trust Fund (631)		Municipal Court Trust Fund (631)	
Increase Court revenue for greater than budgeted receipts	\$ 10,000	Increase Court expense for greater than budgeted expenses	\$ 31,000
Total Municipal Court Trust Fund Adjustment	\$ 10,000	Total Municipal Court Trust Fund Adjustment	\$ 31,000
Custodial Activities Fund (632)		Custodial Activities Fund (632)	
Increase state revenue codes for greater than planned receipts	\$ 12,950	Increase State court remittance	\$ 18,000
		Decrease Leasehold Excise Tax remittance to state	(6,300)
Total Custodial Activities Fund Adjustment	\$ 12,950	Total Custodial Activities Fund Adjustment	\$ 11,700
GRAND TOTAL - REVENUE ADJUSTMENTS	\$ 360,487	GRAND TOTAL - EXPENDITURE ADJUSTMENTS	\$ 1,515,732



CITY COUNCIL AGENDA BILL

City of Buckley
PO Box 1960
Buckley, WA 98321

ITEM INFORMATION			
SUBJECT:		Agenda Date: December 10, 2024 AB24-073	
ORD No. ____-24: Adopting the 2025 City Employee Salary Scale	Department/Committee/Individual	Created	Reviewed
	Mayor		X
	City Administrator		X
	City Attorney		X
	City Engineer		
	City Clerk	X	X
	Finance Dept		X
	Building Official		
	Fire Dept		
	Parks & Recreation		
	Planning Dept		
	Police Dept		
	Municipal Court		
	PW/Utilities		
Cost Impact:			
Fund Source:			
Timeline:			
Staff Contact: Finance Director Sandi Hines			
Attachments: Ordinance w/exhibit			
SUMMARY STATEMENT: The updated Exempt & Hourly Salary Scale for 2025 being presented for consideration proposes the following changes: - Establishes a 4% COLA for all exempt employees; and - Establishes a 4% COLA for part-time and seasonal wage rates and sets the lowest hourly rate to the new State minimum wage rate effective January 1, 2025. Also included with the ordinance and exhibit are the salary scales for the IUOE Local 302 and Police Guild positions. The IUOE Local 302 salary scales remain unchanged from 2024 until a new contract is in place. The Police Guild's contract is closed for 2025 and includes a 3.5% COLA.			
COMMITTEE REVIEW AND RECOMMENDATION: Several Committee meetings and Budget Study Sessions			
RECOMMENDED ACTION: MOVE to Approve Ordinance No. 17-24 Adopting the 2025 City Employee Salary Scale.			
RECORD OF COUNCIL ACTION			
Meeting Date	Action	Vote	

CITY OF BUCKLEY, WASHINGTON

ORDINANCE NO. ____-24

**AN ORDINANCE OF THE CITY OF BUCKLEY, PIERCE COUNTY, WASHINGTON, ADOPTING
THE CITY'S 2025 CITY EMPLOYEE SALARY SCALE AND ESTABLISHING AN EFFECTIVE DATE**

WHEREAS, in December 2003, the City Council adopted a salary scale for exempt employees by Resolution; and

WHEREAS, in July 2012, the City Council modified the salary scale to add all City employees' salaries to the scale to include exempt, those covered by bargaining unit contracts, part-time and hourly, and adopted the scale by Ordinance; and

WHEREAS, the City Council desires to compensate exempt and hourly employees with a fair and equitable wage comparative with other public agencies for the position and duties assigned and to reflect increases in cost of living; and

WHEREAS, the Consumer Price Index published by the Bureau of Labor indicates that the Seattle-Tacoma-Bellevue CPI Index from August 2023 to August 2024 reflected a change of 3.1%; and

WHEREAS, the City Council has reviewed revenues and expenditures for 2025 and determined that due to the current economic climate and concern over limited resources that wage and salary increases must be fair but also reflect current conditions; and

WHEREAS, based on the analysis, the City Council has determined that cost of living increases for exempt employees shall be 4% and hourly employees shall be 4% for 2025; and

WHEREAS, Washington State voters approved an increase in the State's minimum wage through passage of Initiative 1433 in 2016 and pursuant to this initiative, beginning January 1, 2025, the minimum wage will increase to \$16.66. The City's salary scale for exempt and hourly employees has been adjusted to incorporate this new minimum wage.

NOW THEREFORE THE CITY COUNCIL OF THE CITY OF BUCKLEY, PIERCE COUNTY, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. The City Council hereby adopts Exhibit A, entitled "2025 City Employee Salary Scales," attached and incorporated by this reference as if set forth in full, representing the salary ranges for the designated positions classifications. Newly hired employees will be placed at the first step of the salary range assigned to a classification, unless the Mayor approves a salary step exception for reasons of recruiting difficulties, or because the first step creates inequity for a potential appointee relative to his or her qualifications and current or expected compensation package.

Section 2. If any section, sentence, clause, or phrase of this Ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this Ordinance.

Section 3. Effective Date. This Ordinance or a summary thereof consisting of the title shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after publication.

Introduced, passed, and approved this 10th day of December 2024.

Beau Burkett, Mayor

Attest:

Treva Zumek, City Clerk

APPROVED AS TO FORM:

Phil Olbrechts, City Attorney

Published: _____

Effective: _____

2025 CITY EMPLOYEE SALARY SCALES

Attachment A

2025 Exempt Salary Scale (4.0% Increase)											
	Initial Step	A	B	C	D	E	F	G	H	I	J
R1	\$ 5,310	\$ 5,416	\$ 5,524	\$ 5,635	\$ 5,748	\$ 5,861	\$ 5,978	\$ 6,098	\$ 6,219	\$ 6,345	\$ 6,474
R2	\$ 5,694	\$ 5,806	\$ 5,924	\$ 5,987	\$ 6,163	\$ 6,285	\$ 6,410	\$ 6,537	\$ 6,668	\$ 6,804	\$ 6,940
R3	\$ 6,108	\$ 6,229	\$ 6,352	\$ 6,479	\$ 6,611	\$ 6,741	\$ 6,874	\$ 7,015	\$ 7,155	\$ 7,298	\$ 7,444
R4	\$ 6,547	\$ 6,681	\$ 6,814	\$ 6,947	\$ 7,088	\$ 7,231	\$ 7,436	\$ 7,522	\$ 7,672	\$ 7,829	\$ 7,986
R5	\$ 7,024	\$ 7,165	\$ 7,308	\$ 7,454	\$ 7,601	\$ 7,754	\$ 7,909	\$ 8,068	\$ 8,227	\$ 8,392	\$ 8,561
R6	\$ 7,534	\$ 7,686	\$ 7,838	\$ 7,996	\$ 8,156	\$ 8,318	\$ 8,484	\$ 8,653	\$ 8,829	\$ 9,005	\$ 9,184
R7	\$ 8,080	\$ 8,243	\$ 8,408	\$ 8,575	\$ 8,746	\$ 8,923	\$ 9,100	\$ 9,282	\$ 9,467	\$ 9,656	\$ 9,850
R8	\$ 8,666	\$ 8,838	\$ 9,016	\$ 9,197	\$ 9,381	\$ 9,568	\$ 9,761	\$ 9,956	\$ 10,155	\$ 10,358	\$ 10,564
R9	\$ 9,291	\$ 9,479	\$ 9,668	\$ 9,861	\$ 10,059	\$ 10,261	\$ 10,466	\$ 10,676	\$ 10,889	\$ 11,105	\$ 11,327
R10	\$ 9,990	\$ 10,191	\$ 10,395	\$ 10,603	\$ 10,815	\$ 11,030	\$ 11,250	\$ 11,475	\$ 11,704	\$ 11,941	\$ 12,179
R11	\$ 10,741	\$ 10,949	\$ 11,172	\$ 11,397	\$ 11,624	\$ 11,857	\$ 12,093	\$ 12,334	\$ 12,585	\$ 12,834	\$ 13,092
R12	\$ 11,545	\$ 11,775	\$ 12,010	\$ 12,252	\$ 12,496	\$ 12,745	\$ 13,001	\$ 13,261	\$ 13,527	\$ 13,798	\$ 14,073
R13	\$ 12,410	\$ 12,659	\$ 12,912	\$ 13,168	\$ 13,433	\$ 13,701	\$ 13,974	\$ 14,255	\$ 14,539	\$ 14,830	\$ 15,127
R14	\$ 13,341	\$ 13,608	\$ 13,879	\$ 14,158	\$ 14,440	\$ 14,728	\$ 15,023	\$ 15,323	\$ 15,629	\$ 15,942	\$ 16,261

(A) Salary steps are graduated by approximately 2%. Step increases shall be performance based on the employee's anniversary hire date and shall be subject to the Mayor's approval.

(B) Employees shall be eligible for a step increase subject to the provisions of (A) above and the following: For Initial Step through Step J employees shall be evaluated and eligible for an increase to the next step on an annual basis. The Mayor may grant up to one additional step increase over and above the eligible annual increase for meritorious performance reasons.

Salary Range	Position Classification	Step as of 1/1/2025	Next Step Eligibility
R1	Court Clerk	C	1-Jan-2026
R2	N/A	N/A	N/A
R3	N/A	N/A	N/A
R4	Volunteer FF Coordinator	C	1-Jun-2025
	Firefighter	A	1-Jan-2026
R5	Firefighter/Captain	B	1-Jan-2026
R6	Senior Planner	A	1-Oct-2025
	Management Analyst	Initial	1-Nov-2025
R7	Court Administrator	B	1-Aug-2025
	City Clerk	D	1-Sep-2025
R8	N/A	N/A	N/A
R9	Parks and Recreation Director	D	1-Nov-2025
R10	Finance Director	J	N/A
	Information Systems Manager	B	1-Jan-2026
	Assistant Police Chief	J	N/A
R11	Public Services Director	G	1-Jan-2026
R12	N/A	N/A	N/A
R13	Police Chief	I	1-Jan-2026
	Fire Chief	C	1-Aug-2025
R14	City Administrator	F	1-Oct-2025

2025 CITY EMPLOYEE SALARY SCALES

Attachment A

Public Works & Clerical Department Employee Salary Scale							
January 1, 2025 to December 31, 2025							
<i>Classification</i>	0-6 Months	7-12 Months	13-24 Months	25-36 Months	37-48 Months	49-60 Months	61+ Months
Facility Maint/Custodial	\$ 3,540	\$ 3,645	\$ 3,755	\$ 3,867	\$ 3,986	\$ 4,105	\$ 4,228
Admin Assistant	\$ 3,649	\$ 3,761	\$ 3,871	\$ 3,989	\$ 4,110	\$ 4,234	\$ 4,361
Police Records Clerk	\$ 4,255	\$ 4,383	\$ 4,515	\$ 4,648	\$ 4,788	\$ 4,931	\$ 5,079
Support Service Officer	\$ 4,428	\$ 4,604	\$ 4,789	\$ 4,982	\$ 5,180	\$ 5,390	\$ 5,552
Parks Maintenance 1	\$ 4,675	\$ 4,815	\$ 4,960	\$ 5,108	\$ 5,262	\$ 5,419	\$ 5,582
Parks Maintenance 2	\$ 4,887	\$ 5,033	\$ 5,184	\$ 5,339	\$ 5,502	\$ 5,666	\$ 5,836
Utility Billing/Deputy Clerk	\$ 4,887	\$ 5,033	\$ 5,184	\$ 5,339	\$ 5,502	\$ 5,666	\$ 5,836
Finance Assistant 1	\$ 4,936	\$ 5,156	\$ 5,391	\$ 5,633	\$ 5,885	\$ 6,150	\$ 6,335
Permit Tech/ PW Clerk	\$ 4,972	\$ 5,330	\$ 5,542	\$ 5,763	\$ 5,995	\$ 6,236	\$ 6,423
Utility Worker	\$ 5,545	\$ 5,713	\$ 5,882	\$ 6,059	\$ 6,242	\$ 6,429	\$ 6,622
Finance Assistant 2	\$ 5,182	\$ 5,415	\$ 5,662	\$ 5,914	\$ 6,180	\$ 6,457	\$ 6,651
WWTP Operator 1	\$ 5,768	\$ 5,839	\$ 6,010	\$ 6,191	\$ 6,378	\$ 6,570	\$ 6,767
Utility Systems Technician	\$ 5,799	\$ 5,972	\$ 6,152	\$ 6,337	\$ 6,527	\$ 6,724	\$ 6,926
Utility Work Lead	\$ 6,056	\$ 6,238	\$ 6,426	\$ 6,619	\$ 6,815	\$ 7,021	\$ 7,232
Asst PWD Supervisor	\$ 6,327	\$ 6,519	\$ 6,715	\$ 6,915	\$ 7,120	\$ 7,338	\$ 7,558
WWTP Supervisor	\$ 6,610	\$ 6,812	\$ 7,015	\$ 7,224	\$ 7,442	\$ 7,666	\$ 7,896
PWD Supervisor	\$ 6,961	\$ 7,169	\$ 7,385	\$ 7,607	\$ 7,833	\$ 8,068	\$ 8,310

Police Department Employee Salary Scale (3.5% Increase)						
January 1, 2025 to December 31, 2025						
<i>Classification</i>	0-6 Months	7-12 Months	13-24 Months	25-36 Months	37-48 Months	49+ Months
Patrol	\$ 6,899	\$ 7,244	\$ 7,606	\$ 7,986	\$ 8,386	\$ 8,611
Detective/Patrol Officer	\$9,041					
Sergeant	\$9,902					

Hourly Salary Scale (Non-Bargaining Unit) (4% Increase)	
Hourly or Contract Position	2025 Hourly
Municipal Judge*	\$2,653
Judge Pro-Tem	\$65.00
Wildland Firefighter	\$35.00
Recreation Coordinator	\$24.96 to \$31.20
Recreation Assistant	\$18.72 to \$23.92
Seasonal Utilities (PT)	\$16.93 to \$20.05
Senior Center Assistant	\$16.93 to \$19.07
Seasonal Parks (PT)	\$16.93 to \$18.00
Senior Center Cook	\$17.46 to \$18.00

* The Municipal Judge is paid monthly at the listed salary



CITY COUNCIL AGENDA BILL

City of Buckley
PO Box 1960
Buckley, WA 98321

ITEM INFORMATION			
SUBJECT: ORD No. ____-24: Adopting Comprehensive Plan	Agenda Date: December 10, 2024 AB24-074		
	Department/Committee/Individual	Created	Reviewed
	Mayor		X
	City Administrator		X
	City Attorney		X
	City Engineer		X
	City Clerk		X
	Finance Dept		
	Building Official		
	Fire Dept		
	Parks & Recreation		
	Building & Planning	x	
	Police Dept		
	Municipal Court		
	PW/Utilities		X
Staff Contact: Senior Planner, Chris Farnsworth			
Attachments: Comprehensive Plan Ordinance			
SUMMARY STATEMENT: The Growth Management Act requires the City of Buckley to periodically update its comprehensive plan and development regulations. In order to be in compliance with the 10-year update requirement of the Growth Management Act the City of Buckley needs to adopt the update to the comprehensive plan.			
COMMITTEE REVIEW AND RECOMMENDATION: Planning Commission			
RECOMMENDED ACTION: Move to Approve Ordinance No. 18-24 Adopting Comprehensive Plan Ordinance.			
RECORD OF COUNCIL ACTION			
Meeting Date	Action	Vote	

CITY OF BUCKLEY

ORDINANCE NO. ____-24

**AN ORDINANCE OF THE CITY OF BUCKLEY, WASHINGTON
ADOPTING THE 2024-2044 COMPREHENSIVE PLAN AND FIXING
A TIME WHEN THE SAME SHALL BECOME EFFECTIVE.**

WHEREAS, the Growth Management Act (GMA), in RCW 36.70A.130, requires the City of Buckley to conduct a thorough review of its comprehensive plan and development regulations, including those related to critical areas and natural resource lands, every 10 years and to update the comprehensive plan accordingly, and

WHEREAS, in compliance with the ten-year update requirement of RCW 36.70A.130 and following public outreach, the City Council adopts the 2024-2044 Comprehensive Plan as its ten year update required by RCW 36.70A.130 and its current comprehensive plan as referenced in BMC 19.04.020, and

WHEREAS, in preparation for the 2024-2044 Comprehensive Plan on September 9, 2024 the City of Buckley Building and Planning Department released proposed updates to the City's comprehensive plan and issued a Determination of Non-Significance (DNS) for the Comprehensive Plan on October 9, 2024; and,

WHEREAS, the 2024-2044 Comprehensive Plan has been subject to review and recommendation by the City of Buckley Planning Commission; and

WHEREAS, public participation opportunities, as required by RCW 36.70.130 (2)(a), have been afforded to interested parties by the Planning Commission via an open house on July 16, 2024, public hearings held on September 9, 2024 and October 7, 2024, open public meetings, mailings, and a public comment/hearing period, and

WHEREAS, a 60-day notice has been provided to state agencies prior to adoption of the 2024-2044 Comprehensive Plan, and state agencies have been afforded the opportunity to comment per RCW 36.70A.106(1) via SEPA Register #20240456 filed October 9, 2024

WHEREAS, the Planning Commission closed the public record for the 2024-2044 Comprehensive Plan on October 7, 2024, and

WHEREAS, the Planning Commission considered the public testimony and agency comments received through the public hearing and notice process, and deliberated on the proposed updates; and

WHEREAS, the Buckley Planning Commission reviewed the 2024-2044 Comprehensive Plan for consistency with the Growth Management Act, Chapter 36.70A RCW; and

WHEREAS, the Buckley Planning Commission considered the required findings in BMC 19.06 as related to the Comprehensive Plan Amendments and determined that the requirements of BMC 19.06 19.06.040.2 as well as all GMA requirements have been met and thereby adopted a resolution recommending approval of the comprehensive plan on October 21, 2024 via Planning Commission Resolution No. 24-01,

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF BUCKLEY, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. The 2024-2044 Comprehensive Plan is adopted as the City's current comprehensive plan as referenced in BMC 19.04.020. The 2024-2044 Comprehensive Plan is an update to and replaces the 2015 Comprehensive Plan. Adoption of the 2024-2044 Comprehensive Plan includes the associated Future Land Use Map.

Section 2. Adoption This ordinance shall be effective upon adoption and expiration of five days after publication as provided by law.

Introduced, passed and approved this 10th day of December 2024.

Beau Burkett, Mayor

ATTEST:

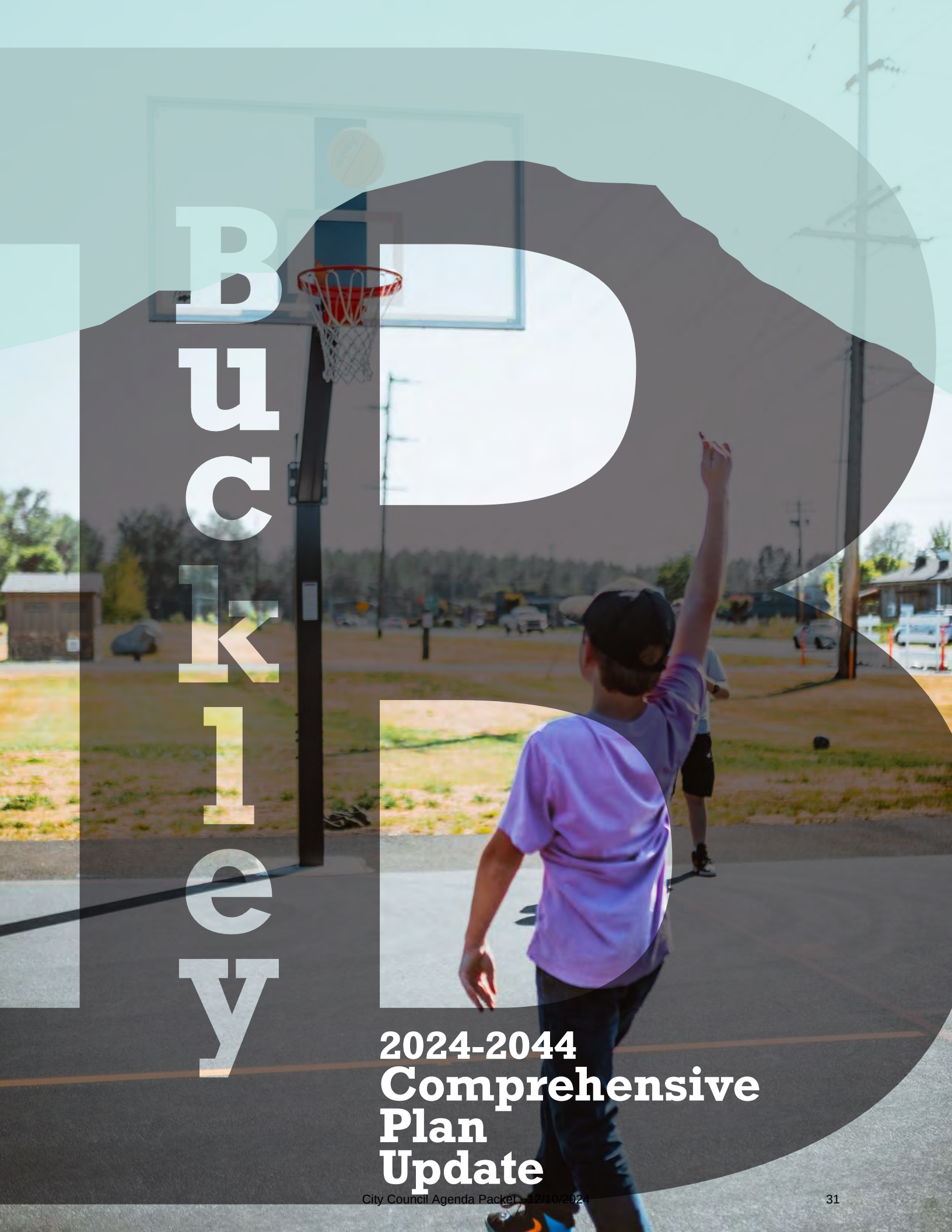
Treva Percival, City Clerk

APPROVED AS TO FORM:

Phil Olbrechts, City Attorney

Published:_____

Effective:_____



Buckley

2024-2044 Comprehensive Plan Update

Welcome To

Buckley in 2044

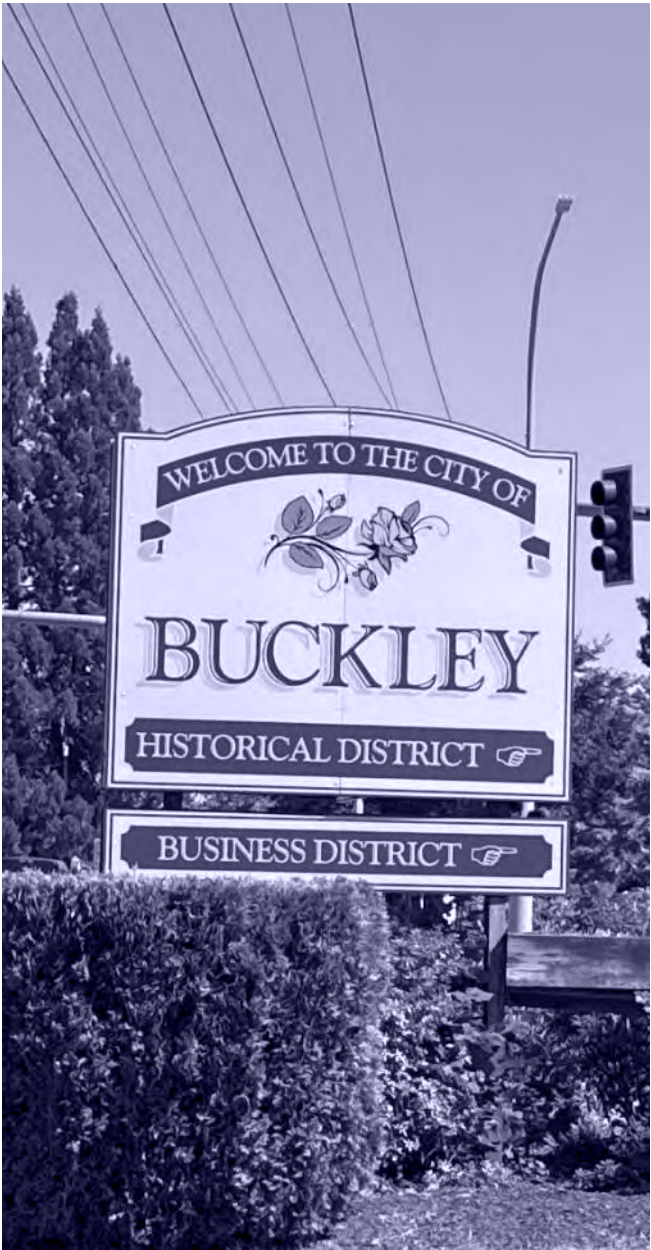


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Introduction

Introduction to Buckley's Comprehensive Plan

Welcome to Buckley's 2024 Comprehensive Plan Update. The comprehensive planning process is an opportunity to align Buckley's internal needs and vision for the future with what is happening across Washington State more broadly. Since Buckley's last Comprehensive Plan Update in 2015, many changes have occurred in state and regional policies that impact how the city plans for the future. Simultaneously, the planning process gives the City and opportunity to consider what types of incentives, funding structures and capital investments it wants to develop to make the city a more liveable and vibrant place for residents.

Most of the time, the City operates at a day to day level of reviewing permits and administering plans. The Comprehensive Planning process is an opportunity to zoom out and view the City holistically and to ask some big questions, like whether the city's land use pattern is supporting the economic development residents would like to see, or whether the city's zoning and code allow a wide range of housing types to accommodate different types of households in different stages of life.

Buckley also experiences many of the housing and employment pressures felt in the region

more broadly. As discussed in the Planning and Policy Framework found in Chapter 2, the comprehensive planning process is governed by the Washington State Growth Management Act, a piece of legislation that was adopted to give the state strategic tools to focus growth in employment and housing across the state. Initially a key goal of that legislation was to preserve resource land by reducing sprawl. The Act does this by focusing growth around major transportation corridors and employment hubs which additionally reduces infrastructure needs and increases service administration efficiency and economic vibrancy.

Since the last plan update, the state legislature has updated the Growth Management Act in several key ways that have implications for Buckley's plan. The biggest change is the adoption of HB 1220, a piece of legislation designed to increase the production of affordable housing across the state. Historically, the GMA triggered the creation of housing growth targets that cities needed to accommodate through their land use planning (for instance, Buckley might need to provide space for 500 new units), but there was no mandate to provide space for affordable housing. Affordable housing typically requires higher density allowances

to develop - single family residential development is typically not affordable to those making below area median income. To help rectify the housing shortage, HB 1220 disaggregates the city's housing growth target into different income brackets so that it must provide space for apartments and middle housing types. This has large implications for Buckley's future land use designations and the zoning and code decisions that stem from it. These changes are reflected in the Future Land Use Map found in the Land Use Element.

Because of Buckley's small size and distance from a major employment center, the City is not subject to several other big housing requirement changes. However, many of the goals and policies in the housing and land use elements are modified to coordinate with state, regional and county goals.

This plan is the product of many different city efforts, including extensive community engagement, that inform the Plan's vision, some significant changes to the Future Land Use Map and the city's economic development strategy, and other priorities reflected in the Plan.



Planning Policy Framework

Planning & Policy Framework

Background

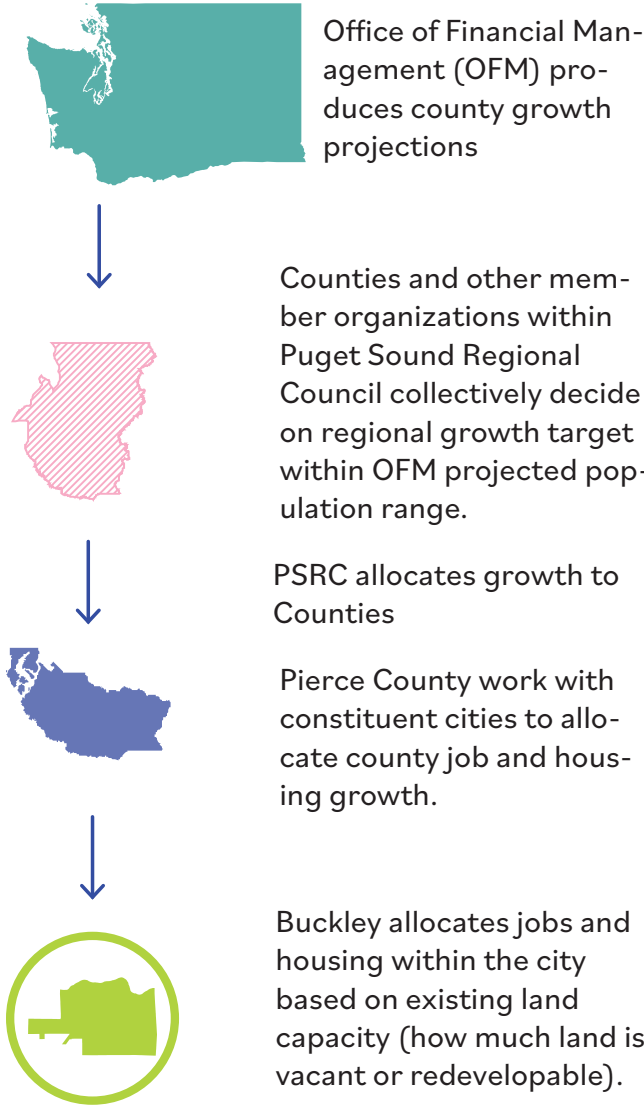
Comprehensive planning is a fundamental method for calibrating state, regional, county, and municipal goals and objectives and linking them to strategic policies and actions to guide the City over a twenty-year planning period. Comprehensive plans are updated every twenty years with periodic updates every ten to ensure that the city is growing and changing in alignment with the Plan. Each planning effort includes significant community engagement, as well as coordination and participation between city agencies, boards and elected officials. Comprehensive planning is a rare opportunity for collaboration across departments and across the community that can result in positive and coordinated growth that respects and enhances community character.

State, Regional and County Context

Washington State Growth Management Act (GMA)

Although prepared and approved by the City,

Figure PPF-1 Growth Allocation Methodology



Buckley is guided by Washington State planning requirements that are contained in state legal codes and the Growth Management Act (GMA), which is codified in RCW Chapter 36.70A and in other related and amended sections of the Revised Code of Washington (RCW). As the name indicates, the Growth Management Act was adopted in 1990 to ensure strategic growth in the state that preserves resource lands and coordinates density in jobs and housing within existing regional centers. This is based on the logic that strategic density reduces infrastructure and other costs and resource consumption while preserving Washington’s environmental assets.

Planning Purpose

The purpose of the Comprehensive Plan as articulated by state legislation, is to create a policy framework that guides subsequent planning efforts within city agencies, development regulations and daily actions of the city. It is intended to be a central resource linking goals and objectives, municipal policies, local standards, and implementation actions. Importantly, State legislation includes a requirement that zoning, capital expenditures and development regulations conform to the Goals, Policies and Actions articulated in the Comprehensive Plan.

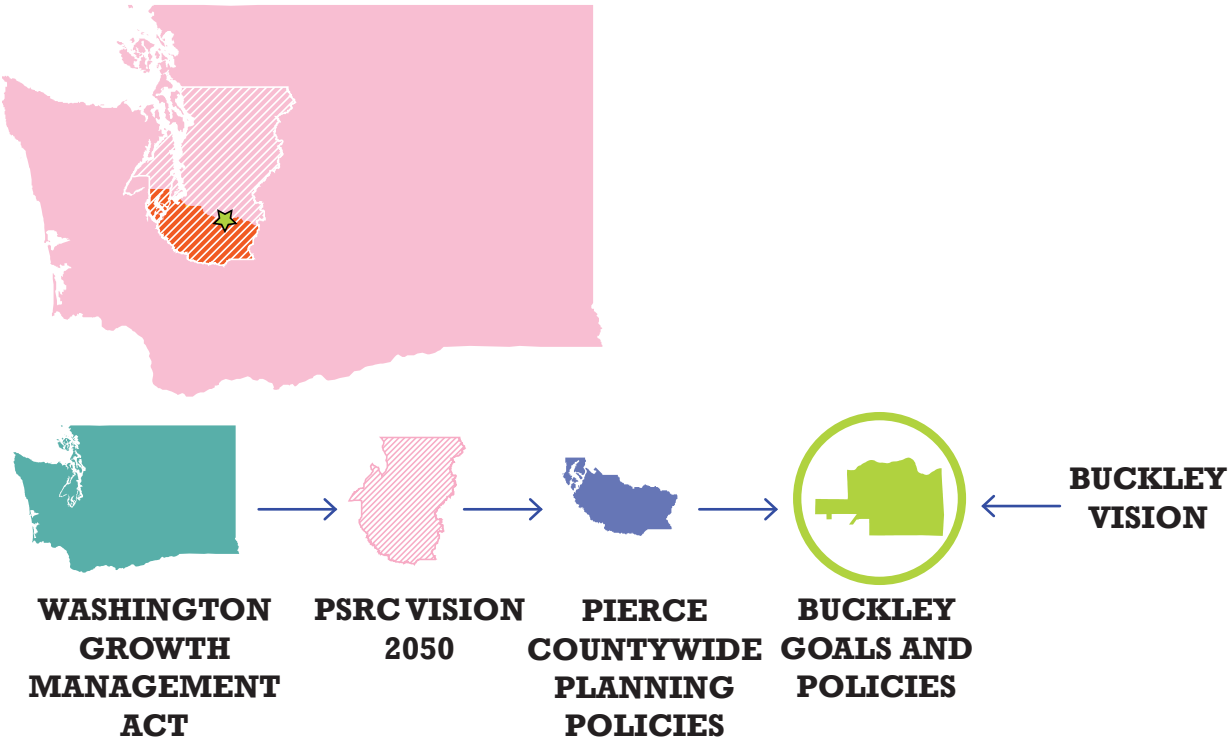
Coordinating State, Region, County and Local Growth in Employment and Housing

In advance of planning efforts, the Office of Financial Management (OFM) provides a range of population projections for Washington Counties so that the Counties can plan appropriately to accommodate anticipated growth. For large metropolitan regions such as Puget Sound, a regional body acts as an intermediary for these growth allocations. In Puget Sound, Members of Puget Sound Regional Council (PSRC) including Snohomish, Kitsap, King and Pierce Counties as well as the region’s tribes, cities, transit agencies and port districts work together to set a regional growth target and then allocate growth to the respective counties. This ensures that large transit and other regional infrastructure investments are coordinated with growth in employment and housing. Finally, the counties work with their constituent cities to allocate jobs and housing, and each city allocates growth within its urban growth area.

Coordinating State, Region, County and Local Planning Policies

The GMA triggers comprehensive plans at the regional, county and city levels. Countywide Planning Policies must be consistent with the regional comprehensive plan, and city comprehensive plans must be consistent with both regional and county plans. For Buckley, this means that this Comprehensive Plan must conform to state requirements, PSRC’s Vision

Figure PPF-2 Diagram of Governing Documents influencing the Comprehensive Plan



Framework, 2023

2050 and Pierce Planning Policies. In the last several years, major amendments to the Growth Management Act, Vision 2050 and Countywide Planning Policies include provisions to address deficits in affordable housing, climate adaptation and mitigation, and racially disparate impact.

For more context on the Growth Management Act, Vision 2050 and other upstream regulations that inform the Comprehensive Plan, please refer to the Existing Conditions report in Volume II.

Plan Components

The Buckley Comprehensive Plan follows the framework of Community Vision, Land use element which includes the Future Land Use Map, Plan Elements and Implementation Action Plan. Each Plan Element includes a series of Goals and Policies. Finally, a section on plan implementation includes concrete actions the city can take to advance the goals and policies.

For the purposes of this document, the terms "Goal," "Policy", and "Action" are defined as follows:

- 01. Goal – Goals are broad statements indicating a general aim or purpose to be achieved. A goal is a direction setter, an ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning and implementation measures are directed.
- 02. Policy – Policies are topic-specific statements designed to address a specific objective, providing guidelines for current and future decision-making to make progress towards achieving that objective. A policy indicates a clear commitment of the local legislative body. A policy is an extension of a plan’s goals, reflecting topical nuance as well as an assessment of conditions.
- 03. Action – Actions are budget-able steps envisioned or undertaken to implement plan policies. Actions may include the development of more detailed and localized plans, work to implement policies, formal agreements, and regulations or other strategies.

All Goals, Policies and Actions are written to achieve compliance with the Growth Management Act (RCW 36.70A.070(1), PSRC Vision 2050, and Pierce County Planning Policies while furthering the vision articulated by community members found in the following chapter.

Vision & Community Layout

Vision & Community Layout

Introduction

The Comprehensive Plan is the City's framework for the future. It is the plan that directs the future our residents want. This plan identifies strategies to make the best possible town that we can make. Through this plan we assert that our City's residents aren't just numbers – we are family and friends.

Community Vision

The City is committed to ensuring that the components that contribute to its quality of life including affordable housing, a healthy natural environment, good schools, efficient government, and excellent infrastructure are available for all residents and for future generations. Buckley residents want this city to become a more vibrant and attractive place to live, work, and play by finding a balance between support for economic development and population growth while retaining and protecting the City's small-town charm and amazing environmental assets.



Vision Statements

Sustaining and fostering town identity and character

In 2044, Buckley will...

01. Have a vibrant, compact and walkable downtown where people meet each other face-to-face, where small businesses can thrive, and with housing close at hand that support a high quality of life.
02. Have a denser Downtown and 410 Corridor that improves service administration while supporting the rural quality of life farther from City center.
03. Foreground the city's unique history through retention of historic buildings, thoughtful community design, civic space and park system.
04. Have affordable and accessible housing that allows the city's aging population to stay in the place they call home, while welcoming newcomers into the community.
05. Be a safe and inviting place to visit and reside.
06. Use public dollars strategically and efficiently to provide city residents with high quality roads, utilities, environmental amenities and services.

Economic development of the Downtown Core and State Highway 410

In 2044, Buckley will...

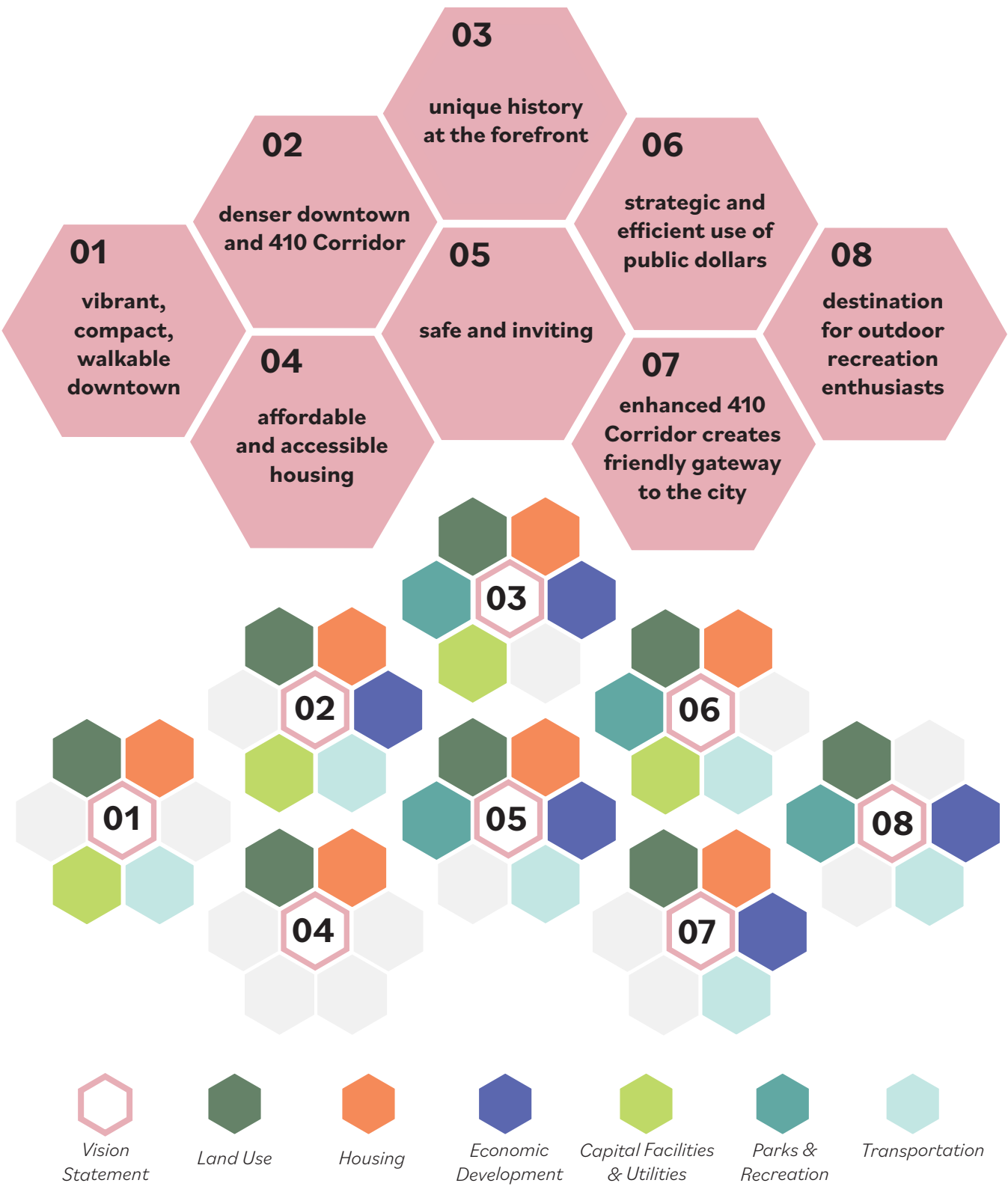
07. Have an enhanced 410 Corridor that creates a friendly gateway to our city with more retail, small businesses and housing that is community oriented and provides new places for residents and visitors to live, work and be together.

Promotion of outdoor recreational activities.

In 2044, Buckley will...

08. Be a destination and not a pass through for outdoor recreation enthusiasts availing themselves of our area's natural beauty through concerted infrastructure and facility investment and support for recreation-oriented businesses.

Community Vision & Plan Element Connections



VISION	Plan Elements					
	Land Use	Housing	Economic Development	Capital Facilities & Utilities	Parks & Recreation	Transportation
01						
02						
03						
04						
05						
06						
07						
08						

Land Use & Community Design

Introduction

The term “land use” refers not only to the type of activities that can occur on a piece of land, but also which activities occur alongside others. Generally, land use refers to the plan for orderly and coordinated land development and uses for buildings and land within the city.

Background

Planning Framework

GMA

Under the Growth Management Act (GMA) the land use element designates the general distribution and general location and extent of all land uses, including housing, commerce, industry, recreation, open spaces, public utilities, public facilities, and other land uses. The land use element includes population densities, building intensities, and estimates of future population growth. Every jurisdiction planning under the GMA needs to address several key topics in the goals and policies of the Land Use Element including groundwater protection, public health, environmental hazard and pollution mitigation, identification of open space corridors, and corridors useful for consolidated infrastructure (such as co-locating roads and utilities). As indicated in the planning policy framework, Buckley’s Comprehensive Plan must also adhere to policies found in Puget

Sound Regional Council’s (PSRC) Vision 2050 and Pierce Countywide Planning Policies.

PSRC

Key themes that must be included from Vision 2050 include supporting the development of compact urban communities and central locations that support walkability, using land use to reduce health disparities, promoting infill and counteracting historical policies and land use practices that resulted in racially disparate impact including racial exclusion and finally preserving cultural heritage.

Pierce Countywide Planning Policies

For land use, Pierce County’s primary interests include supporting public health through land use planning, including coordination of housing and retail uses, reducing greenhouse gas emissions and the impact of environmental hazards produced by climate change such as flooding and excessive heat and the production of high quality and community oriented places.

Population and growth Allocation

In 2020, Buckley’s population was 5,114 individuals within 1,854 households (average household size was three members). Buckley is anticipated to grow by around 3,121 individuals in the next 20 years. To accommodate new residents and better support existing residents, Buckley needs to add an additional 1,260 housing units and 1,080 jobs. Washington State faces a critical shortage of units, which has resulted in a lack of affordable housing particularly near major growth centers. In 2022, the Growth Management Act was amended to require that cities provide zoned capacity for affordable housing. Affordable housing typically requires higher density allowances, because land value and construction costs are usually too high to provide affordable single family homes. For households making 0-50% of area median income and particularly those that cannot live fully independently, the most feasible form of housing is low to mid rise apartments. For this reason, the future land use map that follows, will allow some higher density housing in certain parts of the city. For more information on housing, please see Housing Element.

Figure LU-1 Growth Targets



Pierce County Buildable Lands Report 2022

Figure LU-2 Permanent Housing Needs by Income Level (% of Area Median Income)

	Total	0-30%					
		PSH *	Non-PSH	>30-50%	>50-80%	>80-100%	>100-120%
Estimated Housing Supply (2020)	1,957	0	41	145	537	436	305
Housing Allocation by income bracket	1,261	220	163	234	185	80	307

*Permanent Supportive Housing
Pierce County Buildable Lands Report 2022

Buildable Lands inventory summary based on current zoning

The table below shows the anticipated number of units and jobs that Buckley can accommodate with its existing zoning regulations (based on dwelling units/acre and jobs/acre). The numbers come from Pierce County’s buildable lands report which models development and redevelopment potential for parcels across the city. As the table shows, Buckley needs to allow more density to accommodate the number of housing units required by Pierce County (the existing zoning falls 507 housing units short). The Future Land Use Map and the zoning and development regulations that flow from it will allow the densities required to accommodate the housing target.

Figure LU-3 Buildable Lands Capacity Based on Existing Zoning

	Housing Capac-ity	Jobs Capacity
Growth Target # of jobs/units	1,957	1,080
Growth Capacity # of jobs/units	1,450	1,510
Central Commercial (CC)	-5	266
General Commercial (GC)	-2	701
Historic Commercial (HC)	0	1
High Density Residential (HDR)	84	0
Light Industrial (LI)	-1	101
Neighborhood Mixed Use (NMU)	247	195
Public (P)	0	177
R-20,000	102	14
R-6,000	383	6
R-8,000	642	49

Pierce County Buildable Lands Report, 2022

Future Land Use Map

The future land use map is divided into a number of different land use designations that develop an integrated planning approach. In the past, Buckley has emphasized separating industrial and manufacturing uses from the city’s predominantly residential areas using commercial and mixed use buffers.

Strategic Moves:

Distribution of the zones is partly based on city history, city vision, and utility. Some sites within the city are zoned because of their histories as an active industrial site that began before zoning was implemented.

In this iteration of the Plan, the intent is to regulate form more and land uses less particularly along the 410 corridor. We intend to emphasize form because traditional Euclidean zoning often produces areas with hard edges that feel incompatible. Many uses that occur in Buckley are fairly low intensity particularly in light industrial and commercial areas, but because of lot configuration and built form they create unsightly or unfriendly spaces with very little interaction with the street or integration with their neighboring environment. By intentionally regulating form, we can produce better built environments without significantly curtailing the types of businesses and residential uses that call Buckley home.

Key areas:

410 Corridor

Historically, zoning and land use regulations along Highway 410 have produced sprawling development with significant parking and diffuse uses like self storage and contractor yards that are extremely auto oriented and barely interact with the street. As a gateway to Buckley, these areas have a role to play in providing welcoming spaces for visitors and residents alike and in generating more revenue for the City. New development regulations will focus on creating a “commercial flex” zone along the western extent of Highway 410 to allow existing uses, while pushing the corridor towards a more interactive and city serving form.

Historic Commercial

Buckley’s Historic Main Street is a huge asset to the community as one of the few areas with complete sidewalks and access to the interurban trail, many parks, and civic spaces. Because of the existing built form, this area is key to producing a more walkable and accessible Buckley, and consequently, the area surrounding Historic Main Street allows higher density housing and mixed use development. Pairing higher density housing with existing services and high volume utilities reduces the costs of administering services in the city. This is part of the rationale of locating Buckley’s highest density housing along the eastern extent of the 410 corridor as well.

Residential Distribution Strategy

In 2024, Buckley has a mixture of residential zones and permits mixed use development in the majority of commercial areas in the city except for Historic Commercial. Buckley’s zoning permits

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 environs 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

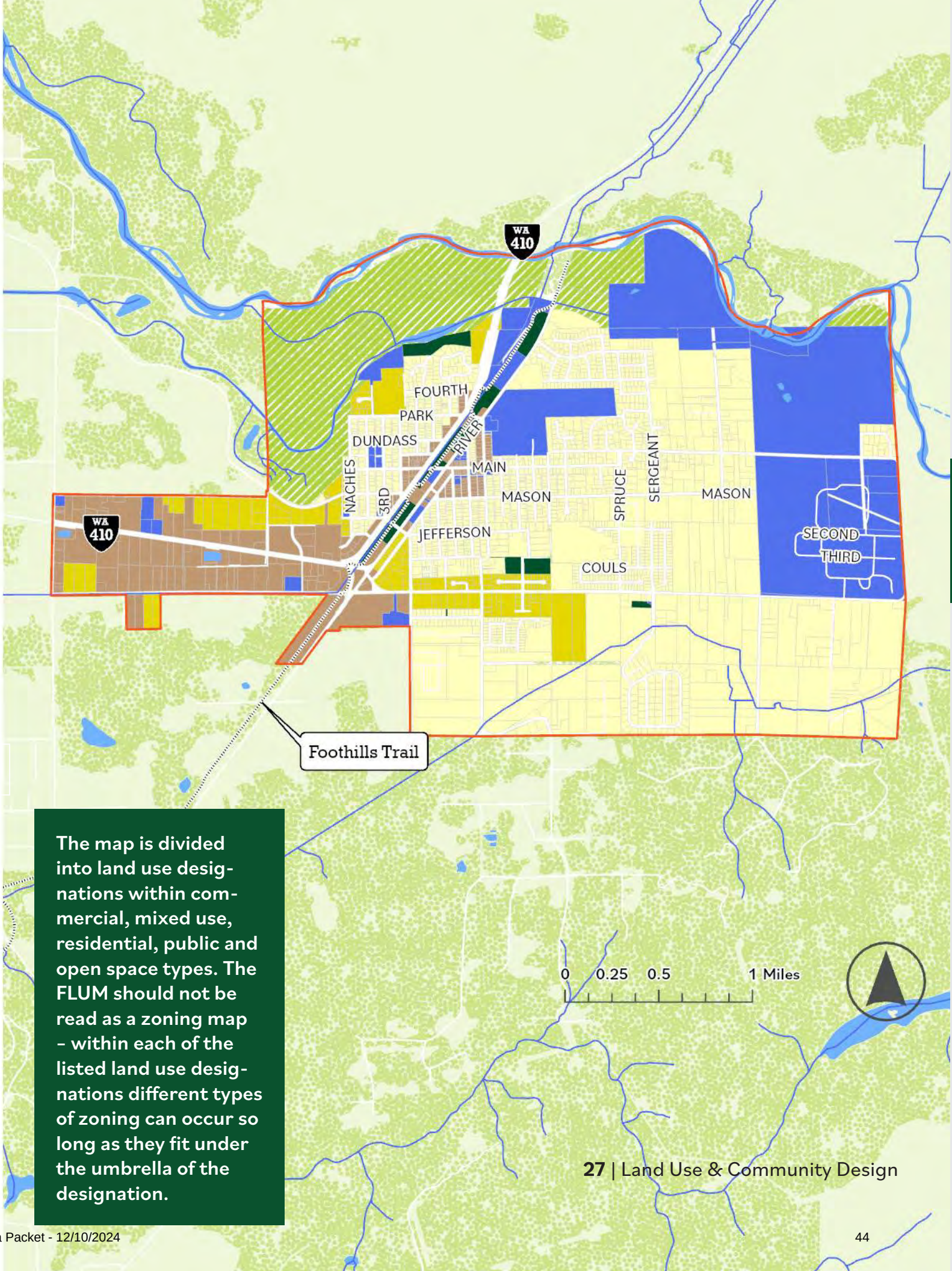
	Growth Target	Corridor Mixed Use Capacity	Urban High Density Capacity	Urban Low Density Capacity	Total Capacity	Additional Capacity over target
Employment	1,080	1344	13	77	1434	+354
Housing	1,261	77	961	1,055	2,093	+832
0-30 PSH	220	0	220		220	0
0-30 Non-PSH	163	0	163		163	0
30-50% AMI	234	0	234		234	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)

Figure LU-4 Future Land Use Map

FUTURE LAND USE DESIGNATION

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



Goal and Policy Themes:

The goals and policies in this chapter are designed to further the goals and mandates articulated in the Growth Management Act, Vision 2050 and the Pierce Planning Policies while balancing local needs and desires expressed in the Community Vision. One of the important functions of the Land Use element is to coordinate. The key themes include:

Creation of a friendly, people centered city

One of the key goals of both Pierce's Planning Policies, Vision 2050 and the City of Buckley is to create a built form that enhances public health and happiness by creating walkable and amenity rich spaces throughout the city. Because of Buckley's size, it makes sense to focus those areas in existing hubs, and especially the historic city center. However, several neighborhood mixed use areas are defined in the future land use map to promote little community serving areas around the city. The city also intends to establish policies that incentivize community serving businesses such as groceries and pharmacies to establish in Buckley. Since the development of the last Comprehensive Plan, Buckley has passed design guidelines intended to enhance the city's built form that have a strong fidelity to the city's history as a railroad town.

Rectifying Racially Disparate Impact

At the state level, an important development since the last Comprehensive Plan update is a focus on rectifying policies and actions that have systematically diminished opportunities for people of color in Washington State over time. Depending on the place, this might look like active displacement, differential access to amenities, schools and services, disproportionate exposure to environmental hazards or, in Buckley's case a large discrepancy in racial



makeup (92% of Buckley residents identify as white (not Hispanic or Latino) as opposed to 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 whose risk is intensified by climate change. 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 the city, a need demonstrated by the Housing Action Plan, and mandated by the State of Washington.

Economic Development

Commercial uses in Buckley should enhance the quality of life for residents by providing needed services, employment, and tax revenues to finance public services. The "mix" of commercial services refers to both physical integration (among commercial and residential uses) and composition (type) of commercial establishments. Commercial and residential uses should be physically integrated with one another along the northeast SR 410 corridor, through adequate motorized and non-motor-

ized transportation connections. Locating denser housing and retail near each other provides the customer base for businesses to thrive.

Transportation

Land use and transportation policies address the relationship between the land use pattern and a multimodal transportation system. For instance, when jobs, shops and services are long distances from residential areas, it translates into additional vehicle or transit trips. Allowing residential and nonresidential uses to be located in closer proximity to one another make walking or bicycling more feasible and reduces stress on roadways. Coordinating land use and transit investments is incredibly important for mitigating greenhouse gas emissions as well as for improving quality of life by reducing the amount of time people need to spend in their cars in gridlock.

Parks Recreation and Open Space

One of the primary goals of Parks Recreation and Open space is to improve well being and public health in addition to supporting local habitat. To that end, many of the goals and policies below are about integrating parks and open spaces into the fabric of the city so that they are both easily accessible and improve access to other uses like connecting housing with retail. Buckley’s Foothills Trail is a major piece of this puzzle.

Public Facilities and Utilities

The purpose of this goal is to improve quality of life for existing and future development by establishing and maintaining level of service standards. The size and location of public facilities and utilities influence the pattern of land development; therefore, provision must be consistent with the policies described in all sections of the Comprehensive Plan. In addition to regular utilities and capital facilities, The State Growth Management Act requires local government comprehensive plans to include a process for identifying and siting essential public facilities, which are public or quasi-public facilities, such as airports, state educational facilities, state and local correctional facilities, solid waste handling facilities, mental health facilities, and group homes. No local comprehensive plan or development regulation may preclude the siting of essential public facilities.

Goals and Policies

LU 1 BUCKLEY SHOULD PURSUE LAND USE STRATEGIES THAT CONTRIBUTE TO THE HEALTH AND WELLBEING OF CITY RESIDENTS

- LU 1.1** Buckley's land use decisions and subsequent housing, capital facilities and transportation planning should produce a dense, walkable historic town center and 410 corridor with safe and accessible housing, retail and open space that can be accessed by a robust bike and pedestrian network.
- LU 1.2** The City should prioritize locating affordable housing in areas with access to services, amenities, sidewalks and trails and to the extent possible, transit.

LU 2 BUCKLEY SHOULD CONTINUE TO ENHANCE IT'S SMALL TOWN AND NEIGHBORLY CHARACTER BY PURSUING LAND USE AND DEVELOPMENT REGULATIONS THAT PRESERVE THE HISTORICAL HERITAGE OF THE COMMUNITY AND PRIORITIZE A HIGH QUALITY OF LIFE.

- LU 2.1** In the historic downtown, balance preservation of historic buildings while pursuing design standards that create comfort and accessibility using sidewalk design, attention to the interface between the sidewalk and first floor retail and protection from the elements including street trees and awnings.
- LU 2.2** Buckley should provide infrastructure, amenities and development regulations that enhance community life including programs to expand urban tree canopy coverage, civic spaces for connection and rest, and a vibrant and walkable downtown that feels safe and inviting to visitors and residents alike.
- LU 2.3** In the historic downtown and 410 corridor, pursue strategies to create high enough density to support grocery stores and other needed amenities, alternate transportation options and civic spaces.
- LU 2.4** Strategically expand non motorized access between Downtown, the 410 corridor and residential areas to reduce the need for cars in day to day life.
- LU 2.5** Encourage mixed use development in commercial and mixed use zones to ensure that housing is collocated with services and amenities.
- LU 2.6** Development in the city should promote livability by requiring developers to provide connections to pedestrian trails and/or sidewalks, encouraging development consistent with the city’s history and design standards, and by limiting stress factors such as noise, traffic, and damage to existing ecology through strategic land use planning and development standards.
- LU 2.7** The city should continue to pursue strategies to preserve Buckley's historic buildings which contribute to the city's strong community identity and character.

LU 2.8 The city should formally designate the area between Ryan and Park, and between SR 410 and River the city's center of local importance (CoLI).

LU 3 CONTINUE TO RECTIFY DISCREPANCIES BETWEEN BUCKLEY'S DEMOGRAPHIC PROFILE AND PIERCE COUNTY'S BY INCREASING AFFORDABILITY AND PURSUING POLICIES THAT WELCOME A DIVERSITY OF NEWCOMERS INTO THE CITY.

LU 3.1 Ensure that all planning efforts include an outreach component that targets underserved, minority and low income residents

LU 3.2 Prior to proposed land use and development regulation changes, evaluate whether those changes could adversely impact underserved, minority and low income residents. If so, pursue outreach activities to mitigate potential impacts and identify alternative solutions where possible.

LU 3.3 Alleviate historic housing inequality (Buckley's diversity in 2024 is significantly lower than Pierce County at large with 91% of City residents identifying as white not hispanic) by expanding access to affordable housing particularly for underserved and minority populations and by preserving existing affordable housing within the city.

LU 4 COORDINATE WITH PIERCE COUNTY, REGIONAL AUTHORITIES, NEIGHBORING JURISDICTIONS AND NONPROFITS TO CREATE OPPORTUNITIES FOR MUTUAL IMPROVEMENTS.

LU 4.1 The city councils and planning commissions of Buckley and its neighboring jurisdictions should conduct annual meetings to discuss growth directions and development on the plateau, to exchange information, to review common issues, to establish ad hoc working committees for resolution of any issues, and to serve as an education tool for the public.

LU 4.2 The Cities of Buckley and Bonney Lake should establish a joint planning area that allows city input in the development review process for areas located between the two city jurisdictions.

LU 4.3 The City should continue working with DSHS to increase the uses on leased properties that are part of the Rainier School and plan proactively in the event that the school is decommissioned.

LU 4.4 The City should work with the Pierce County Biodiversity Alliance to help develop the stewardship plan for the Lower White River Stewardship Plan.

LU 4.5 The City should work with the Mt. Rainier National Park Commission to research infrastructure improvements and media accessibility to transform the city into an active Carbon River Corridor, Sunrise, and the Chinook Pass gateway destination.

LU 4.6 The City should work with private or nonprofit organizations that aid low- and moderate-income families.

LU 4.7 The City should continue working with Pierce County, King County, WSDOT, Washington State Park and Recreation Commission and other local jurisdictions to complete the Foothills Trail to Enumclaw, South Prairie, Wilkeson, Carbonado, and Fairfax.

LU 4.8 The City to should continue work with neighboring communities to identify and implement measures designed to enhance tourism, recreational development and economic development through exploring and sharing historic knowledge and information about our common heritage.

LU 4.9 The city should continue joint use agreements with the school district to maximize the availability of facilities for recreational and other public uses.

LU 4.10 The city should establish or update an annexation policy to address immediate and long term plans for growth that creates logical boundaries and reasonable service areas on land that can physically accommodate development.

LU 5 PRESERVE, PROTECT AND ENHANCE BUCKLEY'S ENVIRONMENT INCLUDING WETLANDS, HABITAT CORRIDORS AND OTHER CRITICAL AREAS IN ORDER TO PREVENT FLOODING, EXPAND RECREATION OPPORTUNITIES AND SUPPORT LOCAL WILDLIFE.

LU 5.1 Encourage developers to use low impact development techniques to reduce pollution and mitigate other stresses on critical areas.

LU 5.2 Pursue zoning strategies that focus growth away from critical areas to reduce the risk of flooding and other environmental hazards.

LU 5.3 Preserve, protect and enhance wetlands.

a. Prioritize the protection of contiguous wetland corridors to provide habitat for local wildlife.

b. Some of Buckley's farmland includes drained or altered wetlands. Where appropriate, restore historic wetlands in areas that are no longer used for farming.

LU 5.4 Periodically monitor drainage, flooding, and stormwater runoff within Buckley and as needed, address with development regulations that reduce pollution and retain water on site or as close to site as feasible.

- LU 5.5** Identify and develop a program to designate open space corridors within Buckley that augment County efforts to support local wildlife and reduce flood risk, while providing new opportunities for outdoor recreation.
- LU 5.6** Buckley should protect and restore native vegetation and encourage management of nonnative and invasive species. Assessment of existing urban tree canopy coverage and adopt strategies to expand tree canopy coverage that will help to alleviate the impact of summer heat events.
- LU 5.7** Adopt appropriate sections of the wildland urban interface code developed by the International Code Council to mitigate wildfire risk. Support city residents in wildfire adaptation and preparedness.

LU 6 BUCKLEY SHOULD PURSUE LAND USE PLANNING THAT CO-LOCATES RESOURCE EFFICIENT MULTIFAMILY AND MIXED USE DEVELOPMENT WITH AMENITIES TO REDUCE RELIANCE ON CARS AND PER CAPITA GREENHOUSE GAS EMISSIONS.

- LU 6.1** Buckley should promote infill development near the Historic Commercial area and along the 410 corridor to support existing and future business development and a more sustainable built environment.
- LU 6.2** To enhance community understanding of Buckley's critical areas, Buckley should develop a publically accessible critical areas map that includes wildlife protection areas, frequently flooded areas, aquifer recharge areas and geologically hazardous areas according to best available science and as a supplement to the Critical Areas Ordinance.
- HO 6.3** Provide development regulations and procedures that reduce cost barriers for the development of many types of housing to accommodate a wide range of accessibility and affordability needs.
- LU 6.4** Reduce lot size requirements in areas impacted by critical areas and in areas close to services and amenities.
- LU 6.5** Develop regulations for planned unit developments that provide more flexibility around setbacks and other site development constraints especially for infill sites close to existing services.
- LU 6.6** Zoning regulations should provide adequate land and densities to accommodate housing targets across all income brackets in accordance with allocations from Pierce County.
- LU 6.7** Allow residential-based businesses that are compatible with other residential uses.

LU 7 HAVE A WELL-MAINTAINED, INTERCONNECTED SYSTEM OF MULTI-FUNCTIONAL PARKS, RECREATIONAL FACILITIES AND OPEN SPACES THAT IS ATTRACTIVE, SAFE, AND AVAILABLE TO ALL SEGMENTS OF THE CITY'S POPULATION; AND SUPPORTS THE COMMUNITY'S ESTABLISHED NEIGHBORHOODS AND SMALL-TOWN ATMOSPHERE.

- LU 7.1** Coordinate park activities with economic development activities to develop a coherent plan that links parks and trails to economic development.
- LU 7.2** Connect parks, schools, recreation areas and open spaces using trails and an expanded sidewalk network to commercial and high density residential areas along highway 410 and Main Street.
- LU 7.3** Identify open space corridors within Buckley that further cross jurisdictional habitat and recreation connectivity.

LU 8 THE CITY SHOULD PROMOTE A DIVERSE SET OF COMMERCIAL USES TO INCREASE THE CITY'S TAX BASE, PROVIDE FOR THE BASIC NEEDS OF THE COMMUNITY AND ENHANCE THE FRIENDLY AND NEIGHBORLY ATMOSPHERE OF THE CITY.

- LU 8.1** Ensure adequate commercial land supply is zoned appropriately to support commercial uses.
- LU 8.2** Encourage motorized and non-motorized connections between adjoining retail developments to create links to transportation. Also encourage links between retail, residential and civic uses. The city should consider establishing links through easements, impact fees, and development code.
- LU 8.3** Encourage mixed use development where appropriate especially in and around Buckley's historic center
- LU 8.4** Plazas and open space should be provided to link trails with commercial areas.

LU 9 COORDINATE AN ORDERLY PROVISION OF PUBLIC FACILITIES WITH PUBLIC AND PRIVATE DEVELOPMENT ACTIVITIES THAT COMPLEMENTS THE FISCAL RESOURCES OF THE CITY.

- LU 9.1** Public facilities and utilities should be located to maximize the efficiency of services provided , to minimize the cost of services and to minimize impacts on the natural environment.
- LU 9.2** Zoning densities should recognize existing utility locations, with higher densities closest to existing mains and lowest densities in areas away from existing facilities. When new utility services are installed, the city should reexamine the zoning to see if a higher density is warranted.
- LU 9.3** To the extent feasible, development approvals should be contingent upon facilities already being in place as the development occurs in order to efficiently administer utilities. Provisions for development application review and the timing of the actual impacts caused by the different types of developments should be incorporated into the city's concurrency management system as part of the land development regulations.

LU 9.4 New development should pay for its proportional impact on city infrastructure except in instances where the city identifies that the development substantially forwards the mission and vision of the city.

LU 9.5 Impact fees should be calibrated to ensure that new development pays its share of costs for new and expanded facilities commensurate with its impact on Buckley's existing service distribution. This should direct growth towards Buckley's existing infrastructure by decreasing the cost of infill and new development in those locations. The Future Land Use Map should further this logic by allowing greater density in existing high volume locations.

LU 9.6 The City should carefully consider granting development permits in aquifer recharge areas where the wrong types of uses may result in compromising water quality or quantity.

LU 9.7 The City should further development regulations and zoning that reduces impermeable surface coverage in aquifer recharge areas and encourages groundwater infiltration.

LU 10 MANAGE AND STRATEGICALLY EXPAND UTILITY SERVICES TO ENSURE A HIGH LEVEL OF SERVICE THAT SUPPORTS COMMUNITY OBJECTIVES AND THE CITY'S LAND USE STRATEGY.

LU 10.1 The City should develop and regularly update a map of future infrastructure investments including utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation facilities, schools and other public uses to ensure that investments are sited and coordinated to decrease construction and administration costs.

LU 10.2 Support transportation and infrastructure projects that further community objectives including increasing walkability, improving access to green spaces and other amenities and lowering barriers for the development of affordable housing.

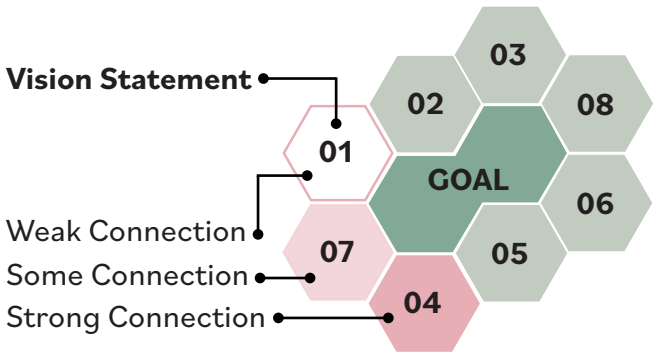
LU 11 DEVELOP TRANSPORTATION SYSTEMS THAT ENHANCE THE APPEARANCE, QUALITY, AND FUNCTION OF RESIDENTIAL AND COMMERCIAL DISTRICTS, PROVIDE CONNECTIVITY BETWEEN ADJACENT DEVELOPMENTS AND ENSURE SAFE AND EASY MULTI-MODAL ACCESS TO GOODS AND SERVICES.

LU 11.1 The city should require vehicular and nonmotorized connections between adjacent developments through dedications of land and easements.

LU 11.2 The City should encourage walking and bicycling to work, school and on errands by providing safe and well marked bike and pedestrian paths.

Land Use Goals and the Community Vision

The diagrams on the next few pages illustrate how the land use goals articulated in this chapter connect to the community vision statements in Chapter 3.



VISION STATEMENTS

Sustaining and fostering town identity and character

In 2044, Buckley will...

01.

Have a vibrant, compact and walkable downtown where people meet each other face-to-face, where small businesses can thrive, and with housing close at hand that support a high quality of life.
02.

Have a denser Downtown and 410 Corridor that improves service administration while supporting the rural quality of life farther from City center.
03.

Foreground the city’s unique history through retention of historic buildings, thoughtful community design, civic space and park system.
04.

Have affordable and accessible housing that allows the city’s aging population to stay in the place they call home, while welcoming newcomers into the community.
05.

Be a safe and inviting place to visit and reside.
06.

Use public dollars strategically and efficiently to provide city residents with high quality roads, utilities, environmental amenities and services.

Economic development of the Downtown Core and State Highway 410

In 2044, Buckley will...

07.

Have an enhanced 410 Corridor that creates a friendly gateway to our city with more retail, small businesses and housing that is community oriented and provides new places for residents and visitors to live, work and be together.

Promotion of outdoor recreational activities

In 2044, Buckley will...

08.

Be a destination and not a pass through for outdoor recreation enthusiasts availing themselves of our area’s natural beauty through concerted infrastructure and facility investment and support for recreation-oriented businesses.

LU 1

Buckley should pursue land use strategies that contribute to the health and wellbeing of city residents.

LU 2

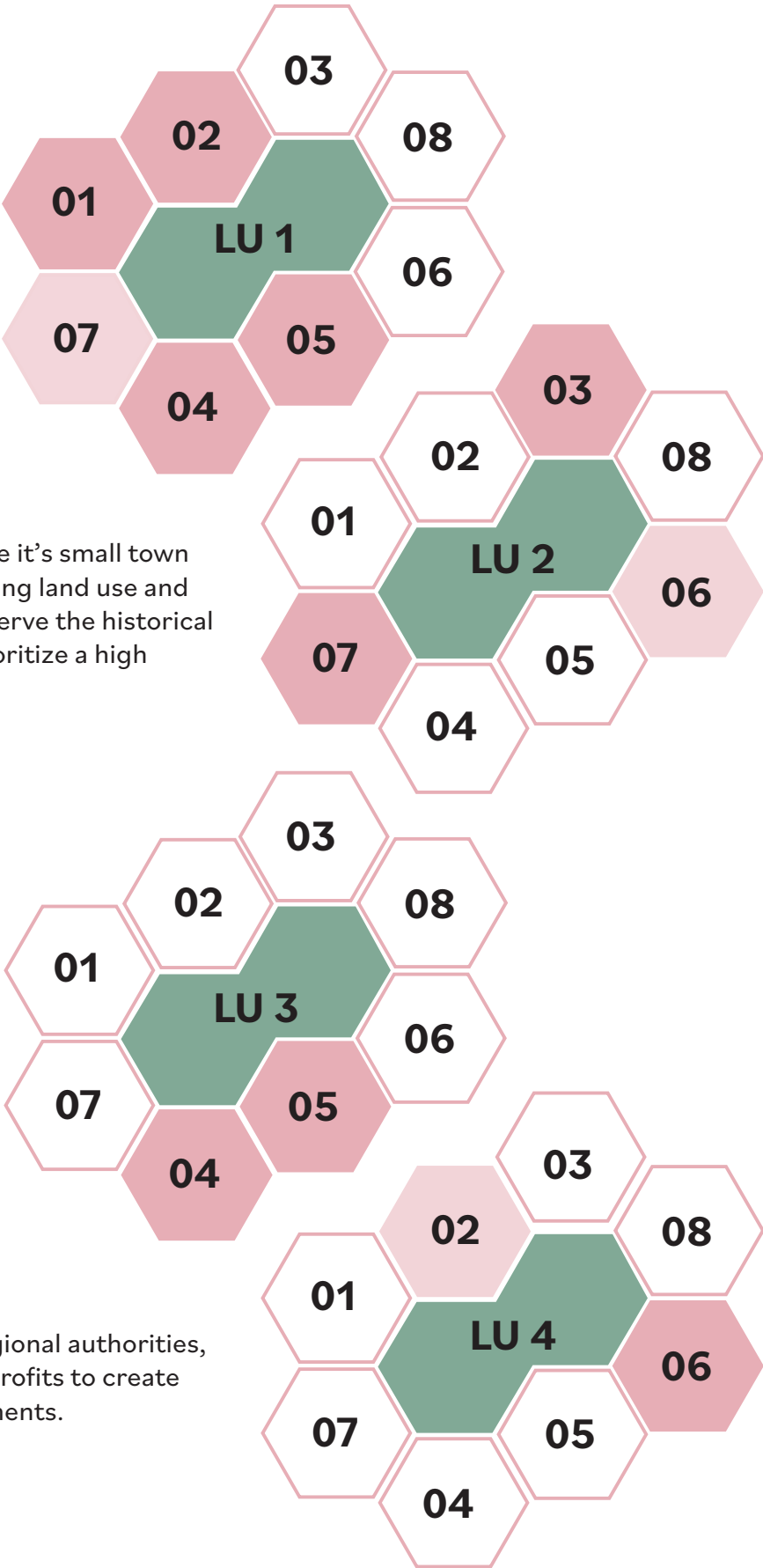
Buckley should continue to enhance it’s small town and neighborly character by pursuing land use and development regulations that preserve the historical heritage of the community and prioritize a high quality of life.

LU 3

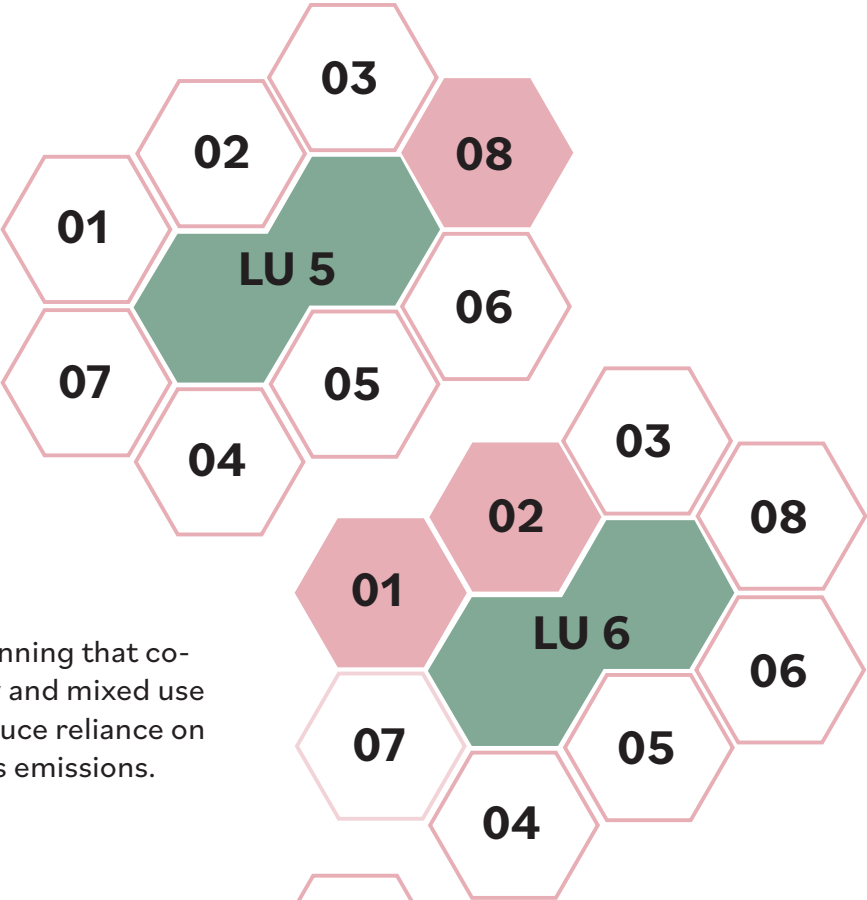
Continue to rectify discrepancies between Buckley’s demographic profile and Pierce County’s by increasing affordability and pursuing policies that welcome a diversity of newcomers into the City.

LU 4

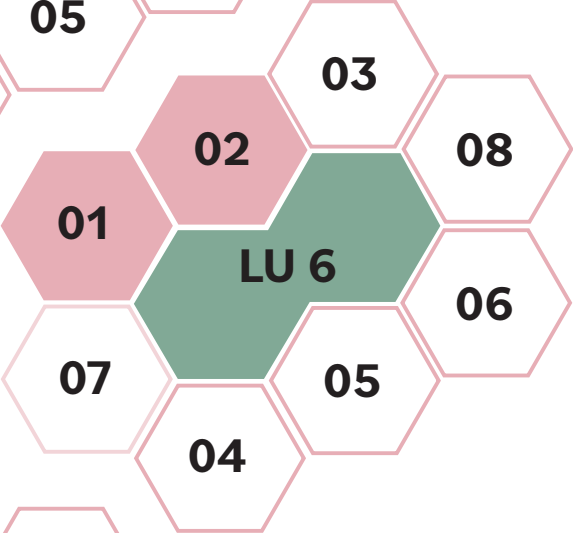
Coordinate with Pierce County, regional authorities, neighboring jurisdictions and nonprofits to create opportunities for mutual improvements.



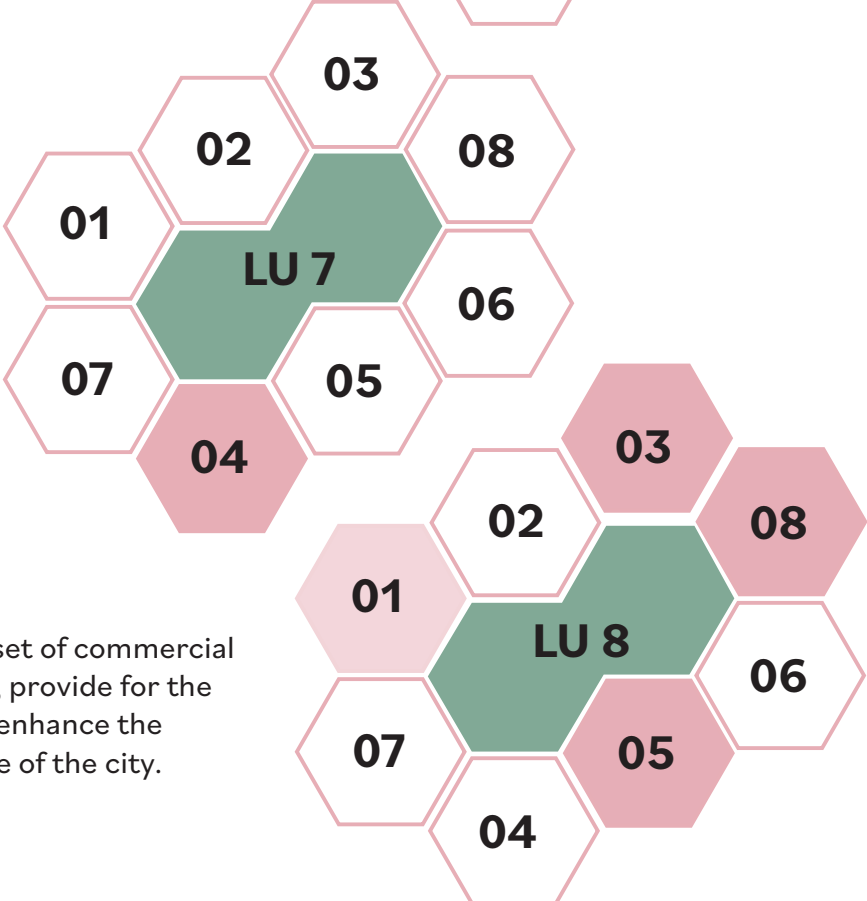
LU 5
Preserve, protect and enhance Buckley’s environment including wetlands, habitat corridors and other critical areas in order to prevent flooding, expand recreation opportunities and support local wildlife.



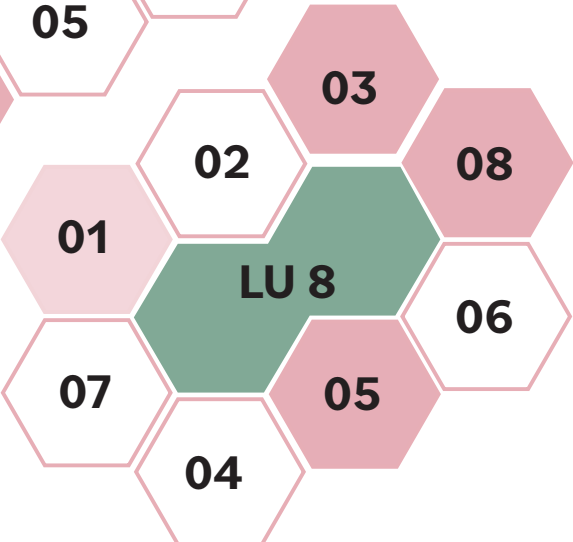
LU 6
Buckley should pursue land use planning that co-locates energy efficient multifamily and mixed use development with amenities to reduce reliance on cars and per capita greenhouse gas emissions.



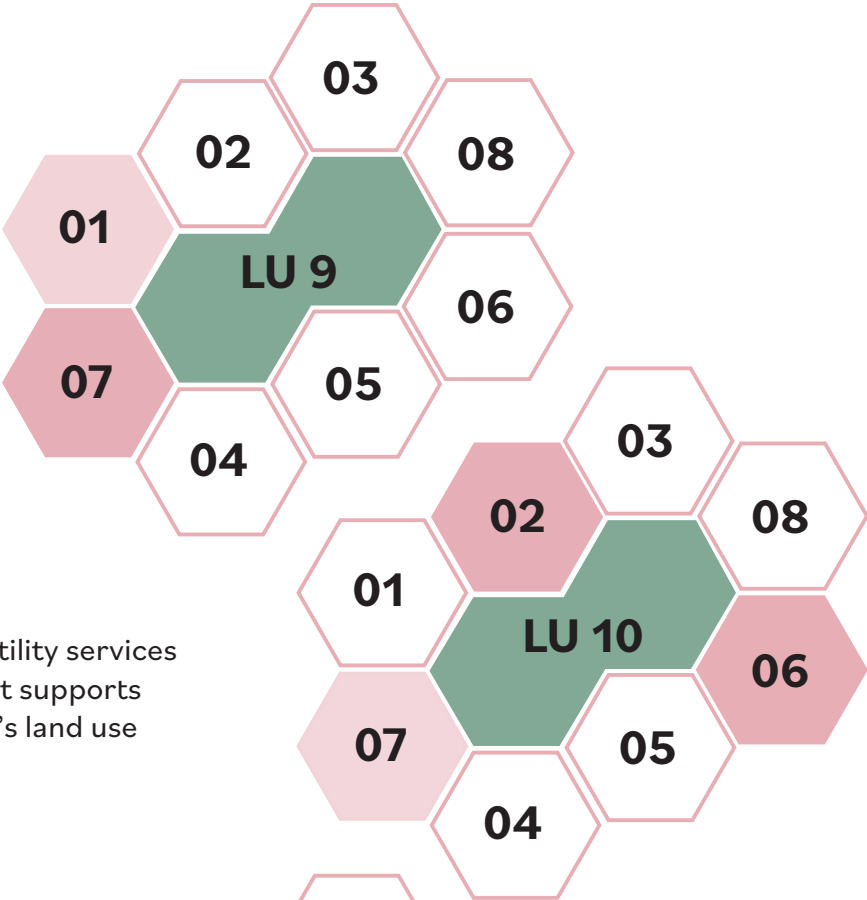
LU 7
Have a well-maintained, interconnected system of multi-functional parks, recreational facilities and open spaces that is attractive, safe, and available to all segments of the city’s population; and supports the community’s established neighborhoods and small-town atmosphere.



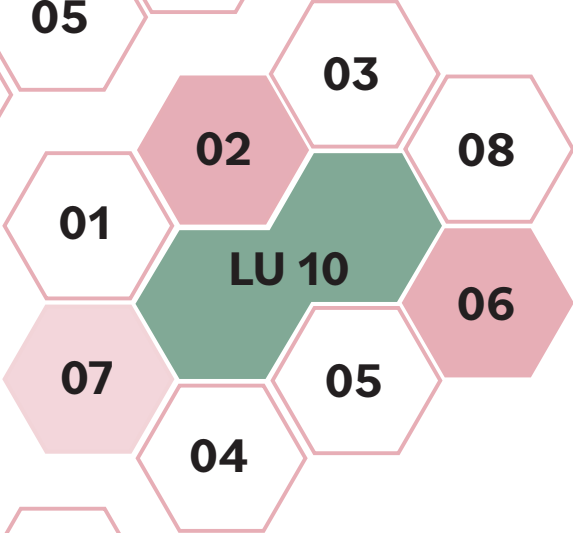
LU 8
The city should promote a diverse set of commercial uses to increase the city’s tax base, provide for the basic needs of the community and enhance the friendly and neighborly atmosphere of the city.



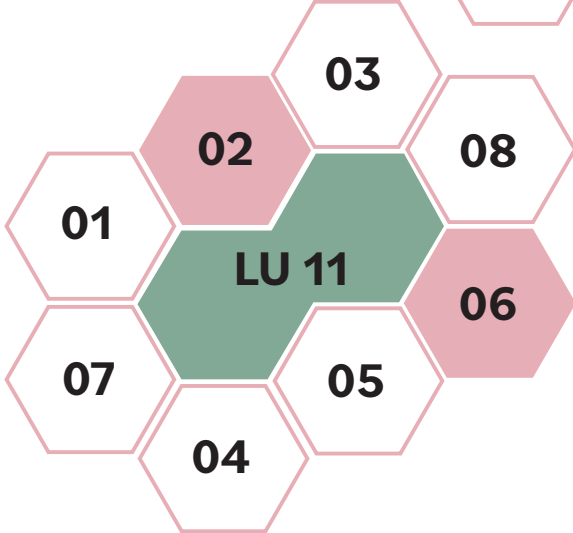
LU 9
Coordinate an orderly provision of public facilities with public and private development activities that complements the fiscal resources of the city.



LU 10
Manage and strategically expand utility services to ensure a high level of service that supports community objectives and the City’s land use strategy.



LU 11
Develop transportation systems that enhance the appearance, quality, and function of residential and commercial districts, provide connectivity between adjacent developments and ensure safe and easy multi-modal access to goods and services.



02

Housing

Housing.

Housing

Introduction

Housing is a mandatory comprehensive planning element for Growth Management. The GMA indicates that a housing element should be used to ensure the vitality and character of established residential neighborhoods, create a policy framework that decreases barriers to the production of a wide variety of housing types, and identify sufficient land for all types of housing so that households at all income levels can call Buckley home.

The future land use map in the Land Use Element in addition to the land use goals and policies, articulates a strategy to accommodate Buckley’s share of housing across all income brackets. Pierce County’s growth allocation is indicated in the table below.

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

Strategy

The main issues facing Buckley in terms of housing include the following: [based on HAP]

- 01. Buckley’s current low-density, single family development trend will not meet the 3,372 units needed by 2044.
- 02. The city’s current annual average rate of production of dwelling units is low and will need to be increased to 58 units/year to meet the 2044 growth target.
- 03. Buckley does not have enough affordable units for smaller families.

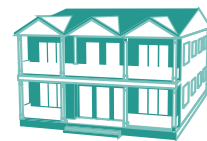
Housing Diversity: There is a lack of housing options that reflect the community’s demographics. There is also a lack of options for housing other than a traditional single-family home which are larger than what smaller households require. Increasingly, there is demand for multi-generational housing types

Housing Affordability: Increased housing within Buckley brings a need to promote a range of housing options that meet the criteria for affordable housing so that new residents are able to move into the community and current residents are able to remain. Dispersing affordable housing

throughout the community would ensure a mix of incomes within neighborhoods. Special incentives for low- and moderate-income housing should be used as a means to promote affordable housing units by private or nonprofit developers. 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.



Mid Rise High Density
0-50% Area Median Income



Low Rise Moderate Density
50-100% Area Median Income



Low Density
100%+ Area Median Income

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)

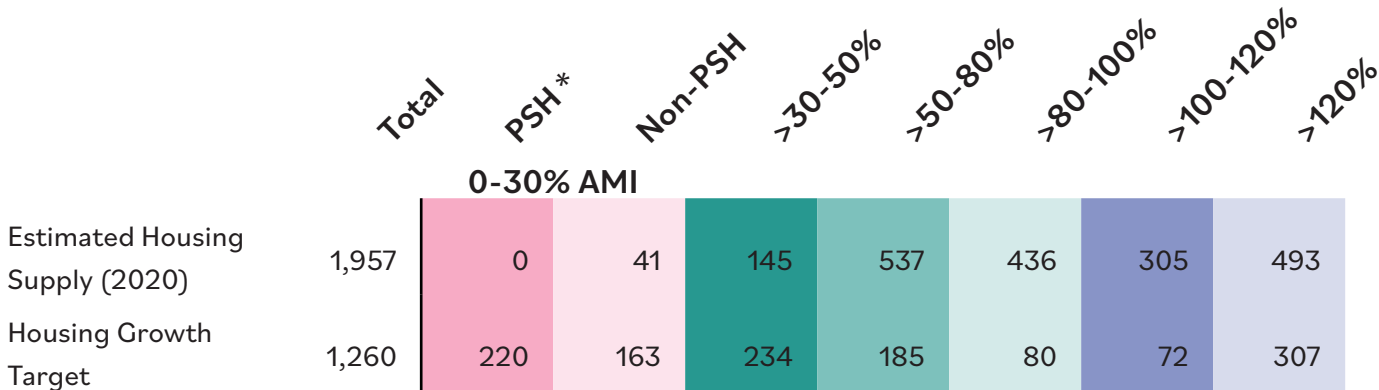
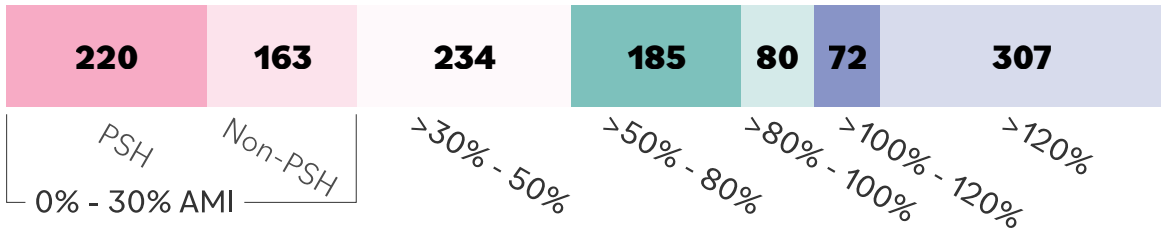


Figure H 2. Buckley housing growth target for 2044 by income bracket



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.

Emergency Housing

Guidance from the Department of Commerce indicates that Buckley can fulfill most of its Emergency Housing allocation with existing hotels and motels. Buckley’s Econo Lodge located on Highway 410 has 40 rooms, and the Buckley Inn has 14 (44 rooms in all). 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.

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. To put the table into perspective, the average income of a high school teacher in Pierce County is

	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



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, service and businesses.



Two Story Mixed Use, Sacramento, CA



Atrium Apartments, Seattle, WA



Mixed Use apartments, Seattle, WA

Corridor Mixed Use



Housing Density: 30-50 DU/acre

Employment Density: 0

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

Urban High Density



Housing Density: 1-3 Units per parcel
 Employment Density: 0
 State passage of HB 1110 (Middle Housing) and HB 1337 (ADUs) allows more density in primarily single family neighborhoods.



Single Family Home, Spokane, WA



Cottages, Buckley, WA



Duplex, Portland, OR

Urban Low Density

Housing Goals & Policies

HO 4 FOSTER EQUITABLE COMMUNITIES BY STRATEGICALLY INCREASING DENSITY, IMPROVING ACCESS TO VARIOUS HOUSING TYPES, AND CREATING AFFORDABLE HOUSING OPTIONS THROUGH MISSING MIDDLE HOUSING AND ADUS.

- HO 4.1** Adopt strategic measures to overcome barriers for moderate density housing development.
- HO 4.2** Encourage balanced urban growth by bridging the gap between single-family and multifamily housing options while focusing on creating more home affordable ownership and rental solutions.
- HO 4.3** Adapt zoning codes to allow for ADUs to be accommodated in already developed lots.
- HO 4.4** Update development regulations to reduce barriers for low density middle housing types such as ADUs, Duplexes and Triplexes.

HO 5 ENSURE A DIVERSE RANGE OF AFFORDABLE HOUSING OPTIONS CATERING TO ALL INCOME LEVELS AND DEMOGRAPHICS ACROSS THE REGION, INCLUDING IN UNINCORPORATED PIERCE COUNTY.

- HO 5.1** Buckley should encourage affordable housing developments through financial incentives to developers in the form of tax reliefs, density bonuses, economic inducements, etc.
- HO 5.2** Density bonuses should be considered for residential developments that meet minimum building standards and incorporate affordability initiatives as a specified community goal.
- HO 5.3** The City should position itself to work collaboratively with Pierce County, PSRC and affordable housing agencies to accommodate affordable housing needs which are not met by the private market.
- HO 5.4** Affordable housing should be prioritized in areas of Buckley with access to amenities, employment and transportation that will minimize household costs.

HO 6 CREATE INCENTIVES TO ENCOURAGE REHABILITATION AND/OR REDEVELOPMENT OF EXISTING HOUSING AND HISTORIC STRUCTURES.

- HO 6.1** Identify opportunities for repurposing and redeveloping existing parcels where building rehabilitation is financially unfeasible, while ensuring compliance with historic, archeological, and cultural policies that prevent displacement.

- HO 6.2** Adopt reasonable and innovative techniques to encourage the use of underutilized lots for moderate to high density affordable units
- HO 6.3** Buckley should explore options to dedicate or make available below market-rate surplus land owned by the City in central locations for affordable housing projects.
- HO 6.4** Manufactured housing should not be regulated differently from site-built housing and should be encouraged as an affordable housing option in Buckley.
- HO 7 EVALUATE THE EFFECTIVENESS OF LOCAL HOUSING POLICIES BY MAINTAINING AND PERIODICALLY REVIEWING AN INVENTORY OF EXISTING AND PIPELINE HOUSING WITHIN THE CITY OF BUCKLEY AND PROJECTED HOUSING NEEDS OVER THE PLANNING PERIOD.**
 - HO 7.1** Determine the demand for affordable housing across all income levels, especially for historically marginalized groups, both present and in the future.
 - HO 7.2** Periodically evaluate the efficacy of local housing policies and strategies in meeting housing objectives and affordability targets.
 - HO 7.3** Utilize diverse data sources to evaluate housing demand and report on the progress in developing new affordable housing.
- HO 8 ENSURE EQUITABLE AND STRATEGICALLY DISTRIBUTED PROVISION OF DIVERSE SPECIAL NEEDS HOUSING OPTIONS THROUGH INTERJURISDICTIONAL COOPERATION AND PUBLIC-PRIVATE PARTNERSHIPS, IN ALIGNMENT WITH RCW REGULATIONS.**
 - HO 8.1** Identify opportunities to participate in interjurisdictional cooperative efforts and public-private partnerships that identify land capacity for special needs housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing.
 - HO 8.2** Encourage development of and plan to accommodate for sufficient supply of special needs housing opportunities convenient to services.
- HO 9 ENSURE FLEXIBILITY FOR DEVELOPMENT STANDARDS AND REGULATIONS IN ALIGNMENT WITH THE REGIONAL GROWTH STRATEGIES, TO FACILITATE FEASIBILITY IN HOUSING PRODUCTION.**

- HO 9.1** Review and amend development standards to reduce housing development barriers, enhance public benefit, and minimize costs
- HO 9.2** Flexibility in development regulations should be provided to allow for clustered housing developments. This could be through planned unit developments, clustered housing developments, cottage housing, or adding flexible lot sizes in the subdivision regulations.
- HO 9.3** Allow emergency housing and emergency shelters in all zones that allow hotels and motels, and ensure that requirements for occupancy, spacing and intensity are not so stringent as to prevent accommodating Buckley's emergency housing allocation.

HO 10 PRESERVE BUCKLEY'S EXISTING HOUSING CHARACTER THROUGH INTEGRATION OF NEW DEVELOPMENT AND REDEVELOPMENT WITH THE CITY'S HISTORIC, SMALL-TOWN CHARACTER WHILE KEEPING UP WITH DESIGN BEST PRACTICES TO ENSURE SUSTAINABLE GROWTH FOR THE CITY.

- HO 10.1** Incorporate design principles into zoning and design review standards to create more liveable and attractive new housing and infill housing.
- HO 10.2** Encourage using green buildings by increasing lot coverage minimums and providing economic incentives for increased built density.
- HO 10.3** Ensure building codes permit innovative housing designs, for instance that they encourage low impact development practices, siting to maximize passive solar exposure, clean energy installation and energy efficiency. Encourage existing building retro-fitting where possible by connecting residents to state and regional incentive programs.
- HO 10.4** Encourage open space dedication and green building techniques in new construction while balancing the need for increased housing density.
- HO 10.5** New development will prioritize connections to existing trails, paths and sidewalks to increase community health and walkability.
- HO 10.6** Intense commercial activities, such as gravel extraction, automotive wrecking, hazardous materials handling, and other businesses that contain environmental risks should not be permitted near housing.

HO 11 PRIORITIZE THE DEVELOPMENT OF RESIDENTIAL AREAS, INCLUSIVE OF A RANGE OF HOUSING PRICES AND DENSITIES, TO MAXIMIZE ACCESS TO TRANSIT ROUTES, PEDESTRIAN-FRIENDLY AMENITIES, AND/OR DOWNTOWN BUCKLEY AND THE 410 CORRIDOR.

HO 11.1 Implement zoning regulations and incentives to promote the development and preservation of long-term affordable housing options at appropriate densities in Downtown Buckley and the 410 Corridor to maximize the benefits of transit, active transportation and other transportation investments.

HO 11.2 Formulate a plan for future residential and commercial developments that aim to strike a balance between the growth objectives for both job opportunities and housing.

HO 12 ADDRESS RACIALLY DISPARATE IMPACTS, DISPLACEMENT, AND EXCLUSION IN HOUSING BY IDENTIFYING AND RECTIFYING LOCAL POLICIES AND REGULATIONS (INCLUDING DISCRIMINATORY ZONING PRACTICES, DISINVESTMENT PATTERNS, AND DISPARITIES IN INFRASTRUCTURE AVAILABILITY), TO FOSTER EQUITABLE AND INCLUSIVE COMMUNITIES.

HO 12.1 Establish policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions

HO 12.2 Prioritize policies and programs aimed at facilitating homeownership for low-income, moderate-income, and middle-income families and individuals, with particular attention to addressing historic disparities in access to homeownership for communities of color.

HO 12.3 Ensure equitable access to resources, financial assistance, and educational initiatives to support and encourage homeownership opportunities across diverse demographic groups.

HO 12.4 Ensure periodic assessment of displacement-prone areas (areas with high rates of renter occupied housing) due to market forces and update the inventory in order to make accurate data available to potential developers when needed.

HO 12.5 Mitigate impacts of physical, economic, and cultural displacement that might be caused due to planning, public or private investments and developments, or market pressure.

HO 12.6 Pursue policies that increase racial and economic diversity in Buckley by supporting multicultural programming, affordable housing development and live and work development.

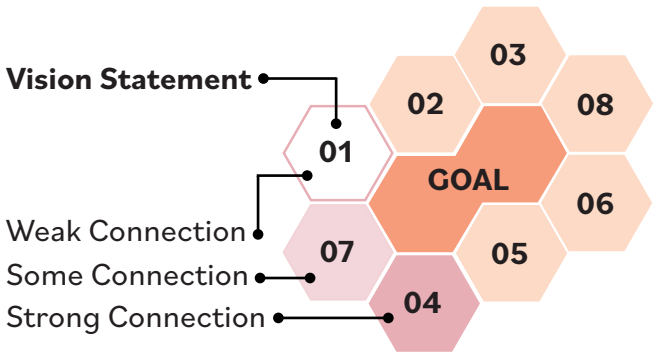
HO 12.7 Evaluate and adopt techniques such as inclusionary or incentive zoning to increase affordability.

HO 12.8 To advance the provision of affordable and special needs housing, participate in interjurisdictional cooperative efforts and public-private partnerships with inclusive public platforms that elevate the voices of marginalized communities, ensuring their significant representation and active involvement in the decision making.

HO 12.9 Buckley will periodically evaluate its land capacity based on existing zoning in conjunction with Pierce County Buildable Lands analysis to ensure that the City is providing enough land for a diversity of housing types.

Housing Goals and the Community Vision

The diagrams on the next few pages illustrate how the housing goals articulated in this chapter connect to the community vision statements in Chapter 3.



VISION STATEMENTS

Sustaining and fostering town identity and character

In 2044, Buckley will...

- 01. Have a vibrant, compact and walkable downtown where people meet each other face-to-face, where small businesses can thrive, and with housing close at hand that support a high quality of life.
- 02. Have a denser Downtown and 410 Corridor that improves service administration while supporting the rural quality of life farther from City center.
- 03. Foreground the city’s unique history through retention of historic buildings, thoughtful community design, civic space and park system.
- 04. Have affordable and accessible housing that allows the city’s aging population to stay in the place they call home, while welcoming newcomers into the community.
- 05. Be a safe and inviting place to visit and reside.
- 06. Use public dollars strategically and efficiently to provide city residents with high quality roads, utilities, environmental amenities and services.

Economic development of the Downtown Core and State Highway 410

In 2044, Buckley will...

- 07. Have an enhanced 410 Corridor that creates a friendly gateway to our city with more retail, small businesses and housing that is community oriented and provides new places for residents and visitors to live, work and be together.

Promotion of outdoor recreational activities

In 2044, Buckley will...

- 08. Be a destination and not a pass through for outdoor recreation enthusiasts availing themselves of our area’s natural beauty through concerted infrastructure and facility investment and support for recreation-oriented businesses.

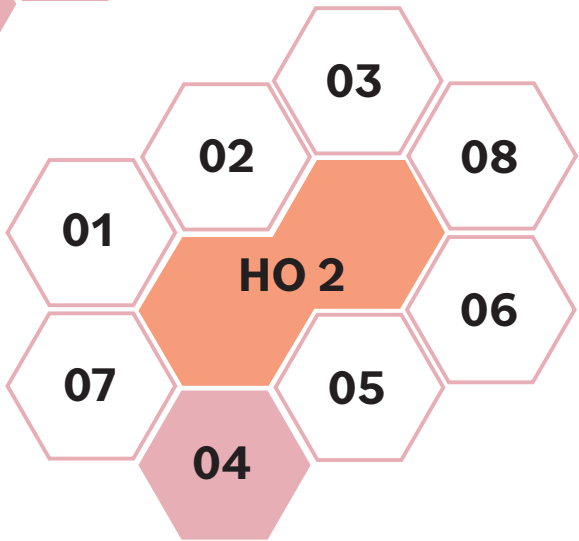
HO 1

Foster equitable communities by strategically increasing density, improving access to various housing types, and creating affordable housing options through missing middle housing and ADUs.



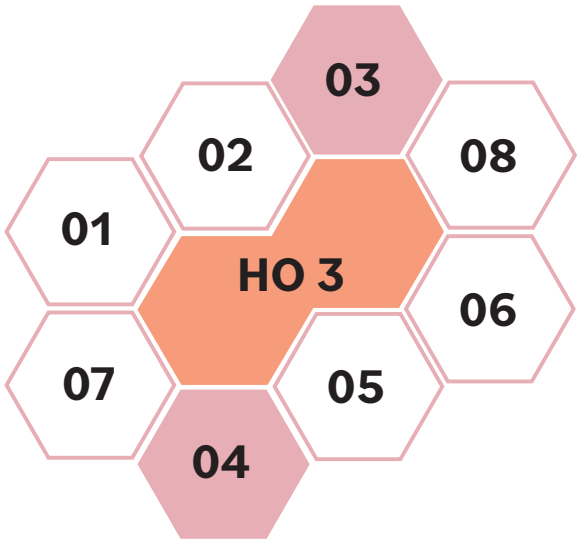
HO 2

Ensure a diverse range of affordable housing options catering to all income levels and demographics across the region, including in unincorporated Pierce County.

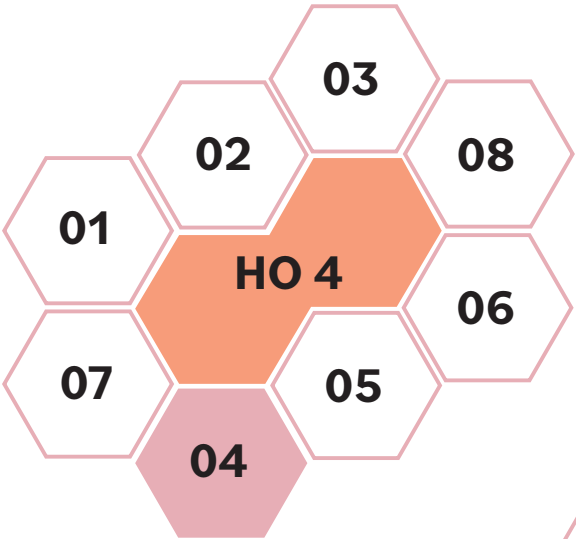


HO 3

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



HO 4
Evaluate the effectiveness of local housing policies by maintaining and periodically reviewing an inventory of existing and pipeline housing within the City of Buckley and projected housing needs over the planning period.



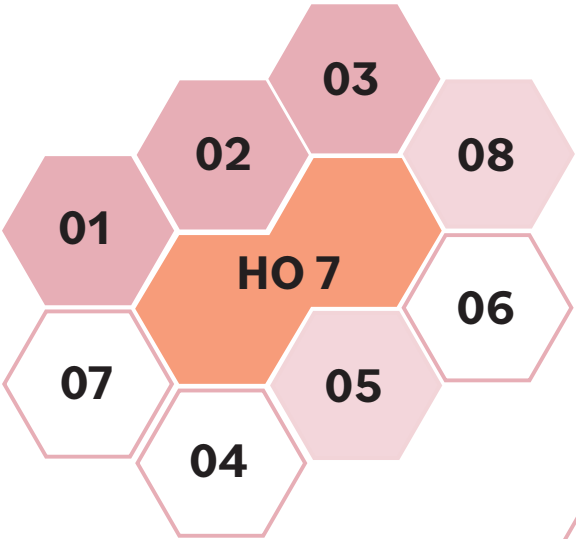
HO 5
Ensure equitable and strategically distributed provision of diverse special needs housing options through interjurisdictional cooperation and public-private partnerships, in alignment with RCW regulations.



HO 6
Ensure flexibility for development standards and regulations in alignment with the regional growth strategies, to facilitate feasibility in housing production.



HO 7
Preserve Buckley’s existing housing character through integration of new development and redevelopment with the city’s historic, small-town character while keeping up with design best practices to ensure sustainable growth for the city.



HO 8
Prioritize the development of residential areas, inclusive of a range of housing prices and densities, To maximize access to transit routes, pedestrian-friendly amenities, and/or Downtown Buckley and the 410 Corridor.



HO 9
Address racially disparate impacts, displacement, and exclusion in housing by identifying and rectifying local policies and regulations (including discriminatory zoning practices, disinvestment patterns, and disparities in infrastructure availability), to foster equitable and inclusive communities.





03

Economic Development

Econ. Dev.

Economic Development

Introduction

The Economic Development Element of the Comprehensive Plan is intended to support the promotion of enterprise and commercial exchange in Buckley and reinforce the overall vision and values of the Comprehensive Plan. Economic development is one of the GMA’s thirteen mandated planning goals, and increasing employment capacity is part of Pierce County’s growth allocation to the City. Goals and policies presented in this element guide future City actions that, together with private sector actions, can produce a strong economy. The framework for this element is to retain and strengthen an economy that reinforces Buckley’s small town character and capitalizes on its assets, including its history, rural quality, and natural resources.

Key issues that the Economic Development Element addresses:

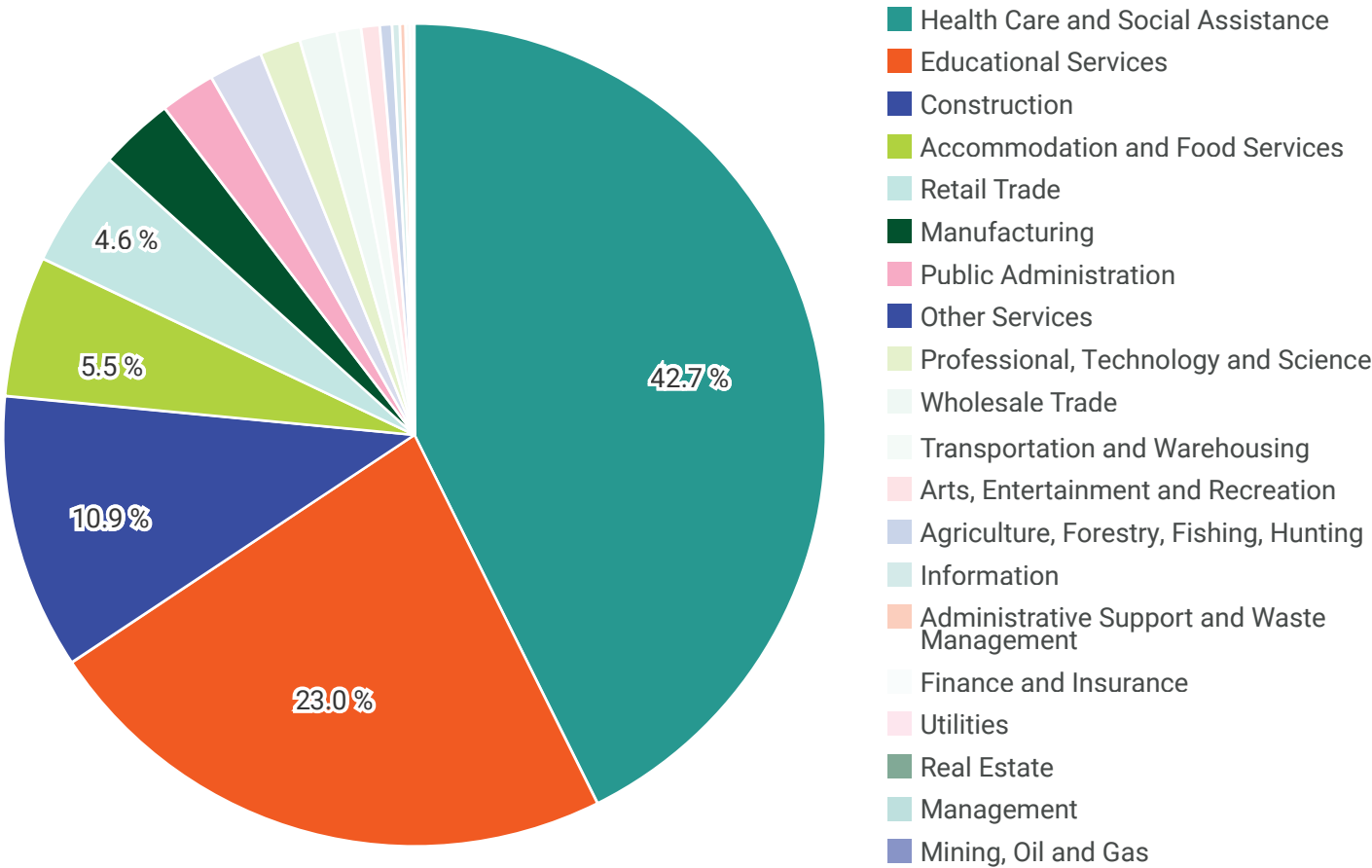
- 01. Buckley’s economic plan should strengthen the city’s neighborly and small town qualities.
- 02. Buckley’s economic plan should capture through traffic frequenting the area for outdoor pursuits.

- 03. The City needs to generate more revenue to support government functions. The City Council and Planning Commission want to forward policies that increase revenue by incentivizing business development that generates sales tax.

Existing Conditions

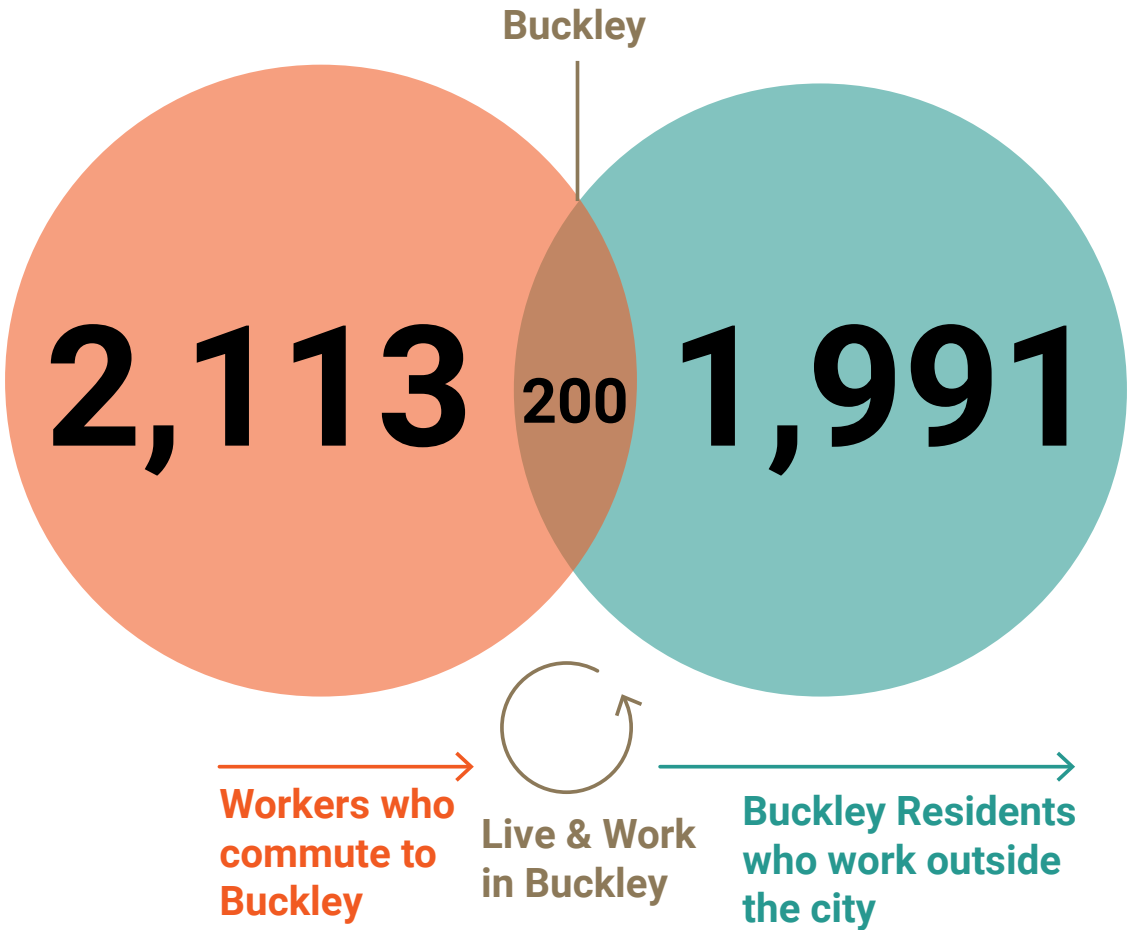
Buckley’s largest employment sector is Health Care and Health Care Assistance, employing about 41.1% of the people who work in Buckley (not to be confused with the jobs that are held by Buckley residents, many of whom commute elsewhere for work). Health Care employment is followed by Educational services, which represents around 25% of Buckley employment. In 2021, 987 individuals were employed in Health care related industries. Retail trade accounts for only 6 percent of Buckley jobs, and food services and accommodation around 4%. Surprisingly, only 0.3% Of Buckley workers are employed in agriculture (ACS, Longitudinal Employer-Household Dynamics, 2023). On the other hand, 11.4% of Buckley residents work in some facet of manufacturing, 9% in Retail and 7.3% in Education and Healthcare (ACS, Longitudinal Employer-Household Dynamics, 2023). In 2021, 789 workers commuted from outside the city to jobs in Buckley, 81 workers lived and worked in Buckley and 1,579 Buckley residents commuted to jobs outside of Buckley.

Figure ED 1. Buckley Employment by Sector



LODES Version 8.0 2021; US Census Bureau 2020

Figure ED 2. Worker Inflow and Outflow Buckley, WA

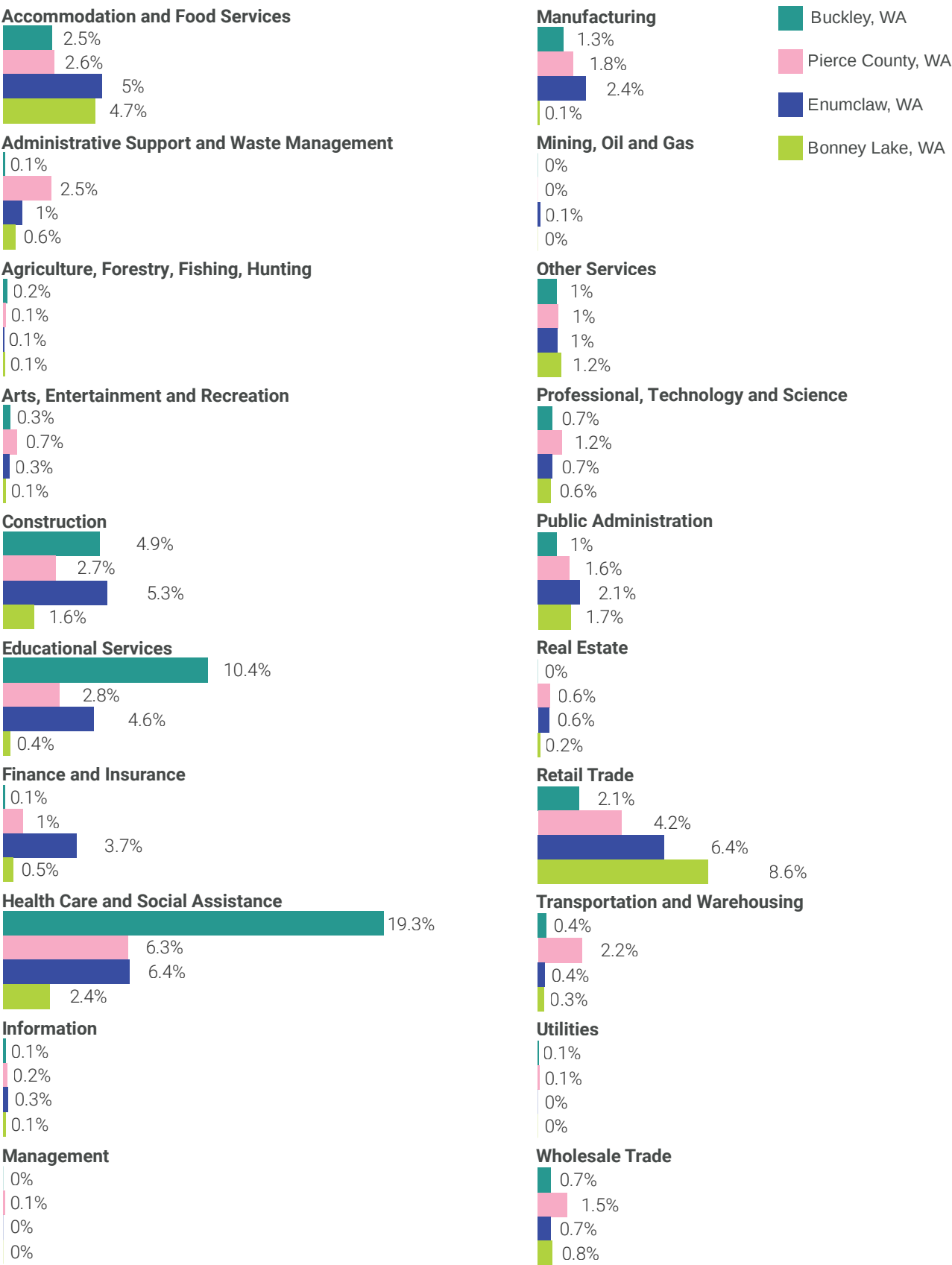


On The Map, US Census Bureau 2021

Table of employment sectors:

The bar charts to the right compare the percentage of jobs in different industries for Buckley, Bonney Lake, Enumclaw and Pierce County. Buckley has far and away the most Health Care and Social Assistance jobs on a per capita basis (in part because the Rainier School remains a large employer in Buckley). The city is also competitive in educational services and construction. However, Buckley significantly underperforms in providing retail trade jobs, and accommodations and food services compared to its neighboring cities.

Figure ED 3. Per Capita Employment by Industry: Buckley and Neighboring Cities



LODES Version 8.0 2021; US Census Bureau 2020

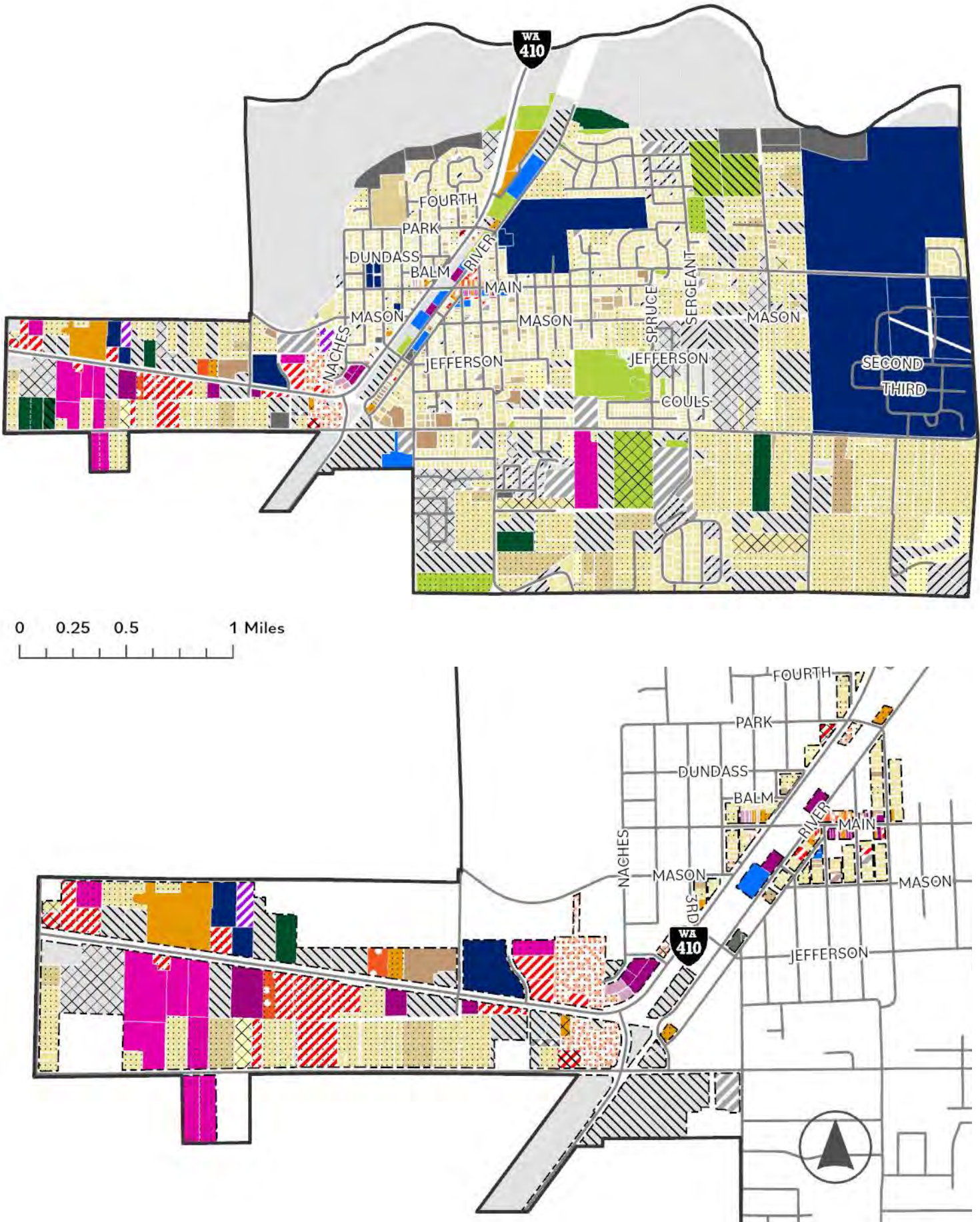
Economic Strategy:

The map to the right shows Buckley’s distribution of existing land uses (Pierce County Buildable Lands, 2022, City of Buckley, 2024). As shown, a significant amount of land along the 410 Corridor that falls within the Corridor Mixed Use future land use designation consists of auto related retail (auto services, carwashes, and gas stations), and non-retail commercial such as contractors yards and mini storage. The City seeks to enhance the corridor so that businesses are increasingly community oriented and create a friendly and welcoming gateway into Buckley.

The challenge facing Buckley is to create an economic climate that produces a healthy economy for jobs and businesses without compromising the community’s desires to maintain its small town lifestyle and protect its natural amenities. The City is committed to pursuing actions that contribute to a high quality of life for residents and future generations including the provision of affordable housing, a pristine natural environment, good schools, efficient government and high quality infrastructure. Providing these amenities and services can also help the City to attract, retain and stimulate growth of local businesses which in turn will provide needed revenue to support the mission of the City. A strong tax base is essential to the City’s ability to deliver necessary public services and maintain infrastructure to serve the needs of the community. In order to establish a sustainable economy, **this Comprehensive Plan recommends the following actions:**

- 01. The City should promote existing businesses and concentrate new business development along Main Street and the Highway 410 corridor.
- 02. The City should continue to establish recreational infrastructure to attract tourism to Buckley. Despite its proximity to Mt. Rainier National Park and the presence of recreational vehicle services, Buckley lacks the services and amenities for national park visitors, such as outdoor equipment outlets. Buckley is one of a few “Gateway Communities” in the Carbon River Corridor to Mt. Rainier and should attract a tourist base. Investment in Buckley’s historic and

Figure ED 4. Future Land Use Map



- picturesque Main Street will continue to attract visitors. Trail oriented development along the Foothills Trail can continue to strengthen Buckley’s outdoor recreation appeal.
- 03. The City should continue to incentivize businesses that contribute to Buckley’s quality of life including working to attract a grocery and pharmacy that will allow residents to access basic goods and services without leaving the city.
 - 04. The City should work to improve conditions for retail and services that contribute sales tax revenue to the city.

The City acknowledges that costs and benefits may be associated with economic activity. The costs include the direct provision of additional government services and also maintaining adequate infrastructure. Fiscal analysis that weighs the costs and the benefits of growth should be considered when developing regulations and procedures. Economic policies and regulations should remain flexible to ensure that the city can take advantage of opportunities and weather economic challenges.

Goals and Policies

ED 1 PROMOTE, DEVELOP, AND ENHANCE A STRONG AND SUSTAINABLE ECONOMIC CLIMATE.

- ED 1.1** Contribute to the success of existing businesses through local business promotions and strategic investment in community infrastructure such as sidewalks and street trees in core commercial areas.
- ED 1.2** The city’s regulations should provide the following to enhance sustainable economic development:
 - a.** Economic disincentives for vacant buildings.
 - b.** Overlay district design standards for mixed use areas and the Historic Downtown.
 - c.** Procedures that are as streamlined and remove barriers to commerce while adhering to state requirements.
- ED 1.3** The city should provide a visitor or information center that qualifies for a state tourist sign to attract and capture destination and pass-through tourist dollars.
- ED 1.4** The city should provide spaces to host relevant community information such as events signage and materials for tourists in places like community parks and the Community Center.
- ED 1.5** Produce and periodically update tourist materials such as maps and brochures that promote local businesses and points of interest.

ED 2 MAKE BUCKLEY AN ATTRACTIVE AND DISTINCTIVE PLACE FOR COMMERCE.

- ED 2.1** Encourage home-based businesses that contribute to neighborhood vibrancy.
- ED 2.2** Incentivize the preservation of historic buildings that contribute to Buckley's human scale downtown. Encourage infill development that complements historic building design.
- ED 2.3** Use wayfinding and signage to direct visitors to Downtown and other commercial and mixed use areas and to contribute to the visual identity of the city.
- ED 2.4** Partner with the business community to assist in the development and maintenance of signs for businesses within the Main Street downtown core.
- ED 2.5** The city should pave, sign, and advertise public parking areas for business activities.
- ED 2.6** Develop a distinctive marketing theme and visual identity for the City that contributes to the cohesion of civic spaces including parks, streets and signage and that references the city's history.
- ED 2.7** Continue to host, support and promote events that attract a regional audience.

ED 3 GROW THE 410 CORRIDOR INTO A VIBRANT COMMERCIAL HUB THAT CONTRIBUTES TO THE CITY'S ECONOMIC VITALITY AND FISCAL SUSTAINABILITY.

- ED 3.1** Host business trainers and other experts to support individuals interested in building a business in Buckley.
- ED 3.2** Improve the connection between businesses and the corridor by regulating built form and site configuration.
- ED 3.3** Encourage a welcoming interface between the Foothills Trail and Businesses abutting the Trail to attract trail users into the City.

ED 4 BUILD OFF OF THE "SMALL-TOWN" ATTRIBUTES THAT MAKE BUCKLEY A FRIENDLY AND NEIGHBORLY PLACE TO LIVE AND VISIT.

- ED 4.1** Continue to encourage building designs that improve the pedestrian experience of commercial streets including the use of picture windows for retail businesses, historic facades, awnings and attractive signage.
- ED 4.2** Improve street design by including street trees and providing pedestrian amenities such as benches.
- ED 4.3** Consider the city’s “small-town attributes” in design review for permitting development. Site plans should consider vehicle and pedestrian flow, pedestrian and/or open space amenities, including vegetation and the interface between the business and the street.
- ED 4.4** Uses in the downtown historic district should include only commercial with an emphasis on retail, except on the upper floor(s).
- ED 4.5** Downtown buildings that must be upgraded to meet current building codes should use the International Existing Building Code, which is designed for historic buildings.

ED 5 RECREATIONAL INFRASTRUCTURE THAT SHOWS OFF THE CITY’S NATURAL FEATURES SHOULD BE USED TO ENHANCE ITS ECONOMIC DEVELOPMENT.

- ED 5.1** The city should prioritize the enhancement of parks and open spaces adjacent to the Foothills Trail and downtown businesses.
- ED 5.2** The city should reduce permit submittal requirements for businesses that serve the need of the outdoor enthusiast market, such as bike shops, camping stores, sporting goods, and ski shops. Minimal requirements should include traffic impacts, drainage, and pedestrian access.
- ED 5.3** The city should pursue grants and partnerships to create and enhance natural amenities both in and around Buckley and promote outdoor activities, such as trails, and river rafting.

ED 6 ENSURE REGULATION BALANCES ECONOMIC GROWTH WITH THE QUALITY OF LIFE AND THE ENVIRONMENT.

- ED 6.1** Recognize and consider the economic, social, and environmental impacts of proposed legislation during the legislative review process.
- ED 6.2** To the extent possible, permit industrial uses in areas directly abutting major roads that minimally interact with residential areas.

ED 7 EXPAND AND DIVERSIFY FUNDING SOURCES TO ACHIEVE ECONOMIC GOALS.

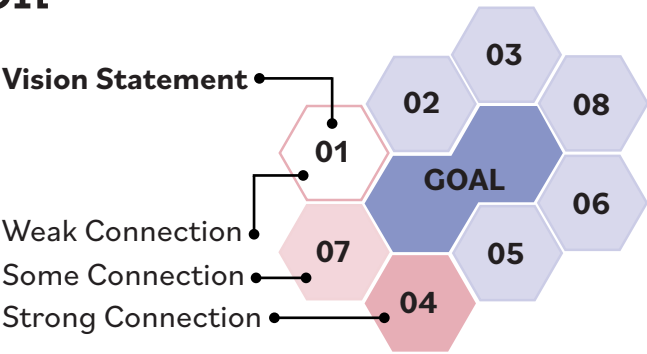
- ED 7.1** Identify potential funding sources for economic development though existing federal, state, and non-governmental organizations.
- ED 7.2** Ensure that the funding options pursued are specific to the projects that the city intends to develop.

ED 8 ATTRACT BUSINESSES THAT CONTRIBUTE TO THE FISCAL HEALTH OF THE CITY.

- ED 8.1** Decrease permitting and other procedural costs for businesses that will contribute substantial sales tax revenue to the City.
- ED 8.2** Decrease permitting and other procedural costs for businesses that will provide a needed amenity to the community such as a grocery store and a pharmacy.
- ED 8.3** Incentivize business development with high foot traffic rather than more passive uses.

Economic Development Goals and the Community Vision

The diagrams on the next few pages illustrate how the economic development goals articulated in this chapter connect to the community vision statements in Chapter 3.



VISION STATEMENTS

Sustaining and fostering town identity and character

In 2044, Buckley will...

- 01. Have a vibrant, compact and walkable downtown where people meet each other face-to-face, where small businesses can thrive, and with housing close at hand that support a high quality of life.
- 02. Have a denser Downtown and 410 Corridor that improves service administration while supporting the rural quality of life farther from City center.
- 03. Foreground the city’s unique history through retention of historic buildings, thoughtful community design, civic space and park system.
- 04. Have affordable and accessible housing that allows the city’s aging population to stay in the place they call home, while welcoming newcomers into the community.
- 05. Be a safe and inviting place to visit and reside.
- 06. Use public dollars strategically and efficiently to provide city residents with high quality roads, utilities, environmental amenities and services.

Economic development of the Downtown Core and State Highway 410

In 2044, Buckley will...

- 07. Have an enhanced 410 Corridor that creates a friendly gateway to our city with more retail, small businesses and housing that is community oriented and provides new places for residents and visitors to live, work and be together.

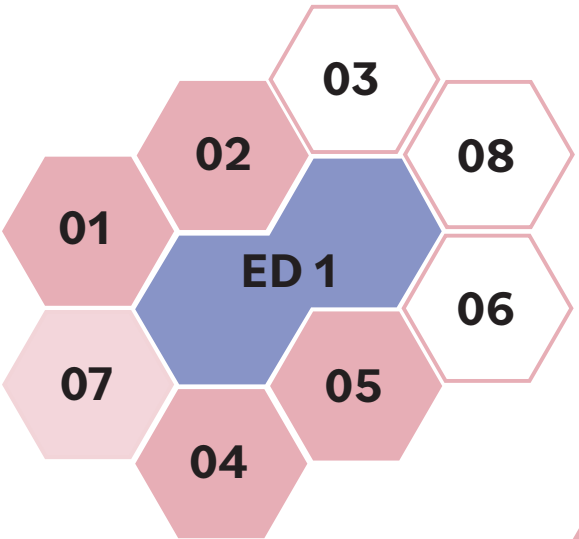
Promotion of outdoor recreational activities

In 2044, Buckley will...

- 08. Be a destination and not a pass through for outdoor recreation enthusiasts availing themselves of our area’s natural beauty through concerted infrastructure and facility investment and support for recreation-oriented businesses.

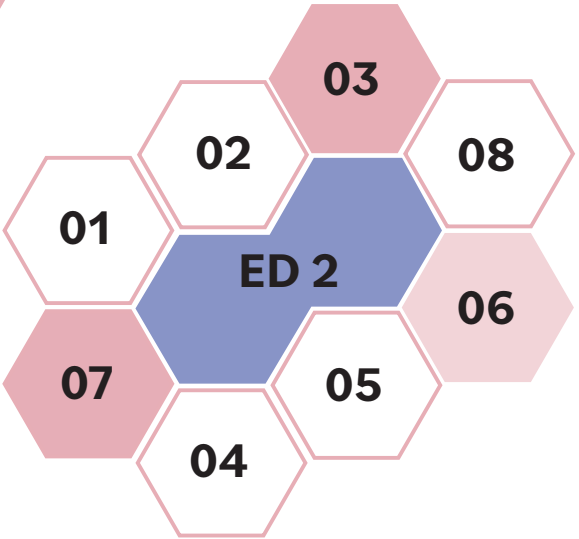
ED 1

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



ED 2

Make Buckley an attractive and distinctive place for commerce.

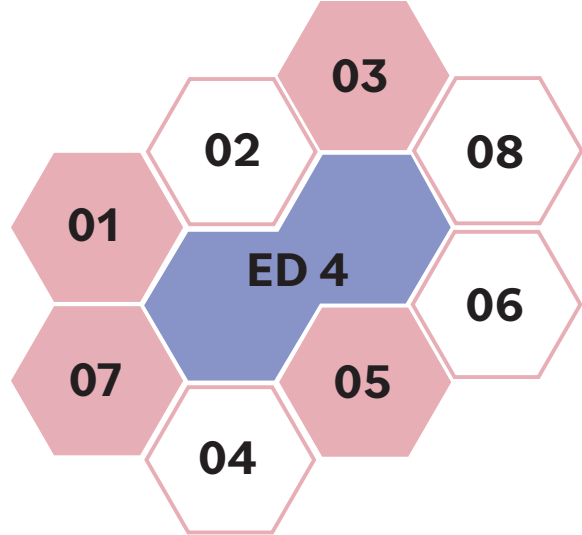


ED 3

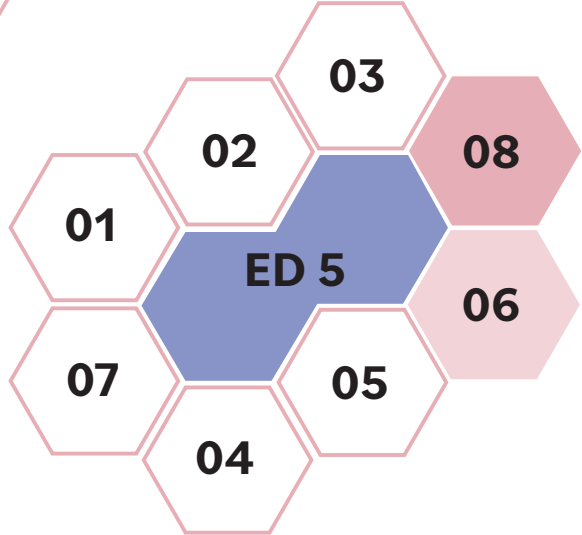
Grow the 410 Corridor into a vibrant commercial hub that contributes to the city’s economic vitality and fiscal sustainability.



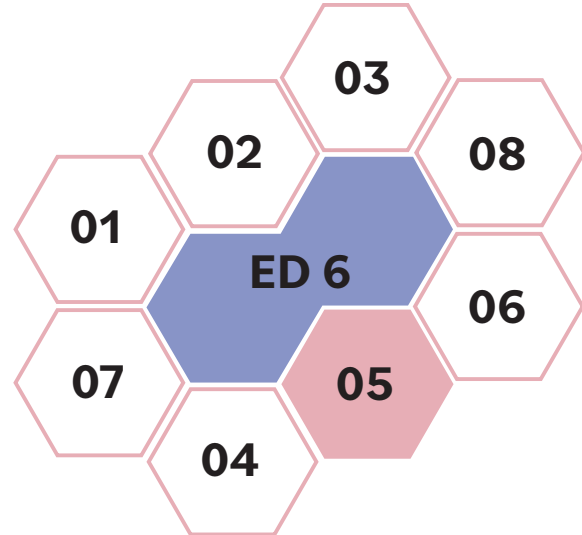
ED 4
Build off of the “small-town” attributes that make Buckley a friendly and neighborly place to live and visit.



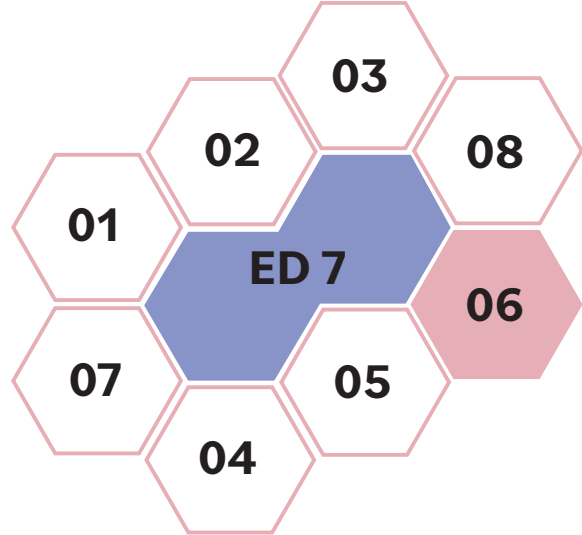
ED 5
Recreational infrastructure that shows off the city’s natural features should be used to enhance its economic development.



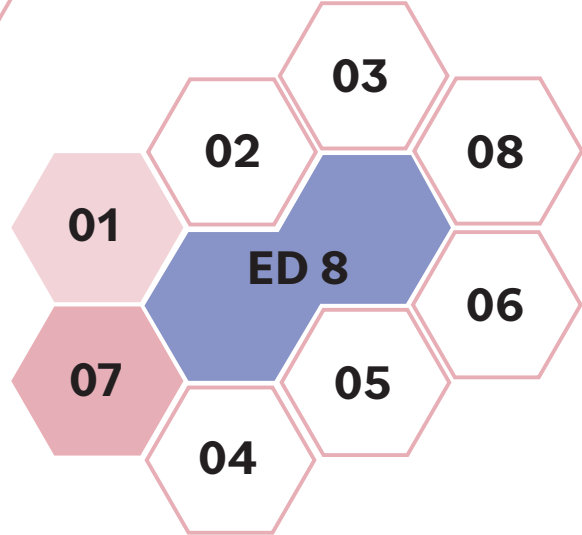
ED 6
Ensure regulation balances economic growth with the quality of life and the environment.



ED 7
Expand and diversify funding sources to achieve economic goals.



ED 8
Attract businesses that contribute to the fiscal health of the City.



04

Parks & Recreation

Parks & Rec.

Parks & Recreation

Introduction

The parks and recreation system in Buckley is a vital network of parks, trails, and indoor spaces that provide residents and visitors with opportunities to play, exercise, socialize, and relax. They are public places where residents and visitors mix with each other, learn from one another, and exist outside of their homes and workplaces. They are places where the City communicates its history, celebrates holidays, and hosts performers for summer events. Parks also perform ecological functions that urban areas need such as helping to manage stormwater runoff, cleaning the air and water, and providing habitat for wildlife.

The Parks Element serves as a guide for growing Buckley’s park system as it grows in population. It looks at what is in the park system now, what people envision for the future, and how to get there. The basis for this element is the 2024 Parks, Recreation, and Trails Plan, which combined public feedback, guidance from City Council, and the expertise of park staff and consultants into a document that outlines a suite of project priorities and long term visions for Buckley’s parks and trails.

Buckley Parks Overview

The Buckley Parks Department maintains 16.67 acres of land, 14.8 of which is developed into parks. Of these developed parks, 13.4 acres are part of Heritage Park, a corridor of indoor and outdoor facilities along the Foothill Trails, bordering SR-410 and running perpendicular to downtown Buckley’s Main Street. There is a desire to both amplify the impact of Heritage Park and also to develop new park typologies in other areas of Buckley.

The name Heritage Park emerged during the PROS Planning process, as a way to create a recognizable brand that unifies facilities along the Foothills Trail into a cohesive park experience. The skate park, the Veterans Memorial, the Foothills Museum Grounds and more will all become elements of Heritage Park, which is positioned to welcome people to Buckley, whether they arrive via the Foothills Trail, SR-410, or through downtown. The Heritage Park brand can be made visible through signage, site furniture, and art, creating a place that people know, love, and associate with Buckley.

The Foothills Trail is a focal point of Heritage Park and is an amenity beloved by Buckley residents. Currently the trail extends 20 miles, connecting northwest to Puyallup, and soon will extend to Enumclaw with the completion of

the Foothills Trail Bridge. The development of a Buckley Trailhead is currently in process, with a parking lot recently installed at the intersection of SR-410 and Wheeler Ave. The addition of a pavilion with interpretive signage will provide historical information about the trail, the first mile of which was in Buckley.

In addition to amplifying Heritage Park, there is a goal of developing parks in other parts of town, especially north of SR-410. Currently, residents in that area have to cross the busy road to access any of Buckley’s parks. Adding a park in this area will also contribute to better park access overall, the goal being to provide a Neighborhood Park within ½ mile of every household.

While not located north of SR-410, the development of Miller Park will be a significant addition of 3.4 acres of park space outside of the Heritage Park corridor. This project was described as a key priority in Buckley’s 2024 budget, which expressed the goal of fully funding the park by 2025. As it stands, 75% design for the park has been completed and the Parks and Recreation department is working with the Recreation Conservation Office (RCO) to apply for multiple grants to fund construction.

Parks Typologies

Buckley’s parks and recreation system consists of parks, trails, and facilities that are owned and operated by the City. These facilities are

broken into categories for the purposes of planning and calculating a Level of Service Metric that aims to ensure that people’s park needs are met. For this plan, Buckley’s parks are categorized as Community Parks, Neighborhood Parks, Indoor Facilities, Private Parks, and School Facilities.

Neighborhood Parks are meant to serve the surrounding neighborhood by offering a mix of passive and active amenities that allow people of all ages and abilities to use the park for recreation, relaxation, and socializing. These parks may include facilities such as a playground, a sports facility, open lawn or plaza space, shade trees or a structure, plantings, and benches and/or picnic tables. Elk Heights is an example of a Neighborhood Park in Buckley.

Community Parks are those that serve a larger swath of the population. This could be because they are larger and have more facilities, because they offer something that is not available elsewhere in the park system, or because they are centrally located. Main Street Park, for example, is located on downtown’s Main Street, right off the Foothills Trail. Mountain View Ave Community Garden offers the unique amenity of raised beds for gardening.

Parks can serve as both Community and Neighborhood Parks if they meet both criteria. The Buckley Youth Center Green, for example, has an array of sports courts, a playground, picnic

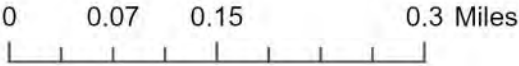
shelters, and benches that make it a place that the surrounding neighborhood can use for daily recreation. It also has a skate-park, which is an amenity not offered elsewhere in the City, meaning it draws people from the wider community.

Sports fields within the **White River School District** also contribute to recreation in Buckley, hosting sports leagues throughout the year. While these acres are not considered in the Level of Service metric, the fields and courts are taken into consideration when evaluating demand and needs for facilities.

Buckley also has **indoor facilities** that are publicly owned and operated using parks and recreation funding. These include the Buckley Youth Activities Center, Buckley Hall, the Senior Center, and the Foothills Museum. These facilities provide classes, education, and much needed services to several demographics in Buckley.

Finally, there are several **private parks** in Milton that residents in some neighborhoods have access to. Mapping these parks and quantifying the facilities they offer helps to shape not only the assessment of demands and needs for certain amenities, but also contributes to our understanding of where there is the greatest need for additional parks in Buckley.

- Paved Trails
- Greenbelt
- Community Park
- Neighborhood Park
- Planned Park
- Private Park
- School Facility
- Special Use



Park Access

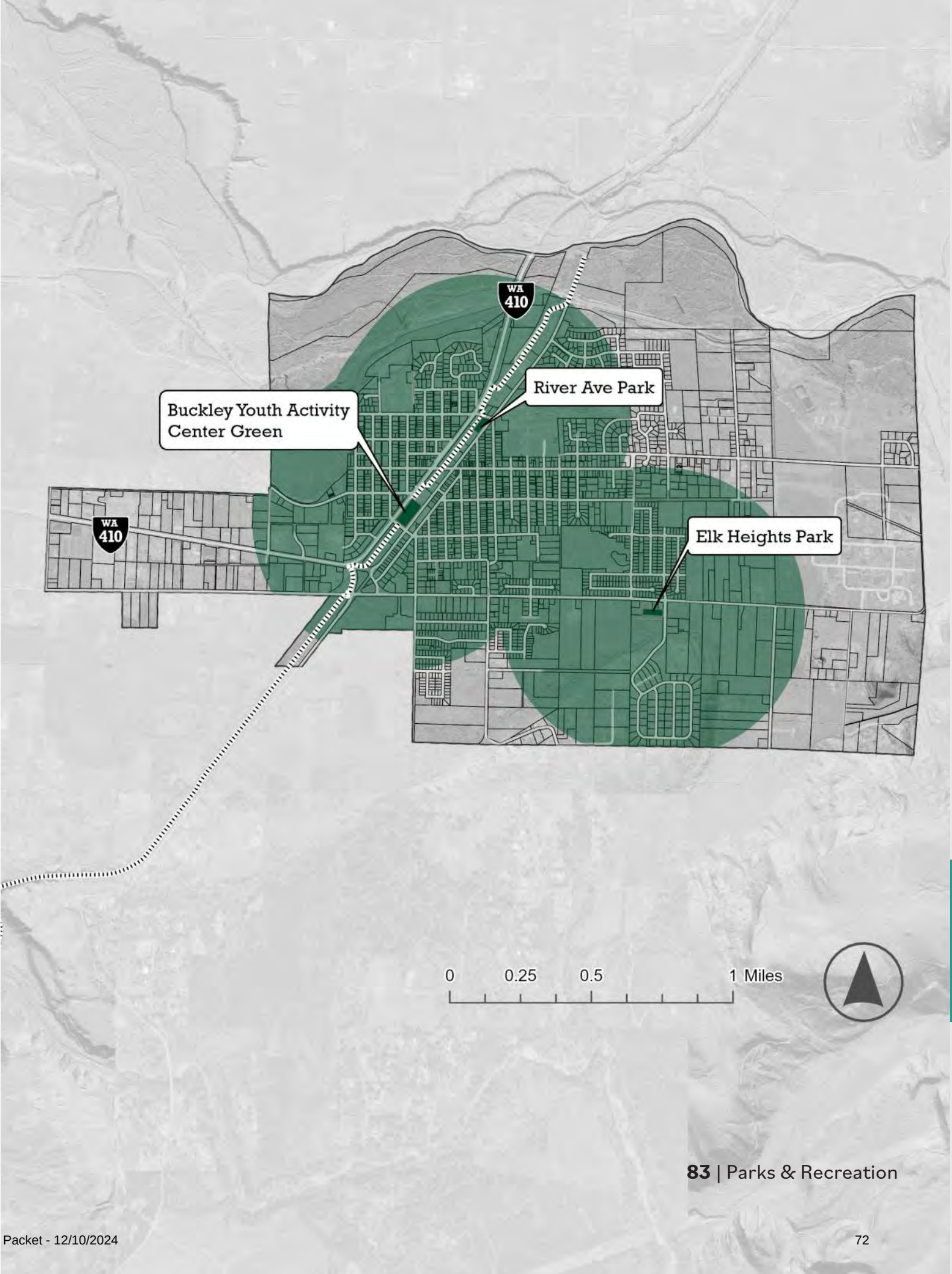
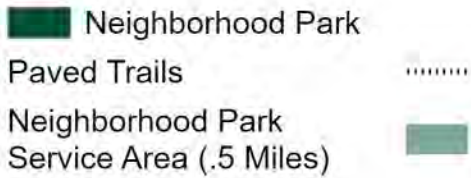
The idea behind having a Neighborhood Park within .5 miles of each resident is that everyone should be able to walk or roll to a park that has playground equipment, sports courts or fields, and passive amenities such as benches and shade structures. While most transportation in Buckley is done by car, there are nondrivers and people with limited access to cars. Even those with access to vehicles benefit from being able to easily walk or roll to a park, and this aligns with statewide goals for reduced vehicle miles traveled.

The access map shows the ½ mile radius around Buckley’s Neighborhood Parks, revealing the areas of town that are outside of this service range. This calculation was done “as the crow flies,” and doesn’t take into account the roadway networks one would use, but provides a metric for measuring the Neighborhood Park service range. Given the current spread of housing density, 70% of Buckley residents are within this .5 mile range of a Neighborhood Park, which is a “B” rating according to RCO guidance.

Because SR-410 acts as a barrier to those who want to access Buckley’s parks on foot or wheels, the park coverage shown north of the busy road does not reflect true park walkability.

Crossing fast-moving traffic, even at a stoplight, can be dangerous and is overall less

preferable to walking on local and collector streets. In that sense, residents who live north of SR-410 are outside of the service range of Buckley’s Neighborhood Parks, and parks in general. Providing park access to these households is a key goal of this plan, and is reflected in the Capital Improvement Project list.



Demands and Needs Analysis

The Demands and Needs Analysis for this plan draws on the following:

- Public Engagement
- Facilities Inventory
- Guidance from City Council and Parks Department.

Public Engagement

To gather input for the 2024 PROS Plan, the Parks Department issued a survey that asked participants about their experiences with Buckley’s parks and what they wanted to see from the parks in the future. This survey was available online, distributed on Facebook, and accessible via QR codes posted on signs in the park and in utility mailers. It was also available in paper, distributed at community events and to the Buckley Senior Center. Survey data was collected from August 8 to September 14, 2023, and garnered 407 responses, which represents about 7% of Buckley’s population.

Survey responses were gathered from people across Buckley as well as nonresidents, as indicated by a question that prompted respondents to identify their neighborhood on a map. It was also answered by people from 60+ in age to under 18 years old, though 53% of respondents identified as parents of children aged 15 or younger at home.

A key survey question asked participants to rank their priorities for park investments given 7 items to choose from. A splash park, new/updated playgrounds, and trail expansion were chosen as the highest priori-

ties, while a pump track, dog park, community garden, and new sports facilities were selected as lower priorities. When asked to choose a sports/recreation facility for the City to prioritize, a pickleball court had the most votes, with 20.88%, followed by 14.25% of respondents who chose a soccer field.

The survey also asked two open-ended questions, including one that prompted respondents to express what they like about the current park and trail system in Buckley. Of those who took the survey, 246 wrote in answers to this question and 161 skipped it. Themes emerged, such as the appreciation for Buckley’s portion of the Foothills Trail. The second most common theme was that people appreciate how clean and well-maintained the parks and trails were. People also appreciate the convenience of visiting their parks, how the parks feel safe, park events such as Tunes on the Trail, and the skate park.

When asked about their hopes and dreams for Buckley’s parks and trails, there was a wider variety of responses from the 241 people who answered. The most common response was, broadly, that people want a park where they can engage with nature. Currently, the bulk of Buckley’s park system is within Heritage Park, which abuts the city’s busiest road and downtown. Moving forward, Buckley residents want to see the wealth of nature surrounding the city to be incorporated into the park system.

Buckley residents also desire additional trails that connect local destinations, allow them to interact with nature, and required fewer roadway crossings. Given the lack of sidewalks in several neighborhoods, the addition of multi-use or natural trails could be a strategy for improving walkability throughout the City.

Summary of Public Feedback:

Key needs/desires identified in the survey include:

1. Access to nature in parks.
2. Splash pad.
3. New/updated children’s playgrounds.
4. More events and programs.
5. More Community Trail and nature trails.

Volume II of this plan contains graphic summaries of the questions and responses to this survey.

Facilities Inventory

The Facilities Inventory quantifies amenities such as benches, shade structures, playgrounds, and sports fields and courts in each of Buckley’s parks and school grounds.

Figure PR 1. Facilities Inventory

Park	Designation	Acres	Benches	Picnic Tables	Shade structures	Children's play equipment	Basketball courts	Baseball field	Softball field	Tee ball field	Soccer field	Pickle ball courts	Running track	Skate park	Bike racks (capacity)	Bathrooms (Yes/No)	Art/Monuments	BBQ
Buckley Youth Center Green	Community & Neighborhood Park	4	2	4	4	1600 ft²	1.5					2		1	10	Y		
Vanderhoof Park	Community Park	2.5	5	0	0													
River Ave Playground	Community & Neighborhood Park	.93		0	0	3800 ft²	1								3	Y		
Elk Heights Park	Neighborhood Park	1.1	3	3	0	2700 ft²												
Main Street Park	Community Park	.22	1	1	1										5		1	
Veteran's Memorial Green	Community Park	.19	3	2	2												1	
Mountain View Ave Community Garden	Community Park	5.1	3	0	2											Y	1	
Perkins Parks - Spruce and Couls	Private Park	.11	2			1100 ft²												
Perkins Parks - Spruce and Jefferson	Private Park	.18	2	2	1	970 ft²	.5											2
White River School District	School Facility							2	2	1		1						

Level of Service

Figure PR 1. Level of Service: Acreage

Facility type	Size (acres)	Proposed LOS Standard (acres per 1000 residents)	2020 Population	2020 LOS	Acres needed to Meet LOS Standard
Community Park	13.7	4	5,555	2.46	8.52
Neighborhood Park	4.9	3		.88	11.8
Nature-based Park	0	1		0	5.6

Figure PR 1. Level of Service: Access

Facility type	% of population within .5 mile service range	RCO Rating
Neighborhood Park	70%	B

Project	Type	Description	Priority Level
Miller Park Phase I	Additional Neighborhood + Community Park acres	Construction of sport courts, shade structures, playground, and other elements of 100% design.	High
Heritage Park Corridor Splash Pad	Additional Community Park acres	Site selection, design, and construction for a small splash pad/spray park.	Medium
Heritage Park Corridor Stage	Additional Community Park acres	Master plan for Veteran's Memorial Green, followed by design and construction.	Medium
White River Park and Trail	Addition of Nature-Based Park acres	Design for trail, shade structures, and benches.	Medium
Vanderhoof Memorial Garden	Community Park improvement	Design and construction of pathway and gardens with plaque displays.	High
Foothills Trail Musical Mile	Community Park improvement	Installation of musical equipment and accompanying signage or other branding elements.	Medium
Park North of 410	Additional Neighborhood Park acres	Acquisition of parcel north of 410 for use of neighborhood park	High
Collins Road Trail Access	Additional Community Park ccres	Design and public engagement	Medium
Cemetery Road Dog Park	Additional Community Park acres	Addition of fencing, dog bag dispenser, trash cans, and potentially some seating or shade for humans.	High
Miller Park Phase II	Additional Community Park acres	Design for recreation facilities for parcel 0619038007.	Low
Park and Trail Signage Plan	Overall park system improvements.	Map locations and design signage for trail and parks.	High
Skate Park Renovation	Community + Neighborhood Park improvements	Perform major maintenance needed on Skate Park.	Low

Figure PR 1. Capital Improvement Projects List

Proposed Goal/Policy

PR 1 THE CITY SHALL STRIVE TO PROVIDE A SYSTEM OF PARKS, TRAILS, AND FACILITIES THAT MEET THE NEEDS FOR ACTIVE AND PASSIVE RECREATION OF ALL RESIDENTS.

PR 1.1 The city should strive to provide a Neighborhood Park within 1/2 mile of all residents, where they may access it without crossing Highway 410.

PR 1.2 The City should provide ample opportunities for community input on decisions related to parks, trails, facilities, and open space.

PR 1.3 The City make decisions related to parks, trails, open spaces, and facilities based on regional guidance, industry best practices, and public feedback. Underserved, at-risk, or otherwise marginalized groups should be prioritized in park decisions.

PR 2 THE CITY SHOULD RECOGNIZE PARKS, TRAILS, AND OPEN SPACE AS PART OF A STRATEGY TO ACT AS A GATEWAY TO MOUNT RAINIER, OFFERING VISITORS OPPORTUNITIES TO EXPERIENCE LOCAL ECOLOGY, HISTORY, AND BUSINESSES.

PR 2.1 Heritage Park shall be recognized as a Center of Local Importance with opportunities for recreation, education, cultural expression, and local commerce.

PR 2.2 Parks and trails should showcase local ecology, including the White River.

PR 2.3 The City should highlight local wildlife, especially local elk populations, in the design of parks and trails.

PR 2.4 Parks and trails should incorporate public art such as murals, sculptures, and pavement treatments.

PR 3 PARKS SHALL BE DESIGNED AND MAINTAINED AS TO BE ACCESSIBLE AND INVITING FOR ALL.

PR 3.1 City parks and trails should be constructed in accordance with the city's Development Guidelines and Public Works Standards, and any appropriate state or federal standard not addressed in city code to ensure park safety. Design should surpass requirements of the Americans with Disabilities Act and create spaces that encourage active and passive recreation for people of all ages and abilities.

PR 3.2 Parks and trails shall be maintained to ensure that they remain safe and functional for all users.

PR 3.3 The parks shall provide lighting in such a way that promotes human safety and considers ecological impact for local wildlife.

PR 4 REGIONAL AND COMMUNITY TRAILS SHOULD BE RECOGNIZED AS A VALUABLE RESOURCE FOR RECREATION, MULTI-MODAL TRANSPORTATION, ACCESS TO NATURE, AND AS A CONDUIT FOR SHOWCASING BUCKLEY’S LOCAL ECOLOGY, HISTORY, AND BUSINESSES.

PR 4.1 The City should strive to maintain a network of Community Trails that work with the Foothills Trail to provide connectivity between local destinations such as parks, schools, and other activity hubs

PR 4.2 The City should develop and maintain a pedestrian trail along the White River to provide access to this local, natural resource.

PR 4.3 Park design and development should consider including cyclist amenities such as bike racks, tools, or bottle refilling stations.

PR 4.4 The City shall strive to provide safe pedestrian crossings to parks.

PR 5 ECOLOGICAL HEALTH SHOULD BE A CORE FACTOR IN THE PLANNING, DESIGN, AND MAINTENANCE OF PARKS, TRAILS, AND OPEN SPACES.

PR 5.1 The City should preserve lands identified within the Regional Open Space Network, incorporating recreational uses where appropriate based on ecological conditions and recreational needs.

PR 5.2 Park designs should consider native plants, rain gardens and other alternatives to lawn that provide ecological services such as supporting pollinators, providing habitat, and mitigating the impacts of stormwater runoff.

PR 5.3 Low-impact design including rainwater gardens should be installed where appropriate.

PR 5.4 Reduce the use of toxic pesticides, fertilizers, and other products used in park maintenance to the extent feasible and identify alternatives that minimize risks to human health and the environment.

PR 6 THE CITY SHALL PURSUE FUNDING STRATEGIES AND PARTNERSHIPS FOR THE DEVELOPMENT AND OPERATIONS OF PARKS, TRAILS, AND FACILITIES TO SERVE THE NEEDS OF BUCKLEY RESIDENTS.

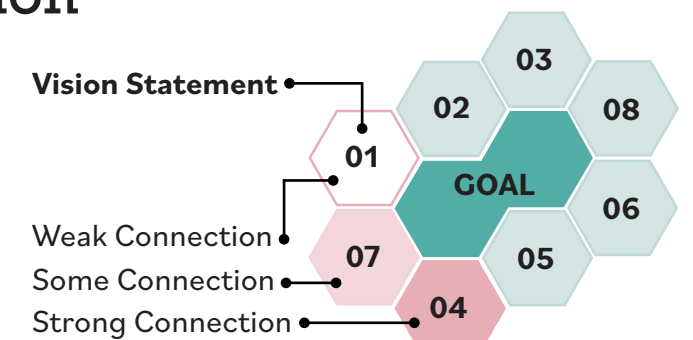
PR 6.1 The City shall pursue grant funding where possible to help fund projects outlined in the PROS plan.

PR 6.2 The current program of proportionate cost-sharing through a mitigation fee for residential developments should be updated at least every odd year.

PR 6.3 The City shall consider options for generating funds through means such as program fees or fundraising, provided that it does not create a barrier to participation in park programs.

Parks & Recreation Goals and the Community Vision

The diagrams on the next few pages illustrate how the parks and recreation goals articulated in this chapter connect to the community vision statements in Chapter 3.



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Economic development of the Downtown Core and State Highway 410

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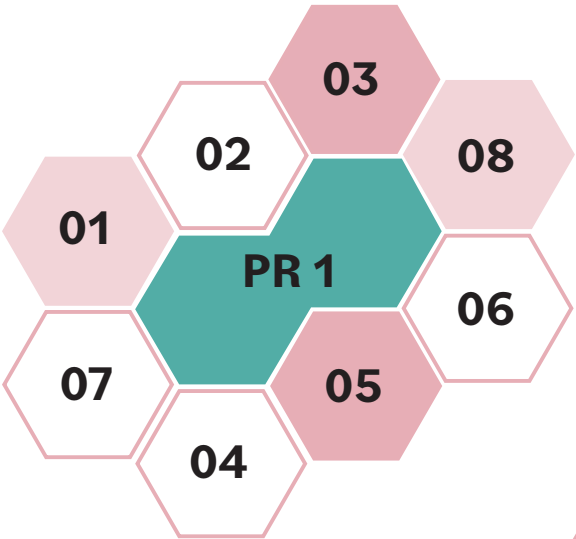
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Promotion of outdoor recreational activities

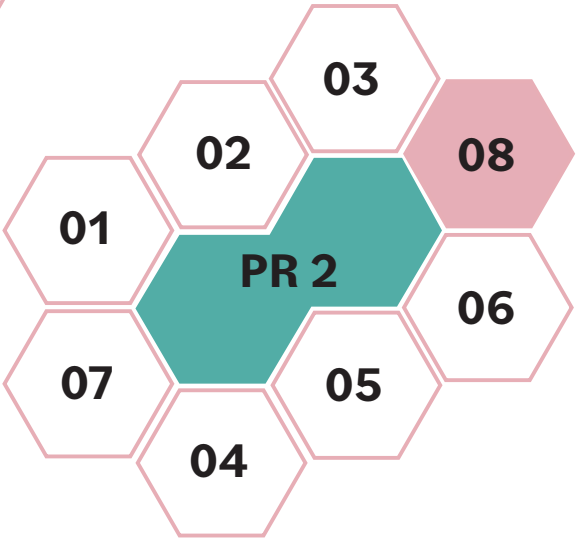
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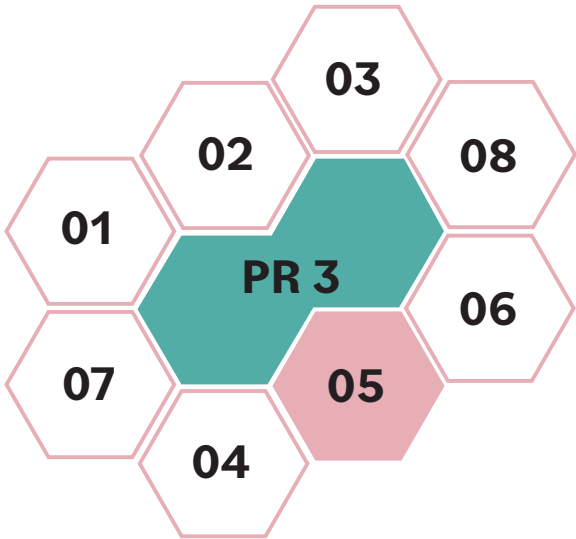
PR 1
The city shall strive to provide a system of parks, trails, and facilities that meet the needs for active and passive recreation of all residents.



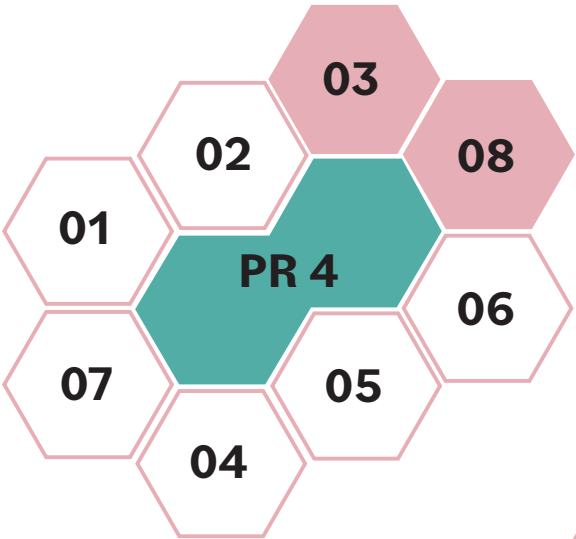
PR 2
The City should recognize parks, trails, and open space as part of a strategy to act as a gateway to Mount Rainier, offering visitors opportunities to experience local ecology, history, and businesses.



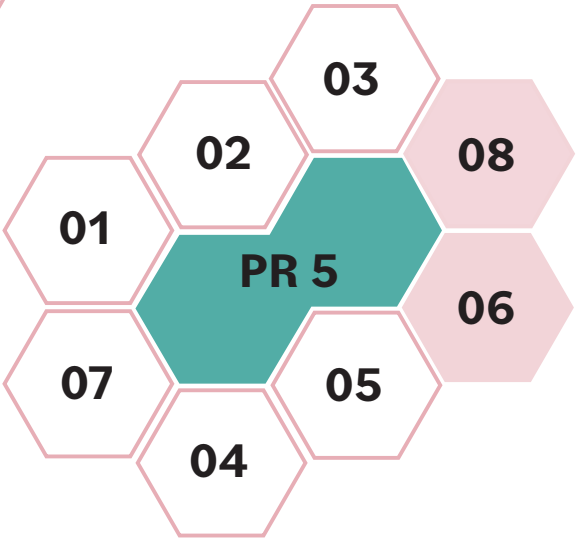
PR 3
Parks shall be designed and maintained as to be accessible and inviting for all.



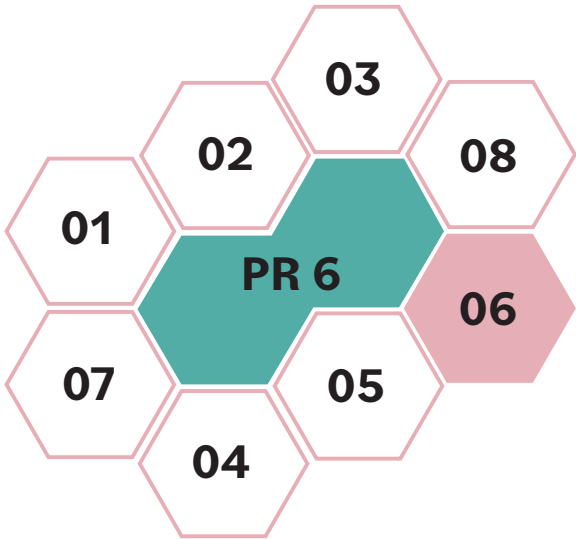
PR 4
Regional and community trails should be recognized as a valuable resource for recreation, multi-modal transportation, access to nature, and as a conduit for showcasing Buckley's local ecology, history, and businesses.

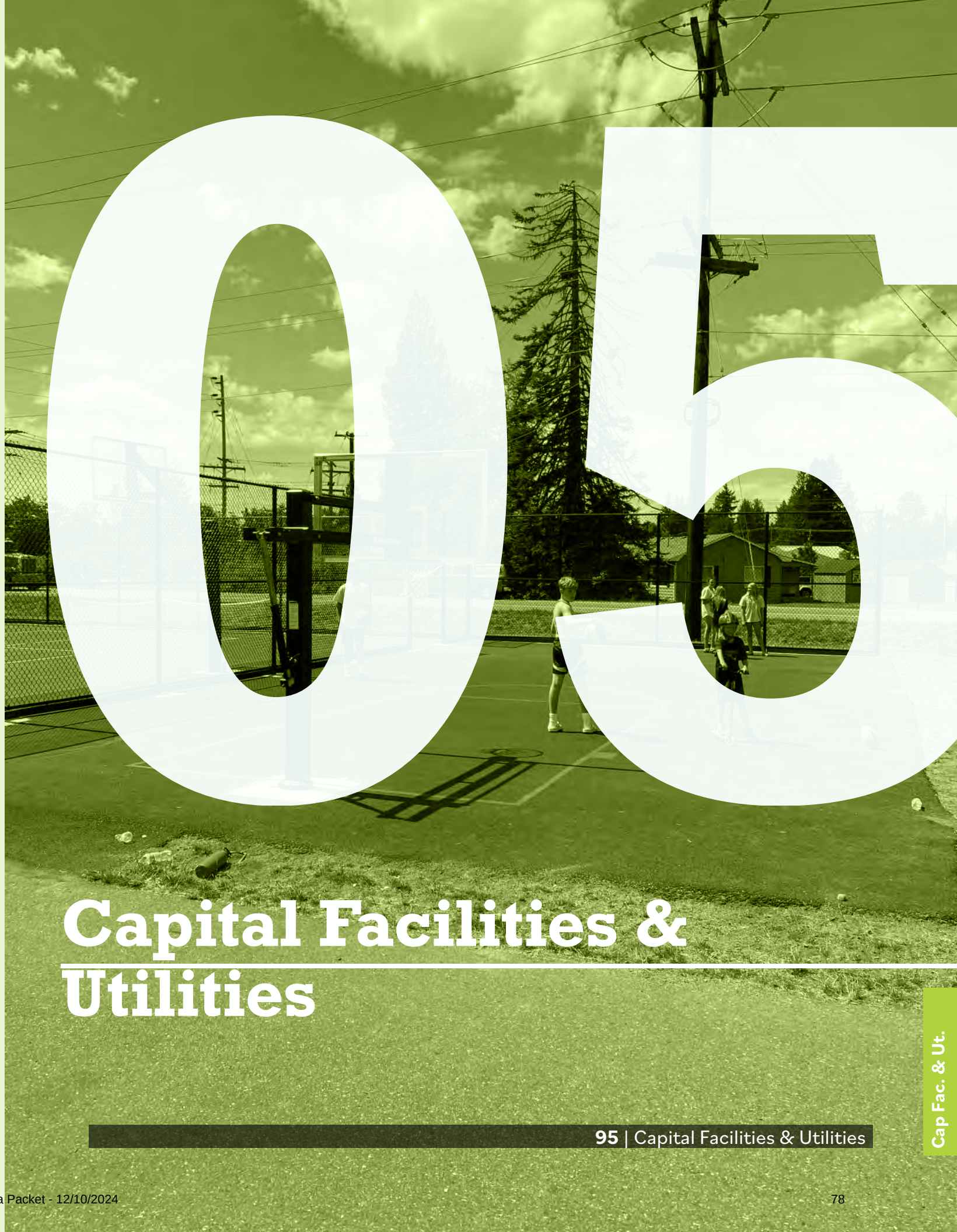


PR 5
Ecological health should be a core factor in the planning, design, and maintenance of parks, trails, and open spaces.



PR 6
The City shall pursue funding strategies and partnerships for the development and operations of parks, trails, and facilities to serve the needs of Buckley residents.





Capital Facilities & Utilities

Capital Facilities & Utilities

Introduction

Purpose of the Capital Facilities Element

This Capital Facilities Element has been prepared in accordance with Section 36.70A.070 of the Growth Management Act (GMA) to address the need for and the financing of capital facilities in the City of Buckley and its proposed Urban Growth Area. The GMA requires all Comprehensive Plans to include a Capital Facilities Element, which analyzes the need for future capital improvements to support the development goals stated in the Land Use Element, as well as the funding mechanisms available for implementation.

The GMA requires cities to have a plan in place to ensure that capital facilities are developed concurrently with future development and the needs of the local population. This Comprehensive Planning effort is a required step of the process to assure the City of Buckley is fully compliant with GMA goals.

Toward this end, The Capital Facilities Element includes the following sections.

- 01. Inventory of existing capital facilities, showing location and capacities of all facilities
- 02. Forecast of future needs
- 03. The proposed locations and capacities of expanded or new capital facilities

- 04. A financing plan for the proposed capital facility improvements anticipated in the next ten years
- 05. At least a 6-year plan that will finance such facilities within projected funding capacities and identifies sources of public money for such purposes
- 06. Coordinate land use element, capital facilities element, and element plan

This chapter also demonstrates the city’s ability to provide concurrency in all utilities, roads, and capital facilities to support the anticipated population growth. The GMA also contains requirements pertaining to the concept of concurrency. Concurrency means that jurisdictions must be able to demonstrate that all utilities, including roads, can be made available for all new development at the time such development is constructed. Plans for making those utilities available when the development is built must include a financing plan. Thus, this Capital Facilities Element represents an important part of the plans needed to meet those requirements.

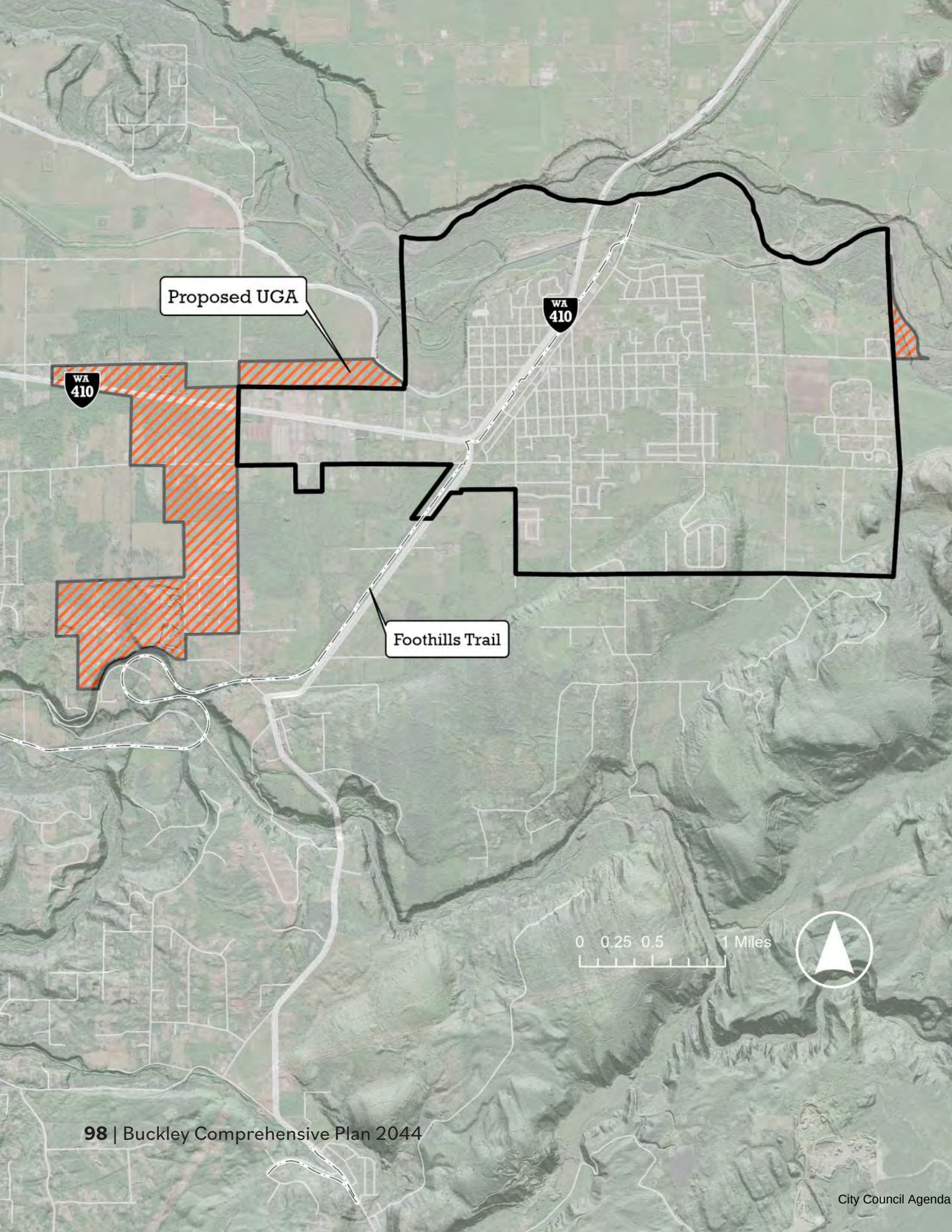
The Capital Facilities Element also has been developed in accordance with county wide planning policies, and has been integrated with all other planning elements to ensure consistency throughout the Comprehensive Plan. The Capital Facilities Element considers the general location, proposed location, and capacity of existing and proposed utilities, including water,

sewer, surface water drainage, natural gas, and other municipal services and facilities, such as fire and police protection services.

Proposed Urban Growth Area

The Proposed Urban Growth Area (UGA) boundary was selected to ensure that urban services, including utilities, can be provided to the residents of each development at an acceptable level of service. This includes the provision of utility and other capital facilities. The UGA is depicted on the following page.

All development requiring urban services will be located in the UGA and will have these services extended in a timely feasible manner. For that portion of the UGA which is currently located outside City boundaries, annexation would need to occur prior to extension of most City services, with the exception of areas where existing service agreements may apply, or where services may be extended for public health and safety reasons.



Existing Facilities

In 2018, an evaluation was conducted with three primary goals; 1) conduct a space needs assessment for all City functions for the present, as well as projections for space needs at six years and 20 years; 2) evaluate existing structures for present and future use in light of the results of the space needs assessment; and 3) develop a long-range plan for the Municipal Facilities in light of both the space needs assessment and the building evaluations. Since that time, the City has awarded a contract to remodel the existing City Hall with an anticipated opening date in early 2026. The new City hall will accommodate up to 19 staff members and is intended to provide a single location for customers completing business with the City.

To plan for future space needs, the City has evaluated the current number of staff and the anticipated number of staffing levels based on reviewing staffing levels of similarly sized jurisdictions (between 8,000-10,000). With this data, the City has created a needs assessment which has been integrated into the Capital Improvement Plan.

Water Systems CIP

Project Number	Project Description	Year of Completion	Funding Source	Estimated Project Cost (2024)
S-1	Slow Sand Filter Re-Sand Pilot Study to test the effectiveness of increasing the loading rate.	C	20% DSHS, 80% Water Cap. Fund	\$30,000
S-2	Re-Sand Slow Sand Filter at the Water Treatment Plant.	C	20% DSHS, 80% Water Cap. Fund	\$180,000
S-3	Expand Slow Sand Filter Water Treatment Plant-construct additional filter bed area; expand filter building, additional inlet and under-drain piping, site piping and controls.	2030	20% DSHS, 80% Water Cap. Fund	\$984,000
S-4	Hydro-Geologic Study for a New Well-complete a hydro-geologic study to obtain recommendations of locations that would be most likely to support productive wells	2031	Water Capital Project Fund	\$25,000
S-5	Drill and Test New Well.	2032	Water Capital Project Fund	\$184,000

Project Number	Project Description	Year of Completion	Funding Source	Estimated Project Cost (2024)
TR-1	Upgrade System Telemetry. This will allow the City to maintain more competitive service contracts for maintenance and repairs of its telemetry equipment.	C	20% DSHS, 80% Water Cap. Fund	\$180,000
ST-1	Reservoir Siting Study. Evaluate potential reservoir locations and configurations.	2025	Water Capital Project Fund	\$25,000
ST-2	Construct 1.0 MG Reservoir.	2032	70% Loan, 30% Water Cap. Fund	\$2,460,000
T-1	Segment 6, End of Trenchless to North Slope-replace 2,440 LF of Raw Water Transmission Main between Segment 5 and Segment 7 with new 12-inch HDPE Raw Water Transmission Main.	2026	70% Loan, 30% Water Cap. Fund	\$1,021,000
T-2	Segment 8, Creek Crossing Restoration. The City installed a cable bridge across South Prairie Creek in 2016 to carry a segment of the transmission main. The old pipeline and concrete encasement requires removal and the disturbed banks along the creek require additional restoration.	C	Water Capital Project Fund	\$61,000
T-3	Segment 13, Between Replacement Segments-replace 260 LF of Raw Water Transmission Main between Segment 14 and Segment 16 with new 12-inch HDPE Raw Water Transmission Main.	2027	Water Capital Project Fund	\$129,000
T-4	Segment 15, End of Cable Bridge to Replacement Segment-replace 1,135 LF of the Raw Water Transmission Main from the north end of the cable bridge to connect the south end of the Segment 14 with new 12-inch HDPE Raw Water Transmission Main.	2027	Water Capital Project Fund	\$480,000

Project Number	Project Description	Year of Completion	Funding Source	Estimated Project Cost (2024)
T-5	Annual Transmission Main Leak Detection-continue an annual leak detection program to determine if there are any additional sections of the pipeline in need repair.	C/O	Water Operating Fund	\$140,000
T-6	Segment 16, Existing Cable Bridge. Replace 200 LF cable bridge across a creek gully.	2028	Water Capital Project Fund	\$250,000
T-7	Segment 19, Along Cliff Face. Replace 200 LF of transmission main, including a new cliff anchorage system.	2030	Water Capital Project Fund	\$198,000
T-8	Segment 21, Creek Bed to Headworks. Replace 1,000 LF of transmission main in the South Prairie Creek streambed near the headworks of the transmission main.	2032	70% Loan, 30% Water Cap. Fund	\$503,000
D-1	Edith from Park to Dundass, Balm from 4th to Ewing, Ewing from Dundass to Balm, 3rd from Main to Masin. Install 1,200 LF of 8-inch water main.	C	Water Capital Project Fund	\$354,000
D-2	Heather between Whitmore and Elk Ridge Elementary School. Install 70 LF of 8-inch water main.	C	Water Capital Project Fund	\$29,000
D-3	Mason from A to D, B south of Mason, Rainier from Main to Mason. Install 1,900 LF of 8-inch water main.	2028	Water Capital Project Fund	\$627,000
D-4	A from Park to Main. Install 850 LF of 8-inch water main.	2027	Water Capital Project Fund	\$307,000
D-5	Division from Ryan to Fire Station. Install 360 LF of 8-inch water main.	2029	Water Capital Project Fund	\$122,000
D-6	Jefferson from 3rd to Pearl, Pearl from Perkins to Ryan, Mill from Pearl to Jefferson. Install 2,080 LF of 8-inch water main.	2029	Water Capital Project Fund	\$717,000
D-7	Ryan from Spiketon Road to east side of LDS Church. -Install 2,360 LF of 12-inch water main.	2030	Water Capital Project Fund	\$791,000
D-8	Fulton and 4th. Install 450 feet of 8-inch water main.	2031	Water Capital Project Fund	\$260,000

Project Number	Project Description	Year of Completion	Funding Source	Estimated Project Cost (2024)
D-9	Sheets, south of Ryan. Install 600 feet of 8-inch water main.	2032	Water Capital Project Fund	\$180,000
D-10	Klink, south of Ryan. Install 1,400 feet of 8-inch water main.	2032	Water Capital Project Fund	\$411,000
D-11	SR 410, west to Mundy-Loss. Install 1,100 feet of 8-inch water main.	2034	Water Capital Project Fund	\$309,000
D-12	Hinkleman Extension from SR 410 to 112th. Install 700 feet of 8-inch water main.	2034	Water Capital Project Fund	\$194,000
D-13	Hinkleman Road from Hinkleman Extension to Mundy-Loss. Install 2,200 feet of 8-inch water main.	2035	70% Loan, 30% Water Cap. Fund	\$1,371,000
D-14	McNeely, north of Collins. Install 2,200 feet of 8-inch water main.	2036	Developer Extension	\$643,000
D-15	McNeely, south of Collins. Install 750 feet of 8-inch water main.	2036	Developer Extension	\$237,000
D-16	River, north of Dieringer. Install 450 feet of 8-inch water main.	2037	Developer Extension	\$148,000
D-17	Mason from Spruce to McNeely. Install 2,000 feet of 8-inch water main.	2037	Developer Extension	\$584,000
D-18	Dieringer from Sorenson to McNeely. Install 2,200 feet of 8-inch water main.	2038	Developer Extension	\$670,000

Sewer Systems CIP

G-1	Alley to the East of Edith Street-construct 450 LF of new 8” PVC from Park Avenue to Dundass Street.	C	Sewer Capital Project Fund	\$151,000
G-2	Spiketon Road-construct 500 LF of new 8” PVC from Ryan Road to A Street.	C	Sewer Capital Project Fund	\$180,000
G-3	Alley between Cascade Street and Edith Street-construct 450 LF of new 8” PVC from C Dundass Avenue to Park Avenue.	C	Sewer Capital Project Fund	\$155,000

Project Number	Project Description	Year of Completion	Funding Source	Estimated Project Cost (2024)
G-4	Near 550 Balm Street- construct 200 LF of new 8” PVC.	C	Sewer Capital Project Fund	\$101,000
G-5	Spiketon Road-construct 900 LF of new 8” PVC from Ryan Road to 649 Spiketon Road.	C	Sewer Capital Project Fund	\$284,000
G-6	Alley between Naches Street and Second Street-construct 1,000 LF of new 8” PVC, from Park Avenue to Mason Avenue.	C	Sewer Capital Project Fund	\$325,000
G-7	Sergeant Road: 700LF of 8' PVC, Whitmore Way to Collins Road	2028	Sewer Capital Project Fund	\$234,000
T-1	McNeely Street South, East on Mason to State School Property Line, South to Ryan Road to Klink Street-construct 4,800 LF of new 12” PVC.	2026	50% Developer Extension, 50% Sewer Cap. Project Fund	\$2,008,000
L-1	South Spiketon Road Lift Station - 500 gpm, 2 pumps with Emergency Generator.	C	Developer Extension	\$1,065,000
F-1	South Spiketon Road-construct 1,300 LF of new 6” Ductile Iron Force Main.	2026	Developer Extension	\$311,000
L-2	Hinkleman Road Lift Station- 200 gpm, 2 pumps with Emergency Generator	2027	Developer Extension	\$369,000
F-2	Hinkleman Road- construct 3,800 LF of new 4" Ductile Iron Force Main	2027	Developer Extension	\$873,000
L-3	East 112th Street Lift Station- 250 gpm, 2 pumps with Emergency Generator.	2028	Developer Extension	\$430,000
F-3	East 112th Street- construct 2,400 LF of new 4" Ductile Iron Force Main	2028	Developer Extension	\$553,00
L-4	West 112th Street Lift Station- 150 gpm, 2 pumps with Emergency Generator	2030	Developer Extension	\$307,000
F-4	West 112th Street- construct 2,300 LF of new 4" Ductile Iron Force Main	2030	Developer Extension	\$529,000
TP-1	WWTP Non-Potable Water System Upgrades	C	Sewer Capital Fund	\$158,000
TP-2	WWTP Wastewater Reuse Feasibility Study	C	Sewer Capital Fund	\$100,000
TP-3	Decant Facility	2026	Sewer/Stormwater Capital	\$2,000,000

Storm Water Systems CIP

Project Number	Project Description	Year of Completion	Funding Source	Estimated Project Cost (2024)
CIP 1A	Collins Road Extension (36-Inch Parallel Storm Drain)	2024	Storm Capital Project Fund	\$809,000
CIP 1B	Collins Road Extension (48-Inch Storm Drain)	2024	Storm Capital Project Fund	\$982,000
CIP 2	Spruce Street	2024	Storm Capital Project Fund	\$604,000
SMAP-01	Main Street (Water Quality Vault)	2024	Storm Capital Project Fund	\$493,000
SMAP-02	East Mason Avenue (Water Quality Vault)	2025	Storm Capital Project Fund	\$732,000
CIP 3A	Ryan Road - Phase I (24-Inch Parallel Storm Drain)	2027	Storm Capital Project Fund	\$2,595,000
CIP 3B	Ryan Road - Phase I (36-Inch Storm Drain)	2027	Storm Capital Project Fund	\$2,942,000
CIP 4	Ryan Road - Phase II	2034	Storm Capital Project Fund	\$1,480,000
CIP 5	Ryan Road/Sheets Road Culverts	2034	Storm Capital Project Fund	\$1,767,000
CIP 6	Sheets Road	2041 ⁺⁽¹⁾	Storm Capital Project Fund	\$1,572,000
CIP 7	Mundy Loss Road Culverts	2041 ⁺⁽¹⁾	Storm Capital Project Fund	\$109,000
CIP 8	McNeely North	2041 ⁺⁽¹⁾	Storm Capital Project Fund	\$284,000
CIP 9	112th Street East	2041 ⁺⁽¹⁾	Storm Capital Project Fund	\$805,000

Transportation Systems CIP

Project Number	Project Description	Year of Completion	Funding Source	Estimated Project Cost (2024)
1	East Hinkleman Road	2024	TIB & Local (PCR 32)	\$800,000
2	Division Sreet Improvement Project	2024	Local	\$50,000
3	Bevlo Street Extension	2024	Local	\$600,000
4	Main Street Rehab (FH Trail Crossing)	2024	TIB & Local (PCR 59)	\$450,000
5	1A: Roundabout at 112th/SR-165	2024	TIB	\$1,280,000
6	1B: Right Hand Turn Lane north of Park Ave.	2024	TIB	\$1,037,000
7	1C: SR-410 Corridor Study	2024	SS4A	\$250,000
8	Spruce Street	2025	TIB & Local (PCR 72)	\$750,000
9	West Hinkleman Road	2025	TIB & Local (PCR 32)	\$1,200,000
10	Spiketown Road Pedestrian Improvements	2025	TIB (SP) & Local	\$1,650,000
11	Mason Avenue Overlay	2025	TIB (APP) & Local	\$850,000
12	2A: Roundabout at Park/SR-410	2026	PSRC, SS4A, Local	\$4,186,000
13	2B: Roundabout at Main/SR-410	2026	PSRC, SS4A, Local	\$4,186,000
14	2C: Extend Left Hand Turn Pocket SR-410/SR-165	2026	PSRC, SS4A, Local	\$320,000
15	2D: Roundabout at Mundy-Loss/SR-410	2027	PSRC, SS4A, Local	\$4,186,000
16	2E: Roundabout at Hinkleman Ext./SR-410	2027	PSRC, SS4A, Local	\$4,186,000
17	"A" Street Overlay	2027	TIB & Local (PCR 68)	\$300,000
18	Sergeant Sreet Improvement Project	2026	Local (PCR 56.0)	\$520,000
19	Pearl Street & Jefferson Ave Intersection Improvements	2027	TIB & Local	\$110,000
20	Mt. View Ave. Resurfacing	2027	Local (PCR 36)	\$250,000
21	Ryan Road (Phase 1 of 3)	2028	TIB & Local	\$3,900,000
22	Collins Road Pedestrian Improvements (1 of 2)	2028	TIB & Local	\$420,000
23	Collins Road Pedestrian Improvements (2 of 2)	2028	TIB & Local	\$550,000
24	Mason Avenue Pedestrian Improvements (1 of 2)	2029	TIB & Local	\$580,000
25	Main Street Road Reconstruction	2029	TIB & Local	\$1,150,000

Project Number	Project Description	Year of Completion	Funding Source	Estimated Project Cost (2024)
26	Mason Avenue Pedestrian Improvement Project	2030	TIB & Local	\$250,000
27	Mason Avenue Pedestrian Improvements (2 of 2)	2030	TIB & Local	\$267,410
28	Naches Street (Phase 2 of 3)	2030	Local, (PCR 32)	\$110,220
29	Division Street Overlay	2031	TIB & Local	\$259,380
30	Dundass Street Overlay	2031	Local (PCR 68.1)	\$285,890
31	Jefferson Avenue Overlay	2032	TIB & Local (PCR 73.6)	\$844,140
32	View Place Overlay	2032	Local (PCR 50)	\$35,750
33	Whitmore Way Overlay	2032	Local (PCR 32)	\$226,490
34	River Avenue & Main Street Intersection Improvements	2033	TIB & Local	\$1,526,800
35	Pearl Street Overlay	2033	Local (PCR 72)	\$810,370
36	Mundy Loss Pedestrian Improvement Project	2033	TIB & Local	\$530,200
37	Cottage Street Overlay	2034	TIB & Local (PCR 84)	\$546,150
38	Cedar and Pearl Street Intersection Improvements	2035	TIB & Local	\$682,330
39	Ryan Road (Phase 2 of 3)	2035	TIB & Local	\$2,712,930
40	Collins Road Trail Project	2036	IAC, TIB & Local	\$990,660
41	Mundy Loss & 112th Street East Intersection Improvements	2036	TIB & Local	\$1,701,370
42	Hinkleman Extension Continuation	2037	TIB & Local	\$1,375,770
43	2nd Street Resurfacing	2037	TIB & Local (PCR 78.8)	\$99,330
44	Park Avenue Resurfacing	2038	TIB & Local (PCR 66.6)	\$275,330
45	White River Trail	2038	IAC, TIB & Local	\$393,140
46	Ryan Road (Phase 3 of 3)	2039	TIB & Local	\$1,865,600
47	Levesque Trail Project	2039	IAC, TIB & Local	\$880,440
48	Hinkleman Extension Resurfacing	2040	TIB & Local	\$260,480

Project Number	Project Description	Year of Completion	Funding Source	Estimated Project Cost (2024)
49	Naches Street (Phase 3 of 3)	2040	TIB & Local (PCR 53.6)	\$229,570
50	Dieringer Ave	2041	Local (PCR 80.1)	\$271,810
51	Olson Ave	2041	Local (PCR 77.0)	\$168,960
52	Whitehouse Ave	2042	Local (PCR 88.8)	\$246,070
53	Boyle Street	2042	Local (PCR 81.0)	\$88,110
54	Hackmann Street	2043	Local (PCR 81.0)	\$135,850
55	Trullinger Street	2043	Local (PCR 81.0)	\$97,350
56	Alfano Place	2043	Local (PCR 86.0)	\$62,480
57	Norma Street	2043	Local (PCR 70.7)	\$137,720

Parks Projects

Project Number	Project Description	Year of Completion	Funding Source	Estimated Project Cost (2017)
1	Miller Park Phase I	RCO, WWRP		
2	Heritage Park Corridor Splash Pad	RCO, WWRP		
3	Heritage Park Corridor Stage	RCO, WWRP		
4	White River Park and Trail	RCO, WWRP		
5	Vanderhoof Memorial Garden	RCO, WWRP		
6	Foothills Trail Musical Mile	WWRP		
7	Park North of 410	RCO, WWRP		
8	Collins Road Trail Access	RCO, WWRP		
9	Cemetery Road Dog Park	City		
10	Miller Park Phase II	RCO, WWRP		
11	Park and Trail Signage Plan	RCO, WWRP		
12	Skate Park Renovation			\$60,000

Public Facility Projects

Project Number	Project Description	Year of Completion	Funding Source	Estimated Project Cost (2017)
	Remodel City Hall	2025	Local	\$3,000,000

Anticipated Staffing Needs

Department		Current Staff budgeted in 2024	Anticipated # of staff needed in 2044 (list by current job class)
Administrator	1	1	
Clerk/ Human Resources	2.5	3.5	1 - HR Assistant
Finance	4	5	1- accountant/ Finance assistant
Information Technology	1	2	IT systems/server admin
Municipal Court	2.4	3.75	1 court clerk, .35 judicial hours
Planning & Building	2.5	3.5	1-Civil/Building Inspector
Parks and Recreation	1	1.5	part time administrative assistant
Maintenance/ custodial	2.55	5	1 Parks Maintiaince, 1 facility/custodial evening position, .5 parks Maintenance
Recreation	2.93	4.6	1 Recreation Coordinator, 1 Recreation Specialist, .6 recreation assisstant.
Police	13.87	18	4 additional police officers / 1 full-time clerk

Reason for additional staff	Facility needs/ up-grades
As the number of staff grows, there will be more need for another person in the HR De- partment.	None
distribute duties appropriately for skill levels and to move more analytical duties and finan- cial statement prep	None
to keep up with the growing technology needs	one additional office- can accommodate at Fire Department
court clerk to focus primarily on probation monitoring and customer service. .35 judicial hours to compensate for anticipated increase in caseload.	None
Provide both civil and building inspections for the city. May potentially provide some con- struction management.	None
Support growth across department	1 addtional office, 1 open area work space.
Increased use of parks and facilities. Increase in number of maintianed acers of parks & trails.	New parks maintance shed/grague for staff work area and equipment storage.
Coordinate and run increased participant num- bers at youth center and Senior Center	MPC remodled to create ADA accessible re- strooms, more open recreation space, update kitchen, and 1 additional office space. At the youth center remodled for facility update and open entry up for accessability and better use of space.
Antcipated increase in population	We will need additional office space. Expand- ing the current footprint is a posibility.

Department		Current Staff budgeted in 2024	Anticipated # of staff needed in 2044 Additional positions (list by current job class)
Public Works	14.45	19.45	1- Assistant PW Director/Engineer 1- Stormwater Specialist 2- Utility Workers 1- WWTP Operator
Fire & EMS	6.4	18	(6) FF/EMT, (6) FF/PM, Fulltime Admin Assistant
Total	54.6	85.3	

Reason for additional staff	Facility needs/ up-grades
Assist PW Director- coordinates the Public Works portion of the development and updating of comprehensive plans including the City’s Comprehensive Plan, the Six-Year TIP, and utility comprehensive plans; supervises assigned staff; and acts as Public Works Director. Stormwater Specialist- Will perform implementation of the city's NPDES Stormwater Permit. WWTP Operator and Utility Workers- With the projected city population and housing increase we will need to add additional utility staff to support growing utility infrastructure and other services.	Public Works Office Building- Is currently 1,560 sq/ft. This building will need a 1,000 sq/ft addition to accomidate new office, larger break room and conference room. Public Works Shop- The shop was constructed in 1925 and is approximately 4,500 sq/ft. This building will need to be expanded and remodeled to accommodate for additional utility staff, equipment storage, and work stations.
Call volume will exceed the capacity of a pre-dominant volunteer staffing model	new roof and replacement of floor covering and major appliances

Goals and Policies

CF 1 PROVIDE, MAINTAIN, AND IMPROVE CITY FACILITIES TO ENSURE EFFICIENCY, SAFETY, AND PROVISION OF THE BEST POSSIBLE SERVICE TO RESIDENTS, EMPLOYEES, AND THE CITY WHILE ENHANCING THE PHYSICAL LANDSCAPE AND QUALITY OF LIFE.

- CF 1.1 Provide a City Hall and other city facilities that are safe, functional, conducive to the provision of local governance, service provision, and operations, and that provide a positive model of the type of development desired in the city.
- CF 1.2 Maintain adequate permanent facilities for police and fire functions, providing any additional or expanded facilities as needed.
- CF 1.3 Provide and maintain cultural and civic facilities, such as a senior center, youth center, and museum.
- CF 1.4 Address facility and service needs that are consistent with the comprehensive plan and city growth targets, updating existing facility plans if necessary.
- CF 1.5 Require new development to fund a fair share of costs to provide service, utility, parks, and facilities needs generated by that development.
- CF 1.6 Charge impact fees when the City Council determines that new development should pay its proportionate share of the capital facilities that it needs. Impact fees may spent on the following capital facilities:
 - a. Public streets and roads;
 - b. Publicly owned parks;
 - c. Open space and recreation facilities;
 - d. School facilities; and
 - e. Fire protection facilities.
- CF 1.7 Work with counties, tribes, other cities, and special purpose districts to identify and fulfill capital facilities needs that support the Regional Growth Strategy.

CF 2 ENSURE THAT FACILITIES AND SERVICES PROJECTS ARE FINANCIALLY FEASIBLE, AND THAT PUBLIC FUNDING FOR INFRASTRUCTURE DEVELOPMENT IS ACCOUNTED FOR IN ANNUAL CITY BUDGETS.

- CF 2.1 Establish a unified City CIP consisting of separate CIPs for each service or utility that lists planned capital improvements and establishes a priority and dedicated funding source for the capital improvements for a six-year period.

- CF 2.2 Evaluate each service or utility CIP priority and funding sources at least once every two years, but not more than twice a year. Any amendment to the CIP must analyze the impacts the amendment will have on permits issued by the City based on concurrency.
- CF 2.3 Evaluate concurrency for transportation based on only those capital improvements identified in the CIP as fully funded within the six-year period.
- CF 2.4 The City shall not provide a capital improvement, nor shall it accept the provision of a capital improvement by others, if the City or the provider is unable to pay for subsequent annual operating and maintenance costs of the improvement.
- CF 2.5 The City CIP shall constitute a separate adopted appendix to this plan.
- CF 2.6 Update the City’s 6-year Capital Improvement Plan at least every two years in conjunction with the City’s budget development and approval process. If probable funding falls short of existing needs, evaluate whether the land use element should be updated to create consistency between the capital facilities element, CIP and Land use elements.
- CF 2.7 Coordinate with public school providers for the provision of capital improvements.
- CF 2.8 Incorporate the public school CIPs as appendices to the City CIP following review for consistency with this plan.
- CF 2.9 Following review and adoption of a District master plan and CIP, coordinate with public schools for the collection, if applicable, of school impact fees as part of the project review process.

CF 3 COORDINATE WITH SERVICE PROVIDERS TO ENSURE CITYWIDE UTILITIES AND PUBLIC SERVICES ARE RELIABLE, COMPETITIVE, EQUITABLE, AND FINANCIALLY SUSTAINABLE.

- CF 3.1 Work with all utility providers in the City of Buckley to integrate planning to ensure service delivery in accordance with this plan.
- CF 3.2 Work with Marion Water District to transition all existing customers within the City of Buckley service area to City of Buckley provided service.
- CF 3.3 Correct deficiencies where deficiencies in service are identified. If the City determines that a neighboring purveyor or provider is not responsive to service needs, the City shall consider all remedies within its authority to ensure the adequate provision of service.
- CF 3.4 Ensure adequate funding and resources for public health and safety providers, including fire, emergency medical services, and police.

Call times

- CF 3.5** Coordinate with school districts on facility siting and design to support safe, walkable access, including strategies to provide adequate urban capacity for new schools.
- CF 4 ENSURE NEW DEVELOPMENT AND FACILITIES PLANNING INCORPORATES EQUITABLE ACCESS TO PARKS, TRAILS, OPEN SPACES, AND RECREATIONAL OPPORTUNITIES FOR ALL RESIDENTS.**
 - CF 4.1** Provide City facilities and parks and recreation capital improvements in accordance with this plan and the Parks Recreation and Open Space (PROS) Plan.
 - CF 4.2** Review proposed land use permits and/or development permits or approvals for impacts to parks and recreation capacity.
 - CF 4.3** The City may consider public, on-site open space and recreational facilities provided at the developer's expense that are substantially in excess of those required by the City, or that provide a unique attribute to the city, as a full or partial substitute for a development's fair share of funding for parks and recreation.
 - CF 4.4** Coordinate with public schools for jointly funded parks and recreation capital improvements and inclusion of jointly funded projects in the parks and recreation CIP.
- CF 5 PROTECT AND ENHANCE THE ENVIRONMENT AND PUBLIC HEALTH AND SAFETY WHEN PROVIDING SERVICES AND FACILITIES.**
 - CF 5.1** Promote improved conservation and more efficient use of water, as well as the increased use of reclaimed water, to reduce wastewater generation and ensure water availability.
 - CF 5.2** Promote the use of renewable energy resources to meet the region’s energy needs.
 - CF 5.3** Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.
 - CF 5.4** Consider the potential impacts of climate change on public facilities, supporting the necessary investments to move towards low-carbon energy sources.
 - CF 5.5** Incorporate hazard mitigation measures into existing facilities maintenance, upgrading plans when necessary.
- CF 6 TAKE INTO ACCOUNT POTENTIAL ECONOMIC, SOCIAL, AND HEALTH IMPACTS WHEN SITING PUBLIC FACILITIES.**

- CF 6.1** Locate community facilities and services, including civic places like parks, schools, and other public spaces, in centers and near transit.
- CF 6.2** Promote affordable and equitable access of public utilities and services to all communities, especially populations that have historically experienced marginalization or are underserved.

UT 1 FACILITATE THE DEVELOPMENT AND MAINTENANCE OF ALL UTILITIES AT THE APPROPRIATE LEVELS OF SERVICE TO ACCOMMODATE GROWTH THAT IS ANTICIPATED TO OCCUR IN THE CITY OF BUCKLEY AND ITS URBAN GROWTH AREA.

- UT 1.1** The City should plan for and deliver utilities and public facilities in advance of new development to the extent feasible. After occupancy, utility use should not cause a reduction in service levels below City of Buckley standards.
- UT 1.2** The location, type, and size of all public facilities shall be determined and/or approved by the City. The extension and sizing of system components shall be based on the land use plan and proposed development.
- UT 1.3** Facilities shall be designed, constructed, and maintained to reasonably minimize their impact on surrounding neighborhoods.
- UT 1.4** Expand public utility service to unserved areas of the Urban Growth Area, including extensions into potential annexation areas under conditions consistent with the Growth Management Act. Work with service and utility providers to expand services to underserved areas.
- UT 1.5** Coordinate with other jurisdictions and governmental entities in the planning and implementation of multi-jurisdictional utility facility additions and improvements.
- UT 1.6** Coordinate with Pierce County to ensure that public utility facilities sited in potential annexation areas are designed and built in accordance with the City's standards to reduce challenges and inefficiencies as they are incorporated into the city

UT 2 FACILITATE THE PROVISION OF UTILITIES THAT ARE ENVIRONMENTALLY SENSITIVE, SAFE AND RELIABLE, AESTHETICALLY COMPATIBLE WITH THE SURROUNDING LAND USES, AVAILABLE AT A REASONABLE ECONOMIC COST, AND CAN BE PROVIDED IN AN EFFICIENT MANNER.

- UT 2.1** Require notification to the City prior to a utility's maintenance or removal of vegetation in City right-of-ways.
- UT 2.2** Require the reasonable screening and/or architecturally compatible integration of all new site-specific, above-ground facilities.
- UT 2.3** The City and utility companies shall coordinate the acquisition, use, and enhancement of utility corridors for pedestrian, bicycle, and equestrian trails and for wildlife corridors and habitat provided such joint use does not compromise prudent utility practice.
- UT 2.4** Facilitate the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.
- UT 2.5** Facilitate and encourage conservation of resources.

- UT 2.6** The City will encourage utility providers to ensure that all maintenance, repair, installation, and replacement activities by utilities are consistent with the City's Critical Areas Ordinances (CAOs).

- UT 2.7** Promote conservation and encourage development of conservation devices and programs.

UT 3 PROCESS PERMITS AND APPROVALS FOR UTILITY FACILITIES IN A FAIR AND TIMELY MANNER AND IN ACCORD WITH THE DEVELOPMENT REGULATIONS WHICH ENCOURAGE PREDICTABILITY AND CONSISTENCY.

- UT 3.1** Encourage system design practices intended to minimize the number and duration of interruptions to customer service.
- UT 3.2** Encourage the utilities to solicit community input on the siting of proposed facilities prior to seeking City approval for facilities, which may have a significant impact on the community.
- UT 3.3** The City shall promote, when reasonably feasible and appropriate, co-location of new public and private utility distribution facilities in shared trenches/rights of way, and coordination of construction timing to minimize construction-related disruptions and reduce the cost of utility delivery.
- UT 3.4** The City will provide timely effective notice to utilities to encourage coordination of public and private utility trenching activities for new construction and maintenance and repair of existing roads.
- UT 3.5** The City shall encourage provision of an efficient, cost-effective, and reliable utility service by ensuring land will be made available for the location of utility lines, including location within transportation corridors.
- UT 3.6** The City will utilize maps of the existing and proposed utility facility corridors to determine consistency of such designations with the elements of the comprehensive plan.
- UT 3.7** The City will assure that the comprehensive plan designates areas available for the location of utility facilities.
- UT 3.8** Encourage additions to and improvements of facilities that provide adequate capacity for future planned growth.

UT 4 ENSURE RELIABLE AND COST-EFFECTIVE ACCESS TO CITY WATER.

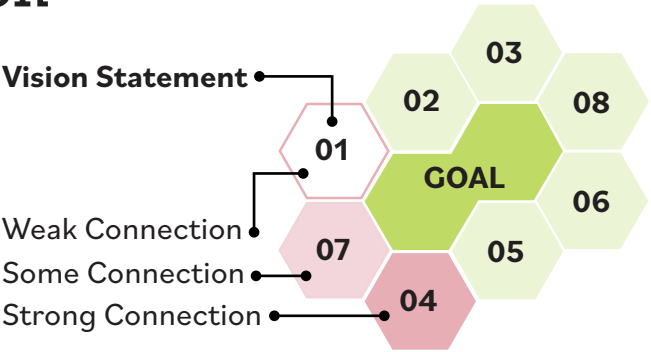
- UT 4.1** Provide reliable water service for domestic use, fire flow, and emergencies.
- UT 4.2** Improve the quality of the water supply to all customers.
- UT 4.3** Encourage private well water users in the planning area to access the City's or other water purveyor systems, provided that the fair share of costs are paid by the benefiting parties.

- UT 4.4** Insure a cost-effective water supply that meets City needs.
- UT 4.5** Continue to participate in and facilitate the development of a regional water supply system that effectively balances regional water resources and supply needs, while protecting the City's interests.
- UT 4.6** Develop agreements with other water purveyors in the Urban Growth Area to consult with the City before approving additional water hookups.
- UT 5 REDUCE SEWER RELATED ENVIRONMENTAL AND PUBLIC HEALTH IMPACTS BY PROVIDING A COST-EFFECTIVE AND ACCESSIBLE MUNICIPAL SEWER SYSTEM.**
 - UT 5.1** Ensure a cost-effective sewer system that meets the City's needs and protects the environment.
 - UT 5.2** Continue to require sewer connections for all new developments, including single-family plats unless otherwise approved by the City.
 - UT 5.3** Encourage existing single-family homes with septic systems to connect to the sewer system where available. If an existing septic system poses a health or environmental problem the homeowner shall be required to connect to the sewer system, if practicable.
- UT 6 PROTECT FRESHWATER RESOURCES THROUGH COORDINATED STORMWATER MANAGEMENT STRATEGIES.**
 - UT 6.1** Coordinate management of the stormwater system with property owners to prevent property damage from flooding, protect water quality, maintain recharge of aquifers, provide for the safety and enjoyment of citizens, and preserve and enhance habitat and sensitive areas.
 - UT 6.2** Enforce surface water controls in order to protect surface and groundwater quality.
- UT 7 PROMOTE AND SUPPORT THE SAFE DISPOSAL OF SOLID WASTE AND HAZARDOUS SUBSTANCES CONSISTENT WITH PIERCE COUNTY RULES AND REGULATIONS.**
 - UT 7.1** Cooperate with other private and public agencies in the region to manage and control hazardous waste and moderate-risk waste, including hazardous household substances.
 - UT 7.2** Educate the public in the proper handling and disposal of hazardous household waste and on the use of alternative products or practices that result in reducing the use and storage of hazardous materials in the home and businesses.
 - UT 7.3** Hazardous wastes shall be properly disposed of according to procedures and standards set by federal, state, or regional agencies.
 - UT 7.4** Provide for the safe and convenient disposal of hazardous household waste through a conveniently located collection facility or cooperation with county facilities.

- UT 7.5** Replace, as soon as practicable, the City's old underground fuel storage tanks with new tanks that reduce the potential for groundwater degradation and meets the Washington Department of Ecology's standards.
- UT 7.6** Promote the recycling of solid waste materials by providing opportunities for convenient recycling, waste reduction, and source separation.
- UT 7.7** Materials remaining after effective waste reduction and source separation shall be handled in accordance with the Tacoma-Pierce County Solid Waste Management Plan.
- UT 7.8** The City shall develop recycling programs, including educational materials on recycling, composting, and other waste reduction methods.
- UT 7.9** Encourage and actively participate in a uniform regional approach to solid waste management.
- UT 7.10** Utilize the public review process in the selection and approval of any disposal facility, considering sensitivity to aesthetics, health effects, and environmental conditions.
- UT 7.11** Manage solid waste collection to minimize litter and neighborhood disruption.
- UT 7.12** Provide uniform collection service to areas annexed to the City as soon as can reasonably be arranged in accordance with service contracts.

Capital Facilities & Utilities Goals and the Community Vision

The diagrams on the next few pages illustrate how the capital facilities and utilities goals articulated in this chapter connect to the community vision statements in Chapter 3.



VISION STATEMENTS

Sustaining and fostering town identity and character

In 2044, Buckley will...

01.

Have a vibrant, compact and walkable downtown where people meet each other face-to-face, where small businesses can thrive, and with housing close at hand that support a high quality of life.
02.

Have a denser Downtown and 410 Corridor that improves service administration while supporting the rural quality of life farther from City center.
03.

Foreground the city’s unique history through retention of historic buildings, thoughtful community design, civic space and park system.
04.

Have affordable and accessible housing that allows the city’s aging population to stay in the place they call home, while welcoming newcomers into the community.
05.

Be a safe and inviting place to visit and reside.
06.

Use public dollars strategically and efficiently to provide city residents with high quality roads, utilities, environmental amenities and services.

Economic development of the Downtown Core and State Highway 410

In 2044, Buckley will...

07.

Have an enhanced 410 Corridor that creates a friendly gateway to our city with more retail, small businesses and housing that is community oriented and provides new places for residents and visitors to live, work and be together.

Promotion of outdoor recreational activities

In 2044, Buckley will...

08.

Be a destination and not a pass through for outdoor recreation enthusiasts availing themselves of our area’s natural beauty through concerted infrastructure and facility investment and support for recreation-oriented businesses.

CF 1

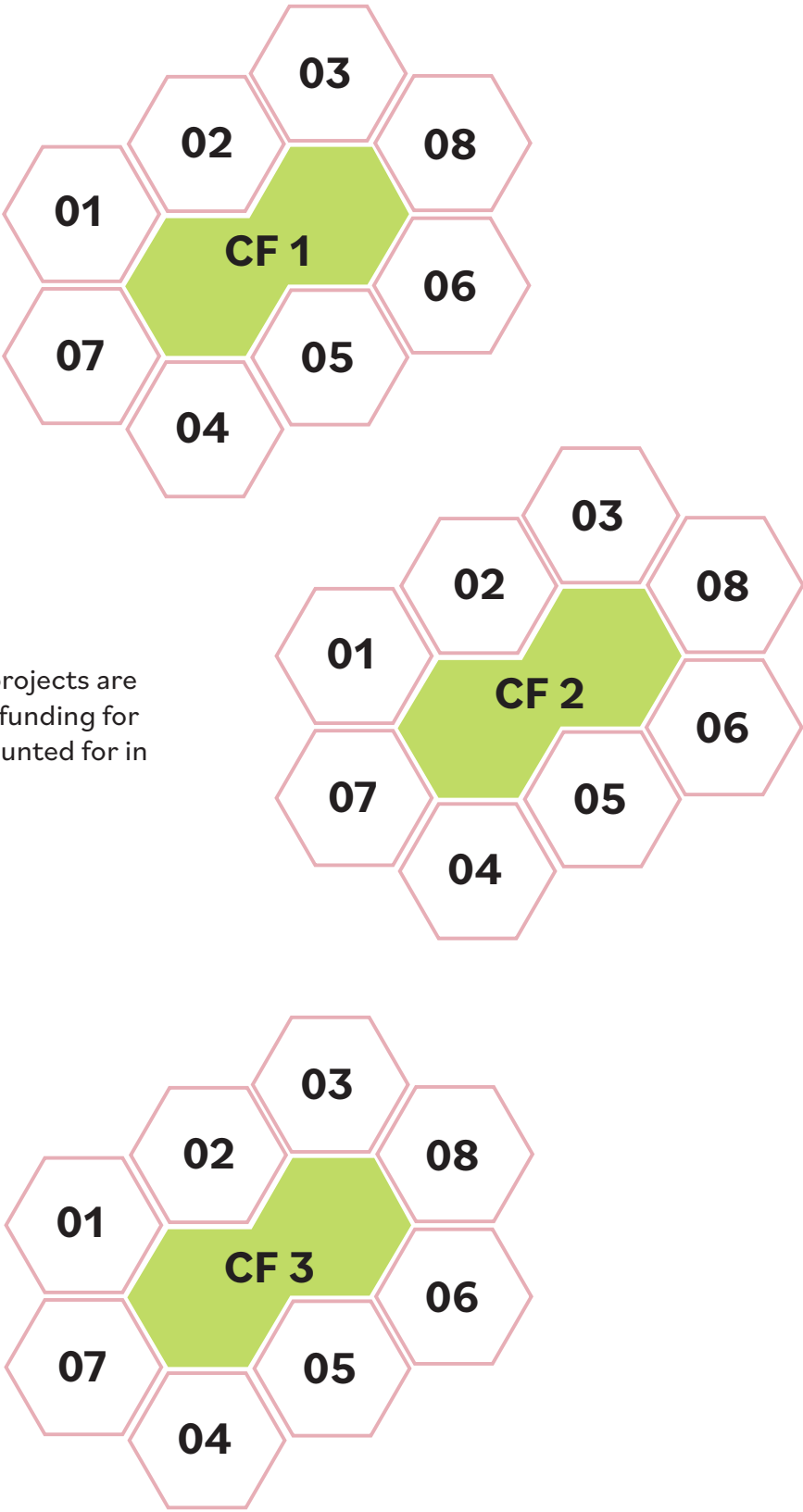
Provide, maintain, and improve City facilities to ensure efficiency, safety, and provision of the best possible service to residents, employees, and the City while enhancing the physical landscape and quality of life.

CF 2

Ensure that facilities and services projects are financially feasible, and that public funding for infrastructure development is accounted for in annual city budgets.

CF 3

Coordinate with service providers to ensure citywide utilities and public services are reliable, competitive, equitable, and financially sustainable.



CF 4
Ensure new development and facilities planning incorporates equitable access to parks, trails, open spaces, and recreational opportunities for all residents.



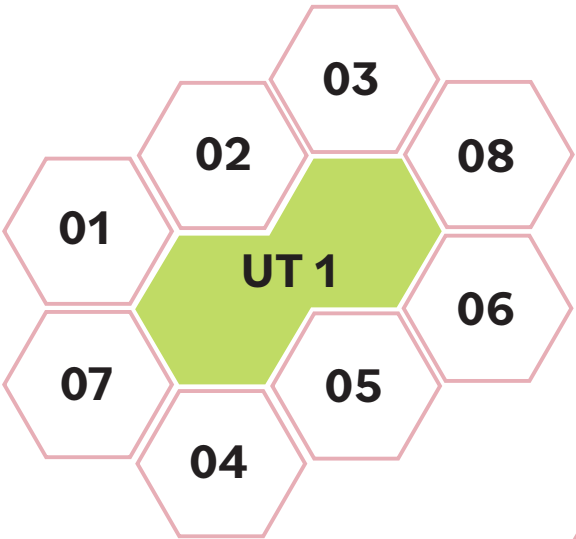
CF 5
Protect and enhance the environment and public health and safety when providing services and facilities.



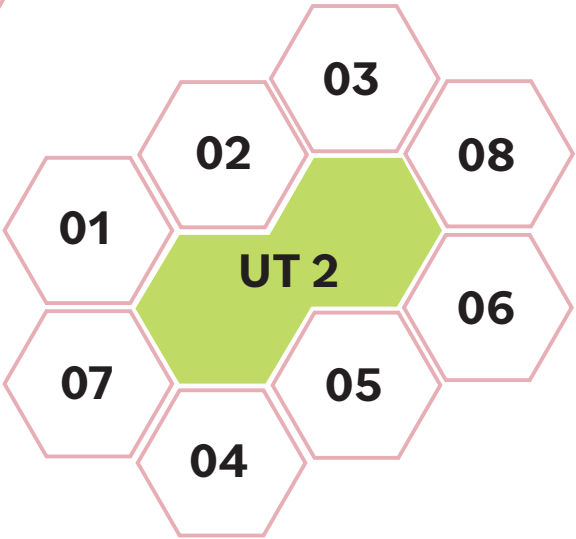
CF 6
Take into account potential economic, social, and health impacts when siting public facilities.



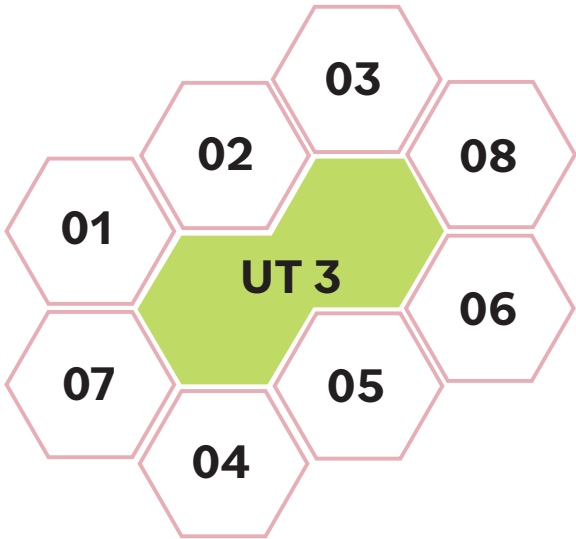
UT 1
Facilitate the development and maintenance of all utilities at the appropriate levels of service to accommodate growth that is anticipated to occur in the City of Buckley and its Urban Growth Area.



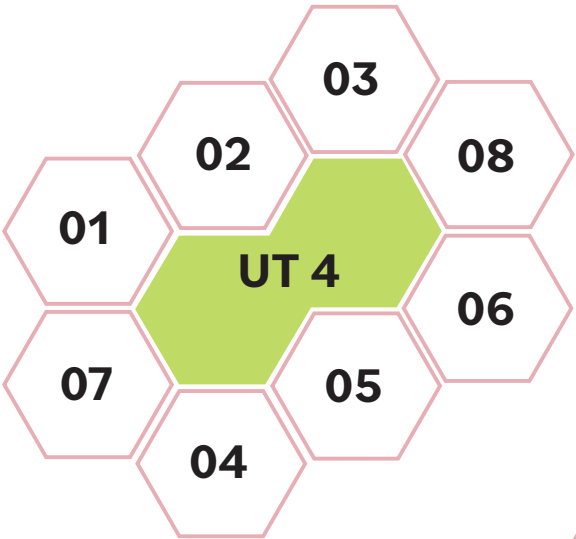
UT 2
Facilitate the provision of utilities that are environmentally sensitive, safe and reliable, aesthetically compatible with the surrounding land uses, available at a reasonable economic cost, and can be provided in an efficient manner.



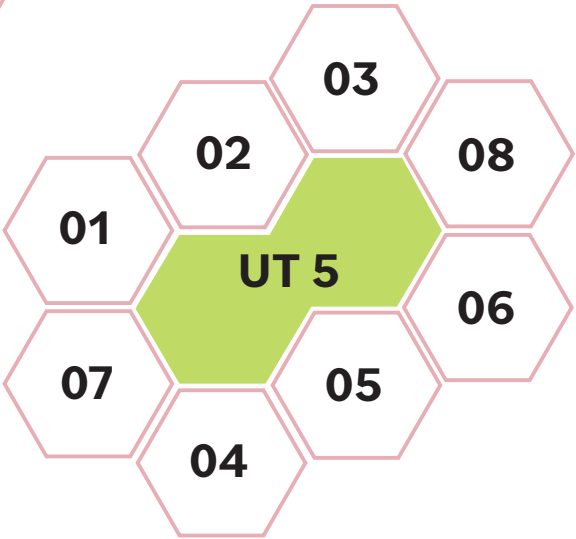
UT 3
Process permits and approvals for utility facilities in a fair and timely manner and in accord with the development regulations which encourage predictability and consistency.



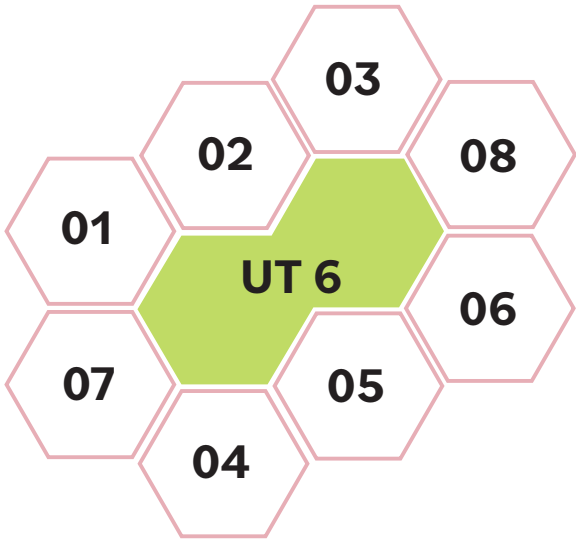
UT 4
Ensure reliable and cost-effective access to city water.



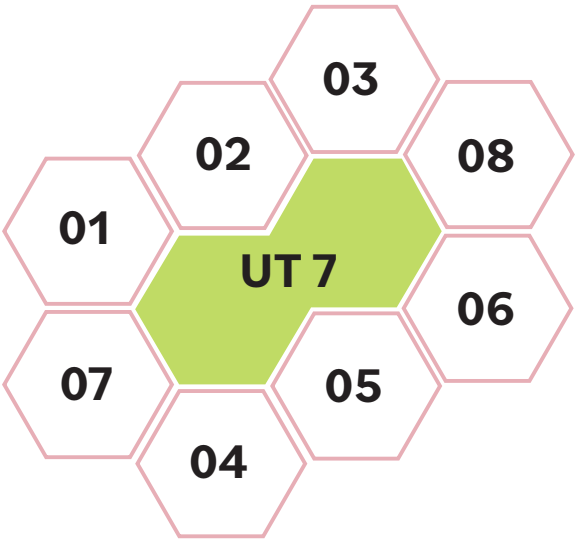
UT 5
Reduce sewer related environmental and public health impacts by providing a cost-effective and accessible municipal sewer system.



UT 6
Protect freshwater resources through coordinated stormwater management strategies.



UT 7
Promote and support the safe disposal of solid waste and hazardous substances consistent with Pierce County rules and regulations.





Transportation

Transportation

Introduction

This Comprehensive Plan Transportation Element establishes goals, policies, and implementation strategies to guide future decisions affecting the City of Buckley’s transportation systems including pedestrian, bicycle, transit and vehicular facilities. This element is intended to reinforce Buckley’s overall vision of being a safe and friendly historic small town that is an attractive place to live, work, and play. Along with other elements in the Comprehensive Plan Transportation Element works to preserve Buckley’s small town character, efficient provision of services, support diverse housing opportunities, protect the natural environment, foster a strong economic base, ensure safe access to goods and services and develop high quality public spaces that foster community interaction. The focus of the transportation element is on ensuring safe and convenient access to goods and services through an efficient and environmentally sensitive multimodal transportation system. Pedestrian, bicycle, transit and vehicular facilities are all considered when answering the following questions:

- 01. What are the strengths and weaknesses of Buckley’s current transportation system?
- 02. What is Buckley’s projected transportation needs in the future?
- 03. What is Buckley’s overall strategy for meeting its future transportation needs?

- 04. What are Buckley’s goals, policies for improving its transportation system?
- 05. What specific actions can Buckley begin to take to implement its vision?

Planning Process

This Transportation Element update was prepared in the following series of steps:

- 01. Historical information was collected including Pierce County Transportation Plans, traffic counts, and street inventory information.
- 02. New traffic counts were taken in April 2013 and intersection approach volumes were determined.
- 03. Both population growth rates and traffic count trends were collected from the Puget Sound Regional Council. Both were reviewed and a 3 percent per year growth rate was selected.
- 04. Vehicle Levels of service (LOS) for 2013 and 2030 were calculated and analyzed using traffic model HCM2010 methods combined with Synchro, and HCS2010 models for high volume intersections.
- 05. Pedestrian LOS was calculated for 2013 and 2030 using a rating equation that incorporates vehicle volumes, pedestrian use and type, vehicle speeds, shoulder widths, and roadway widths.
- 06. Improvements were developed and

- tested to ascertain a minimum LOS of “D” in 2013. Cost estimates of the selected improvements were then prepared.
- 07. Fair share mitigation fees were developed for each project using 2013 weekday total volumes.

Existing Conditions

Buckley’s historic neighborhoods are laid out in a traditional street grid pattern on approximately 320 feet by 550 feet street-blocks with alleys running down their middle. This street pattern provides strong pedestrian and vehicular connectivity within the community facilitating convenient access to goods and services. The alleys also enhance street aesthetics by providing alternative corridors for garbage pickup and utilities.

Some of Buckley’s more recent subdivisions are laid out in a loop and lollipop street pattern. This pattern discourages through traffic and increases out of direction travel. It consequently does not provide strong pedestrian or vehicular connectivity resulting in long circuitous routes to cover otherwise short distances. This street pattern developed after the advent of the automobile when accessibility by foot was thought to be no longer crucial. However, as a result of this pattern people’s transportation choices become severely limited. Children and the elderly were especially affected by the lack of safe and convenient pedestrian and bicycle access to activities, goods and

services. It was also less recognized how automobile dependence could affect our health. Our country’s obesity epidemic not to mention environmental and safety concerns over the burning of fossil fuels have all been tied to our nation’s heavy reliance upon the automobile. With the growing awareness of the adverse health, environmental and social impacts of automobile dependence, communities around the country are working to create more walk able and pedestrian friendly neighborhoods to loosen dependence upon the automobile by increasing transportation choices. As residential development continues to occur within Buckley, street patterns will continue to have strong effects upon accessibility and neighborhood character. Finding ways to ensure safe and convenient multi-modal access and preserve Buckley’s small town character is the primary goal of this Transportation Element.

Goals & Policies

TR 1 ENSURE ALL TRANSPORTATION MODES ARE DESIGNED FOR SAFETY.

- TR 1.1** Buckley’s trails, sidewalks, bike paths, and roadways should provide safe and protected access to amenities, services, and schools and other civic institutions.
- TR 1.2** Right-of-way improvements shall be done to the latest accepted design standards. If the design standards cannot be met, a deviation shall be prepared by the designer and shall be reviewed for possible approval by the City Engineer.
- TR 1.3** Provide needed roadway striping and signing to maintain safe traffic operation service levels that are consistent with the most recent Manual of Uniform Traffic Control Devices (MUTCD).
- TR 1.4** The City should ensure adequate visibility for automobiles, bicyclists and pedestrians by enforcing landscape and fence height standards.
- TR 1.5** A code enforcement officer should be responsible for enforcing the vegetation height and breadth over sidewalks as well as beside roads to enhance accessibility and visibility
- TR 1.6** The City should work with the Washington State Department of Transportation (WSDOT) to make State Route (SR) 410 safer for pedestrians
- TR 1.7** The City should prepare a Local Road Safety Plan and Comprehensive Safety Action Plan to evaluate crash data, identify areas of emphasis and countermeasures and identify projects and strategies using the Safe System Approach to enhance safety for all transportation modes.
- TR 1.8** The City should prepare a Sidewalk and ADA Transition Plan to inventory and evaluate existing pedestrian facilities and to develop a list of prioritized projects and funding sources to transition the City’s pedestrian facilities to full ADA compliance.

TR 2 ENHANCE THE APPEARANCE, QUALITY, FUNCTION AND ACCESSIBILITY OF THE TRANSPORTATION SYSTEM.

- TR 2.1** Public art should be provided on public rights-of-way by new development to enhance the City’s sense of place
- TR 2.2** All new transportation facilities shall meet current ADA guidelines. All existing facilities shall be inventoried for ADA compliance and prioritized for enhancement where necessary.
- TR 2.3** Street patterns should be planned as grid systems to increase transit network resilience. Use of a grid system provides infrastructure redundancy; in the event of an emergency, a grid system can provide multiple routes to safety. Streets without through traffic including dead ends or long block and ; clustered development, such as planned unit developments, should provide

a trail system through the property and connect with adjacent rights-of-way or developed trails where possible.

- TR 2.4** Future streets and their classifications should follow a regular distribution pattern that anticipates potential land uses and provides for orderly development.
- TR 2.5** Alleys should be encouraged in new development to eliminate the need for placing overhead wires, garages, and garbage cans in front of residences.
- TR 2.6** The sizes and capacities of transportation facilities should be appropriately matched to the surrounding land uses.
- TR 2.7** The City should consider the costs and benefits of both construction and maintenance when setting guidelines for street dimensions and rights-of-way.
- TR 2.8** Sidewalks should be designed to eliminate sheet flow and ponding on the walkway surface.
- TR 2.9** Crosswalks should be paved differently to ensure visibility.
- TR 2.10** Sidewalks that are likely to serve as parking areas or driveways should be designed as driveways to prevent the sidewalk from crumbling through use.
- TR 2.11** Sidewalks should have standard curbs (not rolled curbs).
- TR 2.12** Sidewalks should be sloped toward the street for drainage.
- TR 2.13** Pavement materials and landscaping should be used to create visual connections between trails and other transportation infrastructure

TR 3 IMPROVE THE HEALTH AND WELLBEING OF CITY RESIDENTS BY PROVIDING MULTIPLE WAYS TO GET FROM ONE PART OF THE CITY TO ANOTHER PART OF THE CITY USING A VARIETY OF TRANSPORTATION MODES.

- TR 3.1** Sidewalks should be an inventoried part of the City’s trail system, and should create contiguous and thoughtful pedestrian access to Downtown, schools, parks and other important city amenities and service locations
- TR 3.2** Require that proposed dead-end streets and cul-de-sacs contain pedestrian links to the next street. Where possible, support the development of new pedestrian links at existing dead ends and cul-de-sacs.
- TR 3.3** Developers should provide bike and pedestrian connections to adjoining properties.
- TR 3.4** All new development should provide pedestrian and bicycle infrastructure, such as sidewalks, crosswalks, and bike paths.

TR 4 SUPPORT CITY GREENHOUSE GAS EMISSIONS REDUCTION

- TR 4.1** Increase non-motorized trips within the City of Buckley and decrease vehicle miles traveled by providing alternatives to driving alone

- TR 4.2** The City of Buckley should implement transportation demand management measures that provide incentives for walking, biking, and public transportation and disincentives for automobile use.
- TR 4.3** Non-motorized links across SR 410 should be by signalized crosswalks or a pedestrian route that is grade separated.
- TR 4.4** The City should ensure safe and secure access to non-motorized amenities.
- TR 4.5** Crosswalk safety at major intersections should be enhanced through the addition of visual cues, such as paving and painting treatments, lighting, and/or signage. Where crossing distances are long, i.e., across SR 410, raised medians should be constructed to serve as places of refuge for pedestrians.
- TR 4.6** Future transit areas should include covered transit shelters.
- TR 4.7** Provide information about Northwest ecology along bicycling and walking routes as well as the Foothills Trail to increase local ecological literacy
- TR 4.8** The City should work with outside cycling and walking groups, such as Feet First or Cascade Cycling Group, to provide outreach and education regarding the different modes of transportation to schools and other public facilities.
- TR 4.9** The City should create a continuous bicycle route system linked to the Foothills Trail and other City facilities not only as a way to reduce vehicle miles traveled but to enhance the city’s appeal as an ecotourism destination
- TR 4.10** All new commercial and office developments and facilities shall include bicycle parking. Park-and-ride areas and areas for future transit facilities should include covered bicycle parking.
- TR 4.11** The City should provide plug-in charging stations for electric vehicles.
- TR 4.12** Ensure all federal and state air quality standards are met and reduce emissions of air toxics and greenhouse gases.

TR 5 TRANSPORTATION IMPROVEMENTS SHOULD BE CONSTRUCTED WITH REDUCED ENVIRONMENTAL IMPACTS.

- TR 5.1** All transportation improvements should minimize impervious footprints and use current stormwater techniques as required in Title 14 of the Buckley Municipal Code.
- TR 5.2** The City shall pursue low-impact street and parking lot design, construction, and maintenance techniques to minimize impervious surface, water pollution, and water runoff.
- TR 5.3** New roads and trails should be designed in such a way that they will not affect wetlands, natural preserves, parks and recreation areas, significant historical and cultural resources, and areas identified as critical wildlife habitat.

TR 6 THE CITY SHOULD FINANCE IMPROVEMENTS THAT MAXIMIZE BENEFITS FOR CITY RESIDENTS, AND PARTICULARLY RESIDENTS WITH LIMITED MOBILITY

- TR 6.1** The City should develop a list of transportation capital improvement projects, including roadway improvements, roadway maintenance, roadway preservation and non-motorized improvements to be accomplished within the next 6 years and next 20 years and updated annually. The list should include an updated project cost, adjusted for inflation. The list should include the planned funding sources for each project, including as applicable SS4A, WSDOT, PSRC, TIB, City Local funds and developer.
- TR 6.2** The City should use both traditional and innovative methods for financing roadway improvements such as public/private partnerships, and impact fees.
- TR 6.3** The City should explore funding tools such as road improvement districts (RIDs), local improvement districts (LIDs), and other local funding mechanisms to finance projects that provide a primary local benefit.
- TR 6.4** WSDOT, Pierce County, and the City of Buckley should work together to share transportation resources and reduce overlap in transportation expenditures.
- TR 6.5** The City should require maintenance agreements for private roads that are executed by the responsible landowners.
- TR 6.6** The City should continue to compete for funds for transportation improvements and identify more funding opportunities to reduce the risk of underfunding the transportation system

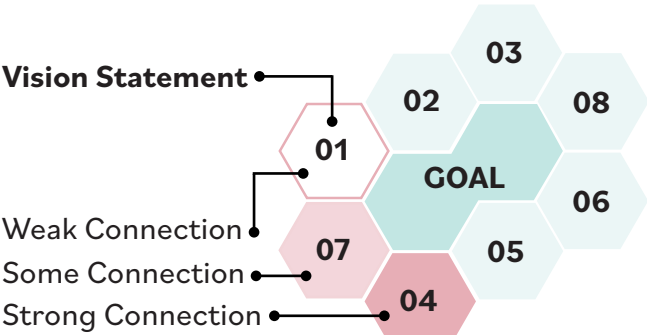
TR 7 THE CITY SHOULD ENSURE DEVELOPERS PAY FOR IMPACTS TO THE ROADWAY SYSTEM, AS REQUIRED BY CONCURRENCY.

- TR 7.1** Each development is responsible for paying to offset the development’s impact on the transportation system related to the development’s generation of trips, unless the City decides that waiving or reducing impact fees for particular developments will make a substantive impact to fulfill other goals of the City such as encouraging community serving businesses to locate in Buckley.
- TR 7.2** A consistent level of service (LOS) should be provided across multiple transportation modes, including motorized vehicles, walking and biking.
- TR 7.3** Transportation improvements needed to support new development shall be in place at the time of development to maintain transportation LOS standards.
- TR 7.4** New commercial developments must provide roadway improvements as required by the future street map and the Development Guidelines and Public Works Standards .

- TR 7.5** A concurrency management system should be developed.
- TR 7.6** Alternatives for demand management should be explored.
- TR 8 THE CITY SHOULD MINIMIZE FUTURE MAINTENANCE COSTS BY USING TECHNOLOGIES AND TECHNIQUES THAT INCREASE PAVEMENT LONGEVITY.**
- TR 8.1** Design and construct improvements in a manner that likely will require the least amount of maintenance.
- TR 8.2** Create and periodically update an inventory that logs deficiencies and ongoing repairs of existing sidewalks and roadways.
- TR 8.3** The City should budget for annual roadway paving improvements, such as potholes.
- TR 9 ENSURE TRANSPORTATION CONSTRUCTION NEEDS ARE MET DURING AND AFTER CONSTRUCTION.**
- TR 9.1** Additional rights-of-way may be required for additional roads and pedestrian ways, as shown on adopted plans of the City.
- TR 9.2** Public notice of traffic impacts that will occur during construction activities should be provided 2 weeks in advance of the traffic impact.
- TR 9.3** Each transportation mode's right-of-way needs should be addressed when roads are constructed or upgraded with the appropriate traffic control measure as outlined by the Buckley City Development Guidelines and Public Works Standards and MUTCD.
- TR 9.4** Temporary erosion and sediment control measures shall be used in accordance with an approved stormwater pollution prevention plan. Final approval of the permit should depend on permanent stormwater detention and pollution prevention measures being in place.

Transportation Goals and the Community Vision

The diagrams on the next few pages illustrate how the transportation goals articulated in this chapter connect to the community vision statements in Chapter 3.



VISION STATEMENTS

Sustaining and fostering town identity and character

In 2044, Buckley will...

- 01.** Have a vibrant, compact and walkable downtown where people meet each other face-to-face, where small businesses can thrive, and with housing close at hand that support a high quality of life.
- 02.** Have a denser Downtown and 410 Corridor that improves service administration while supporting the rural quality of life farther from City center.
- 03.** Foreground the city's unique history through retention of historic buildings, thoughtful community design, civic space and park system.

- 04.** Have affordable and accessible housing that allows the city's aging population to stay in the place they call home, while welcoming newcomers into the community.
- 05.** Be a safe and inviting place to visit and reside.
- 06.** Use public dollars strategically and efficiently to provide city residents with high quality roads, utilities, environmental amenities and services.

Economic development of the Downtown Core and State Highway 410

In 2044, Buckley will...

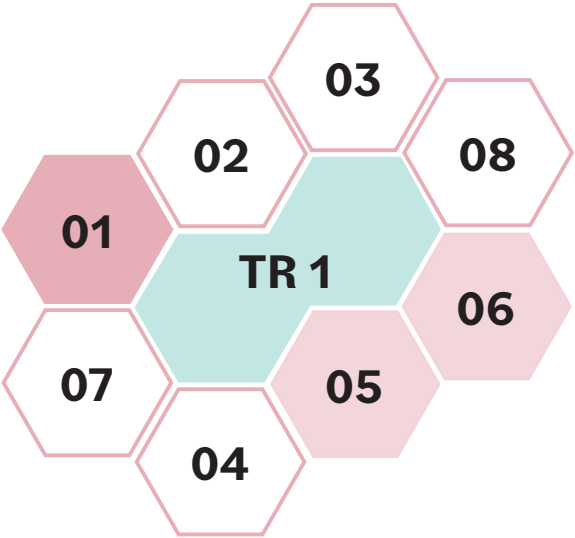
- 07.** Have an enhanced 410 Corridor that creates a friendly gateway to our city with more retail, small businesses and housing that is community oriented and provides new places for residents and visitors to live, work and be together.

Promotion of outdoor recreational activities

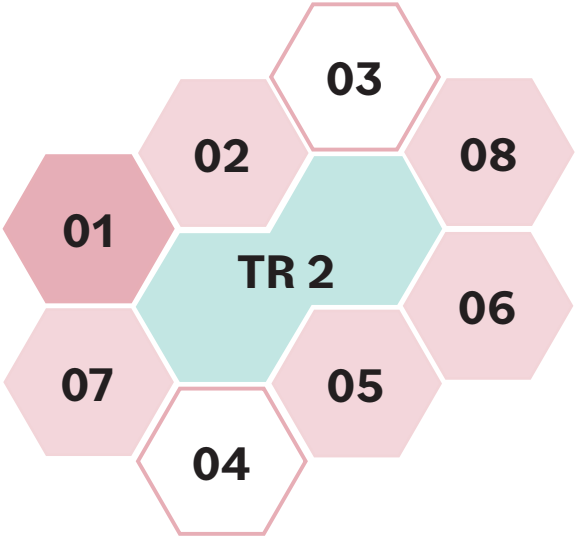
In 2044, Buckley will...

- 08.** Be a destination and not a pass through for outdoor recreation enthusiasts availing themselves of our area's natural beauty through concerted infrastructure and facility investment and support for recreation-oriented businesses.

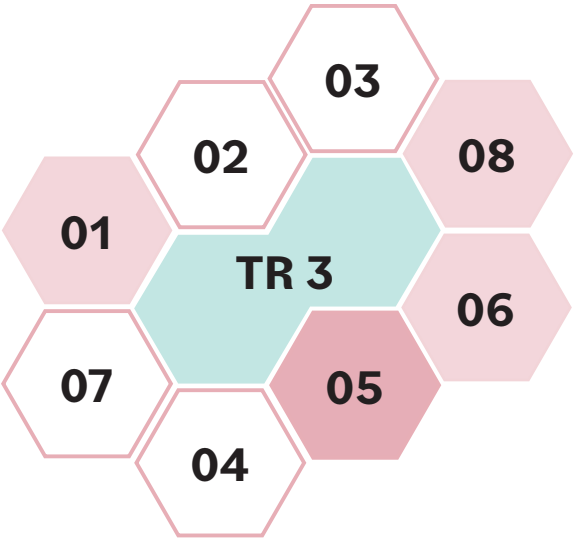
TR 1
Ensure all transportation modes are designed for safety.



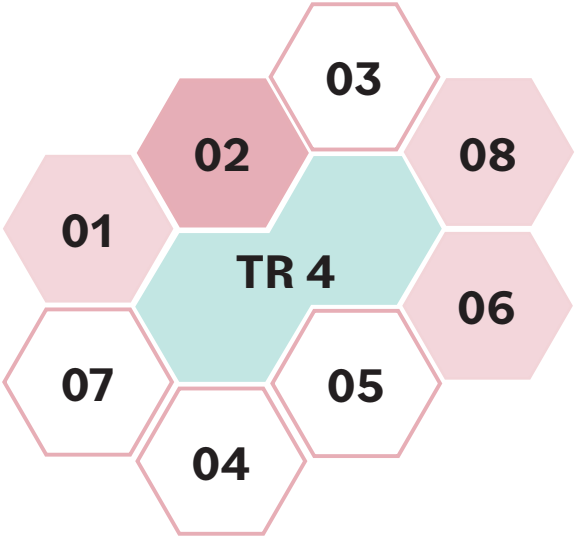
TR 2
Enhance the appearance, quality, function and accessibility of the transportation system.



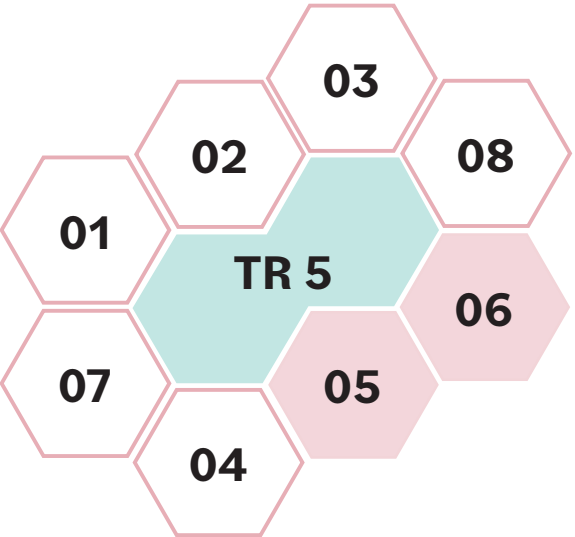
TR 3
Improve the health and wellbeing of city residents by providing multiple ways to get from one part of the City to another part of the City using a variety of transportation modes.



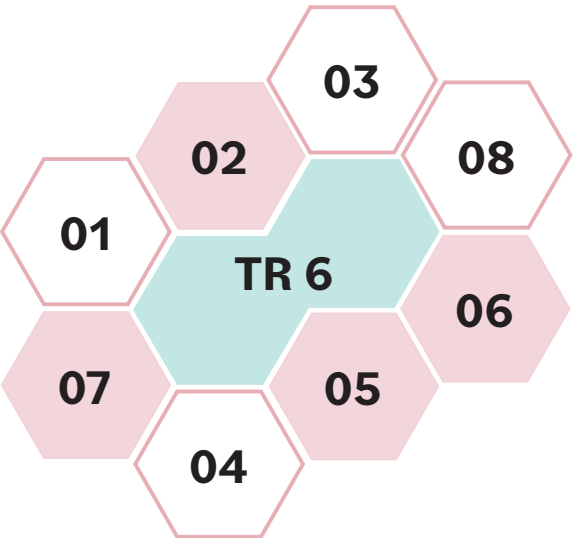
TR 4
Support city greenhouse gas emissions reduction



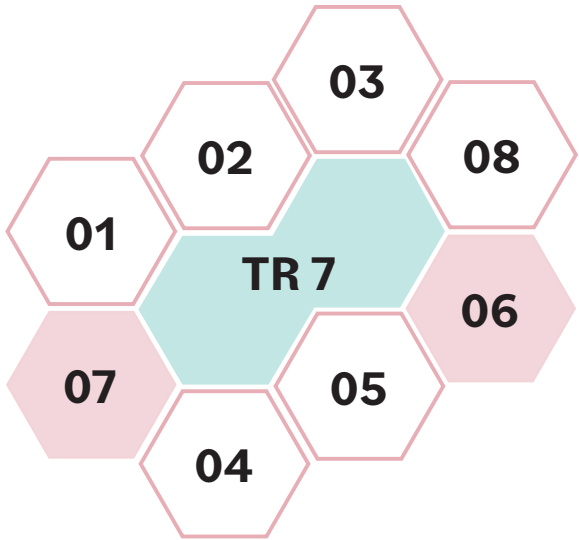
TR 5
Transportation improvements should be constructed with reduced environmental impacts.



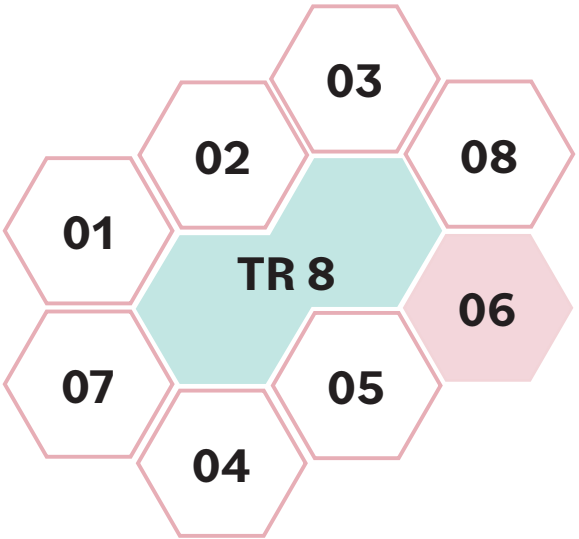
TR 6
The City should finance improvements that maximize benefits for city residents, and particularly residents with limited mobility



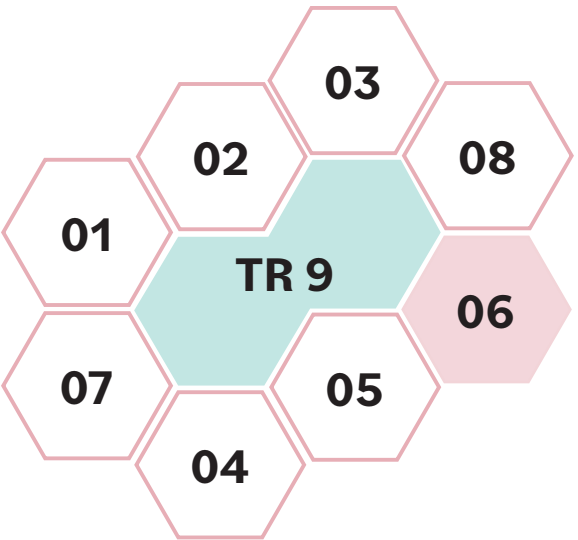
TR 7
The City should ensure developers pay for impacts to the roadway system, as required by concurrency.



TR 8
The City should minimize future maintenance costs by using technologies and techniques that increase pavement longevity.



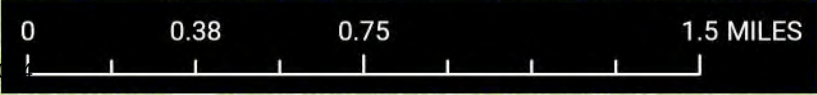
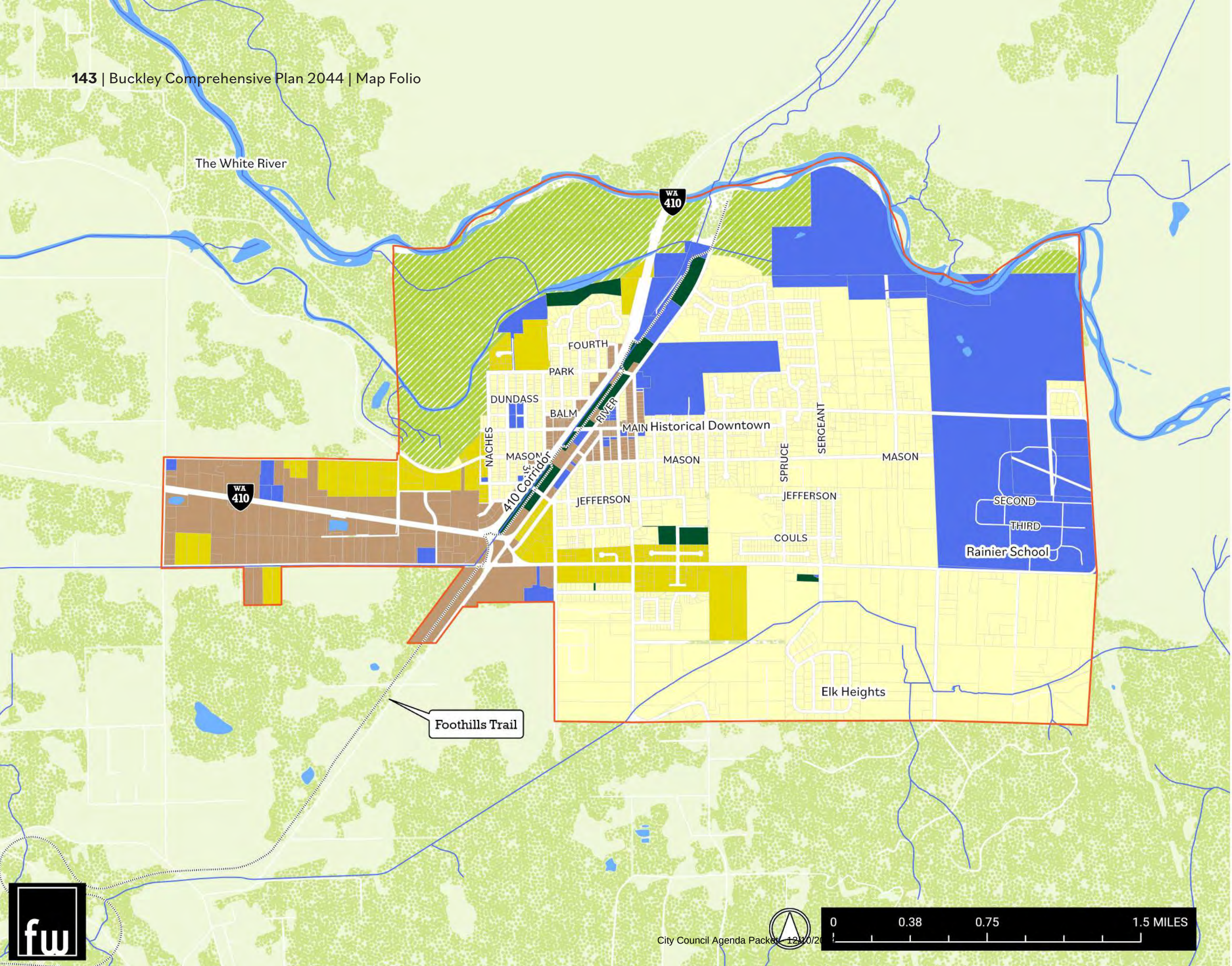
TR 9
Ensure transportation construction needs are met during and after construction.



Map Folio & Glossary

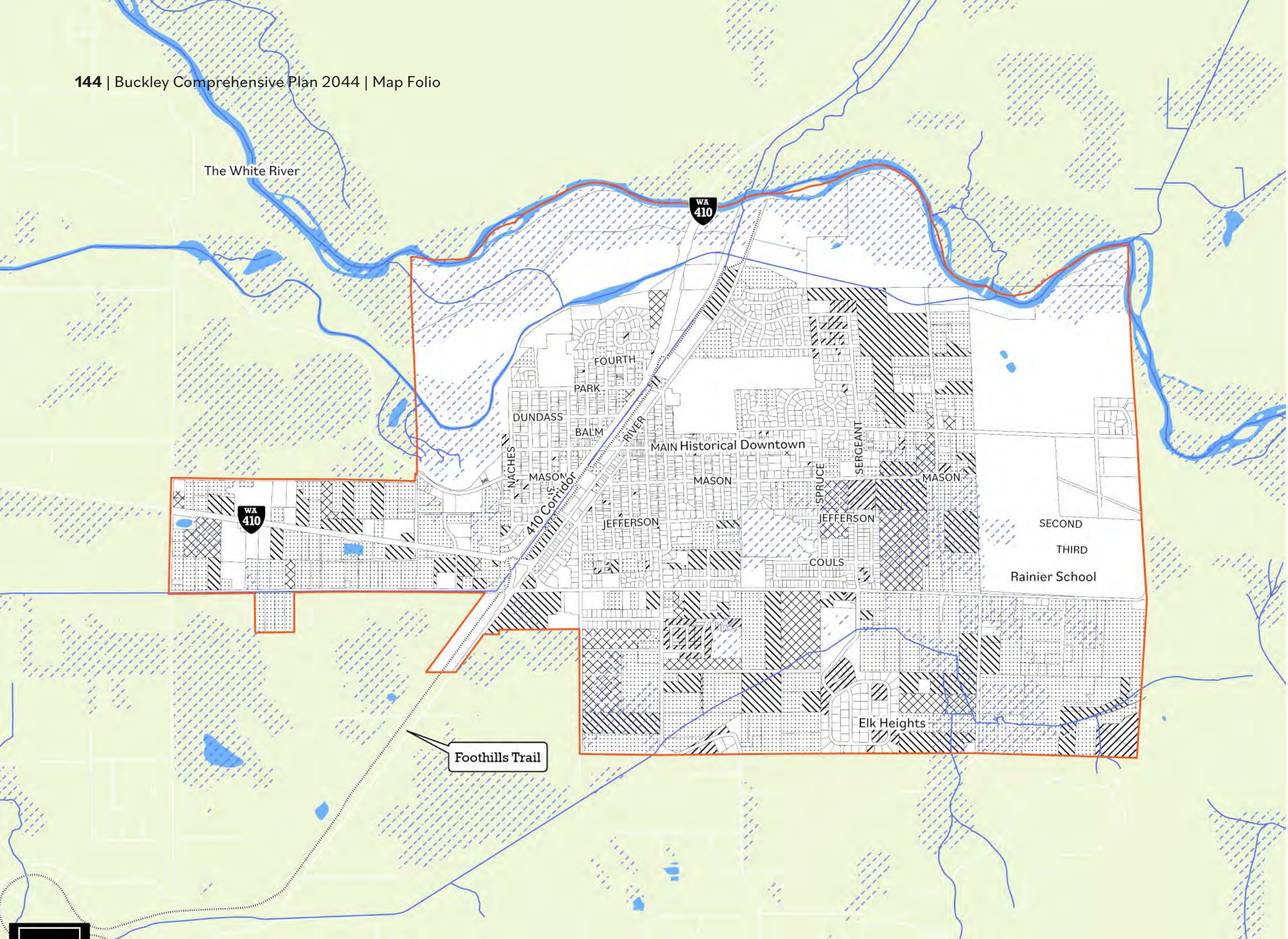
Future Land Use Map (2024)

- Paved Trails
- Corridor Mixed Use
- Natural
- Park
- Public
- Urban High Density
- Urban Low Density
- Wood Land (USGS)



Buildable Lands

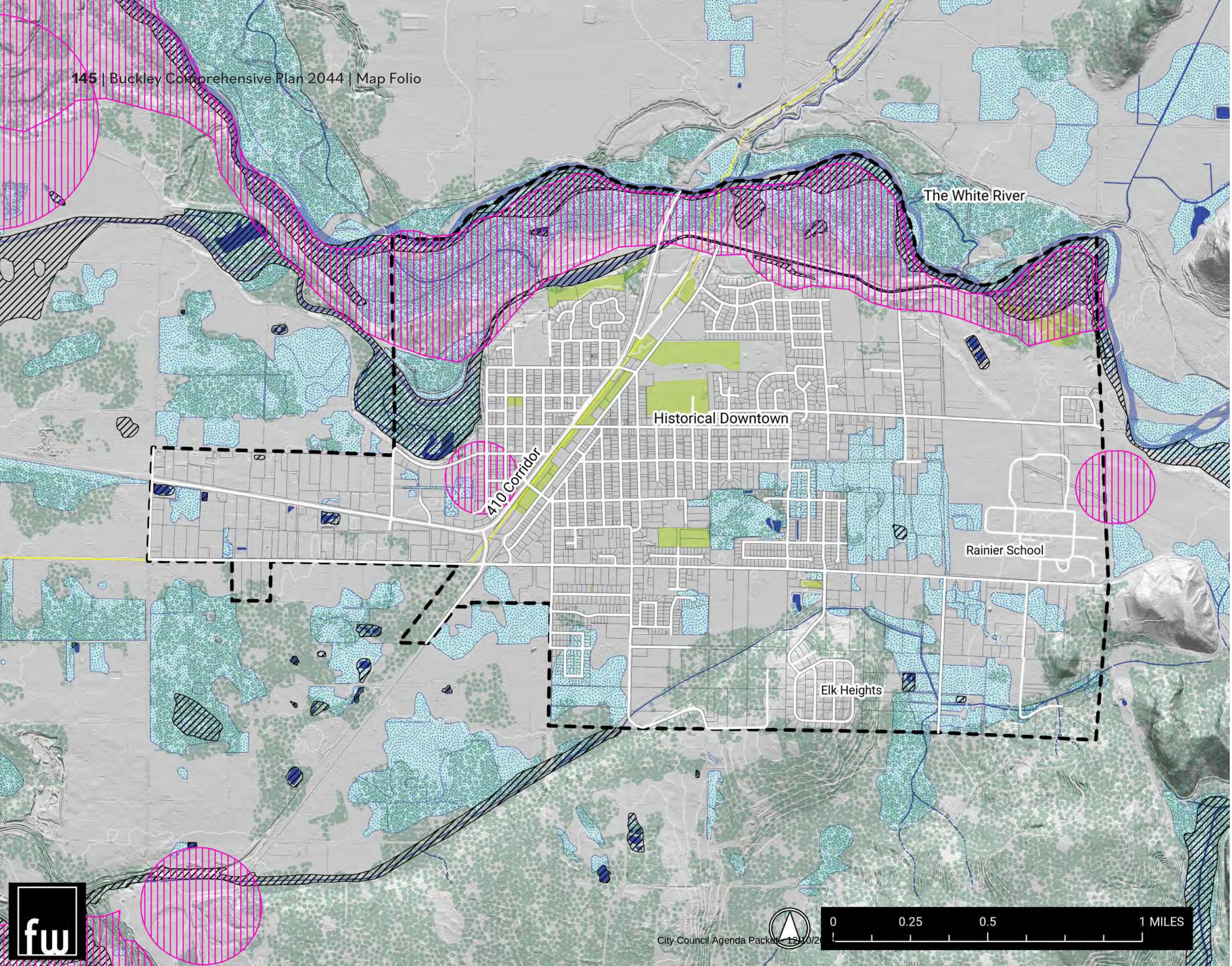
- Paved Trails
- Built Out/Undevelopable
- Pipeline
- Underutilized
- Vacant
- Vacant Single Unit
- Wetlands (NWI)



Pierce County Buildable Lands Report
2022, National Wetland Inventory, Frame-
work 2024.

Critical Area Map

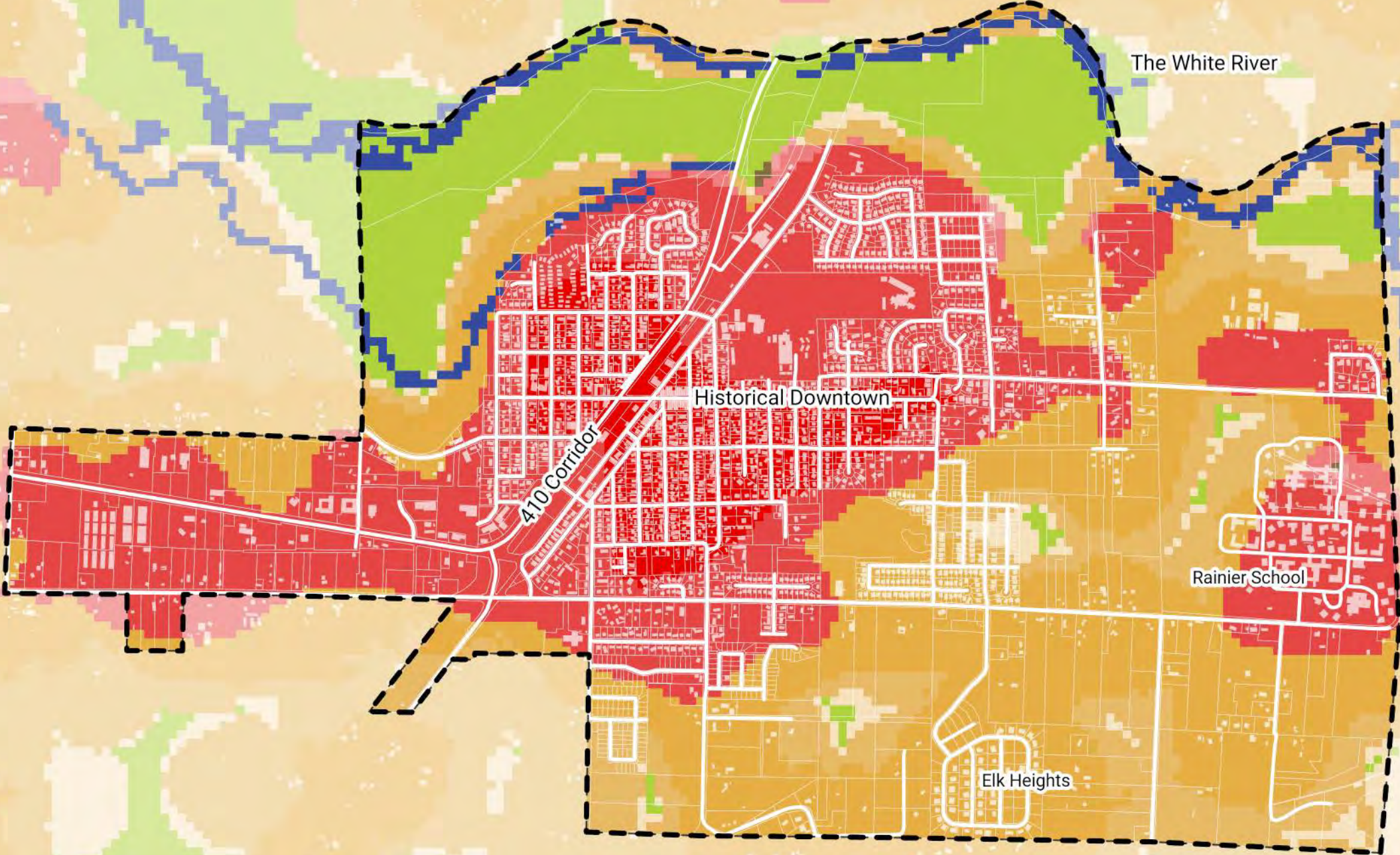
- City Limits
- 2017 Pierce County Regulated Floodways
- Wood Land (USGS)
- 20' Contour
- Pipeline
- River or Stream
- Canal or Ditch
- Connector
- Canal or Ditch
- River or Stream
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Buckley Parks
- Aquifer - Recharge Areas



USGS Woodland Landcover, National Wetland Inventory, Pierce County, Framework 2024.

Wildfire Vulnerability Map

-  City Limits
- Wildland Urban Interface
-  Water
-  Vegetated Uninhabited
-  Non-Vegetated Uninhabited
-  Non-Vegetated Very Low Structure Density
-  Non-Vegetated Low Structure Density
-  Non-Vegetated Medium Structure Density
-  Non-Vegetated High Structure Density
-  Intermix Very Low Structure Density
-  Intermix Low Structure Density
-  Intermix Medium Structure Density
-  Intermix High Structure Density
-  Interface Very Low Structure Density
-  Interface Low Structure Density
-  Interface Medium Structure Density
-  Interface High Structure Density
-  Long-term Non-Buildable Areas



Glossary

Glossary Term	Definition
Active Transportation	Refers to any form of human-powered transportation—walking, cycling, using a wheelchair, in-line skating or skateboarding.
Accessory Dwelling	“Accessory unit” means a second dwelling unit either in or added to an existing single-family detached dwelling, or in a separate accessory structure on the same lot as the main dwelling, for use as a complete, independent living facility with provision within the accessory apartment for cooking, eating, sanitation and sleeping. Such a dwelling is an accessory use to the main dwelling. Accessory units are also commonly known as “mother-in-law” units or “carriage houses.”
Area Median Income (AMI)	As opposed to the average income, AMI is the median of an income range in an area; half of the households make more than this, and half make less. Using a median rather than an average reduces the influence of small numbers of outliers, e.g. a few people making significantly more or less money than the general population.
Best Management Practices	These are defined by the Washington State Department of Ecology as physical, structural and/or managerial practices that, when used singly, or in combination, prevent or reduce pollution of water. The types of BMPs include source control, runoff treatment and stream -bank erosion control.
Character	Community character is sum of all the attributes and assets that make a community unique, and that establish a sense of place for its residents. Factors that contribute to community character include parking and transportation, building design, natural features, other similar features.
City	Pertains to the entirety of the city, emphasizing the population and activities within the city's geographical boundaries.
Climate Adaptation / Mitigation	Climate adaptation refers to the process of adjusting infrastructure, policy, processes, and other systems to the new stresses and changing conditions induced by climate change. Mitigation refers to adjustments in our systems made with the intent to limit or avoid further emissions.
Clustering	A development design technique that concentrates buildings or lots in specific areas on a site to allow remaining land to be used for recreation, common open space, or the preservation of historically or environmentally sensitive areas features.

Community	Refers to the full group of residents, workers, civil servants, and others who contribute to the city. Community is characterized by shared spaces, resources, and common goals that promote the well-being and development of the group. The Plan aims to create a supportive and collaborative community where everyone feels valued and included, and where everyone has access to opportunities and services that foster their participation and growth.
Compatible	Land use compatibility means that uses can coexist in proximity to each other without resulting in undue negative impacts on either use. For example, an automobile assembly plant would be unlikely to be compatible with residential uses. Residential uses at varying densities, however, could be compatible with each other as could some residential and commercial uses. The standard for what is and is not compatible is determined by a number of factors, including the type of uses, the community’s historic development pattern and expectations and local development and design standards.
Comprehensive Plan	A detailed document guiding the future actions of a community, covering land use, development, and infrastructure. The GMA establishes the comprehensive plan as the centerpiece of local long-range planning, which contains a vision, goals, policies, and strategies that are intended to guide day-to-day decisions by elected officials and local government staff. Each Washington city and county must periodically review and, if needed, revise its comprehensive plan and development regulations every 10 years.
Concurrency	Concurrency is a land use planning and implementation tool, introduced in the Washington State Growth Management Act (GMA), which is designed to ensure that necessary public facilities and services to support new development are available and adequate (based on adopted Level of Service standards) at the time of development.
Congestion	Congestion results when traffic demand approaches or exceeds the available capacity of the system. While this is a simple concept, it is not constant. Traffic demands vary significantly depending on the season of the year, the day of the week and even the time of day. Also, the capacity, often mistaken as constant, can change because of weather, work zones, traffic incidents, or other non- recurring events.
Connectivity	The state or extent of being connected or interconnected for all modes of transportation.
Cottage Housing	Detached bungalow scale houses clustered around a common open space and/or private spaces aggregated together in a commons arrangement.

Critical Areas	Include the following areas and ecosystems: (a) Wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas (RCW 36.70A.030(5)).
Density Averaging	Density averaging, also known as lot size averaging, allows the size of individual lots within a development to vary from the zoned maximum density, provided that the average density in the development as a whole meets that maximum.
Erosion Hazard Areas	Erosion hazard areas means those areas in the City underlain by soils that are subject to severe erosion when disturbed. Such soils include, but are not limited to, those classified as having a severe or very severe erosion hazard according to the USDA Soil Conservation Service, the 1973 King County Soils Survey or any subsequent revisions or addition by or to these sources.
Fair Housing	Fair Housing is the ability for all people to choose where they live without discrimination based on race, color, national origin, sex, family status, or disability—these are the “protected classes” under state and federal law. (Some places also protect age, sexual orientation, or having a Section 8 voucher). Cities may not make zoning or land use decisions or implement policies that exclude or otherwise discriminate against protected persons, including individuals with disabilities.
Floodplain	Floodplain means the total area subject to inundation by the base flood, i.e., a flood having a one percent chance of being equaled or exceeded in any given year, often referred to as the 100- year flood.
Functional Plans	“Functional plans” are detailed plans for facilities and services and action plans for other governmental activities such as parks, surface water, streets, etc. Functional plans should be consistent with the Comprehensive Plan.
Geologically Hazardous Areas	Areas that because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns (RCW 36.70A.030(9)).
Growth Management Act (GMA)	"The “Growth Management Act” (GMA) is the legislative act enacted by the Washington State legislature in 1990 and codified in RCW 36.70A. It requires certain counties and cities in the State to perform detailed and coordinated planning efforts to deal with rapid population growth and concerns with suburban sprawl, environmental protection, quality of life and related issues. “

Goal	A general statement expressing a desired result consistent with the vision and towards which policies and objectives aim.
Habitat Area	An ecological or environmental area that is inhabited by a particular species of animal or plant. A place where a living thing lives is its habitat. It is a place where it can find food, shelter, protection and mates for reproduction.
HB 1110	This bill was adopted into law in 2023 by the Washington State Legislature. The goal of the bill is to allow middle housing development in residential areas across the state, by right. In short, smaller cities (25,000 - 75,000 people) are required to allow up to two or four units units on all lots zoned as primarily residential, depending on proximity to transit and affordability; and larger cities (at least 75,000 people) are required to allow up to four or six units on all residential lots, depending on proximity to transit and the affordability of the units.
HB 1220	This bill was adopted in 2021 by the Washington State Legislature. The bill mandates that cities plan for adequate housing for all incomes when updating their comprehensive plans and other regulatory frameworks, and that cities strive to identify and undo discriminatory policies that have or could lead to displacement. Cities must designate sufficient land capacity for the required number of housing units at each income level, as determined by the Department of Commerce, rather than generic, unspecified units, as was previously required.
Human Scale	Human scale means that the size of the building relates to the approximate dimensions of the human body.
Infill	Urban infill is defined as new development that is sited on vacant or undeveloped land within an existing community, and that is enclosed by other types of development. The term “urban infill” itself implies that existing land is mostly built-out and what is being built is in effect “filling in” the gaps. The term most commonly refers to building single-family homes in existing neighborhoods but may also be used to describe new development in commercial, office or mixed-use areas.
Intersection Transportation Level of Service	Level of Service (LOS) measures average peak hour delay for vehicles at key intersections. LOS is expressed qualitatively using letters A through F, with A representing very good operations and F representing undesirable operations.

Landslide Hazard Areas	Areas potentially subject to risk of mass movement due to a combination of geologic, topographic and hydrologic factors. These areas are typically susceptible to landslides because of a combination of factors including: bedrock, soil, slope gradient, slope aspect, geologic structure, groundwater, or other factors.
Local Government Operations (LGO)	Refers to facilities, staff, and programs under the direct control of the municipal government. While often synonymous with actions taken by the City, specific references like "City Staff" or "City Facilities" might still be used where appropriate.
Location Efficient Housing	Location-efficient housing refers to homes that have easy or inexpensive access to workplaces, schools, shopping and other necessary destinations. Housing locations are efficient to the most people when the ways to these destinations are easily walkable, don't require the resident to own an automobile and can be reached in 20 minutes or less.
Low Impact Development	"Design concepts including a variety of strategies and techniques to address the negative impacts associated with stormwater runoff, such as, but not limited to Reduce the street width and road network within a development. Replace impervious roadways, driveways and sidewalks with more pervious materials where feasible. Reduce lot size and setbacks/frontage requirements through cluster designs. Increase retention of forested open space and better protect critical areas. Direct stormwater runoff to vegetated bioretention areas where shallow storage is used to promote infiltration and evaporation. Eliminate conventional pipe and catch basins to increase time of concentration by promoting sheet and shallow concentrated flow. Enhance soil conditions on site by preservation of existing topsoil structure, soil amendments and protection from compaction during construction. Reuse of runoff for non-potable application onsite."
Manufactured Home	A type of prefabricated housing that is largely assembled in factories and then transported to sites of use. Manufactured homes are built as dwelling units of at least 320 square feet in size with a permanent chassis to assure the initial and continued transportability of the home. The requirement to have a wheeled chassis permanently attached differentiates "manufactured housing" from other types of prefabricated homes, such as modular homes.

May	When "may" is used in a policy, such language indicates the City has the option to take steps to accomplish the purpose of the policy.
Middle Housing	"...a range of house-scale buildings with multiple units—compatible in scale and form with detached single-family homes—located in a walkable neighborhood." - Opticos Design. This typically includes multiplexes, townhomes, cottage housing, and small apartment buildings of three to five floors.
Multifamily Dwelling; Dwelling, Attached	A one-family dwelling attached to one or more one-family dwellings by common roofs, walls, or floors.
Flat	A residential building containing two (2) or more dwelling units which are attached at one or more common roofs, walls, or floors. Typically, the unit's habitable area is provided on a single level. Unit entrances may or may not be provided from a common corridor.
Townhouse	A one-family, ground-related dwelling attached to one or more such units in which each unit has its own exterior, ground-level access to the outside, no unit is located over another unit and each unit is separated from any other unit by one or more vertical common walls. Typically the units are multi-story.
Natural Area	Natural areas are characterized as undeveloped landscapes containing vegetation, slopes, streams, lakes, pollinator habitat and other features that have developed through natural growth and evolution rather than planned development or construction.
Objective	A statement establishing a measurable target or specific task to be accomplished for the purpose of achieving a goal's desired result.
Passive Recreation	Outdoor recreational activities, such as nature observation, hiking and canoeing or kayaking, that require a minimum of facilities or development and that have minimal environmental impact on the recreational site.
Policy	A statement giving guidance to decision makers for the purpose of achieving a goal's desired result.
Priority Species	Those species considered to be priorities for conservation and management and identified in the Washington Department of Fish and Wildlife Priority Habitat and Species (PHS) List.
Salmonid	A fish of the salmon family.

Sensitive Lake	Sensitive lakes are those lakes particularly prone to eutrophication from increased phosphorus loading, which can occur due to a combination of water quality characteristics and watershed land development. Eutrophication of a lake can result in increased vegetation and algae growth, depletion of oxygen in bottom waters, decreased visibility in the water and some impairment of recreational use. Taken to the extreme, hyper-eutrophic lakes are characterized by high algal productivity and intense algae blooms, fish kills due to oxygen depletion and frequent impairment of recreational uses. Land development and use contributes to increased phosphorus loadings to downstream water resources in several ways. Erosion of disturbed areas on construction sites can result in sediment transport to surface waters, which can cause algal blooms. Over-application of fertilizers and the discharge of detergents containing phosphates to the storm drainage system can also increase watershed loading of phosphorus.
Shall	When “shall” is used in a policy, such language requires that the City take steps to accomplish the purpose of the policy.
Should	When “should” is used in a policy, such language indicates the City has the option to take steps to accomplish the purpose of the policy.
Single Family Dwelling	A building containing one dwelling unit which is not attached to any other dwelling by any means except fences, has a permanent foundation and is surrounded by open space or yards.
Special Needs Housing	Special needs housing in this plan includes homes suitable for and occupied by people with one or more self-help limitations, such as physical or mental disability, long-term illness, or alcohol or drug issues. The housing may or may not incorporate supportive services, and may be permanent or transitional. Examples include adult family homes, assisted living facilities and group homes for people with developmental disabilities.
Stormwater	Water from rainfall and snow that runs off surfaces such as rooftops, paved streets, highways, and parking lots and flows into surface water including drainage facilities, rivers, streams, lakes, or Puget Sound. Stormwater can also come from hard grassy surfaces like lawns, play fields, and from graveled roads.
Surface Water	Water found above the land, including oceans, estuaries, lakes, rivers, streams, and ponds.

Sustainable Community	In a sustainable community, resource consumption is balanced by resources assimilated by the ecosystem. The sustainability of a community is determined by the availability of resources and by the ability of natural systems to process its wastes. A community is unsustainable if it consumes resources faster than they can be renewed, produces more wastes than natural systems can process or relies upon distant sources for its basic needs.
Transfer of Development Rights	Transfer of Development Rights (TDR) means the transfer of the right to develop or build from sending sites to receiving sites. The sending site is the parcel of land from which development rights will be transferred. After transferring the development rights from the sending parcel, future development is limited. Receiving sites are sites to which development rights are transferred. Typically, these are parcels of land in urban areas where the existing services and infrastructure can accommodate additional growth. Development rights that are “sent” off of a sending site are placed on a receiving site.
Transit Oriented Development	Transit-oriented development (TOD) describes a mix of housing, office, retail and amenities integrated into a walkable neighborhood and anchored by high quality public transit.
Total Maximum Daily Load	A Total Maximum Daily Load (TMDL) is a regulatory term in the U.S. Clean Water Act, describing a value of the maximum amount of a pollutant that a body of water can receive while still meeting water quality standards
Universal Design	Universal Design refers to a broad spectrum of ideas meant to produce products, buildings, or other built environments that are usable to the greatest extent possible by everyone, regardless of their age, ability, or status in life. Wheelchair ramps, essential for people in wheelchairs but also used by all, are a common example. There are also cabinets with pull-out shelves, kitchen counters at several heights to accommodate different tasks and postures and low-floor buses that “kneel” (bring their front end to ground level, rather than on-board lifts).
Vision	A description of the community as desired. It serves as the keystone upon which goals, policies and objectives are based.

VISION 2050	VISION 2050 is the region’s plan to provide an exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy. Developed by the Puget Sound Regional Council, VISION 2050’s multicounty planning policies, actions, and regional growth strategy guide how and where the Puget Sound grows through 2050. The plan informs updates to the Regional Transportation Plan and Regional Economic Strategy. VISION 2050 also sets the stage for updates to countywide planning policies and local comprehensive plans done by cities and counties.
Volume to Capacity (V/C)	The rate of comparison of roadway demand (vehicle volumes) with roadway supply (carrying capacity).
Wetland or Wetlands	Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands do not include those artificial wetlands intentionally created from nonwetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from nonwetland areas created to mitigate conversion of wetlands (RCW 36.70A.030(20)).
Park system	“Park system” means the combined facilities and properties in the city that are dedicated to park, open space and recreational purposes.
Parking, off-street	“Off-street parking” means any space, specifically allotted to the parking of motor vehicles not located in a dedicated right-of-way, a travel lane, a service drive, nor any easement for public ingress or egress so as to block access.
Permitted use	“Permitted use” means any land use authorized in a specific zone and subject to the limitations of the regulation of such zone.
Planned unit development	“Planned Unit Development” (PUD) means a zoning mechanism which allows for flexibility in the grouping, placement, size and use of structures on a fairly large tract of land. A PUD is developed as a single entity, using a public process which incorporates design review.
Planting strip	A “planting strip” is a continuous or intermittent strip of land located between the curb and the sidewalk, so that visual separation between pedestrians and vehicles is provided.

Plat	“Plat” means a map or representation of a subdivision showing the division of a tract or parcel of land into lots, blocks, streets and alleys or other divisions and dedications.
Policy	A “policy” is a definite course or method of action, which guides and determines present and future decision-making.
Preservation	“Preservation” means to keep in perfect or unaltered condition; maintain unchanged or intact.
Principal arterial	“Principle arterials” primarily function to expedite through traffic between major traffic generators. Traffic generators include central business districts, regional shopping centers, cities, freeways and lower arterial systems.
Priority species	“Priority species” are species that require protective measures for their perpetuation due to their population status, sensitivity to habitat alteration, and/or recreational, commercial, or tribal importance. Priority species include State Endangered, Threatened, Sensitive, and Candidate species; animal aggregations considered vulnerable; and those species of recreational, commercial, or tribal importance that are vulnerable.
Public benefit features	“Public benefit features” mean amenities, uses, and other features of benefit to the public, which are provided by a developer and which sometimes qualify for an increases in density. Examples include public open space, pedestrian improvements, housing, and provision of human services.
Public services	“Public services” include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.
Resource lands	“Resource lands” are lands primarily devoted to the commercial production of agricultural, timber, or mineral products.
Restoration	“Restoration” means a human activity that returns a wetland or former wetland from a disturbed or altered condition with lesser acreage or functions to a previous condition with greater wetland acreage or functions.
Right-of-way	“Right-of-way” means the land held by the public for road and utility purposes. It usually refers to the land required for the traffic lanes plus the shoulders and drainage structures on both sides of highways, roadways, bikeways and alleys.

Riparian corri-dors	“Riparian corridors” include land located on the banks of rivers and streams that supports riparian vegetation and wildlife and performs important watershed functions.
Row house	“Row house” means one of a row of identical houses situated side by side and sharing common walls
Rural	“Rural” means sparsely settled or agricultural land.
Screening	“Screening” means effectively obscuring the view of unsightly uses from the public right-of-way or private lots.
Shall, will, must	When a goal, objective or policy states that the City “shall” or “will” do something, such language requires that the City take measurable steps to accomplish the purpose of the original policy.
Should, may, encourage	When a goal, objective or policy states that the City “should”, “may”, or “encourage” to do something, such language requires that the City make an effort to accomplish the purpose of the original policy.
Through lot	“Through lot” means a lot other than a corner lot with frontage on more than one street. Through lots abutting two streets may be referred to as double frontage lots.
Townhouse	“Townhouse” means a type of attached multifamily dwelling in a row of at least three in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common fire-resistant walls.
Transit-oriented development	“Transit oriented development” means moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto.
Urban design	“Urban design” is architecture at the city scale; it considers the way buildings, streets, and the spaces between them relate to one another with the goal of creating vibrant, welcoming urban environments.
Urban forest	“Urban forest” refers to land in urban areas that is managed for its production or for preservation of its forest characteristic.

Urban growth	“Urban growth” refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources, rural uses, rural development, and natural resource lands designated pursuant to RCW 36.70A.170.
Urban growth area	“Urban growth areas” (UGAs) are those areas designated by a county in which urban growth is directed. “Urban growth should be located first in areas already characterized by urban growth that have adequate existing public facility and service capacities to serve such development, second in areas already characterized by urban growth that will be served adequately by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources, and third in the remaining portions of the urban growth areas.” RCW 36.70A.110
Way-finding	“Way-finding” means a coordinated system of off-premises directional signs incorporating general public information.
Wildlife habitat	“Wildlife habitat” means the specific areas or environments in which a particular type of plant or animal lives. An organism’s primary and secondary habitat provides all the basic requirements for life of the organism.
Wildlife (habitat) corridor	“Wildlife (habitat) corridor” means the linear wildlife habitat area that allows for free movement of species through a geographic area.
Zero lot line	“Zero lot line” means the positioning of a structure on a lot so that one side rests directly on the lot’s boundary line.
Zoning map	“Zoning map” means the map which illustrates the boundary lines of the particular zones within the City.
Zoning ordinance	The “zoning ordinance” is that body of law which regulates the structure and use of buildings. Within each zone different development standards are applied to protect the health, safety and welfare of the community.

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Appendices

Land Capacity Analysis

Assumptions (Derived from Pierce County Buildable Lands parcel level data 2022)
Vacant Gross Acres
Vacant Acres Used to Calculate Housing (Gross/Net)
Vacant Acres Used to Calculate Jobs (Gross/Net)
Acres with Infrastructure Gaps (Residential Calculation)
Acres with Infrastructure Gaps (Nonresidential Calculation)
Underutilized Gross Acres
Underutilized Acres Used to Calculate Housing (Gross/Net)
Underutilized Acres Used to Calculate Jobs (Gross/Net)
Acres with Infrastructure Gaps (Residential Calculation)
Acres with Infrastructure Gaps (Nonresidential Calculation)
Displaced Units
Displaced Jobs
Displaced Adjustment
Vacant Single Units
Pipeline Units
Pipeline Jobs
Housing Capacity Calculations
Vacant Residential Acres
Vacant Residential Infrastructure Gap Deduction
Adjusted Vacant Residential Acreage
Vacant Roads Deduction
Vacant Critical Areas Deduction (already taken for net acreage)
Vacant Parks/Open Space Deduction
Vacant Stormwater Deduction
Vacant Acreage after Plat Deductions
Vacant Non-residential in Single Family Zones*
Vacant Residential Capital Facilities Deduction
Vacant Residential Market Factor Deduction
Vacant Residential Capacity Net Acres
Vacant Housing Capacity in Units (with Density Assumption)
Underutilized Residential Acres
Underutilized Residential Infrastructure Gap Deduction
Adjusted Underutilized Residential Acreage
Underutilized Roads Deduction
Underutilized Critical Areas Deduction (already taken in net acreage)

Corridor Mixed Use		Urban High Density		Urban Low Density	
Assumption	Calculation	Assumption	Calculation	Assumption	Calculation
39.7		22.6		129.8	
33.2		22.6		96.3	
39.7		22.6		129.8	
-		-		-	
-		-		-	
98.2		55.7		406.6	
96.1		54.2		312.1	
98.2		55.7		406.6	
-		-		-	
-		-		-	
37.00		34.00		138.00	
0.00		0.00		0.00	
0.00		0.00		158.00	
0		0		0	
107		0		0	
10%	3.97	100%	22.6	100%	129.8
0%	0	0%	0.0	0%	0.0
-	3.97	-	22.6	-	129.8
0%	0	10%	2.3	10%	13.0
-	-	-	-	-	-
0%	0	3%	0.7	3%	3.9
0%	0	0%	0.0	0%	0.0
-	3.97	-	19.6	-	112.9
0%	0	1%	0.2	1%	1.1
0%	0	0%	0.0	0%	0.0
30%	1.19	30%	5.9	30%	33.9
-	2.78	-	13.5	-	77.9
15 DU/Acre	42	30 DU/Acre	406	5 DU/Acre	390
10%	9.61	100%	54.2	100%	312.1
0%	0	0%	0.0	0%	0.0
-	9.61	-	54.2	-	312.1
0%	0	10%	5.4	10%	31.2
0%	0	0%	0.0	0%	0.0

Assumptions (Derived from Pierce County Buildable Lands parcel level data 2022)
Underutilized Parks/Open Space Deduction
Underutilized Stormwater Deduction
Underutilized Acreage after Plat Deductions
Underutilized Non-residential in Single Family Zones*
Underutilized Residential Capital Facilities Deduction
Underutilized Residential Market Factor Deduction
Residential Capacity Net Acres
Adjusted Displaced Units (Note: working buildable lands backward, we were unable to identify the adjustment rate, the numbers here represent existing units)
Underutilized Housing Capacity (based on density assumption)
Total Housing Capacity

Assumptions (Derived from Pierce County Buildable Lands parcel level data 2022)
Employment Capacity Calculation
Vacant Nonresidential Acres
Vacant Nonresidential Infrastructure Gap
Deduction Adjusted Vacant Nonresidential Acreage
Vacant Nonresidential Capital Facilities Deduction
Vacant Nonresidential Market Factor Deduction
Vacant Nonresidential in Single Family Zones Addition
Vacant Nonresidential Capacity Net Acres
Vacant Employment Capacity (Jobs/Acre)
Underutilized Nonresidential Acres
Underutilized Nonresidential Infrastructure Gap Deduction
Adjusted Underutilized Nonresidential Acres
Underutilized Nonresidential Capital Facilities Deduction
Underutilized Nonresidential Market Factor Deduction
Underutilized Nonresidential in Single Family Zones Addition
Underutilized Nonresidential Capacity Net Acres
Adjusted Displaced Jobs
Underutilized Employment Capacity
Total Employment Capacity

Corridor Mixed Use		Urban High Density		Urban Low Density	
Assumption	Calculation	Assumption	Calculation	Assumption	Calculation
0%	0	3%	1.6	3%	9.4
0%	0	0%	0.0	0%	0.0
-	9.61	-	47.2	-	271.5
0%	0	1%	0.5	1%	2.7
0%	0	0%	0.0	0%	0.0
50%	4.80	50%	23.6	50%	135.8
-	4.80	-	23.1	-	133.1
	37		138.0		0.0
15.0 DU/Acre	35	30 DU/Acre	555	5 DU/Acre	665
	77		961		1055

Corridor Mixed Use		Urban High Density		Urban Low Density	
Assumption	Calculation	Assumption	Calculation	Assumption	Calculation
90%	35.75	0%	0.0	0%	0.0
0%	0	0%	0.0	0%	0.0
-	35.75	-	0.0	-	0.0
0%	0	0%	0.0	0%	0.0
50%	17.87	0%	0.0	0%	0.0
0%	0.00	1%	0.2	1%	1.1
-	17.87	-	0.2	-	1.1
20 Jobs/Acre	357	20	4	20	23
90%	88.36	0%	0.0	0%	0.0
0%	0	0%	0.0	0%	0.0
-	88.36	-	0.0	-	0.0
0%	0	0%	0.0	0%	0.0
50%	44.18	0%	0.0	0%	0.0
0%	0.00	1%	0.5	1%	2.7
-	44.18	-	0.5	-	2.7
	4		0.0		0.0
20	880	20	9	20	54
	1344		13		77



Housing Action Plan



CITY OF BUCKLEY HOUSING ACTION PLAN

September 2023

City of Buckley
Housing Action Plan

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Introduction

Preface

This Housing Action Plan is made possible by a grant administered by the Washington State Department of Commerce through House Bill 1923. The bill encourages Cities to increase residential building capacity for underserved populations. The strategies identified in this plan will inform the City’s 2024 Comprehensive Plan Housing Element and act as the guide for subsequent housing policy implementation.

The HAP identifies strategies for Buckley to expand housing diversity, improve affordability, and increase housing access for all residents. Although Buckley does not directly develop community housing, the City creates policies and regulations that influence housing. This HAP is the outcome of evaluating housing needs, engaging with the community and stakeholders, and reviewing existing policy to develop housing strategies and implementation actions. The plan does not change policy directly but identifies where policy improvements can be made to alleviate housing pressures felt by residents in the community.

City’s Message

The Housing Action Plan (HAP or Plan) is the City of Buckley’s toolkit for increasing housing options and affordability in the community to help achieve its vision of a more vibrant, inclusive, and equitable future. While Buckley seeks to make meaningful changes in the housing market, addressing the broad range of Buckley’s housing needs will also need the continued participation of Buckley’s housing and human service partners. Therefore, the Housing Action Plan complements and will seek to expand the City’s collaborations, partnerships, commitments, and plans.

Report Organization and Planning Process

Purpose and Intent

In late 2021, the City of Buckley applied for grant funding allocated by the Washington State Department of Commerce and funded through Engrossed Second Substitute House Bill (E2SHB) 1923. This bill supports municipal research to increase urban residential capacity in cities. Cities utilize granted funding to evaluate the local housing need and determine actionable steps to improve housing stock, diversity, and affordability. State funding endows municipalities the opportunity to proactively plan for housing that meets present and future community housing needs.

Buckley was awarded under E2SHB 1923 and received grant funding to prepare a Housing Action Plan (HAP). The purpose of the housing action plan is to develop a single report that defines community values, analyzes projected housing needs, and identifies the most appropriate strategies and implementation actions that promote housing opportunities at all income levels. The HAP will serve as the basis for the City’s 2024 Comprehensive Plan Housing Element Update and will also inform other aspects of that plan including the Utilities, Capital Facilities, Parks, Economic Development and Land Use Elements.

The Planning Process

The City of Buckley worked with the community, local stakeholders, and consultants to understand different perspectives of housing needs, barriers, and concerns to prepare the HAP. Buckley began the HAP process by conducting the Housing Needs Assessment (HNA). The HNA derived data sources from government and private entities that evaluate who lives in Buckley, the affordability of housing, and the likelihood of community displacement. Some of the data sources include the American Community Survey, Puget Sound Regional Council, Washington State Office of Financial Management, Case-Shiller, and Zillow. Given that most federal and state data sources are woefully outdated (some dating back to 2012), the City supplemented more current data whenever possible. All sources are noted throughout this document’s appendices.

The HNA draft was completed and presented to City Council in April 2022. An open house in City Hall was held to encourage Council members to ask questions, review data, or provide feedback on potential actions. Once the HNA was drafted, the City initiated the public participation process to gain firsthand perspectives of how housing pressures are experienced by residents. A community survey was performed using SurveyMonkey, an online survey tool, and was open to all community members between May 30, 2022, and October 31, 2022. The community survey was available both electronically and via hard copies in Buckley City Hall. Advertising also occurred on the City’s website and social media pages. One hundred fifty-four respondents responded to thirty-one survey questions about housing in Buckley.

The final HNA was issued in June 2022. Two groups of stakeholders were identified to give in-depth feedback on the Housing Needs Assessment and provide direction for future housing development in Buckley. Stakeholders were selected based on their history developing in Buckley, familiarity with the development and construction of housing, business owners and/or active participation in local governance. A group of community and technical stakeholders attended two virtual sessions in February 2023 and participated in open discussions mainly pertaining to affordable housing gaps, land acquisition and economic challenges, multifamily housing, and the need for amenities.

Limitations

Buckley does not act as a housing developer. The Housing Action Plan identifies where policy changes and improvements can be made to increase affordable housing in the community but does not change policy directly. The Housing Action Plan is a guidance document, meant for leading next steps and not for encapsulating strict instructions or limitations upon city housing actions.

Organization of this Report

The Housing Action Plan is organized into the following main components:

Introduction – Part 1: An overview of the legislative context and local history from which this plan arises.

Investigation and Findings – Part 2: A summary of data and takeaways from each stage of the Housing Action Plan. Summaries include an overview of key information from the Housing Needs Assessment, Public Engagement, and Housing Framework Review process.

Housing Toolkit and Strategies – Part 3: A list of potential policies, programs, regulations, and incentives specifically selected based on the community’s development pattern, demographics, affordability needs, and characteristics.

Implementation Plan – Part 4: A summary of steps necessary to implement recommendations of the Housing Toolkit and Strategies section, and how it should be coordinated by the city’s staff, partners, and the public. Estimated timelines are included for each action in the Implementation Chart to provide reasonable expectations for how long these actions will take the city to complete.

Monitoring Plan – Part 5: A table of indicators to be used for monitoring the success of each action recommended by this plan. Data sources are identified to assist the city in tracking progress of the actions.

Glossary – Appendix A: A glossary of terms used through the Housing Action Plan. Some of the appendices also contain glossaries for terms specific to those subjects.

Housing Needs Assessment – Appendix B: A report containing key data points on community demographics, employment and income, housing conditions and affordability, and an analysis of the gaps in housing serving different income bands.

Public Engagement Summary – Appendix C: A summary of the public engagement activities, efforts, and feedback generated from the public and stakeholders. The summary includes a description of each engagement event or activity and a synopsis of overarching themes.

Housing Framework Review - Appendix D: A housing policy consistency review identifying gaps between the comprehensive plan, Puget Sound Regional Council (PSRC), and Pierce County policies. The Implementation Evaluation table assesses the effectiveness of current housing policies by understanding the impact 2015 comprehensive plan policies had on housing development between 2015 to 2022. Recommended policy revisions to align with HAP strategies and actions are included.

Housing Toolkit and Strategies – Appendix E: An in-depth discussion of the potential housing strategies and toolkits the City will pursue as part of the Housing Element update for the larger Comprehensive Plan.

Implementation Plan – Appendix F: A table of the implementation of the above strategies for the Housing Toolkit (Appendix C). Other strategies identified as part of the Housing Framework Review (Appendix D) will also be considered as part of the Housing Element to the Comprehensive Plan Update.

Part 1: Introduction

The Puget Sound region is attractive to developers and buyers, as urban centers are close to outdoor amenities and transportation corridors. Growth in the region's cities is occurring in unprecedented numbers, and as cities continue to grow at historic rates, they also become less affordable, particularly for lower-income households and residents who have called the Pacific Northwest home for generations or are attracted to the robust economy of the region. As cities struggle to keep pace with growing populations, they also witness households being priced out or displaced; sometimes resulting in homelessness. Inability to annex new lands into City's limits also creates significant housing strains. The region has entered a "Housing Crisis".

The City of Buckley is no exception to the housing crisis, with nearly one third of its households being cost-burdened, meaning over 30 percent of their household income is spent on housing alone. Renter households are disproportionately affected with one third of renter households experiencing some cost burdens, and 11% being severely cost-burdened or spending more than 50 percent of their income on housing. As a reflection of the housing crisis, housing costs have also been steadily rising in Buckley, far outpacing income rates in the local area and the region. For example, Buckley median priced homes cost approximately \$408,668 in 2019, requiring a monthly income of \$7,059 to be considered affordable. This trend has only accelerated in recent years. Homeownership affordability is becoming further and further out of reach for residents in the City of Buckley.

Regional market forces increasing local housing costs puts many long-term residents at risk of displacement. Although there are new multi-family units in the City pipeline for development, there are still significant concerns that vulnerable households cannot continue to afford to live in Buckley. Fully 80% of the city's current housing stock is single-family homes. New homes are selling for \$600,000 or more, well beyond the reach of households earning the area median income or below. Seniors are especially vulnerable to displacement because their retirement and social security does not change based on inflation, and subsidized housing can have long wait lists for permanent placements. Buckley's Housing Needs Assessment (HNA) outlines these trends and other known housing disparities. The HNA is found in *Appendix B* of this document.

With continued population growth anticipated for the region, Buckley can expect an accompanying housing demand. The City recognizes this period as a critical point in housing planning, which is why the City has prioritized the creation of this Housing Action Plan. The City plans to utilize HNA data and community input to inform how to monitor projected growth, and to ensure that Buckley can retain community character while providing housing for cost-burdened households and reduce the threat of displacement. The HAP creates three strategic objectives to guide decisions regarding the future of housing in Buckley:

Strategy A: Allocate Regional Partners and Funding Resources. Invest in developing a regional response to housing needs, specifically for very and extremely low-income households, by coordinating a task force to share responsibilities of financial relief programs, marketing, educational resources, and collaboration with interjurisdictional partners.

Strategy B: Create affordable housing opportunities for low- and moderate-income households. Increase affordability of housing units for impacted income bands (extreme low income & moderate/above median income) through municipal code amendments.

Strategy C: Revitalize Commercial Areas. Improve city wide economic opportunities for businesses and the community workforce to make Buckley an attractive marketplace to grow businesses, provide living wage jobs, and develop housing opportunities. Enhance the economic landscape of Buckley, in and beyond the downtown subarea plan, to strengthen business interest and increase local access to adequate amenities and retail or professional services for all residents.

Each strategic objective will be achieved through a series of actions. These actions are described in *Part 3: Housing Toolkit and Strategies* and more fully explored in Appendix E. Each action is designed to serve burdened income households, intracity geographical areas, and vulnerable households. An implementation plan and monitoring plan follow the recommended strategies and lay the framework of the City's response to meeting its projected housing needs.

What Is a Housing Action Plan?

The Housing Action Plan is a list of policies and regulations recommended to help cities meet the changing needs of their communities. To address the housing crisis, the Washington State Legislature passed HB 1923 in 2019, a bill to increase the overall housing supply of the state. HB 1923 encourages Cities planning under the GMA to undertake specific actions to increase residential building capacity and address affordability issues. The state promotes the development of Housing Action Plans to outline and define these actions. More specifically HAPs are intended to include and address the following:

- Determine the current state of housing in the community, anticipate future housing needs, and create actions to fill the gaps between the two.
- Encourage the construction of additional affordable and market-rate housing in a greater variety of housing types and at prices that are accessible to a greater variety of incomes.
- Include strategies that address the for-profit single-family home market.

HB 1923 made funding available to supplement the cost of creating Housing Action Plans. The Washington State Department of Commerce is the administrator of these grants and runs programs to help municipalities navigate the requirements of the GMA and HB 1923. Buckley has allocated some of these funds to develop this HAP.

Housing need predictions allow Buckley to address future housing problems before they arise. The Housing Needs Assessment (HNA) – Appendix B analyzes differences between the existing housing stock and the future housing needs in the city. Although Buckley households are statistically wealthy, households in Buckley have double the income Pierce County does on average, the cost of housing is also very high. Housing gaps will likely exist for housing affordable in above income, moderate income, and very or extremely low-income groups. While typical housing market forces will likely fill gaps for

upper and medium income groups, the City must create effective policies to accommodate the expanding need for housing affordable to people in the lowest income range.

The Housing Action Plan contains a review of the community’s housing needs and objectives, an evaluation of existing strategies to understand gaps, and recommendations for Buckley-specific solutions. It also sets a policy direction for the City’s review of and updates to the Buckley Comprehensive Plan, programs, and regulations that set the stage for housing creation and preservation.

Buckley’s Housing Action Plan is comprised of four significant efforts:

- 1) Evaluating housing needs;
- 2) Engaging with the community and stakeholders;
- 3) Reviewing existing policies; and
- 4) Developing strategies guided by principles directly drawn from Washington State legislation.

Ensuring Housing for the Future

As housing costs in Buckley continue to rise, there will be fewer opportunities for young and aging Buckley residents to have housing stability. The only sector of the housing market expected to have sufficient stock in twenty years are units affordable to homeowners who have moderate and above median incomes. As discussed in *Part 2: Investigation and Findings*, community input and HNA data have identified the need for additional affordable and accessible housing units in the city. Buckley is presented with two alternate futures. If the City does not address housing needs predicted by the HNA, long-time community members and their children may be forced out to seek housing elsewhere. Displacement may eventually drain the neighborhood-oriented community that has existed since the early 1900’s. On the other hand, with thoughtful policies, Buckley can avoid creating an increasingly burdened and unaffordable housing stock that does not serve its community. If Buckley does not plan to address these problems, the city can likely expect occurrences of poverty, homelessness, and a lower quality of life.

However, there are opportunities available for Buckley to honor the city’s existing character while developing affordable and high-quality housing. These opportunities are described in *Part 3: Housing Toolkit and Strategies* and explored more fully in Appendix E. Recommended actions as part of this Housing Action Plan provide feasible pathways to meeting housing goals while continuing to preserve valued aspects of Buckley, such as access to natural and urban spaces. It is an exciting time for the City of Buckley as it moves towards a future that addresses affordability and preserves the high quality of life residents have come to expect.

Brief History and Context

The City of Buckley is a community located in north Pierce County and in the foothills of Mount Rainier. Buckley lies on the White River plateau between the Puget Trough and the southern Washington Cascades approximately 19 miles inland from the Puget Sound. Buckley is bordered on the north by Enumclaw, Burnett to the south, and Bonney Lake to the west.

The Coastal Salish and Puyallup sovereign nations lived upon the land where Buckley now resides since time immemorial. Nations of this land, now known as the Puget Sound region, held unique and extensive economic and cultural networks and spoke dialects of the Puget Sound Salish language. After European colonization, the United States Homestead Act of 1862 permitted settlers to claim land throughout the Western United States, which brought settlers to the Northwest area throughout the second half of the 1800s. Disease, violence, and war brought by colonization and settler inhabitation heavily devastated the sovereign nations, displacing communities, and suppressing cultural practices. Sovereign nation peoples and their culture remain today in the Pacific Northwest, as well the lingering generational impacts of colonization. The City of Buckley acknowledges that the city is built upon the ancestral native land of the sovereign nations.

Disagreements over the fairness of the 1854 Treaty of Medicine Creek led to the Puget Sound War that lasted between 1855 to 1856. The war was fought between members of the Nisqually, Muckleshoot, Puyallup, and Klickitat nations, and the United States military. After the end of the war in 1856, native peoples relocated towards eastern Washington. White settlers permanently colonized the land by the late 1870s, shifting the area’s economic focus to farming, lumber, milling, dairy, and mining. By 1877, the region’s resource-based economy supported the construction of the railroad stretching from Tacoma to Carbonado, enhancing access to region’s urbanized, coastal, and economic hubs. Since the 1890s, Buckley has steadily grown into a more suburban community whose economic base is supported largely by government and service jobs. In 2021, the city’s population sits at 5,300 people.

Due to its proximity to the Seattle urban area and access to outdoor recreation, Buckley’s population is expected to double in size (8,293 people) by 2044. Commuter households have been common in Buckley, for one in ten employed residents live and work in Buckley, and 92% of the city’s workforce commutes from out of town. While the city’s economic focus has shifted over the last century from agriculture and natural resource extraction to a commuter residential town, the city has retained its aesthetic character and access to rural and outdoor areas. As directed by the Growth Management Act (GMA), Buckley is required to protect its environmental resources through thoughtful planning for future population increases. Implementation of the strategies identified in this document will support Buckley in accommodating anticipated population growth and needed housing while protecting the resources the city values.

Part 2: Investigation & Findings

This document is the capstone of the long-term effort which collected and analyzed community input, public data, and existing policies among other facets of Buckley housing. Quantitative and qualitative public feedback has been collected, and while every Buckley resident did not engage in the input process, broad community opinion was captured. Data available from local, regional, state and national sources were analyzed to determine trends in housing cost, tenure, job availability, and many other aspects of the housing market. Policy analysis revealed where current legislation is performing well and where legal gaps remain. After integrating housing assessment data from the HNA (Appendix B), community input (Appendix C), and the legislative framework (Appendix D), strategies were created to fill gaps between the current and projected housing needs of Buckley (Appendices E and F).

Summary of Findings: Housing Needs Assessment

The 2022 Housing Needs Assessment (HNA) demonstrated that Buckley's current low-density, single family development trend will not meet the 3,372 units needed by 2044. Additional small units are identified as necessary to increase affordability for smaller families in Buckley. Although economic incentives will favor the development of more expensive houses, Buckley will need to consider how to increase the housing supply for low-income households. To create a greater diversity and number of units, Buckley will need to double its average rate of production to 58 new units annually to meet its 2044 growth target. Although there are gaps between current housing supply and housing need, the HNA determined that the city has enough vacant or re-developable land to meet units required by 2044. To best utilize these available lands, Buckley will need to provide housing policies and regulations which provide a pathway for the construction of affordable units. The results of this assessment were presented at the Buckley City Council in Spring 2022 and shared with stakeholder groups in Winter 2023. Engagement at community events, city staff communication, and city website postings advertised survey efforts. The Housing Needs Assessment is included in the HAP under *Appendix B*.

Summary of Public Engagement: Connecting to People

The City's community engagement plan and results are presented in *Appendix C*. A series of meetings in Winter 2023 asked stakeholders to evaluate the Housing Needs Assessment key data points and takeaways and share how they thought additional housing should be developed in Buckley. These groups discussed current housing deficits and what aspects of Buckley must be preserved in the future. A survey was distributed to community members over the summer in 2022 to collect community perspectives on housing issues and solutions.

The community of Buckley has acknowledged that the city has increasingly become a commuter town and has seen gradual growth throughout the community. While there is broad demand for greater housing affordability and attainability in the city, the community requests that efforts are also directed towards revitalizing the economic landscape of Buckley. The City will therefore have to consider how to make progress towards each of the following:

Meet 2044 Targets. Developing a more robust housing supply with a greater variety of housing forms and affordability to meet the needs of the socioeconomic spectrum.

Smaller Homes: Need for smaller housing units to meet needs of low-income individuals, smaller households, and young professionals looking for a starter home. The city housing stock does not reflect these smaller households with only 8% of units being one bedroom or studio and approximately 80% of housing units having two to three bedrooms. Larger homes are occupied by few people who may not be able to afford to downsize their home upon retirement age and are burdened with increasing property tax and home maintenance costs.

Housing Attainability: The existing community is struggling to afford housing in Buckley for owners and renters. Housing costs generally do not reflect the incomes of households and could eventually cause displacement. 24% of homeowners spend more than 30% of their income on housing and 44% of renters spend more than 30% of their income on housing.

Housing Diversity: There are a lack of housing options that reflect the community's demographics. There are many single-family homes with too many bedrooms for smaller households. There is also a lack of options for housing other than a traditional single-family home. Increasingly, there is demand for multi-generational housing types.

Housing Demand: Buckley needs to prioritize finding opportunities to develop housing for every income level, but specifically for extremely low-income households (30% < AMI) or moderate- or high-income households (80%+ > AMI). Developing at both ends of the income spectrum can help alleviate market costs for middle housing units.

Economic Incentivization: Buckley lacks a robust and independent economic base and is likely losing tax dollars to adjacent cities that provide goods and services unavailable in Buckley. Housing is most likely to follow economically rich areas that are desirable places to live and work.

Disclaimers: How Accurate is the Information?

A survey effort was undertaken to collect information on Buckley's housing characteristics. The housing survey was designed to gather respondent profiles and their opinion on Buckley's housing characteristics. Due to grant funding limitations and difficult access to underserved community members, this survey must be interpreted in the context of the sample it reached. A likely response, non-response bias, and several survey design issues, including rating sequence inconsistencies, lack of non-applicable options, and gaps in answer options, limited the survey. The sample group who responded to this survey was older, whiter, and owned more homes than the Buckley population. Therefore, the significance of this survey is limited to the sample it reached.

Summary of the Regulatory Review

The HAP is required to review community's housing needs and objectives, and are evaluated according to existing policies, plans, regulations, and strategies. This evaluation is key in understanding gaps in current housing approaches. The Housing Policy Framework Review for Buckley contains findings that helped inform the development of the actions. Existing housing policies were evaluated by planned housing types and unit success, achievement of goals and policies, and linkage to the HNA. The following summary is intended to be high-level takeaways from the Housing Framework Review, located in *Appendix D*.

Growth Target Evaluation

This Housing Action Plan has been developed to meet the 2044 housing target Pierce County. The city added a yearly average of 35 housing units from 2010 to 2019. To meet the growth target of 3,372 housing units, the city will need to add about 58 housing units per year through 2044. This projection not only demonstrates a need for additional housing units, but also highlights the significant growth that the City will need to strategically plan for. About 76% of the land that is vacant or re-developable is zoned for lower density or single-family development, and 24% is zoned for higher density or multifamily development. If fully developed, this would result in approximately 1,168 single-family units and 368 multifamily units. Existing and future housing gaps levels were also evaluated through this effort. More

units available for ownership are needed for all income levels, especially for moderate and above median income and extremely low-income households. Newer legislation will also require the City to meet the needs of homeless persons and for permanent supportive housing.

Policy Evaluation

- **The 2015 City of Buckley Comprehensive Plan** – The City’s 2015 Comprehensive Plan housing policies were analyzed for consistency with current countywide and regional policies. Gaps and partial gaps were identified to address in this Housing Action Plan. Through this policy evaluation, several recommendations are included to reduce cost barriers to residential development, support racial equity in planning, prevent community displacement, and increase unit access to nearby amenities and transit centers, and missing middle housing opportunities at every income level.
- **The Washington State Growth Management Act** – the Housing Element of the GMA was recently overhauled to place an emphasis on providing housing for all income groups and situations and to reduce the risk of displacement. The HAP Appendix D does a deep policy dive into what is needed from Buckley with respect to its Comprehensive Plan Housing Element Update in 2024.
- **VISION 2050** – As a Pierce County city, Buckley is subject to the policies as promulgated by the region’s multi-county planning organization, the Puget Sound Regional Council. PSRC has adopted VISION 2050, a regional policy document. The Housing Framework Review (Appendix D) reviews VISION 2050’s housing planning policies and makes recommendations for changes to Buckley’s policies.
- **Countywide Planning Policies** – Buckley is also subject to the Pierce County Countywide Planning Policies (CPP). The Framework Review analyzes Buckley’s Housing Policies and codes with respect to meeting the CPP and recommends areas for study and improvement.
- **Recent Statewide Legislation** – The 2021-2022 state legislative session was very active for housing issues to address the state’s housing crisis. Though many of the required changes to local policy will not be due for implementation for a few years, the Housing Framework Review includes suggested policy and code changes to meet these upcoming requirements.

Implementation Evaluation

Understanding the effectiveness of the current city housing policies and the impacts of the 2015 Comprehensive Plan on housing development over the last seven years is critical to efforts of the Housing Action Plan. Knowing the success of each policy will allow the City to modify current policies or craft new policies to achieve the City’s 2044 housing targets both in terms of gross numbers as well as housing types and price points. Policies listed in the 2015 Comprehensive Plan Housing Element chapter are identified, along with their implementation status, success indicators, and measurable outcomes in the Housing Review Framework. Recommendations to enhance policy success or realign policies with this Housing Action Plan, such as policy adjustments or code amendments, are also provided in the table. The Implementation Evaluation table is available in Appendix D: Housing Framework Review.

Part 3: Housing Toolkit and Strategies

Housing Strategy Development

Based on the Housing Needs Assessment (Appendix B), the Public Engagement (Appendix C) and the Regulatory Framework Review (Appendix D), the City has identified three concept-based strategy paths aimed at expanding housing supply and diversity, retaining the existing community, and improving affordability for future residents.

Each potential strategy pathway within the toolkit drives three primary goals, which serve as categorical parameters for subsequent recommended actions. These are not the only potential policy and strategy pathways Buckley will ultimately explore. Many issues noted in the Regulatory Framework (Appendix D) will require a more robust plan. Buckley will also undoubtedly expand on these concepts to bring them from the generic to the specific solution that fits Buckley’s needs. Some of these potential strategy pathways will not become part of Buckley’s final Housing Element of the Comprehensive Plan for a variety of potential reasons, though each will be explored within the context of feasibility and suitability.

As a part of the implementation, actions are categorized according to type and sequence related to the practical challenges that City staff and applicants face during the development review. Some goals have additional actions to broaden the scope of feasible solutions. Implementation is discussed further in *Part 4: Implementation Plan*. The Housing Toolkit and Strategies are explored extensively in Appendix E.

Strategies

The following is a summary of three strategy pathways, each with goals and actions that have the most potential for success given the community’s unique position. The actions strive to address housing supply, community preservation, and quality of life goals. The resulting actions don’t generally work in isolation. Instead, multiple actions work together to encourage types of housing development with the greatest need.

Housing policies that could help close future residential gaps in Buckley were identified for further community discussion. Streamlining building permitting and amending applicable code sections were explored to encourage affordable units. Creating development incentives to increase the density in Buckley through specific mixed-use areas, development agreements, and lot sized averaging were considered. Accessory dwelling unit code amendments were explored as well. Strategies explored to alleviate pressure on Buckley’s housing market were shared with stakeholder groups.

Technical stakeholders favored a Regional Housing Task Force (RHTF) and thought this multi-jurisdictional collaboration would face less community resistance than most other options to increase funding opportunities. The stakeholders’ groups recognized that obtaining funding to pursue many of the recommended actions will be difficult without a regional approach to apply for grants and awards.

Creating new economic opportunities, such as realized commercial areas and job markets, was seen as feasible, but stakeholders advised that Buckley politics were not agreeable to their implementation. To fill the need for more economic opportunities, a market study and infrastructure audit were both seen

as first steps to defining business possibilities in the city. Stakeholder input was used to develop the housing actions proposed in this document.

The toolkit describes the following strategies and goals:

Strategy A: Allocate Regional Partners and Funding Resources

Goal 1: Develop a regional, coordinated response to housing needs.

- Action A.1.1 Regional Housing Task Force
- Action A.1.2 Regional Housing Fund
- Action A.1.3 Local Programs to Help Build Missing Middle Housing

Goal 2: Maintain quality of existing housing stock through partnerships.

- Action A.2.1 Preservation Programs
- Action A.2.2 Homeowner Rehabilitation Assistance & Need-Based Rehabilitation Program
- Action A.2.3 Direct Household Assistance
- Action A.2.4 Foreclosure Resources

Goal 3: Administer alternative housing tools to develop income restricted housing units.

- Action A.3.1 Fee Waivers or Reductions
- Action A.3.2 Alternative Homeowner Models
- Action A.3.3 Strategic Marketing of Housing Incentives

Strategy B: Create affordable housing opportunities for low- and moderate-income households.

Goal 1: Remove site acquisition cost barriers for developers, contractors, and landowners.

- Action B.1.1 Transfer of Development Rights for Affordable Housing
- Action B.1.2 Development Agreements
- Action B.1.3 Pre-Approved Building Plans
- Action B.1.4 Public and Surplus Land for Affordable Housing

Goal 2: Reduce zoning barriers for developers, contractors, and landowners.

- Action B.2.1 Density Bonus Program
- Action B.2.2 Lot Size Averaging
- Action B.2.3 Triplex and Fourplex Code Amendments

Goal 3: Create attainable and affordable rental and home ownership opportunities.

- Action B.3.1 Accessory Dwelling Unit Code Amendments
- Action B.3.2 Multifamily Housing Code Review & Amendment
- Action B.3.3 Rental Unit Code Enforcement
- Action B.3.4 Temporary, Subsidized, Emergency Housing, and Permanent Supportive Housing
- Action B.3.5 Multifamily Tax Exemption

Strategy C: Revitalize Commercial Areas

Goal 1: Define Economic Opportunities and Obstacles.

- Action C.1.1 Market Study
- Action C.1.2 Infrastructure Audit

Goal 2: Amend subarea plan and neighborhood zoning regulations.

- Action C.2.1 Update commercial area related zoning and design standards
- Action C.2.2 PUD Ordinance

Goal 3: Designate resources for economic coordination and funding.

- Action C.3.1 Designate Economic Development Plan Coordinator
- Action C.3.2 Community Development Block Grant

Part 4: Implementation Plan

Understanding the steps necessary to implement the strategic recommendations is essential to their impact. The Implementation Plan (Appendix F) is intended to guide budgeting and work planning for the City, coordination with City partners, and ongoing efforts to update municipal policies. Administration of the plan and long-term compliance monitoring with affordability covenants can often be labor-intensive and requires expertise. Dedicated leadership from a diverse group of local stakeholders such as government officials, businesspeople, labor unions, clergy, educators, public safety employees, and low-income advocates will therefore be required. A comprehensive land use study is recommended for designing coordination efforts and locating feasible areas for implementation, as well as considering the impacts of other applicable factors.

Implementation Considerations

Small cities must effectively design a housing action plan to ensure professional administration is available in the long term. Buckley will also need to consider other applicable factors, such as infrastructure, funding, and Comprehensive Plan policy integration, when determining what methods will be feasible for implementing actions within targeted timeframes. The Implementation Plan table, as provided as Appendix F, describes the following:

- HAP action number and description
- Immediate next steps to take to prepare for implementation.
- Timeline
 - Short Term: 0-2 years
 - Medium Term: 3-5 years
 - Long Term: Over 6 years
- Methods of Accomplishing the Action
- Lead Party
- Investment Level

Although several actions described in this section are involved with the implementation of the Housing Action Plan, there are topic areas in the Plan that will require further coordination and guidelines for detailed tasks. In addition, full implementation will need additional coordination and effort.

Land Use Study

The City should determine specific land-use changes and zoning districts to achieve increased housing diversity. In addition, this study should be coordinated with and inform the Comprehensive Plan updates and highlight opportunities for the following changes to the municipal code and Comprehensive Plan policies:

- Allowance of additional developed square footage or number of units through lot averaging regulations.
- Standardize specific development standards for triplex and fourplex development, and the support of single- family residence conversion into these unit types.
- Implementation of a form-based code to review development through a height, bulk, and design lens of proposed buildings.
- Increase allowed square footage per ADU under a set of specific, city approved circumstances.

The study should focus on identifying land use changes that would result from new capacity and diversity in the city's housing stock. To support this objective, the study should examine the feasibility and likelihood of development under the proposed land use changes. The study should also highlight options that would help achieve a diversity of housing types and sizes across the city through development, redevelopment, and infill strategies. Ongoing efforts should be coordinated to monitor these changes' long-term effects and adjust these policies and provisions as needed.

Infrastructure Demand Study

A comprehensive audit of the city's current infrastructure levels of service available should be conducted along with a predicted demand analysis. In Buckley, strategic infrastructure investments must be based on forecasts of the areas where infrastructure will be most strained. As discussed in *Appendix C: Public Engagement*, increased infrastructure, such as access to reliable and accessible public transportation, is an area of particular interest to community members and the City. Infrastructure demand studies must be linked to the Land Use study to properly plan for both infrastructure investment and appropriate land use designations.

Housing Fund Strategy

The City should develop a coordinated strategy to determine how these funding sources should be applied to maximize the yield of affordable housing and address critical gaps in the availability of local affordable housing.

Ongoing Monitoring and Review

Ensuring that these programs have the intended effects and will meet the overall goals identified in this Housing Action Plan and the upcoming Comprehensive Plan will require long-term efforts to monitor the development of market-rate and affordable housing in the city. Because of this, the overall implementation of the HAP should be reviewed with a series of indicators and regular reviews within the next four years. Such efforts should be coordinated by the Regional Housing Task Force.

Comprehensive Plan Policy Integration

A substantial portion of the actions identified in this Housing Action Plan will either be implemented directly through changes to the Comprehensive Plan or supported through amended Comprehensive Plan policies. Because of this, these revisions should be specifically identified and incorporated into the initial planning processes for the Comprehensive Plan update. Therefore, under the recommendations in this document, the following steps would be necessary to coordinate potential revisions for the Comprehensive Plan update:

Policy Focus: Develop a series of clear policy statements based on recommendations from the HAP that reinforce the commitment of the City in specific topic areas related to housing, including racial equity in the real estate market, anti-displacement efforts, and the demand for diverse housing types.

Housing Goals: Amend the goals for housing development based on the projections included in this report. These may be adjusted to account for revisions to the Countywide Planning Policies but should consider the identified need for additional housing across income categories in the community.

Residential Land Use Study: Coordinate a detailed review of current zoning and development feasibility to determine potential areas where increased development densities and new housing types would result in more housing. This assessment establishes recommended locations where zoning regulations should be changed through targeted rezones, minimum density requirements, and allowances for new housing types within these areas. These changes should be provided as revisions to the land use map and related policies in the Comprehensive Plan.

Proportionality and Gaps in Funding

Lastly, the Housing Action Plan identifies housing needs and barriers to be addressed at the county, state, or federal level. Proportionality, meaning relationships that retain the same ratio, becomes evident when small cities are not the best suited to leverage sufficient funding to meet housing needs identified in this plan. Historically, small cities have relied upon interjurisdictional cooperation to fund needed projects.

Almost all actions in this plan require funding for implementation and monitoring. This is especially true for actions intended to create affordable housing for vulnerable and low-income households. While the actions adopted are intended to fill the gap in housing affordability, they need state and federal government relief to make the outcomes of those actions a reality. Loss of funding at either the state or

federal level can have severe impacts at the local level, and this is where proportionality becomes an important consideration.

Therefore, an important part of implementation is not only the funding for the construction and maintenance of low-income housing, but for future legislation that enables small cities like Buckley to control, monitor, and maintain the affordability of housing, and the outcomes of the actions once they are implemented. Proportional funding from multiple government levels will be crucial for implementation of recommended actions. Buckley will need to inventory available resources to ensure adequate funding for their housing actions is provided.

Part 5: Monitoring Plan

Monitoring: The City and Community Stewardship

The following section includes a monitoring plan that describes how the success of the recommended actions should be measured. The monitoring plan is offered to those determining budgets for City Council review. One purpose of the Housing Action Plan is to assist the City in preparing for the next Comprehensive Plan update. Several “strategies” do not directly result in housing creation. Instead, each of the three strategies contains a framework to meet the goals of each principle. For example, some of the actions include monitoring local efforts. These benchmarking actions fit into the larger strategies by indicating the progress of the broader strategic effort. They help the City understand housing needs, assess the effectiveness of overall efforts and specific actions, and inform future planning efforts. Housing strategies often require ongoing efforts to monitor local conditions and evaluate the impact of different actions.

The evaluation outlined below includes assessing data for Buckley and surrounding communities for comparison. However, one of the significant challenges with this complete suite of indicators is that accurate metrics in Buckley, including data on renters and homeowners, can take time for the City to collect promptly. While data from the State Office of Financial Management and Zillow are often updated quickly, available sources of household-level information, such as the American Community Survey, often need to catch up due to the reliance on surveys. Because of this, the time and scale of these indicators should be explicitly considered and explained in any reporting.

Below are the main sources of data available to the City for the purposes of tracking indicators described in the Monitoring Plan:

Internal City construction permit tracking. Online or paper files containing building permits, land use actions, and code enforcement throughout the city.

Pierce County Assessor’s Office. The Pierce County Assessor’s Office Website contains property resources including general property information, property taxes, collected fund allocations, and instructions for exemptions, deferrals, and appeals. More specifically, the website contains information regarding tax incentives for multifamily housing, foreclosure resources, and parcel permit history.

WA State Office of Financial Management. Also known as the “OFM”, is a state government that provides estimates of state and local population, monitor changes in the state economy and labor force, and conduct research on a variety of issues affecting the state budget and public policy. The OFM Forecasting and Research service provides in-house analytical research and databases, such as the Postcensal Estimates of Housing, for communities in Washington State.

United States Census Bureau. Also known as the Bureau of the Census, is a U.S. Federal Statistical System principal agency responsible for producing data about the economy and people of America. The agency produces the American Community Survey, 5-year estimates, which provides detailed population and housing information for communities.

The following table describes the overall strategies created within the Housing Action Plan. These will be informed by the Housing Toolkit (Appendix E) as well as the regulatory requirements discussed in the Regulatory Framework (Appendix D).

Guiding Principles			
A. Allocate Regional Partners and Funding Resources B. Create Affordable Housing Opportunities for Low- and Moderate-Income Households C. Revitalize Commercial Areas			
Action	Indicator	Purpose	Sources
A.1.1 Regional Housing Task Force (RHTF)	Create and monitor RHTF partnerships and resources accrued. Memorandum of Understanding. Track partnership coordination meeting minutes.	The first step in implementation success is the creation of a regional, collaborative entity. The creation of the RHTF is precursor to all other associated indicators. Participation and buy-in from other member jurisdictions will be crucial to success of its efforts. Attendance can be monitored for insights to regional interest and success.	City RHTF Ordinance or Memorandum of Understanding. City tracking of meetings minutes. City of Buckley “Master Community Resources Webpage”.
A.1.2 Regional Housing Fund	Monitor use of city and regional funds to support affordable housing development, within Buckley and member RHTF jurisdictions. Track partnership coordination meeting minutes.	It is essential to understand how the RHTF and regional funding programs are being used to support affordable housing. To use these funds most effectively, tracking their expenditure and use allows adjustment to the funding programs in the future. Monitoring RHTF coordination allows the city to have better information on the local fund programs that exist in proximity to the city and the region as a whole. The city can then obtain more applicable and needed funding awards and track the success of interjurisdictional partnerships and efforts.	City tracking of housing expenditures. City tracking of meeting minutes. City of Buckley “Master Community Resources Webpage”.
A.1.3 Local Programs to Help	Housing development	Understanding whether the city is creating of diverse housing types over	Internal city construction permit tracking.

Guiding Principles			
A. Allocate Regional Partners and Funding Resources			
B. Create Affordable Housing Opportunities for Low- and Moderate-Income Households			
C. Revitalize Commercial Areas			
Action	Indicator	Purpose	Sources
Build Missing Middle Housing	completed, total and by housing type. Track the number of successful applications of programs created to help build missing middle housing.	time to meet needs will require monitoring the rate at which new housing units of different types are produced. Tracking the number and successful application of programs that address missing middle housing can help determine where the city's efforts should be placed in incorporating missing middle housing.	Pierce County Assessor's Office. WA State Office of Financial Management Postcensal Estimates of Housing.
A.2.1 Preservation Programs	Inventory of city funds and programs, and percentages used, to support housing unit improvements.	It is essential to understand how the City's funding and incentive programs are being used to support vulnerable and easily displaced households. To use these funds most effectively, tracking their expenditure and use allows adjustment to the program in the future.	City tracking of housing expenditures.
A.2.2 Homeowner Rehabilitation & Assistance & Need-Based Rehabilitation Program	Homeownership rates, total and by race/ethnicity. Monitor use of city funds and incentives to support home safety modifications and repairs.	It is essential to understand how the city's funding and incentive programs are being used to support vulnerable and easily displaced households. To use these funds most effectively, tracking their expenditure and use allows constructive adjustment to the program in the future.	City tracking of housing expenditures.
A.2.3 Direct Household Assistance	Inventory of city funds and incentives, and percentages used, to support cost burdened households.	It is essential to understand how the City's funding and incentive programs are being used to support vulnerable and easily displaced households. To use these funds most effectively, tracking their expenditure and use allows constructive adjustment to the program in the future.	City tracking of housing expenditures and incentive use.
A.2.4 Foreclosure Resources	Homeownership rates, total and by race/ethnicity. Monitor the number of foreclosures in Buckley.	Understand the percentage of homeownership in Buckley, especially BIPOC and other groups that have often been challenged to access homeownership in the past. This could help the city understand how income bands impact foreclosure rates amongst the population. The success of the foreclosure resources program can be determined through foreclosure rates measured over periodic intervals. Continued monitoring can show which resources and advertisements were most effective.	US Census Bureau, American Community Survey, 5-year estimates. City tracking of foreclosures. Zillow foreclosures.

Guiding Principles			
A. Allocate Regional Partners and Funding Resources			
B. Create Affordable Housing Opportunities for Low- and Moderate-Income Households			
C. Revitalize Commercial Areas			
Action	Indicator	Purpose	Sources
A.3.1 Fee Waivers or Reductions	Housing development completed, total and by housing type. Track the number of successful affordable housing applications where fee waivers or reductions were granted.	Understand cost burdens developers face when proposing to build different affordable housing types and models. The change in number of city affordable housing development applications with reduced fees applied provides a metric of success for city encouragement of the reduction program.	Internal city construction permit tracking. Pierce County Assessor's Office. WA State Office of Financial Management Postcensal Estimates of Housing.
A.3.2 Alternative Homeowner Models	Housing cost burden by household type and income category. Track the number of permits approved for projects under the alternative homeowner models program.	Identify potential housing supply for low- and moderate-income households. Identify model averages between renters and homeowners. Understand cost burdens vulnerable households face when accessing housing type and availability. Tracking the number of alternative homeowner projects can measure the developer interest in models and what improvements can be done to encourage additional alternative home models.	Internal city tracking. US Department of Housing and Urban Development Comprehensive Housing Affordability Strategy (CHAS) data, 5-year estimates. US Census Bureau, Public Use Microdata Sample data, 5-year estimates.
A.3.3 Strategic Marketing of Housing Incentives	Inventory of marketing materials available on the city's website platform, publicly available framework showing expected outcomes for projects. Tracking applicant and developer incentive usage over time. Pre-Application Meeting notes options, and permit application that reflect the suggested incentives.	Tracking incentive usage over time can help the city identify the correlation between advertisement methods and the rate of housing incentives utilized in development. Trends in preapplication meetings related to housing incentives showcase developer interest in the incentive programs. The number of permitted projects that used the marketed incentives can determine the success of marketing methods and the incentives themselves.	City of Buckley "Master Community Resources Webpage". Internal city permit tracking.
B.1.1 Transfer of Development Rights for	Track the number and location of development rights transactions.	Identify "sending" and "receiving" sites. By understanding the number of transactions that are used, the city can see not only the bulk success of the	Internal city permit tracking.

Guiding Principles			
A. Allocate Regional Partners and Funding Resources			
B. Create Affordable Housing Opportunities for Low- and Moderate-Income Households			
C. Revitalize Commercial Areas			
Action	Indicator	Purpose	Sources
Affordable Housing	Pre-Application Meeting notes options, and permit applications that reflect the TDR.	program, but also what areas of the city are impacted by the program. Pre-Application meetings track developer interest in the program, and can also provide challenge and limitations feedback for city staff.	
B.1.2 Development Agreements	Track the number and location of signed development agreement recordings. Track the number of Public Hearings for DA projects.	By understanding the number of DAs recorded at Pierce County, the city can see not only the bulk success of the program, but also what areas of the city and what types of development are impacted by the program.	Pierce County Assessor's Office. City of Buckley Website.
B.1.4 Pre-Approved Building Plans	Housing development completed, total and by housing type. Track permit application materials with pre-approved site plans.	Understanding whether the city is maintaining the creation of diverse housing types over time to meet community needs will require monitoring the rate at which new housing units of different types are produced. By tracking the permit application materials, the city can see if pre-approved plans or site plans resulted in more housing units or has continued to develop single-family residential units.	Internal city permit tracking.
B.1.4 Public and Surplus Land for Affordable Housing	City inventory of surplus properties; vacant, underutilized, abandoned, surplus, or tax-delinquent private properties. Number of residents housed in affordable housing units, built on public land.	Tracking surplus property development over time can help the city determine the percentage of surplus and public lands utilized for affordable housing efforts or other prioritized city uses. The total number of residents in affordable housing as a result of developing these lands will determine the effectiveness of the program.	Internal City Permit tracking. HUD CHAS.
B.2.1 Density bonus Program	Housing supply by income band. Monitoring the proliferation of the public benefit identified.	Housing supplies for low- and moderate-income households can be essential to understand if there are shortfalls, specifically with low-income housing in the city, and whether new development and existing units can meet changing needs.	US Department of Housing and Urban Development, Comprehensive Housing Affordability Strategy (CHAS) data, 5-year Estimates. Zillow CoStar. Internal City permit tracking.

Guiding Principles			
A. Allocate Regional Partners and Funding Resources			
B. Create Affordable Housing Opportunities for Low- and Moderate-Income Households			
C. Revitalize Commercial Areas			
Action	Indicator	Purpose	Sources
		The identified public benefit, for instance below-market units, which may be exchanged for additional density in the density bonus schema should be tracked through time to analyze the success of the program.	
B.2.2 Lot Size Averaging	Housing development completed, total and by housing type. Track average lot size with improved structures on approved plats.	Understanding whether the city is maintaining the creation of diverse housing types over time to meet needs will require monitoring the rate at which new housing units of different types are produced. Averaged lot sizes associated with housing units indicates that developers are taking advantage of the reduced minimum lot size.	Internal city permit tracking. Pierce County Assessor's Office.
B.2.3 Triplex and Fourplex Code Amendments	Housing development completed, total and by housing type. Track the number of pre-application meetings related to triplex and fourplex development.	Understanding whether the city is creating diverse housing types over time to meet needs will require monitoring the rate at which new housing units of different types are produced. Trends in pre-application meetings showcase developer interest and code amendment effectiveness through triplex and fourplex regulations.	Internal City construction permit tracking. Internal city meeting tracking. Pierce County Assessor's Office. WA State Office of Financial Management Postcensal Estimates of Housing
B.3.1 Accessory Dwelling Unit Code Amendments	Housing development complete, total and by housing type. Track the number of pre-application meetings related to ADU development.	Understanding whether the city is creating diverse housing types over time to meet needs will require monitoring the rate at which new housing units of different types are produced. Trends in pre-application meetings showcase developer interest and code amendment effectiveness through ADU regulations.	Internal City construction permit tracking. Internal city meeting tracking. Pierce County Assessor's Office. WA State Office of Financial Management Postcensal Estimates of Housing
B.3.2 Multifamily Housing Code Review & Amendment	Housing development complete, total and by housing type. Track the number of pre-application meetings related to multi-family development.	Understanding whether the city is creating diverse housing types over time to meet needs will require monitoring the rate at which new housing units of different types are produced. Trends in pre-application meetings showcase developer interest and code amendment effectiveness through multi-family dwelling regulations.	Internal City construction permit tracking. Pierce County Assessor's Office. WA State Office of Financial Management Postcensal Estimates of Housing.

Guiding Principles			
A. Allocate Regional Partners and Funding Resources			
B. Create Affordable Housing Opportunities for Low- and Moderate-Income Households			
C. Revitalize Commercial Areas			
Action	Indicator	Purpose	Sources
	Monitoring total housing capacity in a density study.	Density studies evaluate the effectiveness of existing regulations and design guidelines. Results inform future code changes related to multifamily density or implementation of a form-based code.	
B.3.3 Rental Unit Code Enforcement	Monitor tenancy and rental rate per unit. Eviction or condemned property rates for renters in the City. Monitoring state and county court case verdicts for landlord vs. tenant cases	Tracking eviction rates and condemned building rates in Buckley can help show what effect code enforcement measures are having on protecting renters from displacement.	Internal city tracking of eviction and condemned buildings.
B.3.4 Temporary, Subsidized, Emergency Housing, and Permanent Supportive Housing	The number of unhoused persons in the city.	Tracking the number of people who are living unhoused in the city can help see both the demand for and the success of any emergency housing resources.	Homeless Shelter and Homeless Programs person counts.
B.3.5 Multifamily Tax Exemption	Housing development completed, total and by housing type. Monitor tenancy and rental rate per unit type.	Understanding whether the city is maintaining the creation of diverse housing types over time to meet community needs will require monitoring the rate at which new housing units of different types are produced. State law requires cities with multifamily tax exemptions to report specific data outcomes. This information may be useful for the city to understand the dynamic state of affordable housing in the city. Data may be more efficiently collected through a third-party nonprofit.	Internal City construction permit tracking. Pierce County Assessor's Office. WA State Office of Financial Management Postcensal Estimates of Housing. City tracking of affordable housing.
C.1.1 Market Study	Comparison of economic development pre- and post-Market Study.	The Market Study aims to clarify what economic obstacles are within the city's control and provide an internal opportunity for investment and resolution. By assessing desired economic outcomes from market study, the success of the plan can be measured.	Internal city permit tracking. City of Buckley Comprehensive Plan. Feasibility research on a market study. Consider economic development plan to coordinate along with market study. Adoption of economic development plan.

Guiding Principles			
A. Allocate Regional Partners and Funding Resources			
B. Create Affordable Housing Opportunities for Low- and Moderate-Income Households			
C. Revitalize Commercial Areas			
Action	Indicator	Purpose	Sources
C.1.2 Infrastructure Audit	Comparison of economic development pre- and post-infrastructure audit.	The infrastructure audit aims to clarify what infrastructure improvements or additions are within the city's control and provide an internal opportunity for investment and resolution. By assessing desired infrastructure sectors, audit outcomes can be integrated into an economic development plan and subsequent housing actions.	Internal city permit tracking. City of Buckley Comprehensive Plan. Feasibility research on a market study. Consider economic development plan to coordinate along with market study. Adoption of economic development plan.
C.2.1 Update Commercial Area related Zoning and Design Standards	Comprehensive plan adaption with EIS. Number of projects that were regulated under commercial area related zoning and design standards.	The adoption of a comprehensive plan with amended review district SEPA threshold creates language for elected officials and government staff to utilize and share when reviewing development permits. The number of projects in commercial areas that are approved with updated zoning and design standards is an indicator of updated municipal code success.	City of Buckley Comprehensive Plan. Internal city permit tracking.
C.2.2 PUD Ordinance	Housing development completed, total and by housing type. PUD-related Incentives and tax breaks. Track permit application materials with ordinance approved regulations and development standards.	Understanding how creating flexible development standards in a planned unit development adds more affordable housing types over time will require monitoring the rate at which new housing units of different types are produced, after the ordinance is approved by the city. Trends in pre-application meetings showcase developer interest and code amendment effectiveness through PUD regulations and incentives.	Internal city construction permit tracking. City of Buckley website.
C.3.1 Designate Economic Development Plan Coordinator	Economic Coordinator attendance in planning commission meetings and the RHTF.	Monitoring of the internal interdisciplinary team and designated task coordinator meetings allows the city to have a procedural and organized approach to economic development. The city can then create a more targeted and collaborative economic development plan that moves zoning and regulation amendments at a quicker pace than individual efforts would do alone.	City tracking of meetings minutes. City of Buckley "Master Community Resources Webpage".
C.3.2 Community Development Block Grant	Monitor use of city and grant funds to support economic development.	It is essential to understand how the city and grant funding programs are being used to support creation of a new subarea plan, master plan overlay, or	City tracking of housing expenditures.

Guiding Principles A. Allocate Regional Partners and Funding Resources B. Create Affordable Housing Opportunities for Low- and Moderate-Income Households C. Revitalize Commercial Areas			
Action	Indicator	Purpose	Sources
		other economic based plans. To use these funds most effectively, tracking their expenditure and use allows constructive adjustments to grant lobbying and use programs in the future. By understanding the number of transactions that are used, the city can see not only the bulk success of the program, but also what areas of the city are impacted by the program.	

Maintaining: Measurable Indicators of Success

To achieve implementation success, small cities must follow similar steps and incorporate many of the same elements as programs in larger, urban, and affluent cities. However, even these jurisdictions face limitations unique to their location and size. With that in mind, small cities that were successful in their action plans typically demonstrate the following characteristics:

- Political Commitment
- City Specific Implementation
- Simple and Sustainable Administration
- Monitoring Program

Political Commitment

Political champions are essential in any community. However, in small cities where governance and politics can be deeply personal, courageous and proactive leadership is needed to negotiate with individuals who have entrenched beliefs and are unwilling to consider everyone’s perspective.

City Specific Implementation

Small cities must carefully evaluate their housing needs and adopt programs calibrated to local conditions. For example, it may make sense to start with a relatively modest affordability percentage. However, given the small scale of existing residential development, it would be impractical to establish a high development-size threshold to trigger a requirement from the Housing Action Plan. Likewise, many of the most successful programs offer property owners options rather than a rigid “take-it-or-leave-it” approach. Typically, this involves a menu of incentives to help offset the costs of producing below-market-rate units. Such flexibility may include site design concessions and reduced or waived fees. Strategic actions must be thoughtfully considered and evaluated by the city to determine which actions, and at what thresholds, will best serve the needs of Buckley.

Simple and Sustainable Administration

Finally, to overcome City staff capacity challenges, small cities must often depend on volunteers from the community to support a successful housing action plan. To achieve political support and simplify administration, some jurisdictions have adopted streamlined programs that provide limited or no alternatives to onsite development by market-rate developers. This eliminates the possibility that the jurisdiction will be burdened with fees or land that will require cities to act as a de facto developer. However, this must be carefully weighed against the benefits of a more flexible menu of incentives and alternatives. Outsourcing the most complex and cumbersome components of implementation to capable contractors, such as nonprofit organizations, is another option to relieve administrative staff and increase program effectiveness.

Monitoring Program

Many of the actions within the strategic objectives are meant to be ongoing or are actions that Buckley should consider in the long-term while focusing their attention on actions that can be developed in the short term. While these long-term actions are intended to be fully implemented in 6-10 years, the City can begin monitoring the indicators listed for each action immediately. Consistent monitoring will allow Buckley to establish a baseline measurement from which to judge progress and results achieved by the long-term actions.

While tracking when implementation steps are completed for each action, Buckley will also monitor and evaluate outcomes of the HAP through performance indicators. These indicators will be measured annually to determine whether the desired results of the HAP are being achieved.

Progress towards implementation should be reported every four years. Factors that have led to success, obstacles, and challenges experienced, and recommendations for revisions and additions to the Housing Action Plan should be included in this report. Buckley should produce the first HAP implementation and monitoring report in 2027, which aligns with the mid-period Comprehensive Plan implementation evaluation.

Appendices

- Appendix A: GLOSSARY
- Appendix B: HOUSING NEEDS ASSESSMENT
- Appendix C: PUBLIC ENGAGEMENT SUMMARY
- Appendix D: HOUSING FRAMEWORK REVIEW
- Appendix E: HOUSING STRATEGIES TOOLKIT
- Appendix F: IMPLEMENTATION PLAN

Appendix A: GLOSSARY

Affordable housing: Housing is typically considered to be affordable if total housing costs (rent, mortgage payments, utilities, etc.) do not exceed 30 percent of a household’s gross income. A healthy housing market includes a variety of housing types that are affordable to a range of different household income levels. However, the term “affordable housing” is often used to describe income restricted housing available only to qualifying low-income households. Income-restricted housing can be located in public, nonprofit, or for-profit housing developments. It can also include households using vouchers to help pay for market-rate housing (see “Vouchers” below for more details).

American Community Survey (ACS): This is an ongoing nationwide survey conducted by the U.S. Census Bureau. It designed to provide communities with current data about how they are changing. The ACS collects information such a age, race, income, commute time to work, home value, veteran status, and other important data from U.S. households.

AMI: Area Median Income. The benchmark of median income is that of the Seattle-Bellevue, WA HUD Metro Fair Market Rent Area median family income, also sometimes referred to as the HAMFI. The 2018 AMI, which was \$103,400, is used in this report. This measure is used by HUD in administering its federal housing programs in Pierce County.

Cost-burdened household: A household that spends more than 30 percent of their gross income on housing costs.

Fair Market Rent: HUD determines what a reasonable rent level should be for a geographic area and sets this as the area’s fair market rent. Section 8 (Housing Choice Voucher program) voucher holders are limited to selecting units that do not rent for more than fair market rent.

Family: This census term refers to a household where two or more people are related by birth, marriage, or adoption.

Housing Choice Vouchers: Also referred to as Section 8 Vouchers. A form of federal housing assistance that pays the difference between the Fair Market Rent and 30 percent of the tenant’s income. HUD funds are administered by Public Housing Agencies (PHA).

Household: A household is a group of people living within the same housing unit. The people can be related, such as family. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit, is also counted as a household. Group quarters population, such as those living in a college dormitory, military barrack, or nursing home, are not considered to be living in households. The census sometimes refers to “occupied housing units” and considers all persons living in an occupied housing unit to be a single household. So, Census estimates of occupied housing units and households should be equivalent.

Household income: The census defines household income as the sum of the income of all people 15 years and older living together in a household.

Income-restricted housing: This term refers to housing units that are only available to households with incomes at or below a set income limit and are offered for rent or sale at a below-market rates. Some income-restricted rental housing is owned by a city or housing authority, while others may be privately owned. In the latter case the owners typically receive a subsidy in the form of a tax credit or property tax exemption. As a condition of their subsidy, these owners must offer a set percentage of all units as income-restricted and affordable to household at a designated income level.

Market Rate Housing: Housing stock that exists or is proposed based on an area’s market values, demand, and American Median Income (AMI). Location, amenities, size, building conditions help determine how much monthly incomes are contributed to housing costs.

Median income: The median income for a community is the annual income at which half the households earn less and half earn more.

Low-income: Families that are designated as low-income may qualify for income-subsidized housing units. HUD categorizes families as low-income, very low-income, or extremely low-income relative to area median family incomes (MFI), with consideration for family size.

Severely cost-burdened household: A household that spends more than 50 percent of their gross income on housing costs.

Subsidized housing: Public housing, rental assistance vouchers like Section 8, and developments that use Low-Income Housing Tax Credits are examples of subsidized housing. Subsidized housing lowers overall housing costs for people who live in it. Affordable housing and subsidized housing are different, even though they are sometimes used interchangeably.

Tenure references the ownership of a housing unit in relation to the household occupying the unit. According to the US Census Bureau, a housing unit is “owned” if the owner or co-owner lives in the unit, even if it is mortgaged or not fully paid for. A cooperative or condominium unit is “owned” only if the owner or co-owner lives in it. All other occupied units are classified as “rented,” including units rented for cash rent and those occupied without payment of cash rent.

Transportation: In context of the Location Affordability Index, this term refers to costs associated with auto ownership, auto use, and transit use.

Vouchers (Tenant-based and Project-based): HUD provides housing vouchers to qualifying low-income households. These are typically distributed by local housing authorities. Vouchers can be “tenant-based”, meaning the household can use the vouchers to help pay for market-rate housing in the location of their choice. They pay the difference between the fair market rent

and 30 percent of the tenant’s income. Or the vouchers can be “project-based”, meaning they are assigned to a specific building.

Housing Needs Assessment



HOUSING NEEDS ASSESSMENT

City of Buckley, WA

Appendix B to the City of Buckley Housing Action Plan

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Part 1: Introduction

1.1 Background

In the fall of 2021, the City of Buckley applied for grant funding allocated by the Washington State Department of Commerce and funded through E2SHB 1923. The grant funding is being used for the development of a Housing Action Plan (HAP) that will allow the City to recognize the housing needs of its current and future populations, as well as outline goals, policies, and strategies to meet those needs.

The City of Buckley does not build or manage housing. However, the City can affect how much and what types of housing are produced in Buckley through comprehensive plan policies, development codes, incentives, programs, and capital projects. The HAP will identify strategies to ensure the City’s influence on housing production is in line with its overall housing goals.

The first step in the HAP development process is the creation of a housing needs assessment (HNA). Fundamentally, a HNA is a study to identify the current and future housing needs of all economic segments of the community. It attempts to answer the following types of questions:

- Who lives and works here and what are their socioeconomic characteristics?
- What types of housing are available?
- Are there any groups of people who are not able to find housing that is safe, affordable, and meets their household needs?
- How much housing, and what types of housing, are needed to meet current and future housing needs?
- Is there sufficient buildable land capacity to accommodate growth and diversity of housing choice?

The HNA is a baseline of data that explains the current conditions of housing in Buckley and the greater region. The numbers and findings in this report are based on multiple data sources as explained in the methodology section. This report is a tool for decision-makers, residents, housing market professionals, and anyone else who may find it useful as a guide. The report highlights shortcomings or gaps regarding the current housing supply and demands of the residents now and in the future.

To the greatest extent possible, the latest data sources are used for this report. In the past five years, Buckley has seen a large increase in residential development that is not represented in any of the federal data sources listed below. Therefore, the sources are noted. The most accurate data comes from the City of Buckley itself and is current to June 2022.

This document is divided into three main parts:

Community Overview: This part details who lives in the city and the characteristics that shape their current and future needs related to housing.

Housing Conditions: This part describes the current housing inventory of the city with a focus on characteristics such as size, location, cost, and tenure.

Gap Analysis: This part evaluates the alignment between the two previous parts and how certain populations are not finding their needs met through the current housing market.

The data in this document will be combined and supplemented with information gathered through engagement with stakeholders and residents to form the HAP. The analysis conducted in this Housing Needs Assessment relies on available sociodemographic and housing data from multiple sources. This includes as much publicly available data as possible.

1.2 Methodology

The sources of data we used for this analysis include the following:

Puget Sound Regional Council (PSRC). The PSRC provides overall regional housing targets through the VISION 2040 regional growth strategies, recently updated with the VISION 2050 plan, which informs the development of Countywide Planning Policies. Additionally, the PSRC coordinates housing and employment projections for the region.

Washington State Office of Financial Management (OFM). The OFM is the state-level agency in charge of developing official population and housing counts for statutory and programmatic purposes, and compiles data from individual jurisdictions to further this goal. Publicly available counts for population and housing are available on their website. Additionally, small-area and more detailed custom data are also available to provide more detail on housing and population growth.

Pierce County Buildable Lands Report. Coordinated on a periodic basis, the County coordinates a review and evaluation of development and land supply to determine whether its cities are meeting growth and density targets and if cities have enough land to meet future growth needs. As part of this work, cities survey their available lands for development, and compare this to growth targets established through the Countywide Planning Policies. This report relies on both the estimates of land capacity, as well as the assessment of future growth targets. The last update to this report was adopted in 2022.

US Census Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics (LODES). The US Census compiles information about the home and work locations of employees and provides information through a web-based interface on the characteristics of jobs and workers, such as economic sector, general length of commute, and wages. Additionally, LODES

can also be used to indicate where people in a given location or jurisdiction work, and where workers in a community live, which can provide an understanding of commuting patterns. This data is partly “synthetic”, meaning that it is based on estimates from the original data to preserve anonymity while being representative of major characteristics or trends. OnTheMap is the web-based mapping and report application that provides an easy-to-use interface for viewing the LODES data; it was used to pull the data shown in this report. US Census data from the 2020 Census was largely unavailable at the time of this report and therefore is under-representative of the rapid development that has taken place in Buckley in the last decade.

American Community Survey (ACS). The American Community Survey is an ongoing survey program coordinated by the US Census Bureau to provide detailed information about the population. Developed as an alternative to the Decennial Census long form, the ACS relies on a sample of households to collect more detailed data on topics such as education, transportation, Internet access, employment, and housing. The results from the ACS are reported on a yearly basis for larger cities, and on a 5-year average basis for all communities. This report relies on this information for some demographics data, and the ACS is also used as part of the CHAS dataset (below). At the time of writing, the most recent dataset available was 2019-2015. The survey data for the 2019 CHAS was taken in 2012 so is largely an underrepresentation of today’s trends and should be considered for scale only. Buckley has experienced rapid development in the last decade which is not reflected herein.

Comprehensive Housing Affordability Strategy (CHAS). The US Department of Housing and Urban Development (HUD) relies on custom tabulations from the ACS to develop the more detailed CHAS dataset. This information is intended to demonstrate the extent of housing needs and issues across communities, with a focus on low-income households. This information, available at a city level, provides detailed information about characteristics of the local housing stock, including the affordability of both rental and owner-occupied housing. The CHAS dataset also provides some household information, which can be cross-tabulated with housing information to link household characteristics with needs. Note that the most recent dataset, released in September 2021, relies on the 2014–2018 ACS dataset. The survey data for the 2019 CHAS was taken in 2012 so is largely an underrepresentation of today’s trends and should be considered for scale only. Buckley has experienced rapid development in the last decade which is not reflected herein.

National Housing Preservation Database (NHPD). The NHPD is an address-level inventory of federally assisted rental housing in the US. The data comes from HUD and the US Department of Agriculture (USDA). NHPD was created in 2011 in an effort to provide communities with the information they need to effectively preserve their stock of public and affordable housing.

Washington State Employment Security Department (ESD). The ESD is the state-level agency in charge of the unemployment system. They provide short-, medium-, and long-term projections of employment by industry and occupation.

Washington’s Workforce Training and Education Coordinating Board (Workforce Board). The Workforce Board is dedicated to helping Washington residents obtain and succeed in family-wage

jobs, while meeting employer’s needs for skilled workers. Every two years, the Workforce Board surveys employers on a range of topics including hiring challenges, employee skill gaps, and productivity pressures.

Washington Center for Real Estate Research (WCRER). The WCRER is a key provider of real estate research and data across Washington. Two of its major products are the Quarterly Washington State Housing Market Report and the Apartment Market Survey.

City of Buckley. The City provided Buckley’s 2044 population and housing growth targets as well as its development pipeline data. Given the tremendous shortcomings in the available datasets, much of the information for the past decade or more of Buckley’s growth came from Buckley’s permitting software and project files.

Part 2: Community Overview



Buckley, WA, Copyright Ian McRae

2.1 Local History and Settings

Buckley lies on the White River plateau between the Puget Trough and the southern Washington Cascades, approximately 19 miles inland from the Puget Sound. Buckley is bordered on the north by Enumclaw, Burnett to the south, and Bonney Lake to the west.

The area was initially settled by the Coastal Salish and Puyallup tribes, who subsisted off the land for thousands of years prior to white settlement in the 1830s. Tribes controlled the natural resource trade in the Puget Sound as they were the most familiar with the land and water channels. As an effort to curb tribal control, Governor Isaac Stevens prepared the 1854 Treaty of Medicine Creek which gave Native Americans hunting and fishing rights while losing 2.2 million acres of prime farmland rights in exchange for three reservations and cash payments over a 20-year period.¹

Disagreements over the fairness of the treaty triggered the start of the Puget Sound War. The Puget Sound War continued from 1855 to 1856 and was fought between the United States military and members of the Nisqually, Muckleshoot, Puyallup, and Klickitat tribes. The war ultimately ended just 6-miles outside of Buckley in Connell's Prairie, where natives withdrew from the battle and moved towards eastern Washington.

Once the land was effectively vacated, white settlers inhabited the area of Buckley becoming a highly productive region for farming, lumber milling, dairy, and mining. By 1877, the region's resource-based economy supported the construction of the railroad stretching from Tacoma to Carbonado and enhanced access to urbanized, coastal, economic hubs. Since the 1890s, Buckley has steadily grown into a more suburban community while continuing to preserve its rural and agricultural character.

2.2 Population

According to the Office of Financial Management (OFM), Buckley's population of 4,885 in 2019 rose to 5,300 in 2021. Buckley's population grew steadily between 2000 and 2010 for a growth rate of 5% over the decade. The growth rate climbed to 17.5% between 2010 and 2020. All in all, Buckley's population increased by approximately 28% since 2000.

As described in Exhibit 2: Population by Age Range (Buckley & Pierce County), Buckley has a higher proportion of the population between ages 50 to 64 and a lower proportion of those 49 and under when compared to Pierce County. Buckley is primarily an older community with some families with children, but generally reflects the county's overall age demographics. The city is experiencing a decrease in children and young families and an increase of adults over 55.²

Buckley has been experiencing a building boom in recent years with the construction of hundreds of new single-family homes since the 2015-2019 American Community Survey. Hundreds more are

in the pipeline. The demographics of Buckley are changing. Trends of the past may not reflect the future, especially as the Boomer generation ages.³

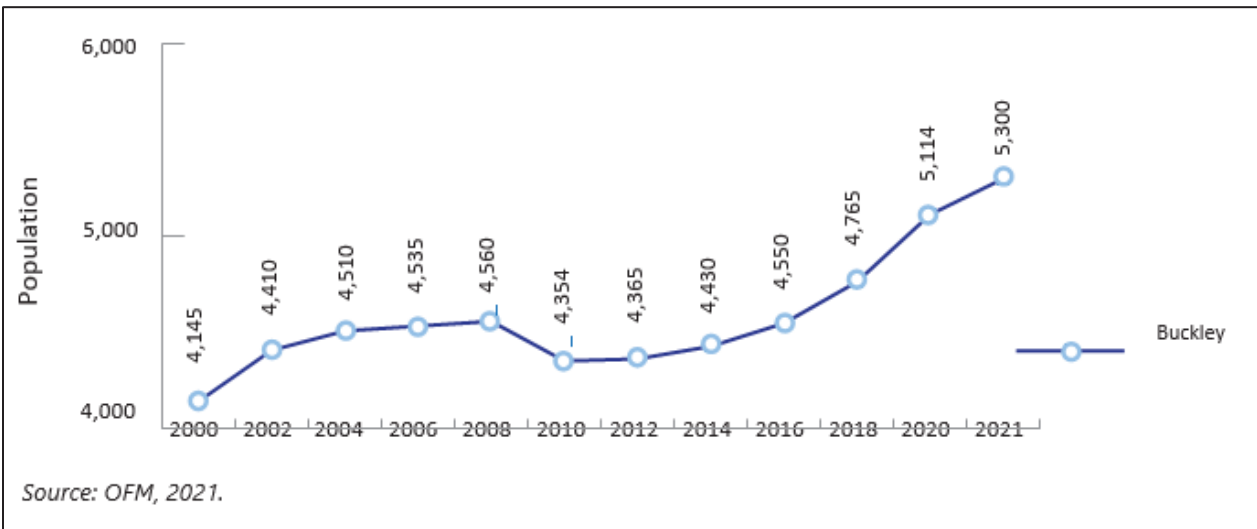


Figure 1 Population Change 2000-2021

2019	Buckley		Pierce County	
Median Age	36.3	37.4	37.4	34.9
75 and over	7%	2%	6%	4%
65 to 74	8%	8%	9%	8%
55 to 64	18%	18%	13%	12%
45 to 54	8%	15%	13%	13%
35 to 44	11%	8%	13%	13%
25 to 34	19%	18%	15%	16%
15 to 24	8%	7%	12%	14%
5 to 14	13%	10%	13%	13%
Under 5	6%	11%	6%	7%
Totals:	Female 2,559	Male 2,302	Female 439,573	Male 437,512
65 and over	373 (15%)	247 (11%)	65,663 (15%)	52,943 (12%)
50 to 64	539 (21%)	635 (28%)	84,228 (19%)	80,810 (18%)
18 to 49	972 (38%)	866 (38%)	179,353 (41%)	187,666 (43%)
Under 18	639 (25%)	517 (22%)	110,292 (25%)	116,058 (27%)

Source: 2015-2019 ACS 5-year estimates.

Figure 2 2015-2019 ACS 5-year estimates

¹ Center for the Study of the Pacific Northwest

² 2015-2019 ACS 5- year estimates (based on 2012 survey data)

³ City of Buckley. 2022

Ethnicity, Race and Language Spoken at Home

As of 2019, 92% of Buckley’s population is white, and 94% of the population speaks only English at home. The remaining identified racial and ethnic groups that make up Buckley’s population are Hispanic (4%), non-Hispanic African American (1%), non-Hispanic Asian or Pacific Islander (1%), and non-Hispanic Native American (1%). Of the 6% of the population that speaks a language other than English at home, about three-fourths speak Spanish, and one-fourth speak an Indo-European, Asian, or other language. Pierce County has a greater diversity of race, ethnicities, and languages spoken than Buckley. Less than 1% of Buckley’s population has limited English speaking skills and speak only an Asian or Pacific Islander language, meaning that some households rely on family, friends, or translation services to communicate with English speakers.⁴ See Exhibit 3: Race and Ethnicity of Population (Buckley & Pierce County) for a comparison of the racial and ethnic diversity between Buckley and Pierce County. As Buckley rapidly develops, its demographics may be changing. It will be several years before the changes are reflected in the data.

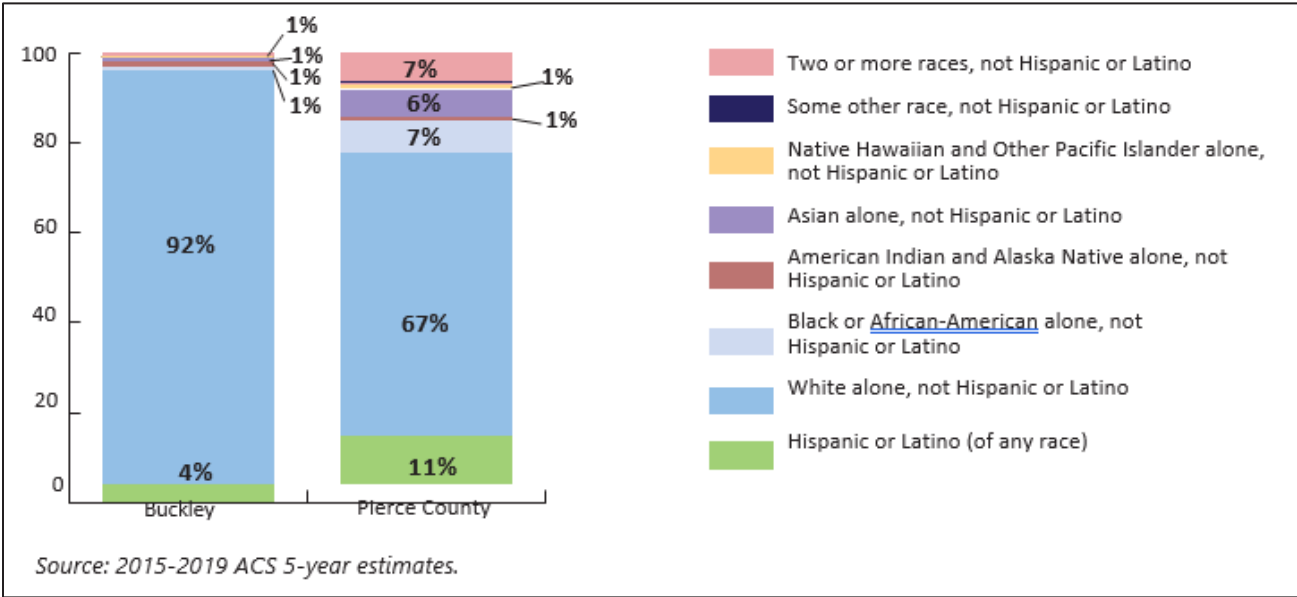


Figure 3 Race and Ethnicity of Population - Buckley and Pierce County

2.3 Households

A household is a single person or a group of people, related or unrelated, who live in a single dwelling unit. Understanding the make-up of households across age, race, and sizes helps us to better understand how to provide housing options for the diverse range of household types.

⁴ Source 2019 ACS 5-year estimates (based on 2012 survey data)

Household Tenure and Size

Approximately 69% of the residents in Buckley are owners while 31% are renters. As a percentage, Buckley is comprised of 7% more owner-occupied homes than Pierce County (62%) and has a lower proportion of renters. Seven percent (7%) of all dwelling units are vacant.⁵

TYPE	BUCKLEY		PIERCE COUNTY	
	COUNT	PERCENTAGE	COUNT	PERCENTAGE
Owner-occupied	1,316	69%	200,836	62%
Renter-occupied	595	31%	122,460	38%
Total	1,911		323,296	

Figure 4 Households by Housing Tenure (Buckley and Pierce County) from 2019 ACS

As of 2019, the typical household size in Buckley is 2.34 residents which is a decrease from the typical size in 2000 (2.65 residents). Buckley’s household size for owners tends to be greater than renters, with an average of 2.37 residents per owner dwelling unit and an average of 2.28 residents per renter dwelling unit. Pierce County averages a larger household size in both owned (2.76 residents) and rented (2.47 residents) dwelling units. Over the last 20 years, Buckley’s household sizes have generally fallen; as described in Exhibit 6: Household Size by Tenure (Buckley). Owner household sizes consistently decreased while renter household sizes fluctuated more dramatically. Pierce County’s average household sizes have stayed consistent and are currently at 2.76 per owner-occupied household and 2.47 per renter occupied.⁶ This may be due to Buckley’s relatively higher percentage of senior housing compared to the county.

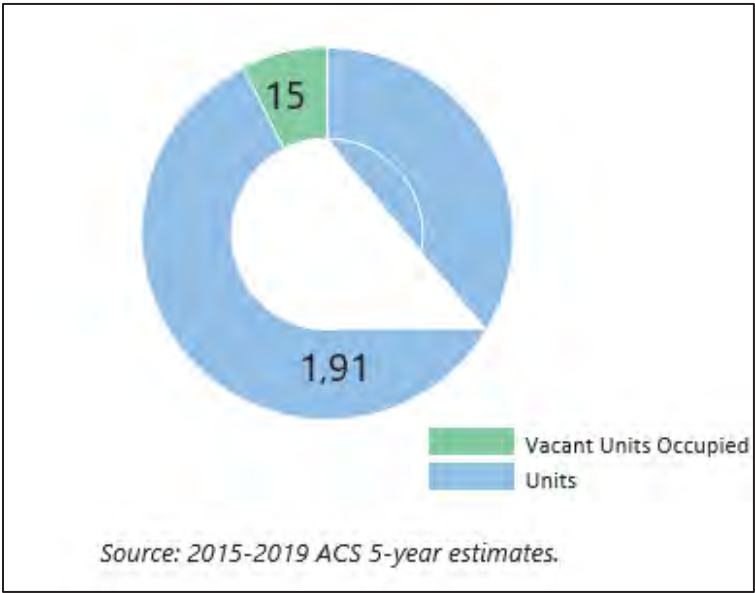


Figure 5 Occupied Housing Units

Approximately one-third of all Buckley’s households are one person. One person households are more commonly renters. In Buckley, 29% of all owner households are one person versus 37% of all renter households. Both owner and renter households have 53% of each tenure type containing 2 or 3 people. However, owner households have 11% more 2-person households while renter households have

⁵ 2019 ACS 5-year estimates, based on 2012 survey data

⁶ Ibid.

12% more 3-person households. Approximately 16% of total households have 4 or more people, and there are no households with 6 or more people.

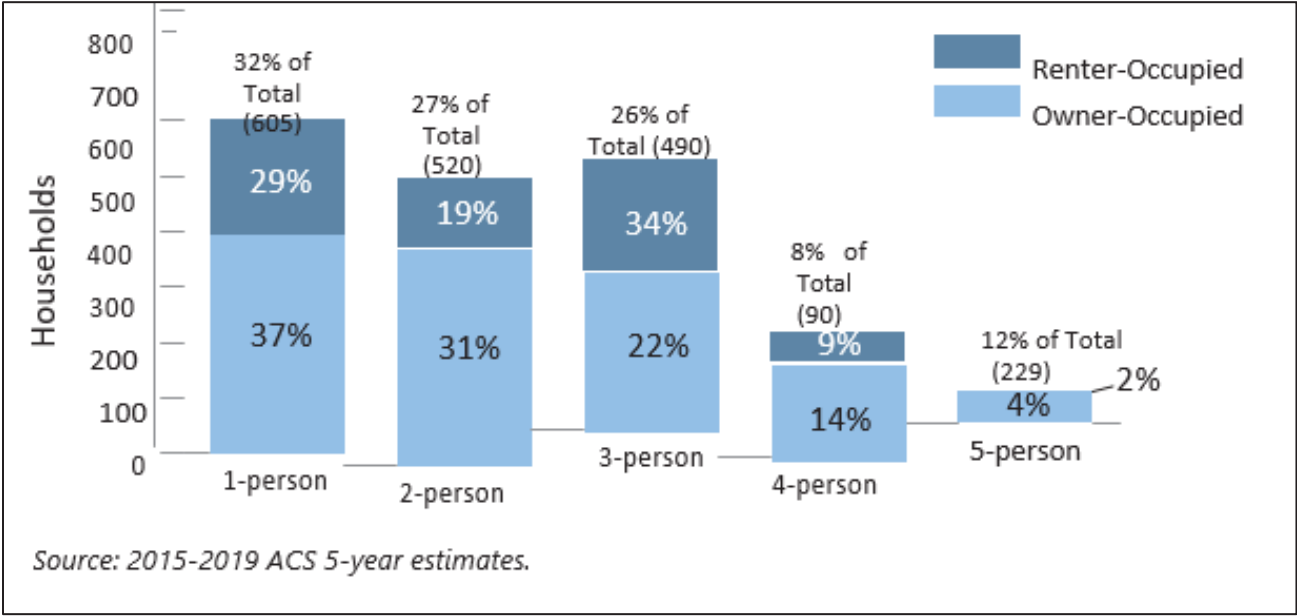


Figure 6 Household Size by Tenure (Buckley)

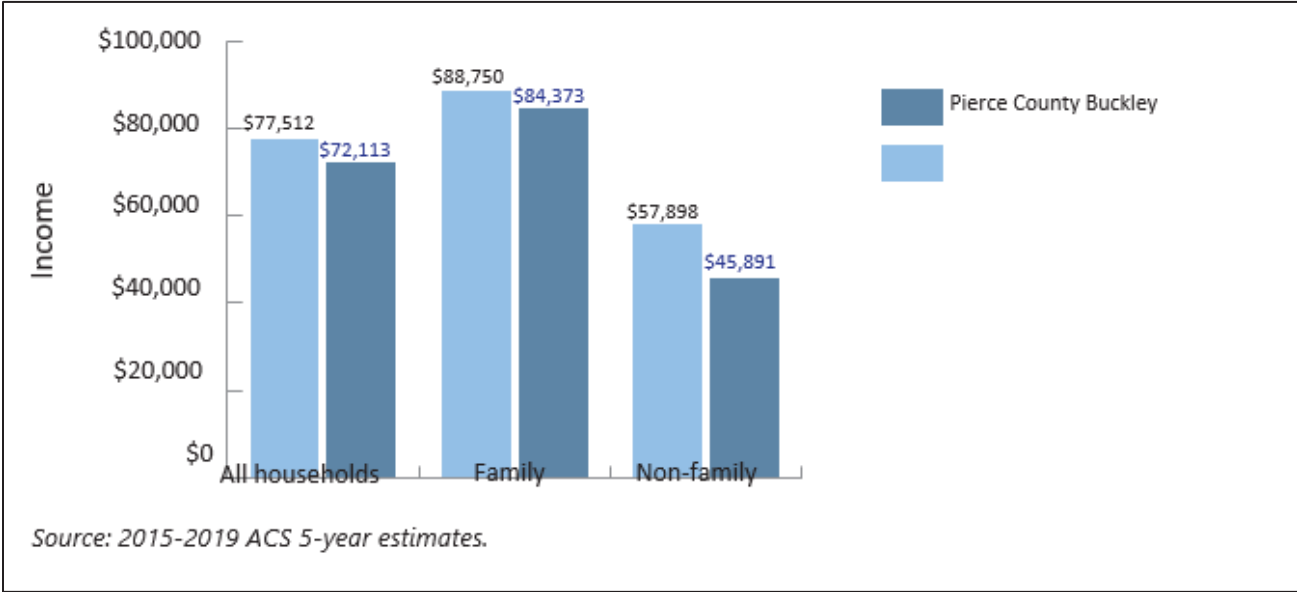


Figure 7 Median Household Income by Household Type (Buckley and Pierce County)

Household Income

The US Bureau of Labor Statistics reports labor and income statistics by metropolitan area. The May 2021 Seattle- Tacoma-Bellevue metropolitan statistical area had a mean annual wage of \$76,170 for all occupations with 1,917,560 wage earners. The 2019 ACS reports that Buckley

median family⁷ household income is \$77,512 which is \$5,000 higher than Pierce County’s median of \$72,113. Families make a median income of \$88,750 which is significantly higher than the non-family household’s median income of \$57,898. Buckley residents overall have a higher median income than the Pierce County’s families and non-families, with the greatest discrepancy between non-family households. Pierce County non-family households make approximately \$12,000 less than a Buckley non-family household, earning a median of \$45,891.

Another way to evaluate household income is to analyze the income distribution and its relationship to housing affordability through Area Median Family Income (AMI). The U.S. Department of Housing and Urban Development (HUD) defines AMI by the following income groups:

- Extremely Low-Income: <30% AMI
- Very Low-Income: 30-50 % AMI
- Low-Income: 50-80% AMI
- Moderate Income: 80-100 % AMI
- Above Median Income: >100% AMI

Exhibit 8: Percentage of Households by Income Level and Tenure (Buckley) shows the distribution of household incomes for all Buckley households and then for renters and owners. Thirty-five percent (35%) of Buckley households are considered low-income, earning 80% AMI or less. Over two-thirds of Buckley’s owner households and 39% of renters earn over the AMI. About 42% of renters fall into the very low-income and extremely low-income categories which is 29% higher than owner households.

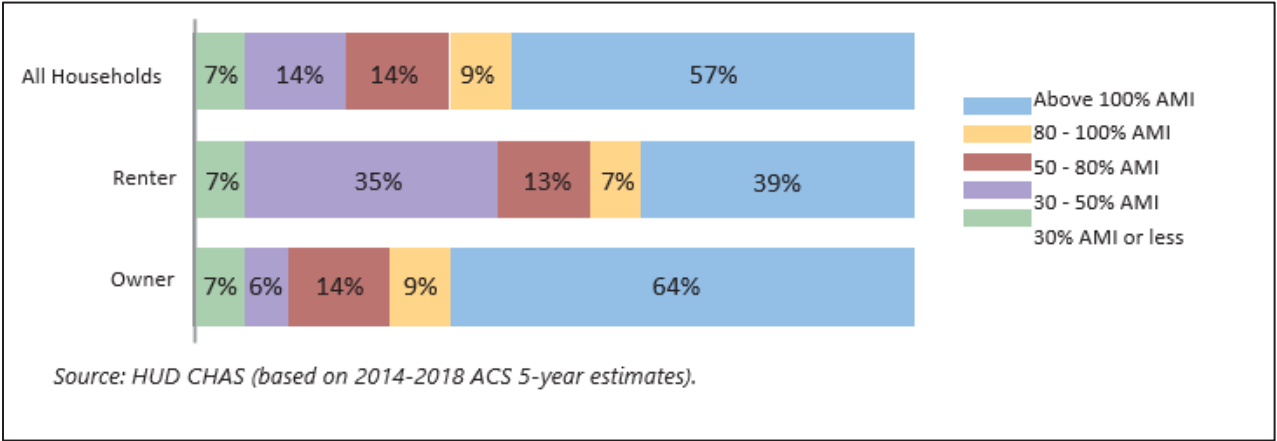


Figure 8 HUD CHAS (based on 2014-2018 ACS 5-year estimates)

⁷ In the US Census, a ‘family’ is a household where two or more people are related by birth, marriage, or adoption. Therefore, family incomes are typically higher than non-family and total household incomes due to the higher earnings from potential multi-income households.

What is cost-burdened?

Cost-burdened is a metric that was developed as an amendment to the federal 1968 Fair Housing Act by Senator Edward Brooke. Senator Brooke initially drafted the proposed amendment as a response to country-wide rent increases and complaints about services in public housing complexes by capping public housing rent at 25% of a resident's income.¹ The amendment, thereafter, named the Brooke Amendment, passed in 1969 and was amended again in 1981 increasing the affordability cap to 30%.

Cost-burdened households are defined as households that spend more than 30% and less than 50% of their income on housing, and severely cost-burdened households spend more than 50% of their income on housing. Households need remaining income to afford other essentials such as food, utilities, transportation, childcare, and clothing.

In recent years, the metric has been up for debate among economists, planners, and affordable housing advocates because 30% is arguably an arbitrary number that may not be adequately representing actual cost-burdens experienced in different household types. Incomes and cost of living factors vary greatly throughout the United States based on location and the robustness of the local and natural economies.

Or a household that spends greater than 30% on housing may live somewhere with better access to amenities or somewhere where they can take

public transportation to work, thereby reducing their transportation costs, which is normally a household's highest expense following housing. Additionally, cost-burden has the same metric for family and individual households, and owner and renter households. The economic burdens that a family may experience are vastly different than what an individual would experience, since families have additional members that require more essentials than an individual would have.

While a new metric for housing affordability is likely needed, the 30% approach still has some important uses cases. The severely cost-burdened measurement is still used by HUD in its Worst-Case Housing Needs report to Congress of very low-income renting households that do not receive government housing assistance. The 30% cutoff for affordability also matches what assisted households are required to pay in HUD's Housing Choice Voucher program.

The history and flaws of the cost-burden metric are important to understanding the greater context of the metric purpose and how it should be critically considered in the overall Housing Needs Assessment. However, it is still widely agreed upon within the policy and advocacy community that households paying more than half of their income on housing is a serious issue that needs to be addressed.

¹ HUD, "Rental Burdens: Rethinking Affordability Measures," 2014.

Cost-Burdened Households

Exhibit 9: Households by Income Level and Cost-Burden Status (Buckley) displays the city's households in terms of cost-burden status and income. Extremely low-income households comprise 7% of all households. Proportionally, they are the most cost-burdened income category, with 8% being cost-burdened and 50% being severely cost-burdened, meaning they spend greater than 50% of their income on housing. Of low-income households (households earning 80% AMI or less), 32% are cost-burdened, and 22% are severely cost-burdened.

Exhibit 10: Proportional Cost-Burdened Households by Tenure (Buckley) compares cost-burdened households by tenure. Twenty percent (20%) of all households are cost-burdened, and 10% are severely cost-burdened. Owners are typically less cost-burdened than renters, which is a trend reflected in Buckley households.

Exhibit 11: Owners: Proportional Cost-Burden by Race and Tenure (Buckley) and Exhibit 12: Renters: Proportional Cost-Burden by Race and Tenure (Buckley) analyze cost-burden differences among owners and renters by race.⁸ For white households, 75% of owners and 56% of renters are not cost-burdened. Of white renters, 33% are considered cost-burdened, and 10% are severely cost-burdened. Half of all homeowners identifying as other/multiple races are considered cost-burdened. A quarter of white homeowners are cost-burdened, with 15% considered cost-burdened and 10% considered severely cost-burdened. Based on available data, Asian and Hispanic homeowners are not shown to be cost-burdened.

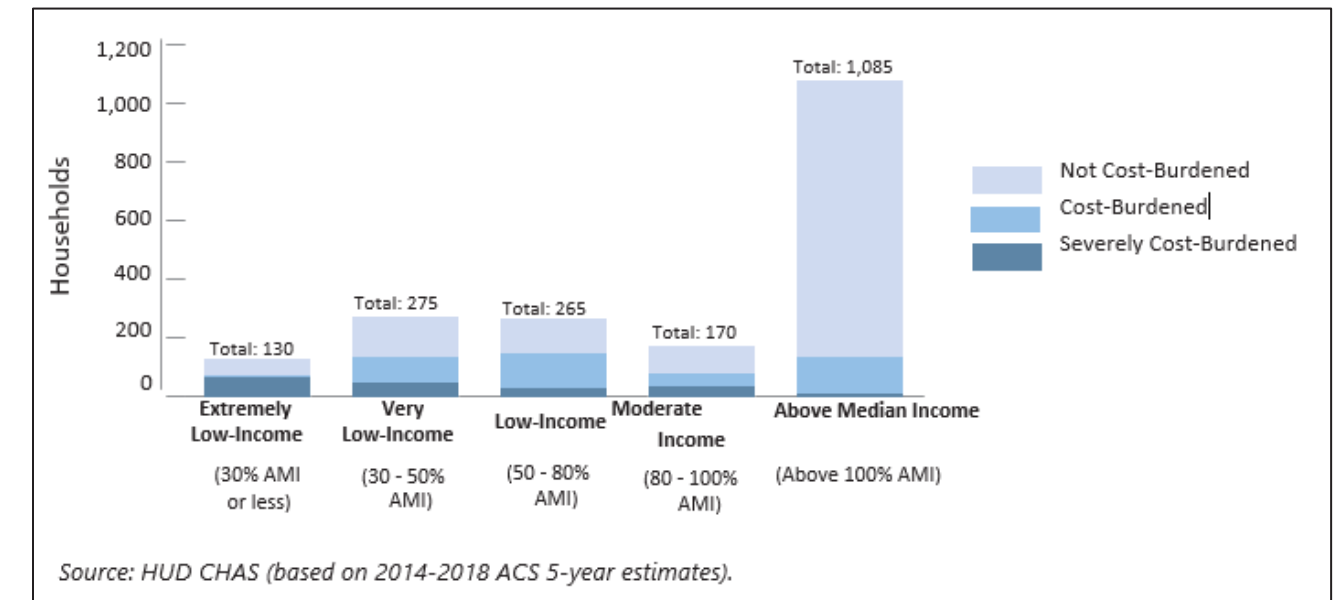


Figure 9 Households by Income Level and Cost-Burden Status (Buckley in 2012)⁹

⁸ As mentioned previously, the racial makeup of Buckley is primarily white (92% in 2012). The sample size of the non-white households is small, which makes comparisons of statistical significance difficult. Due to margins of error, the percentages could be higher or lower than reported, especially since this data dates back to 2012 before Buckley's rapid residential growth in the last five-ten years.

⁹ Cost burdened status is especially hard to extrapolate today as inflation in recent years has increased this status for many more households.

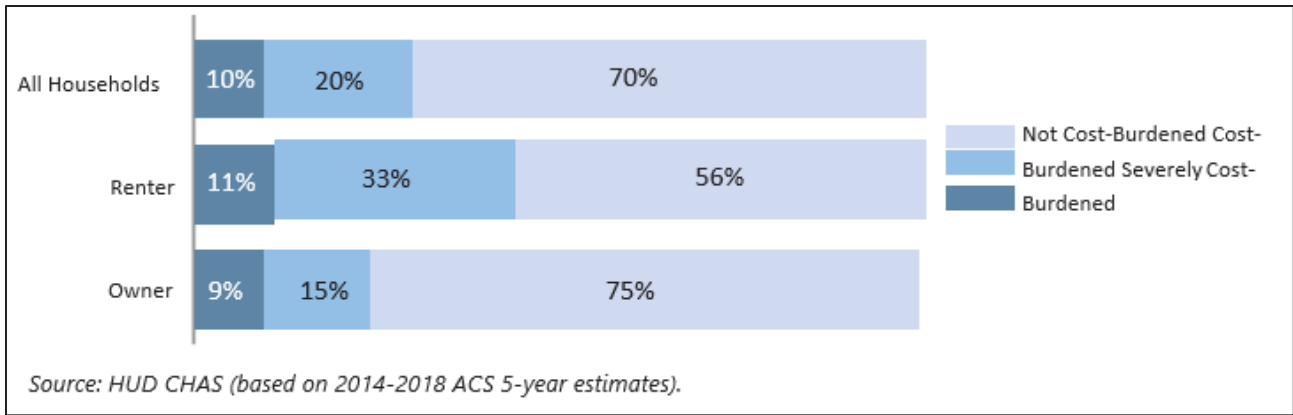


Figure 10 Proportional Cost- Burdened Households by Tenure (Buckley)

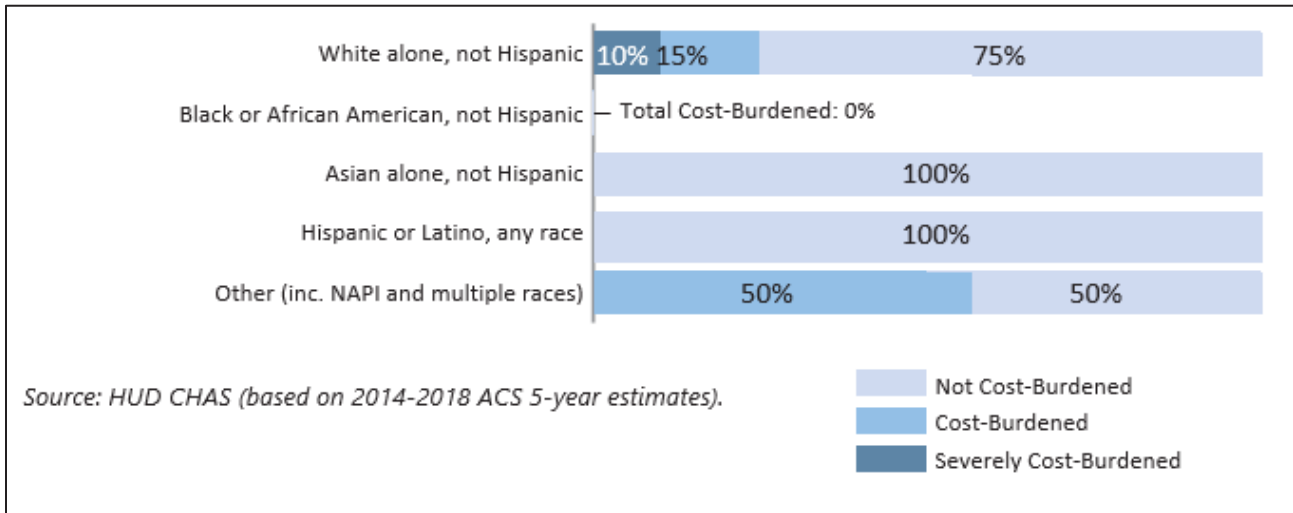


Figure 11 Owners: Proportional Cost-Burden by Race and Tenure (Buckley)

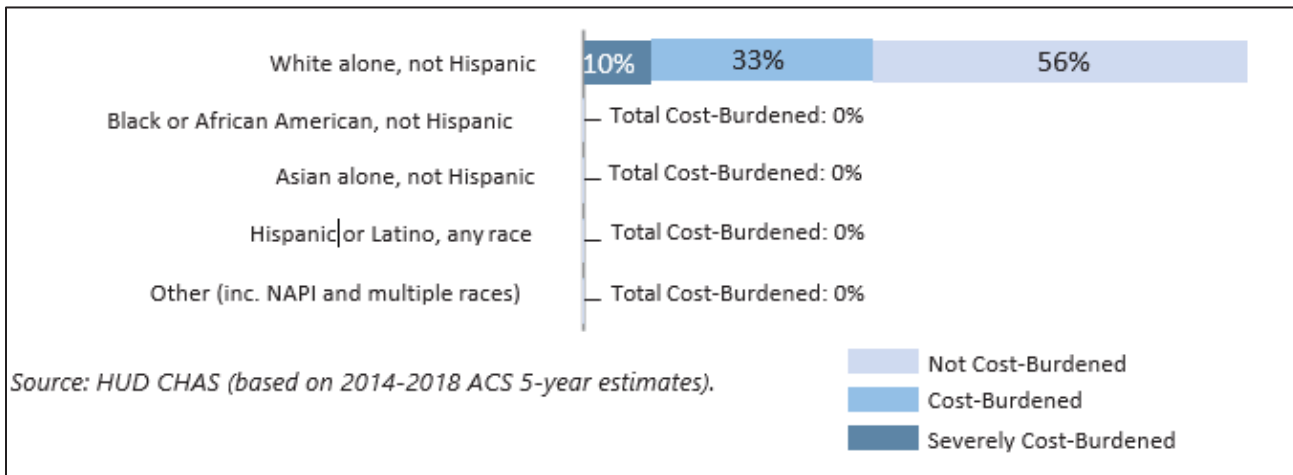


Figure 12 Renters: Proportional Cost-Burden by Race and Tenure (Buckley)

Displacement Risk

Displacement occurs when changing neighborhood conditions force residents to move and can create further financial pressures that impact job growth and housing distribution. Forecasting which areas face higher displacement risks can help cities be more aware of socioeconomic strains residents are coping with and prepare comprehensive policies that support diverse communities.

The Puget Sound Regional Council (PSRC) issued a 2019 Displacement Risk Report identifying areas where residents and business are at the greatest risk of displacement. The PSRC uses the following five generalized categories to calculate a city’s score determining their respective risk level:

1. Socio-Demographics: Examines the race, ethnicity, linguistics, education, housing tenure and costs, and household income.
2. Transportation Qualities: Assesses access to jobs by car and transit and proximity to existing and/or future transit.
3. Neighborhood Characteristics: Analyzes the proximity of residents to services, retail, parks, schools, and high-income areas.
4. Housing: Reviews development capacity and median rental prices.
5. Civic Engagement: Measured by voter turnout.

Each category has multiple indicators that are standardized and weighted to determine an ultimate score. Each city’s score is compiled into an overall index and risk level is determined by how the city fits in to the overall PSRC’s data.

Scoring is broken down into three categories: high risk, moderate risk, and low risk. PSRC has determined the displacement risk in Buckley is low. In fact, Buckley’s displacement risk is lower than more than half of other cities in Pierce, King, and Snohomish County in the indicator categories listed above.

Residents with Special Housing Needs

While it is vital to understand which households are struggling with housing costs across all economic segments of the community, it is also important to analyze how different household types are affected because of their distinct characteristics. Residents who are disabled may have special housing needs or require supportive services. They may be on a limited budget and have higher medical costs than the average household.

Exhibit 13: Households by Disability Status and Income Level (Buckley) shows Buckley households with one or more housing problems and a disability status by income level. Housing problems are defined as the following: incomplete kitchen facilities, incomplete plumbing facilities, more than 1 person per room, or cost burdened. As of 2018, about 22% of households with a housing problem also have a disability status, and 71% of these households with a housing problem and disability status are low-income (80% AMI or less). It is important to be aware of these populations as the city is planning how to address the housing needs of the city as a whole. The recent increase in

housing prices may contribute to an even higher cost-burden for those households with special needs.

DISABILITY STATUS	EXTREMELY LOW-INCOME	VERY LOW-INCOME	LOW-INCOME	MODERATE INCOME OR ABOVE	TOTAL HOUSEHOLDS WITH 1 OR MORE HOUSING PROBLEM
	(≤30% AMI)	(30-50% AMI)	(50-80% AMI)	(>80% AMI)	
Hearing or Vision Impairment	0	0	0	10	10
Ambulatory Limitation	0	30	0	20	50
Cognitive Limitation	10	30	0	0	40
Self-Care or Independent Living Limitation	0	30	0	10	40
None of the Above	65	105	145	185	500
Total	75	195	145	225	640

Source: HUD CHAS (based on ACS 2014-2018 5-year estimates).

Figure 13 Households by Disability Status and Income Level (Buckley)

Homelessness

HUD estimates the number of homeless individuals and counts people in shelters, soup kitchens, and identified outdoor locations by working with local service providers to record an accurate count of homeless individuals, but it is likely that the number is underreported since service providers range in location, availability, and staffing. During the 2020 Point-in-Time Count, there were approximately 1,897 people experiencing homelessness in Pierce County. Almost half of them were unsheltered, and a third of them are chronically homeless. There are no figures available to estimate the homeless population in Buckley.

The intent of transitional housing is generally to house individuals or families for a limited time after a crisis, such as homelessness, job loss, or domestic violence, and is typically ranges from two weeks to two years. Transitional housing is a strategy in addressing the homeless crisis in longevity by setting people up for success by creating temporary housing security. Buckley has no transitional housing, but Buckley does have two subsidized or income-restricted housing developments that contain a total of 38 dwelling units. These are discussed in more depth later in the report, but subsidized housing is important since it can potentially provide more permanent housing for homeless individuals or families that have little or no income. With insufficient homelessness data

this community cannot be assessed. However, broader income distribution can be used as a proxy to determine what the need might be for low-income groups.

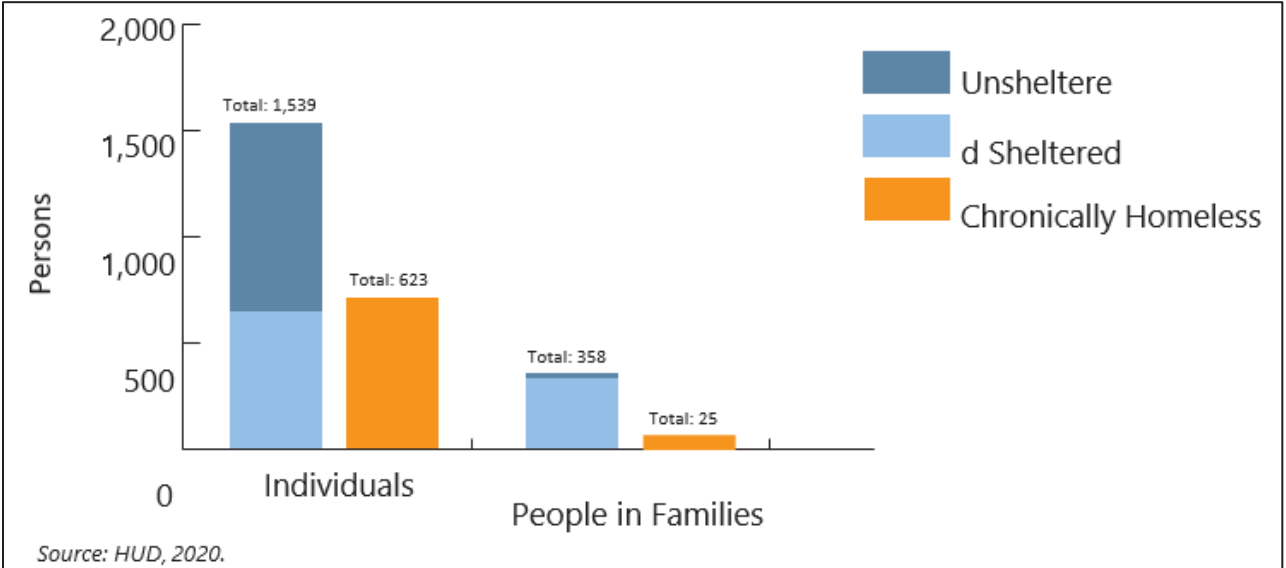


Figure 14 Point in Time Count 2020 (Pierce County)

How will the HNA and HAP address homelessness?

According to a report published by the Department of Commerce in 2017, the number of people experiencing homelessness has been increasing in Washington since 2013 following 8 years of steady improvement. Through an examination of the potential drivers of the upward trend, it was found that the increase is overwhelmingly caused by growing rents that have driven people at the margins into homelessness. It also looks at other perceived causes of homelessness such as family instability, overall alcohol and drug dependence, lower educational attainment, all of which have been declining since 2013.

One factor that has intensified the problems caused by rent increases is very low vacancy rates. With low vacancy rates, people are priced out of one place and find it difficult to find another even when they have sufficient income or rental assistance to pay market rents. Vacancy rates below 3% are generally considered too low and can lead to housing price inflation.

In addressing the issue of homelessness, there has to be consideration given both to how to meet the needs of the people already experiencing homelessness and to how to prevent people from becoming homeless in the first place. As for the former, addressing the needs of the homeless population requires a multi-faceted systemic approach that includes housing, but also requires human services, health services, job trainings, and much more. Many of these factors are beyond the scope of what is covered in this Housing Needs Assessment and what can be confronted through a housing action plan. However, regarding the latter, considering the factors that may push people into homelessness and attempting to negate those is within the scope of the HNA and HAP, this proactive approach is still essential to addressing the issue at large.

2.4 Workforce Profile

Citywide Employment

According to PSRC, the major industry sectors available for employment in Buckley are Government (55%) followed by Education (15%) with a total of 1,224 jobs as of 2020. Services is the largest industry sector in Pierce County at 51% followed by Retail (11%) and Public Sector (11%). The major industry sectors are compared proportionally in Exhibit 15: Employment by Industry (Buckley & Pierce County). The employment sectors shown in this exhibit are broader than the detailed North American Industry Classification System (NAICS) job sectors displayed on the next page.

Exhibit 17: Jobs Held by Residents by NAICS Industry Sector (Buckley & Pierce County) is a table that displays which industry sectors residents of Buckley work in compared with residents of the county. Most residents of Buckley work in Health Care and Social Assistance (15%) which is also the most common industry for the county (15%). Additional common industries that Buckley residents work for include Construction (13%) and Retail Trade (10%). Other large employment sectors for county residents include Retail Trade (11%) and Educational Services (9%).

The City has a slightly greater number of housing units compared to jobs with a ratio of 1.07, meaning that there is almost an equivalent number of jobs-to-housing units. Pierce County has a jobs-to-housing ratio of about 0.89 (Exhibit 16: Jobs-to-Housing Ratio (Buckley & Pierce County)) and has a higher ratio of homes than jobs. A jobs-to-housing ratio in the range of 0.75 to 1.5 is considered ideal for reducing vehicle miles traveled, meaning it is more likely people can live near where they work. Commuting is discussed further in the next section.

Buckley is primarily a single-family residential community but has commercial and industrial zoned parcels with operating businesses. Exhibit 18: Job Density (Buckley) show the density of where jobs are located in the city, demonstrating the city’s employment opportunities are primarily in the downtown core along State Highway 410 and at the Rainier School. Buckley has undeveloped parcels that are anticipated to accommodate the anticipated population and employment growth projected by PSRC.

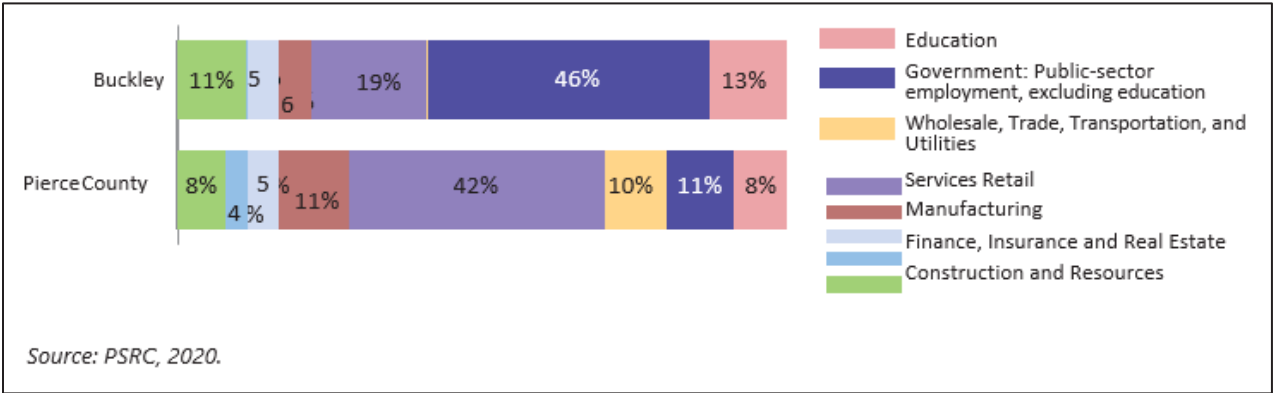


Figure 15 Employment by Industry (Buckley and Pierce County)

	BUCKLEY	PIERCE COUNTY
Jobs	2,093	318,856
Housing Units	1,956	359,489
Jobs-to-Housing Ratio	1.07	0.89

Source: PSRC, 2020; OFM, 2020.

Figure 16 Jobs to Housing Ratio (Buckley and Pierce County)

JOBS HELD BY RESIDENTS	BUCKLEY		PIERCE COUNTY	
	COUNT	PERCENTAGE	COUNT	PERCENTAGE
Agriculture, Forestry, Fishing and Hunting	15	1%	2,378	1%
Mining, Quarrying, and Oil and Gas Extraction	2	0%	281	0%
Utilities	10	0%	1,163	0%
Construction	271	13%	30,994	8%
Manufacturing	195	9%	33,018	9%
Wholesale Trade	97	5%	20,364	5%
Retail Trade	215	10%	42,715	11%
Transportation and Warehousing	117	6%	22,749	6%
Information	38	2%	6,699	2%
Finance and Insurance	55	3%	10,627	3%
Real Estate and Rental and Leasing	33	2%	6,627	2%
Professional, Scientific, and Technical Services	74	4%	16,584	4%
Management of Companies and Enterprises	28	1%	4,201	1%
Administration & Support, Waste Management and Remediation	88	4%	24,362	6%
Educational Services	168	8%	33,420	9%
Health Care and Social Assistance	302	15%	56,323	15%
Arts, Entertainment, and Recreation	47	2%	9,715	3%
Accommodation and Food Services	171	8%	31,434	8%
Other Services (excluding Public Administration)	58	3%	12,703	3%
Public Administration	88	4%	19,346	5%
Total	2,072		385,703	

Source: OnTheMap, 2019.

Figure 17 Jobs Held by Residents by NAICS Industry Sector (Buckley and Pierce County)

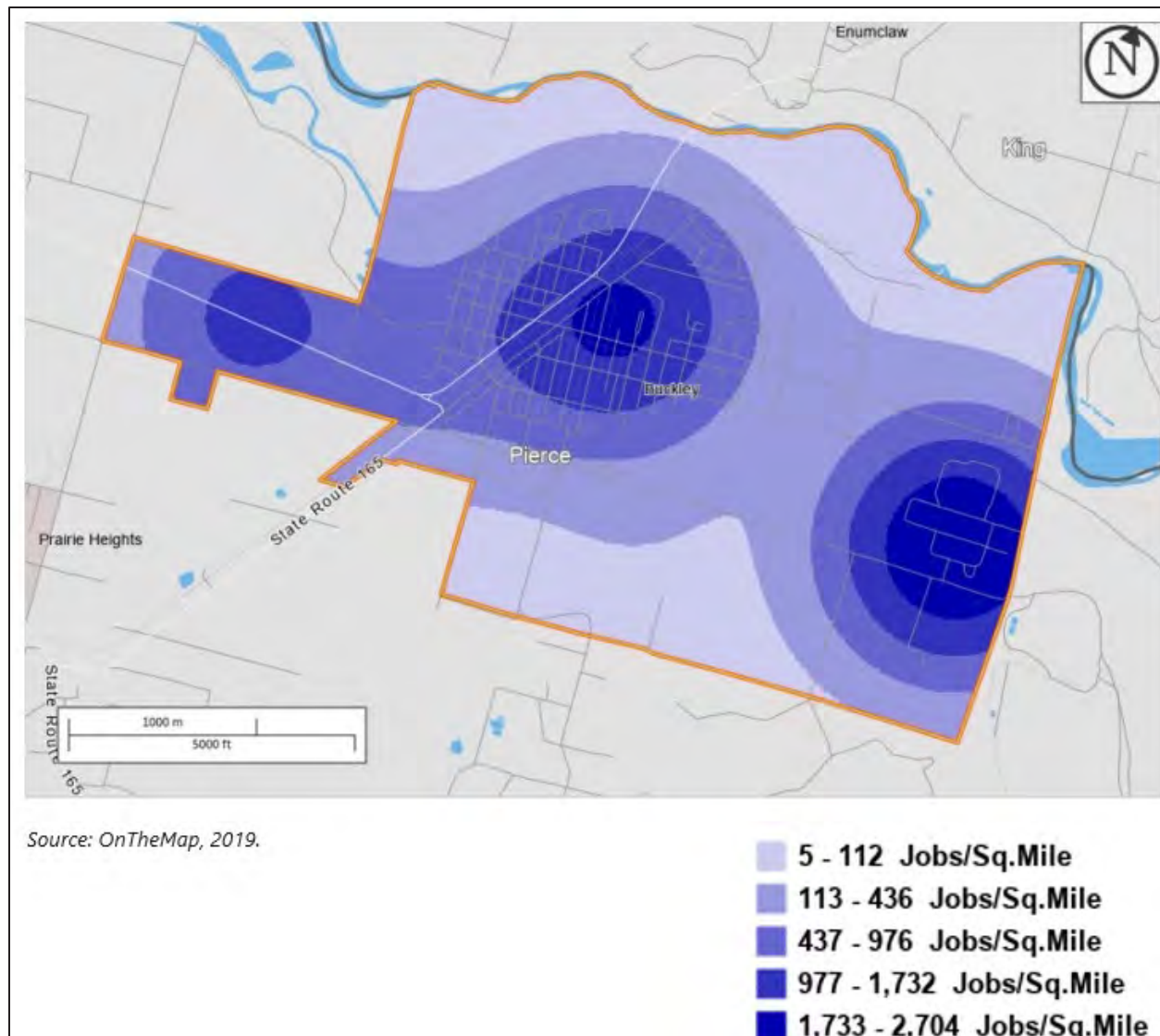


Figure 18 Job Density (Buckley)

Commuting

A factor to consider related to employment is the distance someone travels to and from work. Because a person's job is often the place they travel to the most, the distance between home and their place of employment matters as it relates to what they spend on transportation costs (e.g., fuel). After housing costs, transportation costs are generally a household's second largest expense. A picture of affordability is not complete without considering transportation and commuting.

Census OnTheMap data indicates over 90% of the city's workforce commutes from out of town to Buckley for employment. Exhibit 19: Inflow/Outflow Counts of all Jobs (Buckley) shows the inflow and outflow of people commuting to work or who is entering and leaving the city for work. Buckley's workforce primarily lives in Prairie Ridge (7%), Bonney Lake (7%), or Enumclaw (6%). The average employee travels between 10 and 24 miles to their jobs (42%), and approximately one third of employees travel 25 miles or more to work.

One in ten employed residents live and work in Buckley. Other areas that Buckley residents are employed include Seattle (12%), Enumclaw (7%), and Kent (6%) for employment as shown in Exhibit 20: Employment Locations of Residents (Buckley). The average resident commutes less than 24 miles (88%), with just over half traveling less than 10 miles to work.

It should be noted that this data is from 2019 and therefore from prior to the COVID-19 pandemic, which had a large effect on traditional commuting patterns. There was a period when many office workers were working from home, thereby likely not incurring the transportation costs to which they had been accustomed. While many places of employment have shifted back to requiring employees to come back to the office full-time or allowing more of a hybrid approach, it is still too soon to exactly determine the lasting impacts the pandemic will have on the daily commute. Regardless, remote work seems like it will remain an option, even if not every day of the week, long-term for many employees. While transportation costs associated with a commute may not hold the same power as a factor when someone is choosing where they are going to live as it once did, it is still important to note when thinking about overall location affordability. Location affordability and the metrics that are considered are discussed later in this report (Part 4.4).

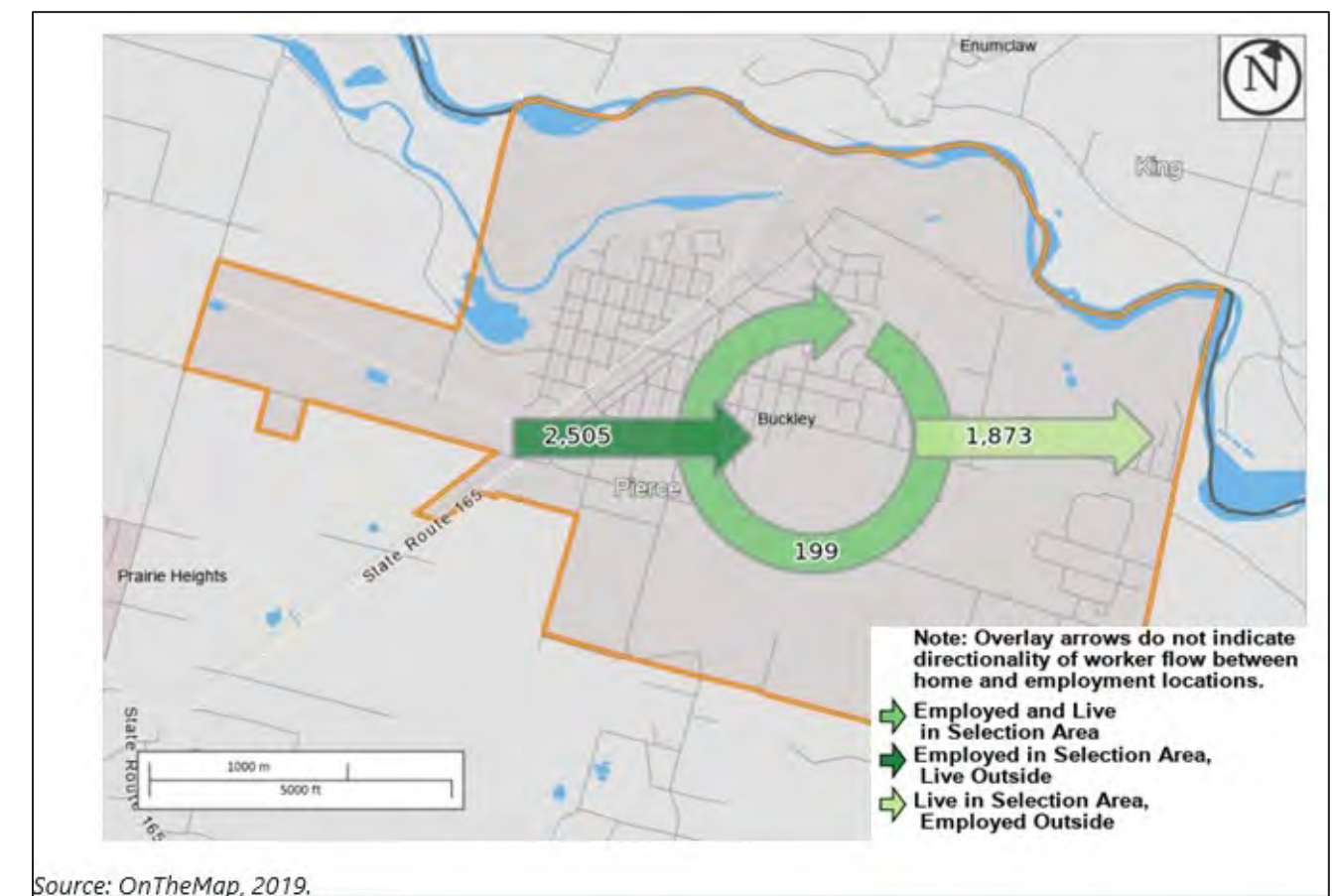


Figure 19 Inflow/Outflow Count of All Jobs (Buckley)

WHERE WORKERS WHO LIVE IN BUCKLEY ARE EMPLOYED	BUCKLEY	
	COUNT	PERCENTAGE
Seattle, WA	254	12%
Buckley, WA	199	10%
Enumclaw, WA	142	7%
Kent, WA	130	6%
Tacoma, WA	119	6%
Auburn, WA	111	5%
Sumner, WA	91	4%
Puyallup, WA	76	4%
Renton, WA	67	3%
Bellevue, WA	54	3%
All Other Locations	829	40%
Total	2,072	

Source: OnTheMap, 2019.

Figure 20 Employment Locations of Residents (Buckley)

Employment Projections

Long term employment projections are prepared by the Washington State Employment Security Department (ESD) based on estimates of average annual job openings and population growth. ESD breaks down anticipated employment projections by industry for counties or groups of counties. The 2021 ESD Projections Report contains estimates for a five and 10-year window in Pierce County. The industries anticipating the largest growth between 2019 and 2029 are Transportation, Warehousing, and Utilities, Education and Health Services, and Government with an average growth rate of 1.5%, 1.3%, and 0.7% respectively.

The Washington Workforce Training and Education Coordinating Board (Workforce Board) produces an employer survey every two years. The most recent report was released in February 2020, just prior the advent of Covid-19 measures. The preface to that report, written in 2021, finds that the 2019 trends on which the February 2020 report was based appear to have resumed. Important findings of this report note that almost 70% of Washington’s 200,000+ employers with two or more workers experienced workforce challenges in the prior 12 months. The study noted finding and hiring qualified job candidates is the most common challenge for employers across the state. This challenge is unequally distributed among industries with 12% more manufacturers than service providers on average reporting finding and hiring qualified candidates as their biggest workforce challenge. The most common underlying reason for why employers find recruitment difficult is rooted in the availability of skilled and experienced talent. As manufacturing jobs on

average pay better than service industry jobs, this discrepancy in need vs skills has significant impact on earnings and the corresponding ability to afford housing. Another interesting finding is those employers that provide benefits packages have fewer recruitment challenges. Access to affordable health care then is also a contributing factor for future housing affordability because money spent on providing private health benefits not offered by employers is not available for use towards housing payments. Small employers represent 20% of Washington’s workforce. These are the employers most likely to experience recruitment issues for a variety of reasons.



Figure 21 Biggest Workforce Challenges (Washington)

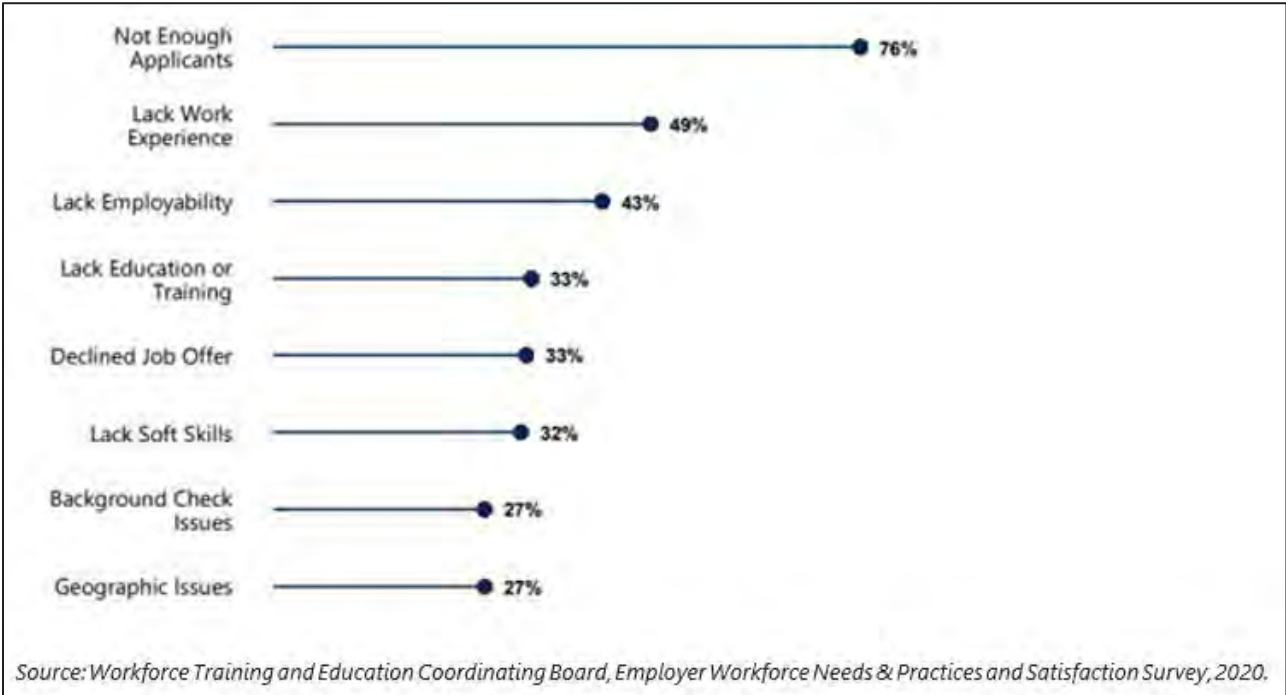


Figure 22 Underlying Reasons for Recruitment Difficulty (Washington)

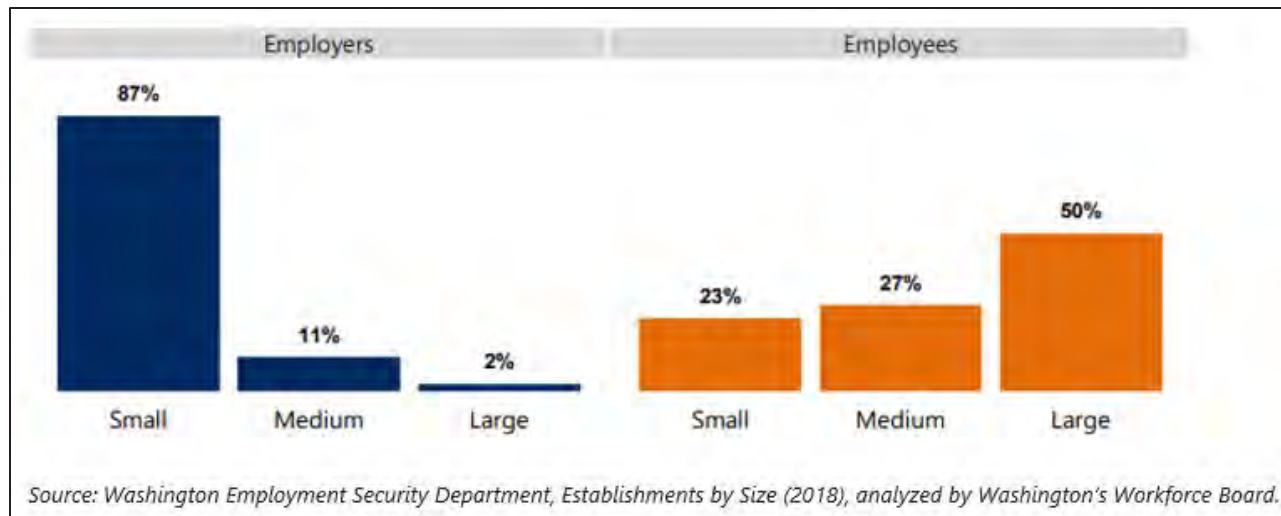


Figure 23 Composition of Employers (Washington)

Another interesting takeaway with housing ramifications is the demographic composition of the workforce by generation. Much has been made of the phasing out of the workforce of the Boomer generation. However, the employer survey found that only about 3% of employers found replacing retiring workers to be their biggest workforce challenge. Specifically, the theorized mass exodus of the aging population appears to have been sort of a slow deflation rather than a mass exodus from the workforce of this group. However, no data is currently available to evaluate the effects of the Covid-19 measures on the durability of this trend. One serious concern for the workforce is the replacement of highly specific skills sets that are no longer commonly supported in public programs. The lack of public or education support for highly skilled and higher paid jobs limits the opportunities for younger generations and their ability of afford housing.

Key Takeaways: Community Overview

Populations

- The overall population is increasing, with the average annual growth rate between 2000 and 2021 at 1.2%. Buckley is skewed towards having an older population with 36.8 years as the average resident age which is similar to Pierce County's average of 36.2 years.
- Buckley has a proportionally greater number of residents between 50 to 64 than the county, while the county has a greater proportion of residents between the ages of 20 and 49 than the city.
- Ninety-two percent (92%) of Buckley's population is white, and 94% of the population speaks only English at home. The remaining identified racial and ethnic groups that make up Buckley's population are Hispanic (4%), non-Hispanic African American (1%), non-Hispanic Asian or Pacific Islander (1%), and non-Hispanic Native American (1%).
- Households primarily speak English at home (94%). Of the 6% that do not primarily speak English at home, three- fourths speak Spanish.

Households

- Buckley is comprised of two thirds owner-occupied units and one third renter occupied. There is a low vacancy rate (7%) indicating a high demand for housing.
- The average household size is 2.34 residents and has decreased by 0.32 residents since 2000. Owner households have a higher average household size (2.37) than renter households (2.28).
- Buckley households have a median income of \$77,512 which is slightly higher than what the median County household earns. Both the median family and non-family household income is higher in the city compared to the county.
- Thirty-five percent (35%) of Buckley households are considered low-income, earning 80% AMI or less.
- Proportionally, extremely low-income households are the most cost-burdened income category, with 8% being cost- burdened and 50% being severely cost-burdened.
- Renters experience the most financial strain, with 33% of renters being cost-burdened and 11% severely cost- burdened. Approximately 25% of owners are cost burdened.
- Of white owner households, 15% are considered cost-burdened, and 10% are severely cost-burdened.
- Approximately 71% of households with a housing problem and disability status are considering low-income, earning less than 80% AMI.
- PSRC determined the city as a whole falls under the low displacement risk category.

Workforce Profile

- A majority of Buckley's workforce lives outside the city, and a majority of residents work outside the city.
- The jobs-to-housing ratio is 1.07, which means there are nearly as many housing units as there are jobs.
- Nine out of ten residents commute outside of the city to work and typically travel less than 24 miles to work, most likely to work in Seattle, Enumclaw, or Kent.
- The top two industry sectors for employment in Buckley are Government (46%) and Services (19%).

Part 3: Housing Conditions

3.1 Housing Inventory

Housing Units by Type and Size

As of 2021, there are 2,054 housing units in Buckley, representing a 39.5% increase in supply since 2000. Exhibit 24: Housing Units, 2000 to 2021 (Buckley) shows this increase. More than 80% of housing units are single-family homes. Exhibit 26: Housing Inventory by Type (Buckley) describes the breakdown of housing units by type existing in Buckley. Beyond single-family, the second most common housing type is multifamily buildings of 5+ units (7%). The remaining 12% of existing units

are equally distributed between duplexes (4%), multifamily buildings with 3 to 4 units (4%), and mobile homes (4%).

While one-third of households only have one person, studio or one-bedroom units comprise 8% of the city’s housing stock. Approximately 50% of housing units have 2 to 3 members, but nearly 80% of the housing stock is two or three-bedroom units. There is a shortage of smaller units for residents who live alone and an oversupply of mid-sized housing. Households with four or more people (16%) have a consistent housing supply stock to meet their needs with 13 percent of housing units having four or more bedrooms.¹⁰

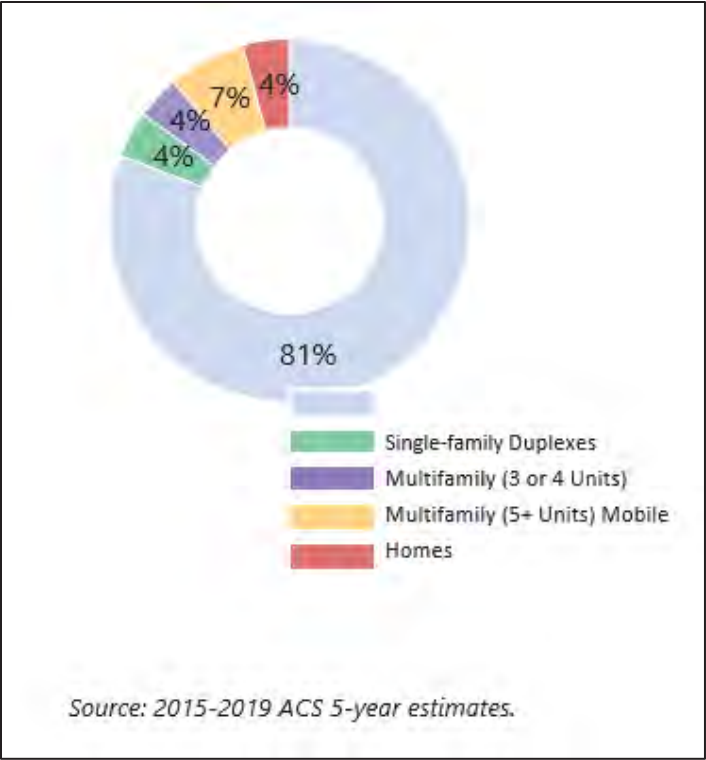


Figure 24 Housing Inventory by Type (Buckley)

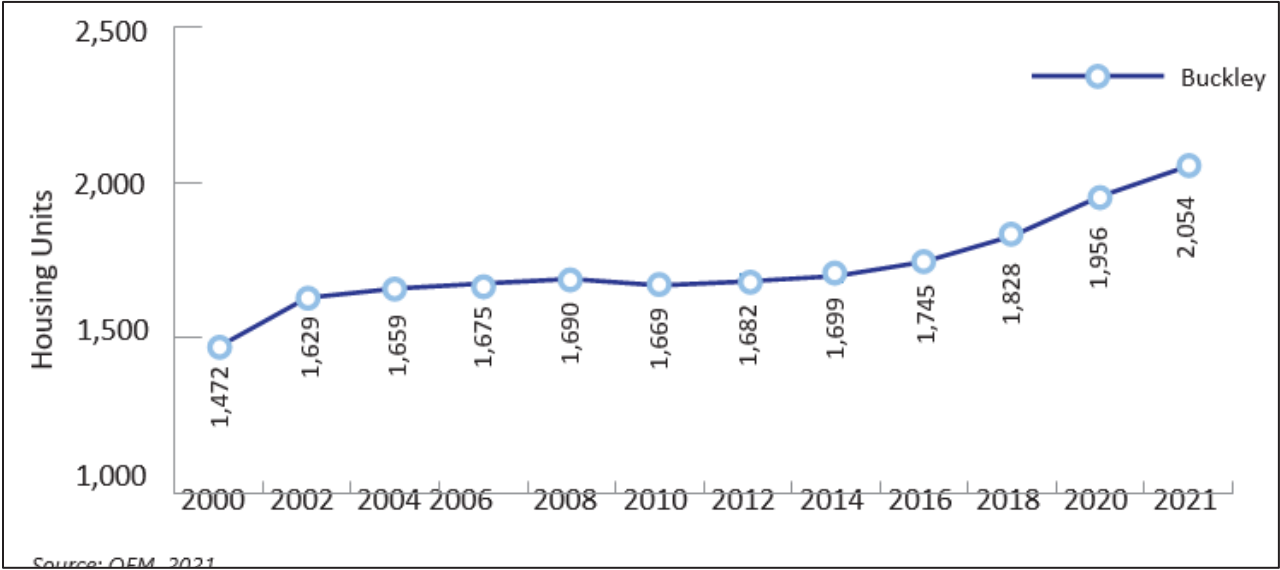


Figure 25 Housing Units, 2000 to 2021 (Buckley)

¹⁰ 2015-2019 ACS 5-year estimates (2012 survey data)

Exhibit 26: Age of Housing Stock (Buckley) describes the age of housing units in Buckley based on built year of structures. One-fifth of all units were built prior to 1939, which reflects the historic character of the community in design and architecture. Housing was constructed consistently between 1939 to 2021, with a slowdown between 1940 and 1949. This slowdown coincides with World War II labor and resource shortages (3%). Beyond 1939, the most common timeframe for housing unit construction in Buckley was between 1990 and 2010 when one-third of the City’s housing stock was built. Buckley has both new and historic homes, however as homes age there will be a greater need to repair, maintain, and rehabilitate older structures. For this dataset, any data projected beyond 2010 by the ACS is suspect due to Buckley’s recent explosive growth.

The PSRC records permit data on housing units and tracks what types of units are constructed or demolished, as shown in Exhibit 27: Permitted Units, 2010 - 2019 (Buckley). Between 2010 and 2019, the city lost an average of three housing units and gained an average of 35 new units annually. A major increase in permits occurred between 2015 and 2019 with 308 permits being issued, 99% of which went toward the construction of single-family units. The only multifamily units constructed between 2010 and 2019 were two duplex units constructed in 2011. The development boom has not abated. At the beginning of 2022, there are 499 vested units in the development pipeline, representing approximately a 24% increase in units from the 2020 total of 1,974. Of these vested units, 56 units (12%) are townhomes.¹¹

BUILT DATE	PERCENTAGE
Built 2010 to 2019	11%
Built 2000 to 2009	15%
Built 1990 to 1999	17%
Built 1980 to 1989	9%
Built 1970 to 1979	11%
Built 1960 to 1969	8%
Built 1950 to 1959	5%
Built 1940 to 1949	3%
Built 1939 or earlier	21%

Source: 2015-2019 ACS 5-year estimates.

Figure 26 Age of Housing Stock (Buckley)

¹¹ Citv of Bucklev. 2022

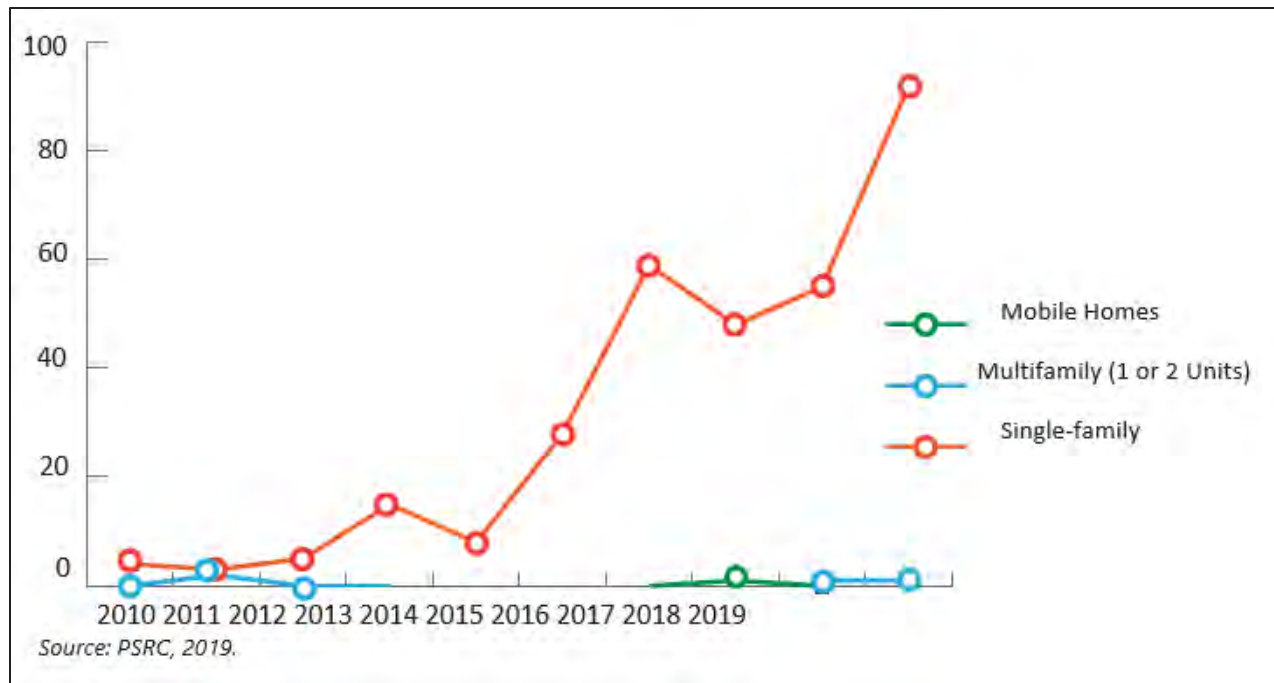


Figure 27 Permitted Units, 2010-2019 (Buckley)

3.2 Home Ownership

Home ownership is important to consider since it is the main way most American families accumulate generational wealth. There are also typically more home ownership opportunities, compared with rental opportunities, that provide access to higher performing school districts, amenities, and social capital that lead to better opportunities.

Of total housing units, approximately two-thirds are owner-occupied. Buckley demographically is a white community (92%), this is reflected in the homeownership percentages by race. In 2019, the ACS estimates over 95% of homeowners were white, with the remaining owners identifying as some other race (3%) or Asian (<1%). The statistics for races other than white are difficult to estimate due to small sample sizes.¹²

Exhibit 28: Age of Owners (Buckley) shows the home ownership rate by age group, as estimated in 2019. The represented age is that of the householder.¹³ The 75 to 84 and 55 to 64 age groups have the highest rates of ownership, at 85% and 82% respectively. In Buckley, more than half of the households in the other age groups are living in owner-occupied homes. The only exception is among the 85 years and over age group, which has a home ownership rate of just 9%. Buckley residents in this age group may no longer be able to live independently and have moved in with family members or into assisted living rentals. If they have moved in with a younger family member

¹² 2015-2019 ACS 5-year estimates (from 2012 survey data)

¹³ The householder refers to the person (or one of the people) in whose name the housing unit is owned or rented.

AGE OF HOMEOWNERS	PERCENTAGE OF HOUSEHOLDS IN AGE GROUP
Under 35 years	67%
35 to 44 years	60%
45 to 54 years	74%
55 to 64 years	82%
65 to 74 years	69%
75 to 84 years	85%
85 years & up	9%

Source: 2015-2019 ACS 5-year estimates.

Figure 28 Age of Homeowners (Buckley)

that owns the home, the household would be represented by the age of the younger family member as the householder in this data.

Another interesting finding from this data is the high rate (67%) of home ownership for households in the under 35 age group. Typically, this group has a lower rate due to lack of wealth accumulation from minimal years in the work force, high amounts of student loan debt, and the high cost of ownership. The higher rate is possibly due to the low number of overall opportunities to rent, so if households within this age range have chosen to live in Buckley they are more likely to be able to afford a home. Housing affordability for this group may have also been enhanced over historical rates due to the persistence of very low interest rates for mortgages and generous first-time home buyer federal financing programs.

Exhibit 29: Percent Change in Home Values and HUD AMI Since 2010 (Buckley) shows the percent change in median home value and bottom tier home value from 2010 to 2021 in comparison to the percent change in HUD AMI. The data reflects the decrease in home value following the Great Recession at the end of the 2000s. However, median home values have increased consistently since 2014. In 2021, the median home value was \$532,000 which is nearly double the median home value from 2010 (\$274,000). By April 2022, Zillow estimated the median home value in Buckley was \$611,000, a 15% increase over the prior year. This parabolic upward trend in housing prices is reflective of the regional population boom and increasing housing shortage. Even the bottom tier home value, which are described by Zillow as those in the 5th to 35th percentile of all units by value, had increased by 53% from 2010 to 2021 to a value of \$418,000. By April 2022, the bottom tier housing prices in Buckley had increased to \$478,000 which tracks exactly with the 15% increase in overall median home value.

Over the same period, area median income has also grown but not to the same degree as home values. Between 2010 and 2021, the AMI was fairly stagnant the first half of the decade but eventually grew to \$91,100 which is a 31% increase. In 2019, Buckley's household median income was \$77,512,¹⁴ which was slightly lower than the Tacoma, WA HUD AMI of \$80,200 during the same year. The HUD AMI for Tacoma, WA in 2022 is \$101,843. If Buckley holds the same ratio as it did to the Tacoma metro area in 2022 as it did in 2019, the 2022 median income for Buckley should be about \$98,430 annually. According to the Washington State Office of Financial Management (OFM), in 2019 Pierce County's household median income was \$78,779. OFM projected 2021 household median income in Pierce County was \$81,720. The key takeaway here is that median

¹⁴ 2015-2019 ACS 5-year estimates

housing costs have outpaced regional wage growth, meaning that ownership affordability is getting further and further out of reach.

Home Ownership and Affordability

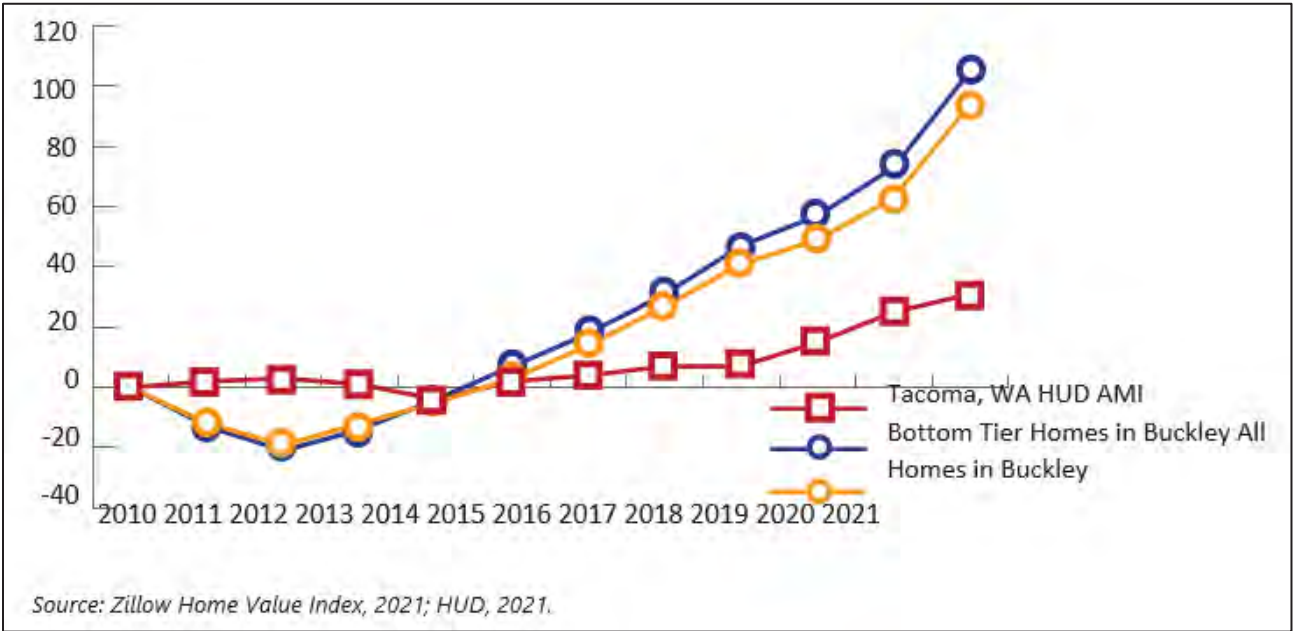


Figure 29 Percent Change in Home Values and HUD AMI Since 2010 (Buckley)

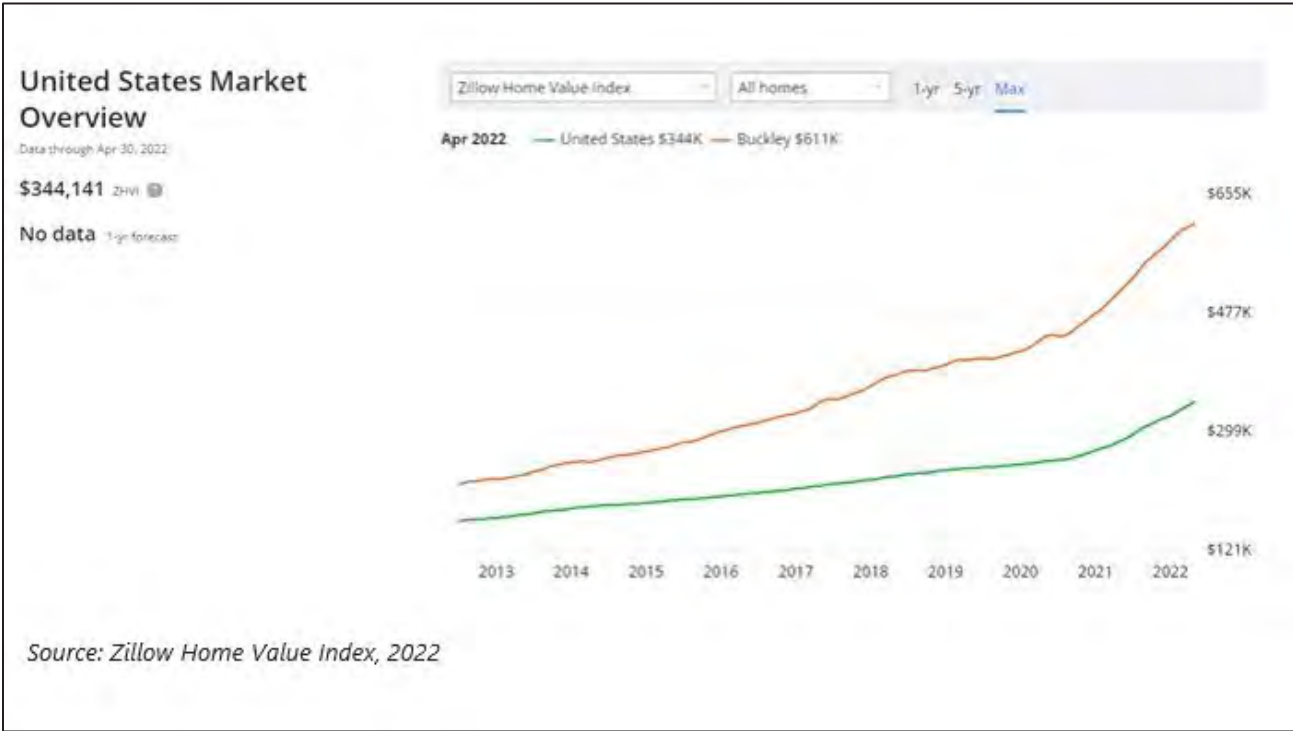


Figure 30 Changes in Home Values, 2013 to 2022 (Buckley and USA)

Exhibit 31: Cost of Home Ownership, 2019 (Buckley) approximates the incomes needed to afford a median or bottom- tier home. It also estimates annual income needed for a first-time homebuyer, which is explained further in the Home Ownership Affordability call-out. Based on the income distribution of Buckley households, in 2019 it was estimated that approximately 46% of Buckley’s households could afford a median priced home with a minimum annual income of \$84,711, which exceeds the HUD AMI and city median income. Exhibit 34: Percentage of All Households by Income Bracket, 2019 (Buckley) shows how the percentage of households that can potentially afford the median value relates to the percentages of households by income bracket.

How is home ownership affordability calculated?

Home ownership affordability was calculated using the Zillow Home Value Index (ZHVI) which provides median home values for all ownership homes (single- family residential and condos) as well as averages among “Bottom Tier” homes (those in the 5th to 35th percentile of all units by value) and “Top Tier” (those in the 65th to 95th percentile of all units by value). The ZHVI represents the whole housing stock and not just homes that list or sell in a given month.

The monthly mortgage payment for these homes was calculated using several assumptions:

- Monthly insurance payments are assumed to be 0.5% of the home’s value. This does not account for Private Mortgage Insurance (PMI) which is required if the down payment is less than 20%. A First Time Homebuyer with less than 20% down payment can expect to pay between \$40 and \$80/month for PMI in addition to the homeowners insurance.
- The down payment is 20% for the Median Home and Bottom Tier Home calculations; therefore, the mortgage amount is 80% of the home value.
- Mortgage term is 30 years, so there are 360 payments over the course of the loan.
- Interest rate is the Freddie Mac national average for a 30-year fixed-rate mortgage which was 3.94% in 2019.
- Monthly property taxes are assumed to be the county average.

The First Time Homebuyer calculations are based on a metric used by the Washington Center for Real Estate Research to assess housing affordability for a given area given the assumptions for a first-time homebuyer. These assumptions differ from those listed by assuming the home value is 85% of the median and the down payment is 10% of the home value.

These assumptions provided the monthly costs expected to be paid for the three home value types. The monthly costs were divided by .3 and multiplied by 12 to determine the minimum annual income needed to afford them (i.e., not be cost-burdened). Note that monthly utility payments are not included because of lack of data for estimating these costs, so affordability may be overestimated. Also, as of 2022, interest rates have begun to rise. In a rapidly rising interest rate environment, housing affordability declines.

In 2019, bottom-tiered homes were more affordable with 59% of households able to afford the monthly costs of \$1,666. It is important to note that data on households’ savings is not available, so it is impossible to estimate how many of these households have enough savings for a down payment to become a homeowner.

In 2022, the affordability landscape changed dramatically. After more than a decade of historically suppressed interest rates, the Federal Reserve began an interest rate increase campaign in an attempt to curb inflation. The change in interest rates will increase mortgage payments and thereby dramatically reduce affordability for home buyers. No group making the Buckley median income can afford a bottom tier home, let alone a median priced home. First time homebuyers, even with a reduced down payment are unlikely to be able to purchase a home in Buckley.

2019	MEDIAN HOME	BOTTOM TIER-HOME	FIRST TIME HOMEBUYER
Sales Price	\$407,668	\$320,400	\$346,518
Assumed down payment	\$81,534	\$64,080	\$34,652
Mortgage amount	\$326,134	\$256,320	\$311,866
Monthly mortgage payment	\$1,546	\$1,215	\$1,523
Monthly Income Needed	\$7,059	\$5,548	\$6,698
Annual Income Needed	\$84,711	\$66,577	\$80,370
% of HUD AMI	106%	83%	100%
% of City Median Income	109%	86%	104%

Source: Zillow Home Value Index, 2019; HUD, 2019; 2015-2019 ACS 5-year estimates.

Note: 1 Figure assumes a 20% down payment for Median and Bottom Tier Homes and 10% for First Time Homebuyers.
2 Figures assume a 30-year fixed rate mortgage at 3.94% and accounts for PITI with Pierce County median tax rate, discounting homeowners/insurance and assumes a PMI rate of 0.5%, though that only applies if the down payment is less than 20%.

Figure 31 Cost of Home Ownership, 2019 (Buckley)

2022	MEDIAN HOME	BOTTOM TIER-HOME	FIRST TIME HOMEBUYER
Sales Price	\$611,000	\$478,000	\$519,000
Assumed down payment	\$122,200	\$95,600	\$51,900
Mortgage amount	\$488,800	\$382,400	\$467,100
Monthly mortgage payment	\$2,711	\$2,121	\$2,591
Monthly Income Needed	\$12,380	\$9,693	\$11,841
Annual Income Needed	\$148,556	\$116,316	\$142,090
% of HUD AMI	151%	118%	144%
% of City Median Income	No data	No data	No data

Source: Zillow Home Value Index, 2022; HUD, 2022.

Note: 1 Figure assumes a 20% down payment for Median and Bottom Tier Homes and 10% for First Time Homebuyers
2 The mortgage rate in June 2022 in Washington State is 5.29%.
3 The median property tax rate in Pierce County, WA is \$2,759/year for a home worth \$269,300. Pierce County collects, on average 1.02% of the property's assessed fair market value as property tax. A home appraised at \$611,000 has an estimated annual property tax of \$6,232.20. A home with an appraised value of \$478,000 has an estimated property tax of \$4,875.60. A home with an appraised value of \$519,000 has an estimated property tax of \$5,293.80.
4 Includes 0.5% of the home's value per month as PMI for First Time Homebuyers.
5 No HOA dues are assumed.
6 Monthly mortgage payment is assumed to be 22% of monthly income.
7 Buckley's assumed median income per household in 2022 is \$98,430/year based on the ratio with the 2022 Tacoma

Figure 32 Cost of Home Ownership, 2022 (Buckley)

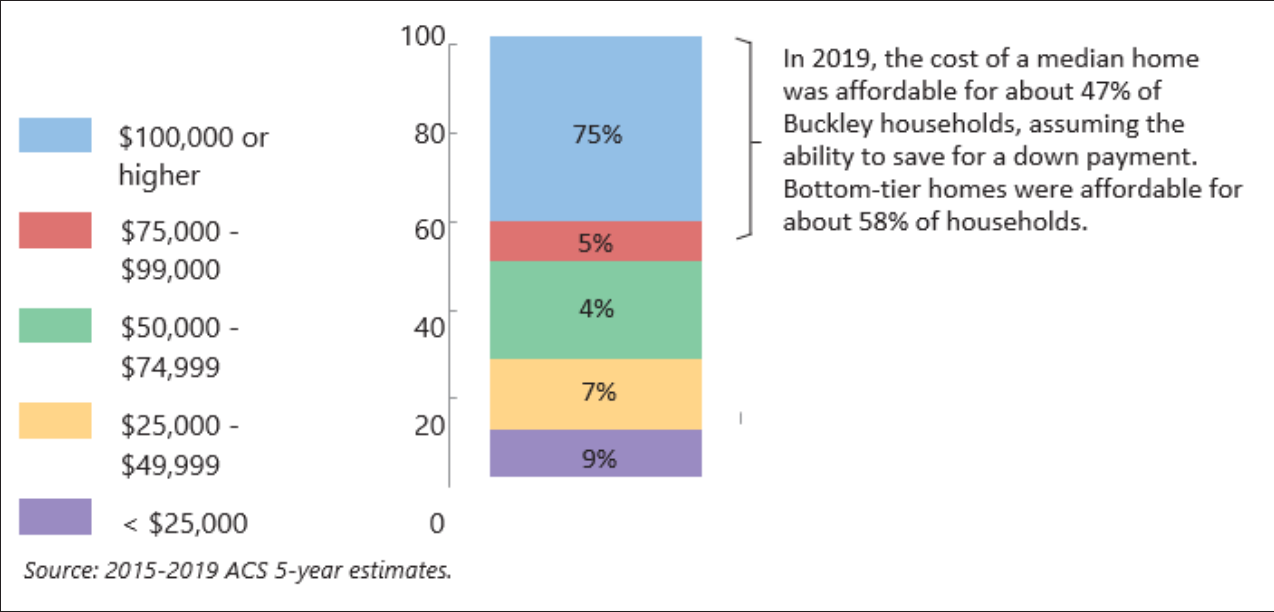


Figure 33 Percentage of All Households by Income Bracket, 2019 (Buckley)

Housing Prices

The Washington State University Center for Real Estate Research (WCRER) provides statistics on median house prices by city in Washington. While Buckley was not included nearby Enumclaw is part of the most recent dataset. The median house price in Enumclaw in 2020 was \$453,900. A typical three-bedroom home cost \$424,900 in 2020. Three years earlier in 2017, the median home price was \$360,000 with a three-bedroom home averaging \$343,625. This represents an increase of 26% from 2017 to 2020.

The most recently available rental data shows the average 2019 gross rent in Enumclaw was \$1,236 per month. John Wake of Real Estate Decoded, in analyzing the S&P CoreLogic Case-Shiller Home Price Index and data from the US Bureau of Labor Statistics, reports the 12-month house price change in Seattle ending February 2022 was 16% higher than the prior year and that those price increases were happening at an increasing rate, with the rate of change increasing 11% over the prior 12-month period.

The WCRER also includes a housing affordability index for Enumclaw. The housing affordability index measures whether a household with a median income has enough income to qualify for a conventional mortgage on a median priced home. For example, a value of 85 indicates the average household making a median income only has 85% of the income they need to qualify for a mortgage of a median priced home. In 2017, the median income household in Enumclaw had enough income to support only 83.6% of the median priced home mortgage. This number fluctuates, ranging from a low of 75.7% in 2018 to a high of 86% in 2020. Even at the high, the median income household was 14% shy of sufficient income to afford a median priced home.

First time homebuyers, despite public support programs and policies, are even more unlikely to be able to purchase a median priced home. In 2020, Enumclaw’s first-time home buyers averaged only

54% of the required income to purchase a median priced home. Since the 18–49-year-old demographic is the largest and are the most likely to be first time homebuyers, this discrepancy has significant ramifications going forward.

In 2019, a median income household in Enumclaw had 124% of the income needed to rent an average unit. This income does not necessarily translate to a home purchase. The 2019 transition index for Enumclaw was 86.4. This index measures how well renter households are able to save up for a down payment on a house. A value over 100 means a renter household earning 70% of the median income can afford to pay rent for an apartment without rent overburden. Values under 100 indicate that this same household will not be able to save up for a down payment for a home purchase.

The following series of charts compares various home price indexes for the Seattle metropolitan area over the country as a whole. The takeaway is a significant increase in housing prices, inflation and mortgage rates translate to decreasing housing affordability. Compared to a base year of 2000, today’s homes are more than three times higher. Even adjusting for inflation, home prices have doubled in the last two decades. Home prices are appreciating faster than they have in decades. The recent increase in interest rates has dramatically decreased housing affordability for home buyers at the same time the prices have increased because each increase in rates decreases buying power irrespective of the home price. Mortgage prices are higher than they’ve been in decades. Even the run up from 2000 to the prior peak in April 2006 did not compare to the price increases from 2012 to 2022 and especially the rapid increase since June 2020.

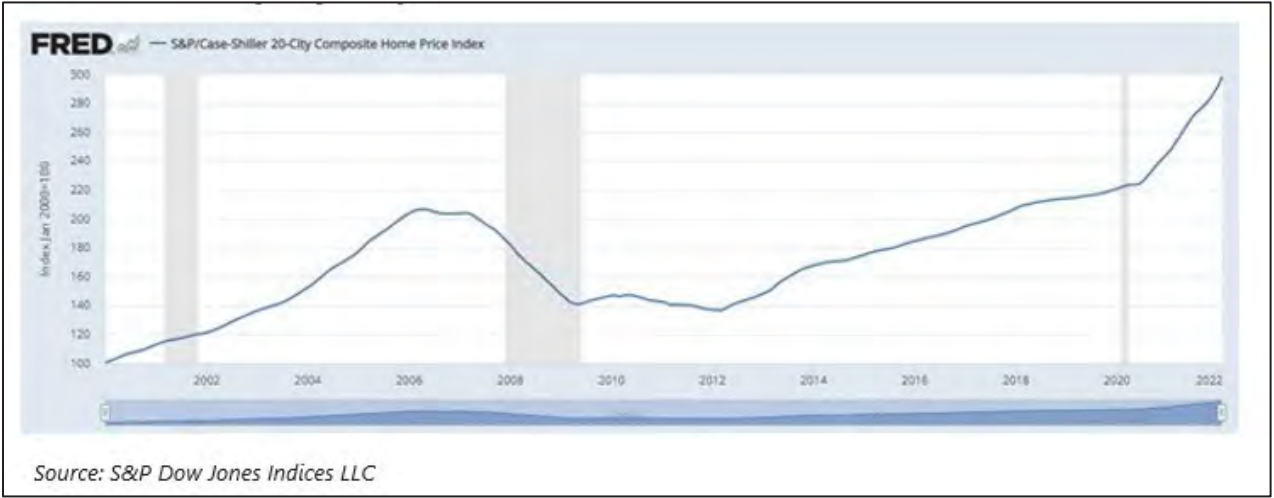


Figure 34 Twenty-City Composite Home Price Index (USA)

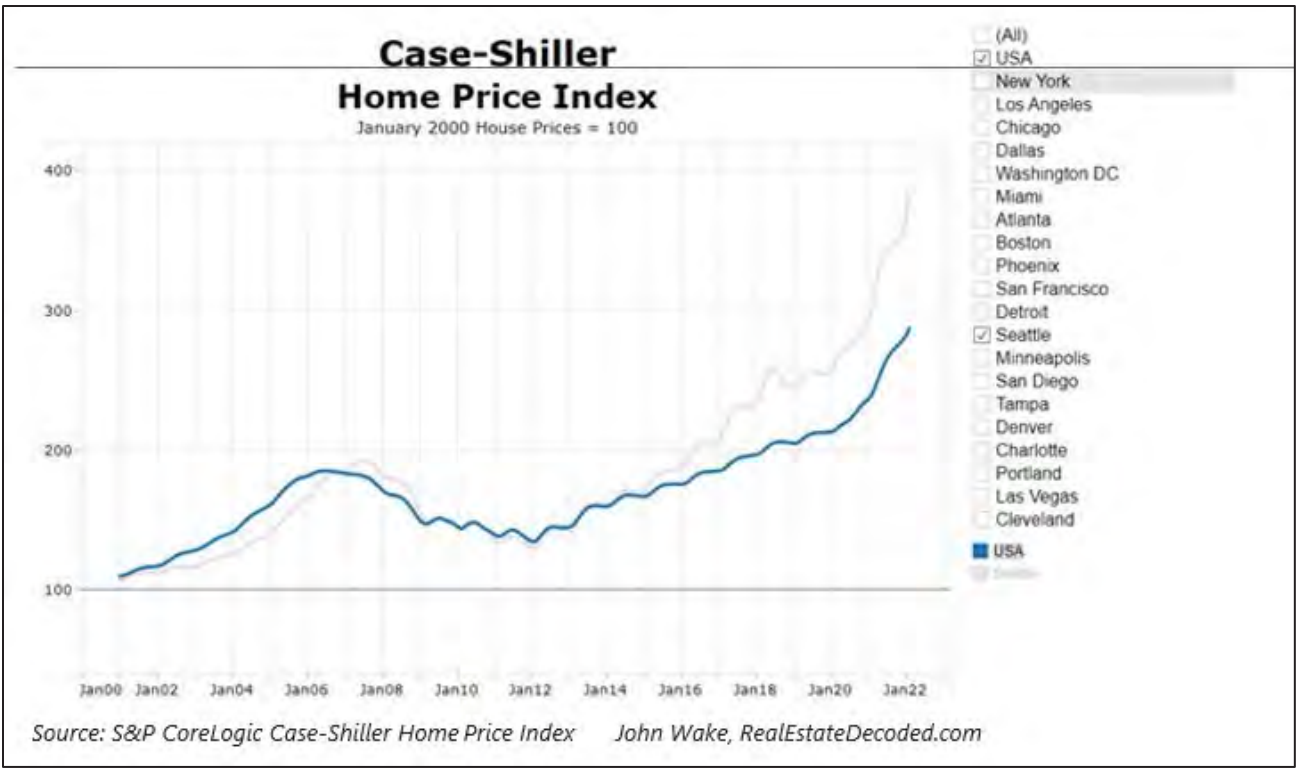


Figure 35 Case-Shiller Home Price Index (Seattle)

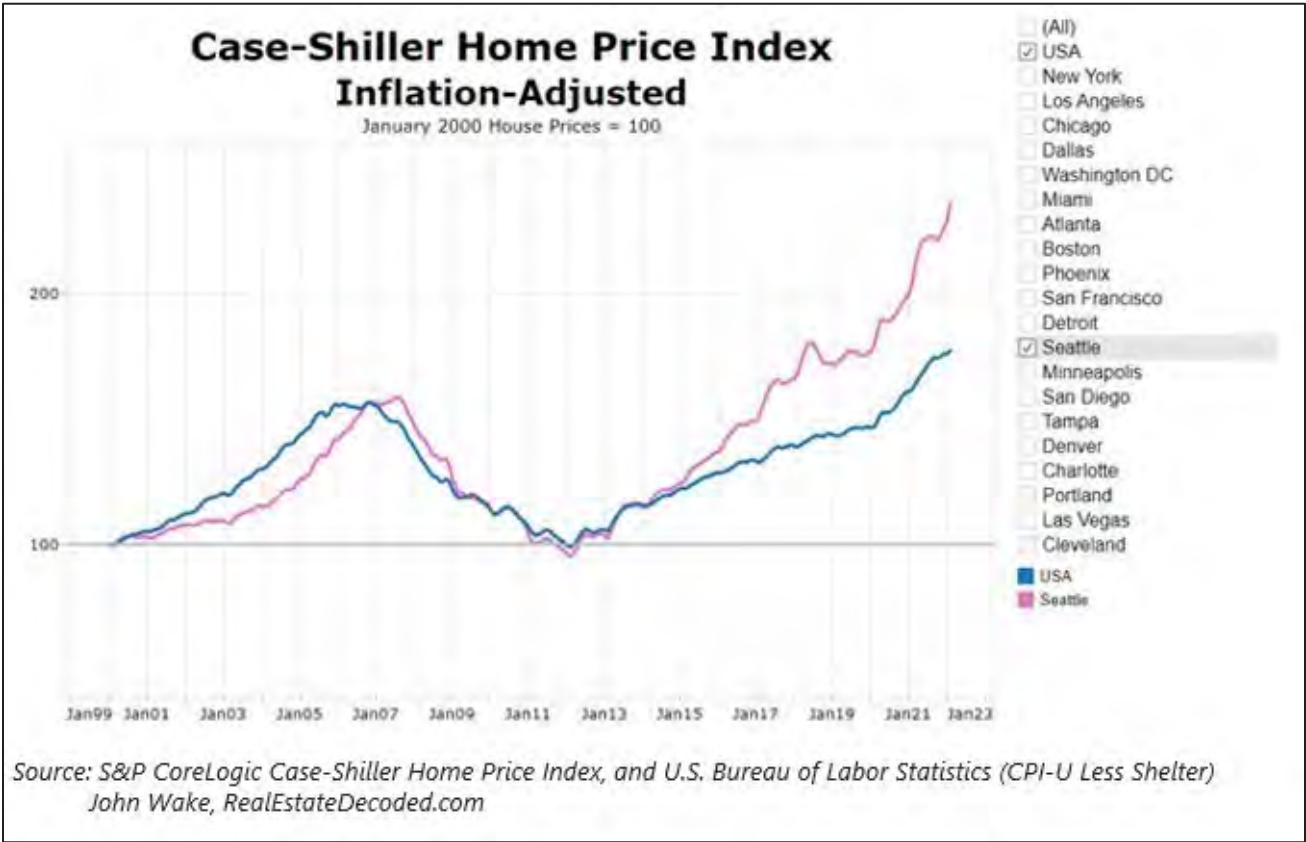


Figure 36 Case-Shiller Home Price Index, Inflation-Adjusted (Seattle)

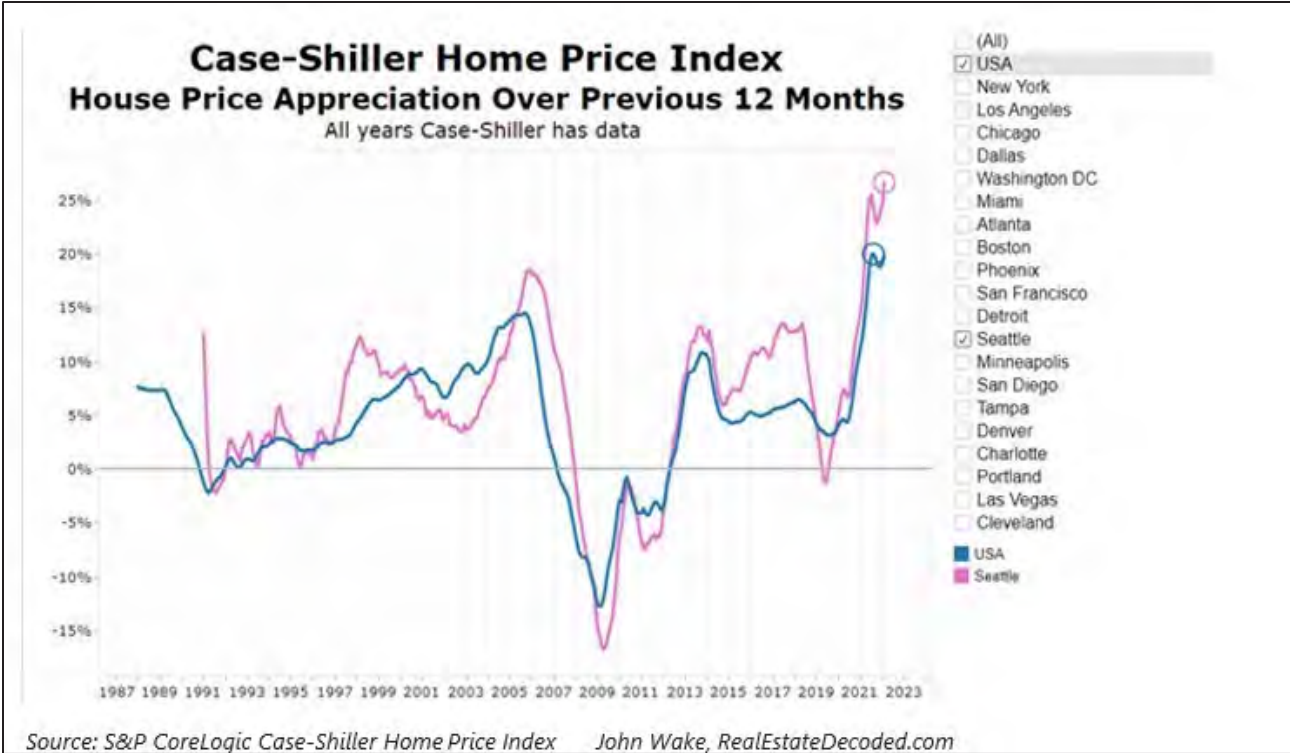


Figure 37 Case-Shiller Home Price Index Previous 12 Month Appreciation (Seattle)

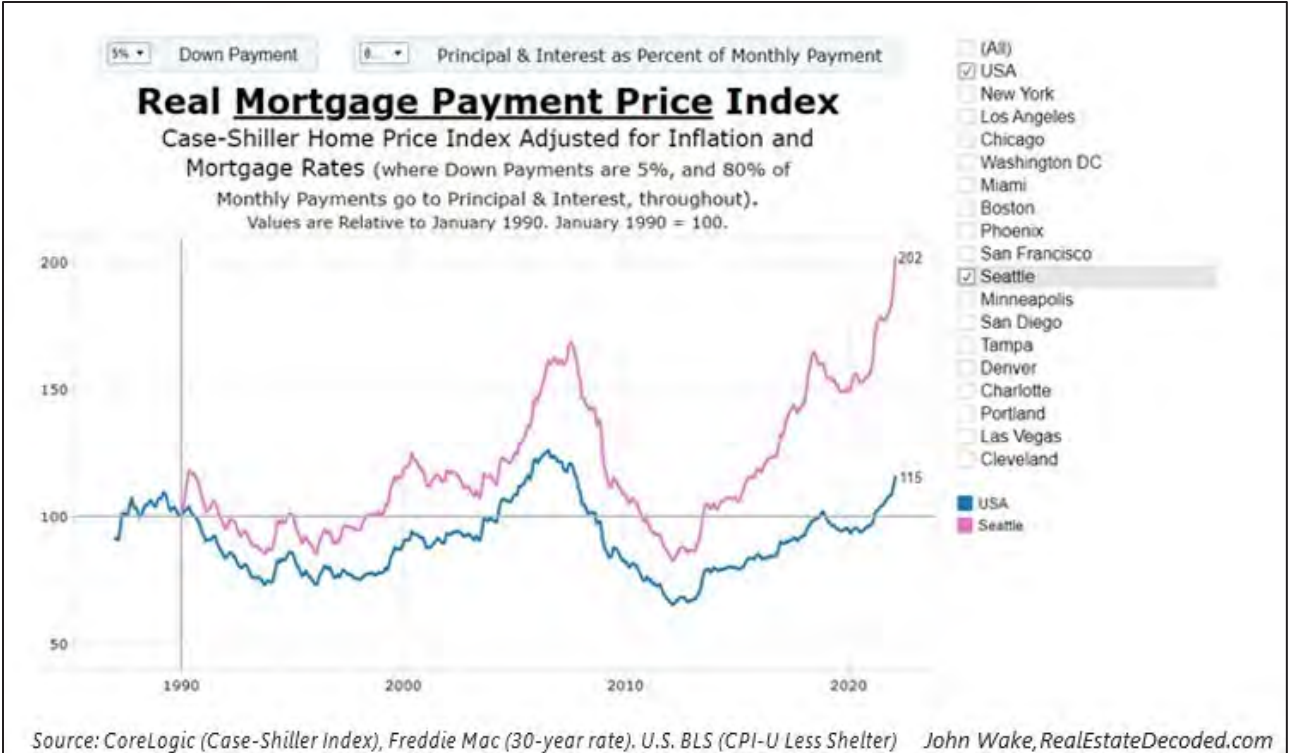


Figure 39 Real Mortgage Payment Price Index (Seattle)

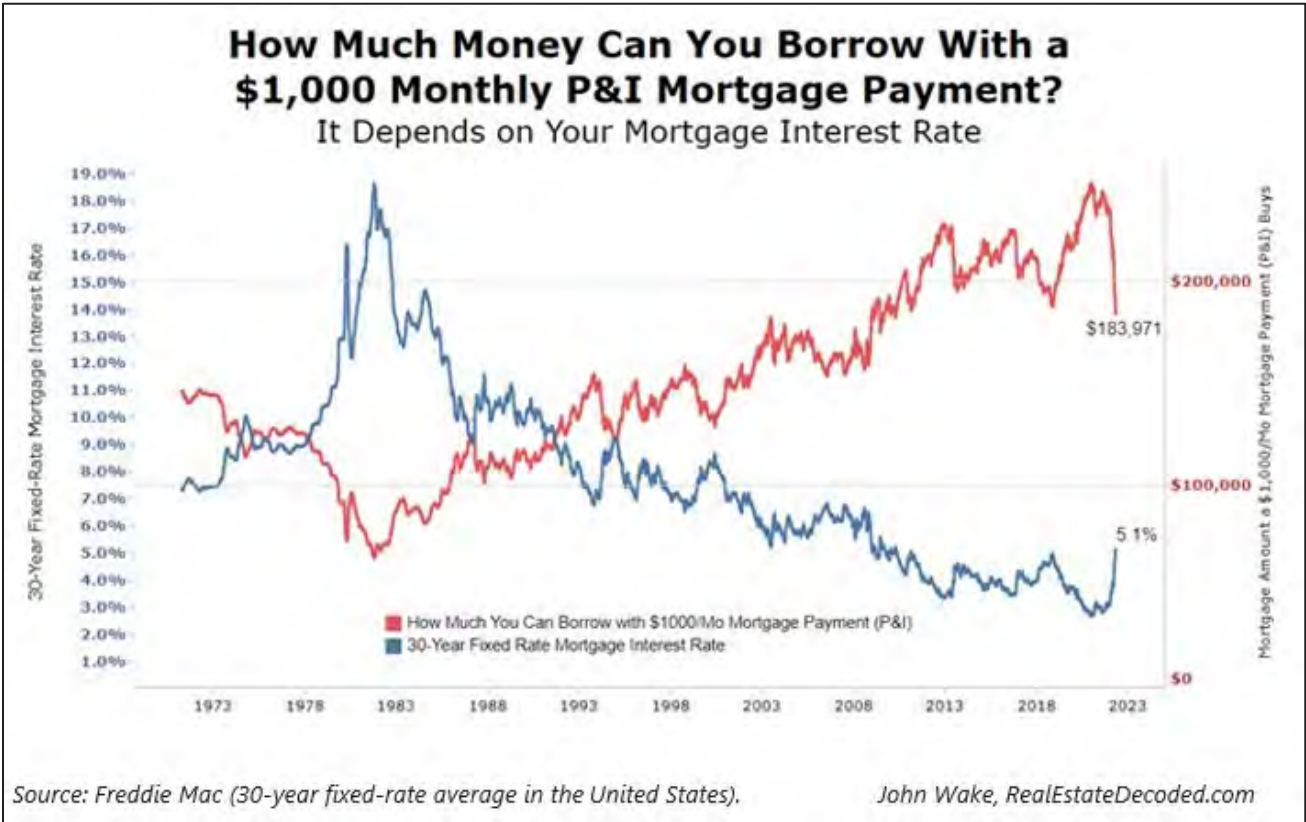


Figure 38 How Much Money Can You Borrow with a \$1000 Mortgage Payment? (USA)

3.3 Rental Housing

In 2019, a third of the city’s housing stock was rental units, or approximately 595 housing units total. A recent building boom in single-family houses has likely reduced the percentage of rental housing stock in the city. However, new multi-family units are in development and a couple of hundred new multi-family units are either proposed or in the development pipeline.¹⁵ The City will need to re-evaluate its owner versus renter stock in a few years once the development boom has slowed down.

Exhibit 40: Age of Renters (Buckley) shows the number of renter households by age group, displaying the inverse percentages discussed previously in the Home Ownership section. Note this data is from 2019 estimates, as shown in the source information beneath the table. Though the highest renter rate with a sizable lead was among

AGE OF RENTERS	PERCENTAGE OF HOUSEHOLDS IN AGE GROUP
Under 35 years	33%
35 to 44 years	40%
45 to 54 years	26%
55 to 64 years	18%
65 to 74 years	31%
75 to 84 years	15%
85 years & up	91%

Source: 2015-2019 ACS 5-year estimates.

Figure 40 Age of Renters (Buckley)

¹⁵ Citv of Bucklev. 2022

the 85 years and over age group at 91%, the lowest rate was among the 75 to 84 group at 15%. Given these data are estimates from 2019, this trend may have shifted as the oldest tenants pass away and their next younger cohort ages. The rest of the ages groups are all 40% or lower, representing the higher overall rate of ownership in Buckley.

Rental Housing Costs

As of 2019, the median rent in Buckley was \$1,352, which is only \$10 less than Pierce County’s median rent. In 2019, approximately two-thirds of households could afford the median rental cost. The rents have increased significantly since 2019. The Fair Market Rent (FMR) for the Tacoma metro area in 2022 was \$1,484/month which is 97% more expensive than other FMR areas nationwide. There is also a dearth of rental properties available. Buckley has a very limited stock of rental housing. In June 2022, 1-bedroom/1-bathroom apartments were renting for \$1,850/month while 2-bedroom/1-bathroom units rented for \$1,900-2,495/month. These rentals were in line with those available in other nearby municipalities. Though the data set is limited, it is notable for the very large increase in rental costs.

In 2019, the median income in Buckley was \$77,512, and an annual income of \$54,026 was required to afford a rental unit.¹⁶ Exhibit 41: Median Gross Rent by Number of Bedrooms, 2019 (Buckley & Pierce County) shows the median gross rent by number of bedrooms in Buckley compared with the rents in Pierce County. The data on rent in Buckley is limited due to a limited supply of units, but rentals appear to be more affordable in the city apart from a no bedroom unit, or studio. Exhibit 43: Affordability of Median Cost Rental Units (Buckley) takes this analysis a step further by showing which income ranges the median rents are affordable by number of bedrooms. Affordability of a rental housing unit ranges depending on the size of the unit available. A studio is not affordable for households that make 120% of the median income. The median rent for 2-bedroom and 3-bedroom units is affordable for all household making 80% of the median income and above.

HUD provides data on rental units available and affordable by income bracket compared with the income levels of renter households as shown in Exhibit 43: Rental Units Available by Income Bracket (Buckley). There are not enough available and affordable units available to renter households that earn less than 50% AMI.

However, with the oversupply of units available at the 50% to 80% AMI income range, there is a surplus in rental housing affordable to low-income households generally. For the 46% of renters that earn over 80% of the AMI, only one-fourth of rental units are priced to meet these incomes. This undersupply of higher rental cost units means there is greater competition for the lower rental cost options. There appears to be an adequate supply of rental units for the under 30% AMI group. However, there is a huge shortage of rentals for the 30-50% AMI income group. The group that ears more than 80% of AMI is competing for rental units with the 50-80% AMI group because there is a surplus of rentals affordable to both groups but a dearth of rentals closer to the medium rent.

Providing more rental units at higher ranges affordable to the 80% and over AMI income group could reduce this pressure on the 50-80% of AMI income group.

While the ACS does not provide rental vacancy information available at the city level, we can use the data for Pierce County to gain an understanding of what renters in Buckley may experience. The rental vacancy rate for Pierce County is 3.6%, which is considered healthy, but is verging on being too low. A healthy housing market has a vacancy rate around 5%; rates below 3% are generally considered too low and can lead to housing price inflation.

It's important to note this entire section is based on data that is over a decade old. The situation now is likely to be significantly more challenging.

BEDROOMS	BUCKLEY	PIERCE COUNTY	Note: These median rent prices are based on data from the most recent community survey. A limited supply of rentals, age of units, and location influence prices. Furthermore, some units are difficult to classify as they may have amenities not seen in this data. Things like communal spaces, fitness areas, or a convenient setting. Finally, modern studios often have more square footage than a traditional one-bedroom unit.
No bedroom	-	\$1,005	
1 bedroom	\$470	\$1,082	
2 bedrooms	\$1,321	\$1,359	
3 bedrooms	\$1,440	\$1,721	
4 bedrooms	-	\$2,017	
5 or more bedrooms	-	\$2,117	
Median Gross	\$ 1,352	\$ 1,362	

Source: 2015-2019 ACS 5-year estimates.

Figure 41 Median Gross Rent by Number of Bedrooms, 2019 (Buckley and Pierce County)

HOUSEHOLD INCOME (% OF BUCKLEY MEDIAN INCOME OF \$77,512)	AFFORDABILITY OF MEDIAN COST RENTAL UNITS			
	NO BEDROOM	1-BEDROOM	2-BEDROOM	3-BEDROOM
120%	NO	YES	YES	YES
100%	NO	YES	YES	YES
80%	NO	YES	YES	YES
60%	NO	YES	NO	NO
50% or less	NO	YES	NO	NO

Source: 2015-2019 ACS 5-year estimates.

Figure 42 Affordability of Median Cost Rental Units (Buckley)

¹⁶ 2015-2019 ACS 5-year estimate based on 2012 survay data.

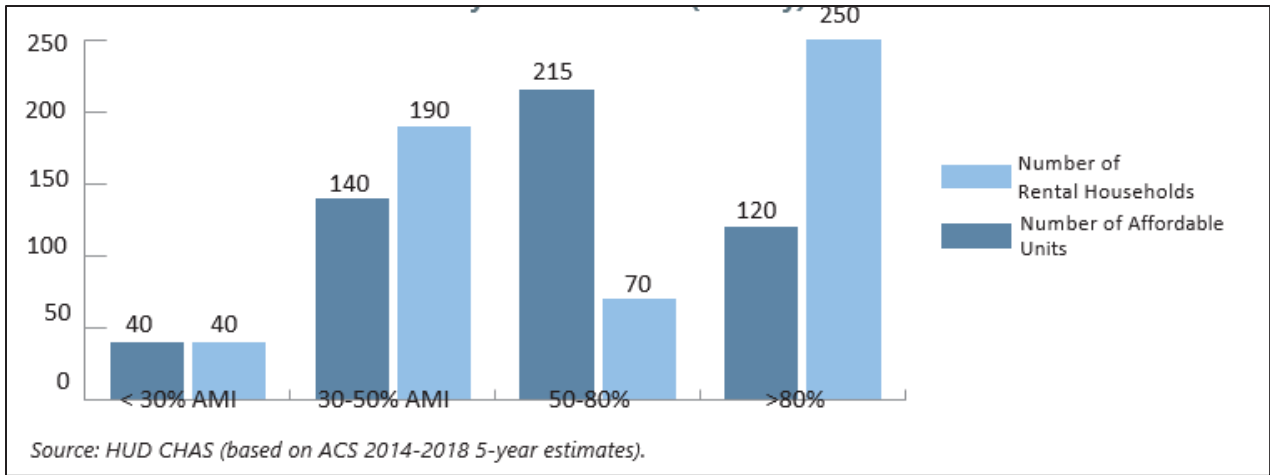


Figure 43 Rental Units Available by Income Bracket (Buckley)

3.4 Subsidized Housing

Buckley has two housing developments that provide a total of 38 subsidized, income-restricted rental units. Exhibit 45: Subsidized Housing Properties (Buckley) provides more details about these properties. White River Senior Housing has 20 one-bedroom units dedicated to elderly populations. It is an example of a development that provides subsidized housing through the HUD Housing Choice Voucher program. This means the subsidy pays the difference between the fair market rent and 30% of the tenant’s income. The second property, Keyon House Apartments, provides 18 units and is geared to families. It is subsidized through the HUD HOME Investment Partnerships Program. This program requires at least 20% of units to be occupied by families earning 50% AMI or less and all other units to be occupied by families earning 80% or less of AMI, but in practice most are reserved for families earning 60% AMI or less.

PROPERTY	TARGET POPULATION	MANAGEMENT	TYPE	SUBSIDIZED UNITS
Keyon House Apartments	Family	For Profit	HOME	18 Units: (8) 2-bedroom, (10) 3- bedroom
White River Senior Housing	Elderly	Nonprofit	Section 8	20 Units: (20) 1-bedroom

Source: NHPD, 2021; PolicyMap, 2021.

Figure 44 Subsidized Housing Properties (Buckley)

Key Takeaways: Housing Conditions (2019)

Housing Inventory

- There are 2,054 housing units, of which more than 80% are single-family homes.
- Eight percent of the City’s housing stock is a studio or one-bedroom unit even though only a third of households have only one person representing a shortage of smaller units.
- Fifty-nine percent (59%) of households have one or two members, but only 71% of the housing stock has three or more bedrooms, indicating there is an undersupply of smaller homes.
- Buckley’s housing units are comprised of either historic or newer homes. Two of five housing units were constructed before 1980, of which 44% was constructed before 1939. One third of housing units were constructed after 1990.
- The city has an oversupply of single-family housing with 99% of the residential permits issued since 2015 constructing single-family units. There have been two duplex units and no new multifamily units constructed since 2010. However, there are several dozen new multi-family units in the development pipeline and proposals for at least an additional 150 units.

Housing Ownership

- Two thirds of the city’s housing units are owner-occupied.
- Homeowners are primarily white (95%), with the remaining owners falling under some other race (3%) or Asian (<1%).
- Households in the 75 to 84 and 55 to 64 ages groups have the highest rates of home ownership; both are over 80%. Households in the 85 years and over age group have the lowest at 9%. Households in the under 35 age group have a rate of ownership of 67%, which is notably high for this age group as a whole.
- As of 2021, the median home value is \$514,000 which has nearly doubled since 2010. This steady increase in home values began in 2014.
- Bottom-tiered home values have increased by 53% since 2010 to a value of \$418,000 as of 2021.
- The Tacoma, WA HUD AMI has increased by 31% since 2010 to \$91,000 in 2021 but has not kept pace with increasing home ownership costs in the region.
- Approximately 46% of Buckley’s households can afford a median priced home and 59% can afford a bottom-tiered home, assuming the household has enough money saved for a down payment.

Rental Housing

- In 2019, the highest renter rate was among the 85 and over age group at 91%.
- The median gross rent in both Buckley and Pierce County is approximately \$1,350. Two thirds of households can afford the median rental cost.

- There is a disproportionate number of rental units available at certain income ranges in the city compared to the income distribution. While 46% of renters earn over 80% of the AMI, one fourth of rental units are priced to meet these incomes. As a result, higher income residents are taking up lower cost units and reducing options for residents earning below 80% AMI.
- The rental vacancy rate for Pierce County is 3.6% indicating that the rental housing market is healthy but trending towards scarcity leading to housing price inflation.

Subsidized Housing

- There are 38 subsidized apartment units available in the city targeting either elderly or family populations. Subsidized housing units have a high occupancy rate with over 90% of units occupied in both Keyon House Apartments and White River Senior Housing.

Part 4 Gap Analysis

4.1 Housing Needed to Accommodate Future Growth

Every eight years, the Growth Management Act (GMA) requires counties to coordinate a review and evaluation of development and land supply. To meet this requirement, counties review cities and their respective growth targets, density goals, and available lands. This work aims to determine if cities have enough capacity to meet future growth needs. As population growth and housing needs are a regional matter, countywide targets are developed through a collaborative process. This process aims to ensure that all jurisdictions are accommodating a fair share of growth.

In 2022, Buckley agreed to a 2044 population growth target of 8,293 people. As shown in the chart below, as of 2022, there are 570 units in the pipeline and another 371 expected. Given an average household size of 2.55 persons per household, this immediately expected growth will result in about 2,400 new residents. Buckley will likely have 7,500 residents by 2025. Only about 800 new residents (~41/year) will be needed from 2025 to 2044 to meet the City’s growth expectations. Exhibit 45: Housing Demand Projections (Buckley) shows that Buckley’s projected population growth. The City should seek to ensure these new housing units meet the greatest needs of the current and future residents as laid out in this report.

This 2044 population growth target corresponds with a 2044 housing growth target of 3,372 units for Buckley. This housing growth target requires an average annual increase of 58 housing units from the 2020 total. Between 2010 and 2019, the city added an average of 35.8 units per year, or only about 58% of the rate needed to keep up with the growth target.

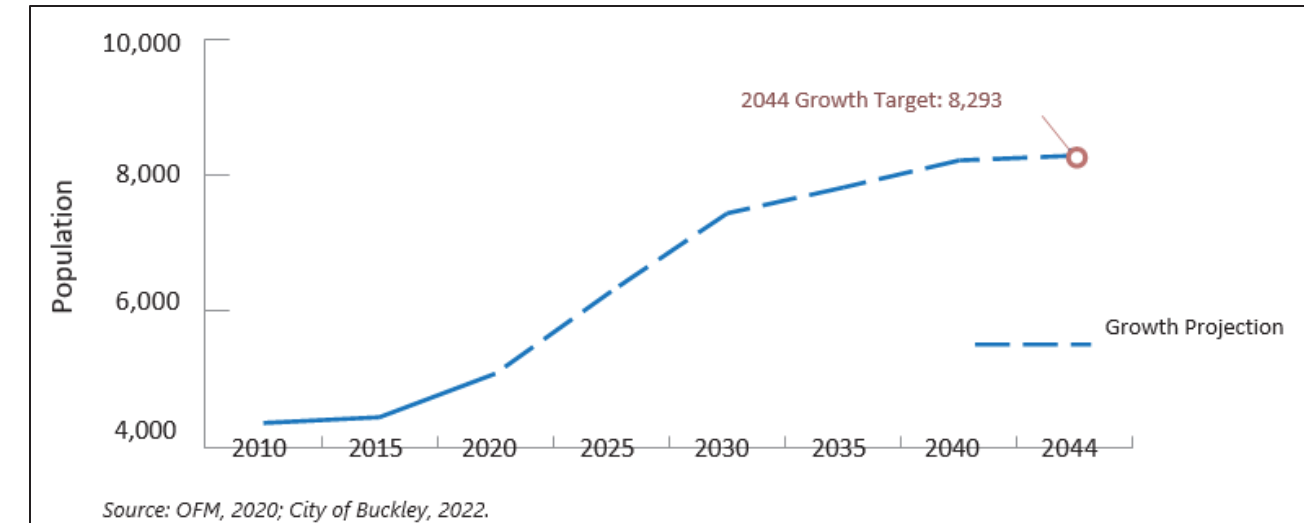


Figure 45 Housing Demand Projections (Buckley)

Pipeline Projects (apps/prelim/const)	Units	Builder
Emmons Glen (In Construction)	31	Richmond Homes
Prairie Creek Farms (In Construction)	70	LGI Homes
Perkins Prairie IV (In Construction)	44	Tarragon
Mia's Meadow (In Land Clearing)	68	Tarragon
Blueberry Farms Sub (In Design Review)	78	DR Horton
Ellison Townhomes (In Construction)	40	Ellison LLC
Elkhead Townhomes (In Review)	28	KT Builders
Strang Townhomes (In Construction)	20	Gary Strang
Luke's Landing Subdivision (In Review)	31	High Country Homes
Marcel Estates (In Review)	30	Leroy Surveyors and Eng.
2019-2020 OFM Uncounted	54	
2020-21 OFM Uncounted	76	
Total Pipeline Units	570	
Expected Projects	Estimate	Applicant
Hinkleman Townhomes	67	Hosford Construction
Mundy Loss Townhomes	67	Hosford Construction
Cnossen Townhomes	45	Phil Kitzes
Glacier Meadows 2 Sub	76	
Frisby Sub	23	
Shank Sub	25	
Vanhoof Sub	10	
Perkins Prairie V (Pre-app mtg held 5/22)	58	Tarragon
Total Almost Pipeline Units	371	

Source: City of Buckley, 2022.

Figure 46 Pipeline Projects (Buckley)

Affordability Gap by Income Level

As housing supply and affordability elicit a regional focus, the analysis in the next few sections shows how the current and future housing supply in Buckley can meet the needs of Pierce County as a whole. To ensure the housing needs of all economic segments of the population are addressed and housing-related burdens are not simply transferred between jurisdictions, each community should attempt to take on its fair share of affordable housing.

Exhibit 47: Housing Needs, Existing Supply, and Gaps/Surplus by Income Level (Buckley) shows the number of housing units in the city presently available to households within different income categories based on the income distribution within the county. Presently, there is not enough housing units priced for extremely low- and very low-income households. Although there is a surplus of housing at the low-income range, the surplus does not benefit the extremely low and very low-income households, which means there is no guarantee all low-income households (80% AMI and lower) can secure housing priced at the low-income level. This issue is compounded by the fact that there is also a gap of available housing in the moderate income and above range, so households in these ranges are competing for the units affordable to lower income households.¹⁷

INCOME LEVEL	EXTREMELY LOW-INCOME	VERY LOW-INCOME	LOW-INCOME	MODERATE INCOME & ABOVE
	(≤30% AMI)	(30-50% AMI)	(50-80% AMI)	(>80% AMI)
Existing Need	188	174	310	1,243
Existing Housing	40	140	525	1,220
Existing Gap	148	34	(215)	23

Note: Because housing supply and affordability require a regional focus, these gaps are based on the income distribution of Pierce County.

Figure 47 Table of Housing Needs, Existing Supply, and Gaps/Surplus by Income Level (Buckley)

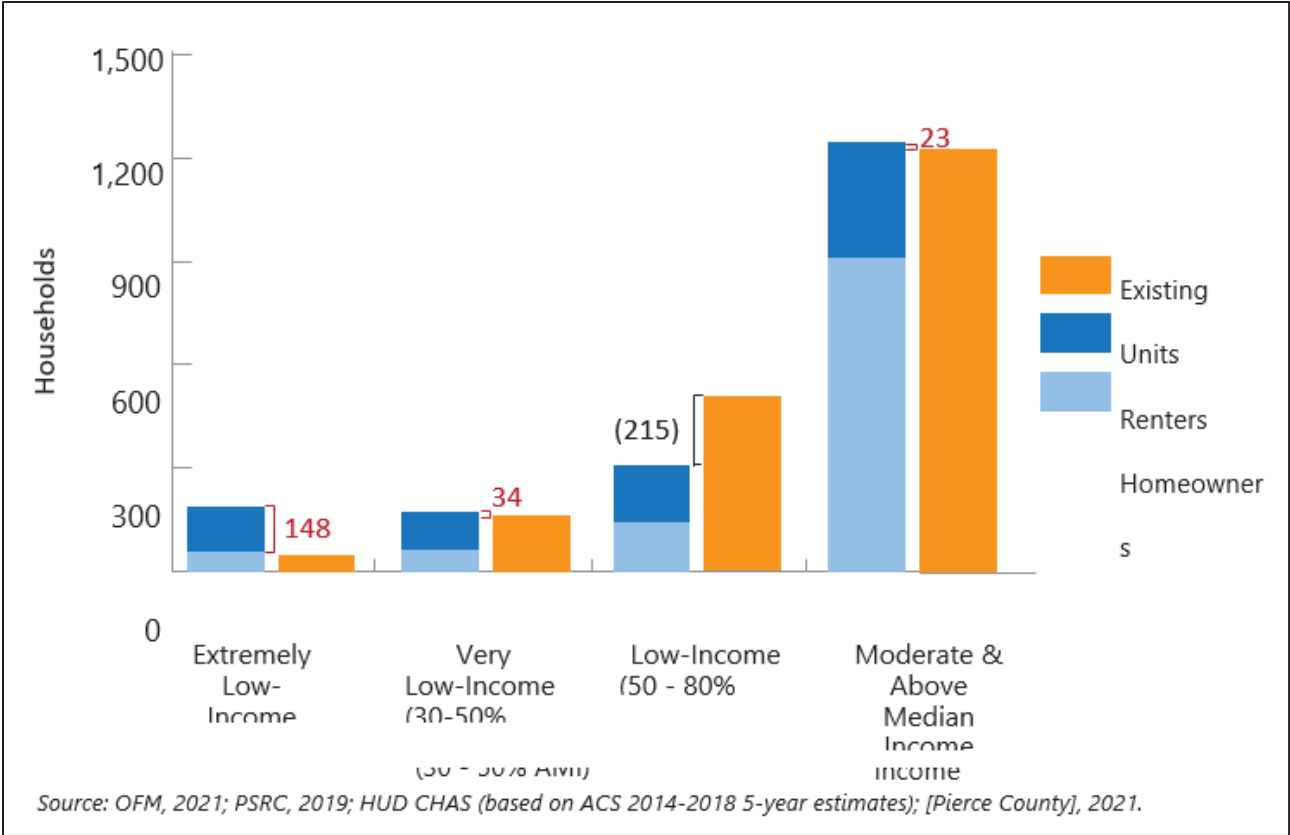


Figure 48 Chart of Housing Needs, Existing Supply, and Gaps/Surplus by Income Level (Buckley)

Future Housing Need by Income Level

Exhibit 49: Projected Housing Needs and Gaps by Income Level (Buckley) and Exhibit 50: Projected Housing Needs and Gaps by Income Level (Buckley) compare existing housing supply with the projected need based on the 2044 growth targets. This comparison assumes that the county income distribution will remain the same as the housing supply grows. For this analysis, owners and renters are grouped together. The 2044 gap numbers represent the largest housing supply needs. In other words, these numbers indicate where supply increases should be encouraged and do not explicitly define a lack of supply if growth targets are achieved. The gaps are based on existing supply of housing as it is hard to predict how much new housing will be built and where its price point will be. As shown in the beginning of this section, there is significant development activity occurring now which will provide the majority of the 2044 growth projections in the next few years. All of that development is happening at market rate which means the affordability gap will only increase as there is less land available to provide affordable housing to lower income groups. One bright spot is the many new multi-family units (~200) in the development pipeline. This is the largest multi-family housing boom in the City’s history.

¹⁷ **Note, the levels projected herein were calculated prior to HB 1220’s required housing supply by income distribution. Please see Appendix D for that analysis.**

INCOME LEVEL	EXTREMELY LOW-INCOME	VERY LOW-INCOME	LOW-INCOME	MODERATE INCOME & ABOVE
	(≤30% AMI)	(30-50% AMI)	(50-80% AMI)	(>80% AMI)
Existing Need	188	174	310	1,243
Existing Housing	40	140	525	1,220
2044 Need	327	303	540	2,162
2044 Gap	287	163	15	942

Figure 49 Table of Projected Housing Needs and Gaps by Income Level (Buckley)

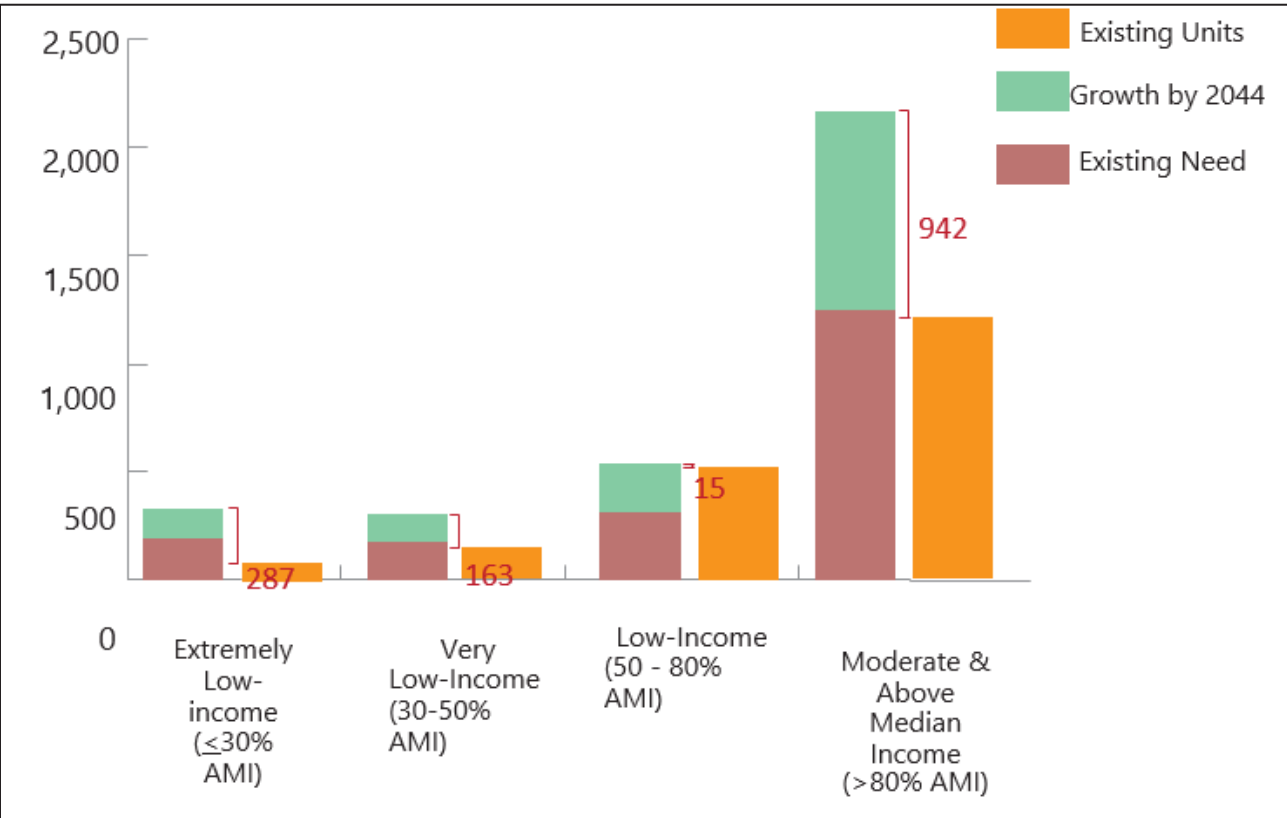


Figure 50 Chart of Projected Housing Needs and Gaps by Income Level (Buckley)¹⁸

In 2044, it appears the gaps are projected to remain at the lower and higher income ranges due to growth in households at those ranges. The widening gap for the moderate and above median income ranges will likely be filled by market forces. This will hopefully have a positive effect and reduce pressure on more moderately priced units, as long as displacement and the loss of existing affordable units are avoided, which may require city intervention. As for the widening gap for the extremely low- and very low-income ranges, it will be necessary for the City to consider how to

increase the supply of housing at those levels through incentives for affordable housing developments or by encouraging nonprofits to provide rent-subsidized housing in the city.

Exhibit 51: Current Gaps v. Projected Gaps Based on Existing Housing (Buckley) gives a more in-depth look at how the existing supply gap is projected to change by 2044 by dividing the totals into owner versus renter-occupied units. This analysis extrapolates the existing county percentages of owner and renter households and applies them to the 2044 growth targets. As stated previously, the 2044 gaps are meant to show at which income levels and for which types of units production should be prioritized to meet the housing needs of the city’s future population. More units available for ownership are generally needed across all income ranges, except where there is projected to be a small surplus in the low-income range. By 2044, more rental units will be necessary for all economic segments of the population, especially at both ends of the spectrum. Special attention will be needed to fill the gap in rental units for extremely low- and very low-income households through the provision of income-restricted units as mentioned above.

Exhibit 52: Housing Units Needed by 2044 to Accommodate Growth (Buckley) summarizes the estimated new housing units needed by income level relative to HUD AMI to meet the 2044 growth target for Buckley. Estimates are based on the current Pierce County distribution of households by income level relative to HUD AMI.

	ALL UNITS		UNITS TO OWN		UNITS TO RENT	
	EXISTING GAP	2044 GAP	EXISTING GAP	2044 GAP	EXISTING GAP	2044 GAP
Extremely Low-income (≤30% AMI)	148	287	61	106	87	181
Very Low-income (30-50% AMI)	34	163	66	114	(32)	48
Low-income (50-80% AMI)	(215)	15	(160)	(53)	(55)	67
Moderate Income & Above (>80% AMI)	23	942	(166)	506	189	436

Figure 51 Table of Current Gaps v. Projected Gaps Based on Existing Housing (Buckley)

¹⁸ Source: OFM, 2021, PSRC, 2019, HUD CHAS (based on ACS 2014-2018 5-year estimates), Pierce County, 2021.

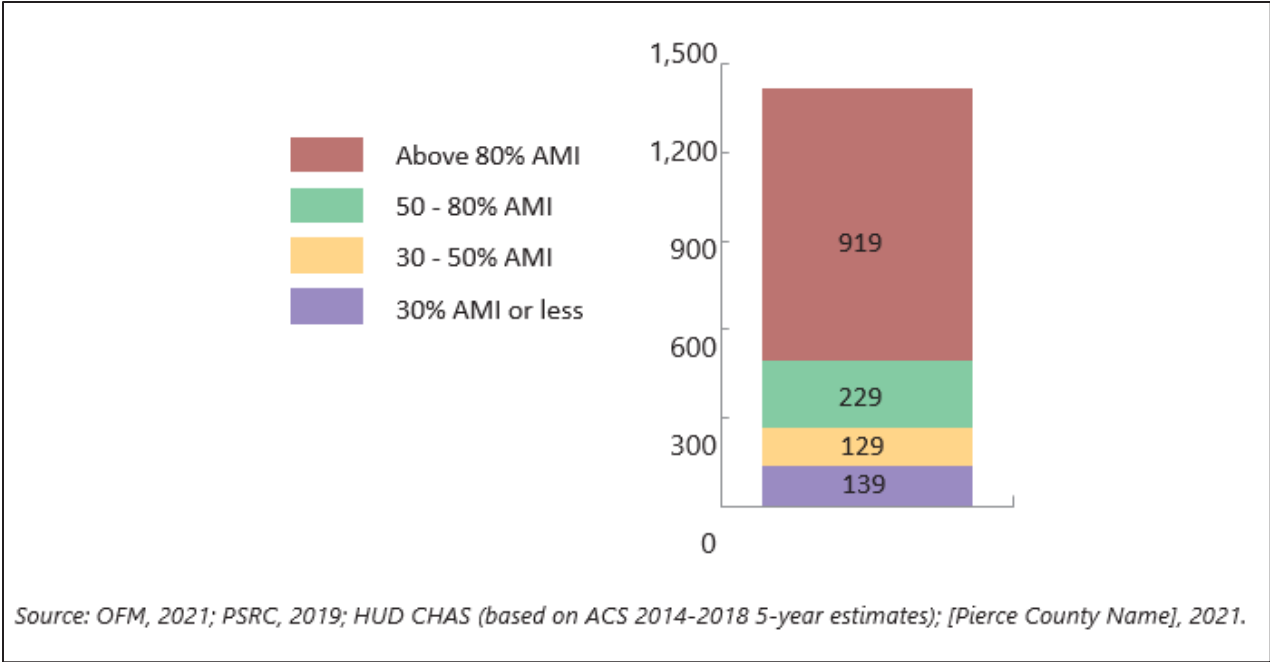


Figure 52 Chart of Housing Units Needed by 2044 to Accommodate Growth (Buckley)

4.2 Diversity of Housing Choices

Having a variety of housing choices is important for a city to meet the diverse needs of its population. Buckley’s housing supply is composed primarily of single-family detached units (80%) or mobile homes (4%), and only 7% of units are in multifamily buildings that contain 5 or more units.¹⁹ While 59% of households in Buckley have only one or two members, just 9% of units have one or fewer bedrooms, and 95% of these are rental units. A lack of smaller units compared to the percentage of one or two person households is noteworthy since smaller units are typically more affordable especially for smaller households that may be living off one income. It also means there is a lack of ownership options for younger families that may be looking to buy their first home and upsize later as their family grows.

¹⁹ 2015-2019 ACS 5-year estimate

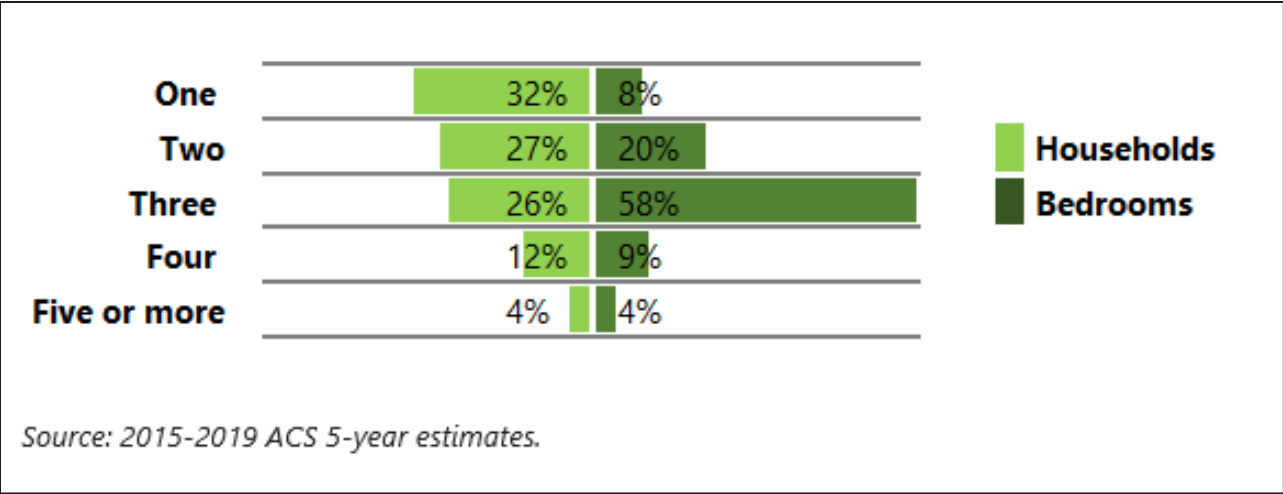


Figure 53 Comparison of Household Size versus Number of Bedrooms (Buckley)

Older Adults and Families with Children

Exhibit 54: Cost-Burdened Households by Type & Income Level (Buckley) shows a few different household types that were estimated to be cost-burdened in the city in 2018. Small families, which are families with 2 to 4 members (excluding older adults), make up the largest group of cost-burdened households and likely still do. While none of these families are considered extremely low-income, 64% of them are still low-income, earning less than 80% AMI. Many of these families likely have children since 34% of households in Buckley have one or more people that are under 18.²⁰ Housing concerns for families with children include sufficiently large housing units and proximity to schools, childcare facilities, and other amenities.

About 38% of households in Buckley have one or more people that are 60 and over. Seventy-five percent (75%) of older adults living alone that are cost-burdened are very low-income (<50% AMI). Older adults primarily consist of retired or retirement age individuals who rely on a variety of income sources, such as retirement benefits, social security, and accrued wealth. The ACS does not capture who is retired but does include data on who has retirement pensions and incomes. Retired individuals have a limited budget that must sustain them for the remainder of their lives, which ranges greatly based on health, location, and lifestyle. Older adults have higher medical costs that may also contribute to financial insecurity. Those living in families may experience financial constraints as a result of more people living in the household that also require financial assistance or resources. Older adults choosing to age in place may require additional support services such as home modification, transportation, recreation and socialization, yard care, or care management and counseling.

Subsidized and Income-Restricted Units

As discussed earlier, subsidized or income-restricted units are one of the most important types of housing a city requires to ensure all housing needs are met. Without such units, it is difficult for

²⁰ 2015-2019 ACS 5-year estimates

many low-income households to avoid being cost-burdened. Furthermore, among these units, variety is necessary for the diversity of household types. The NHPD shows there are currently 38 subsidized units in Buckley, split roughly in half between two developments. One is targeted toward the elderly and contains 1-bedroom units, so it is supplying housing for some of the cost-burdened older adults mentioned earlier. The second provides 2- and 3-bedroom options for families.²¹ These developments fill an important need and additional similar options are necessary.

HOUSEHOLD TYPE	EXTREMELY LOW-INCOME	VERY LOW-INCOME	LOW-INCOME	MODERATE INCOME	ABOVE MEDIAN INCOME	ALL COST-BURDENED HOUSEHOLDS
	(≤30% AMI)	(30-50% AMI)	(50-80% AMI)	(80-100% AMI)	(>100% AMI)	
Older Adult Family	0	0	0	0	10	10
Older Adults Living Alone	55	95	0	0	50	200
Large Family	0	0	0	0	0	0
Small Family	0	40	110	20	65	235
Other	20	0	40	65	10	135
Total	75	135	150	85	135	580

Source: HUD CHAS (based on ACS 2014-2018 5-year estimates).

Older Adult Family: Two persons, either or both age 62 or older
Older Adults Living Alone: A person 62+ living alone
Large Family: Families with 5 or more members
Small Family: Families with 2-4 members (excluding older adult families)
Other: Non-family, non-elderly adult households (including those living alone or with housemates)

Figure 54 Cost Burdened Households by Type and Income Level (Buckley)

4.3 Land Capacity Analysis

In addition to preparing the 2044 growth targets, the City’s buildable lands analysis determined the remaining capacity within the city based upon developable land. This determination was completed for both employment and housing capacity. Although both are important for planning growth and development within the city over the next couple of decades, this report is mainly concerned with the latter. A land capacity analysis calculates the amount of vacant, partially used,

²¹ NHPD. 2021

and underutilized lands as well as land that has potential for redevelopment. This process identifies potential land within a community’s boundaries to accommodate anticipated housing growth within the current zoning restrictions. As of 2020, Buckley has a remaining net capacity of 1,536 units.²² To meet the 2044 population growth target, Buckley needs 1,416 new units, which means there is a surplus capacity of 120 units.

Zoning Considerations

Another component of the land capacity analysis estimates the expected types of housing that will be built with the remaining capacity based on the zoning of the land where the capacity lies. This relies on the assumption that land zoned for lower densities will be developed with single-family units and that land zoned for higher densities will be developed with multifamily units. The City of Buckley allows duplexes and above in most single-family zones, though historically there have been few multi-family units developed in the lower density zones. Another assumption used for the analysis is that single-family units will likely provide opportunities for homeownership while multifamily units will likely be occupied by renters. Although these are assumptions, the exercise allows for a comparison between the current mix of owners versus renters in the city with the type of opportunities the remaining capacity may provide.

Buckley has a total of 2,238 acres of land within the City Limits. Residential zones comprise about 53% (1,178 acres) of the land in Buckley. Lower density residential zones (R-20,000, R-8,000 and R-6000) comprise 43% (985 acres) of the City’s land area. Higher density residential (NMU and HDR) account for another 9% (193 acres) of the City’s land area. About 158 acres of low-density single-family zoning were underutilized or vacant in 2021 and able to be redeveloped. An additional 34.42 acres of underutilized or vacant land was available for development in the higher density residential zones. Much of that land in is the development pipeline as of 2022.

Exhibit 55: Zoning of Land Capacity Compared with Current Tenure (Buckley) shows that about 43% of the remaining vacant or redevelopable land in Buckley is zoned for lower density residential uses. This land will most likely be developed as single-family residential. Approximately 9% of the land is zoned for multifamily uses that may provide rental opportunities in the future, and presently 31% of households are renters.

Another interesting comparison from the land capacity analysis compares the anticipated number of units, divided by type, with the projected need. The projected need is based on the 2044 growth targets, and it has already been shown that there is surplus capacity in terms of total units. Exhibit 58: Zoning of Land Capacity Compared with Projected Need (Buckley) displays the approximate totals of the remaining capacity broken down into single-family versus multifamily. This is evaluated against the projected 2044 need of owner-occupied and renter-occupied units as taken from the gap analysis. Ample capacity results when comparing the number of owner-occupied units with the projected need. In contrast, there is insufficient capacity on higher density zoned land compared with the projected need of rental units. Buckley may consider zoning changes to allow

²² Pierce Countv. 2021

additional capacity for multifamily residential development to generate additional rental opportunities.

ZONING CAPACITY	PERCENTAGE OF LAND WITH REMAINING CAPACITY ZONED FOR:	HOUSEHOLD TENURE PERCENTAGES, 2019	CURRENT TENURE
Single-family	43%	69%	Owner
Multifamily	9%	31%	Renter

Source: [Pierce County], 2021; 2015-2019 ACS 5-year estimates; City of Buckley, 2022.

Figure 55 Zoning Land Capacity Compared with Current Tenure (Buckley)

BUILDABLE LANDS SCENARIO 1: EXISTING ZONING CONTINUES AND 2014 DENSITY ASSUMPTIONS						
Zoning District	Adjusted Net Acres	Assumed Density	Unit Capacity	One Dwelling Unit per Vacant (single-unit) Lot	Pipeline	Housing Capacity
R6000	13.30	5	67	7	145	219
R8000	115.89	4	464	4	185	653
R20000	28.10	2	56	10	0	66
HDR	7.85	5	39	0	0	39
NMU	26.57	6	159	0	40	200
HC	0.02	5	0	0	0	0
CC	1.39	5	7	0	0	7
P		N/A		0		0
					Total	1,183

Source: City of Buckley, 2022.

Figure 56 Buildable Lands Scenario 1 (Buckley)

ZONING CAPACITY	CAPACITY REMAINING IN UNIT TYPE PER ZONING:	2044 PROJECTED NEED	CURRENT TENURE
Single-family	937	873	Units to Own
Multifamily	246	543	Units to Rent

Source: OFM, 2020; 2014-2018 ACS 5-year estimates; 2016-2020 ACS 5-year estimates; PSRC, 2019; HUD CHAS (based on ACS 2014-2018 5-year estimates); [Pierce County], 2021; City of Buckley, 2022.

Figure 57 Zoning Land Capacity Compared with Projected Need (Buckley)

4.4 HUD Location Affordability Index

As a last glimpse at overall affordability of Buckley and how different household types may be experiencing financial difficulties, Exhibit 59: HUD Location Affordability Index (Buckley) shows the results of the Location Affordability Index (LAI) for the city. The LAI was developed by HUD and the US Department of Transportation (DOT) in 2013 to better understand housing and transportation costs for specific geographies. This joint effort of HUD and the DOT stems from the reality that, aside from housing, transportation is the largest expense for most households. The index models eight different household profiles, shown in the table below, that vary by percent of area median income, number of people, and number of commuters. The calculations account for twenty-four measures such as monthly housing costs, average number of rooms per housing unit, average vehicle miles traveled per year, walkability, street connectivity, and others. These eight model households are not meant to represent specific groups but are rather useful for relative comparison to the digester’s particular situation. Broken down to the neighborhood (census tract) level, the LAI offers what percentage of their income each household profile would typically spend on housing and transportation costs. This information can be useful to the general public, policymakers, and developers in determining where to live, work, and invest.

HOUSEHOLD TYPE	INCOME	SIZE	NUMBER OF COMMUTERS
Median Income Family	100% AMI	4	2
Very Low-Income Individual	National poverty line (\$11,880 for a single person household in 2016)	1	1
Working Individual	50% AMI	1	1
Single Professional	135% AMI	1	1
Retired Couple	80% AMI	2	0
Single-Parent Family	50% AMI	3	1
Moderate Income Family	80% AMI	3	1
Dual-Professional Family	150% AMI	4	2

Figure 58 Accessibility to Work by Income Group and Household Type (HUD Location Affordability Index)

Version 3, the most recent version of the LAI, was published in March 2019. However, its data sources are more dated and include the 2012-2016 5-year American Community Survey, 2014 Longitudinal Employer-Household Dynamics, and a few others. The eight household profiles modeled for the LAI are displayed. Please see the accompanying table for descriptions of each of the household type. Only three household profiles (Very Low-Income Individual, Retired Couple, and Single-Parent Family) are shown to be cost-burdened or paying 30% or more of their income

on housing costs. If this were the only measure of affordability under consideration, as it has been treated in this report thus far, Buckley would seem to be a reasonably affordable place to live. However, once transportation costs are brought into the conversation, the lack of affordability in Buckley becomes more concerning. All profiles spend over 30% of their income on housing and transportation costs combined, and all but two profiles spend over 45%, which is the maximum portion of income that should be spent on both types of costs. If this maximum is exceeded, HUD deems the location as unaffordable for the household profile in question. The most shocking number is the 75% of income spent on transportation costs by the Very Low-Income Individual profile, which brings their total spent on housing and transportation to 119% of their income.

HOUSEHOLD PROFILE	SHARE OF INCOME SPENT ON	PERCENTAGE	HOUSEHOLD PROFILE	SHARE OF INCOME SPENT ON	PERCENTAGE
 Median-Income Family	Transportation	24%	 Retired Couple	Transportation	17%
	Housing	24%		Housing	31%
	Housing + Transportation	48%		Housing + Transportation	48%
 Very Low-Income Individual	Transportation	75%	 Single-Parent Family	Transportation	34%
	Housing	44%		Housing	35%
	Housing + Transportation	119%		Housing + Transportation	69%
 Working Individual	Transportation	30%	 Moderate-Income Family	Transportation	23%
	Housing	27%		Housing	29%
	Housing + Transportation	57%		Housing + Transportation	52%
 Single Professional	Transportation	13%	 Dual-Professional Family	Transportation	16%
	Housing	18%		Housing	20%
	Housing + Transportation	31%		Housing + Transportation	37%

Source: HUD (based on ACS 2012-2016 5-year estimates).

Figure 59 HUD Location Affordability Index (Buckley)

The LAI shows how accessibility to work and amenities cannot be overlooked when addressing a city's affordability issues, especially when accessibility itself is one of the determinants of housing costs. The high accessibility of walkable, well-located neighborhood is normally added into the price of the rental and for sale housing there. Conversely, housing in a more rural area with lower access to opportunity will be priced at a discount. If a household living in a more rural area is paying only 20% of their income on housing but also 20% of their income on transportation and their urban counterpart is paying 30% of their income housing but only 10% on transportation, the more rural household should not be considered to have a more affordable living situation. The LAI shows that Buckley should contemplate both housing and transportation costs if attempting to increase overall affordability for residents.

Key Takeaways: Gaps Analysis

Housing Needed to Accommodate Future Growth

- Based on the income distribution within the county, there is not enough housing in Buckley to meet the countywide need for extremely low- and very low-income households and for them not to be cost-burdened.
- A widening gap in the lower income ranges by 2044 means Buckley will likely need to consider how to increase the supply housing at those levels through incentives for affordable housing developments or by encouraging the provision of more rent-subsidized housing.
- For all existing gaps, an effort should be made to preserve the housing that is currently available at those price points.

Diversity of Housing Choices

- By comparing the household sizes and number of bedrooms provided in units in Buckley, there do not appear to be enough smaller units, which could provide sufficiently sized, more affordable housing options for smaller households.
- Small families and older adults living alone are two household types that are currently experiencing proportionally higher rates of cost-burden.
- The existing supply of subsidized housing in Buckley will need to be preserved and expanded to meet the needs of the various types of households that are low-income.
- More multi-generational housing should be encouraged.

Land Capacity Analysis

- As of 2020, Buckley has enough vacant or redevelopable land to meet its 2044 growth targets.
- About 76% of the land that is vacant or redevelopable is zoned for lower density or single-family development, and 24% is zoned for higher density or multifamily development. If fully developed, this would result in approximately 1,168 single-family units and 368 multifamily units.

- The current mix of owner households versus renter households is 69% owners versus 31% renters.
- The gap analysis projects that 990 owner-occupied units and 336 renter-occupied units will be needed by 2044 to meet the growth targets.

HUD Location Affordability Index

- According to the LAI, only three household profiles (Very Low-Income Individual, Retired Couple, and Single-Parent Family) are shown to be cost-burdened. However, once transportation costs are estimated, only two profiles (Single Professional and Dual-Professional Family) do not spend more than 45% of their household income on housing and transportation costs combined.
- The Very Low-Income Individual profile is estimated to typically spend more than their annual income (119%) on housing and transportation costs.

Next Steps

This Housing Needs Assessment identifies Buckley’s current and future housing needs. In addition to the HNA, the Housing Action Plan will be informed by a public engagement effort and an assessment of existing city policies and regulations. Housing Action Plan strategies will address identified needs and policy changes and will be presented to Council for review and adoption in 2023.

Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.

Jane Jacobs

The Death and Life of Great American Cities

Glossary

Affordable housing: The United States Department of Housing and Urban Development (HUD) considers housing to be affordable if the household is spending no more than 30 percent of its income on housing costs (rent, mortgage payments, utilities, etc.). A healthy housing market includes a variety of housing types that are affordable to a range of different household income levels. However, the term “affordable housing” is often used to describe income restricted housing available only to qualifying low-income households. Income-restricted housing can be located in public, nonprofit, or for-profit housing developments. It can also include households using vouchers to help pay for market-rate housing (see “Vouchers” below for more details).

American Community Survey (ACS): This is an ongoing nationwide survey conducted by the U.S. Census Bureau. It designed to provide communities with current data about how they are changing. The ACS collects information such as age, race, income, commute time to work, home value, veteran status, and other important data from U.S. households. The most recent ACS data was collected in 2012.

Area median income (AMI): This is a term that commonly refers to the area-wide median family income calculation provided by the federal Department of Housing and Urban Development (HUD) for a county or metropolitan region. Income limits to qualify for affordable housing are often set relative to AMI. In this report, unless otherwise indicated, AMI refers to the HUD Area Median Family Income (HAMFI).

Cost-burden: When a household that spends more than 30 percent of their gross income on housing costs, including utilities, they are cost-burdened. When a household pays more than 50 percent of their gross income on housing, including utilities, they are severely cost-burdened. Cost-burdened households have less money available for other essentials, like food, clothing, transportation, and medical care.

Fair market rent (FMR): HUD determines what a reasonable rent level should be for a geographic area and sets this as the area’s fair market rent. Housing choice voucher program voucher holders are limited to selecting units that do not rent for more than fair market rent.

Family: This census term refers to a household where two or more people are related by birth, marriage, or adoption.

Household: A household is a group of people living within the same housing unit. The people can be related, such as family. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit, is also counted as a household. Group quarters population, such as those living in a college dormitory, military barrack, or nursing home, are not considered to be living in households. The census sometimes refers to “occupied housing units” and considers all persons living in an occupied housing unit to be a single household. So, Census estimates of occupied housing units and households should be equivalent.

Household income: The census defines household income as the sum of the income of all people 15 years and older living together in a household.

Householder: This refers to the person (or one of the people) in whose name the housing unit is owned or rented.

Income-restricted housing: This term refers to housing units that are only available to households with incomes at or below a set income limit and are offered for rent or sale at a below-market rates. Some income-restricted rental housing is owned by a city or housing authority, while others may be privately owned. In the latter case the owners typically receive a subsidy in the form of a tax credit or property tax exemption. As a condition of their subsidy, these owners must offer a set percentage of all units as income-restricted and affordable to household at a designated income level.

Low-income: Families that are designated as low-income may qualify for income-subsidized housing units. HUD categorizes families as low-income, very low-income, or extremely low-income relative to area median family incomes (MFI), with consideration for family size.

INCOME CATEGORY	HOUSEHOLD INCOME
Extremely low-income	30% of HAMFI or less
Very low-income	30-50% of HAMFI
Low-income	50-80% of HAMFI
Moderate income	80-100% of HAMFI
Above median income	>100% of HAMFI

Median family income (MFI): The median income of all family households in the metropolitan region or county. Analyses of housing affordability typically group all households by income level relative to area median family income. Median income of non-family households is typically lower than for family households. In this report, both MFI and AMI refer to the U.S. Department of Housing and Urban Development Area Median Family Income (HAMFI).

Subsidized housing: Public housing, rental assistance vouchers, and developments that use Low-income Housing Tax Credits (LIHTC) are examples of subsidized housing. Subsidized housing lowers overall housing costs for people who live in it. Affordable housing and subsidized housing are different, even though they are sometimes used interchangeably.

Tenure: This term references the ownership of a housing unit in relation to the household occupying the unit. According to the US Census Bureau, a housing unit is “owned” if the owner or co-owner lives in the unit, even if it is mortgaged or not fully paid for. A cooperative or

condominium unit is “owned” only if the owner or co-owner lives in it. All other occupied units are classified as “rented,” including units rented for cash rent and those occupied without payment of cash rent.

Transportation: In context of the Location Affordability Index, this term refers to costs associated with auto ownership, auto use, and transit use.

Vouchers (Tenant-based and Project-based): HUD provides housing vouchers to qualifying low-income households. These are typically distributed by local housing authorities. Vouchers can be “tenant-based”, meaning the household can use the vouchers to help pay for market-rate housing in the location of their choice. They pay the difference between the fair market rent and 30 percent of the tenant’s income. Or the vouchers can be “project-based”, meaning they are assigned to a specific building.

Public Outreach Summary

Buckley Public Outreach Summary

Buckley, WA

Appendix C to the City of Buckley Housing Action Plan



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Introduction

Purpose of Engagement

The City of Buckley has received grant funding from the Department of Commerce to create a Housing Action Plan (HAP). A City’s Housing Action Plan is developed after conducting a Housing Needs Assessment (HNA), which determines the current and future state of housing within the jurisdiction. This Housing Needs Assessment seeks to evaluate service for all income levels, establish population and employment trends, and considers land capacity within the jurisdiction. Some topics in the HNA and HAP are required, such as evaluating population trends, while others are optional, such as a land capacity analysis. Community and stakeholder engagement actions are required to receive grant funding. Engagement actions include participation and input from community groups, local realtors, and nonprofit housing advocates. This document outlines the process by which the Buckley community was engaged, as well an analysis of feedback received.

The HAP should be used to inform the City of Buckley 2024 Comprehensive Plan Housing Element. The Washington State 1990 Growth Management Act (GMA) requires all incorporated municipalities within Pierce County to develop a Comprehensive Plan addressing the population growth impacts on government facilities and services. The GMA implements land use planning strategies to evaluate the predicted level of service needs associated with population growth and assess existing facilities and services. The City’s HAP will go into more depth than the Housing Element of the Comprehensive Plan.

The purpose of the HAP Public Outreach Survey and Stakeholder Input Process is to gather community input to inform the construction of the HAP document. Public outreach allows residents to participate in the long-range planning of their housing conditions and helps determine what strategies and actions are recommended by the HAP. Community desires, derived from the outreach survey and stakeholder input groups, will be further addressed in the HAP.

Importance of Housing

Ensuring access to housing is one of the fundamental functions of effective planning. In Buckley, approximately one-third (thirty percent) of households are currently cost-burdened, and if the current housing stock was maintained through 2044, there would be a deficit of 909 units affordable to low-income households. Creating policies that encourage development to meet current and projected community housing needs is paramount.

Methods

The Buckley community was engaged through multiple methods to determine existing housing conditions in conjunction with the HNA. The HNA findings were presented to the City at an open Council meeting in Spring of 2022, where feedback was gathered. A stakeholder group and broad community survey provided additional community input on housing conditions and preferences.

Stakeholder Methods

A group of community stakeholders were identified to give in-depth feedback on the HNA and provide direction for future housing development in Buckley. The group met twice in February 2023 to provide input for the City’s Housing Action Plan. In the first meeting, the stakeholder meeting group answered a series of questions about the perceived accuracy of the Housing Needs Assessment together before discussing how Buckley should accommodate the needs identified in the HNA. The second stakeholder meeting was a facilitated group discussion about housing conditions and needs, similar to the first discussion, but with more specific aspects of future housing development strategies. Specific topics included

Survey Methods

A community survey was performed using SurveyMonkey, an online survey tool, and was open to all community members between May 30, 2022, and October 31, 2022. The community survey was available both electronically and via hard copies in Buckley City Hall. Advertising also occurred on the City’s website and social media pages. This survey effort collected responses from 103 individuals for 19 questions.

Community Stakeholder Meeting 1

Amongst stakeholders, there is recognition that Buckley is increasingly a commuter town. The group acknowledged that the city is growing, and efforts should be directed towards preserving the feel of Buckley while developing a more robust housing supeopley with a greater variety of housing forms and affordability, meeting the needs of the socioeconomic spectrum. The following analysis summarizes the desires of the stakeholder group for Buckley’s Housing Action Plan. Full group discussion notes can be found in *Appendix C*.

Accessory Dwelling Units

Stakeholders believe that ADU regulation amendments could create more opportunities for affordable housing. The group discussed several barriers to ADU development as well as potential solutions. Wetland and critical areas were presented as posing occasional barriers to ADU development, but stakeholders were more concerned with regulatory issues. There was discontentment with city policy requiring ADU owners to reside their property as opposed to allowing rental of both residences. The small ADU minimum size of 800 square feet and expensive permit fees were both identified as potential regulation and permit procedure changes to lower the barriers to ADU development. Stakeholders felt that easing permitting for ADUs could be a feasible pathway to create more affordable housing stock in Buckley.

Community Aesthetics

Group members noted that there was a significant proportion of affordable housing already existing in the city that preservation and rehabilitation funds could keep in the housing stock. Maintaining these houses helps with community preservation by keeping households in place, maintains town character by preserving existing structures, and helps maintain affordability by keeping existing and older units in the housing market. The tradeoff between maintaining existing affordable structures and increasing density through new multifamily structures was acknowledged. Stakeholders value the cultural value of older buildings and desire to recognize older and significant structures. Other community preservation measures were floated as well, such as rent moratoriums or development incentives for senior housing and increasing missing middle housing stock for the next generation of Buckley residents.

Housing Stock Diversity

There was a broad acknowledgment that more forms of housing are necessary to cater to the changing needs of the Buckley community. Mixed-use development came up multiple times as a necessary and community-desired form of housing. Stakeholders desire more multifamily housing of all types, including larger multifamily structures, mixed use buildings, townhouses, and duplexes. Stakeholders desire ownership opportunities in small scale multifamily units to promote generational wealth and increase the variety of housing stock. While the group desired higher density housing, they also acknowledged that people may oppose individual projects which are sited in their neighborhood. The group desired an appropriate variety of housing stock to meet the housing needs of all current and future residents to maintain the community, increase affordability, and preserve the quality of the built environment.

Amenities and Services

Stakeholders desired greater accessibility to amenities and services for a wide range of residents. Extremely low-income residents need more critical amenities such as grocery stores, healthcare options, transit, and other resources located within an accessible distance. Stakeholders felt that it was futile to develop housing affordable to low-income people without concurrent development of critical resources and infrastructure. Stakeholders felt that educational opportunities must be developed to provide an adequate level of service for students. The group wanted to increase the walkability between new developments on the east side of town. As developing rural areas becomes more feasible for developers due to increased opportunities to work from home, the city may need to develop resources to maintain adequate levels or service.

Community Stakeholder Meeting 2

Stakeholders focused on a community-based housing development process, and often expressed a desire to maintain some level of community control over the building process. The following analysis summarizes the desires of the group.

Starter Homes

The group brought up small lot or small home development multiple times during the discussion. Stakeholders felt that developing smaller homes could increase affordability, housing stock variety, and provide an entryway to home ownership for young people. The group felt that younger homebuyers don’t desire the same large lots that past generations valued. However, stakeholders also acknowledged that there were complications to permitting smaller lot development. Smaller setbacks create fire and privacy issues, and the broader community might resist changes to neighborhood character. Overall, the group felt that clever regulations centered around community desires could produce attractive and affordable starter homes.

Commercial Restoration and Redevelopment

Stakeholders acknowledged the need for more commercial activity and held nuanced views on how to best create these conditions. The group felt that the existing commercial core along the highway 410 and River Road corridor provides an opportunity for mixed use zoning, however the decrepit state of many buildings would make any project expensive. Stakeholders would like to see the commercial district expanded but were unsure where and how to expand it. While expanding to the west side of Highway 410 initially seemed logical, stakeholders felt that the highway presented a large barrier to pedestrian mobility and safety. Stakeholders felt that an expanded commercial core could provide valuable and needed amenities to the community.

Barriers to Development

The group identified numerous barriers to development in the city, some of which were viewed negatively and some of which were viewed positively. The group discussed an issue with infrastructure capacity: limited sewer capacity and lack of emergency firefighting infrastructure pose barriers to development. Community pushback on multifamily structures due to aesthetic concerns and the desire to maintain natural spaces could also pose a real -but possibly not undue in the eyes of some stakeholders –threat to development. A stakeholder proposed maintaining strict design guidelines to help curb aesthetic conflicts. Another group member expressed their preference for resident homeowners’ empowerment to add additional units to their properties as opposed to encouraging large developers to create additional density. However, high permitting fees may be preventing infill development both from homeowners and developers.

Survey Results

The analysis below describes the current perceptions and future aspirations of respondents as they pertain to the housing action plan. Due to rounding, percentages may not add to 100. Complete tabulation of data is given in *Appendix A*.

Respondent Profile

The sample captured a slightly whiter demographic (of respondents who reported their race, 96% are white) than the city at large, where 92% of the population is white. The sample group is significantly older than the population, where 46% of the city is under the age of 35, this group only represented 9% of the sample. While the sample and the population both mostly live in single family homes (72% and 81% respectively), the sample was comprised of significantly more mobile and manufactured home residents (18% of the sample) than the city at large, where only 4% of the housing stock is mobile or manufactured homes. The sample own their homes (85% reported owning their residence) more than the city, where 69% of units are owner occupied.

The sample reported a similar cost burden to the city. When asked if their housing costs are a serious financial burden, a third of the sample indicated they are. In the city, 30% of households are cost-burdened or severely cost-burdened. Respondents wrote in to define what cost burden means to them, and many (12%) explicitly indicated that it meant paying more than half of total income on housing costs. According to the HUD, households who spend more than 50% of their total income on housing are defined as severely cost burdened. Many respondents wrote that housing costs are too high, and some stated that there is a lack of support in Buckley. The sample generally mirrored the household sizes found in the city, in both groups approximately half live in one or two person households, and the proportion of households tapers off as the household size increases. More than half of the sample are long time Buckley residents who have lived in their homes for more than 10 years. Please see a complete demographic breakdown below.

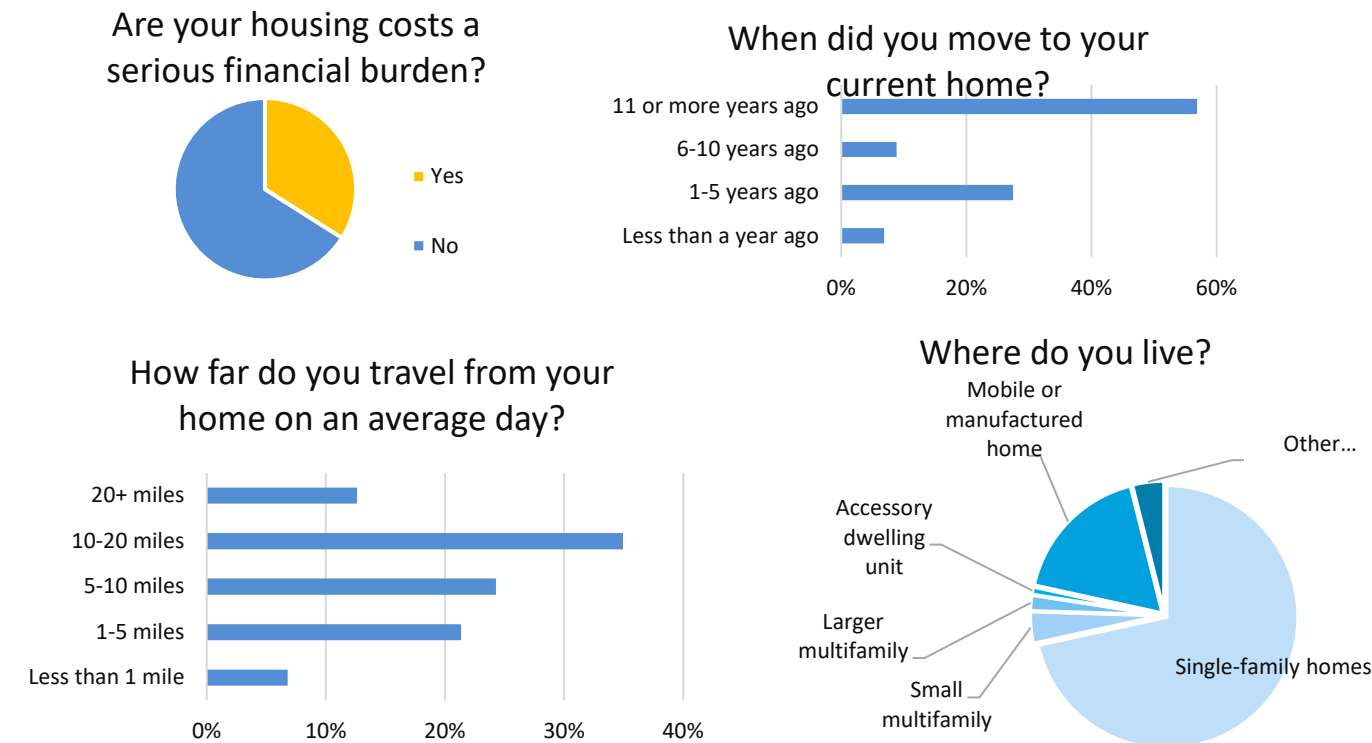
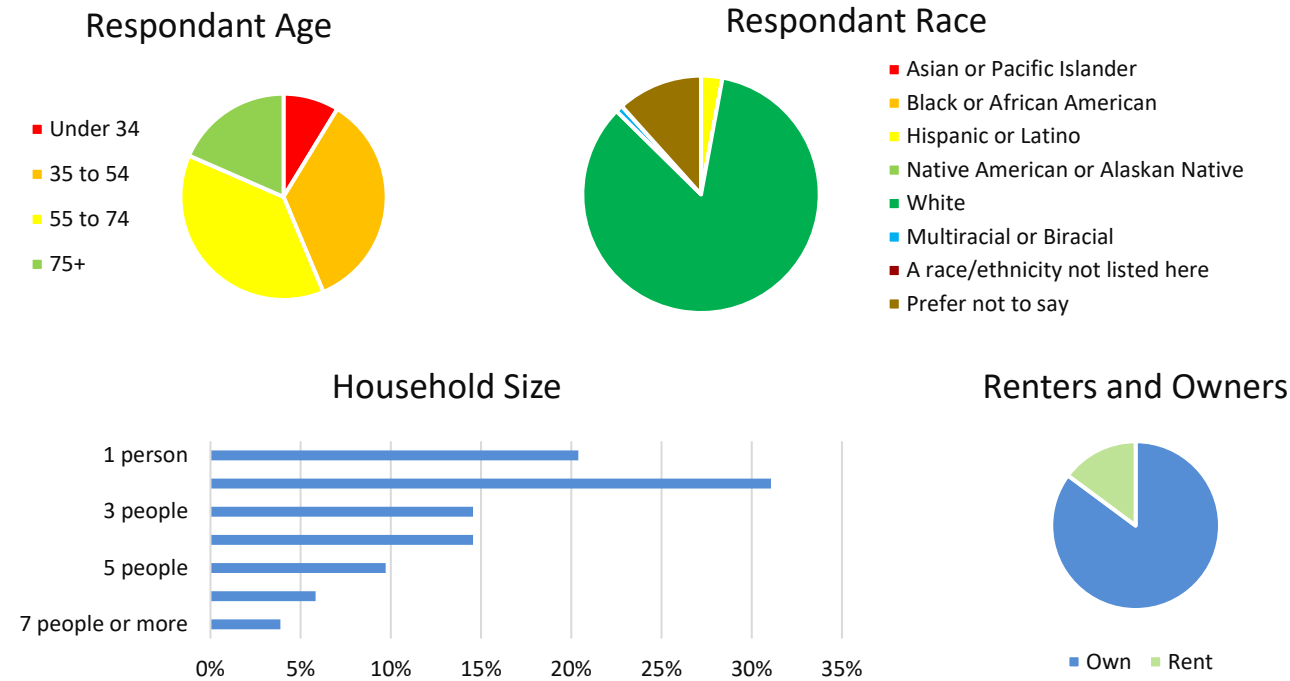


Figure 1: Survey respondent demographics.

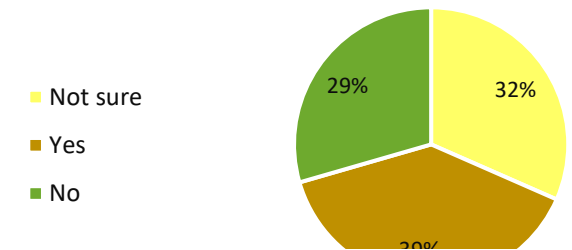
Significance

This survey received 103 responses, which is just under 2% of the Buckley population. This sample size can be considered a statistically insignificant amount, which may represent the overall population accurately. When drawing conclusions from this sample, the respondent profile should be considered.

Community Preservation

Survey respondents were asked about what populations will be able to afford living in Buckley in the future. When asked if residents know people who are leaving Buckley because the housing options are unaffordable, (for context, the cost of bottom tier homes in Buckley has increased 100% in the last ten years) more than a third (39%) indicated that they did. Respondents were asked to identify the reason why people were leaving, specifically if it related to the cost of housing, fuel, or both. Just over half of the group (57%) indicated it was due to the cost of both. A quarter wrote that it was due to the cost of housing, and ten percent wrote that it was due to changing community character or political landscape.

Are people you know leaving Buckley because housing options are unaffordable?



The sample indicated that Buckley’s children may be displaced from their hometown: 57% of the sample responded that children from Buckley will not be able to find affordable and decent housing when they’re older. When asked to identify the type of housing needed to accommodate the next generation, the sample mentioned more single family residential (23%), rental units (23%), and explicitly built affordable housing (21%) as solutions. Some people expressed a desire for small scale forms of multifamily residential (17%), and a few mentioned the job market (4%) or work ethic of young people (1%) as reasons for lack of opportunity.

Do you think that children living in Buckley will be able to find affordable, decent housing, either to rent or buy, when they get older?

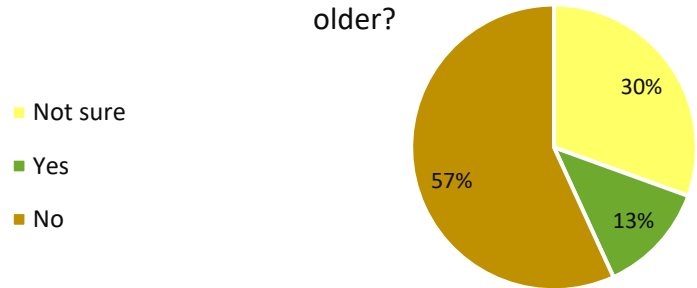


Figure 3: Chart showing respondent perception of community displacement.

Like housing for young people, respondents indicated a lack of options for older community members. Nearly half of the sample (47%) indicated that there is not decent, affordable, and dignified housing for Buckley’s elders. Many respondents indicated that there is a general lack of affordable housing for senior citizens on fixed incomes. Similar percentages of the sample indicated that there is a need for more affordable and senior oriented stand along homes or rambles (16%) as indicated that there is a need for more senior oriented multifamily residential (14%).

For all three aspects of community preservation that residents were polled on, nearly a third of respondents were unsure how to answer. Overall, the survey respondents felt that there is a lack of options affordable to existing community members.

Is there decent, affordable and dignified housing for our elders with a variety of housing options to meet their needs as they age?

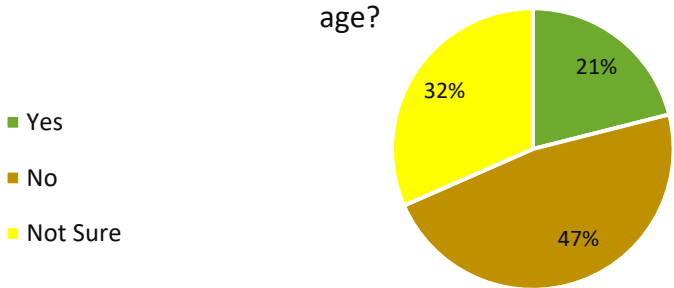


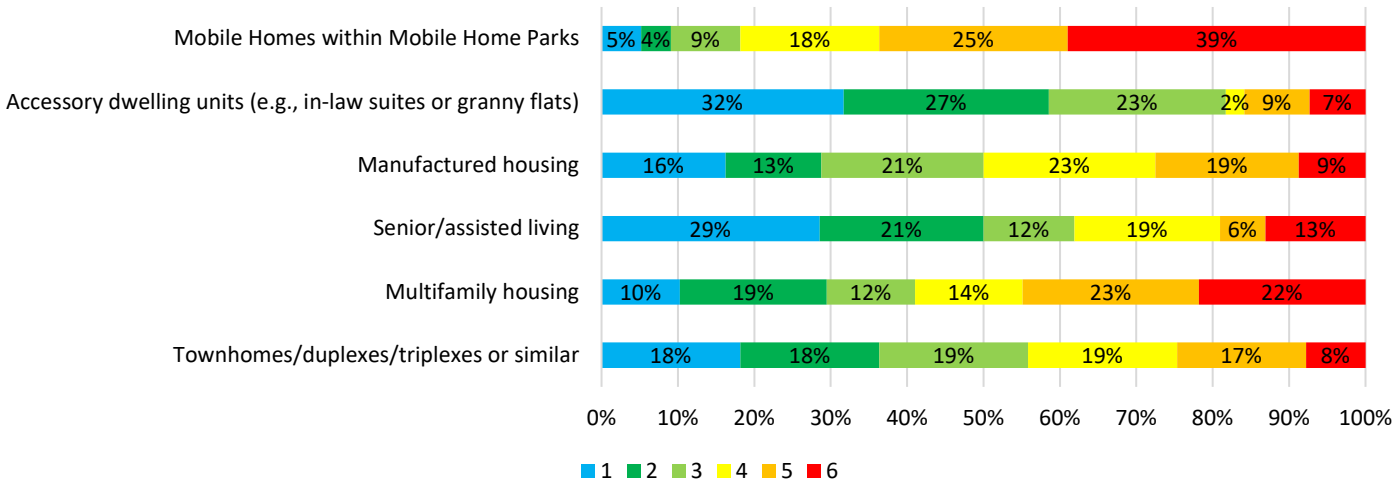
Figure 4: Chart showing respondent perception of community displacement.

Housing Forms in Need

Currently, Buckley’s housing stock is dominated (81%) by single-family residential units. Providing more variety of housing

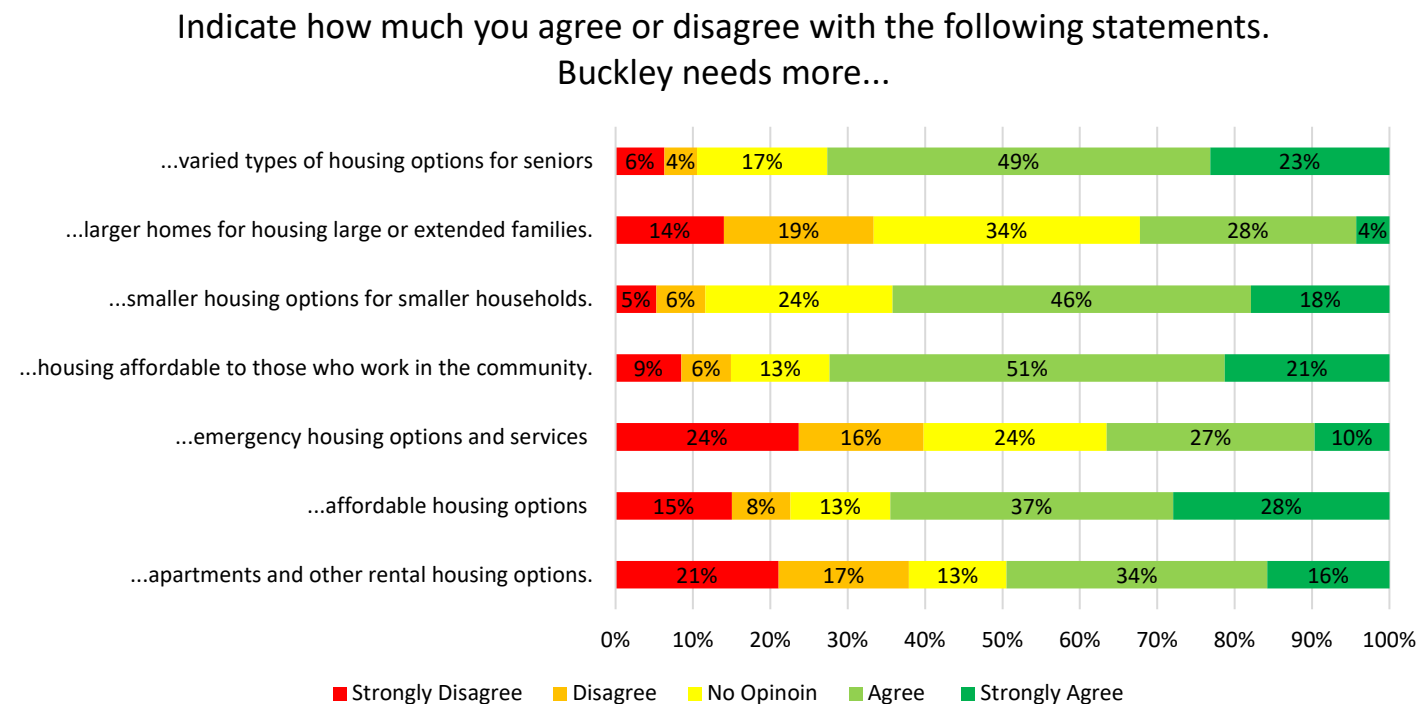
most support, with almost a third of respondents ranking it as their most preferred alternative form of housing. Many respondents viewed senior or assisted living as a preferable form of housing as well, which may have been influenced by the overrepresentation of people older than 35 in the sample. Manufactured homes and forms of small scale multifamily residential, such as townhouses or duplexes, were viewed relatively neutrally, with an almost even split between each ranking choice except for the last place, which had fewer votes. Multifamily housing and mobile homes in mobile home parks were viewed as the least preferable, with 22% and 39%, respectively, ranking these forms of housing as the least desired.

Outside of the most common type of housing in Buckley (single-family homes), what type of housing would you like to see to accommodate the growing need?



Broadly, residents felt that Buckley needs more housing options. Except for larger homes and emergency housing, more than fifty percent of respondents agreed that the city needed all housing options presented to them. Only ten percent of respondents disagreed that Buckley needs more varied types of housing options for seniors. Respondents also had strong preferences for smaller houses (64% agreed more small homes are needed) and housing affordable to those who work in the community (72% agreed). Emergency housing was not seen favorably by many community members. More people felt that Buckley does not need more emergency housing (40%) than those who felt Buckley needs more emergency housing (37%). Many write in respondents expressed disdain for low-income housing, citing it as a source of crime, drugs, and poor influence on youth. However, housing affordable to low- or fixed-income seniors was seen as needed in the city.

The sample also was split on the need for larger homes for larger families. A third of the sample believed it was needed, a third was neutral, and the last third believed it was not needed. In the write in section, respondents elaborated that while they think larger lot sizes should be encouraged, smaller homes should be built on these larger lots to be more affordable to community members. Respondents largely agree that more affordable housing is needed in Buckley (65%) but disagree over how that should best be accomplished. In the write in portion, some people indicated that there needs to be more rental units available, while others indicated that any apartments would only serve as a magnet for crime. While many respondents agreed that apartments are needed (50% of the sample), a fifth of the sample strongly disagreed that Buckley needs more apartments. The housing options desired by Buckley residents are nuanced and likely group specific. However, broadly there is support for housing affordable to those who work in the community, varied housing for seniors,



Quality of Life

Respondents were asked about their perceptions of several quality-of-life related factors. Respondents indicated that Buckley is a good place to live if you can afford it. Only 17% of the sample agreed that young people can find comfortable, adequate, and affordable housing in Buckley, and only 36% of respondents were not concerned about being able to live in Buckley soon. However, over four fifths of respondents agreed that Buckley is a great place to live, with only one percent strongly disagreeing. More than sixty percent of respondents agreed that Buckley is a place where all are welcome (64% agreement), Buckley is a good place for older people to live (68% agreement), and that Buckley is a good place for families to live (84% agreement). Respondents indicated a need for more amenities in the town: less than a third of the sample agreed that Buckley has services and amenities that improve quality of life.

Respondents wrote in to indicate the type of services that they desire for their town: grocery stores, banks, medical establishments, entertainment, restaurants, and transportation facilities. The written responses reported a need for downtown revitalization, more affordable housing, and less development. Several respondents wrote that while they currently have a stable housing situation, they anticipate that future conditions may displace them from their communities.

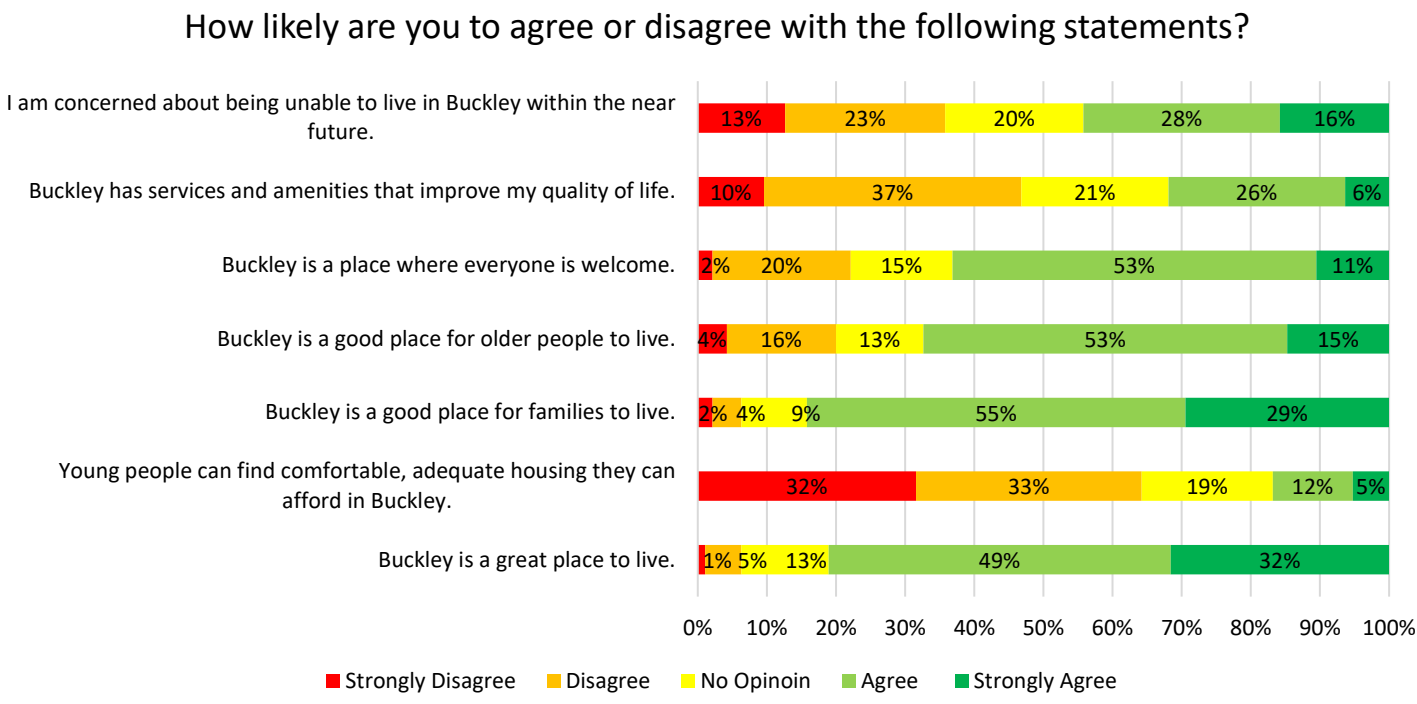
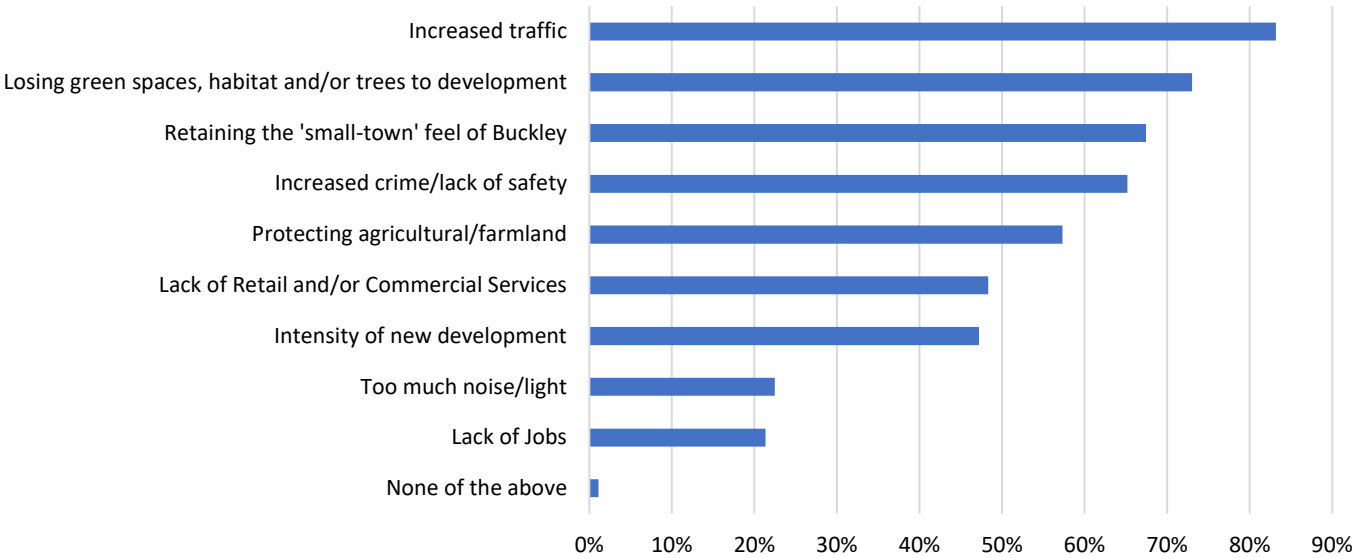


Figure 6: Survey respondent agreements with a variety of quality of life statements. Write in responses can be found in Appendix B.

Development Concerns

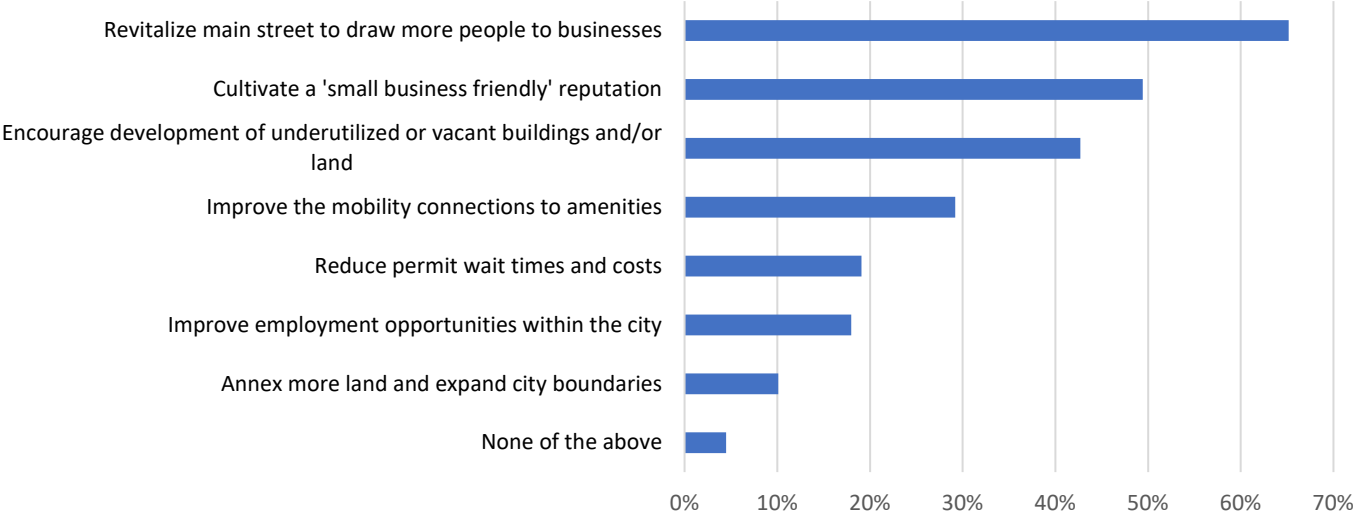
Residents had several concerns about Buckley’s development. In many other sections of the survey, respondents wrote in to express dissatisfaction with the development of apartments, increases in traffic congestions, and poor levels of infrastructure service. Increased traffic was selected by 83% of the sample as a concern, and in the write in section it was mentioned in a quarter of responses. The sample also wrote about concern for a loss of green space and habitat and nearly three quarters of polled responses agreed. Written responses indicated that preserving green spaces and farmland was essential to the small-town character of Buckley, which two thirds of respondents expressed concern for losing. In the written section, many respondents indicated that development pressure from outside of town was wholly unwanted, and a few wrote community input should be valued more than the pressure to develop from political and economic bodies. The full write in response section can be found in Appendix B.

What are your biggest concerns about development in Buckley?



There is broad recognition that economic revitalization would benefit Buckley. A fifth of respondents wrote in observations of decrepit or vacant commercial structures in town, and two thirds polled thought that the city needs to revitalize main street. There was a strong preference towards small business development both in the write in section and the poll, where just shy of fifty percent of respondents indicated a desire for being small business friendly. Several written responses emphasized a desire for more community-oriented development, such as family friendly restaurants, volunteerism, and recreation opportunities. The least preferred change on the poll was to annex more land to expand city boundaries, and several written respondents indicated that city expansion was not desired. The sample recognized that the city needs more encouragement of small local businesses but was cautious to encourage development beyond their desired small town scale.

What changes do you think the City needs to make to support economic development?



Limitations

There were a number of limitations with the stakeholder and survey public engagement efforts. Firstly, the results are limited due to the small sample sizes. Larger stakeholders and the community survey groups may have represented community opinion more accurately, but they also were not insignificant enough to discount as totally unrepresentative. Secondly, the order of questions in the community survey may have skewed responses. Two questions which specifically asked about the displacement of young and old residents preceded several questions which asked about what housing was needed. It is possible that the previous questions primed respondents to consider the needs of younger and older residents over the needs of working people, smaller families, or any other particular group. Thirdly, the discrepancies between the sample demographic and the population of Buckley may have impacted the survey results. The whiter and older residents who owned their homes and live in more mobile and manufactured homes than the city at large may have answered the survey differently than a more representative sample of the city.

Conclusion

The community is aware that housing in Buckley is not affordable to all residents: 65% of survey respondents felt that Buckley needs more affordable housing options and stakeholders observed that the community desires more starter homes. The following describes the key discussion points and community attitudes on housing needs and potential solutions appropriate to Buckley.

Small Home Character

The stakeholder and survey groups agreed that more starter or small homes are needed to meet the city's affordability and aesthetic needs. Stakeholders observed that smaller single-family homes could provide young families an affordable entryway to homeownership, and community members desired more small homes to fit the aesthetic character of Buckley. However, there were some complications to this community's desire. While the stakeholder group felt small lot

Overall, the community would like to see city investment and incentives for small starter homes. These regulatory actions will aim to increase variety, affordability, and access to homeownership within the City of Buckley.

Maintained Quality of Life

The community survey indicated dissatisfaction with the current and anticipated quality of life trend within the city. Respondents felt that additional apartments and higher density housing are alerting the community's existing character. They also felt Buckley is at risk of adopting similar problems that larger nearby cities face from higher density development and increased populations. The community is observing lower infrastructure levels of service, particularly with street congestion, and notable loss of green space within the city. The community sees developers as instrumental in these observations and perceived losses.

More amenities are also desired by the Buckley community. The most often mentioned amenity in the community survey is a full grocery store in town, and a stakeholder group mentioned the need for more healthcare access within reasonable walkable distance. Stakeholders noted that creating housing affordable to low-income groups was pointless without developing the fundamental amenities needed, such as transportation, groceries, and healthcare in an accessible distance.

Community Preservation

Both the stakeholder groups and community survey group noticed a lack of housing options available to disadvantaged groups. Community survey respondents felt that a lack of housing was not available to both young and old Buckley residents. A third of respondents knew people leaving Buckley because it was becoming too unaffordable. The stakeholder group brought up missing middle housing as a potential strategy to create housing, and potentially ownership opportunities, affordable to younger community members. There was common consensus that exploring missing middle housing development may reduce or remove occurrences of displacement from the community.

The stakeholder group also noted that preservation and rehabilitation efforts should be investigated to maintain currently affordable housing stock, and floated ideas to increase affordability for senior citizens. Throughout the survey, community members mentioned the need for more housing affordable for senior citizens, both through group and independent living arrangements. However, this issue may be overemphasized due to the skewed nature of the survey sample.

Appendix A: Survey Results

The below charts describe the responses to the community survey which was issued over the summer of 2022. Colors indicate the highest and lowest values received on each survey question.

Table 1: Question 1

Select your age range.	Percent of Respondents	Number of Respondents
Under 34	8.74%	9
35 to 54	34.95%	36
55 to 74	37.86%	39
75+	18.45%	19
	Answered	103
	Skipped	0

Table 2: Question 2

Which of the following best describes you?	Percent of Respondents	Number of Respondents
Asian or Pacific Islander	0.00%	0
Black or African American	0.00%	0
Hispanic or Latino	2.91%	3
Native American or Alaskan Native	0.00%	0
White	84.47%	87
Multiracial or Biracial	0.97%	1
A race/ethnicity not listed here	0.00%	0
Prefer not to say	11.65%	12
	Answered	103
	Skipped	0

Table 3: Question 3

How many people are in your household (including yourself)?	Percent of Respondents	Number of Respondents
7 people or more	3.88%	4
6 people	5.83%	6
5 people	9.71%	10
4 people	14.56%	15
3 people	14.56%	15
2 people	31.07%	32
1 person	20.39%	21
Answered		103
Skipped		0

Table 4: Question 4

Do you own or rent your residence?	Percent of Respondents	Number of Respondents
Own	85.15%	86
Rent	14.85%	15
N/A	0.00%	0
Answered		101
Skipped		2

Table 5: Question 5

Are your housing costs a serious financial burden?	Percent of Respondents	Number of Respondents
Yes	33.98%	35
No	66.02%	68
How do you describe a serious financial burden?		58
Answered		103
Skipped		0

Table 6: Question 6:

When did you move to your current home?	Percent of Respondents	Number of Respondents
Less than a year ago	6.86%	7
1-5 years ago	27.45%	28
6-10 years ago	8.82%	9
11 or more years ago	56.86%	58
Answered		102
Skipped		1

Table 7: Question 7

On an average day, how far (in miles) do you travel from your home?	Percent of Respondents	Number of Respondents
Less than 1 mile	6.80%	7
1-5 miles	21.36%	22
5-10 miles	24.27%	25
10-20 miles	34.95%	36
20+ miles	12.62%	13
By what mode of travel? (walk, bicycle, bus, carpool, personal vehicle)		87
Answered		103
Skipped		0

Table 8: Question 8

Which of the following housing types best describes where you live?	Percent of Respondents	Number of Respondents
Single-family homes	71.57%	73
Small multifamily	3.92%	4
Larger multifamily	1.96%	2
Accessory dwelling unit	0.98%	1
Mobile or manufactured home	17.65%	18
Senior/assisted living	0.00%	0
Other (please specify)	3.92%	4
Answered		102
Skipped		1

Table 9: Question 9:

Are people you know leaving Buckley because the housing options are unaffordable here?	Percent of Respondents	Number of Respondents
Not sure	31.58%	30
Yes	38.95%	37
No	29.47%	28
Do you think it's because of the cost of housing, the cost of fuel or both?		47
	Answered	95
	Skipped	8

Table 10: Question 10

Do you think that children living in Buckley will be able to find affordable, decent housing, either to rent or buy, when they get older?	Percent of Respondents	Number of Respondents
Not sure	30.53%	29
Yes	12.63%	12
No	56.84%	54
What type of housing do you think we need more of to accommodate the next generation?		63
	Answered	95
	Skipped	8

Table 11: Question 11

Is there decent, affordable and dignified housing for our elders with a variety of housing options to meet their needs as they age?	Percent of Respondents	Number of Respondents
Yes	21.05%	20
No	47.37%	45
Not Sure	31.58%	30
If there is a type of senior housing that's missing or inadequate, tell us what type.		44
	Answered	95
	Skipped	8

Table 12: Question 12: Outside of the most common type of housing in Buckley (single-family homes), what type of housing would you like to see to accommodate the growing need? (Rank the choices by order of preference)

	1		2		3		4		5		6			
	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Total	Score
Townhomes/duplexes/triplexes or similar	18%	17	18%	14	19%	15	19%	15	17%	13	8%	6	77	3.78
Multifamily housing	10%	8	19%	15	12%	9	14%	11	23%	18	22%	17	78	3.14
Senior/assisted living	29%	24	21%	18	12%	10	19%	16	6%	5	13%	11	84	4.08
Manufactured housing	16%	13	13%	10	21%	17	23%	18	19%	15	9%	7	80	3.59
Accessory dwelling units (e.g., in-law suites or granny flats)	32%	26	27%	22	23%	19	2%	2	9%	7	7%	6	82	4.49
Mobile Homes within Mobile Home Parks	5%	4	4%	3	9%	7	18%	14	25%	19	39%	30	77	2.3

Answered: 95

Skipped: 8

Table 13: Question 13: How likely are you to agree or disagree with the following statements?

	Strongly Disagree		Disagree		No Opinion		Agree		Strongly Agree		
	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Total
Buckley is a great place to live.	1%	1	5%	5	13%	12	49%	47	32%	30	95
Young people can find	32%	30	33%	31	19%	18	12%	11	5%	5	95

Buckley is a good place for families to live.	2%	2	4%	4	9%	9	55%	52	29%	28	95
Buckley is a good place for older people to live.	4%	4	16%	15	13%	12	53%	50	15%	14	95
Buckley is a place where everyone is welcome.	2%	2	20%	19	15%	14	53%	50	11%	10	95
Buckley has services and amenities that improve my quality of life.	10%	9	37%	35	21%	20	26%	24	6%	6	94
I am concerned about being unable to live in Buckley within the near future.	13%	12	23%	22	20%	19	28%	27	16%	15	95
Please feel free to talk about your answers and why you chose them.											40

Answered: 95

Skipped: 8

Table 14: Question 14: Indicate how much you agree or disagree with the following statements. Buckley needs more...

	Strongly Disagree		Disagree		No Opinion		Agree		Strongly Agree		Total
	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	
...apartments and other rental housing options.	21%	20	17%	16	13%	12	34%	32	16%	15	95
...affordable housing options	15%	14	8%	7	13%	12	37%	34	28%	26	93
...emergency housing options and services	24%	22	16%	15	24%	22	27%	25	10%	9	93
...housing affordable to those who work in the community.	9%	8	6%	6	13%	12	51%	48	21%	20	94

...larger homes for housing large or extended families.	14%	13	19%	18	34%	32	28%	26	4%	4	93
...varied types of housing options for seniors	6%	6	4%	4	17%	16	49%	47	23%	22	95
Please feel free to add your thoughts about types of housing here.											28

Answered: 95

Skipped: 8

Table 15: Question 15:

What are your biggest concerns about development in Buckley? (Select all that apply)	Percent of Responden ts	Number of Responden ts
None of the above	1%	1
Lack of Jobs	21%	19
Too much noise/light	22%	20
Intensity of new development	47%	42
Lack of Retail and/or Commercial Services	48%	43
Protecting agricultural/farmland	57%	51
Increased crime/lack of safety	65%	58
Retaining the 'small-town' feel of Buckley	67%	60
Losing green spaces, habitat and/or trees to development	73%	65
Increased traffic	83%	74
Please use this space to describe the issues that are important to you and your household.		29
Answered		
Skipped		

Table 16: Question 16:

What changes do you think the City needs to make to support economic development? (Please select up to 3)	Percent of Respondent s	Number of Respondent s
None of the above	4.49%	4
Annex more land and expand city boundaries	10.11%	9
Improve employment opportunities within the city	17.98%	16
Reduce permit wait times and costs	19.10%	17
Improve the mobility connections to amenities	29.21%	26
Encourage development of underutilized or vacant buildings and/or land	42.70%	38
Cultivate a 'small business friendly' reputation	49.44%	44
Revitalize main street to draw more people to businesses	65.17%	58
Other (please specify)		20
Answered		88
Skipped		15

See Appendix B for Question 17

Table 17: Question 18

Would you like to be informed of future public workshops on this topic? If so, please provide your contact information.		
Name:	100.00%	26

Address 2:	0.00%	0
City/Town:	92.31%	24
State/Province:	96.15%	25
ZIP/Postal Code:	0.00%	0
Country:	0.00%	0
Email Address:	88.46%	23
Phone Number:	84.62%	22
Answered		26
Skipped		77

Table 18: Question 19

Would you like to be part of a focus group on this subject? If so, please provide your contact information above.		
Yes	100.00%	15
Answered		15
Skipped		88

Appendix B: Survey Write-In Responses

The following are the write-in responses from the Community Survey which took place over the Summer of 2022.
Table 1: Question 5

How do you describe a serious financial burden?

A serious financial burden would keep us from putting food on the table, for us and our children.

Greater than 15% of take-home pay.

When our income is not enough to cover our living expenses

Priced too high

Housing costs over 70% of income would be a serious financial burden.

I am on SSI and get 841.00 a month and my rent for my RV space with electric was \$795.84. That does not leave me with \$50.00 for the month to survive. And this RV is not winter proof and can't afford propane for heat so very, very cold. But there are NO LOW-INCOME PLACES, without 5 years or longer wait list. And trying to get help with finding housing programs for young adults with severe mental health problems (schizoaffective disorder) and get no help from crisis service line and she has been in and out of hospitals for the last 3 years because she is homeless and has no idea how to care for herself and she was released from mental hospital to Acadia youth shelter on 12/2/22 after being told that she would get into a group type house and would not be released to a shelter and again lied to. So, trying to financially help that also since she has been Trespassed from the RV Park I live in and so that's another burden

They are more than 70% of my monthly income.

Natural gas prices along with electricity rates are very high in addition to mortgage/taxes, and insurance making housing prices affordable for dual income only

When you cannot afford out of your means.

5 people in one home is too many. Unable to afford own place, even with two incomes.

Having difficulty paying bills each month

A financial burden is something that impacts your ability to care for yourself and your family. Impacting my ability to provide basic needs (food, insurance, clothing, etc.).

Can't pay your rent or mortgage

Only making enough to barely cover your rent/ utilities.

Utilize programs like WIC, EBT, energy assistance, food pantries to keep on top of payments and bills.

No trouble yet, but taxes have increased too much!

Not being able to afford my own home and still living with my parents.

Rent is 1/3 of entire income.

Not being able to meet basic needs like housing, food, Rx, and healthcare.

Property taxes have increased significantly with the increase of property value.

With taxes going up and cost of living. Will not be able to keep our house. There is very little housing for seniors in Buckley

Cannot afford monthly payment

But it isn't getting any better. Space rent keeps going up

More than double my house payment in AZ

If you have to cut spending for food or utilities (TV, internet, etc.)

We need a 2 bedroom; we currently live in a small one bedroom which is what I can afford as a single parent.

Cost is more than half my income

We live in a manufactured home community. We own our home and pay rent on the lot. Rent keeps going up, we have no amenities and the tax on our home is ridiculous for not even owning the land.

Increasing lot rents!

Any rent + mortgage that consumes 60% or more of income.

The costs are more than half of my income that leaves me having to make choices on bill paying, food and medicines. Have to juggle it all after my housing costs.

We live in Golden Valley which is a Manufactured Mobile Home Park. We own our home which we pay takes on each year while keeping up our own repairs, and yard work. We are retired living on Social Security and each year our rents are increase according to what rents in the area. It seems unfair that the owners of the park keeping raising the rents so much when nothing has changed in our community. Soon we will be priced out of our home.

Taking half of income

Cost of living increasing rapidly, and we are on a fixed income

Retired fixed income

Are Social Security funds are not keeping up with our expenses

Seniors on limited income but still paying a monthly mortgage in addition to rising costs of everything (current inflation rate) and increasing property taxes.

I am a single mom, no child support, who works full time for the city but only nets \$2400 a month, which is not enough to afford housing in the city where I work, and my kids go to school. The cheapest rent is \$1200/month plus utilities, so there is no way for me to save or get ahead or pay for extracurricular activities for my children. We have been chronologically homeless in Buckley for almost 15 years. It's very stressful.

Living on SS. And nothing else.

We are currently able to afford our housing but worry about the ever-increasing taxes. Would answer differently when we retire.

Struggling to pay rent and other bills monthly

Over half of your monthly paycheck goes to pay for housing

Being unable to pay

Taxes, inflation due to more housing in the area . Commute to work and home takes hours now due to poor funding in Buckley And pierce county rural areas in general. Lack of road maintenance and bridge maintenance.

Taxes , heating, maintenance, city bill

But my single daughter and 2 young children can't find affordable housing on her wage and is on a 2 yr. waiting list with no guarantee.

Mortgage payment and property taxes high with me being the only one in my home.

Prices on everything are increasing, taxes especially, but the fixed retirement income stays the same.
Taking a larger and larger bite of our fixed income
It would be a financial burden if I couldn't pay my mortgage. For now I can afford my mortgage payments. What is concerning is that the property value has gone up which means the property taxes have gone up. I am concerned about this since I'm on a fixed income.
Bills higher than income
Struggle to pay or takes most of income to pay
can't pay your basic bills

Table 3: Question 8:
Other (please specify)

RV
Hotel
Small cottage
Barely being able to find a place

Table 4: Question 9
Do you think it's because of the cost of housing, the cost of fuel or both?

Housing cost and lack of rentals
Both
no- they are leaving because crime is increasing due to affordable housing in Bonney Lake and Sumner. Build the places the riffraff can afford and they will come. There is getting to be less and less safe communities for those of us that live with respect and honor of others and self
Both
Both
Political landscape more than cost. Start passing inner city policies in a rural area, people will leave.
Neither
They are leaving because it's over crowded and poorly managed
Both
People are cashing in on houses. Not comfortable w/development into a big city.
cost of housing
Both
Cost of housing
housing cost
It's the housing boom and traffic that is killing the small town
Unknown
both
Both
Both

Housing
Lot rents increasing
housing
For our community it is the rising cost of lot rents.
cost of housing
Both
Both
both
both
both
Cost of housing
Both
Housing, fuel, taxes
Both
Both
Both
Both
I would assume both
Cost if housing, no affordable rent. Out of control little if no options
Both
Housing
Both
Housing, fuel, distance to a grocery store
rising rent, for example one person had their rent raised by \$500. They can't afford that so are moving out.
Both
N/a
Both

Table 5: Question 10:
What type of housing do you think we need more of to accommodate the next generation?

I'm not worried about housing being available, I'm worried they won't have a job to provide for themselves! The American Dream seems to be turning into something you shouldn't have to work for, and that's NOT how it works! Eventually, the rich people paying for everything will either leave or join the club.
single family detached homes
We need more rental options in our community. There are homes/properties that could build single room or studio rentals on their property but the codes do not allow it. The codes need to be relaxed in order to accommodate the change in the needs of our community.
Homes that are affordable and does not exceed \$100,000

Kids wants too much what their parents worked hard for years to get. Back in the day, people started out in college or affordable housing in cities where trades were available and worked their way up. These days kids want houses right away and that is not reasonable or realistic. They need to go and build a life, get skills and then come back, or live at home and save up for a house. Their are plenty of financing programs for first time buyers. Affordable housing is an excuse for builders to buy up all the affordable land and take more from all the rest of us.
Houses, Apartments, and/or Duplexes at affordable rates
My children will likely need to move away from the area to find affordable housing. I think our local housing it too expensive.
Single family homes and land, not apartments and section 8 style policies. We left the city because of crime, which was primarily from those housing environments.
Housing in the Washington state is not affordable for any young people. Young people want to own a home but can't afford to do so.
NOT Apartments or townhomes!!!! Single family homes and ones with property
Too much housing already! Roads can't handle the traffic. Slow down housing!
Single family
affordable
Affordable rent for couples not married. And not needing 2+ roommates to make rent
I believe the world is evolving for the better.
Lower rent for apartments and houses to buy.
Single family homes
Middle income housing, certainly rentals, for both senior and younger residents.
Smaller homes/cottages as starter homes (1,000sf or less).
More nice condos, duplexes and 55+ developments
Move elsewhere
Homes that you can "grow into" but are not excessively huge. The 1500-2000 square foot on a half acre kind of homes.
moderate size single family homes
Sr housing is desperately need. Waiting list are very long. Years
Starter homes
More affordable housing
Reasonable rentals, lower prices for first time home buyers
Condos and townhomes
Lower income housing seems to be in short supeopley.
More affordable
Single family affordable homes
Combination of all types of housing
Smaller single family homes, condos, apartments The old starter homes from the past
Low-income housing and caps on how much a landlord can charge.
at least, affordable apartments if not houses.
Duplex or multi-family
Small rentals tiny homes

lower income, single family homes that are not starting price of 600,000.+
lower income and senior housing
I think homeownership for young folks will be nonexistent
More starter homes, smaller, even one-story but with yard space. Two-story monoliths in lg. housing developments being built now with only 6-8 feet apart is like mice living in a maze!
Affordable Housing period. The GMA has killed all opportunities for a family to settle here in less than 600K homes. The opportunities are far and few between. Model after what Auburn and Sumner has done. Businesses on the bottom floor and townhomes/condos on top floor.
Decent townhomes/multi-family units
Improved traffic for population increase
I am not sure. I don't think a lot of apartments are a good idea. The issues are bigger than what style of housing Buckley approves.
Small homes, duplexes, or apartments that are relatively cheap to rent or buy
Affordable
Idk depends on wages
None
Anything affordable. My adult children still live with us even though they have good jobs cause they still can't afford anything
Affordable housing.
Affordable rentals. Young people can't afford to move out. Are stuck living with parents
Low cost housing
Lower income multi family seems the smartest. I believe all the young people buying the oversized status homes are in over their heads. We need to live smarter and within our means.
More first time owner homes, affordable senior housing, condos, section 8 housing, tiny home options
low income housing
Townhouses or condos
Less expensive homes
Lower housing prices
Multi family or rentals in general
This community should remain what it is. Mostly single family homes. No need to build more apartments or trailer courts.

Table 6: Question 11

If there is a type of senior housing that's missing or inadequate, tell us what type.
There is not enough options for them. Again, codes need to be loosened to allow property owners to build such options.
Inadequate
Senior housing is everywhere. In about 10-15 years the demand for this type of housing will decrease by 80% and then what? It will become affordable or low income housing conversion because it is already there and bam, no more nice clean town. It has happened in so many communities, people are not being smart about this.

Retirement housing in Buckley should be about the small town feel and amenities. Maybe consider a shuttle to Fred Meyer like the retirement homes in Federal Way.
low income
Seniors/assisted living should be integrated still with everyone else. Take care of your loved ones.
Different stages of life.
We need more units!
Housing with little or no good work, ADA accessible, near or in mixed use for convenient socializing and/or access to grocery, senior center, etc.
There is inadequate senior apartments for low and medium income. Modest assisted living complex.
Housing for independent seniors: enter as Independents, move to Assisted living, graduate if necessary to Nursing Care and Memory Care.
55+ with affordable pricing to buy.
We have no retirement community
Probably should have more ramblers available that are not in need of a lot of maintenance
Low income
Smaller homes
Cheaper
When moving back to WA, I could not find a small rental for less than \$1450 and most rentals were \$2000, plus 6-month deposit
typically manufactured home communities - limited number available
I am not sure, but I have the impression that affordable housing is in short supeopley.
Senior apartments
Some. But the cost is still to high when on a fixed income.
Moderate "independent " living facility seems to be inadequate.
Senior apartments without assisted living, smaller homes. Buckley has very little for seniors. What is there has a huge waiting list and the units could be bigger like over a 1000 sq ft and two bedrooms - for an office, craft room, etc.
Housing that is affordable so seniors can stay in their current homes and not be forced to live in a cracker box (400 sq ft) where they have to give up their treasured items and just become vegetables.
at least, apartments if not duplexes.
Single affordable homes
No. The political climate is very hostile in this state. Nothing you do will solve the problems that this area is facing.
fixed income senior housing isn't adequate
Affordable, singe unit independent living with a caretaker to watch over seniors
To fill the gap between leaving one's own home and going into assisted living or nursing home, there is a great need for one-story rental apartments or duplexes as an intermediary. And not so many condominiums or townhomes that are two-story! Elderly do not do stairs on a daily basis!

Not enough for the aging population. Buckley has become a bedroom community with little to no opportunities for fixed income Seniors. Pierce County and the GMA along with greedy contractors and runaway building of 600K + homes are washing out our Seniors.
Unless they already own a home here, there is nothing for them in Buckley
More income based
More affordable senior housing
No not enough on a fixed income.
The only one I can think of is White River Senior Housing that is income based. I'm not sure what requirements age/income Willow Glen is. Not much to pick from if you want to live in a Senior community. And the wait list is huge.
Yes but not nearly enough for the demand for seniors. Fixed income seniors forced to move as rents go up don't have options. Some consider living i their cars.
55 plus active community
Not sure
Senior apartments
Not opposed to 55 and older-type housing on a limited basis

Table 7: Question 13:

Please feel free to talk about your answers and why you chose them.
Young people CAN find affordable housing here, if they WORK! Anyone can find housing, if they work. Buckley has been a good place for families to live, BUT that seems to be changing. We are losing that charm. It's not that I won't be able to live in Buckley, but I won't WANT to live in Buckley in the near future. All the construction in the area is depressing, and crime will increase.
This town has bowed to the pot industry. Today the west end of town perpetually reeks of weed. Imaging having friends and family over for a summer BBQ only to have to apologize to your guests for the stench the city has allow to envelop the neighborhood. SHAME ON BUCKLEY!
Buckley is an amazing town to live in but I am afraid that as things in our economy changes, those who do not have established careers will not have a place here. Unless there are 3 or 4 friends renting a house together
Buckley is a good place for families with family ideas who work hard and respect each other. Buckley is not a place for developers. The reason why there isn't much that young families can afford is because the land is priced in areas that only big developers can afford. Price it for less and refused to sell to a developer is the only way to preserve Buckley and keep it affordable for young families. adding affordable housing, condos, etc. is NOT the answer. That = the end of the community. Rentals are not permanent homes and the turnover rates are high. You cannot become a good and contributing member of a community by being transient from place to place and that is all apartments, townhomes and condos are. Transient living space for transient people who don't stick around and therefore don't develop a feeling of belonging to the community. Small single family housing neighborhoods where people have to BUY, yes. Anything else? NO!

Buckley needs a grocery store. The prowlers and transients that come and go out of the “market” that replaced IGA is upsetting- If we can get a Trader Joe’s here in Buckley that would be so great, boost morale, offer quality food at a good price is what we need for the community. Businesses and restaurants struggle here- to keep people here and invest in our own community we need to keep and support what we have here and bring more In. A small grocery like Trader Joe’s would be great to draw in neighboring community members and help invest in our city. Get rid of the drive by store on river road walking distance to the student activity center/bike park that sells alcohol a few hundred feet away is ludicrous, enabling them to drugs and alcohol, unhealthy food- we have 2 gas stations that sell the same thing and this store on river road needs to close down or be moved not of walking distance to the youth activity center/bike park- away from downtown area.

We moved from Federal Way to live in a small town with strong schools and police presence. Do not make the mistake of other cities that accommodate multi family housing, apartments where crime becomes rampart when the police department becomes strained, causing more taxes. They do not fit the landscape out here on the plateau. Mobile home parks are what I expected out here, I strongly would consider to move and not open up any business. Retirement homes are understandable, but I suggest that they fit the building structure and not become an apartment building block.

Lastly regarding the future of Buckley, if zoning becomes more focused on multi-family living, e.g., mobile parks, and less on preserving our schools and family orientated atmosphere, I can assuredly say I will consider my residence in another city/community. People are leaving the metro area for a better quality of life without the taxing burden of excessive housing and taxing policies.

If you want to add more housing you have to do something about the traffic. Getting from Enumclaw to Buckley is ridiculous. No more people until you can ease traffic.

Buckley is unfriendly to business, poorly managed, overcrowded and fire department should be handed over to east Pierce

While housing is more affordable than places closer to Seattle, it is still on the high end of affordability. Buckley has a lot to offer but would benefit from a grocery store and some sort of department store.

Buckley is only for the rich and those who moved there before it got to be too expensive. 1 bedroom apartments shouldn't cost 1800 after all fees and such. And that's not including utilities. It's becoming a city for the rich and your going to run your young / elder community out with the prices around here.

Housing costs are too much, lower them so I can live here.

The trend today, as I see it, is rapid growth due to the need to live away from urban areas that are no longer affordable, yet where the jobs are. We see the impact on 410 and that disconnect from Buckley's contributes to eventually another bedroom community. We need to push for businesses to come bringing jobs that offer livable incomes. We need an attached, committed population.

If inflation skyrockets, I'm concerned I may not be able to live in Buckley in the future.

Stop the developments, we don't need the track homes and the crime. Our traffic is a mess. Build another bridge

Buckley is a safe place because the police do their job. Buckley is a affordable place since the city keeps the taxes down. Buckley is relatively free from social/political drama such as heavy drugs, vandalism, and anti-family rhetoric. I find the people to be caring, patriotic and relatively clean living. The city government hasn’t overburdened the citizens of Buckley with too many regulations, taxes, or overstepping of people’s liberties. Please keep it that way.

Need grocery, bank, pharmacy services in town

Not enough choices for food and services

we live halfway between Buckley and Bonney Lake so most of the services and amenities we use are in Bonney Lake

In general, I feel that Buckley is a good place for families, but it is not very accepting of differences. We have strong schools, but we don't have a great support system for people in difficulty or people who are low income.

We are close to shopping and gas. Rent increases has been an issue for us

I go to Bonney Lake or Enumclaw for medical support.

Buckley needs better services including a grocery store, shopping - normal stores not the stuff on Main St. Buckley is a dying town people just drive thru it since there is little to nothing to do or go Look at the growth in shopping in Bonney Lake compared to the nothing in Buckley.

We love living in our community and enjoy seeing farmland and the open space compared to city life. We moved to Golden Valley in 2004 when the space rent was \$375.00 per month but now it has raised so much that we are concerned that we will be priced out like so many other neighbors. In August our lot rent will be \$921.00 which is a \$79 increase from last year. We love our home and enjoy gardening, but we don't know what the future will hold for us. I hate the phrase, "Back-in-the-day", but people could afford home ownership but with greedy landlords that don't even live in our state wanting more money and giving nothing in return as they keep getting richer and we keep getting poorer doesn't seem fair. We have looked at Senior housing communities and apartments which aren't cheap and personally we aren't ready to be put in a tiny box yet. We know that Washington doesn't have a cap on rent but not everyone works for Microsoft, or other companies that get big pay checks. Our owns just keep buying more and more Manufactured parks so they can build up their portfolios and don't give a hoot how they get it. The rents are driving people to live on the streets or in their cars. Young people are still live at home with their parents and older people go to bed each night wondering how they will survive. Thank you for putting this survey out.

There are many parks and common area that are not being utilized. Main Street is dying. More events and entertainment needed to draw people downtown

Again, the choices made by our state governor and legislature have made staying Buckley, let alone anywhere in Washington state, almost untenable. I love this city, but hate this state. I don't foresee anything changes that city council will make can alter this state's doomed destiny.

I currently live in a single family home but will retire soon and would like a nice, retirement type community with affordable housing within walking distance to the restaurants, walking trails, etc. We need a grocery store and more restaurant options in Buckley.

We purchased years ago, so mortgage payments are reasonable for us. Due to rising costs for everything else, we will be forced to move somewhere in the next couple of years, but finding available housing anywhere less than we pay may be impossible.

Having been born and raised in Buckley, there is no other place I would rather be. However, there needs to be more provision for comfortable, affordable independent housing for retired citizens when they can no longer live in their own home. Duplexes on lease basis, accessory dwelling units where possible, and affordable senior apartments are needed. It's fine to plan for young families 10 years from now, but senior citizens should not take a back seat or be forced out of their own homes.

Aging populations need more services close by. No buses mean no way to get around to services when they can't drive. Yes, there are some alternatives, but not enough.

We need to bring more businesses to downtown that actually address those needs,

i disagree that Buckley is affordable for Seniors and newly made couples. Rent is out of control and there are few options for affordability for both Seniors and young couples.

I am 40 years old and gross \$39,000 annually working full time for the city. I cannot afford housing here, and neither can my adult daughter who just graduated high school. Our income combined wouldn't give us a comfortable place to finish raising her younger sister, nor is that her responsibility. Our current home is temporary and when it is no longer available, she will have to be on her own while I look for something for me and her sister. We do not do drugs but have lived in tents and couches and at the mercy of kind people who have temporarily opened their homes to us. Otherwise, we would have been displaced from the city we call home, where I graduated high school.

I agree that Buckley is a great place to live. I've been here my whole life 47yrs. And raised my family here and they are starting to raise their own. But even with good jobs none can afford to rent a place. All make too much for low income but not enough for regular price especially when they want you making 3 times the rent at 2000 a month.

Buckley used to be a quaint family town. Had a lot of business to meet the needs of many. No store no bank, not a lot to bring people downtown. Lack of affordable rentals for all ages. 410 highway is horrible, no public transportation in or out. The parks are embarrassing.

Not enough restaurants and stores. I see Buckley dying from what it once was.

Where I agreed I believe there is room to improve on all. I strongly disagree that Buckley has services and amenities to meet our needs.... Which is why we drive out of town for these things. There is a big shortage of housing for young people starting out. That's basically how it is everywhere now. I've heard how hard it is to get permits and work with the city. Our town needs CPR and fast! We need to expedite these things and get some young blood pumping in this town and make it a place where people want to live where they can afford to have a home AND a life.

There are few services, no public transportation, few affordable housing options for the young or elderly, but it's a beautiful setting with proximity to trails, the mountain, great schools, and fresh air. A great place to live if you have a comfortable income. Long drives to jobs and gas prices are hurting families.

I love being able to walk across/down main street with very little traffic.

Buckley is pretty livable. Not much here as far as something to do or shopping but Enumclaw and Bonney Lake is close enough.

Again, the construction I see happening is depressing. We are losing our small town values.

Definitely more ADU options and the option to rent multiple buildings on a property to multiple renters while the owner is not living on the premises. These codes need to be reformed to fit the needs of our community.

I disagree to various types of housing for seniors. I think a small SFR community for seniors that offer affordable small single family ramblers for seniors is the only way to protect Buckley. That way when the baby boomers are gone and there is no longer a need, it can be turned into a younger family livng SFR community. NO CONDOS or APARTMENTS - they will get turned into RIF RAF ROACH Magnets. Trust me, we have moved twice, further out each time trying to escape the crime. Keep them where they are, don't let them spread.

We do not need more apartments/low income housing. We need housing on large lots .25 lot size or greater. The apartments we have on river road 4 of 6 have reports of issues/drugs/weapons/ we do not need more of this- we need to maintain and help increase families into the community. Good people to influence the kids, need to focus on avoiding bringing drugs to this community.

Housing is tricky, duplexes and townhomes can fit if designed in a manner that does not impede on the family homes within Buckley. The traffic increase since Bonney Lake built the apartments past 214th on HWY 410 has introduced delays and community of all walks of life, including the ones that do not care for their surroundings. I think Buckley should focus on preserving the small town feel and strong schools, having adequate Police presence in deterring crime.

Buckley needs to NOT bring in apartments and low income housing. We need to focus on maintaining the small town and preserving what land is available still in town as we are destroying the land that elk have in the past been able to roam on and we are seeing an uptick in crimes both violent and not as we have added too many developments!

We do not want any shelters of any type in our community! Keep the drugs, criminals, homeless, and other non-contributing members of society out of BUCKLEY!

Starting building low income housing there going be skyrocket crime Buckley Wa and Buckley will NEVER be same

Rent to own. Benefits for green energy and other self-sustaining/sufficient options. Tiny home neighborhoods.

The youth need some place to live.

As long as housing types are mixed, we need all types. Mobile homes concentrated in parks restricted to 55+ is not my idea of a real neighborhood but our older neighborhoods could be more open to a tiny house, a duplex and strict permit enforced always and front porches if at all possible.

We need more affordable smaller homes to buy and or condo's to buy that are nice, smaller, lesser in price. Too many huge expensive not affordable developments going in now.

As mentioned previously, Buckley seems to lack the middle of the road starter homes that have a decent yard. I feel like you either have acres of land or no land at all. No happy medium for young families.

Buckley housing is exactly as it should be. More senior housing would be a productive area to expand if Buckley is pushing to enlarge the city housing amount. Certain types of housing can draw in people that are better left to cities like Tacoma or Puyallup . Buckley is a small town and

not familiar with what emergency housing options and services are available to know how to reply
Think the trend to larger homes with tons of upgrades is what is most often being build. Most people in this region just can't afford them. Look at how fast the income restriction apartments in Bonney Lake filled up and with a waiting list. The income restriction should be removed also as that cuts out many borderline income people like myself I'm stuck in my house that I can't afford but make to much to move into a senior apartment
We just want to live in our home at an affordable rent. Our little county roads can't handle more traffic if more apartments are built.
Would be nice to have home with mother-in-law suites as our population gets older
Think a city / community projects to upgrade and maintain older homes in need, in area. Think diverse alternatives to new expensive mega-houses us best considering our community toes demographics. Relaxing building codes to permit stand alone housing structures on current house lots (maybe mini/small houses).
All of my comments given above.
Affordable housing for those working in the community is top priority for me, as I work for the City of Buckley and have about 2 more months before I'm going to be homeless, again.
No more housing developments. Buckley needs to stay a small town. So many stores closed yet more and more housing developments.
I just want to know how 80% of houses make 100,000?! My hubby busts his ass for 60,000
I agree to apartments, multi family condo/ duplex, manufactured homes, mobile homes BUT the impact of those on our streets, city workers, fire, police has to be reflected in fees to pay it forward. My house was built in 1900 and I'm tired of having broken sidewalks and old water systems because we can't keep up with growth. Sure, they put in new roads in the new developments but they drive on all the old roads to get there. Yet my property tax keeps going up and here I sit in an ancient house with broken sidewalks. On a crappy corner where no one stops at the stop signs and the cars go way over the speed limit. Give us more police to patrol and more city workers to breathe life into the town structure.
White River Senior Housing is subsidized housing for low income seniors. The complex is always full with 30-40 on a wait list every year. It would fill a huge need to add units to this site and/or add others like it in Buckley. Many seniors are widows with very little income and few choices otherwise. Now is a good time to help our elders continue to thrive in a safe environment.
I believe we need various types of housing to meet the needs of people from first time buyers to retirees, from low income to high income households.
The lack of transit options makes shelters, etc impractical.
No apartments or low income housing! That unfortunately brings in a crime element and lowers the quality of living

Table 9: Question 15

Please use this space to describe the issues that are important to you and your household.
Everything I checked off above, is exactly what I'm concerned about.
Instead of using all of the free land to build new, I would like to see more options for current

There are few places left where decent people can raise a family in a safe area. Sumner has gone downhill big time since the apartments came in, Same with Bonney Lake. Traffic is already horrific on 410 from Enumclaw to Bonney Lake, etc. Now Bonney Lake has added a ton more apartments by Home Depot and plan to add more. This has got to stop. There are plenty of apartments in other cities that already have the crime, they can go there to get cheaper housing. If they want out, they can work hard for it, drive old cars and not have all the newest gadgets and SAVE to get out. But developing these areas that most of us have worked HARD to afford need to have a nice place to go. PRESERVE THIS. NO MORE DEVELOPMENT. Keep the land for Homebuyers and make it affordable for single family or manufactured homes. This is how you develop, and not destroy
Traffic and small town feel are important to me.
I worry Buckley will become the new South Hill with loads of developments and will loose all that is good about it. Stop building.
THE BRIDGE IS NOT WIDE ENOUGH FOR INCREASED RESIDENCY IN BUCKLEY AND ENUMCLAW.
All these are important in equal balance. The planet matters more than money.
It's turning into a place I don't want to live.
So much to do, so little time! Need to develop codes, zoning, etc. to have more hold on explosive development. I know there are limits, but careful preventative steps taken now for the next big press will be vital and the City is on it.
We need more parks.
We need a decent grocery store, with the traffic into Bonney Lake or Enumclaw it horrible to go get grocery's on a week day. Also I can't believe the city OK'd that apartment complex being built off of 410 near the Cemetery Road intersection. Traffic on 410 is so bad now how will they fix this with added cars trying to turn onto or off of 410. Need better road planning.
All of the above
By the city pushing for low income housing they will attract more low income households . By focusing on keeping government overhead costs down and allowing industry and citizens to thrive Buckley can keep being a great and affordable place to live and raise a family. We should focus on being Buckley, and not try to become Tacoma or Seattle. Housing costs go up the harder it is to build , regulations and bureaucracy are one area the city can keep minimal and draw in businesses and projects that create money. I own a business and that one reason I live in Buckley.
Part of the attraction here is farms and green space. Roads and services do not so far accommodate the rate of growth.
We need, at the very least, a grocery store. I hate giving money to Bonney Lake instead of my city.
With the new housing on the Buckley/Tapps highway the traffic is horrendous and just pulling
Onto the road from our driveway, is a scary situation. They drive so fast.
Traffic on the Buckley Lake Tapps Road is dangerous. Drivers speed on this road all the time and it is dangerous to pull out onto the road from our communities' driveway. They have put speed monitors out, but drivers just do their thing and speed anyway. We moved to this community because of the green space, and farmlands. We enjoy the country feel but know it's only a few miles to shopping in Bonney Lake. We like the 'small-town feel and want it to remain. We have watched farmland become large developments which causes more traffic on

Seniors must travel to Enumclaw or Bonney Lake for banking, drugs, doctors & hospital, supermarkets with large selection, and choice of full-service restaurants, entertainment.
Aggressive housing development detracts from the area the things that people moved here for in the first place. Once we loose the open space, it us gone for good. Building permits should be approved with the existing community in mind rather than it's potential income or pressure from investors without a stake in the good if the community.
For too long, Pierce County has placed the burden of "creating more homes" on the City via the GMA. The GMA is out of date and needs to be reconsidered. Racking and stacking as many homes on a parcel as possible for the greatest gain of the property owner is ridiculous. Consider redefining the City Code to only allow R8000 or greater. Placing 4 houses on 2 lots is not a desirable feature!
We need a safe place to call home in the city where we work, go to school and have our main friend and family relationships.
Another bridge over the river to help with traffic
Balance! We don't want growth without infrastructure! Controlled, planned growth allows families to be housed and leaves open spaces for all to enjoy. Things for families to do is important. A thriving Main Street, something in addition to Log Show and summer concerts in the park, like a Farmers Market for instance. We have a food bank, diaper bank, clothing bank, youth and senior center services but not many people know this. So better communication about what is here already. Too many people are living on the edge or are homeless with no options in Buckley. Encourage more businesses to come to Main Street.
I think Buckley's become a 'bedroom community'. Most people commute out of town to work. As soon as they started building along 410 the downtown businesses died. Get on top of the downtown historical building owners that let their buildings sit vacant and in disrepair. If there was any kind of appeal to that area it would impact the city in a huge way.
Police can't do their job as it is
Downtown that is alive
Small town feel, don't want people moving in who want something for nothing

Tabl1 10: Question 16

Other (please specify)
We're a small town, between two larger areas, and certainly not far from bigger employment opportunities! We are not a metropolitan area, but I'm afraid that's where we are headed!
Need more family friendly business and retail.
Need more family friendly restaurants
I don't think Buckley should be rapidly expanding. It looses all integrity of what makes it special.
Community and volunteerism as a way of life.
Support small businesses, they give people reason to live here.
Many cities develop 'industrial parks' to encourage businesses to locate in the area. Our natural beauty and parks, the river, the trail, may be our ace in the hole more than we realize even today.
Catch the criminals and speeders

I think the city needs to add more requirements to ensure quality of design for future homes and mandate traffic accommodation plans before construction can begin. For example, instead of trying to fit as many houses or townhomes in an acre as possible, the city should require minimum lot size requirements or require some kind of green space for the community in the housing developments (parks, splash pad, etc). Also, stop approving storage facilities and other "get money quick" retail places on 410. The entrance to Buckley is embarrassing with the bus barn, steel storage, and half finished projects.
Help good businesses thrive and they will build the city. Maintain the relationship Buckley has traditionally had with businesses. The city should use a light hand when serving the people and the businesses. Heavy regulations and taxes make for a dysfunctional inefficient government.
Grocery store!
Not just main street but more businesses shopping etc. food groceries
Buckley doesn't have much to offer when it comes to the town itself. We see empty buildings up and down the main street.
These changes are so needed, but expanding city boundaries can only be done when all buildable land currently in city limits is developed.
Having seen many attractive communities disappear with aggressive development, I would rather see fixing, cleaning improving existing infrastructure (sidewalks for all, face lift our buildings in town ...) Maybe we should really be looking at preserving what we have, as opposed to make more money for investors. Hopefully this survey will not be part of an excuse for the later.
If the owner of a building in the downtown core cannot fill their building within 6 months of vacancy, they need to be charged a monthly fee for non-occupancy. To let them sit idle, deteriorate and fall out of lack of concern for the core of the town, should come at a price. Fining the owners of these buildings for not filling them seems to be a great option to force their hand into filling the building.
There needs to be a fun reason for people to turn off 410 and go down main street, like a football game or dirt bike race, etc. Then the businesses would get more traffic.
Buckley is drying up except for the ones related to each other. The buddy buddy corrupt crowd
Do what you can to get the Foothills Trail bridge built across the river!

Table 11: Question 17:

Do you have any additional comments, questions, or concerns related to Buckley's growth, housing, or economic development that you would like to share?
no
We need more small business opportunity and our downtown needs to be poppin'. This will being people in, just look at Enumclaw. Again, instead of using free land to build new, allow current homeowners to build on their current land, allow ADU's on their land or small duplex or two story apartments.
Na

KEEP THE RIF RAF and CRIME OUT by denying any developers apeopleications for anything but single family housing developments. no condos, no apartments, no townhouse, no trailer parks. single family homes on a single lot. that is how you preserve a community and gainfully add to it. If the crime comes, the decent people with money will leave. If its a family place with family activities where we feel safe, the money will stay and the revenue will be there, you just have to think intelligently and not sell out.

No low income Housing. Buckley is and has always been reputable for the small town safe city. Bringing in low income housing will only add to the violence, drugs, lack of familial support- kids are struggling in broken homes and they need a community they feel safe and supportive in. We need a full grocery store-Trader Joe’s!!

Don’t sell out because other cities are doing it. We moved here for the family centric community, but it appears that Buckley is becoming more like the metro area where I would consider moving again. Don’t lose its charm for more tax payers.

Please get a back up generator for the cell tower so when power goes out people can still use their phones to make calls and check restoration times. Stop cramming so much into tight lots downtown. No more building until you improve 410.

I think it's a shame that the city has allowed the amount of development within the city limits. And while growth is inevitable it's being done with out ensuring safe walking paths beyond Sargent and making those that are building improve roads, add water draining and ensuring that the new homes are not negatively impacting the other homes around them. I use to think that we would live in Buckley forever but I hate what I'm seeing and only see it getting worse with the over development.

No

I’d like Buckley to slow its rapid growth. We have the best school district because it’s small and voters are supporting our kids! Bring in large developments and apartments and it all goes away.

NO

We need to leverage Buckley's location along the Mt. Rainier corridor better, utilize the frontage along 410 better to draw more people into the downtown core, and create a unified City image/theme based on Buckley's diverse history as a transportation center for the mining, logging, and agriculture industries.

Stop overcrowding Buckley Wa

Keep a close eye on the Carbon River Corridor Cooperative Action Plan. And keep a closer eye on the forgotten town of Wilkeson and its frenemy up the hill.

I hope Buckley continues moving in the direction it has in increasing youth support as that is a huge part of a "small town feeling".

Is the water supeopley adequate for the housing and population you are encouraging because drier times are at hand?

No

No

Please enforce more checks and values for quality of execution for these construction projects. I feel like contractors are cutting corners after plans are approved and the city isn’t holding them accountable

I love living in Buckley but I am concerned about the over development and types of housing that has been allowed. I have watched beautiful areas around the city taken away by over development in the past 20 years and I feel the loss of the small town flavor we once had. Also, I have seen the downtown area continue to fall into disrepair. It's very sad.

SR housing is a must but hard because of lack of business in town

I have many friends who own businesses and they all love Buckley and Pierce County. Specifically, because the regulations and taxes Are not a huge burden. There are less road blocks to progress because the government of Buckley and pierce county serve the people instead of “managing them”. Keep crime down, keep emergency services efficient , and promote companies and organizations that serve the people. Don’t create a new department or a new law as there are enough already. Enable businesses and people to thrive and let parents raise their family’s . Buckley is a great town maintain that.

The burned trailer looks terrible, would like more ideas for growth coming from Buckley residents

No

Outrageous rents. Affordable and fair rent increase. Stop the greed of landlords. Just because you can doesn't mean you should. Our roads are county roads and can't handle to much more growth.

Homeless and/or drug related crime affects housing and community safety.

no

Please fix the traffic flow through the city. Possibly synchronize the lights on 410 or build roundabouts.

No

We desperately need more affordable senior housing as the city's aging population grows in numbers, and also need to restore public transportation into, around, and out of town.

See above

Change the Buckley Municipal Code to reflect the R8000+ or greater . No more mini lots with multiple houses. The developers will just have to comply!

The city is doing a good job of providing community services to the youth and seniors, like the youth center/ senior center programs and the future development of basketball/pickle courts, etc. However, there is not a lot of options for adults that don't want to go to the bars.

No

Not that I haven't checked above

Thank you so much for getting our feedback on Buckley.

Nope. City council doesn't listen anyways.

We love it here and want to see the community thrive.

Yes. I’m passionate about Buckley as I was raised here. It makes me sad when I think of what people see driving through on Highway 410. There should of been a regulation in place way before the business park went in that kept the frontage of all businesses to an ‘Old fashioned city ‘ look. Buckley is well known for the green belt, memorial park, cherry trees, walking trail and it’s historic buildings. Main Street got revamped with new sidewalks and lights but we lost all our businesses, due to people shopping at the big box stores. I think people are ready to support the mom and pop businesses again. I’d like to think the building craze is near its end.... But I’m sure someone’s got some land to sell to some builder that’s seeing dollars to be made. Might take some creative

No

Govt should not build “affordable” housing. Let the marketplace take care of it. Do not build apartments. Limit new developments. The roads cannot handle the increased traffic as it is.

Appendix C: Community Stakeholder Meeting 1

The following general prompts and discussion points are from the February 1, 2023, virtual Community Stakeholder Meeting. The questions were not answered in a numerical order. The questions listed below were general prompts and not specific guidelines to the meeting agenda. A “free flow” discussion resulted in the answers summarized below. There were six attendees and two missing people. All names have been removed to preserve anonymity.

Now that we have reviewed the HNA findings. Let’s discuss these points in relation to your lived experience. We are going to further examine the HNA findings by looking at them from three distinct viewpoints:

1. *What about the HNA feels accurate or true? What are you excited about from the HNA?*
 - The last numbers are more accurate because the rent is really high, so there’s a huge gap in affordable housing.
 - The data is accurate, but it doesn’t actually represent the community. Extremely low-income people need services, but we don’t have any (have 1 doctor and dentist and no grocery store no transit). Building units for these people seems like setting them up for failure since we don’t have the resources they need. It’s hard to find areas ok to build ADUs – wetlands, doubts # of buildable parcels because also there’s people who have lived in Buckley for generations and never intend on selling.
2. *What about the HNA feels incomplete or confusing? What are you concerned about? What surprised you?*
 - The commutes and the infrastructure to support that – needs to be considered along w housing.
 - we need multi-family units of every kind
3. *What do you think is missing from the HNA summary with regard to housing in Buckley? What has not been considered?*
 - missing = living wage jobs and a jobs assessment, missing a transit assessment (there’s many things housing related that weren’t covered in the research. The kids won’t be able to live here. Where can we expand to in UGA? Understand that people from outside Buckley come into Buckley for resources. Need to be thinking about people of all ages.
 - Cited a stat from the American Planning Association website – by the year 2030 1 in 5 adults will be over 65, 1/3 of American households are single family, and up to 85% of those households won’t include children by 2025. Need to help family members live not necessarily with us but on our property like w/ADUs. ADU code could be improved to increase their independence. Need to have a serious discussion on critical areas/wetlands – have a lot of land that appears buildable but it’s not. If you have wetland on part of your property and you want to subdivide you should be able to have higher density in the areas that aren’t designated wetland. “There’s a lot of property owners in the community that are struggling with maintaining that generational asset and being concerned that they can’t sell it because they don’t feel that their property is buildable. And so, if it’s not buildable then we shouldn’t be considering it when we’re trying to figure out

- We’re having conversations about NET developable land and density (if you want to subdivide but have wetlands you could get credit back), development credits to put density elsewhere.
- Rainier state school has a really hard time finding employees – we need to diversify types of jobs so we’re not relying on one big jobs-creator
- Rainier School, legislature wants to get rid of it because it’s only meant as temp housing but many stay there for life. Looking at a Rainier School campus overlay – what that property could be used for instead.
- rent moratorium for seniors or incentives for senior housing.
- ADUs min size is small (800 sf or less). Struggle I’ve faced with it is that “let’s say I have my home in the front, and I build the ADU in the back and my mom lives in it. When I build that ADU, I have to sign a form with the City that swears that I will live in the front... in perpetuity or until I die or until I sell my house.” The residence in the front has to be the primary residence. It feels like a property rights issue what difference does it make if there’s 2 people living there, ADUs hard because you have to live in the front (can’t rent both) but what if it was a situation where my daughter was living in the front and my mom in the back and she was watching her? and the permit fees are super expensive (\$40,000) and fees for the water and sewer it almost \$10k.

Stakeholder Solution Brainstorming

Now that we have considered the Housing Need Assessment’s strengths, weaknesses, and gaps, let’s take an opportunity to re-evaluate what the community’s concerns are and what are thoughts are on meeting those needs.

1. Noted Community Concerns and Themes:

Concern	Description
not sure where multi-family places could go.	people say they want multi-family housing, but nobody wants it in their backyard
a lot of people work from home	I live in Elk Run (newer development), “a lot of my neighbors are people who can work remotely so I think that more rural areas are becoming more of a – they’re possible now where they couldn’t be possible before you know due to remote work” developing rural areas is more possible now because people can work remotely
doesn’t want to end up like Kent Hill	“I think that we have to be really careful. I have lived in Buckley here for 12 years and I came from the Kent East Hill and if any of you know anything about the Kent East Hill, they kind of sold their souls to nothing but apartments and the quality of life there has really gone downhill. The schools have changed, the neighborhoods have changed drastically, that was where I grew up as a kid and I think we just need to make sure we’re keeping a proportion of all types of housing. Kind of monitoring that and making sure that it’s a good proportion and not overwhelmingly one type.” Paraphrase: we need to keep a good proportion of different types of housing because they built a bunch of apartments and now their infrastructure is really strained. Lora: “I agree I mean Buckley is very small you said 5,000 residents? If you’re going to build multi-family housing definitely take that into consideration ... the proportion. So, if there is going to be multifamily housing maybe it should be small proportionate numbers... you don’t want to put in, you know, 1,000 units in a city that has 5,000 residents.”
a lot of the	Need more townhomes and duplexes that are owned by an individual with the other

need to be individual owned	“the other thing I think is important to note about multi-family is that... a lot of these for example that are being built are going to be owner-homes they’re going to be like a single-family home where somebody owns it. It’s not going to be rentals. It doesn’t necessarily have to be a rental if it’s a duplex. Somebody might decide to build one on their lot and they live in one side and they rent the other side or building townhouses in town and having them not for rental properties but for people to actually purchase which is a great opportunity for people to be able to get that entry level first time home buyer property that’s affordable so that we can provide one of those critical pieces in Buckley which is generational housing. Can my kids live here? My kids all grew up in Buckley and none of them currently live in Buckley because they can’t afford to buy a house there.” “Generational legacy”
Coordinate with the school district	They’ll need more teachers and classrooms.
some people complain about too many apartments	“Some people are like ‘we don’t want to get too many apartments because then they’re going to just take over and then everything is going to go down.’”

2. Where do you see more houses being placed in the city?
- Deciding where to put new developments is challenging because when you look at the map in terms of walkability and drivability, it’s a big need. Down Ryan and the back on Collins there’s properties that look like they could be developed like DR Horton’s property on Blueberry Farms on Ryan – that’s going to be single family houses. “If you want more houses of different varieties... I’ve seen them in Lakewood and I’ve seen them I think in Sumner I think it might be kind of a cluster housing development behind the Fred Meyer and then some of those developments where they put the little cottage housing in I think it’s nice if you think about the housing you also need to think about livable walkable so anything that looked like more houses out towards some of those areas where they’ve got the opportunity to maybe include... walkable or, not that I would ever want to put Tehaleh in Buckley, ... but on a smaller scale kind of like the cluster housing development code you could put a little bit of seniors a little bit of families a little bit of duplexes or something in one particular place. But... honestly Emily is right there’s not a lot of property, the big properties are all built on so you’re down to ... a lot of infill opportunities where you get 5 houses here or 3 houses over here or you demolish a really old house and you put in a duplex that under the current map that Buckley has there’s not a lot of big pieces left.”
 - There’s just such a huge disparity between the houses and I can afford that are \$800,000-900,000 and a \$400k house that barely exists. That middle housing to me it’s a challenge in Buckley...” is preservation more important than demolishing and adding density?
 - I live in a house built in 1914. lots of old livable places – try to maintain them if you can, market valuable because they may be less expensive.
 - Specific areas that should be prioritized in terms of preservation?
 - We have historic commercial district, no registered buildings.
 - it’d be nice to see older places recognized and preserved.
 - : what happened to the talks of building businesses along the trail and then having apartments

wants to stay in her hometown and finish raising her kids and just have a nice cute little place to live.”

- that is part of the Rainier Gateway project, council doesn’t like it. Need public to advocate for it.
- “my mom has been trying to develop her property and that would involve demolishing my childhood home and building and personally, I don’t like that idea but I understand why that has to get done... she herself is trying to solve my housing issue that way.”
- “The only thing I would say about that piece of property once it gets built on it will never change and the struggle that Buckley faces is a lack of commercial revenue sales tracks creating properties and when you take a piece that’s out on 410 and where the 17,000 cars go by every day, and you take that out of the commercial money-generating side and put it into the residential side ... I think there’s a higher and better use and I know the city is struggling with their budget and I’m not sure that 2024 budget will be sustainable in its current state.”
- mixed use development sounds like a great idea, make regulations easier so that can happen, adds retail and multi-family housing.

Appendix D: Community Stakeholder Meeting 2

The following general prompts and discussion points are from the February 15, 2023 Community Stakeholder Meeting. The questions were not answered in a numerical order. The questions listed below were general prompts and not specific guidelines to the meeting agenda. A “free flow” discussion resulted in the answers summarized below. All names have been removed to preserve anonymity.

Intros:

- I like the rural nature. My grandkids are 5th generation in White River School District.
- President of White River Housing Association, currently trying to add 10 more units, have 62 on their waiting list now.
- Lived in area almost 40 years, likes how close-knit it is. Retired. Loves the friendly small-town atmosphere, people wave and stop to chat.
- Works for the City had a hard time finding affordable housing for several years.
- Lived over 40 years, homeowner, business owner, planning commission, kids and grandkids go to school here.

Vision for downtown Buckley:

- 12-13 years ago, architectural plans drawn up by students of UW – businesses on 1 level and condos above, everybody voted but the builders changed their mind and just did apartments where the Veterans Memorial was. They like what neighboring city did centering everything around the downtown.
- Lives in Puyallup, financing something like that is very difficult – Puyallup, Sumner where they did that took a long time to fill that commercial. Challenges of our downtown: current property owners would need to be involved in changes to buildings (some you can see through the walls – old brick buildings in poor shape). Those buildings probably aren’t structurally sound to put stuff on top. A lot of property on 410 could be a lot of commercial w condos on top. We need more sales tax (e.g. commercial) to support our community development, we want our residents to spend their money in our city to generate money and makes our city better (livable walkable).

Do you envision mixed use, etc.?

- wants “Dee John’s and the sweet shop” back.
- fixup the commercial side rather than building more – generate that revenue that XX was talking about. Likes what Enumclaw has done.
- Our commercial district runs all along 410 so once those remaining residences sell they’re supposed to be rezoned but for now they’re being grandfathered in as homes.

Do we envision downtown core bigger than it technically is?

- would like to expand commercial district uncertain how to do it.
- across 410 is commercial already
- which properties have access to sewer?
- 410 corridor creates a natural barrier where you’d want to stay on one side with your kids, etc. – wouldn’t want to cross. Makes sense to keep downtown on other side of the highway.

- Street zoned multi use – could that happen?

Conversion assistance

- People are scared of what duplexes, etc. could look like and the extra neighbors, people are worried about the aesthetic of them.
- We have a lot of places in Buckley already. Like the stuff they did in California and how Bellingham is trying to do it too – make it easier for people to add density without subdividing etc.
- Concerned with developers adding density – would prefer residents being empowered to add density to their own property and also manage it
- Mother-in-law units – how easy/challenging is it to do that right now? (Caitlin: explained difference between mother-in-law [which is generally for family / an addition to what's there] versus an ADU [which is standalone]) Why can't they do what they want to with their property?

Add min requirements to build housing?

- If you allow large lots, you're going to build a big house with a big yard. Would like to see a R4000 area – smaller lots so we can get more little houses. Young people don't really want to have a big yard – more concerned with housing than having a big lot. We have other things we want to do than spend a bunch of time mowing a yard.
- A lot of the bigger lots have sensitive areas on them because there's less buildable space.
- Wetland credits
- Wants the natural beauty protected – likes the wildlife.
- Design should remain strict.
- Above 30 ft is challenging because we don't have a ladder fire truck and they're super expensive, plus above 30ft needs sprinkler fire system.

Min setback requirements?

- People already feel like there's not enough privacy, never know what you'll get with a neighbor.
- Could work in newer developments because people sign up for it but doing it in existing neighborhoods that will be infilled may not go well because people wouldn't be used to it.
- My son works with fire and rescue, and he doesn't like building close together because if one goes, they all go. Out in Graham the fire dept really fought it. Need to balance density with stuff not being close together as well as fire dept accessibility and affordability.

Affordable Housing

- Small homes good way to go for affordable housing – “starter homes.” Intersperse smaller homes with the typical home size – would probably go over easier than retail with apartments on top.
- Challenges with Buckley and low-income people is that they need more services than the city currently has – we have one doctor's office (not accepting new patients) and one dentist, no transit. Council voted to exclude themselves from regional transit authority. I don't want to set people up for failure – people without reliable vehicles would have a hard time. No grocery store is coming to Buckley until we have 20k people within a 5-mile radius so that grocery store isn't coming for a while.
- I wouldn't want to be the dumping ground for everyone else's big ideas for low income housing

in town. Partner w Pierce County – put together for a grant to partner with a non-profit group and expand it (one that's already in the community to give them more money to do more stuff).

- We can't expand commercial right now.

Any other ideas?

- Challenge: the process of actually getting through building and planning dept – fees etc. ADUs – sewer and water hookup fees are \$22,000 total – I'm not sure they're aware of just how hard that is. Currently, if you build a townhome, you're required to build a 2-car garage but if you have a driveway that should be fine.

Housing Policy Framework Review

City of Buckley

Appendix D to the City of Buckley Housing Action Plan



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INTRODUCTION

Background and Purpose

The Housing Action Plan (HAP) was developed by the City of Buckley with support from the Washington State Department of Commerce’s House Bill 1923, which made grant funding available for cities to complete actions to support development of more affordable housing. Buckley received grant funding in 2021 to complete the HAP, Housing Needs Assessment (HNA), Public Engagement Summary, and Housing Policy Framework Review to understand existing housing conditions and strains, local concerns and needs, and prepare targeted strategies to address Buckley’s unique housing needs.

The purpose of this policy framework review is to evaluate the current City of Buckley Comprehensive Plan Housing Element to determine the City’s progress and success in attaining planned housing types and units, achievement of goals and polices, and implementation of the schedule of programs and actions. This review will inform potential strategies in the future Housing Action Plan. This document also reviews Comprehensive Plan Elements that are related to housing, as well as regulatory incentives and barriers.

Relationship Between the Comprehensive Plan and the HAP

Growth Management Act

The Growth Management Act (GMA) requires each city in Washington to develop a Comprehensive Plan to prepare for anticipated growth in population, jobs, and housing. Buckley’s Comprehensive Plan is required to have a Housing Element. The GMA’s goal is to ‘ensure the vitality and character of established residential neighborhoods. The GMA has specific requirements (RCW 36.70A.030(2)) to plan for housing, including:

*RCW 36.70A.070(2) A **housing element** ensuring the vitality and character of established residential neighborhoods that:*

*(a) **Includes an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth, as provided by the department of commerce, including:***

- (i) Units for **moderate, low, very low, and extremely low-income households; and***
- (ii) **Emergency housing, emergency shelters, and permanent supportive housing;***

*(b) **Includes a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences, and within an urban growth area boundary, moderate density housing options including, but not limited to, duplexes, triplexes, and townhomes;***

*(c) **Identifies sufficient capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency***

housing, emergency shelters, permanent supportive housing, and within an urban growth area boundary, consideration of duplexes, triplexes, and townhomes;

(d) Makes adequate provisions for existing and projected needs of all economic segments of the community, including:

- (i) Incorporating consideration for low, very low, extremely low, and moderate-income households;*
- (ii) Documenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations;*
- (iii) Consideration of housing locations in relation to employment location; and*
- (iv) Consideration of the role of accessory dwelling units in meeting housing needs;*

(e) Identifies local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including:

- (i) Zoning that may have a discriminatory effect;*
- (ii) Disinvestment; and*
- (iii) Infrastructure availability;*

(f) Identifies and implements policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions;

(g) Identifies areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments; and

(h) Establishes anti-displacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing.

*In counties and cities subject to the review and evaluation requirements of RCW [36.70A.215](#), any revision to the housing element shall include consideration of prior review and evaluation reports and any reasonable measures identified. **The housing element should link jurisdictional goals with overall county goals to ensure that the housing element goals are met.***

*The adoption of ordinances, development regulations and amendments to such regulations, and other non-project actions taken by a city that is required or chooses to plan under RCW [36.70A.040](#) that increase housing capacity, increase housing affordability, and mitigate displacement as required under this subsection (2) and that apply outside of critical areas are not subject to administrative or judicial appeal under chapter [43.21C](#) RCW unless the adoption of such ordinances, development regulations and amendments to such regulations, or other non-project actions has a probable significant adverse impact on fish habitat. **(Emphasis ours.)***

VISION 2050

The Puget Sound Regional Council (PSRC) is the Metropolitan Planning Agency for the four county Puget Sound Region (Snohomish, King, Pierce and Kitsap). PSRC’s VISION 2050 is the multicounty planning policy (MPP) document adopted by this body. It represents a regional growth strategy. Individual comprehensive plans for municipalities within the PRSC region are certified by PSRC. Plans that do not meet the PSRC VISION 2050 agenda are not certified. PSRC denies transportation funding from state and federal sources to any municipality with a non-compliant plan. Affordable housing accessible to a range of incomes is a key feature of VISION 2050.

Pierce County Countywide Planning Policies

Buckley’s Comprehensive Plan must also comply with the Pierce County Countywide Planning Policies (PC CPP) as adopted by the Pierce County Regional Council (PCRC). The most recent adoption of the PC CPP was May 2022.

Each City’s Comprehensive Plan must align with GMA goals (RCW 36.70A.070) and the regional policies developed by Puget Sound Regional Council’s VISION 2050 and Pierce County Countywide Planning Policies. While regional policies inform how the City develops, the City ultimately sets the tone for how that growth will occur through locally adopted goals and policies.

Methodology

The report was prepared by conducting a review of the 2015 Buckley Comprehensive Plan Housing Element policies. City housing policies were reviewed against the recent changes in the GMA (RCW 36.70A.070), revised policies from the Puget Sound Regional Council’s VISION 2050 and Pierce County Countywide Planning Policies (including proposed amendments to PC 22-046s, the Pierce County Buildable Lands report) to determine existing gaps or partial gaps in policy language. The report also examines existing housing regulations and their effectiveness on developing new housing units by evaluating the number of relative units developed from 2015 to 2022.

Organization of Report

This report is organized by and comprised of three different sections:

- **Growth Target Evaluation:** Is the city on track to meet the 2044 housing projections? A summary of how the HAP and Comprehensive Plan are interrelated and how Buckley is performing.
- **Implementation Analysis:** Are there regulatory opportunities or barriers to achieving goals and policies of the Comprehensive Plan? An overview of the City’s housing development performance between 2015 through 2022 and implementation considerations that will determine the feasibility of recommended actions.

- **Housing Policy Consistency Review:** Do the City’s Housing Element policies align with recent changes to RCW 36.70A.070, PSRC’s VISION 2050 and the Pierce County Countywide Planning Policies? This section conducts a Comprehensive Plan housing policy consistency analysis to identify existing gaps and how current policies should be revised to align with recommended HAP strategies and actions.

mainly two or more units (281 units) and 87 mobile homes. The number of two or more unit and mobile homes has been stable since 2020 which means the entire 10.4% growth in housing units was single dwelling units.

Subsequent to the April 1, 2023 OFM projection, the City permitted 40 new townhomes in the form of 10 4-unit dwellings. Development in the pipeline as of 3Q 2023 includes 176 townhome units and 14 duplex units in five projects. There are another potential 110 apartment units and 10 affordable senior housing units in the pre-application stage. There are also approximately 384 single family lots in the planning or civil infrastructure phases. Though the lion’s share of units has historically been single family, the growth in multifamily represents the largest multi-family housing boom in the city’s history. If all the pipeline projects are constructed, Buckley will more than double its current multi-family housing total within the next few years.

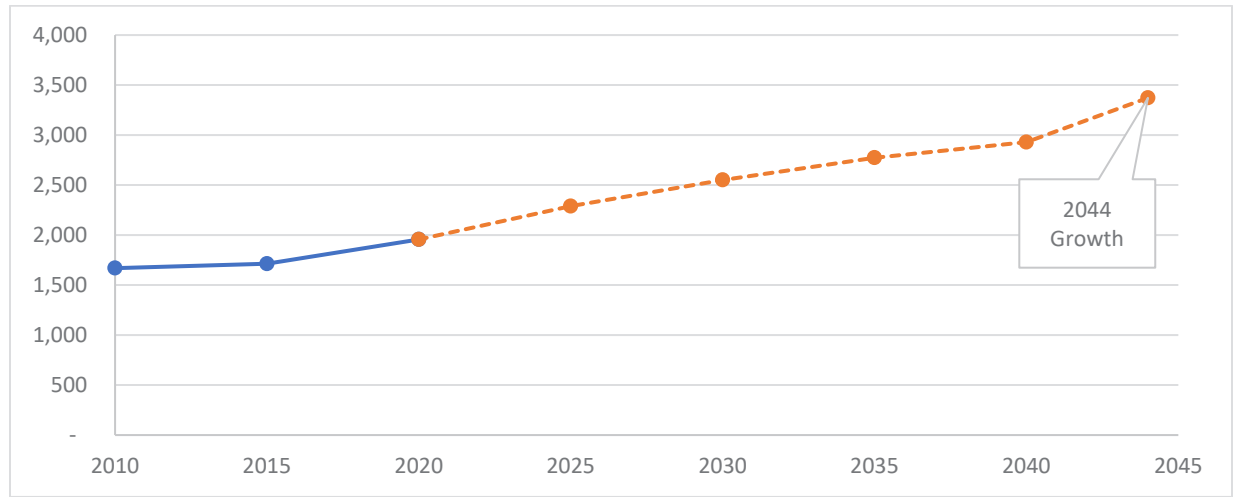
By 2044, Buckley is expected to accommodate 3,330 housing units, an increase of about 54% from today’s unit total. There are approximately 384 single unit dwellings in the development pipeline and another approximately 350 multi-family units. Of the 1,260 units within Buckley’s buildable lands allocation (PC Ord. 2022-46s), Buckley is currently permitting or in the pipeline for about 734 of them (58% of the City’s entire growth allocation of 1,260 units through 2044).

GROWTH TARGET EVALUATION

Housing Targets and Growth

Pierce County has distributed housing targets in consultation with cities for their overall projections for housing. A cumulative total of 3,372 housing units are needed in the city by 2044 to accommodate anticipated growth. Between 2010 and 2019, the city has lost an average of three units and gained an average of 35 new units annually.¹ To achieve its growth target, the city will need to add 58 units per year through 2044. The average household size in Buckley is 2.55 persons.² Applying this household size to the remaining housing target, the population would increase by about 41 people per year if the 2044 growth targets are met.

Exhibit 1. Housing Changes and Targets 2010 – 2044



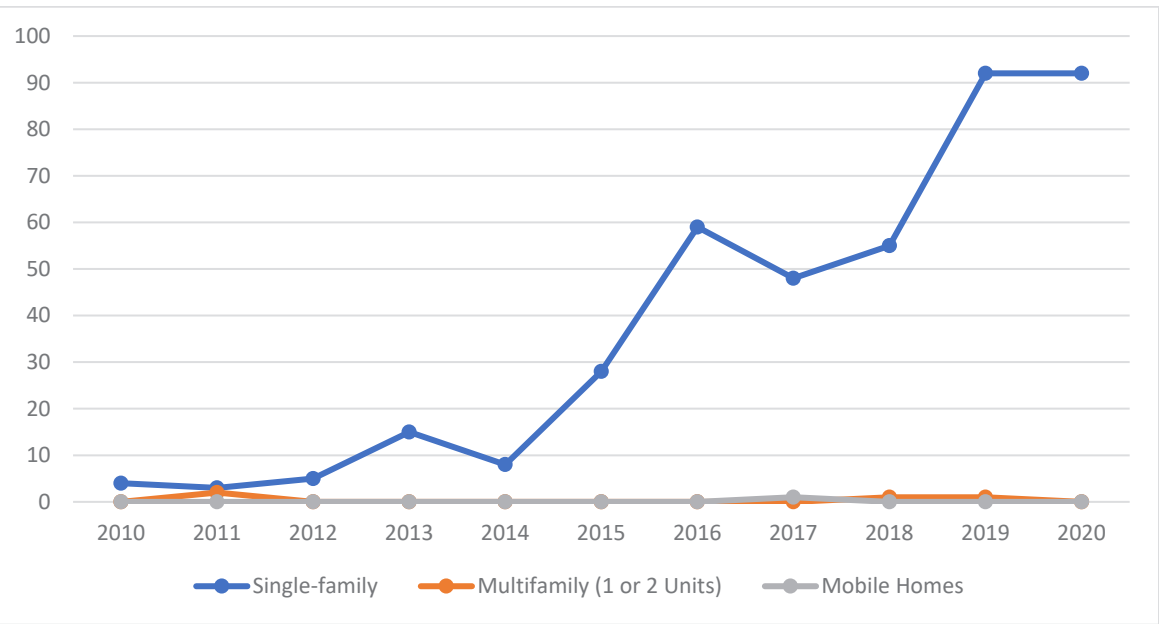
Source: OFM, PSRC, and Pierce County Housing Estimates, 2010 – 2020

¹Buckley Housing Needs Assessment, 2022.

Housing Permits

As of April 1, 2023, the Washington State Office of Financial Management estimates there are 2,159 housing units in Buckley. This is a significant change since just 2020 when the city had a total of 1,956 housing units. This represents 10.4% growth in housing units in just a three-year period! Single unit homes represent 83% of the total with 1,791 single-unit dwellings in 2023. The remaining housing units are

Exhibit 2. Housing Permits 2010-2021



Source: PSRC, 2020

Existing Housing Gaps

New GMA requirements for housing were adopted in late 2021 under Washington State House Bill 1220 (HB1220) requiring the housing element to accommodate and plan for housing needs in each income

band. Household income is used to analyze a city’s income distribution and its relationship to housing affordability through Area Median Family Income (AMI). The U.S. Department of Housing and Urban Development (HUD) defines AMI by the following income bands:

- Extremely Low Income: <30% AMI
- Very Low Income: 30-50 % AMI
- Low Income: 50-80% AMI
- Moderate Income: 80-100 % AMI
- Above Median Income: >100% AMI

The AMI is used to measure the relative affordability of housing units based on the above income bands. Income limits to qualify for housing are often set relative to AMI. The HUD determines housing affordability by measuring if households are spending less than 30 percent of their income on housing. If households are spending more than 30 percent of their income on housing, they are determined to be “cost burdened”. Households need the remaining income to afford other essentials, such as food, transportation, utilities, childcare, healthcare, and clothing. If households are spending more than 50 percent of their income on housing, the HUD metric labels the household as “severely cost burdened”.

NOTE: The following discussion is based on projected 2012 data from the American Community Survey (2019). This data is not the most recent data available since the Department of Commerce released new projections in March 2023. The following data is not indexed to either the 2021 Buckley Buildable Lands Report (PC Ord. 22-46s) or subsequent projections from the Washington State Department of Commerce (resulting from HB 1220). The discussion that follows at the end of this section describes the recent 2023 amendments to PC Ord. 22-46s.

Exhibit 3 describes the different income bands that currently exist within Buckley and whether these income bands are cost burdened or severely cost burdened. Exhibit 4 is a breakdown of Buckley’s AMI between owners and renters. Both exhibits indicate that there is an overproduction of housing suitable for above median income households and a lack of housing affordable to Buckley renters and homeowners. Exhibit 5 describes the gaps in housing affordable to each income level. The mismatches display how the affordability of housing units is inconsistent with what households can afford. If households are unable to find housing that is affordable to them, they are likely to be experiencing cost-burdens.

Exhibit 3. Cost Burdened Households by Type and Income

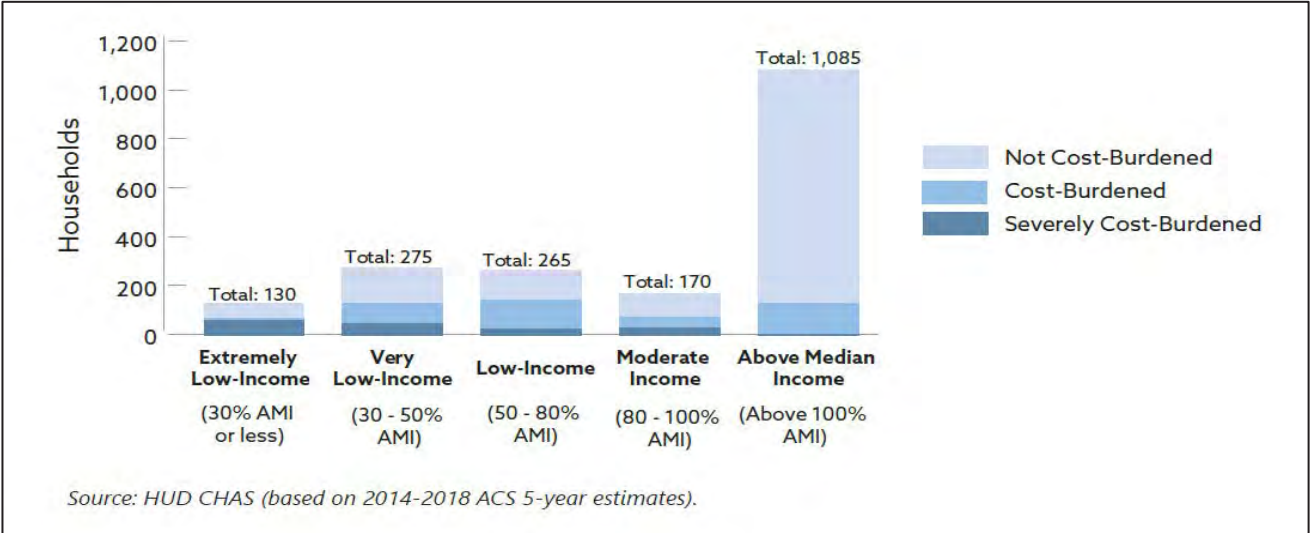


Exhibit 4. Cost Burdens for Owners and Renters

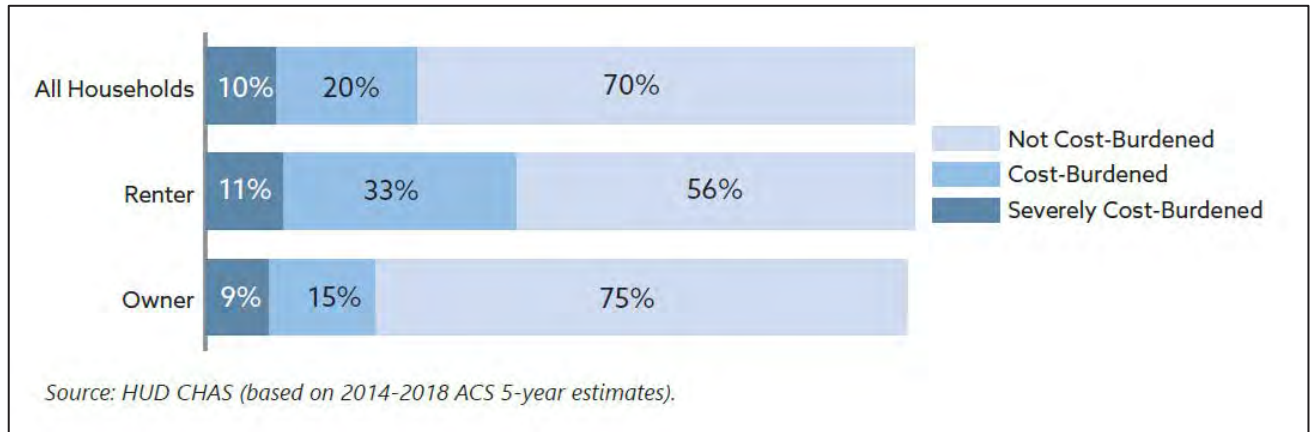
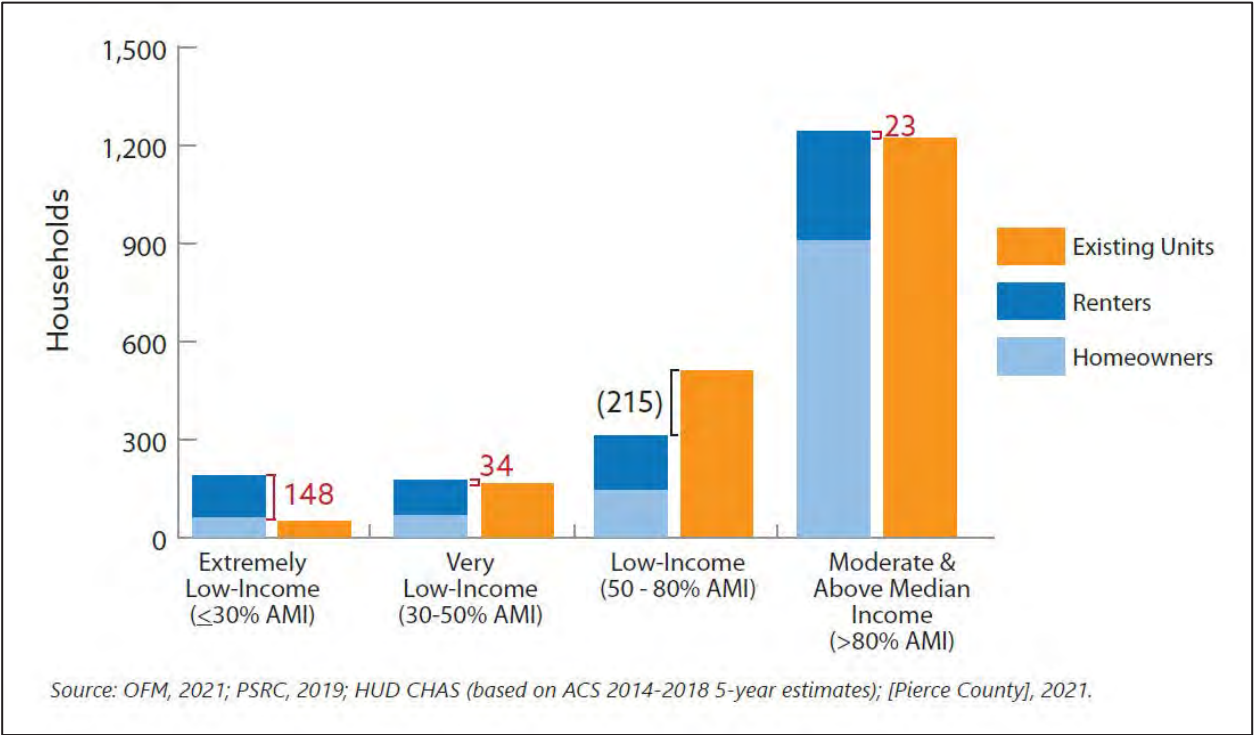


Exhibit 5. Existing Housing Gap by Income



The Housing Action Plan is an important input to the City’s Comprehensive Plan Housing Element. From the start, this effort has been geared towards providing the background demographic and housing inventory information needed to comply with RCW 36.70A.070(2) as part of Buckley’s 2024 Comprehensive Plan Update. The demographic analysis has been a moving target throughout this process. Housing and employment growth projections were undertaken as part of Pierce County’s GMA mandated Buildable Lands process in 2021 and 2022. As part of that process, Buckley agreed to a 2044 growth target of around 8,400 persons which included a housing target of 1,374 new units in that timeframe (PC Ord. 2022-46s). However, based on the recent requirements of HB 1220, the Department of Commerce has since released a new methodology and new figures for growth. After negotiations between the County and Commerce, Buckley’s overall housing target is set to be reduced to 1,260 new units by 2044. Additionally, the County has agreed to a Fair Share Income Band Allocation Method with the objective of having all jurisdictions have the same share of housing at each income level by 2044. Buckley’s share of that regional objective is 1.13% of the projected countywide population. Existing housing will be considered toward the overall housing needs. Importantly, jurisdictions like Buckley with a housing undersupply in an income category take on a greater portion of the new needs. This will require the County to update the housing unit targets set last year in PC Ord. 2022-46s.

The table on the following page shows the County Population Targets for 2044 by income group. Note, the Department of Commerce estimated a housing need that was significantly higher than Pierce County’s internal projections which results in a large disconnect between the housing allocations in Buckley both

on a total and on a by housing by income band type basis. Commerce would have Buckley grow much more significantly than the adopted Pierce County Buildable Lands totals.

Affordability Level (% of AMI)	Housing Needed to Eliminate Existing Renter Cost Burden	Housing Needed for Existing Homeless Population	Housing Need for Cost Burdened + Homeless	Pct. of Households by Income Level (2018)	Remaining Housing Need to Address Household Growth***	Projected Future Net New Permanent Supportive Housing (PSH) Need	Total Net New Housing Need 2020-2044
0-30% 0-30% (Not PSH) PSH	18,156	9,689	27,845	9.8%	6,027	19,466	33,872 14,406 19,466
>30%-50%	14,020	1,077	15,097	9.1%	5,583		20,680
>50-80%	6,387	-	6,387	16.2%	9,957		16,344
>80-100%	453	-	453	10.7%	6,584		7,037
>100-120%	277	-	277	9.9%	6,102		6,379
>120%	-	-	-	44.3%	27,199		27,199
Total	39,293	10,766	50,059	100.0%	61,452		111,511
Projected Emergency Housing Net Need: 2020-2044							6,825
*** This column represents housing needed to address projected household growth, after accounting for housing needs for cost-burdened households and the existing homeless population. The combined housing need for the existing cost burdened and homeless population is subtracted from the Projected Net Housing Need for HH Growth in the table above, and the remaining housing units are distributed according to the income level percentages in the previous column. If housing need for cost burdened households and homeless exceed the Projected Net Housing for HH Growth, the values in this column are set to zero.							

For Buckley, this means the City will have to plan for 1,260 new housing units total including:

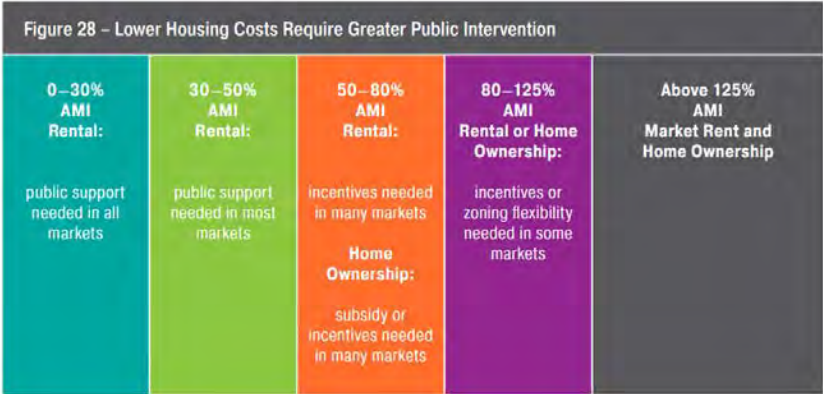
- 56 Temporary Emergency Housing Beds,
- 120 new Homeless Shelter Beds,
- 141 Permanent Supportive Housing units for persons in the 0-30% of Area Median Income level,
- 251 new housing units affordable to households with >30-50% of the Area Median Income,
- 350 new housing units affordable to households with >50-80% of the Area Median Income,
- 111 new housing units affordable to households with >80-100% of the Area Median Income, and
- 56 new housing units affordable to households with >100-120% of Area Median Income.

Setting aside Emergency Housing Beds and Non-Permanent Supportive Housing Beds, the need for housing affordable to persons below the Area Median Income is 909 units of the City’s entire 1,260 new housing units, or 72% of all future growth in housing units beginning in 2022 and extending through 2044.

As of end of August 2023, there are already about 724 market rate units and 10 senior affordable units in the development pipeline, leaving only 526 units to be built until 2044 using the adopted Pierce County growth projections. **If all of the remaining 526 future units were affordable to households with incomes at 0-120% AMI based on the Commerce requirements, Buckley would still be short of our required 909 affordable housing by 383 units. Buckley could not reach the mandated targets even if it was possible to mandate all future growth as some level of affordable housing.** This represents a radical shift from the planning direction of even the very recent past and will require careful thought and planning if Buckley is to meet any of the above targets or any meaningful portion of the entire mandate.

Another important factor is the ability of Buckley to provide needed services and support to make affordable housing feasible. Buckley has no grocery or department stores, limited public facilities, person and financial resources to provide social services, a limited job base and no transit. As shown on the figure below from the Housing chapter of Puget Sound Regional Council’s VISION 2050 (page 85), public support is required to create successful affordable housing for households with incomes below 50% Area Median Income. Additionally, incentives (public support) are required for households at the 50-80% Area Median

Income level. Incentives or zoning flexibility can accomplish some of the affordable housing goals for households at the 80-120% Area Median Income levels. The City can provide zoning flexibility. Without regional support, we are unable to offer public support or incentives at any level that could assure the success of reasonable amounts of affordable housing without the immediate risk of displacement. With that understanding, Buckley will commit to working with Pierce County, Puget Sound Regional Council, the state legislature and both private non-profit and public housing agencies to achieve the goals and mandates towards the provision of safe, long-term affordable housing in our community.



- **Linkage to Housing Needs Assessment:** Is the goal or policy valid and is there a continuing need for the goal and/or policy to meet identified gaps in the HNA? Does the goal or policy need to be amended in addressing the gap in the HNA? Or is the goal or policy indirectly related to the HNA, but still provides support to meet the housing needs of cost burdened households?

POLICY EVALUATION

The Buckley Comprehensive Plan Housing element evaluation is an assessment of the City’s housing policies from the 2015 Comprehensive Plan update. The policy evaluation demonstrates how the Housing Action Plan’s objectives align with current policies and where there are policy gaps supporting recommended action. Additionally, the review identifies how Puget Sound Regional County and Pierce County Countywide Policies align with Buckley’s housing policies and if there are any consistency policy gaps or partial gaps.

Evaluation Criteria

The Buckley Housing Element policies are evaluated using the following criteria:

- **Planned Housing Types and Units Success:** How many projects were built since 2015 or are currently in the “pipeline”? How many dwelling units were built since 2015 or are currently in the pipeline?
- **Achievement of Goals and Policies:** Review of the progress made in implementing the goals and policies. What progress has been made? (1) Early/initiated, (2) Moderate progress/maturing implementation through funding/code/program development, (3) Completed, or (4) Update to increase clarity or ease of implementation.

IMPLEMENTATION OF THE PRIOR COMPREHENSIVE PLAN

The purpose of the evaluation is to analyze the effectiveness of Buckley’s current housing policies by understanding the impact the 2015 policy had on housing development between 2015 to 2022. The following table lists the policies in the Housing Element, implementation status, success indicators and measurable outcomes, and recommendations to enhance success or realign with the Housing Action Plan. The following section will address policy issues as they reflect changes in RCW 36.70A.070, the PSRC Multicounty Planning Policies from VISION 2050 and the Pierce County Countywide Planning Policies.

Goals/Policies	Outcomes	Future Actions
Goal 2.1: Preserve Buckley’s existing housing character through integration of new development and redevelopment with the city’s historic, small-town character.		
Policy 2.1.1 Incorporate neighborhood character and design principles into zoning and design review standards for new development.	In 2019, the City of Buckley adopted Design Standards for the Rainer Gateway District (a Local Center of Importance), the SR 410 Design District and the Historic Downtown Design District. The City also adopted new Multi-family Design Standards in 2020. There are also design standards for Residential Cluster Subdivision (BMC Chapter 19.23).	This action is complete.
Policy 2.1.2 Use the neighborhood mixed use zoning between commercial and single-family zones to create a transition between commercial and residential zones.	Regulations in BMC 19.20.050 NMU Neighborhood Mixed-Use Zone design and place commercial and residential structures at a pedestrian and public scale. The 2022 City of Buckley Zoning Map indicates NMU zoning district buffers between commercial/industrial and low-density residential zoning districts.	This policy has been achieved but could be expanded to consider where strategic transit investments by the County could be placed to also meet residential and worker needs. Without transit the success of any affordable housing efforts is jeopardized.
Policy 2.1.3 Housing should be permitted above commercial uses in most commercial zones.	Pursuant to BMC 19.20.010(2)(e) , Mixed-Use Dwelling units are allowed above commercial uses in the Historic Commercial, Central Commercial, and Neighborhood Mixed Use zones.	This policy has been achieved but could be expanded to consider adding actionable items to encourage multi-family development, such as increasing the amount of high density residentially zoned properties in or near commercial or

Goals/Policies	Outcomes	Future Actions
		business centers as described in the Regional Policy Evaluation section.
Policy 2.1.4 Housing should not be adjacent to intense commercial activities, such as gravel extraction, automotive wrecking, hazardous materials handling, and other businesses that contain environmental risks.	The 2022 City of Buckley Zoning Map indicates mixed use zoning areas buffer industrial and commercial areas.	The City of Buckley will review the Zoning Map to ensure incompatible uses are not adjacent. There are currently eleven places throughout the city wherein neighborhood mixed use zoned or lower density residentially zoned properties are adjacent to light industrially zoned properties.
Policy 2.1.5 Create incentives to encourage rehabilitation and/or redevelopment of existing housing and historic structures.	Regulations found in BMC 19.20 Classification of Zones provide lot size reductions and increases in lot coverage for senior citizen low income housing.	To better align with the goals and strategies of the Housing Action Plan, RCW 36.70A.070, PSRC’s VISION 2050, and Pierce County County-wide Policies, the City will modify Policy 2.1.5 to emphasize the preservation of existing houses and historic structures and affordable housing units. Given the City does not have the resources to provide financial assistance to property owners or prospective homeowners or tenants, the City will consider joining a regional housing task force that helps support lower income households as described in the Regional Policy Evaluation section.
Policy 2.1.8 Manufactured housing should not be regulated differently from site-built housing.	BMC 16.40.020 defines a manufactured home as a single-family dwelling.	The City of Buckley will evaluate BMC 16.40.020 Manufactured Home Installation Standards to ensure compliance with state law, specifically RCW 43.22A.120 and RCW 46.70.134 and WAC 296-150I and WAC 296-150M.
Policy 2.1.9 Residential structures occupied by handicapped people should be regulated similarly to residential	Regulations found in chapter BMC 19.31 indicate that adult family homes may be allowed in all zones of the city that allow single-family residences. Adult family homes also must meet	The City will also consider tying BMC 16.40.020 to the definition of single family homes in BMC 19.12.165. This policy language is satisfied in that there is no difference in the regulation of residential structures occupied by handicapped residents than any other type of residence except for state and federal law provisions which are unique to ADA requirements.

Goals/Policies	Outcomes	Future Actions
structures occupied by families of unrelated people.	Washington State adult family home or day care licensing requirements.	Adult family homes are permitted in all residential zones and within the Center Commercial and Public zones.
Goal 2.2: Maintain low density multifamily uses in more dense single family zones.		
Policy 2.2.1 Maintain housing approaches that are listed in the current zoning code that include duplexes and triplexes.	Duplex units are permitted within the HDR, R-6,000 and R-8,000 zones. They are prohibited in commercial and industrial zones as well as the Neighborhood Mixed Use and R-20,000 zones. Triplex units are considered multi-family units in the Buckley Municipal Code. Triplexes are permitted wherever multi-family use is permitted including in the Neighborhood Mixed Use, High Density Residential, and R-6,000 zones as well as the Central Commercial and Historic Commercial Zones. They are prohibited in the General Commercial, Industrial, Public, R-8,000 and R-20,000 zones.	This policy is met. However, the City could consider expanding the allowable zones for duplex and triplex units.
Policy 2.2.2 Complete future zoning code updates to include planned unit developments for both commercial and residential development, which should combine zero lot line development, townhouses, cottage houses, and other housing types.	The City of Buckley permits townhouses in the Neighborhood Mixed Use, High Density Residential, R-6,000 and R-8,000 zones. This type of development is prohibited in strictly non-residential zones and the R-20,000 zone. The City does not have a Planned Unit Development Code, though it does have a Cluster Residential Subdivision Code (BMC 19.23). The City also permits Cottage Housing Developments (CHDs) in the High Density Residential, R-6,00 and R-8,000 zones.	The City plans to create a new Planned Unit Development code which will consider several zoning concepts including affordability covenants (possibly with multi-family tax credits), inclusionary zoning, density bonuses, cluster developments, fee or parking waivers for greenbelt and/or affordable housing provisions, form-based zoning options, lot size averaging, microunits, performance zoning, zero lot lines, and transfer of development rights.

Goals/Policies	Outcomes	Future Actions
	No zero-lot line development is currently permitted with the exception of common walls separating dwellings.	
Policy 2.2.3 Through the subdivision process, allow flexible lot sizes to decrease costs of installing utility lines and pavement by decreasing the required utility line and street lengths, and increasing the amount of open space.	Currently flexible lot sizes are allowed within residential cluster subdivisions (BMC 19.23) and cottage housing developments (BMC 19.24). No other development type allows for flexible lot sizes.	The City will consider increasing the provision for flexible lot sizes in other development types.
Policy 2.2.4 Continue to allow accessory dwelling units on single family lots.	Pursuant to BMC 19.20.130 , accessory dwelling units are permitted in all residential zoning districts.	This policy is met. However, recent state legislation will require Buckley to revisit this code (BMC 19.20.130) to ensure compliance with state law.
Policy 2.2.5 Ensure building codes will permit innovative housing designs including low impact housing.	Low Impact Development is described in BMC 19.23.085 Design Criteria Density Bonuses . SBMC 19.23.085(2)(b) is specific to Sustainable Low Impact Development (SLID) Option for residential clusters.	This policy is met. Low impact housing is encouraged by the City's residential cluster code (BMC 19.23). Additionally, low impact housing is an encouraged option in the City's stormwater codes and public work standards as well as within the International Residential Code. As noted above in Policy 2.2.2, the City intends to revisit some of our code language. Additional provisions for low impact housing options will likely be adopted.
Goal 2.3: Promote creation of affordable housing options throughout the city for all segments of the population.		
Policy 2.3.1 Encourage development of a range of low income and senior housing opportunities convenient to services.	The City has limited provisions for affordable housing beyond allowing duplexes, triplexes, townhomes and senior housing in most residential zones. Senior affordable housing is permitted in the Central Commercial, Public, Neighborhood Mixed Use, High Density Residential and R-6,000 zones. Senior low-income housing is not permitted in the R-8,000	Policies 2.3.1 and 2.3.2 will likely be expanded into several policies to deal with the new mandates to provide housing at all income levels including shelter and supporting housing and also to address senior issues as a subset of the overall housing picture. As noted above in Policy 2.2.2, the City intends to revisit some of our code language. Additional provisions for more robust

Goals/Policies	Outcomes	Future Actions
	or R-20,000 zones or any other non-residential zones beyond those listed above. There are some provisions for affordable senior housing including parking reductions and utility fee reductions (BMC 19.12.15, 19.12.505, 19.12.510. 14.10.016 and BMC Chapter 14.16). BMC Chapter 14.16 Low Income Senior and Low-Income Disability Utility Discounts is aimed to help sustain affordable housing for these two overlapping demographics. Regulations found in BMC 19.20 Classification of Zones provide lot size reductions and increases in lot coverage for senior citizen low income housing.	affordable housing options will likely be adopted. The City plans to create new code which will consider several zoning concepts including affordability covenants (possibly with multi-family tax credits), inclusionary zoning and density bonuses for the provision of affordable housing, cluster developments, fee or parking waivers for affordable housing provisions, form-based zoning options, lot size averaging, microunits, performance zoning, zero lot lines, and transfer of development rights. Buckley will consider joining a regional housing task force that helps support lower income households.
Policy 2.3.2 The city should enable affordable housing in new developments by offering incentives, such as density bonuses and economic incentives.	Regulations found in BMC 19.23.085 Design Criteria Density Bonuses provide density bonuses for “built green” building under the Washington State Master Builders Association Certification. No other language was found in the municipal code or city website that describes adopted programs, resources, or incentives pertaining to affordable housing incentives.	The City of Buckley will revise Policy 2.3.2 to better accommodate development for more affordable and diverse housing units. All Future Actions from Policy 2.3.1 apply here as well.
Policy 2.3.3 Affordable housing should be treated the same as other housing types and be allowed in market rate housing areas.	Other than senior citizen low-income housing and cottage housing developments (BMC 19.24), the City code does not address affordable housing as a specific type of housing. Kenyon House Apartments and White River Senior Housing (Low Income Housing) were built prior to 2015. No new facilities have been built since though the WRSH does plan to add 10 units in the near future.	The City will review the zoning text to ensure that affordable housing is an option in all areas where residential use is permitted. There are no current prohibitions, but incentives could be improved. All Future Actions from Policy 2.3.1 apply here as well.

Goals/Policies	Outcomes	Future Actions
Goal 2.4: Encourage pedestrian, bike, healthy food choices, gathering places, and auto connections within and between neighborhoods, schools, parks, and commercial areas, as described in Element 5.		
Policy 2.4.1 Developers should provide connections to adjoining neighborhoods, access to trails, healthy food choices, gathering places, and also provide pedestrian and bike paths for their development.	The Buckley Public Works Standards require connectivity between subdivisions in the form of stub roads for future extension. All public roads and roads dedicated to the City are required to have sidewalks and walking paths to ensure Safe Routes to Schools and pedestrian safety and connectivity. There is no grocery store in Buckley, though there is a general goods store, a butcher shop, a produce market and soon a dairy. Each of these is within one mile of the downtown core.	Buckley does not have access to public transit. Buckley will work with Pierce County Transit and other regional providers to attempt to bring transit to the community. Buckley is working on Economic Development Strategies to encourage the development of a grocery store and other amenities. Buckley is also working on plans to extend the trail system through a series of greenway corridors as well as making improvements to the Foothills Trail.
Goal 2.5: Areas identified as vacant or underused in the county’s buildable lands program should be prioritized (targeted) for development.		
Policy 2.5.1 Consider increasing zoning density (exclusive of accessory dwelling units) served by city utilities and on lands identified as vacant or underused in the county’s buildable lands program.	Several rezones were approved by the Buckley City Council in the last eight years. These were mostly to increase density between the R-8,000 and R-6,000 zones but there were also a few that converted Light Industrial to Neighborhood Mixed Use or the opposite direction.	The City will consider altering densities as part of the Land Use Element of the City’s 2024 Comprehensive Plan Update. However, the City’s Buildable Lands Target is near to being reached and will likely be met prior to the end of this decade rather than the 2044 target. The City has no annexation areas despite providing urban utilities and infrastructure in several places outside the current City limits. Accessory dwelling units will require revisiting to comply with recent legislation at the state level.
Policy 2.5.2 Multifamily housing should be screened from neighboring single-family development to attenuate noise, traffic headlights, and increase privacy.	Landscape and open space guidelines are found in 2020 City of Buckley Multifamily Design Guidelines .	This policy has been met by the 2020 City of Buckley Multifamily Design Guidelines.

Goals/Policies	Outcomes	Future Actions
Goal 2.6: Encourage open space dedication and green building techniques in new construction.		
Policy 2.6.1 Encourage using green buildings by increasing lot coverage minimums or providing economic incentives.	Regulations found in BMC 19.23.085 Design Criteria Density Bonuses provide lot size reductions for “built green” building under the Washington State Master Builders Association Certification.	This policy has been met for residential cluster subdivisions. The City could consider expanding the code to allow for other types of development in additional zones or as part of the performance zoning requirements of a PUD ordinance.

REGIONAL CONSISTENCY EVALUATION

The following discussion and policy matrices list the VISON 2050 Housing Policies, Pierce Countywide Planning Policies (as ratified on November 14, 2022), RCW 36.70A.070 (as amended by HB 1220), and the gaps or partial gaps between City and state and regional housing policies. Recommendations are provided to align City housing policies with regional housing policies and Buckley HAP actions.

State Growth Management Act

The Growth Management Act (GMA) requires each city in Washington to develop a Comprehensive Plan to prepare for anticipated growth in population, jobs, and housing. Buckley’s Comprehensive Plan is required to have a Housing Element. The GMA’s goal is to “ensure the vitality and character of established residential neighborhoods”. The GMA has specific requirements (RCW 36.70A.030(2)) to plan for housing, including:

*RCW 36.70A.070(2) A **housing element** ensuring the vitality and character of established residential neighborhoods that:*

*(a) **Includes an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth, as provided by the department of commerce, including:***

- (i) Units for **moderate, low, very low, and extremely low-income households; and***
- (ii) **Emergency housing, emergency shelters, and permanent supportive housing;***

Buckley Response:

The City of Buckley last adopted a Comprehensive Plan in 2015. Since then, much has changed in this section of state law. This Housing Action Plan and the 2024 Update to the Buckley Comprehensive Plan will address the requirements above. The City participated in the [2021 Pierce County Buildable Lands Report](#). We are also participating in the reallocation of housing projections by income group as required by HB 1220, including the compromise allocations figures between the Department of Commerce methodology and the Pierce County Growth Management Coordinating Committee’s recommendation to the Pierce County Regional Council. This Housing Action Plan and the resultant City of Buckley 2024 Housing Element to the Comprehensive Plan will be compliant with RCW 36.70A.070(2).

*(b) **Includes a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences, and within an urban growth area boundary, moderate density housing options including, but not limited to, duplexes, triplexes, and townhomes;***

Buckley Response:

The 2015 Buckley Comprehensive Plan Housing Element includes a statement of goals, policies, and objectives as well as provisions for the preservation, improvement, and development of housing for both single and various types of multifamily dwellings within the City Limits. The City does not have an urban

growth area. The 2024 Buckley Comprehensive Plan will also include these elements, updated to comply with recent legislation.

(c) Identifies sufficient capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing, and within an urban growth area boundary, consideration of duplexes, triplexes, and townhomes;

Buckley Response:

This is new mandate. The 2024 Buckley Comprehensive Plan Housing Element will address our capacity for land within the context of the Pierce County adopted housing growth targets. We will address strategies to promote government-assisted shelters and permanent supportive housing as well as housing for households at all income levels and all types of housing configurations. The Buckley municipal code already allows for duplexes, triplexes and townhomes in most single-family residential zones. As noted in the policy analysis above, Buckley will update its plan and zoning code where necessary to comply with more recent legislation.

(d) Makes adequate provisions for existing and projected needs of all economic segments of the community, including:

- (i) Incorporating consideration for low, very low, extremely low, and moderate-income households;*
- (ii) Documenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations;*
- (iii) Consideration of housing locations in relation to employment location; and*
- (iv) Consideration of the role of accessory dwelling units in meeting housing needs;*

Buckley Response:

As noted above, the 2024 Buckley Comprehensive Plan Housing Element will incorporate consideration for households of all income groups. Without an increase in housing allocation at the Pierce County level, it is essentially impossible to meet the Department of Commerce requirements for non-market rate housing. This reflects a very significant disconnect between the Pierce County and Commerce housing needs projections. Buckley is subject to both and will try to make the adequate provision for projected needs. Buckley will also address programs and actions needed to achieve housing availability with respect to funding. We will also address the City-controlled aspects for removing barriers in development regulations and limitations endemic to the services, utilities, etc. the City can provide. The City has a very limited employment base but we have surrounded our commercial and industrial areas with residential zoning. As noted in the table above, we will revisit these policies. The City will also review its policies regarding accessory dwelling units in light of recent legislative mandates.

(e) Identifies local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including:

- (i) Zoning that may have a discriminatory effect;*

- (ii) Disinvestment; and*
- (iii) Infrastructure availability;*

Buckley Response:

Buckley will review its zoning code and other related codes to identify any zoning that might have discriminatory or disinvestment effects, if any. There are no concentrated populations of ethnic groups within the city. Though Buckley’s population is mainly Caucasian, the entire population with respect to racial demographics is evenly spread across all residential areas. Infrastructure availability is proportionate to the development densities within the city and is based on the age of the infrastructure rather than any other factor. Infrastructure availability will be reviewed in the Utilities and Transportation Elements of the 2024 Buckley Comprehensive Plan.

(f) Identifies and implements policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions;

Buckley Response:

As noted above, Buckley will review its policies and regulations to address any racially disparate impacts, displacement or exclusion causes by any City policies, plans and actions, if any.

(g) Identifies areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments; and

Buckley Response:

Most development within Buckley historically and at present has been in green field areas on vacant or very low development farmland. If Buckley chooses to densify current neighborhoods, the City will consider whether displacement is a potential factor.

(h) Establishes antidisplacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing.

Buckley Response:

Beyond the settlement pattern created by mainly northern European farming immigrants, there are no historical or cultural communities within Buckley. As required by legislative mandate and as described above, Buckley will attempt to encourage, accommodate and support investments in housing below market level and government assisted housing which will meet the above requirement. The City’s Cluster Subdivision code is meant to address this issue. This code will likely be refined and expanded, potentially into a Planned Unit Development code.

In counties and cities subject to the review and evaluation requirements of RCW 36.70A.215, any revision to the housing element shall include consideration of prior review and evaluation reports and

any reasonable measures identified. The housing element should link jurisdictional goals with overall county goals to ensure that the housing element goals are met.

Buckley Response:
Buckley participates in the Pierce County Buildable Lands Program which is intended to comply with RCW 36.70A.215.

Multi-County Planning Policies

Housing Policy Consistency Review

Vision 2050 Housing Policy and Chapter	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
MPP-H-1 Plan for housing supply, forms, and densities to meet the region's current and projected needs consistent with the Regional Growth Strategy and to make significant progress towards jobs/housing balance.	In compliance with MPP-H-1, housing and employment growth projections were undertaken as part of Pierce County's GMA mandated Buildable Lands process in 2021 and 2022. As part of that process, Buckley agreed to a 2044 growth target of around 8,600 persons which included a housing target of 1,260 new units in that timeframe (PC Ord. 2022-46s as amended). Additionally, the County has agreed to a Fair Share Income Band Allocation Method with the objective of having all jurisdictions have the same share of housing at each income level by 2044. Policies LU-1.5.5, LU-1.5.6, LU-1.5.7, LU-1.5.8, LU-1.5.10, LU-1.5.12, LU-1.5.13, H-2.1.5, H-2.2.1, H-2.2.2, H-2.2.4, H-2.3.1, H-2.3.2, H-2.3.3, and H-2.5.1 encourage a variety of housing types, additional higher density housing, and affordable housing. Programs provided under the listed policies identify general pathways to complete the intention of the overlying policy. Policy LU-1.5.4 specifically aims for zoning regulations and associated maps providing	Buckley will work to provide adequate zoned land to provide housing supply, forms and densities to meet the needs of the population in compliance with RCW 36.70A.070, Pierce County Ord. 2022-46s as amended and the Department of Commerce housing by income allocation methodology. Buckley will continue to promote goals and policies for economic development to improve the city's jobs/housing balance which is currently significantly skewed towards housing.

Vision 2050 Housing Policy and Chapter	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
	adequate land and densities to accommodate housing targets while protecting and enhancing the character, quality, and function of existing residential neighborhoods.	
MPP-H-2 Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.	To the extent feasible given Buckley’s limited services and resources, Buckley’s Comprehensive Plan will comply with Pierce County Ord. 2022-046s as amended and will thereby comply with MPP-H-2. There are elements of the existing policies that fulfill meet the requirements of MPP-H-2 by providing for a range of housing types in the city. Policy LU-1.4.6, LU-1.4.7, LU-1.5.5, LU-1.5.8, LU-1.5.10, LU-1.6.3, H-2.1.3, H-2.2.1, H-2.2.2, H-2.2.4, H-2.2.5, H-2.3.1, H-2.3.2, and H-2.5.2 all grant regulatory flexibility in accommodating different affordable and family type units.	Buckley will work to provide adequate zoned land to provide housing supply, forms and densities to meet the needs of the population in compliance with RCW 36.70A.070, Pierce County Ord. 2022-46s as amended and the Department of Commerce housing by income allocation methodology. The City of Buckley will support the establishment of a countywide housing affordability program to help cooperatively maximize available funding opportunities and leverage private resources in the development of affordable housing and supportive services such as transit and job training. Policies relating to affordable housing (ex: LU-1.4.6 or LU-1.4.7) will be relocated to the Buckley Comprehensive Plan Housing Element.
MPP-H-3 Achieve and sustain – through preservation,	To the extent feasible given Buckley’s limited services and resources, Buckley’s Comprehensive Plan will comply with Pierce	Buckley will work to provide adequate zoned land to provide housing supply, forms and densities to meet the needs of

Vision 2050 Housing Policy and Chapter	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
rehabilitation, and new development - a sufficient supply of housing to meet the needs to low-income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the region.	County Ord. 2022-046s as amended and will thereby comply with MPP-H-2. There are elements of the existing policies that fulfill meet the requirements of MPP-H-2 and PC CCP AH-3, by providing for a range of housing types in the city. Policy LU-1.4.6, LU-1.4.7, LU-1.5.3, LU-1.5.4, LU-1.5.5, LU-1.5.6, LU-1.5.7, LU-1.5.8, LU-1.5.10, LU-1.5.12, LU-1.5.13, LU-1.6.3, LU-1.9.2, H-2.1.3, H-2.1.9, H-2.2.1, H-2.2.2, H-2.2.3, H-2.2.4, H-2.2.5, H-2.3.1, H-2.3.2, H-2.3.3, and H-2.5.1, all grant regulatory flexibility in accommodating different affordable and family type units. Buckley Comprehensive Plan Housing Policy H-2.1.5 states the City shall ‘create incentives to encourage rehabilitation and/or redevelopment of existing housing and historic structures.’	the population in compliance with RCW 36.70A.070, Pierce County Ord. 2022-46s as amended and the Department of Commerce housing by income allocation methodology. The City of Buckley will support the establishment of a countywide housing affordability program to help cooperatively maximize available funding opportunities and leverage private resources in the development of affordable housing and supportive services such as transit and job training. Policies relating to affordable housing (ex: LU-1.4.6 or LU-1.4.7) will be relocated to the Buckley Comprehensive Plan Housing Element. Buckley will alter Policy H-2.1.5 to ensure that the redevelopment of existing structures does not create displacement of vulnerable populations (low income, senior, disabled, historically disadvantaged). The City can provide zoning flexibility. Without regional support, we are unable to offer public support or incentives at any level that could assure the success of reasonable amounts of affordable housing without the immediate risk of displacement. With that understanding,
MPP-H-4 Address the need for housing affordable to low-income and very low-income households, recognizing that these critical needs will	To the extent feasible given Buckley’s limited services and resources, Buckley’s Comprehensive Plan will comply with Pierce County Ord. 2022-046s as amended and will thereby comply with MPP-H-2.	

Vision 2050 Housing Policy and Chapter	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
require significant public intervention through funding, collaboration, and jurisdictional action.	There are elements of the existing policies that fulfill meet the requirements of MPP-H-2 by providing for a range of housing types in the city. Policy LU-1.4.6, LU-1.4.7, LU-1.5.3, LU-1.5.4, LU-1.5.5, LU-1.5.6, LU-1.5.7, LU-1.5.8, LU-1.5.10, LU-1.5.12, LU-1.5.13, LU-1.6.3, LU-1.9.2, H-2.1.3, H-2.1.9, H-2.2.1, H-2.2.2, H-2.2.3, H-2.2.4, H-2.2.5, H-2.3.1, H-2.3.2, H-2.3.3, and H-2.5.1, all grant regulatory flexibility in accommodating different affordable and family type units.	Buckley will commit to working with Pierce County, Puget Sound Regional Council, the state legislature and both private non-profit and public housing agencies to achieve the goals and mandates towards the provision of safe, long-term affordable housing in our community. Policies relating to affordable housing (ex: LU-1.4.6 or LU-1.4.7) will be relocated to the Buckley Comprehensive Plan Housing Element.
MPP-H-5 Promote homeownership opportunities for low-income, moderate-income, and middle-income families and individuals while recognizing historic inequities in access to homeownership opportunities for communities of color.	Housing Policy 2.3.1 encourages development of a range of low income and senior housing opportunities convenient to services. Land Use Policies 1.4.6 and 1.4.7 support City collaboration with private or nonprofit organizations that aid low- and moderate-income families and affordable housing efforts. There is no language in the Comprehensive Plan or the Housing Element’s goals and policies regarding historic racial inequities. Nor is there a record of discriminatory practices or racial exclusivity within the community, though it may have occurred. This is largely due to the demographic composition of the original settlers, many of	In addition to the goals from above, the City of Buckley will create a strategic goal ensuring all races have equal access to all types of housing in the city.

Vision 2050 Housing Policy and Chapter	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
	whom were of Dutch origin. Generational Buckley families are still found in the original homestead sites such as the Van Hoof, Van Sickle, and Van Der Vies families. The population of Buckley remains largely White (~92% at the last census), reflecting a history of settlement from northern European ancestry and a trend of very slow growth over time. This demographic is shifting as Buckley grows. For most of its history and until very recently, Buckley was an isolated, small agricultural hamlet of generational families dating back to the era after the United States’ purchase of the area from indigenous populations in the Treaty of Medicine Creek (1854). With increasing population growth within Puget Sound, Buckley has become a fast growing and diversifying market. Buckley prides itself as a community that welcomes everyone. For example, 64% of housing survey respondents agreed that Buckley is a welcoming place. When asked why others disagreed, they stated there was a lack of affordable housing for many demographics. Buckley’s policies need to ensure people from all walks of life are welcomed and may thrive within the community.	

Vision 2050 Housing Policy and Chapter	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
	Twenty percent (20%) of Buckley households are considered low-income, spending more than 30% and less than 50% of their income on housing. There is also no language on promoting opportunities for homeownership at below “middle” (80-100%) AMI levels.	
MPP-H-6 Develop and provide a range of housing choices for workers at all income levels throughout the region that is accessible to job centers and attainable to workers at anticipated wages.	Over 90% of Buckley’s workforce commutes from out of town, with 12% of the workforce commuting from Seattle. One third of Buckley employees commute 25 miles or more to work. The city’s employment opportunities are primarily along State Highway 410 and at the Rainier School. The City encourages home based businesses (ED-3.2.1) within the Economic Development Element of the Comprehensive Plan. Additional jobs and programs to support them are the focus of ED-3.4.1. The City supports working with the Metropolitan Development Council in Tacoma via ED-3.4.2. The City supports walkability to jobs through pedestrian policies (ED-3.5.1). The City also supports finding diverse funding sources for economic development (ED-3.8.1).	Buckley is a rural city in the growth periphery. Buckley has a very limited employment base. We are not close to regional job centers and cannot easily access them without single occupancy cars as there is no access to transit. Buckley will work to create more jobs. The City will also consider subsequent policies with specific, actionable elements that address how the city will attain more affordable housing forms, livable wages, and employment opportunities to decrease the number of commuters. Additional economic development and commercial area revitalization policies are also recommended to specifically encourage economic growth in areas proposed for affordable housing and income-restricted households.

Vision 2050 Housing Policy and Chapter	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
MPP-H-7 Expand the supply and range of housing at densities to maximize the benefits of transit investments, including affordable units, in growth centers and station areas throughout the region.	The City of Buckley has no access to the transit system.	The City of Buckley will work with regional transit providers to provide transit. Buckley will revise Policy (H-2.3.1) to support commuters and workforce housing.
MPP-H-8 Promote the development and preservation of long-term affordable housing options in walking distance to transit by implementing zoning, regulations, and incentives.	The City of Buckley has no access to the transit system.	The City of Buckley will work with regional transit providers to provide transit. Buckley will revise Policy (H-2.3.1) to support commuters and workforce housing.
MPP-H-9 Expand housing capacity for moderate density housing to bridge the gap between single-family and more intensive multifamily development and provide opportunities for more affordable ownership and rental housing that allows more people to live in neighborhoods across the region.	The Buckley Municipal Code allows for moderate density housing in most residential zones. Duplex units are permitted within the HDR, R-6,000 and R-8,000 zones. They are prohibited in commercial and industrial zones as well as the Neighborhood Mixed Use and R-20,000 zones. Triplex units are considered multi-family units in the Buckley Municipal Code. Triplexes are permitted wherever multi-family use is permitted including in the Neighborhood Mixed Use, High Density Residential, and R-6,000 zones as well as the Central Commercial and Historic Commercial Zones. They are prohibited in the	Strategies noted above to encompass the full range of affordable housing (to 120% AMI) apply in this circumstance.

Vision 2050 Housing Policy and Chapter	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
	General Commercial, Industrial, Public, R-8,000 and R-20,000 zones. Policy 1.5.10 generally encourages affordable housing and Policy 1.5.5 encourages clustered Policy 2.1.5 encourages the rehabilitation and/or redevelopment of existing housing and historic structures. Policy 2.2.1 encourages duplexes and triplexes. Policy 2.2.2 encourages townhouses, cottage houses, and other housing types. Policy 2.1.3 allows housing above commercial uses in most commercial zones. Policy 2.1.5 encourages rehabilitation and/or redevelopment of existing housing and historic structures. Policy 2.1.8 ensures manufactured housing is regulated the same as single family, stick built housing. The code only requires the manufactured housing to be placed on a permanent foundation. The discussion in MPP-H-9 also applies to this policy.	
MPP-H-10 Encourage jurisdictions to review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize additional costs to housing.		In 2023, the City of Buckley reviewed and revised its development regulations to streamline the development review process and minimize the time and cost of land use and design review. The City also adopted code amendments to eliminate parking requirements and transportation impact fees within the Downtown District to encourage business and also residential over commercial development. In 2024, the City is working on new planned unit development, transfer of development rights, cluster subdivision and other development related codes to offer flexibility in housing type, density and design and to minimize additional costs to housing.

Vision 2050 Housing Policy and Chapter	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
MPP-H-11 Encourage interjurisdictional cooperative efforts and public-private partnerships to advance the provision of affordable and special needs housing.	To the extent feasible given Buckley’s limited services and resources, Buckley’s Comprehensive Plan will comply with Pierce County Ord. 2022-046s as amended and will thereby comply with MPP-H-11. There are elements of the existing policies that fulfill meet the requirements of MPP-H-2 by providing for a range of housing types in the city. Policy LU-1.4.6, LU-1.4.7, LU-1.5.3, LU-1.5.4, LU-1.5.5, LU-1.5.6, LU-1.5.7, LU-1.5.8, LU-1.5.10, LU-1.5.12, LU-1.5.13, LU-1.6.3, LU-1.9.2, H-2.1.3, H-2.1.9, H-2.2.1, H-2.2.2, H-2.2.3, H-2.2.4, H-2.2.5, H-2.3.1, H-2.3.2, H-2.3.3, and H-2.5.1, all grant regulatory flexibility in accommodating different affordable and family type units. Buckley 2015 Comprehensive Plan Goal 2.4: Encourage pedestrian, bike, healthy food choices, gathering places, and auto connections within and between neighborhoods, schools, parks, and commercial areas. Policy 2.4.1: Developers should provide connections to adjoining neighborhoods, access to trails, healthy food choices, gathering places, and also provide pedestrian and bike paths for their development.	The City of Buckley will support the establishment of a countywide housing affordability program to help cooperatively maximize available funding opportunities and leverage private resources in the development of affordable housing and supportive services such as transit and job training. Policies relating to affordable housing (ex: LU-1.4.6 or LU-1.4.7) will be relocated to the Buckley Comprehensive Plan Housing Element.
MPP-H-12 Identify potential physical, economic, and cultural displacement of low- income households and marginalized populations that may result from planning, public investments, private redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.	Buckley 2015 Comprehensive Plan Goal 2.4: Encourage pedestrian, bike, healthy food choices, gathering places, and auto connections within and between neighborhoods, schools, parks, and commercial areas. Policy 2.4.1: Developers should provide connections to adjoining neighborhoods, access to trails, healthy food choices, gathering places, and also provide pedestrian and bike paths for their development.	Buckley will review its zoning code and other related codes to identify any zoning that might have discriminatory or disinvestment effects, if any. There are no concentrated populations of ethnic groups within the city. Though Buckley’s population is mainly Caucasian, the entire population with respect to racial demographics is evenly spread across all residential areas. Infrastructure availability is proportionate to the development densities within the city and is based on the age of the infrastructure rather than any other factor. Infrastructure availability will be reviewed in the Utilities and

Vision 2050 Housing Policy and Chapter	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
		Transportation Elements of the 2024 Buckley Comprehensive Plan. Most development within Buckley historically and at present has been in green field areas on vacant or very low development farmland. If Buckley chooses to densify current neighborhoods, the City will consider whether displacement is a potential factor.
H-Action-4(Local) Local Housing Needs: Counties and cities will conduct a housing needs analysis and evaluate the effectiveness of local housing policies and strategies to achieve housing targets and affordability goals to support updates to local comprehensive plans. Analysis of housing opportunities with access to jobs and transportation options will aid review of total household costs.	Please refer to the responses for MPP-H-2 through MPP-H-6 above.	
H-Action-5(Local) Affordable Housing Incentives: As counties and cities plan for and create additional housing capacity consistent with the Regional Growth Strategy, evaluate techniques such as	Please refer to the responses for MPP-H-9 and MPP-H-10 above.	

Vision 2050 Housing Policy and Chapter	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
inclusionary and incentive zoning to provide affordability.		
H-Action-6 Displacement Metropolitan Cites, Core Cities, and High Capacity Transit Communities will develop and implement strategies to address displacement in conjunction with the populations identified of being at risk of displacement including residents and neighborhood-based small business owners.	Please refer to the responses for MPP-H-4, MPP-H-5 and MPP-H-12 above.	Buckley is not a Metropolitan City, Core City or High Capacity Transit Community. While Buckley will work to address displacement issues as per state law and regional policies as noted above, this action within the multi-county planning policies does not apply to Buckley.
H-Action-7 Housing Choice Counties and cities will update regulations and strategies to reduce barriers to the development and preservation of moderate density housing to address the need for housing between single-family and more intensive multifamily development, consistent with the Regional Growth Strategy.	Please refer to the responses for MPP-H-1, MPP-H-2, MPP-H-3, MPP-H-9, MPP-H-10 and MPP-H-12 above.	

Vision 2050 Housing Policy and Chapter	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
H-Action-8 Housing Production Counties and cities will review and amend, where appropriate and consistent with the Regional Growth Strategy, development standards and regulations to reduce barriers to the development of housing by providing flexibility and minimizing additional costs.	Please refer to the response for H-Action-7 above.	

Pierce County Countywide Planning Policies

Housing Policy Consistency Review

Pierce County Countywide Planning Policies - Housing	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
PCC-AH-1 Explore and identify opportunities to reutilize and redevelop existing parcels where rehabilitation of the buildings is not cost-effective, provided the same is consistent with the countywide policy on historic, archaeological, and cultural preservation and with Policy AH-8 regarding displacement.	Buckley Comprehensive Plan Housing Goal 2.1 seeks to preserve Buckley’s existing housing character through integration of new development and redevelopment with the city’s historic, small-town character. Buckley Housing Policy 2.1.5 states the City will create incentives to encourage rehabilitation and/or redevelopment of existing housing and historic structures.	Buckley’s Comprehensive Plan will comply with Pierce County Ord. 2022-046s as amended and will thereby comply with PC CPP-AH-1. Buckley will review its zoning code and other related codes to identify any zoning that might have discriminatory or disinvestment effects, if any. There are no concentrated populations of ethnic groups within the city. Though Buckley’s population is mainly Caucasian, the entire population with respect to racial demographics is evenly spread across all residential areas. Infrastructure availability is proportionate to the development densities within the city and is based on the age of the infrastructure rather than any other factor. Infrastructure availability will be reviewed in the Utilities and Transportation Elements of the 2024 Buckley Comprehensive Plan. Most development within Buckley historically and at present has been in green field areas on vacant or very low development farmland. If Buckley chooses to densify current neighborhoods, the City will consider whether displacement is a potential factor. Buckley will review its zoning code and other related codes

Pierce County Countywide Planning Policies - Housing	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
PCC-AH-2 Plan to meet their affordable and moderate income housing needs goal by utilizing a range of strategies that may include a Housing Action Plan and will result in the preservation of existing housing, and the production of new, affordable and moderate income housing that is safe and healthy. Jurisdictions should consider the availability and proximity of public transportation, governmental and commercial services necessary to support residents’	Please refer to the responses for the Multi-County Planning Policies above, specifically MPP-H-1 through MPP-H-12 as there is significant overlap between the multi-county planning policies and the Pierce County Countywide Planning Policies with respect to PCC-AH-2.	to identify any zoning that might have discriminatory or disinvestment effects, if any. There are no concentrated populations of ethnic groups within the city. Though Buckley’s population is mainly Caucasian, the entire population with respect to racial demographics is evenly spread across all residential areas. Infrastructure availability is proportionate to the development densities within the city and is based on the age of the infrastructure rather than any other factor. Infrastructure availability will be reviewed in the Utilities and Transportation Elements of the 2024 Buckley Comprehensive Plan. This is the Housing Action Plan. The City conducted a Housing Needs Assessment in 2022 as part of the Housing Action Plan efforts. The Housing Needs Assessment data will be updated to reflect 2022 census data and current projections for income bands, which were not available at the time of this report.

Pierce County Countywide Planning Policies - Housing	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
needs, and prioritize density and investment in these areas. PCC-AH 2.1 Jurisdictions should consider adopting reasonable measures and innovative techniques (e.g., moderate density housing, clustering, accessory dwelling units, cottage housing, small lots, planned urban developments, and mixed use) to stimulate new higher- density affordable and moderate-income housing stock on residentially zoned vacant and underutilized parcels.		
PCC-AH-3 Determine the extent of the need for housing affordable for all economic segments of the population, with special attention paid to the historically underserved, both existing and projected for its jurisdiction over the planning period, and shall encourage the availability of housing affordable to all economic segments of the population for each jurisdiction.	As noted above, RCW 36.70A.070 has been recently modified by HB 1220 (2021) to require a quantified analysis of population at each income level (RCW 36.70A.070(2)(a)). The language has been altered from ‘encourage availability’ to ‘identify sufficient capacity of land for housing’ at each income level (RCW 36.70A.070(2)(c)) and ‘makes adequate provision for existing and projected needs of all economic segments of the community. (RCW 36.70A.070(2)(d)). Buckley’s Comprehensive Plan will comply with Pierce County Ord. 2022-046s as amended and will thereby comply with MPP-H-2 and PC CPP AH-3.	Buckley will work to provide adequate zoned land to provide housing supply, forms and densities to meet the needs of the population in compliance with RCW 36.70A.070 as determined by Pierce County Ord. 2022-46s, as amended. The City of Buckley will support the establishment of a countywide housing affordability program to help cooperatively maximize available funding opportunities and leverage private resources in the development of affordable housing.

Pierce County Countywide Planning Policies - Housing	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
PCC-AH-3.1 Affordable housing needs not typically met by the private housing market should be addressed through more coordinated countywide and regional approaches/strategies. 3.2 Each jurisdiction may adopt plans and policies for meeting its affordable and moderate income housing needs in a manner that reflects its unique demographic characteristics, comprehensive plan vision and policies, development and infrastructure capacity, location and proximity to job centers, local workforce, and access to transportation. PCC-AH-3.3 Each jurisdiction should plan to accommodate a sufficient supply of permanent supportive housing as defined in RCW 36.70A.030 (16), foster care housing, and those requiring special needs housing (i.e., the elderly, developmentally disabled, chronically mentally ill, physically disabled, homeless, persons participating in	There are elements of the existing policies that fulfill meet the requirements of MPP-H-2 and PC CCP AH-3, by providing for a range of housing types in the city. Policy LU-1.4.6, LU-1.4.7, LU-1.5.5, LU-1.5.8, LU-1.5.10, LU-1.6.3, H-2.1.3, H-2.2.1, H-2.2.2, H-2.2.4, H-2.2.5, H-2.3.1, H-2.3.2, and H-2.5.2 all grant regulatory flexibility in accommodating different affordable and family type units.	Policies relating to affordable housing (ex: LU-1.4.6 or LU-1.4.7) will be relocated to the Buckley Comprehensive Plan Housing Element. Buckley will continue to promote goals and polices for economic development to improve the city’s jobs/housing balance which is currently significantly skewed towards housing.

Pierce County Countywide Planning Policies - Housing	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
substance abuse programs, persons with AIDS, and victims of domestic violence) that is equitably and rationally distributed throughout the County.		
PCC-AH-4 Establish a countywide housing affordability program by an organization capable of long term consistent coordination of regional housing planning, design, development, funding, and housing management. All jurisdictions should cooperatively maximize available funding opportunities and leverage private resources in the development of affordable housing for households.	Buckley’s Comprehensive Plan will comply with Pierce County Ord. 2022-046s as amended and will thereby comply with MPP-H-2 and PC CPP AH-4. There are elements of the existing policies that fulfill meet the requirements of MPP-H-2 and PC CCP-AH-4, by providing for a range of housing types in the city. Policy LU-1.4.6, LU-1.4.7, LU-1.5.5, LU-1.5.8, LU-1.5.10, LU-1.6.3, H-2.1.3, H-2.2.1, H-2.2.2, H-2.2.4, H-2.2.5, H-2.3.1, H-2.3.2, and H-2.5.2 all grant regulatory flexibility in accommodating different affordable and family type units.	Buckley will work to provide adequate zoned land to provide housing supply, forms and densities to meet the needs of the population in compliance with RCW 36.70A.070 as determined by Pierce County Ord. 2022-46s, as amended. The City of Buckley will support the establishment of a countywide housing affordability program to help cooperatively maximize available funding opportunities and leverage private resources in the development of affordable housing. The City of Buckley will work jointly with Pierce County to pursue state legislative changes to give local jurisdictions the authority to provide tax relief to developers of affordable housing. The City of Buckley will explore opportunities to dedicate revenues from sales of publicly owned properties, including tax title sales, to affordable housing projects.
PCC-AH-4.1 All jurisdictions should jointly explore opportunities to develop a countywide funding mechanism and the potential for both voter-approved measures (bond or levy), and nonvoter approved sources of revenue to support the development of		The City of Buckley will work with Pierce County’s efforts to explore the expansion of

Pierce County Countywide Planning Policies - Housing	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
housing affordable to all economic segments.		existing non-profit partnerships, increased coordination with local public housing authorities, a county-wide land trust, as well as future involvement of larger County employers, in the provision of housing assistance for their workers.
PCC-AH-4.2 All jurisdictions should jointly pursue state legislative changes to give local jurisdictions the authority to provide tax relief to developers of affordable housing.		In 2024, the City is working on new planned unit development, transfer of development rights, cluster subdivision and other development related codes to offer flexibility in housing type, density and design and to minimize additional costs to housing. The City will expand this analysis to include an inclusion of incentive zoning measures as a condition of major rezones and development.
PCC-AH-4.3 All jurisdictions should explore opportunities to dedicate revenues from sales of publicly owned properties, including tax title sales, to affordable housing projects.		
PCC-AH-4.4 All jurisdictions should explore the expansion of existing non-profit partnerships, increased coordination with local public housing authorities, a county-wide land trust, as well as future involvement of larger County employers, in the provision of housing assistance for their workers.		
PCC-AH-4.5 Jurisdictions should evaluate inclusionary or incentive zoning measures as a		

Pierce County Countywide Planning Policies - Housing	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
condition of major rezones and development.		
PCC-AH-5 Explore and identify opportunities to reduce land costs for non-profit and for profit developers to build affordable housing. PCC-AH-5.1 Jurisdictions should explore options to dedicate or make available below market rate surplus land and also identify opportunities to assemble, reutilize, and redevelop existing parcels for affordable housing projects. PCC-AH-5.2 All jurisdictions should review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize costs to housing.	Please refer to the responses for the Multi-County Planning Policies above, specifically MPP-H-1 through MPP-H-12 as there is significant overlap between the multi-county planning policies and the Pierce County Countywide Planning Policies with respect to PCC-AH-5.	
PCC-AH-6 Jurisdictions shall periodically monitor and assess their success in meeting the housing needs to accommodate their 20-year population allocation.	In compliance with PC CPP Goal AH-6, PC CPP Policies AH-6.1, AH-6.2 and GT-1, housing and employment growth projections were undertaken as part of Pierce County’s GMA mandated Buildable Lands process in 2021 and 2022. As part of that process, Buckley agreed to a 2044 growth target of around 8,400 persons	Buckley will work to provide adequate zoned land to provide housing supply, forms and densities to meet the needs of the population in compliance with RCW 36.70A.070 as determined by Pierce County Ord. 2022-46s as amended.

Pierce County Countywide Planning Policies - Housing	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
PCC-AH-6.1 Jurisdictions should utilize the available data and analyses provided by federal, state, and local sources to monitor their progress in meeting housing demand as part of the required Growth Management Act Comprehensive plan update process. PCC-AH-6.2 Countywide housing allocations shall be monitored with each Buildable Lands Report and evaluated to determine if countywide needs are being adequately met; the evaluation should identify all regulatory, programmatic, and financial measures taken to address the allocation need. PCC-AH-6.2.1 Each jurisdiction should provide, if available, the quantity of affordable housing units created, preserved, or rehabilitated since the previous Buildable Lands Report. PCC-AH-6.2.2 Jurisdictions should consider using a	which included a housing target of 1,374 new units in that timeframe (PC Ord. 2022-46s). However, based on the recent requirements of HB 1220, the Department of Commerce has since released a new methodology and new figures for growth. After negotiations between the County and Commerce, Buckley’s overall housing target is set to be reduced to 1,260 new units by 2044. Additionally, the County has agreed to a Fair Share Income Band Allocation Method with the objective of having all jurisdictions have the same share of housing at each income level by 2044. Buckley’s share of that regional objective is 1.13% of the projected countywide population. Existing housing will be considered toward the overall housing needs. Importantly, jurisdictions like Buckley with a housing undersupply in an income category take on a greater portion of the new needs. This will require the County to update the housing units targets set last year in PC Ord. 2022-46s. Policies LU-1.5.5, LU-1.5.6, LU-1.5.7, LU-1.5.8, LU-1.5.10, LU-1.5.12, LU-1.5.13, H-2.1.5, H-2.2.1, H-2.2.2, H-2.2.4, H-2.3.1, H-2.3.2, H-2.3.3, and H-2.5.1 encourage a variety of housing types, additional higher density housing, and affordable housing. Programs provided under the listed policies identify general pathways to complete the intention of the overlaying policy. Policy LU-1.5.4 specifically aims for zoning regulations and associated maps providing adequate land and densities to	Buckley will continue to promote goals and policies for economic development to improve the city’s jobs/housing balance which is currently significantly skewed towards housing.

Pierce County Countywide Planning Policies - Housing	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
consistent reporting template for their evaluations to facilitate the countywide monitoring and assessment. PCC-AH-6.2.3 In conjunction with the Buildable Lands Report, a report should be forwarded from GMCC to the Pierce County Regional Council (PCRC) addressing the progress in developing new affordable housing.	<i>accommodate housing targets</i> while protecting and enhancing the character, quality, and function of existing residential neighborhoods.	
PCC-AH-7 Support and encourage homeownership opportunities for low-income, moderate-income, and middle income families and individuals while recognizing historic inequities in access to homeownership opportunities for communities of color.	Please refer to the responses for the Multi-County Planning Policies above, specifically MPP-H-1 through MPP-H-12 as there is significant overlap between the multi-county planning policies and the Pierce County Countywide Planning Policies with respect to PCC-AH-7.	
PCC-AH-8 Jurisdictions should identify potential physical, economic, and cultural displacement of low income households and marginalized populations that may result from planning, public investments, private redevelopment, and market	Please refer to the responses for the Multi-County Planning Policies above, specifically MPP-H-1 through MPP-H-12 as there is significant overlap between the multi-county planning policies and the Pierce County Countywide Planning Policies with respect to PCC-AH-8.	

Pierce County Countywide Planning Policies - Housing	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
pressure, and use a range of strategies to prevent and minimize, the cultural and physical displacement and mitigate its impacts to the extent feasible.		
PCC-GT-3 Jurisdictions should incorporate adopted growth targets when updating their local comprehensive plans. PCC-GT-3.1 Growth targets are the minimum number of residents, housing units, or jobs a given jurisdiction is planning to accommodate within the appropriate planning horizon and are to be developed through a collaborative countywide process that ensures all jurisdictions are accommodating a fair share of growth. PCC-GT-3.2 The adopted growth targets are based on jurisdictional boundaries at time of adoption, any annexations made after		Buckley will work to provide adequate zoned land to provide housing supply, forms and densities to meet the needs of the population in compliance with RCW 36.70A.070 as determined by Pierce County Ord. 2022-46s as amended.

Pierce County Countywide Planning Policies - Housing	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
adoption of the growth targets would require reconciliation of growth targets for the affected jurisdictions per GT-5. PCC-GT-3.3 Targets are informational tools integrated into local land use plans to assist in formulating future residential and employment land needs.		
PCC-GT-5 If local projections are different than the adopted targets based on VISION 2050, potential modifications to comprehensive plans may be necessary to align with the adopted targets and Regional Growth Strategy. PCC-GT-5.1 The County and its cities and towns shall monitor the local projections to determine if the projections are shifting to align with the adopted targets over time.		As noted in the discussion above, the Buckley Comprehensive Plan will be consistent with state law, the multi-county planning policies of VISION 2050 and the Pierce County Countywide Planning Policies. The City of Buckley participates in the Pierce County Buildable Lands Report, a process whereby all Pierce County municipalities monitor local projections and shift adopted targets as necessary.
PCC-GT-6 Once the GMA comprehensive plan updates of jurisdictions in Pierce County are adopted, jurisdictions may		The City retains the option to request modifications by the Pierce County Council to adjust our adopted population, housing and employment growth targets.

Pierce County Countywide Planning Policies - Housing	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
review and, if necessary, make a request to the Pierce County Council to adjust the population, housing, and employment growth targets.		

Recent State Legislation

Governor Inslee signed almost a dozen bills into law after this legislative session that will affect our work going forward. The following new laws significantly impact the Housing Element of the Comprehensive Plan Update, the Housing Action Plan and implementing codes and standards. We will need to address the legislation below within the Comprehensive and Housing Action Plans or within our development regulations.

ESHB 1042 – Regulates conversion of existing buildings to residential uses. Must be adopted by June 30, 2025.

- Requires code cities to adopt an ordinance allowing buildings zoned for commercial or mixed use to be converted to residential uses at a density of 50% more than is allowed in the underlying zone provided the building envelope does not change and that the zone permits multifamily housing.
- Building and fire codes apply.
- No additional parking requirements are permitted though cities may require retention of existing spaces.
- No additional permitting requirements, including design standards beyond those already required for residential uses, are permitted except for emergency and transitional housing uses.
- Only the new use may be required to meet energy code requirements regardless of how the remaining portion of the non-residential building is treated.
- Non-conforming elements may remain as is without proof of significant detriment to the surrounding area.
- No transportation concurrency or environmental studies are permitted.

Buckley Response: Buckley’s parking standards (BMC 19.28), impact fee schedule (BMC 3.50.060), building code (BMC 16.06.002), SEPA standards (BMC 12.04) and portions of the zoning code (BMC 19.20) will need to be updated to comply.

EHB 1337 – Mandates at least two accessory dwelling units (ADU) per residential lot (except those under 2,000sf), with preemption on parking requirements and a variety of development regulations. Must be adopted by June 30, 2025.

- Impact fees are capped at 50% of the primary dwelling rate or may be waived.
- The owner is not required to dwell on the lot or within any of the up to three structures (primary home and two ADU).
- The ADU may be attached or not.

- ADU must be allowed on any lot compliant with the underlying zone’s minimum lot size. ADU minimum gross floor area must be at least 1,000sf.
- Roof height limitations must allow 24 feet high or more.
- Setbacks are the same as the primary dwelling or less.
- ADU must be allowed to be sited on lot lines if the line abuts an alley.
- ADU may be created from conversion of existing structures, even if those structures are non-conforming in some way.
- The requirement for public street improvements is waived.
- Parking requirements are limited to one space per ADU for lots under 6,000sf and two spaces for larger lots.
- ADU may not be placed within critical areas or buffers.

Buckley Response: Buckley’s accessory dwelling unit code (BMC 19.22.130), multiple structures or uses per lot codes (BMC 19.22.150), zoning code definitions (BMC 19.12.025), portions of the zoning code (BMC 19.20), parking standards (BMC 19.28.040), impact fee schedule (BMC 3.50.060), cottage housing development standards (BMC 19.24.02(14)(d), and Public Works Standards will need to be updated to comply.

ESSHB 1110 – This is the Middle Housing bill.

Buckley Response: Buckley is under 25,000 persons and is not contiguously connected to the Tacoma UGA or any other UGA, so law does not apply to us.

SHB 1326 – Allows municipalities to waive utility connection fees and general facility charges for affordable housing, emergency shelters, transitional shelters, and permanent supportive housing.

Buckley Response: Buckley may choose to allow these waivers in fees and charges as part of the incentive zoning described above.

Housing Toolkit and Strategies

City of Buckley

Appendix E to the City of Buckley Housing Action Plan



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Housing Strategy Development

The Housing Action Plan has been developed to provide concept-based strategy paths aimed to expand housing supply and diversity for all income groups, retain and improve the existing housing stock, and reduce the risk of displacement. The Housing Needs Assessment (See Appendix B) delineated the current housing stock, income and demographic groups and gaps in housing by type, income and demographic. The Regulatory Review (See Appendix D) expanded upon those needs based on more recent legislation at the County, Multi-County and State levels, especially with respect to affordable housing, encouraging a robust and diversified demographic and reducing displacement.

This document, forming Appendix E to the Buckley Housing Action Plan, is designed to flesh out potential housing strategies. The City of Buckley is currently updating its Comprehensive Plan Housing Element. As part of that effort, the cumulative review and potential policies explored within the Housing Action Plan will be further refined to provide a group of updated housing policies that will meet both the regulatory requirements and enact the vision Buckley has for its future.

Each potential strategy pathway explored herein is anchored in a guiding principle inspired either by lived experiences described in our Housing Action Plan community engagement (See Appendix C) or based on the regulatory requirements (See Appendix D).

Each potential strategy pathway within this toolkit drives three primary goals, which serve as categorical parameters for subsequently recommended actions. These are not the only potential policy and strategy pathways Buckley will ultimately explore. Many issues noted in the Regulatory Framework (Appendix D) will require a more robust plan. Buckley will also undoubtedly expand on these concepts to bring them from the generic to the specific solution that fits Buckley's needs. Some of these potential strategy pathways will not become part of Buckley's final Housing Element of the Comprehensive Plan for a variety of potential reasons, though each will be explored within the context of feasibility and suitability.

As a part of the implementation, actions are categorized according to type and sequence related to the practical challenges that City staff and applicants face during the development review. Some goals have additional actions to broaden the scope of feasible solutions. Implementation is discussed further in *Part 4: Implementation Plan* of the larger Housing Action Plan.

Strategies

The following is a summary of three overarching strategy pathways, each with goals and actions that have the most potential for success given the community's unique position. The actions strive to address housing supply, community preservation, and quality of life goals. The resulting

actions don't generally work in isolation. Instead, multiple actions work together to encourage types of housing development with the greatest need.

Housing Strategies Toolkit

Strategy A: Allocate Regional Partners and Funding Resources

Guiding Principle: *Invest in developing a regional response to housing needs, specifically for very and extremely low-income households, by coordinating a task force to share responsibilities of financial relief programs, marketing, educational resources, and collaboration with interjurisdictional partners.*

To meet the goals of the HB 1923 grant, made available by Washington State Department of Commerce (Commerce), the City of Buckley must obtain applicable and accessible funding resources to achieve the strategies outlined in the Housing Action Plan. Smaller cities historically have held smaller revenues compared to their neighboring 100,000 plus population counterparts. Revenue is generally reflected by the modest amenities, businesses, facilities, and infrastructure associated with a rural based city. Smaller cities also are more prone to impacts from regional or national economic events, such as Covid-19 pandemic in 2020. Obtaining and retaining significant government revenue to pursue affordable housing development can therefore be a daunting challenge for smaller jurisdictions.

Despite the size in jurisdictions, cities and counties alike in Washington State face the same challenge of providing affordable housing for cost burdened households. Shared challenges can include failure to interest banks and developers due to uncertain construction loan returns for decreased home values and retaining enough funding to pursue significant amendments to city housing procedures. However, cities can allocate various tools to obtain funding and find developers interested in pursuing affordable housing. Such tools can include local and preservation programs, homeowner rehabilitation assistance programs, alternative homeowner models, and regional housing funds. Diversity and variety in a city's housing toolkit will play a key role in the success of such tools.

For smaller cities that cannot provide project funding on their own, a Regional Housing Task Force is an innovative opportunity for cross-jurisdictional collaboration and organization. Pierce County has several rural based cities, such as Bonney Lake, Sumner, South Prairie, Wilkeson, and Orting. These cities may be eligible for partnering with Buckley to form a regional task force that pools resources, coordinates technical assistance, and stretches funding for their city's housing needs. The Task Force can assist Buckley in creating an accessible inventory of funds for site improvement, property acquisition, demolition, financing, relocation, and other construction related expenses. Opportunities for the community could be advertised by a Master Community Resources

Webpage, sharing resources across the region for housing assistance and development incentives available for integration in any Pierce County city. Interjurisdictional partnerships will be crucial for financing affordable housing projects pursued by the City of Buckley.

Goal 1: Develop a regional, coordinated response to housing needs.

- Action A.1.1 Regional Housing Task Force
- Action A.1.2 Regional Housing Fund
- Action A.1.3 Local Programs to Help Build Missing Middle Housing

Goal 2: Maintain quality of existing housing stock through partnerships.

- Action A.2.1 Preservation Programs
- Action A.2.2 Homeowner Rehabilitation Assistance & Need-Based Rehabilitation Program
- Action A.2.3 Direct Household Assistance
- Action A.2.4 Foreclosure Resources

Goal 3: Administer alternative housing tools to develop income restricted housing units.

- Action A.3.1 Fee Waivers or Reductions
- Action A.3.2 Alternative Homeowner Models
- Action A.3.3 Strategic Marketing of Housing Incentives

Strategy B: Create affordable housing opportunities for low- and moderate-income households.

Guiding Principle: Increase affordability of housing units for impacted income bands (extreme low income & moderate/above median income) through municipal code amendments.

Approximately 3,372 new housing units are needed to meet the 2044 growth target. As of 2020, Buckley has enough vacant or re-developable land to meet its growth targets. The challenge is how to utilize these lands to meet both the growth target and the desired needs of the community. This challenge is accompanied by the widening housing gap in the lowest and moderate-income ranges. Buckley will need to consider how to increase the supply housing for low- and moderate-income levels through incentives for affordable housing developments or by encouraging the provision of more rent-subsidized housing. One solution for both challenges is encouraging a larger variety of housing types, often referred to as “missing middle” housing. These types of housing are already permitted within the Buckley Municipal Code. Recently Buckley has had great success in developing these denser types of housing. The problem is that all of these units are built at market rate which is not only not affordable to low income households, they are largely out of reach of households earning the Area Median Income.

Missing middle housing increases housing density while retaining a scale familiar to many single-family residents. Middle housing bridges the gap between low-density single family

residential structures and high-density multifamily or commercial structures, and generally buffers between the zones. Examples of missing middle housing include duplexes, triplexes, townhomes, and low-rise mixed-use buildings. As of 2021, approximately three quarters (80%) of housing units in the city are single family homes. Amendment of City land use codes can address the inordinate housing supply through increasing diversity of housing units. Though actions to increase middle housing should be considered by the city, it is important to acknowledge that over two-hundred new multi-family units are in the City’s development pipeline. This is the largest multi-family housing boom in the city’s history.

Affordable housing is critical in supporting the livelihoods of workers and keeping residents within the city. In 2019, households in Buckley had a median income of \$77,512, which is slightly lower than the county median income of \$78,779. Market-rate housing is unlikely to be affordable for households with incomes attributed to a teacher, police officer, retail clerk, home health aide, or childcare provider. Younger and older households are also likely to struggle in finding market rate housing within their budget. In 2021, the median home value was \$532,000 which is more than double the median home value in 2010 (\$274,000). With today’s housing market and projected prices, home maintenance costs - let alone rent or mortgage payment costs - housing can be expected to be unaffordable and unattainable for cost burdened households.

Consideration for how to reduce site acquisition costs and zoning barriers for developers, contractors, and landowners is crucial for supporting affordable housing development. A wider variety of homes allow the people who have historically lived here to remain while accommodating the education and government workers that operate the city’s municipal services. More middle housing means more affordable home choices near jobs, schools, transit, and more options for first-time homebuyers. For a city which places high value in its residential character, middle housing will be a crucial resource for housing the community’s workers while preserving community character. Increasing housing variety is a necessary investment to accommodate the needs of the community, and the needs of generations to come.

Goal 1: Remove site acquisition cost barriers for developers, contractors, and landowners.

- Action B.1.1 Transfer of Development Rights for Affordable Housing
- Action B.1.2 Development Agreements
- Action B.1.3 Pre-Approved Building Plans
- Action B.1.4 Public and Surplus Land for Affordable Housing

Goal 2: Reduce zoning barriers for developers, contractors, and landowners.

- Action B.2.1 Density Bonus Program
- Action B.2.2 Lot Size Averaging
- Action B.2.3 Triplex and Fourplex Code Amendments

Goal 3: Create attainable and affordable rental and home ownership opportunities.

- Action B.3.1 Accessory Dwelling Unit Code Amendments
- Action B.3.2 Multifamily Housing Code Review & Amendment
- Action B.3.3 Rental Unit Code Enforcement
- Action B.3.4 Temporary, Subsidized, Emergency Housing, and Permanent Supportive Housing
- Action B.3.5 Multifamily Tax Exemption

Strategy C: Revitalize Commercial Areas

Guiding Principle: Improve city wide economic opportunities for businesses and the community workforce to make Buckley an attractive marketplace to grow businesses, provide living wage jobs, and develop housing opportunities. Enhance the economic landscape of Buckley, in and beyond the downtown subarea, to strengthen business interest and increase local access to adequate amenities and retail or professional services for all residents.

Providing a dynamic economic landscape creates a stable and versatile community. Buckley is primarily a single-family residential community but has mixed use, commercial and industrial zoned parcels with operating businesses. The jobs-to-housing ratio is 1.07, which means there are nearly as many housing units as there are jobs. According to PSRC, the major industry sectors available for employment in Buckley are Government (55%) followed by Education (15%) with a total of 1,224 jobs as of 2020. However, a majority of Buckley’s workforce lives outside the city, and a majority of residents work outside the city. During public engagement efforts (see *Appendix C*), revitalizing the city’s economic areas, such as the city-wide commercial areas, was identified as a good solution to attracting developer interest in the city, as well as providing much needed job opportunities for residents who live in Buckley. Revitalizing the city’s commercial areas is one potential solution for re-configuring a commuter town.

A revitalization plan for the city’s economic landscape will include three parts: (1) Defining, (2) Amending, and (3) Designating. The City will first have to consider how to define economic opportunities and obstacles. A market study could clarify what obstacles are within the City’s control and provide an internal opportunity for investment and resolution. An infrastructure audit would “round out” the market study by forecasting areas where infrastructure will be most strained from increased economic development and population. Secondly, the City will need to consider where commercial zoning regulations can be amended to increase flexibility and decrease regulatory burden on development. The emphasis on flexible standards could be mandated in the Planned Unit Development ordinance. Lastly, the City will need to designate a coordinator to organize and facilitate these changes, as well as secure funding for more long-term, strenuous efforts. Sequence of these suggested actions, or other actions of similar purposes, would be necessary for Buckley to consider distributing new businesses and infrastructure to the city.

As housing demand increases, dynamic business areas, accessible amenities, and adequate infrastructure are key to community resilience. If the next generation of Buckley residents cannot access adequate amenities and job opportunities, they will likely leave the city and take some of the town’s unique character with them. Continuing to realize commercial areas will transform Buckley into an attractive marketplace to grow businesses, provide living wage jobs, and develop housing opportunities, congruently helping the community exist in perpetuity.

Goal 1: Define Economic Opportunities and Obstacles.

- Action C.1.1 Market Study
- Action C.1.2 Infrastructure Audit

Goal 2: Amend subarea plan and neighborhood zoning regulations.

- Action C.2.1 Update commercial area related zoning and design standards
- Action C.2.2 PUD Ordinance

Goal 3: Designate resources for economic coordination and funding.

- Action C.3.1 Designate Economic Development Plan Coordinator
- Action C.3.2 Community Development Block Grant

Action Summaries

The City of Buckley should continually build on resources, collaboration, and public understanding to improve the implementation of housing strategies. Encouraging the development of new and existing partnerships with collaborations and organizations that serve low-income communities can ensure that Buckley is directing its resources towards the people who need it most. The following section summarizes each of the recommended actions.

Strategy A: Allocate Regional Partners and Funding Resources

Guiding Principle: Invest in developing a regional response to housing needs, specifically for very and extremely low-income households, by coordinating a task force to share responsibilities of financial relief programs, marketing, educational resources, and collaboration with interjurisdictional partners.

Goal 1: Develop a regional, coordinated response to housing needs.

Action A.1.1 Regional Housing Task Force.

Local jurisdictions can partner with each other to pool resources, coordinate technical assistance, and stretch funding for their city’s housing needs. The central Puget Sound Region is fortunate to have multiple housing coalitions formed by cities and local jurisdictions.

Who will participate?

Cities such as Bonney Lake, Sumner, South Prairie, Wilkeson, and Orting may be eligible for partnering with Buckley. The City of Enumclaw and the Tacoma and Pierce County Housing Authority are also eligible partners in coordination efforts. For cities like Enumclaw, the City of Buckley must consider the logistics of incorporating cities across county borders. Including a representative from Pierce County in a Regional Housing Task Force (RHTF) would be beneficial for leadership and collaborative consistency.

Why establish a RHTF?

Buckley will consider coordinating or participating in jurisdictional meetings of mutual needs so that no city is solely responsible for providing housing they may not realistically produce or incentivize. Through a RHTF, multiple cities with similar housing needs, planning needs, and populations can combine efforts to pool resources together. A RHTF can maintain a mutually shared Master Community Resources Webpage to provide residential support and market opportunities for nonprofit organizations or housing developers. RHTFs tend to get greater attention in grant applications and generate responses from the county or state for guidance and assistance. It is also financially beneficial for multiple cities to have one designated representative tasked with attracting different investors or developers to the region.

How can the city establish a RHTF?

All cooperating partners of the RHTF could enter into a Memorandum of Understanding (MOU) for the purpose of meeting the state's housing mandates. MOU agreements or other written documents amplify or clarify responsibilities and procedures. These written agreements may be entered into with agencies of the federal government, other state agencies, agencies of political subdivisions of the state of Washington, or with support or volunteer organizations. Nothing in those agreements shall directly change municipal codes but will guide how the task force operates.

One community development director and an economic representative from each City and the County would attend semi-regular meetings to discuss goals, concerns, issues, and any potential changes in the pipeline. There would be a relatively low investment for each City to dedicate a few hours each month to coordination. One City or Pierce County may bear a slightly greater workload for setting up Master Community Resources Webpage or tracking meeting minutes. Consideration for attaining funds to pursue a regional HAP may be beneficial for the RHTF, since regional responses to housing will generate more opportunities and flexibilities than an individual approach.

Action A.1.2 Regional Housing Fund

Buckley and its partners will need reliable access to funding to support existing subsidized units and reduce future development costs for subsidized housing. Buckley itself does not generate a significant level of sales tax revenue, approximately \$1,653,600 was generated in 2022. The city,

historically a rural community, is experiencing a demographic shift into a suburban commuter town. While the GMA requires cities similar to Buckley's size, residential density, and character to plan for every economic segment of the community, attracting non-profit partners to invest in rural, undeveloped lands is difficult. These types of lands require significant up-front development costs for transportation and utility infrastructural improvements necessary for housing development. Smaller, changing cities are less likely to have meaningful funding necessary to create an incentive, assistance, or affordable housing programs. Therefore, Buckley may seek to establish partnerships with other cities in the Mount Rainier Basin that experience similar financial constraints in low-income housing planning. Cities such as Enumclaw, Bonney Lake, Sumner, South Prairie, Wilkeson, and Orting may provide feasible partnerships.

A Regional Housing Fund will help public and mission-driven organizations maintain affordable units and create opportunities for cost-burdened and low-income households. This action encourages a preservation fund, a dedicated source of funding that the City and its partners can use to acquire properties, offer low-interest financing to support non-profit management when property values may increase, provide property maintenance on significant housing improvements, and extend or attach the affordability periods tied to existing lands. This fund will ensure that currently affordable properties are not lost due to deteriorating property conditions, expiring subsidies, or subsidy opt-outs. Preservation funds have historically supported development for private developers, financial institutions, and philanthropic foundations (or partnerships between these entities).

Action A.1.3 Local Programs to Help Build Missing Middle Housing

Missing middle housing are attractive home models because they increase housing density and diversity while retaining a scale like single-family residences. Local programs allow development of middle housing types through the direct financing of projects. Washington State House Bill 2343 amended the list of encouraged actions to increase residential building capacity to include programs which offers homeowners a combination of financing, design, permitting or construction support to build ADUs or convert existing single-family homes into a duplex, triplex, or fourplex. Buckley can apply for funding available in state programs, such as the past Incentive Program (HB 1923 (2019)/HB 2343 (2020)), to allocate funding for City projects. Buckley's RHTF should regularly monitor online resources, such as the Municipal Research and Services Center of Washington State, to keep tract of new local programs offering funding for the city's middle housing projects. Development of a local program inventory would be beneficial for the success of this action.

Goal 2: Maintain quality of existing housing stock through partnerships.

Action A.2.1 Preservation Programs

Municipalities can establish educational programs to provide information and resources for middle housing projects. Many of these programs are considered extensions of partnerships with

existing groups and programs. A challenge with pursuing these programs is acquiring funding for small cities to afford implementation. The City has recognized that adequate financial resources and staff are required before implementing these programs. Strategic marketing will also be vital to the success of these programs, such as considering marketing services provided by United Way Partnerships. Opportunities with other non-profit and NGOs should also be marketed to the city's community. Examples of programs that would be beneficial in community outreach events or resources include the following:

Tax Incentives for Maintenance and Rehabilitation of Unsubsidized Rental Properties. Improving properties can result in higher property taxes, based on the cost incurred from such improvements. The risk of higher property taxes may defer property owners from investing in improving their property. Providing tax relief programs can incentivize owners to invest in maintaining their properties and their tenant's welfare. Tax incentives or policies may also deter rapid rent growth rates by reducing the likelihood that the properties are substantially rehabilitated and repositioned to rent at much higher levels (or demolished to make way for luxury multifamily units). The City could consider working with Pierce County to create tax assistance programs to fully fund required unit improvements in the community. Supplemental funding through other subsidy programs could also provide the necessary financial relief (e.g., Low-Income Housing Tax Credit, Grants, or Low Interest Loans) to preserve the city's existing housing stock. Please see the following link for additional tax incentive for property maintenance and rehabilitation information: <https://localhousingsolutions.org/housing-policy-library/tax-incentives-for-the-maintenance-and-rehabilitation-of-unsubsidized-affordable-rental-properties/>

Housing Preservation Program Grants. These grants maintain multifamily residential sites to retain existing and affordable city housing stock. Grant programs are generally made available by the Washington State Department of Commerce ("Commerce") to fund major building improvements already operating under existing affordable housing contracts with the state. Similar to Action A.2.2 below, major improvements include upgrading, remodeling, and maintaining units. New units will not be eligible for fundings under this type of program. A City inventory of affordable housing units contracted under Commerce is beneficial for the success of this action. Please see the following link for additional grant program information: <https://www.commerce.wa.gov/building-infrastructure/housing/housing-preservation-program/>

Advertising of preservation grant opportunities in partnership with Commerce and U.S Department of Agriculture (USDA). The Housing Preservation Grant sponsored by the USDA grants repair and rehabilitation of low and very low-income households, specifically for rural citizens of the United States and rural areas with 20,000 people or less. Rental properties can also receive assistance if an agreement is made to make units affordable for low-income households. Besides repairing and replacing foundations, roofs,

insulation, heating systems, etc., the funds may also be utilized for administrative expenses. Cities can pursue applications on an annual basis by submitting a Notice of Solicitation of Application (NOSA) in the Federal Register. Please see the following link for additional information regarding USDA grant programs offered in the past: <https://www.rd.usda.gov/programs-services/single-family-housing-programs/housing-preservation-grants>

Action A.2.2 Homeowner Rehabilitation Assistance & Need-Based Rehabilitation Program

The City can consider assisting nonprofit organizations, state and local governments, and public housing authorities in implementing safety and functional home modifications and limited repairs to meet the needs of low-income, elderly homeowners. Older adults are vulnerable to injuries such as falls, and assistance that enables them to make even modest changes can substantially impact their well-being and improve their functional abilities in their homes. Projects that address weatherization and energy efficiency improvements can improve long-term affordability for the homeowners by reducing monthly energy costs. The overall goal of these programs is to prevent displacement of low-income households in the community. Jurisdictions can provide home safety modification coverage for existing and new homes in several ways:

1. Subsidized loans or guaranteed loans
2. One-time grants for specific modifications
3. Nonprofit organization assistance – free or low-cost labor
4. Funds
 - a. HUD Community Development Block Grant
 - b. Housing Trust Funds
 - c. HOME Investment Partnerships Program block grants
 - d. Medicaid Home and Community Based Services waivers
5. Coordination with neighboring jurisdictions to assist in management of programs
6. Offer favorable financing terms or time-limited tax abatements to qualified homeowners.

The City will need to consider how to allocate administrative resources to monitor projects and the re-payment of loans. It is therefore recommended that administrative efforts for this action are coordinated through the RHTF.

Action A.2.3 Direct Household Assistance

Direct household assistance programs can be implemented through many different mechanisms, but all provide monetary assistance directly to low-income renters, owners, first-time homebuyers, and other vulnerable housing groups. Forms of assistance can include monthly rent and utility support, grants, or loans. For example, utility reduction programs can be administered by the City's public safety entities. These departments include code enforcement, police, ambulance, local fire, local hospitals, and the county health department. Food and health programs administered by community organizations could also provide substantial relief to low-

income households. These organizations can include food banks, domestic violence services, mental health services, senior and disabled services, and United Way Health/Human Resources.

Direct household assistance can be distributed directly through the City or community-based organization partnerships. This program is currently provided by Pierce County and is eligible for Buckley residents. Strategic marketing of this program will be essential for the success of its available resources in the community. Buckley will seek to coordinate marketing efforts for this action through the RHTF. This program would require adequate funding for implementation, funds that the City does not currently have. The RHTF would need to allocate efforts into situating funds for the program.

Action A.2.4 Foreclosure Resources

Foreclosure intervention counselors serve as intermediaries between homeowners and financial institutions to advocate for at-risk homeowners in need of budgeting assistance, refinanced loan terms, or repaired credit scores. Cities can use a housing trust fund to support these programs, or community land trusts can step in to purchase a foreclosed property, helping to restore ownership for residents. The Washington State Foreclosure Fairness Program provides Washington homeowners foreclosure assistance by offering free housing counseling, civil legal aid, and foreclosure mediation.

At a local level, this program is currently administered by Pierce County and is eligible for Buckley residents. Strategic marketing of this program will be essential for the success of its available resources in the community. Buckley will seek to coordinate marketing efforts for this action through the RHTF. This program would require adequate funding for implementation, funds that the City does not currently have. The RHTF would need to allocate efforts into situating funds for the program.

Goal 3: Administer alternative housing tools to develop income restricted housing units.

Action A.3.1 Fee Waivers or Reductions

Fee waivers reduce the up-front construction costs for residential development, increasing potential housing supply in the city. Fees, such as impact, utility connection, and project review fees, can significantly increase the end cost of residential unit development. The City should establish a process to support fee waiver policies to increase housing supply and type. This process can be initiated through standard guidelines that identify which housing type is eligible for fee waivers, a schedule to determine what portion of fees are waived, and a formal application process for interested developers to request these funds. Outreach should be conducted in the early stages of application process, such as during pre-application meetings, to ensure developers are aware of these incentives.

One example of where fee waiver or reduction programs can potentially benefit development in the city is reducing fire sprinkler costs for multifamily units. The City adopted Appendix U and Appendix V of the International Residential Code in September 2022 to include residential sprinklers for all residential occupancies, except for detached, single-family dwellings with less than 5,000 square feet of livable space. Therefore, fire sprinklers are now required for 5,000 square foot or greater residential buildings or multifamily units. Fire sprinklers can add thousands of dollars to development costs, potentially out pricing smaller developers. For the purpose of retaining developer interest in affordable housing, the City can consider establishing a fee waiver or fee reduction program specific to fire sprinkler systems or other notable housing cost barriers. The City could also lobby a grant with state representatives or the Public Works Board to cover the costs of sprinkler installations for affordable housing units.

Utility, impact, connection, and traffic fees are just some of the capital required to maintain City services. The City would need to evaluate the cost-benefit of reducing development fees through alternative municipal codes and fee schedules. Reducing development fees in one sector may add fees to another in order to balance City funds that pay for infrastructure improvements. The City will need to identify where potential cost off-sets would be distributed to determine the feasibility of this action.

Action A.3.2 Alternative Homeowner Models

Buckley could encourage the development of alternative homeowner models, specifically those which provide benefits that many traditional market mechanisms cannot. There are a variety of models the City could implement, such as community land trusts, limited equity cooperatives, and lease purchasing programs. The goal of these programs is to support low- and moderate-income families as they build equity. Community land trusts separate the ownership of land from buildings to hold land in a state of affordability while allowing homeowners control and security of their property. Limited equity cooperatives build resale price restrictions into developments derived from a formula determining property sales. Limited equity cooperatives involve a group of residents who share in the cooperative. This cooperative is created as part of the development process. Lease purchasing programs allow potential buyers to lease a house for a period before they buy it. Buyer will therefore be able to build credit and save enough money to purchase housing units. Implementing these alternative homeowner models could stabilize housing prices in the city.

Strategic marketing of this program will be essential for the success of its benefits in the community. The City of Buckley will coordinate marketing efforts for this action through the RHTF. This program would require adequate funding for implementation, funds which the City does not currently have. The RHTF would need to allocate efforts into situating funds for the alternative homeowner model.

Action A.3.3 Strategic Marketing of Housing Incentives

Housing incentives work best when the developers are aware of their benefits. Due to the often-buried nature of municipal code, there may be a lack of awareness that the City might offer these opportunities. The City may consider developing marketing materials for affordable housing incentives, including a website dedicated to demonstrating available incentives and the benefits conferred to typical projects. The website could also include a publicly available framework showing a range of expected outcomes for projects with a given set of attributes. In Buckley, the housing stock could greatly benefit from the better publication of missing middle housing permitting and resources to developers and landowners. The RHTF can consider maintaining a Master Community Resources Webpage dedicated to financial resources for cost-burdened households.

Strategy B: Create affordable housing opportunities for low and moderate income households

Guiding Principle: Increase affordability of housing units for impacted income bands (extreme low income & moderate/above median income) through municipal code amendments.

Goal 1: Remove site acquisition cost barriers for developers, contractors, and landowners.

Action B.1.1 Transfer of Development Rights for Affordable Housing

A transfer of development rights (TDR) program relocates development potential from properties in designated “sending areas” to sites in designated “receiving areas”. Rural landowners sell development rights to private developers who have resources to build with increased density in designated unincorporated urban areas and partner cities. Developers are financially awarded from purchasing development rights from the TDR program due to the additional dwelling units they are granted for their projects. Landowners can also retain development rights of their property through a conservation easement under a TDR, which in turn reduces landowner property taxes. On lands covered wholly or partly by critical areas, the City can implement the TDR program for areas restricted by Critical Areas Ordinance regulations and transfer density allowances elsewhere in the City’s limits. Critical areas will remain protected while the landowner and developer receive financial benefits through the program, and housing development continues in the city.

Action B.1.2 Development Agreements

Development Agreements (DA) are contracts negotiated between a developer and a local jurisdiction to specify the terms by which a proposed project moves forward. Development agreements are often used to resolve or mitigate site-specific issues not well addressed by standard development regulations. Cities typically process and approve development agreements for complex development projects and rezoning applications. Pursuant to RCW

36.70B.170(3), Buckley could implement development agreements with specific standards such as:

1. Affordable housing,
2. Residential densities and building sizes,
3. Impact fees and or other financial contributions,
4. Mitigation measures,
5. Design standards (height, setbacks, drainage, landscaping, etc.), and
6. Parks and open space preservation.

Vesting of regulations reduce potential financial risks to the developer. Development agreements may provide a financial incentive for developers to build affordable housing through assurances that development is vested to the regulations effective at the time of application throughout the term of the agreement. Buckley could consider developing an application for development agreement requests, amend pre-application meeting notes to include a brief section discussing development agreements, and adopting an ordinance to amend BMC Title 19 to include a Planned Unit Development chapter.

DAs can be processed by cities through different procedures. Two potential procedures Buckley could implement include the following:

Procedure A: (1) Applicant submits development permit application (Type I – IV) and DA application; (2) City staff recommends approval for a portion of the application not related to the DA; (3) City Council considers DA in a Public Hearing; (3) City Council approves DA by an ordinance or resolution; and (4) City records DA at County Auditor’s Office.

Procedure B: (1) Applicant submits an application for an urban planned development (UPD) or planned unit development (PUD) permit; (2) When development standards differ from those allowed in the development standards, a DA is initiated; (3) The DA and the UPD or PUD are processed concurrently; (4) City Council considers the UPD or PUD and DA in public hearing; (5) City Council approved the UPD or PUD and adopts DA ordinance; and (6) DA is recorded with County Auditor.

A City identified example of where a DA could be implemented in the near term is a Master Plan Overlay on land owned by the Washington State Department of Social and Health Services (DSHS), where the Rainier School rehabilitation center currently resides. The rehabilitation center sits on 340 acres served by existing roads and utilities. DSHS may close the school since residents are leaving the area. Buckley sees this as an opportunity to purchase land with existing infrastructure and produce a Master Plan Overlay with an incorporated DA. The DA would determine preferences for affordable housing, affordable senior housing, campus, retail, and

other opportunities. The Master Plan Overlay is one example of how the city can utilize DAs for affordable housing purposes.

Action B.1.3 Pre-Approved Building Plans

Pre-approved building plans are drafted by local architects and professionals to create a more streamlined, easy, and predictable permitting procedures for developers. The goal is to reduce permit costs and timeframes for individual projects by submitting a pre-approved plan to the City. Pre-approved buildings plans are commonly used in the state to permit and build accessory dwelling units. For example, this is procedure may be helpful for a property owner who intends to redevelop their land into duplex units for additional income. Buckley could consider City partnering with a local housing developer (ex: [MyKabin](#), [Micro-House](#)) to design a pre-approved building plan that meets all applicable and desired City codes. These efforts may reduce the overall permitting costs of developing smaller lots. The City will consider providing clear aesthetic, blank wall, and visual variation requirements for pre-approved building plans to avoid generic or inharmonious developments in the city.

Action B.1.4 Public and Surplus Land for Affordable Housing

The high land costs often present barriers to low-income group, affordable housing development. Pursuant to RCW 39.33.015, local governments can directly facilitate the development of affordable housing by making public land available for eligible affordable housing projects. Many different types of government real estate are used to enable this development. Vacant, underutilized, abandoned, surplus, or tax-delinquent private properties acquired by the government are examples of viable lands. These lands can also be donated or leased to affordable housing developers to reduce the cost of development and help make projects more financially feasible. Viable lands should be preserved by the City for future affordable housing opportunities.

Economic growth inevitably drives up the land costs. Because of this, it's beneficial to invest in future lands for subsidized housing now to reduce development costs for future non-profits. A City land use study should be conducted to develop an inventory of surplus properties. The City could also consider creating a digital map highlighting available surplus and underutilized properties. The map could be posted to the Buckley website or the RHTF Master Community Resource Webpage for local jurisdictions, non-profits, and developers to review. Advertisement and education of such resources are key to maximize opportunities and production of affordable units.

Goal 2: Reduce zoning barriers for developers, contractors, and landowners.

Action B.2.1 Density Bonus Program

Density bonuses are an incentive-based tool that allows developers to increase the maximum allowable development on a property, whether through increasing developed square footage or increasing the number of developed units to a greater amount than what is ordinarily allowed by

the existing zoning code. In exchange for increasing density, the developer commits to help the City achieve public policy goals. Public policy goals can include a specified number of below-market or affordable units in the proposed development. The developer is then able to recoup some, or all of the forfeited revenue associated with constructing affordable or below-market units. The City can provide density bonuses to encourage housing supply and housing types where existing amenities are within proximity to the development.

Per BMC 19.23 & 19.24, density bonuses are only allowed for Cottage or Cluster Developments. To increase developer interest in building middle housing, the City could consider allowing an increase over the baseline permitted density (approximately 10 – 20%) in exchange for building affordable units. The density bonus program could be administered through a municipal code amendment, integrating Floor Area Ratio Standards in middle housing development standards. Floor area ratio (FAR) is the ratio of a building's total floor area (gross floor area) to the size of the piece of land upon which it is built. The density bonus program could also offer bonuses by number of total units proposed. For example, if the developer proposes to build the minimum number of affordable units required by the program, they may be awarded additional density by building one additional unit if it is designated "affordable" to low-income households.

Action B.2.2 Lot Size Averaging

Lot size averaging allows the size of individual lots within a development to vary from the zoned maximum density, provided that the average lot size in the development as a whole meets that maximum. Housing can then be developed on lots smaller than otherwise permitted in a zone, allowing for greater densities in some areas and more housing choices throughout the development. This can be especially helpful for lots that are encumbered by flooding, wetlands, or other critical areas. The City could consider amending BMC Title 18 to create a Lot Averaging Chapter for subdivision proposals. The new subdivision chapter could include language allowing a percentage of lots to contain an area less than the prescribed minimum for the zoning district if the overall total lot average meets a city-specific area threshold.

Action B.2.3 Triplex and Fourplex Code Amendments

Townhomes and duplex units are separately defined in BMC Chapter 19.12 and are categorized as separate permitted uses in BMC 19.20.130. Per BMC 19.12.160, "dwelling, multiple family" is defined as a building designed exclusively for occupancy by three or more families living independently of each other, and containing three or more dwelling units, as well as townhomes. By definition, triplex and fourplex units can be incorporated under the "dwelling, multiple family" definition. To support the development of middle housing in Buckley, and specifically encourage triplex and fourplex units, both unit types should have their own definition in Chapter 19.12 and be separated as their own residential permitted use in BMC 19.20.130. An ordinance should amend Title 19 to create clear and specific development standards for triplex and fourplex development and support single family residence conversion into these unit types through existing permitting processes.

Goal 3: Create attainable and affordable rental and home ownership opportunities.

Action B.3.1 Accessory Dwelling Unit Code Amendments

Adjusting development standards for preferred housing types can help lower development barriers. More relaxed standards can change the incentive for development from market-rate housing to affordable housing. Cities can consider allowing exceptions to specific development while preserving those standards which preserve health, safety, and essential community character. Similarly, simplifying and clarifying development standards for housing types can encourage their construction.

In Buckley, Accessory Dwelling Units (ADUs) are strongly encouraged by the community as a solution to affordable housing. ADUs are permitted outright in each residential zoning district, subject to accessory use requirements per Chapter 19.22 BMC. ADU review could be expedited with preapproved City plans for ADU designs that fulfill code requirements. Expediting would make it easier for homeowners to conceptualize, design, and construct ADUs on their properties. As noted in Appendix D, the City will need to update its ADU regulations to comply with recent state law.

Action B.3.2 Multifamily Housing Code Review & Amendment

Multifamily development is a permitted use per BMC 19.49. Regulating the maximum number of units per acre is one of the most commonly used zoning tools in Washington State to regulate multifamily, mixed-use districts, and the intensity of residential development. Through a form-based code lens, the City can focus on the height, bulk, and design of buildings instead of a maximum dwelling unit per acre requirement. Additional setback, parking, and design standards can also be considered to preserve the existing aesthetics of the surrounding uses. A form-based code and development review is commonly adjoined with neighborhood residential zoning. Neighborhood residential zoning is a zoning district that provides combination of housing types and flexibility for developers, while still maintaining neighborhood characteristics.

Removal of development limitations through a zoning ordinance could increase accessibility to middle housing permitting. The City could conduct a density study to evaluate the appropriateness of current density regulations and remove development barriers. The City could consider revising the City of Buckley Multifamily Design Guidelines (July 14, 2020) to include additional waiver criteria specific to affordable units. Flexible height, bulk, and design standards may be implemented if the applicant demonstrates compliance with City-specific waiver criteria for affordable housing.

There are approximately 250 new multi-family units in the City's development pipeline. This is the largest multi-family housing boom in the City's history. After these multi-family projects are constructed, the City should review how well the design guidelines functioned in meeting the

intent of the regulations in place. A study should therefore be conducted by the City to monitor how well the City of Buckley Multifamily Design Guidelines performed since they were implemented in July 2020. Review of guideline performance will help the City determine how to further improve multifamily design guidelines and inform how to amend existing development regulations.

Action B.3.3 Rental Unit Code Enforcement

Tenant rights are an important component of ensuring housing supply is meeting resident needs. The livable quality and code conformity of rental units, as well as the likelihood of lost units or displacement, are impacted by the protection of tenant rights. Low-income households should not be forced to live in unsafe or unmaintained rental units because there are no other options within their income range. Code enforcement offices inspect rental housing for potential code violations. Inspectors will contact the landlord directly to ensure that housing codes are implemented, and all required permits are issued and "up to date". Landlords are notified when repairs are required. Code enforcement effectively "preserves" quality of existing units. Cities cannot afford to lose more middle housing units and should prioritize ensuring the units are operating as designed and remain safe, habitable homes. Investing resources and funding into code enforcement offices may not inherently add rental units to the city housing stock, but such efforts inherently preserve those units. Landlords that provide affordable or subsidized units can qualify for financial assistance through the recommended RHTF.

Action B.3.4 Temporary, Subsidized, Emergency Housing, and Permanent Supportive Housing

Temporary, Subsidized, Emergency Housing, and Permanent Supportive Housing is required under HB1220 to permit in residential and hotel use permitted zones. ESHB 1754 (laws of 2020) provides a framework for local governments to regulate hosting the homeless in temporary emergency facilities such as outdoor encampments, safe parking efforts, indoor overnight shelters and temporary small houses on property owned or controlled by a religious organization. The City could issue an ordinance for the purpose of amending BMC Title 19, and more specifically, BMC 19.20.130 to legalize temporary, subsidized, emergency housing, and permanent supportive housing in appropriate zoning districts.

Like other forms of allowed group or assisted living housing, supportive housing could be considered in Neighborhood Mixed Use, High Density Residential, or R-6,000 zoning districts. The Master Plan Overlay over the current Rainer School site could also be a feasible city location for temporary and emergency housing. Best practices for design and intensity of units for moderate, low, very low, and extremely low-income households would also need to be considered in conjunction with zoning amendments. There are also state level funding programs for this specific type of development:

<https://www.commerce.wa.gov/building-infrastructure/housing/housing-trust-fund/operations-and-maintenance-fund/>.

The RHTF Master Community Resource Webpage should advertise the financial assistance programs offered by the city and the state level funding programs available for applications.

Action A.3.5 Multifamily Tax Exemption

A multifamily tax exemption (MFTE) is a waiver of property taxes to encourage affordable housing production and redevelopment in “residential targeted areas” designated by cities. The main idea of these exemptions is to eliminate or reduce property taxes for owners intending to build multifamily family units. Property taxes for residential improvements are eliminated or reduced for a given number of years, while property owners hold responsibility for land taxes and non-residential improvements taxes like the commercial portion of a mixed-use building. The goal of MFTE programs is to address a financial feasibility gap for desired development types in the target areas, specifically to develop sufficient available, desirable, and convenient residential housing to meet the needs of the public. MFTE programs are designed to encourage denser growth in areas with the greatest capacity and significant challenges to development feasibility. The MFTE can be paired with inclusionary zoning to improve the financial feasibility of a project under affordability requirements. Cities can even limit MFTEs specifically to projects that contain affordability more effectively.

In 2021, Commerce amended the state Multi-Family Housing Property Tax Exemption (MFTE) program so that all cities and Clark, King, Kitsap, Pierce, and Snohomish counties may now participate. Smaller rural cities like the City of Ferndale have adopted the MFTE program in 2021. Programs offered are on an 8-, 12-, or 20-year basis. The eight-year exemption does not require affordable housing, but the 12- and 20-year options have additional requirements for cities to provide on-site affordable units. Cities are allowed to tailor the tax program to meet specific City policies. Mandates or services, building standards, and on-site improvements are some examples of potential City-specific adjustments that can be tailored to the tax program. Please see the following link for additional information regarding MFTEs:

<https://www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics/planning-for-housing/multi-family-housing-property-tax-exemption-program/>.

The City should consider the following components when deciding whether to pursue an MFTE:

1. Impacts of potential foregone tax revenues and shift of tax obligations.
2. Allocation of staff time to conduct regular monitoring, oversight, and reporting of the program.
3. A financial analysis to determine whether a clear development incentive would result from offering or approving a tax exemption.

Strategy C: Revitalize Commercial Areas

Guiding Principle: Improve city wide economic opportunities for businesses and the community workforce to make Buckley an attractive marketplace to grow businesses, provide living wage jobs, and develop housing opportunities. Enhance the economic landscape of Buckley, in and beyond the downtown subarea plan, to strengthen business interest and increase local access to adequate amenities and retail or professional services for all residents.

Goal 1: Define Economic Opportunities and Obstacles

Action C.1.1 Market Study

Careful analysis of the City’s existing zoning and funding conditions is required to determine present restraints and obstacles to economic development. A market study will clarify what obstacles are within the City’s control and provide an internal opportunity for investment and resolution. Restraints on economic development outside of the City’s control will require inter-jurisdictional cooperation and thoughtful planning efforts in the long term. A city-wide market study would provide the following information to inform an economic development plan:

1. Demand – What are the City’s current needs? What products and services are desired?
2. Market Size – How many people would be utilizing new services and businesses?
3. Economic Indicators – What are the city’s average income ranges and employment rates? What businesses would be beneficial to individual or combined income bands?
4. Location – Where do current consumers live, and where would future consumers live in conjunction with new businesses? What is the geospatial range of business impact on the community?
5. Saturation – How many businesses are currently available? Where are they available?
6. Costs – What will the community and city pay for new business development?
7. Return – What are the economic gains from new businesses?

More specifically, the market study can target areas of special interest to Buckley. Some City identified special interests include an Urban Growth Area, annexation of lands, and a Master Plan Overlay for the Rainer School rehabilitation center. The City of Buckley will examine city-wide opportunities for economic development to expand the potential reach of commercial benefits to the community.

Action C.1.2 Infrastructure Audit

A comprehensive audit of the City’s current infrastructure levels of service is being conducted along with a predicted demand analysis as part of the City’s larger Comprehensive Plan update. In Buckley, strategic infrastructure investments must be based on forecasts of the areas where infrastructure will be most strained from increased economic development and population. Analysis should consider an array of applicable sectors including highway corridors, tourism, and

utilities reduction programs. This infrastructure demand study must be linked to the recommended market study and land use study to properly plan for infrastructure investment, economic development, and appropriate land use designations. The audit should consider the following information for a well-rounded demand study:

1. Are sections of the downtown area sized for greater development and density?
2. Are areas of the commercial zoning districts sized for greater development and density?
3. Are the impact fees appropriately ratioed?
4. Are there opportunities for developers to receive price reductions? The City could map out areas eligible for fee reductions based on availability of services.
5. Parking levels of service required for residential uses.
6. Coordination with non-profits, local jurisdictions, or state and federal administration to allocate resources and grants to pursue state owned highway improvements.

The audit should place special emphasis on transportation infrastructure. The City has identified transit and transportation services as crucial elements to construction of affordable housing in the community. The audit will identify opportunities for future expansion. For example, can the City explore opportunities of extending the Enumclaw bus route into the Buckley downtown district? The bus route could be looped from Buckley back into Enumclaw to reconnect to the Auburn Transit Center bus line. Transportation needs and opportunities will be incorporated into how the city should update commercial area zoning and design standards to accommodate additional housing and economic development.

Goal 2: Amend subarea plan and neighborhood zoning regulations.

Action C.2.1 Update commercial area related zoning and design standards

An Economic Development Strategy should be prepared in conjunction with the Comprehensive Plan. Buckley has several subarea plans and neighborhood level zoning classifications to address unique local conditions and develop more customized goals, policies, land use plans and other strategies. The subarea plan and related development regulations encourage the revitalization of the city's downtown district and commercial areas. However, Buckley's subarea plans and overlay districts could be expanded to focus on the development of additional housing, offices, retail and commercial stores, and community amenities. Recommended components of the code and plans review include the following:

1. Update the Comprehensive Plan – Economic Development Element to reflect more integrated housing and jobs goals in the downtown area;
2. Amend zoning and design regulations to increase flexibility and decrease regulatory burden on development and redevelopment; and
3. Amend SEPA thresholds to reduce the burden of environmental review on most redevelopment projects within the Downtown Review District or other applicable districts.

Action C.2.2 PUD Ordinance

Planned Unit Development (PUD) is a zoning mechanism for flexibility in the grouping, placement, size, and use of structures on a large tract of land. A PUD is developed as a single entity, using a public process with design review. A quantitative, incentive-based Planned Unit Development (PUD) Ordinance is encouraged to incentivize living wage jobs and the provision of affordable housing for cost-burdened households. The PUD Ordinance is implemented on top of an existing base of development regulations and can be incorporated alongside the transfer of development rights and written permitting procedures. Incentives and tax breaks will be required to determine the financial incentives of a PUD and forecast developer interest in PUDs.

The 2015 Comprehensive Plan supports creating regulations for PUDs. The emphasis on flexible lot sizes, affordable housing, open space, and residential building unit sizes should be mandated in the PUD ordinance. More specifically, the PUD ordinance should include development regulations for both residential and commercial development that would consolidate zero lot line development, townhouses, cottage houses, and other housing types.

Goal 3: Designate resources for economic coordination and funding

Action C.3.1 Designate Economic Development Plan Coordinator

Economic development in Buckley is addressed by an internal interdisciplinary team. This team is composed of the Buckley Building and Planning Department, Buckley Chamber, Downtown Business Association, and the Buckley Parks Director ("Buckley's Economic Task Force"). The team is also informed by a city business survey. In the near term, this team would allocate time to work on a city economic development plan. In the long term and with additional available funding, an Economic Development Coordinator (or Economic Task Force Coordinator) would be designated and assigned to develop a city economic plan that would attract more businesses to the city, provide robust resources for development, coordinate City events (i.e. farmers markets, log show, etc.) that support the local economy, and provide an economic lens on zoning, regulations, and programs. The results of the market study will inform and guide the near- and long-term actions of the RHTE.

Action C.3.2 Community Development Block Grant

Community Block Grant Program (CDBG), sponsored by the U.S. Department of Housing and Urban Development, provides annual grants to states, cities, and counties to develop workable urban communities that include affordable housing, quality living environments, and expansion of economic opportunities. The program commonly emphasizes amenities for low- and moderate-income persons, and reinforces the following planning principles:

1. Empower communities to develop and implement strategies based on their own needs and values;
2. Consolidate planning efforts and establish cross governmental partnerships; and
3. Build capacities of partnerships by receiving technical assistance from HUD.

The CDBG can assist in enhancing downtown development infrastructure through funding development activities such as acquisition of real property, rehabilitation of residential and non-residential structures, construction of public facilities and improvements (i.e., water and sewer facilities), and general public services. Buckley could become eligible for a CDBG fund by proposing a subarea plan. Please note that construction of new housing is generally not eligible for the funds. The City of Buckley could partner with Pierce County to obtain access to CDBG funds. The City can also consider collaborating with Pierce County and the Human Services Citizen’s Advisory Board to determine if there would a representative available for the RHTF at the county level, and what opportunities are available for specific economic project types. A city lobbyist may also be invoked by the RHTF to lobby for advocacy of small cities and their economic needs at the county level.

Action	Next Steps		Timeline	Method of Accomplishing Action	Lead Party		Investment Level
STRATEGIC OBJECTIVE A: ALLOCATE REGIONAL PARTNERS AND FUNDING RESOURCES							
A.1.1	Regional housing task force	- Facilitate discussions with community to identify priorities for coordination - Identify other jurisdictions for potential cooperation and coordination's - Discuss priorities and resources with surrounding jurisdictions - Form Regional Housing Task Force	short term short term medium term medium term	Administrative Administrative Administrative Legislative	Planning Department Planning Department Planning commission City Council		low low Medium Medium
A>1.2	Regional housing fund	- Facilitate community discussions to identify priority for use of housing funds. - Discussions with surrounding jurisdictions to coordinate funding priorities - Radify funding sources and priorities among regional partners - Collaborate with Washington State Housing Finance commission to market to qualified residents in the community	short term short term medium term medium term	Administrative Administrative Legislative Administrative	Planning Department Regional Housing Task Force Regional Housing Task Force Regional Housing Task Force		low low Medium low
A.1.3	Local Programs to Help Build Missing Middle Housing	- Facilitate discussion with the community, Planning Commission, and City Council to build local programs that encourage the development of missing middle housing - Identify and inventory existing parcels that can accommodate missing middle housing with current code - Codify incentives to encourage the conversion of single family residences to forms of missing middle housing - Create a program to educate the public about the benefits of missing middle housing and incentives available for developers - Continually inventory available resources and streamline the process to build missing middle housing	short term short term medium term medium term medium term	Administrative Administrative Legislative Administrative Administrative	Planning Department Planning Department City Council/ Planning Commission Regional Housing Task Force Regional Housing Task Force		Low Low medium low Medium
A.1.4	Preservation Program	- Review existing preservation and rehabilitation programs and recommend improvements to better provide incentives to the community - Identify and reach out to potential non-profit partnerships (United Way, Commerce, USDA) that could better provide resources to community members from collaborative efforts - Review current outreach practices to inform residents and identify potential improvements to increase impact of existing and new programs and partnerships - Implement both impact outreach and education program.	short term short term short term medium term	Administrative Partnership Development Administrative Administrative	Planning Department Planning Department Planning Department Planning Department		Low Low Low medium
A.2.1	Homeowner rehabilitation assistance and Need Based Rehabilitation Program	- Conduct public outreach to determine most needed forms of rehabilitation - Identify funding sources, both within the city's existing budget, from new city sources, and through regional partnerships - Create program to allocate identified sources of funding through high impact forms of rehabilitation identified thorough public outreach.	short term medium term medium term	Administrative Administrative Legislative	Planning Department Planning Department City Council/ Planning Commission		low low Medium
A.2.2	Direct Household Assistance	- Identify and develop partnerships with local housing assistance providers. - Identify funding sources, both within the city's existing budget, from new local sources, and through regional partnerships - Conduct public outreach to inform community of existing and new forms of household assistance	short term medium term medium term	Administrative Administrative Administrative	Regional Housing Task Force Planning Department Regional Housing Task Force		low Medium low
A.2.3	Foreclosure Resources	- Public outreach and education to make community more aware of the Washington State Foreclosure Fairness Program - Partnership with Pierce County to identify groups most in need of foreclosure resources - Investigate hiring foreclosure intervention counselors - Strategic marketing of new partnerships, resources, and programs developed	short term short term short term medium term	Administrative Administrative Administrative Administrative	Planning Department Planning Department Regional Housing Task Force Regional Housing Task Force		low low medium medium
A.3.1	Fee Waivers or Reductions	- Investigate financial feasibility of Fee waiver program - Identify appropriate fees to waive and appropriate reduction levels for different project types - Strategic marketing of fee waiver or reduction program	short term medium term medium term	Administrative Administrative Administrative	Planning Department Planning Department/ Consultant Planning Department		low low Medium
A.3.2	Alternative Homeowner Models	- Review code to determine code changes that encourage or inform the development of alternative homeowner models - Facilitate discussions and propose code amendments with the community, Planning Commission, and City Council to allow and streamlining review for alternative home models	short term short term	Administrative Administrative	Planning Department Planning Department		Low Medium
A.3.3	Strategic Marketing of Housing Incentives	- Review existing marketing efforts of housing incentives for developers and for residents - Review existing housing incentive programs - Facilitate discussions or workshops for residents and developers to increase opportunities of information sharing	short term short term short term	Administrative Administrative Administrative	Planning Department Planning Department Planning Department		Low Low Low
STRATEGIC OBJECTIVE B: CREATE AFFORDABLE HOUSING OPPORTUNITIES FOR LOW AND MODERATE INCOME HOUSEHOLDS							
B.1.1	Transfer of developmennt rights for affordable housing	- Identify sending and receiving sites desired characteristics. - Draft code framework to support Transfer of Development Rights program - Adopt Transfer of Development Rights program and integrate into existing municipal code	short term medium term medium term	Administrative Administrative Legislative	Planning Department Planning Department City Council/ Planning Commission		medium medium medium
B.1.2	Development Agreements	- Contact local developers to identify developer desired incentives and establish open lines of communication. - Determine through what procedure developer agreements should be processed.	short term short term	Administrative Legislative	Planning Department Planning Commission		low low
B.1.3	Pre-Approved Building Plans	- Reach out to architects to solicit a suite of building plans adherant to code - Draft code framework to support preapproved building plans - Adopt preapproved building plans	short term medium term Long term	Administrative Administrative Legislative	Planning Department Planning Department/ Consultant City Council		medium low low
B.1.4	Public and Surplus Land for Affordable Housing	- Identify characteristics of sites most desirable for public housing placement - Inventory publically owned land and evaluate feasibility for each site - Conduct community outreach to gather project buy in and community desires - Determine site(s) for further affordable housing development feasibility - Establish partnerships with developers to plan and draft affordable housing on public land	short term short term medium term long term long term	Administrative Administrative Administrative Administrative Partnership Development	Planning Department Planning Department Regional Housing Task Force Planning Department Planning Commission		medium Medium Medium medium high
B.2.1	Density Bonus Program	- City identification of appropriate public benefit goal. - Review similar density bonus programs in neighboring cities - Determine what areas of the city would be most successful from the application of density bonuses - Creation of zoning code program to allow larger bulk density in exchange for the public benefit goal.	short term short term medium term long term	Administrative Administrative Administrative Legislative	Planning Department Planning Department Planning Department City Council/ Planning Commission		Low Low Medium high
B.2.2	Lot Size Averaging	- Facilitate neighborhood conversations on the benefits to lot size averaging - Draft code to permit lot size averaging - Permit lot size averaging for new developments - Conduct additional studies to understand what the City's capacity is to reduce minimum lot sizes	short term medium term medium term medium term medium term	Administrative Administrative Legislative Legislative Administrative	Planning Department Planning Department/ Consultant City Council Planning Department		Low High High Medium
B.2.3	Triplex and Fourplex Code Amendment	- Draft code framework to support integration of separate definitions and separate permitted uses for triplex and fourplex - Adopt code framework - Conduct strategic marketing to make development community aware of changes	short term Long term Long term	Administrative Legislative Administrative	Planning Department/ Consultant City Council Planning Department		low Medium low
B.3.1	ADU Code Ammendments	- Draft code framework to support expedited ADU review and streamlined development process - Adopt code framework - Conduct strategic marketing to make Buckley community aware of changes	short term medium term Long term	Administrative Legislative Administrative	Planning Department/ Consultant City Council Planning Department		low Medium low
B.3.2	Multifamily Housing Code Review & Amendment	- Conduct public outreach to determine desired form in different areas of the city - Draft Code framework to support alternative regulation of Multifamily housing - Adopt code framework	short term medium term Long term	Administrative Administrative Legislative	Planning Department City Council Planning Department		low low Medium
B.3.3	Rental Unit Code Enforcement	- Investigate hiring code enforcement officials - Identify and hire code enforcement officials - create and maintian list of all rental units along with code infractions	short term medium term medium term	Administrative Administrative Administrative	Planning Department Planning Department Planning Department		low medium low
B.3.4	Temporary, Subsidized, Emergency Housing, and Permanent Supportive Housing	- Facilitate community conversations to determine demand and preferred location for emergency housing - Identify and work with potential community partners to identify partners and resource availability - Inventory potential sites for temporary emergency housing - Determine temporary emergency housing site and management partnerships.	short term medium term medium term long term	Administrative Administrative Administrative Administrative	Regional Housing Task Force Regional Housing Task Force Planning Department Planning Department/ Regional housing Task Force		Medium Medium Medium Medium
B.3.5	Multifamily Tax Exemption	- Determine residential targeted areas through public outreach and zoning feasibility - Draft Multifamily Tax Exemption Program - Adopt Multifamily Tax Exemption Program	short term medium term Long term	Administrative Administrative Legislative	Planning Department Planning Department City Council/ Planning Commission		Medium low Medium
REVITALIZE COMMERCIAL AREA							
C.1.1	Market Study	- Determine funding source and whether city will conduct study in house or throughconsultant - Conduct Market study - Disperse study to community stakeholders and follow any recommendations form study	short term medium term Long term	Administrative Administrative Administrative	Planning Department Planning Department/ consultant Planning Department		low high low
C.1.2	Infrastructure Audit	- Review infrastructure priorities and past infrastructure investment - Determine funding source and whether city will conduct study in house or throughconsultant - Conduct audit - Disperse audit results to community stakeholders and follow any create capital facilities priorities or infrastructure required in new developments	short term short term medium term Long term	Administrative Administrative Administrative Administrative	Planning Department Planning Department Planning Department/ consultant Planning Department		low low high low
C.2.1	Update Downtown Related Zoning and Design Standards	- Conduct public outreach to determine desired community desires for subarea and neighborhood forms - Identify priority for subarea and neighborhood zoning classifications updates - Draft updates to subarea plans and neighborhood zoning classifications in order of priority - Adopt subarea plans and neighborhood zoning classifications.	short term short term medium term Long term	Administrative Administrative Administrative Legislative	Planning Department Planning Department Planning Department/ consultant City Council/ Planning Commission		Medium low high Medium
C.2.2	PUD Ordinance	- Conduct public outreach to determine community desires for PUDs - Draft PUD code - Adopt PUD code	short term medium term Long term	Administrative Administrative Legislative	Planning Department Planning Department/ Consultant City Council		low Medium low
C.3.1	Designate Economic Development Plan Coordinator	- Economic Task force begins work on an Economic Development plan - City creates economic development coordinator position and hires candidate - Economic development coordinattor continues with Economic Development Plan and further economic development efforts	short term medium term long term	Administrative Administrative Administrative	Planning Department Planning Department Planning Department		low Medium Medium
C.3.2	Community Development Block Grant	- Identify focus of CDBG, perhaps through the subarea plan effort or to provide specific amenities to low or medium income communities - Apply for CDBG through the HUD - Annlu FRGR Grant to subarea plan or whichever amenities planned for	short term medium term Long term	Administrative Administrative Administrative	Planning Department Planning Department Planning Department		low low low

RDI Report

Racially Disparate Impact Report

Introduction

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. This report satisfies new requirements set forth by recent State Legislation, specifically HB 1220. This bill expands the role of the Housing Element to also “[identify] local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing” (RCW 36.70A.070.2.e).

This report follows Department of Commerce methodology to identify population trends and discrepancies and to locate mechanisms that could lead to these different outcomes. In particular, it seeks to identify factors that may contribute to different rates of homeownership and other indicators of wellbeing for racial and ethnic minorities in Buckley.

Local History

The Lushootseed word **bəqəlšut**, anglicized as “Muckleshoot,” originally referred to the prairie located between the Green and White Rivers, the latter of which forms the northern border of the City of Buckley. Many indigenous groups inhabited the Muckleshoot prairie and its surrounds, including settlements along the

present-day White River. The Muckleshoot Tribe of today are not a single historic group but are instead the descendants of several of these tribes, and as such are named for the reservation established on the prairie in 1857. It was the Muckleshoot ancestors who first stewarded and inhabited Buckley before the arrival of white settlers.

Identifying Discriminatory Historic Practices

Over the last several decades, state institutions such as the University of Washington, have worked to identify practices that have contributed to long term discrepancies in intergenerational wealth, public health and other indicators of wellbeing between people of color and white people in Washington State. Two of the most pernicious practices, started in the 1930s, and broadly practiced across Washington State, included adding racially restrictive covenants to deeds in order to bar ethnic minorities from purchasing homes, and racial redlining (denying home loans) to would-be homeowners in majority minority neighborhoods. Redlining maps were produced in the 1930s by the Home Owners’ Loan Corporation, which categorized neighborhoods in American cities by perceived investment risk. These categories were often based on racial composition, which led to systemic disinvestment in minority communities.

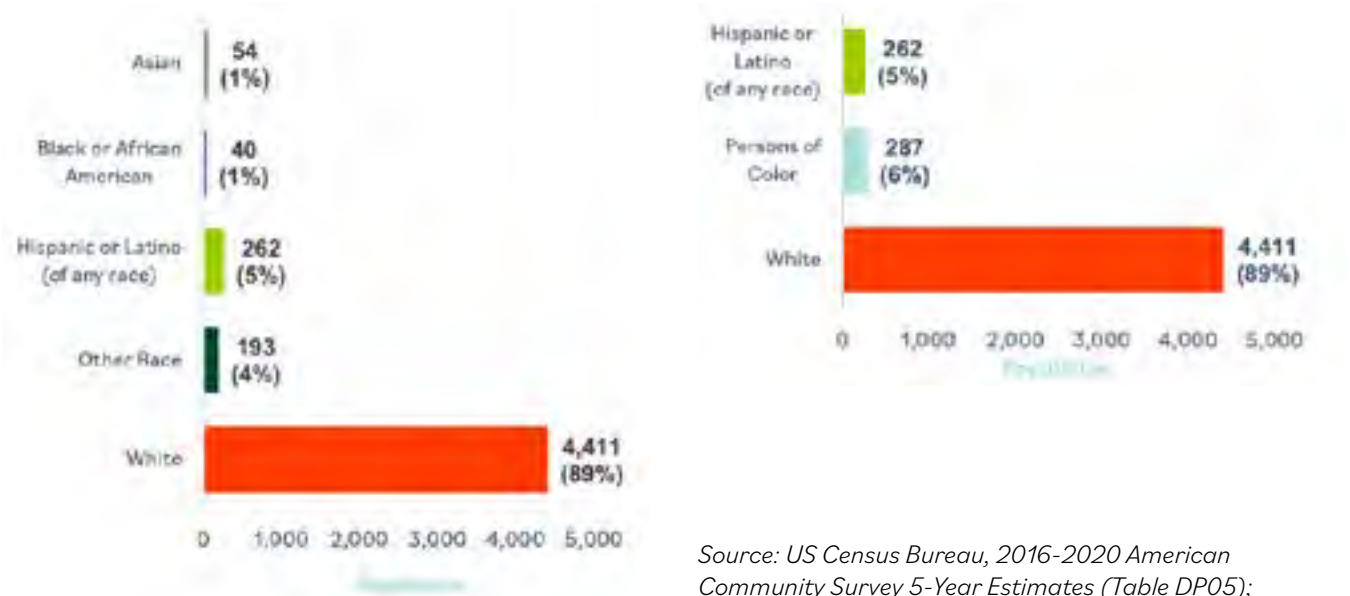
Such maps were created for larger cities in Washington including Seattle and Tacoma, but not for smaller cities in the Puget Sound Region. However, the legacy of these practices continues to shape access to opportunity almost a century later throughout the Puget Sound Region.

The Racial Restrictive Covenants Project from the University of Washington researches and catalogs instances in which racially restrictive covenants were historically attached to individual parcels or subdivisions. There are no recorded instances of racially restrictive covenants in the City of Buckley. Similarly, a redlining map was never produced for Buckley,

and no historic laws were in place that would have characterized Buckley as a “sundown town” for any minority groups.

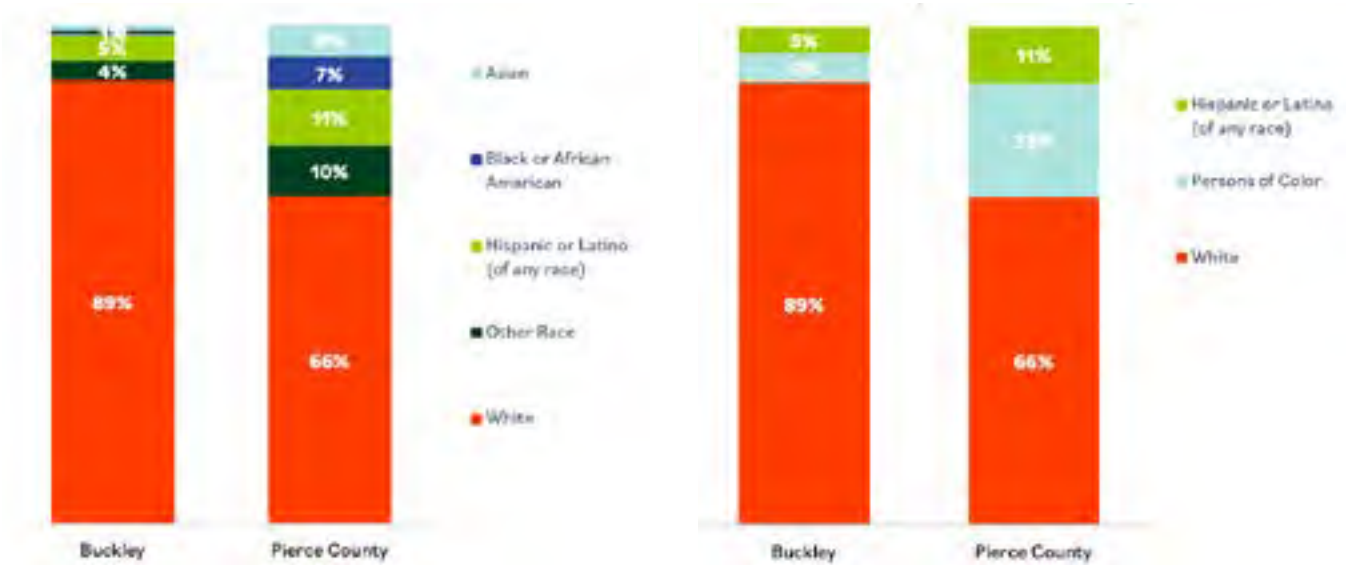
As indicated above, there is not a significant historical record of overt racially discriminatory practices in Buckley. Given the lack of historic information, it is difficult to know all the factors that have contributed to a proportionally small (compared to Pierce County at large) non-white population in Buckley over time (reviewing historic census tract data from the Racial Restrictive Covenants Project site, the non-white population in 1970 made up 1.8% of Buckley overall).

Figure RDI 1 & 1a. Buckley Population by Race/Ethnicity.



Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023

Figure RDI 2 & 2a. Race/Ethnic Group as a Proportion of Population, Buckley and Pierce Co.



Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023

However, The factors above suggest that the proportionally small population of people of color in Buckley is likely due to broad historical trends impacting the Puget Sound Region, including the widespread displacement of native peoples, and structural barriers and attitudes that prevented non-white people from owning land, producing exclusionary effects over time.

Identifying Disparate Impacts

Demographic Background

To identify potential disparate impact in the present day, the following data are disaggregated by race and ethnicity to isolate individual effects, typically compared against the white alone population. Additionally, affordability metrics and demographic data are

compared to Pierce County to evaluate potential racial exclusion against countywide trends.

Throughout this report, numbered figures with an “a” suffix indicate the aggregation of all non-white, non-Hispanic/Latino populations into a single category, Persons of Color or POCs. This is done for cohorts with relatively low representation in an overall population, such as those found in Buckley, in order to mitigate the effect of statistical unreliability in the case of smaller sample sizes. Therefore, this report adheres to the recommendation of Washington’s Office of Financial Management (OFM) regarding statistical reliability.

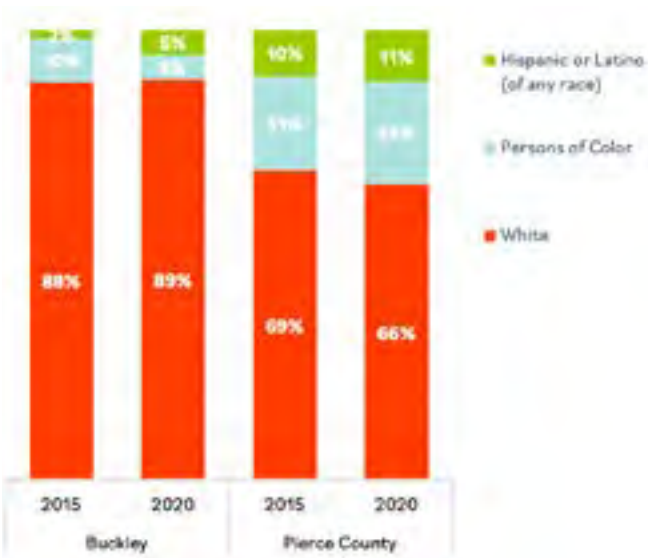
Figure 1 presents Buckley’s population by race and ethnicity from the 2020 American Community Survey (ACS) 5-year estimates. Figure 1a aggregates all persons of color to better visualize the size of the BIPOC population when compared to the white and Hispanic or Latino populations.

Figure RDI 3. 2020 Populations by Race/Ethnicity, Buckley and Pierce Co.

Race or Ethnic Category	Buckley 2020 Population	Pierce Co. 2020 Population
American Indian and Alaska Native (AIAN)	32	8,071
Asian	54	56,167
Black or African American	40	59,311
Hispanic or Latino (of any race)	262	100,534
Native Hawaiian and Other Pacific Islander (NHOPI)	40	12,560
Other Race	0	2,352
Two or more races	121	66,879
White	4,411	585,988
Total	4,960	891,862

Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023

Figure RDI 4. Change in Proportional Population 2015-2020, Buckley and Pierce Co.



Source: US Census Bureau, 2011-2015 and 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Dept. of Commerce, 2023

Figures 2 and 2a similarly show the racial composition of Buckley, but add in Pierce County as a comparison metric. In Buckley, the Hispanic/Latino population makes up half the resident proportion than it does compared to the County overall, while the populations of other races are all less represented in Buckley versus the County. **In fact, the overall percentage of persons of color (6%) in Buckley is barely a quarter of the percentage of persons of color across Pierce County (23%).** Figure 3 provides a full breakdown of the 2020 populations of Buckley and Pierce County to supplement these charts.

Figures 4 and 5 provide further insight into demographic changes over time, comparing the 2015 and 2020 populations of Buckley and Pierce County. While the population of

Figure RDI 5. Change in Population by Race/Ethnicity 2015-2020, Buckley and Pierce Co.

Race or Ethnic Category	Buckley			Pierce County		
	2015 Population	2020 Population	% Change	2015 Population	2020 Population	% Change
AIAN	67	32	-52%	8,003	8,071	1%
Asian	27	54	100%	48,962	56,167	15%
Black or African American	10	40	300%	53,391	59,311	11%
Hispanic or Latino (any race)	74	262	254%	81,898	100,534	23%
NHOPI	0	40	n/a	11,029	12,560	14%
Other Race	0	0	0%	1,137	2,352	107%
Two or More Races	339	121	-64%	51,798	66,879	29%
White	3,958	4,411	11%	565,734	585,988	4%
POC Population	517	549	+6%	256,218	305,874	+19%
Overall Population	4,475	4,960	+9%	821,952	891,862	+11%

Source: US Census Bureau, 2011-2015 and 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Dept. of Commerce, 2023

both areas has grown significantly, they see very different growth patterns across racial groups. Buckley's white population grew, both numerically and as a proportion of the overall population. Pierce County saw growth within the white population as well, but that was far outpaced by growth among nonwhite groups.

Examples include the population of residents identifying as "Some Other Race" - while in Pierce County these residents doubled over that period, in Buckley there was no change; the population was measured at 0 in 2015, and remained there in 2020. Similarly, those identifying as "Two or More Races" increased by nearly 30% across Pierce County, but saw a decline of 64% in Buckley. Once the largest non-white cohort in the City, this represents a dramatic contrast in migration patterns.

The Asian, Black, and NHOPI populations in Buckley did all see increases, though the relative percentages appear more extreme due to the

small existing populations (or nonexistent population, in the case of the NHOPI group).

The Hispanic/Latino population is today the largest non-white cohort in Buckley, and saw a significant increase of over 250%. Notably, the proportion of Buckley's nonwhite, non-Hispanic households declined from 10% in 2015 to 6% of the overall population in 2020. Pierce County saw this group grow from 21% to 23% over that period, another example of contrasting trends.

Taken as a whole, Buckley's 6% growth in POC residents overall is positive - but this figure is buoyed by growth in only one group, the Hispanic/Latino population, and does not reflect the growth in POC residents seen at the County level. Pierce County saw a relative increase in POC residents of 19% - over three times higher than that of Buckley. These data, along with previous findings, suggest potential exclusionary factors working against the growth of populations of color in Buckley.

Income Comparison Across Race

Demonstrated connections between household income and the race of income earners mean that income disparities themselves can be evidence of racially disparate impacts, potentially leading to exclusion. Figure 6 illustrates the income breakdown of Buckley's households, shown as white households, Hispanic/Latino households, and other households of color.

While white households clearly outnumber other groups, they are also the only cohort with households below Area Median Income (AMI) in Buckley. In fact, as demonstrated clearly in Figure 6, all Hispanic/Latino households and all households of color are shown to be at or above 100% AMI.

Figure 7 further investigates this finding by reviewing the same dataset from 2015 to identify any changes over time. While the sample size of Black households in particular was too small to

make meaningful measurements, it's clear that the proportional income of households of color has indeed risen over time. However, as shown in the demographic data, the number of non-Hispanic, non-white households has declined over time, and those households that remained in Buckley are all at or above 100% AMI.

Put another way, since 2015, poorer households of color have been leaving Buckley, leaving behind only those with more wealth and/or income. Overall, the number of nonwhite households declined from 146 in 2015 to 65 in 2020, a net loss of 81 households of color, all of which were below area median income.

Meanwhile, white households in Buckley also appear to be seeing a relative upward shift in wealth, but unlike households of color, added 295 households at or above Area Median Income since 2015. There were 475 white households added in total between 2015 and 2020, in contrast to the opposite trend of a declining number of households of color.

Figure RDI 6. 2019 Distribution of Buckley Households by Income and Race/Ethnicity.



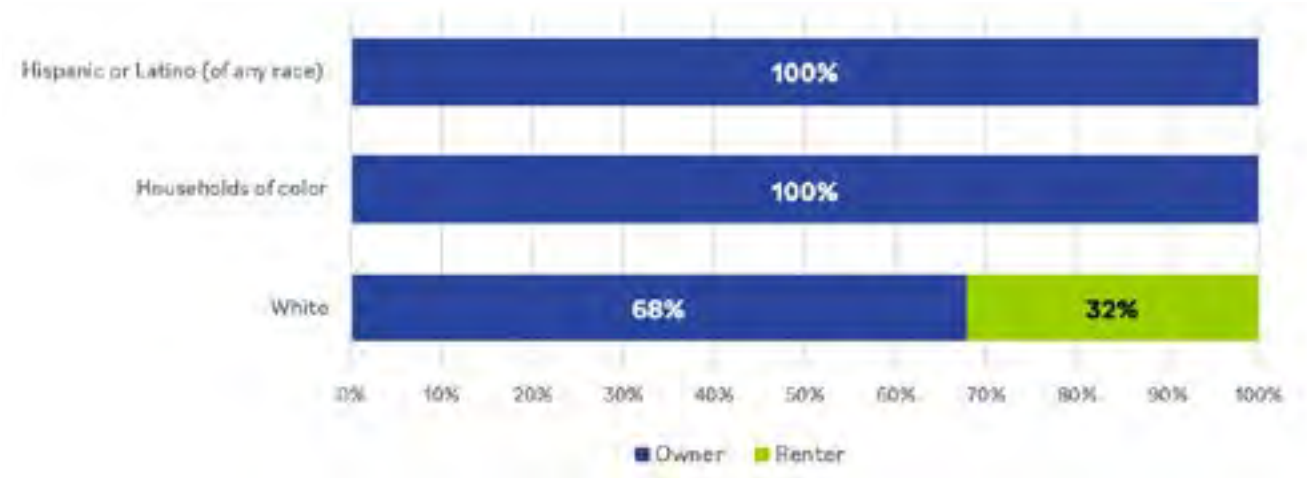
Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1)

Figure RDI 7. 2015-2020 Change in Number of Households by Race and AMI Band in Buckley.

Race or Ethnic Category		Extremely Low-Income (≤30% AMI)	Very Low-Income (30-50%)	Low-Income (50-80%)	Moderate Income (80-100%)	Above Median Income (>100%)	Total # of Households
Asian	2015	-	-	-	-	15	15
	2020	-	-	-	-	4	4
Black or African American	2015	-	-	-	-	-	-
	2020	-	-	-	-	-	-
Hispanic or Latino (of any race)	2015	-	-	-	4	10	10
	2020	-	-	-	-	45	45
Some Other Race	2015	-	20	70	1	30	121
	2020	-	-	-	-	16	16
White	2015	205	125	235	145	660	1,370
	2020	120	210	290	270	955	1,845
Overall	2015	205	145	305	150	715	1,520
	2020	120	210	290	270	1,020	1,910

Sources: US HUD, 2011-2015 and 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1)

Figure RDI 8. Buckley Percent Owner vs Renter by Race, 2019.



Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9)

These patterns, together with the demographic shifts discussed previously, show that the relatively low number of non-white households in Buckley has been shrinking over time in favor of households moving in with more wealth who in general appear to be white. The net effect suggests that newer, wealthier, whiter households may be displacing poorer households of color.

Homeownership Rates

For a given area, higher percentages of renters would indicate an increased risk of housing instability, and therefore a higher rate of displacement among those renters.

Somewhat uniquely, in the 2019 data (the most recent data provided by PSRC), every non-white household in Buckley is shown to be homeowners; zero non-white households rent (Figure 8). Homeownership rates of 100% for households of color and Hispanic/Latino households means that, when compared to Pierce County, non-white households all outperform county homeownership rates. On the other hand, both Buckley and Pierce County share the same proportion of white households who own their home (68%).

This pattern tracks with the construction permit data from Buckley’s Housing Needs Assessment (HNA); the prevalence of homeownership can be attributed in part to recent trends in home construction in Buckley. Between 2015 and 2019, 99% of the 308 permits issued were for for-sale single-family homes (Figure 9). This is the same period discussed above, in which the number of households at or above 100% AMI increased across every racial/ethnic cohort, and when poorer households of color appear to have left the city.

Figure RDI 9. Permitted Units by Building Type in Buckley, 2010-2019.



Sources: Buckley Housing Needs Assessment, 2022; PSRC, 2019

Because single-family homes are usually affordable only to those households making at or above area median income, this aligns with the growth seen in Buckley from an income-based perspective. Buckley’s overperformance in home ownership rates across non-white cohorts means a lower displacement risk for these households residing in Buckley, when compared to Pierce County.

Yet taken in combination with the demographic shift and construction permitting data, this overall pattern of high home-ownership and above-median incomes for non-white groups indicate both exclusionary and displacement effects. In Buckley’s case, those households who can afford to buy their homes are the ones driving population growth in the city (exclusion). On the other hand, nonwhite households making below area median income do not have the means to purchase single-family homes in the city. Those outside are therefore unable to move to Buckley, and those inside are leaving (indicating potential displacement).

Figure RDI 10. Buckley Percent of Cost Burdened Households by Race, 2019.



Figure RDI 11. Buckley Percent of Cost Burdened Owner Households by Race, 2019.

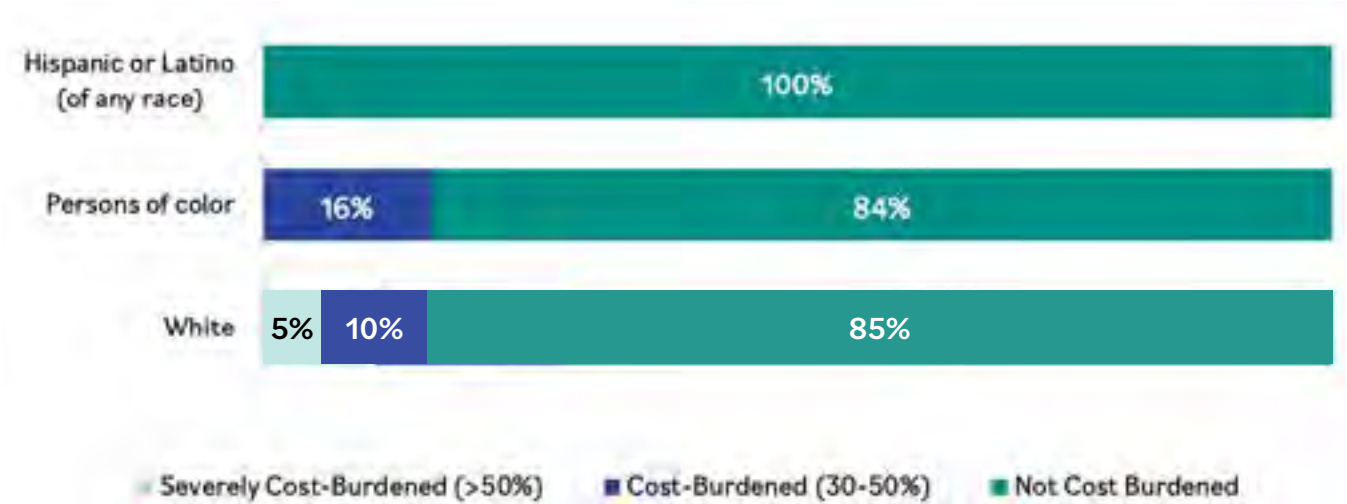
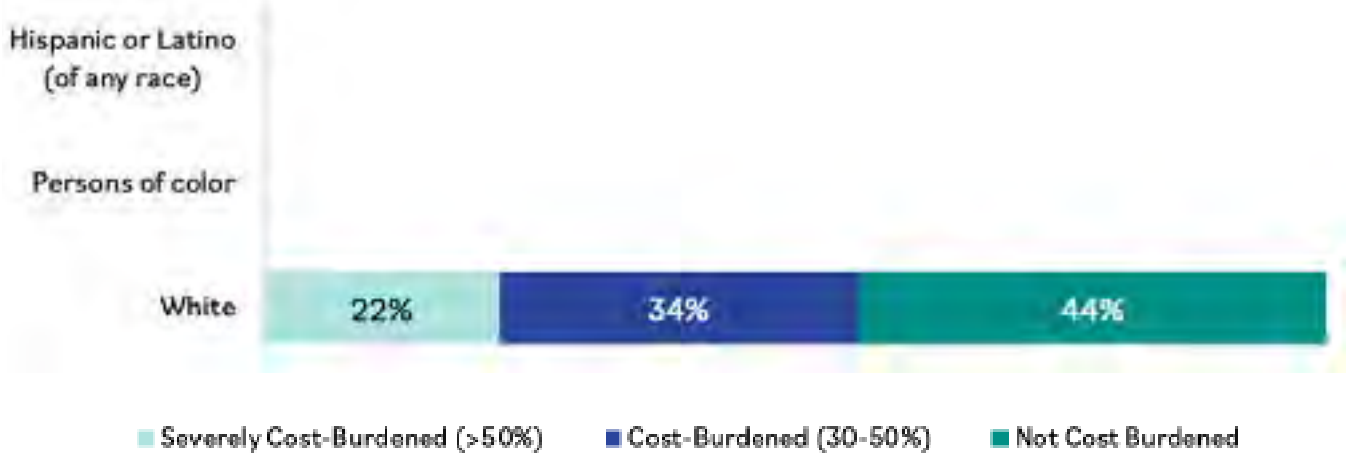


Figure RDI 12. Buckley Percent of Cost Burdened Renter Households by Race, 2019.



Cost Burden

HUD defines a household as “cost burdened” when their monthly housing costs (including utilities) exceeds 30% of their gross monthly income. Similarly, a household is considered severely cost burdened if these costs exceed 50% of their gross monthly income. Cost burdened households are at higher risk of displacement, as residents look for cheaper housing to better afford other necessities like food, clothes, transportation, and healthcare.

Figures 10, 11, and 12 show the percentage of households in each category who experience cost burden, or severe cost burden. White households are the only cohort containing households that are severely cost burdened, and similarly are the cohort with the greatest proportion of cost burdened households (27%).

For those households of color who are cost burdened, it’s important to reiterate that every household of color is shown to own their home as well. Given that homeowner households are typically able to absorb some amount of cost burden due to growth in home equity or higher levels of income, there’s little to indicate in the data that this cost burden effect has anything to do with racial factors and is likely due to economic conditions.

The same would hold true for white home owning households. White owner households see a 15% cost burden rate, comparable to the 16% shown for non-Hispanic households of color, but have 5% of households that are severely cost burdened, unlike the other groups.

However in this case, because no households of color rent in Buckley, the larger impacts of cost burden are borne by white renters. A majority

of white renting households in Buckley (56%) are cost burdened, and 22% of white renters pay over half their income towards rent.

Exclusionary Effects

Highly concentrated areas of a given racial or ethnic population indicate potential segregation effects. Below we explore two methods for identifying such concentrations: a location quotient analysis and a dissimilarity index. Both analyses use the same underlying 2020 decennial Census data provided by PSRC.

Location Quotient

A location quotient analysis measures areas of concentration of a given population across a broader region, in this case, measuring the concentration of racial groups across the city. Foreexample: 89% of Buckley residents identify as white alone. If 89% of residents within a Census block group are white, then that block group has a location quotient score of 1. If instead 45% of residents are white, then the block group has a score of 0.5. Put simply, a high location quotient score means a higher concentration of that population compared to the rest of Buckley, and a low location quotient score means a lower concentration compared to the city as a whole. For this exploration, populations are calculated for Census Tract 702.07, and displayed at the Census block group scale.

Figures 13-20 show the location quotients for the races and ethnicities explored earlier in this report, those being American Indian/Alaska Native (AIAN), Asian, Black, Native Hawaiian or Pacific Islander (NHOPI), Hispanic or Latino, White, Some Other Race, and Two or More Races.

Figure RDI 13. Location Quotient by Block Group (Tract 702.07); AIAN Population

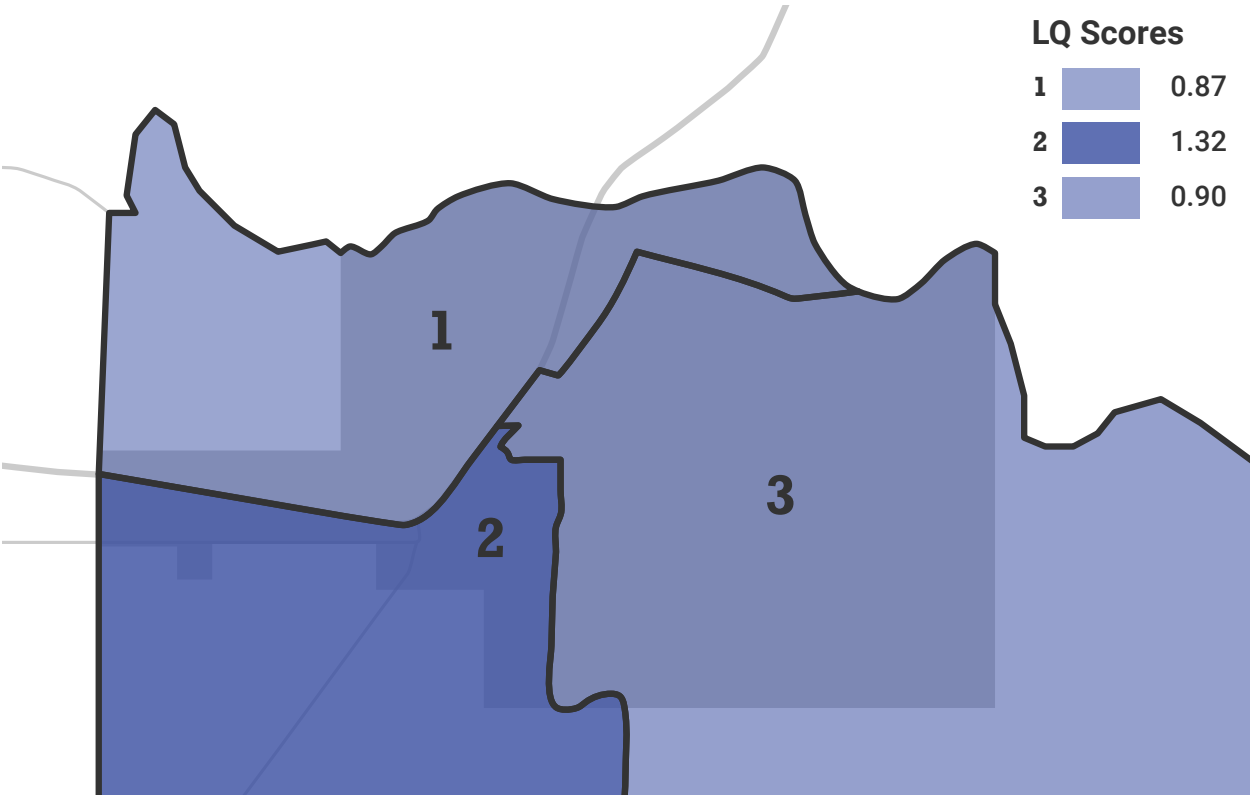


Figure RDI 14. Location Quotient by Block Group (Tract 702.07); Asian Population

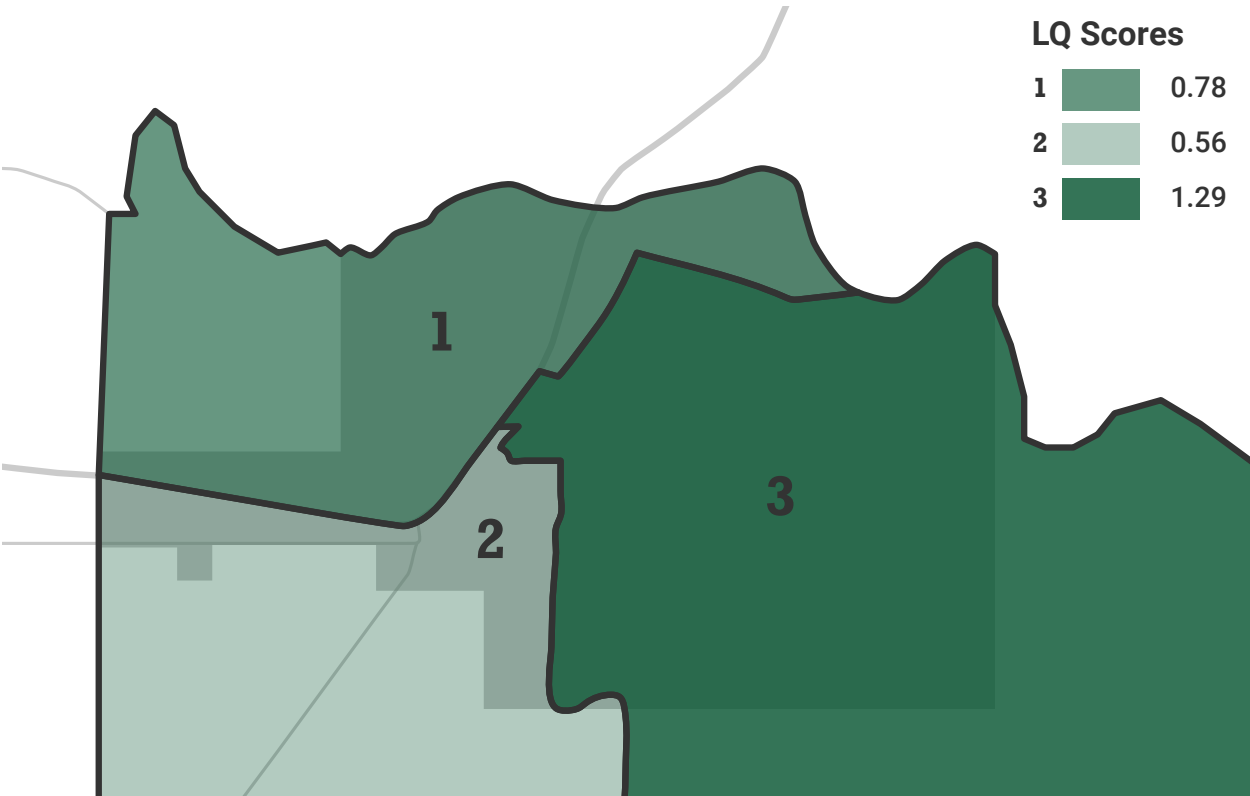


Figure RDI 15. Location Quotient by Block Group (Tract 702.07); Black Population

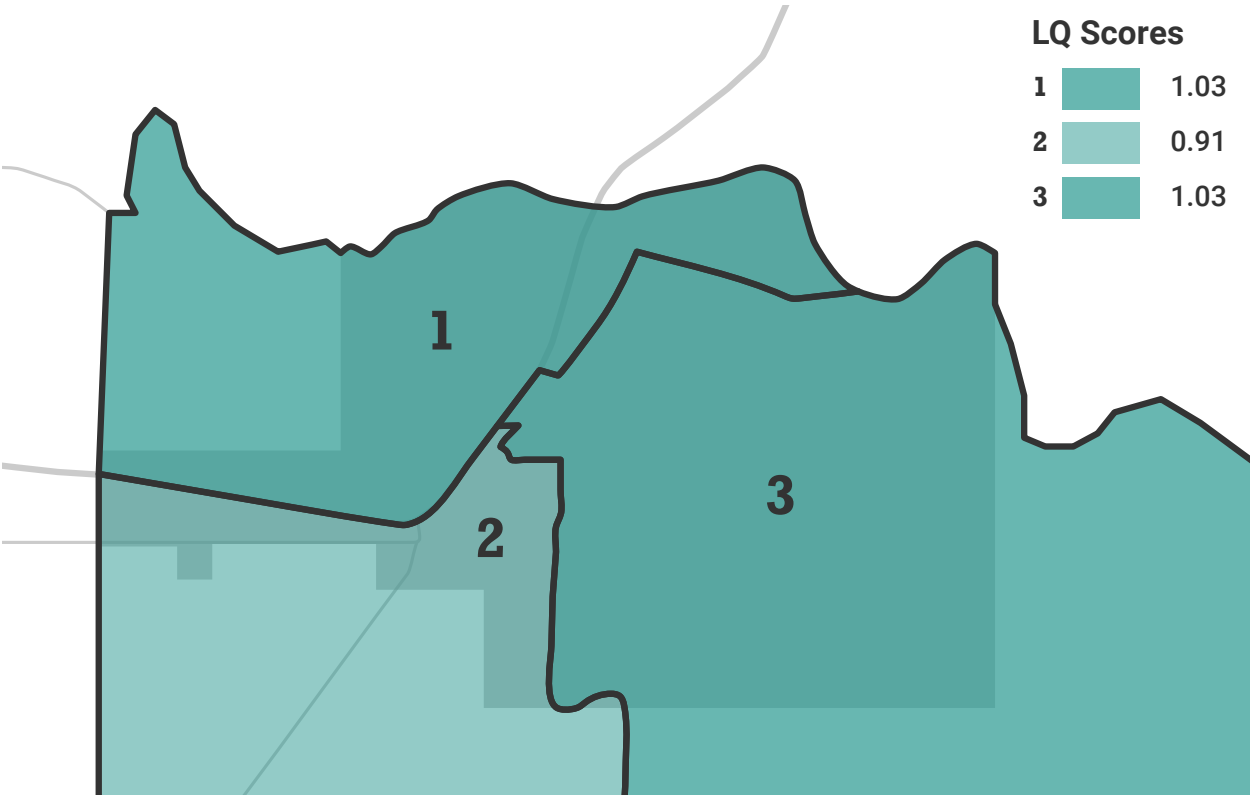


Figure RDI 16. Location Quotient by Block Group (Tract 702.07); NHOPI Population



Figure RDI 17. Location Quotient by Block Group (Tract 702.07); Hispanic/Latino Population

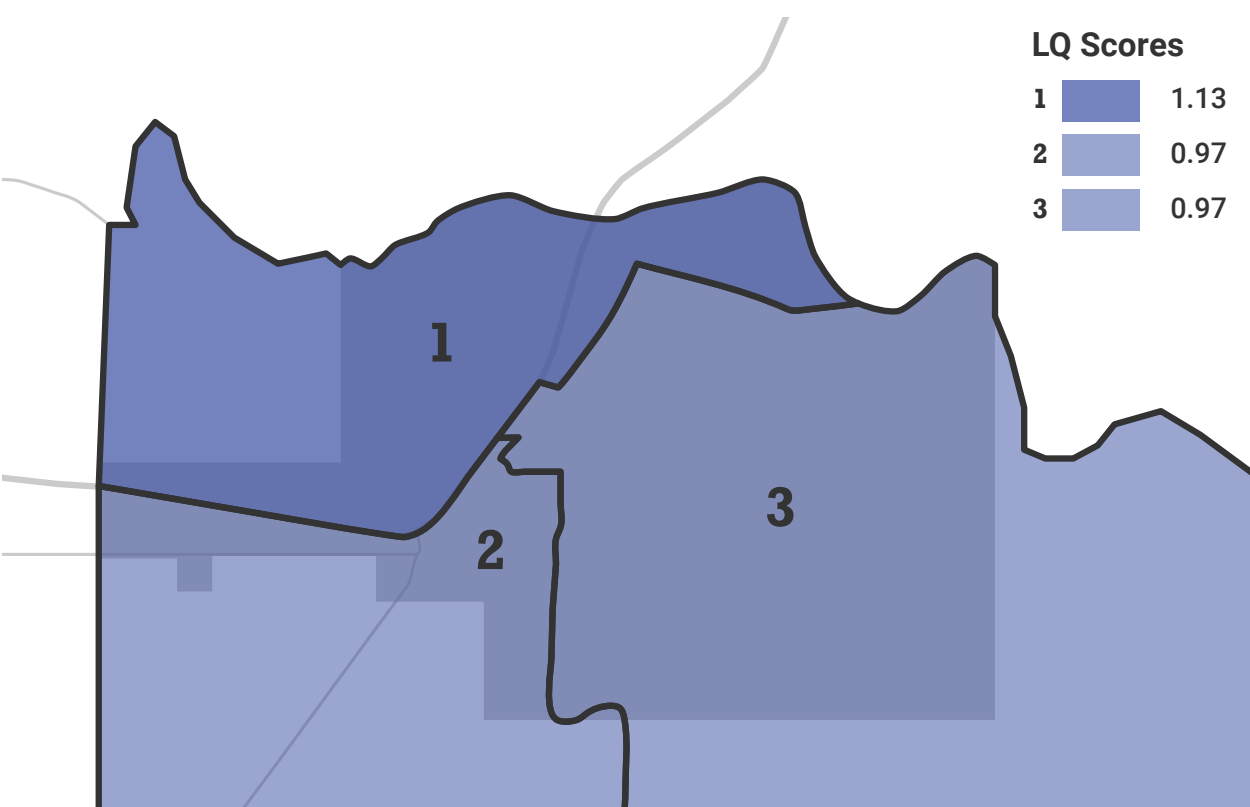


Figure RDI 18. Location Quotient by Block Group (Tract 702.07); Some Other Race Population

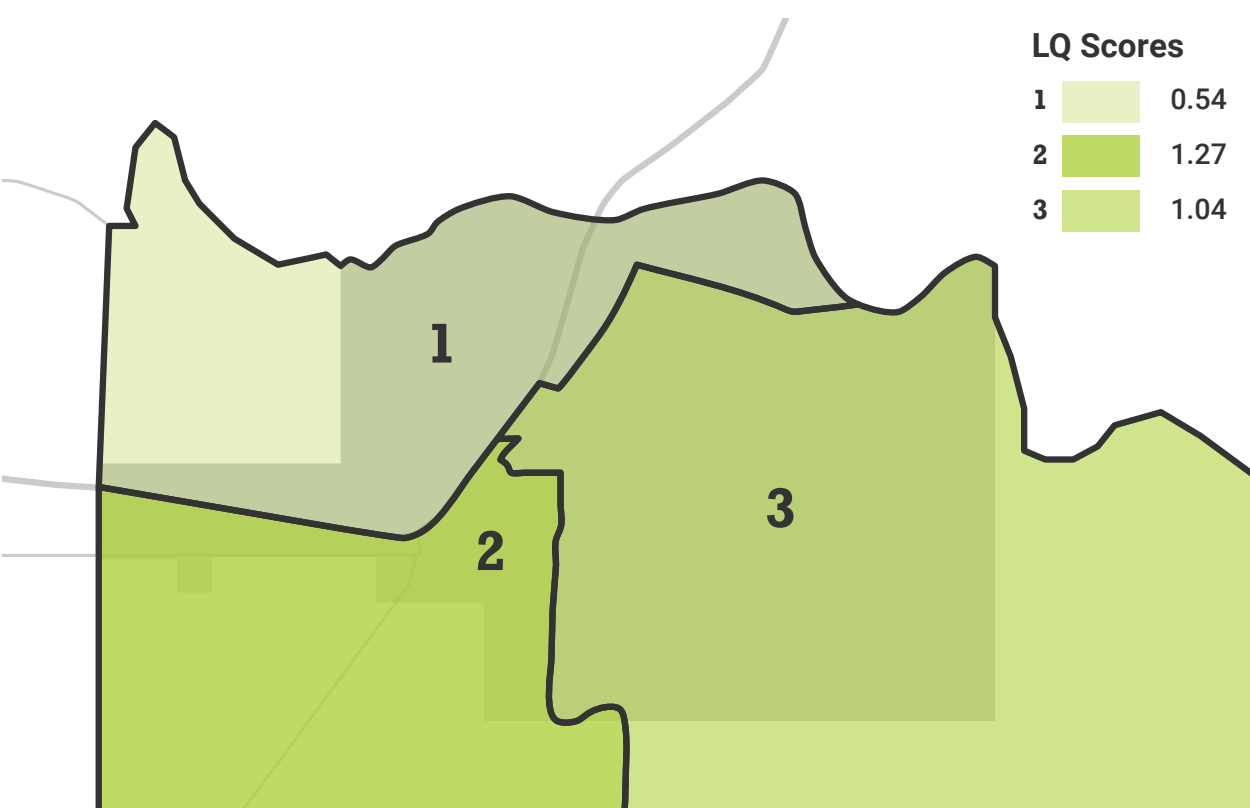


Figure RDI 19. Location Quotient by Block Group (Tract 702.07); White Population

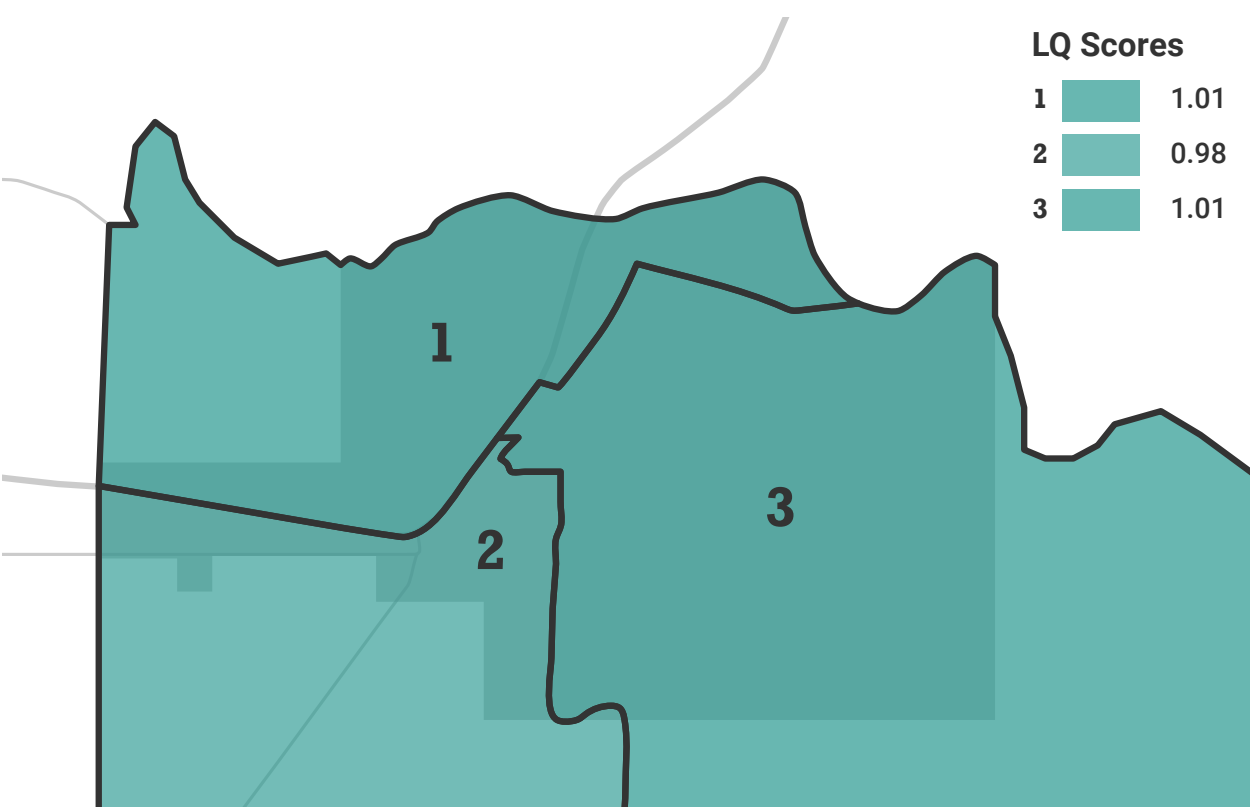


Figure RDI 20. Location Quotient by Block Group (Tract 702.07); Two or More Races Population

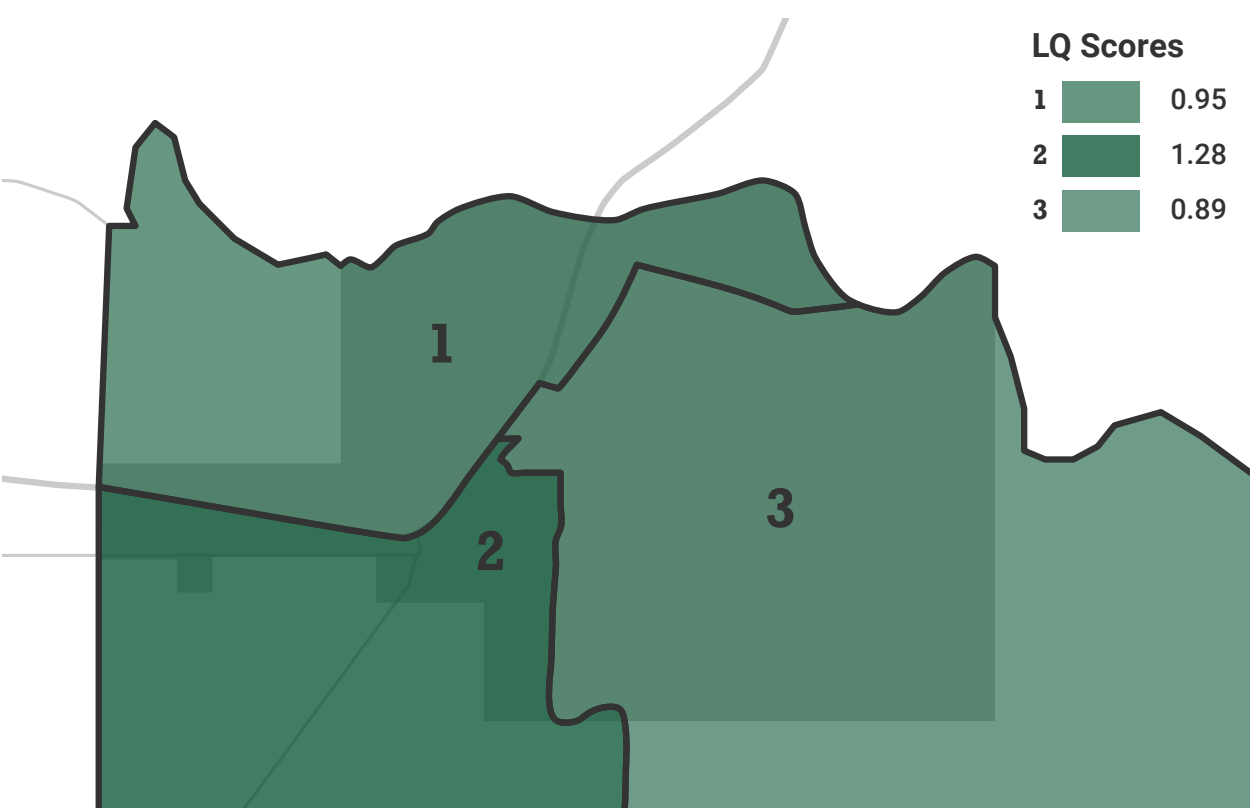
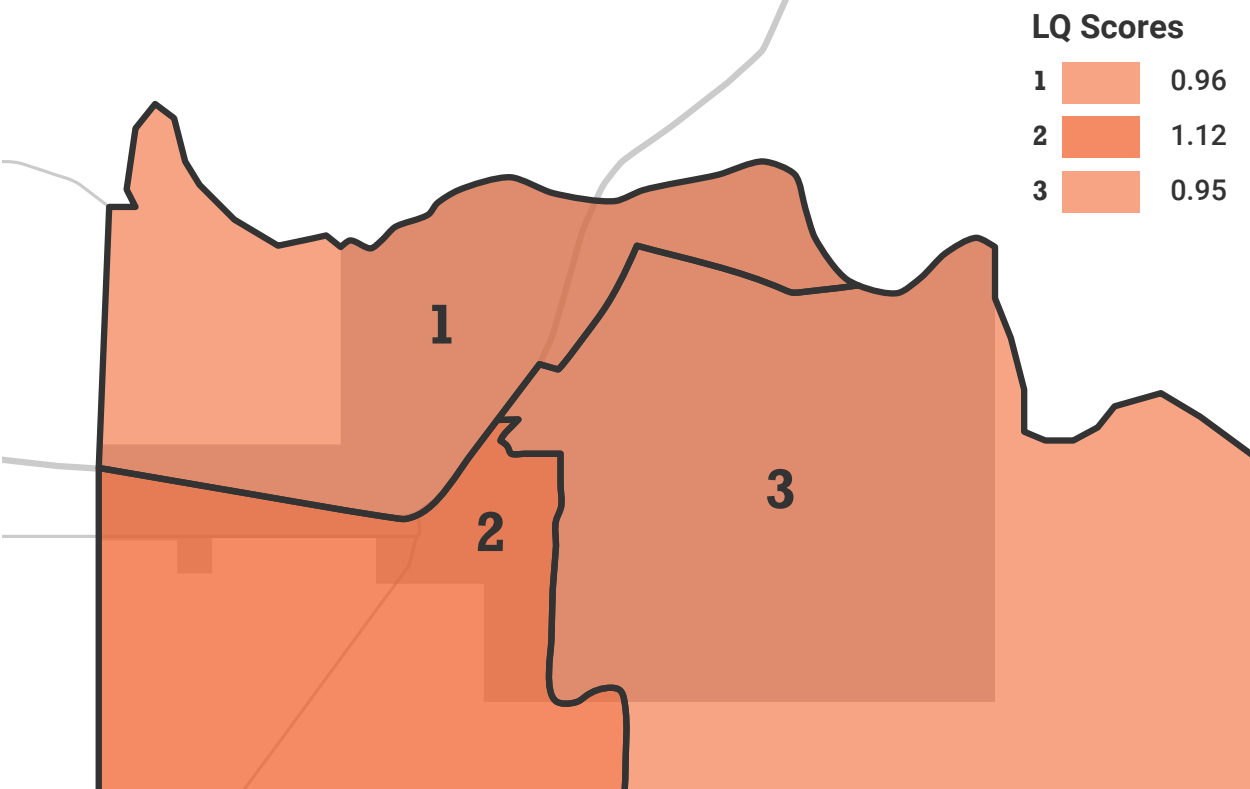


Figure RDI 21. Location Quotient by Block Group (Tract 702.07); POC Overall Population



This analysis finds that the highest location quotient score, and therefore the highest concentration of any racial cohort, belongs to NHOPI residents in Block Group 2. Location quotient scores peak here at 1.97, meaning that this area has a concentration of nearly twice the number of NHOPI residents than would be present with an even distribution across Buckley as a whole.

However, with only 18 NHOPI residents in the full study area and a very small number of Census block groups in this analysis, any statistical variation could result in an overemphasis of “extreme” outcomes. In this case, there are 18 NHOPI residents represented in the data, out of a total population of 5,769 across these block groups.

In practice, a score like this simply reflects the fact that only one NHOPI resident can be found

in Block Group 1, while the remaining residents are split relatively equally across the other two blocks.

Furthermore, the Census Block Groups themselves do a poor job of reflecting Buckley’s legal city limits, instead splitting the city into uneven, large chunks. All of these limitations compound, and each result must therefore be evaluated with additional context, cross-referencing any findings from this analysis with the previous exploration of data across demographics, income, homeownership, and cost burden.

The white population in Buckley is the only one with below median household incomes represented in the data, the only cohort with renting households, and the group with the largest number of cost burdened households (and the only one with severely cost burdened

households). However, the white population is shown to be almost perfectly evenly distributed across the three block groups, with location quotient scores of just below or just above 1 (Figure 19). If the data showed a large concentration of white residents in any one particular area, that could be a sign of geographic segregation by income - but as it stands, there’s no evidence for that in the existing data.

People of color overall are also shown to be similarly evenly distributed, with a very slight tilt towards block group 2 (Figure 21). However, this block group includes the area south of Ryan Rd where new subdivisions allowed for a large number of new home purchases in the area. The correspondingly large number of single-family homeowners means this is consistent with earlier findings about Buckley residents’ income and homeownership status.

Together, none of these findings appear to indicate significant structural patterns of discrimination so much as they reinforce data variance issues with small sample sizes, small groups of samples, and small unit areas.

Dissimilarity Index

A dissimilarity index indicates the evenness of distribution throughout an area, identifying areas of segregation by scoring demographic composition across neighborhoods. The dissimilarity index data used for Buckley compares racial groups, calculating their dissimilarity index scores across 2020 Decennial Census blocks using the same data from the location quotient analysis, provided by PSRC.

If the ratio of both cohorts being compared in a Census Block is the same as the ratio across the city as a whole, then the dissimilarity index score will be 0 (no segregation). If one population were entirely contained within a Census block, then the index score for that block would be 1 (total segregation). Guidance from HUD states that a score of 0.4 or less indicates “low” levels of segregation, greater than 0.4 but less than 0.55 as “moderate” segregation, and 0.55 or greater as “high” levels of segregation.

The dissimilarity index scores in Figure 22 reflect the degree of separation between the white population and other racial or ethnic groups in Buckley, using Census block groups as the area of study.

Figure RDI 22. Dissimilarity Index, 2020, Buckley and Pierce County

	White-Black	White-AIAN	White-Asian	White-NHOPI	White-Other	White-2+ Races	White-Hisp/Lat	White-All POC
Buckley	0.02	0.09	0.15	0.25	0.09	0.08	0.02	0.04
Pierce Co.	0.43	0.29	0.36	0.47	0.28	0.18	0.29	0.29

Sources: PSRC, US Decennial Census 2020

Figure RDI 23. Dissimilarity Index, 2010 vs 2020, Buckley and Pierce County

	Years	White-Black	White-AIAN	White-Asian	White-NHOPI	White-Other	White-2+ Races	White-Hisp/Lat	White-All POC
Buckley	2010	0.13	0.08	0.13	0.17	0.70	0.04	0.19	0.05
	2020	0.02	0.09	0.15	0.25	0.09	0.08	0.02	0.04
Pierce Co.	2010	0.45	0.29	0.39	0.48	0.42	0.24	0.33	0.33
	2020	0.43	0.29	0.36	0.47	0.28	0.18	0.29	0.29

Sources: PSRC, US Decennial Census 2010 & 2020

These index scores indicate that Buckley as a whole experiences very low levels of segregation, with lower scores across every comparison cohort compared to Pierce County, and no score exceeding HUD’s 0.4 threshold. Overall, Black households and Hispanic/Latino households see the lowest level of segregation against the white population, with the population of people identifying as two or more races experiencing the second-lowest level of segregation.

The dissimilarity index score comparing white and non-white residents overall is 0.04, indicating a similarly even distribution. With such low scores overall, this is positive evidence of distribution evenness across the city.

NHOPI residents see the highest level of segregation compared to the white population, but their scores do not exceed the threshold of 0.4. Again, this is not so much an indication of segregated communities as it is a reflection of a very small statistical population measured across a low number of block groups.

Studies on dissimilarity indices have shown that small sample sizes and small populations overstate segregation with this metric and thus

provide limited statistical power, evidencing our logic that this is not a structurally imposed finding. Furthermore, income data for all households of color in Buckley show that they outperform AMI, and of course, all are shown to be homeowners as well. Therefore, clustering due to low-income or renter status is also not a factor.

Dissimilarity index scores for Buckley were also calculated for the 2010 Decennial Census and compared to 2020, in an effort to identify other trends for exploration (Figure 23). Levels of segregation between white residents and people of color very slightly decreased overall from 2010 to 2020, but residents identifying as Some Other Race in particular saw a significant DI score decline from 0.70 to 0.09 over that period – a score decrease of nearly 90%.

This marked change is once again a reflection of the small population of nonwhite residents in the city - in the 2010 Census data, only one resident identified as Some Other Race. Given that their primary residence could only be in one Census Block Group, this “racial cohort” of one person is essentially totally segregated into a single area.

number of renting households of color saw a steep decline, going from a peak of 119 households in 2015 to no measured households by 2018. That zero figure persisted through the 2019 and 2020 data as well.

- At the same time, Figure 25 demonstrates how the number of home-owning households of color increased between 2015 and 2020, from a low of 14 in 2016 and 2017 all the way up to 125 in 2020. The number of white homeowner households also increased over the 2015 to 2020 period, though white renting households remained relatively constant. Together, all of these pieces further indicate income-based displacement that has primarily been affecting lower income households of color.
- Of particular interest are the American Indian / Alaska Native households in Buckley. The 2015 CHAS data shows 55 such households, all of which were moderately cost burdened, and all of which were renters. The following year, all of these households disappeared, with no measured AIAN households in the City. None reappeared in the CHAS data for Buckley through 2020.
- These figures are important for Buckley to watch moving into the future. The CHAS numbers represent point-in-time measurements of historic

data, and do not reflect what may be currently happening in the City. Community outreach and engagement in the present, combined with data monitoring of these lagging indicators, would best help inform the City's strategy to address the decline of lower-income households of color.

03. Today there are few to no households of color renting in Buckley. This is likely a reflection of housing prices, rental prices, lack of transit, and lack of access to services that provide assistance and support to lower income and more vulnerable populations.

The City of Buckley should consider several corrective measures to mitigate these disparities and prevent future displacement, should these lower income households of color return.

First, diversifying housing options by increasing the number of available affordable rental housing units would provide opportunities for lower-income households of all races to remain in the city.

Second, inclusionary zoning policies could help ensure that new housing developments include an appropriate amount of units available for lower-income families.

Finally, creating stronger tenant protections could help prevent displacement for those households who may be at risk, particularly when rising costs threaten housing stability. These actions could create a more inclusive housing environment and reduce the racial disparities in housing that are currently present in Buckley.



Families playing in the park at a local concert

I. PURPOSE OF THE UTILITIES ELEMENT

This utilities element has been developed in accordance with Section 36.70A.070 of the Growth Management Act (GMA) to address utility services in the City of Buckley and the surrounding Planning Area. The GMA requires all Comprehensive Plans to include a utilities element consisting of the general locations, proposed locations, and capacities of all existing and proposed utilities. The utilities element represents the community’s policy plan for growth over the next 20 years (the year 2044 has been used for the Buckley Comprehensive Plan). The utilities element describes how the goals in the other plan elements will be implemented through utility policies and regulations, and is an important element in implementing the comprehensive plan.

The GMA also contains requirements pertaining to the important concept of concurrency. Concurrency means that jurisdictions must be able to demonstrate that all public facilities, including roads, can be made available for all new development at the time such development is constructed. This is a sometimes overlooked, but very critical part of the GMA. Plans for making those utilities available when the development is built must include a financing plan. Thus, while the capital facilities, land use, and transportation elements of this Comprehensive Plan describe other issues relevant to meeting the concurrency requirements of the GMA, this utilities element represents an important part of the plans needed to meet the concurrency of GMA.

The utilities element also has been developed in accordance with county wide planning policies (CWPP) and RCW 36.70A.070(4), and has been integrated with all other planning elements to ensure consistency throughout the comprehensive plan. The utilities element considers the general location, proposed location, and capacity of existing and proposed utilities, including water, sewer, surface water drainage, natural gas, electrical lines, and communication lines.

The utilities element includes:

- Introduction
- Inventory and Analysis
- Future Needs and Alternatives
- Goals, Objectives, and Policies

Urban Growth Area

The potential Urban Growth Area (UGA) boundary was selected in order to ensure that urban services, including utilities, can be made available to all development. This includes the provision of future utility facilities. The City will incorporate plans into its comprehensive planning efforts in order to identify ways of improving the quality and delivery of services provided in the City and its designated urban growth area boundary.

All development requiring urban growth services will be located in the Urban Growth Area, and will have these services extended to them in a timely and financially feasible manner. The utility plan in this element will guide decision making to achieve the community goals as articulated in the vision statement.

Federal and State Laws and Regulations

Revised Codes of Washington and Washington Utilities and Transportation Commission

Utilities and transportation are regulated in Washington by the Washington Utilities and Transportation Commission (WUTC). The WUTC, composed of three members appointed by the governor, is empowered to regulate utilities (including, but not limited to, electrical, gas, irrigation, telecommunications, and water companies). State law (WAC 480-120) regulates the rates and charges, services, facilities, and practices of utilities.

The WUTC requires gas providers to demonstrate that existing ratepayers will not subsidize new customers. Thus, historically gas main extensions have not been planned in advance but have been initiated only when there is sufficient customer demand.

Federal Energy Regulatory Commission

The Federal Energy Regulatory Commission (FERC) is an independent five-member commission within the U.S. Department of Energy. FERC establishes rates and charges for the interstate transportation and sale of natural gas, for the transmission and sale of electricity, and the licensing of hydroelectric power projects. In addition, the Commission establishes rates or charges for the interstate transportation of oil by pipeline.

Natural Gas Policy Act of 1978

The central theme of the National Gas Policy Act (NGPA) is encouragement of competition among fuels and supplies across the country. As a result, natural gas essentially has been decontrolled. The NGPA also contained incentives for developing new natural gas resources and a tiered pricing structure aimed at encouraging the development of nation-wide transmission pipelines.

1991 Clean Air Amendments

The passage of the Washington State Clean Air Act in 1991 indicates the state's intent to promote the diversification of fuel sources for motor vehicles. This is in response to a need to both reduce atmospheric emissions and reduce the nation's reliance on gasoline for strategic reasons. It also studies the potential and encourages the development of natural gas vehicle refueling stations.

II. INVENTORY AND ANALYSIS

Inventory

The inventory presented in this element provides information useful to planning. The inventory summarizes general information pertaining to the existing utility service system in the City. Many public and private agencies are involved in regulating, coordinating, producing, delivering, and supplying utility services. This section of the element identifies those providers as well as the legislation regulating the utility. The inventory includes:

City-Owned Utilities

- Water
- Sewer
- Surface water drainage

Privately- or County-Owned Utilities

- Natural Gas
- Electrical
- Telecommunications
- Solid waste

Water service to some areas within the urban growth boundary is provided by other purveyors. These are discussed within the Water System section.

Buckley owns and operates its sewage collection and treatment system, water supply system, and surface water drainage system. Natural gas, electricity, telecommunications, and solid waste collection systems are owned and operated by private companies. Solid waste disposal is managed by Pierce County, which operates the county landfill.

III. WATER SYSTEM

The City of Buckley currently maintains approximately 1,800 water service connections, which consist of both commercial and residential hookups. The City charges for water service on a monthly basis. Monthly water rates consist of a monthly base charge plus a consumption rate. The monthly base charge varies by meter size and covers usage up to 200 cubic (1,496 gallons) per month. The consumption rate applies

to consumption in excess of 200 cubic feet per month, and increases with increasing consumption. This rate structure is an increasing block rate structure, where successive block of consumption are charged at increasing rates.

The 2023 water usage records indicate that a total volume of 255 million gallons was consumed by the City’s service population. This total included both residential and commercial usage, the residential usage accounts for 55 percent of the total.

Source and Supply

Level of Service

The water system quality shall be in compliance with Washington Administrative Code (246-290) requirements for water quality.

The source capacity shall equal or exceed the design maximum demand rate plus that rate necessary to replace fire suppression storage within 72 hours.

Fire flow service shall be provided to insurance services office (ISO) standards for Class 6 fire protection facilities.

Inventory of System

The water utility currently receives approximately 64 percent of its supply from South Prairie Creek, which is located to the south and east of existing city limits. Water is delivered from the Creek via a 29,200-foot transmission main to the Slow Sand Filter Water Treatment Plant (WTP) and 2.3 million gallon reservoir. The City and Rainier School jointly own the water transmission main from South Prairie Creek. The City owns the Slow Sand Filter WTP and reservoir, while Rainier School owns the land where the WTP and reservoir are located. The City and Rainier School retain separate ownership of their respective water distribution systems. An agreement was signed in May 1996 between the City and the Department of Social and Health Services delineating the entities retention of ownership of their respective water rights and those facilities specific to the operation of their systems. The City of Buckley and Rainier School have water rights issued by the Washington Department of Ecology (WDOE) for a total instantaneous right of 5.02 cfs (2,252 gpm) for municipal consumption purposes and 3.0 cfs (1,347 gpm) for irrigation. The total annual water right for the City and Rainier School is 1,746 acre-feet for consumption and 400 acre-feet for irrigation. Source production capacity is based upon the limiting factor between water right limits and physical water production limits, such as pumping and treatment capacities. The instantaneous production capacity for the City of Buckley

and Rainier School is 1,750 gpm. The transmission main from South Prairie Creek to the WTP has a capacity of between 900 and 1,000 gpm. The Prairie Creek watershed is owned by the U.S. Forest Service, Longview Timberlands LLC, Muckleshoot Federal Corporation, Muckleshoot Indian Tribe, Manke Timber Co., Hancock Forest Management, Frank and Marina Wallace, and Edward Hudson. The City has obtained agreements from all of these parties restricting activities that might have adverse impacts on water quality, but does not prohibit use within the watershed. The watershed area is relatively inaccessible except for a few unimproved roads, and the City restricts access along its service road to the headworks.

In addition to South Prairie Creek, the City has several groundwater sources that are utilized to supplement South Prairie Creek or as backup sources. The following groundwater sources provide approximately 36 percent of City’s water demands. Inventories of these wells are provided below.

Well No. 2

Well No. 2 located adjacent to and east of the City limits on the east side of Levesque Road, north of Second Avenue. This well has an 8-inch diameter casing and is finished to a depth of 170 feet below ground surface (bgs). The capacity of this well is 130 gpm. Water from this well can be pumped either to the slow sand filter system or directly to the reservoir via a 6-inch water transmission main. The water from this well is available to be chlorinated with gas chlorine on site.

Well No. 3

Well No. 3 also located just east of city limits was drilled with a 6-inch casing alongside Well No. 2 to investigate the production capacity of an upper aquifer encountered at a depth of 60 feet. This well is currently used as an observation well. There are no plans to use this well as a water supply source for the City.

Well No. 4

In order to take advantage of the apparent high production capacity of the upper aquifer encountered by Well No. 3, Well No. 4 was drilled approximately 100 feet away. This well has a 16-inch diameter casing and is finished to a depth of 70 feet bgs. The capacity of this well is 240 gpm. Water from this well can be pumped either to the slow sand filter system or directly to the reservoir via a 6-inch AC water transmission main. The water from this well is available to be chlorinated with gas chlorine on site.

Well No. 1 (Naches Street Well)

The Naches Street Well, located on the west side of Naches Street (just north of Wheeler Street), was placed into service in 1967. This well has a 10-inch diameter casing and is finished to a depth of 130 feet bgs. The capacity of this well is 260 gpm. The water from this well is chlorinated with gas chlorine on site, and pumped directly into the water distribution system.

Well No. 5 (Rainier School Well)

This well is finished to a depth of 180 bgs. The capacity of this well is 215 gpm. Water from this well can be pumped either to the slow sand filter system or directly to the reservoir via a 6-inch AC water transmission main. The water from this well is not available to be chlorinated on site.

Well No. 6 (Trail Well No. 1)

This well was drilled in 2005 as a test well to determine how much water could be available at the site located south of town along SR 165, near the Foothills Trail. The well was drilled to a depth of 197 feet, has a 6-inch casing to 135 feet and a 6-inch telescoping, 30-slot screen, installed from 135 feet to 155 feet. The well operates at a capacity of 90 gpm. Due to an elevated level of manganese, a filtration system, using pyrolusite material has been installed at the well. The water from this well is chlorinated with gas chlorine on site.

Well No. 7 (Trail Well No. 2)

This well is located approximately 60 feet north of Well No. 6. The well was drilled to a depth of 163 feet, has a 12-inch casing extending to 125, feet and a 12-inch telescoping 100-slot screen extending from 125 to 140 feet. The well operates at a capacity of 205 gpm. Due to an elevated level of manganese, a filtration system, using pyrolusite material has been installed at the well. The water from this well is chlorinated with gas chlorine on site.

Well System Operations

Water produced from Wells No. 2, 4, and the Rainier School Well can be directed through the slow sand filter or pumped directly into the reservoir. These wells have their own chlorination system prior to entering the reservoir. The Naches Street Well and the two Trail Wells also have their own chlorination systems and water from these wells is pumped directly into the distribution system. Low water levels in the reservoir

call the wells sequentially, as the reservoir level decreases. As water level in the reservoir increases, the wells are deactivated in the reverse sequence.

As a part of the above noted source of water, the City currently maintains an emergency intertie with the City of Tacoma. The intertie includes a booster station and is located to along SR-410 near the Post Office.

Forecast of Future Needs

Based on the above noted supply rates and the anticipated population growth rate within the urban growth area boundaries, maximum day demands will exceed source capacity by 2030. Additional source capacity will be obtained through modifications to the slow sand filter and development of additional groundwater sources.

The City should be cognizant of the fact that future water sources may yet be required and that the securing of additional rights would be beneficial and consistent to their extended growth plans.

Treatment

Level of Service

The treatment of potable water shall be provided to comply with the standards as set by the Federal Safe Drinking Water Act (SDWA) and the Surface Water Treatment Rule (SWTR).

Inventory of System

The water system includes a slow sand filter water treatment plant to provide surface water treatment. The water is chlorinated with gas chlorine after filtration and before entering the on-site storage reservoir. Chlorine contact time is provided in the reservoir.

Water produced from Wells 2, 4, and 5 are currently pumped directly into the reservoir. Gas chlorination is available at Wells 2 and 4, but is used only when the wells are discharged directly to the reservoir. When water is discharged from the wells directly to the reservoir, the chlorination rates at Wells 2 and 4 is adjusted to provide the target chlorine residual in the combined flow from Wells 2, 4 and 5. When the wells

are discharged to the slow sand filter, the water is chlorinated as it leaves the filter system.

The Naches Street Well (Well 1) has its own gas chlorination system, and water from this well is pumped directly into the distribution system. No chlorine contact time is required for this well.

Water from Trail Wells 1 and 2 is treated with pyrolusite filter media to remove dissolved iron and manganese. The Trail Wells Treatment Facility includes five, 3-foot diameter vessels and has a design flowrate of 300 gpm and a design filter loading rate of 8.5 gpm/sq. ft. The raw well water is chlorinated with glass chlorine and sodium permanganate upstream of the filters. The treated water enters the distribution system near the intersection of Ryan Road and SR 165.

Forecast of Future Needs

Future treatment needs include the following improvements at the WTP:

- Increasing filter-loading rate and expand slow sand treatment plant to gain more filtration capacity. Projects under the Source and Supply section will address the slow sand filtration capacity.

Storage

Level of Service

Storage capacities shall be per the Washington State Department of Health's sizing guidelines and requirements as stated within the Ten State Standards.

Inventory of System

The system includes two storage reservoirs. Only one reservoir, located adjacent to the filtration plant is normally used. This reservoir has a capacity of 2.3 million gallons.

Proposed Locations and Future Needs

Based on projected growth rates and required storage volumes, the City will exceed its storage capacity by the year 2029. The City will require an additional 208,000 gallons of storage by the year 2029. This assumes the City increases its source capacity to

meet its maximum day demands (from the current 1,870 to a future 2,425 gpm in 2035). Future storage needs include:

- Additional storage will be required by 2029. Approximate reservoir size is anticipated to be 1.0 million gallons to provide redundancy for the existing 2.3 million gallon reservoir.

The following project descriptions are provided as a brief outline to storage improvements, which will be required to support the anticipated future development and maintain adequate water service to existing development within the UGA boundary.

ST-1. Reservoir Siting Study. Evaluate potential reservoir locations and configurations.

ST-2. Construct 1.0 MG Reservoir.

Transmission and Distribution System

Level of Service

This supply of water to various areas within the UGA boundary shall be completed to comply with the Department of Health, Ten State Standards, and County Fire Marshall Standards.

Inventory of System

The existing City water system is shown in Figure W1. The system includes both transmission and distribution components. The transmission main conveying water from South Prairie Creek to the slow sand filtration plant is 29,200 feet in length. The City's distribution system consists of 32 miles of pipes ranging in size from 4 to 12 inches in diameter. The various pipe materials include ductile iron pipe, polyvinyl chloride pipe, cast iron pipe, steel pipe, and HDPE pipe. The age of the existing system varies but a sizable portion of the network was installed over 50 years ago.

Proposed Locations and Future Needs

To determine the future impacts that increasing development may impose upon the City's existing system a hydraulic model analysis was performed. The model is configured with a graphical user interface. Each water system element (sources, pipes, control valves, and reservoir) is assigned a unique graphical representation within the model. Each element is assigned a number of attributes specific to its function in the

actual water system. Typical element attributes include spatial coordinates, elevation, water demand, pipe lengths and diameters, and critical water levels for reservoirs. With attributes of each system element as the model input, the software produces the model output in the form of flows and pressures throughout the simulated water system.

The following project descriptions are provided as a brief outline to improvements, which will be required to support the anticipated future development and maintain adequate water service to existing development within the urban growth area. The improvements, which have been noted represent additions to the existing main line conveyance systems and are presented to allow for the delivery of water, to the estimated development areas, for both potable and fire flow usage. Additional improvements will undoubtedly be required within various communities as the location of growth and the type of developments would dictate. The following projects are listed in order of priority under either, Transmission or Distribution.

Transmission

- T-1. Segment 6, End of Trenchless to North Slope-replace 2,440 LF of Raw Water Transmission Main between Segment 5 and Segment 7 with new 12-inch HDPE Raw Water Transmission Main.
- T-2. Segment 8, Creek Crossing Restoration. The City installed a cable bridge across South Prairie Creek in 2016 to carry a segment of the transmission main. The old pipeline and concrete encasement requires removal and the disturbed banks along the creek require additional restoration.
- T-3. Segment 13, Between Replacement Segments-replace 260 LF of Raw Water Transmission Main between Segment 14 and Segment 16 with new 12-inch HDPE Raw Water Transmission Main.
- T-4. Segment 15, End of Cable Bridge to Replacement Segment-replace 1,135 LF of the Raw Water Transmission Main from the north end of the cable bridge to connect the south end of the Segment 14 with new 12-inch HDPE Raw Water Transmission Main.
- T-5. Annual Transmission Main Leak Detection-continue an annual leak detection program to determine if there are any additional sections of the pipeline in need repair.
- T-6. Segment 16, Existing Cable Bridge. Replace 200 LF cable bridge across a creek gully.
- T-7. Segment 19, Along Cliff Face. Replace 200 LF of transmission main, including a new cliff anchorage system.
- T-8. Segment 21, Creek Bed to Headworks. Replace 1,000 LF of transmission main in the South Prairie Creek streambed near the headworks of the transmission main.

Distribution

- D-3. Mason from A to D, B south of Mason, Rainier from Main to Mason. Install 1,900 LF of 8-inch water main.
- D-4. A from Park to Main. Install 850 LF of 8-inch water main.
- D-5. Division from Ryan to Fire Station. Install 360 LF of 8-inch water main.
- D-6. Jefferson from 3rd to Pearl, Pearl from Perkins to Ryan, Mill from Pearl to Jefferson. Install 2,080 LF of 8-inch water main.
- D-7. Ryan from Spiketon Road to east side of LDS Church. -Install 2,360 LF of 12-inch water main.
- D-8. Fulton and 4th. Install 450 feet of 8-inch water main.
- D-9. Sheets, south of Ryan. Install 600 feet of 8-inch water main.
- D-10. Klink, south of Ryan. Install 1,400 feet of 8-inch water main.
- D-11. SR 410, west to Mundy-Loss. Install 1,100 feet of 8-inch water main.
- D-12. Hinkleman Extension from SR 410 to 112th. Install 700 feet of 8-inch water main.
- D-14. McNeely, north of Collins. Install 2,200 feet of 8-inch water main.
- D-15. McNeely, south of Collins. Install 750 feet of 8-inch water main.
- D-16. River, north of Dieringer. Install 450 feet of 8-inch water main.
- D-17. Mason from Spruce to McNeely. Install 2,000 feet of 8-inch water main.
- D-18. Dieringer from Sorenson to McNeely. Install 2,200 feet of 8-inch water main.

IV. SEWAGE COLLECTION AND TREATMENT

The City of Buckley owns, operates, and maintains a sanitary collection system within City limits. The City system consists of a collection system, a secondary wastewater treatment plant, and an outfall to the White River. The plant is located north of Park Avenue and currently serves an estimated 4,300 people. Additionally, the City receives wastewater from a school district lift station west of the City, which serves two existing schools of the White River School District. The plant operates under NPDES WA-002336-1, which became effective Octoer 1, 2022. Under this permit, treated effluent is discharged into an outfall located in a side channel of the mainstream of the White River. The nearest other treatment facility is located at the Enumclaw WWTP located about 2 miles to the northeast of Buckley.

This section of the report first addresses the conditions and needs of the sanitary collection system and then those for the wastewater treatment facility.

Collection System

Level of Service

The Level of Service (LOS) for the sanitary sewer system was established from the *Criteria for Sewage Works Design*, Department of Ecology, and construction standards adopted by the City through its municipal codes.

The Level of Service (LOS) requirements for the sanitary sewer collection system include the capability of handling peak flow and providing adequate pipeline velocity. Gravity lines must be sized and sloped to provide a minimum velocity of 2 feet per second. Minimum pipeline diameter for gravity service is 8 inches with a slope of 0.004 ft/ft. In addition, gravity lines must be protected with a minimum of 3 feet of cover and provided with manholes spaced about 400 feet apart and located at all the intersections and changes of grade. New construction is required to meet standards to limit infiltration and inflow into the system. These standards include precast manhole sections with gasketed seals, concrete pipe with rubber joints, or heavy duty PVC pipe.

The City of Buckley system currently has only two pump stations on the west end of the system, which serve two schools. However, it is anticipated that as the City expands to provide service within its GMA boundaries, additional pumping stations will connect to the system. Design criteria for pumping stations are established in detail in the *Criteria for Sewage Works Design*. Among the requirements are ones for duplicate pumps for each station, each capable of handling the station’s maximum design flow. Each station shall be protected against the 100-year flood and provide sufficient head to maintain a

minimum velocity of 2 feet per second within the force main. Minimum pipe size for sewage force mains shall be 4 inches. In addition, an alarm system shall be provided for all pumping stations as well as provisions for auxiliary power.

Inventory of System

The City’s existing sanitary sewer system consists of approximately 117,800 LF of gravity sewers, 7,800 LF of 6-inch and 4-inch force mains, and approximately 270 manholes. The system is more or less divided into two parts by SR 410. Flow on the southeast side of SR 410 is collected, transported under the highway at Wheeler Avenue and Park Avenue, and then conveyed by gravity to the wastewater treatment plant (WWTP) north of Park Avenue. A small volume of flows is conveyed across SR 410 immediately west of the intersection of SR 410 and SR 165. Flows northeast of the highway travel north to the main trunk line on Park Avenue. A summary of this collection system is shown below in Table U1.

TABLE U1
Collection System Inventory

Pipe Diameter	Length (lineal feet)
Gravity System	
4-inch	24,000
6-inch	2,100
8-inch	60,300
10-inch	12,000
12-inch	9,100
14-inch	2,000
15-inch	2,100
18-inch	6,200
Subtotal	117,800
Force Main	
4- and 6-inch	7,800

The collection system in Buckley was originally built in the early 1900’s as a combined storm and sanitary sewer system. Over the years, extensions and sewer separations have occurred resulting in a total pipeline length exceeding 125,000 feet. The older gravity sewer mains consist of clay pipe with mortared bell-spigot type joints. More recent construction is primarily 8 and 10-inch concrete and PVC pipe with rubber joints. However, only about 1/3 of the system was installed with this type of construction. The depth of the sewer mains typically varies from 2 to 15 feet, with 6 to 7 feet as the average depth. Manholes in the older portion of the system are of brick

and mortar construction, while the most recently installed manholes are precast concrete. Due to the age of the system, the depths of the conveyance mains and type of construction, infiltration and inflow (I/I) problems have continued to develop. I/I problems result during storms, when water infiltrates through pipe imperfections such as misaligned joints and cracks in the lines, greatly increasing flows to the plant. The City has replaced most of the downtown core area gravity sewers, resulting in significant reductions in I/I.

Proposed Location and Future Needs

The evaluation of the City's collection system conducted in 2017 identified several needs to serve existing and future customers. These are briefly discussed below. In addition, planning under GMA has identified other future needs.

As has been previously noted, the majority of the City's original sanitary sewer conveyance system consisted of 50-year-old clay pipe which had deteriorated considerably and was in need of replacement due to the volumes of infiltration/inflow presently accessing the conveyance network. Furthermore, by the Department of Ecology (DOE) standards several of the existing sewer mains are undersized and/or sloped at less than acceptable grades.

A sewer system rehabilitation program was first developed from an I/I study in 1973. A second I/I analysis and a sewer system evaluation survey were conducted in 1975. Because the WWTP exceeded design flows during wet weather months, a third I/I study was undertaken in 1992 and completed in 1994. This report (Infiltration/Inflow Analysis and Engineering Report) was amended in January 1999. The report indicated that removal of I/I would be more cost-effective than expansion of the treatment plant, if 45 percent of the I/I were removed. Manhole rehabilitation was also identified in the 1994 plan as another project aimed at reducing I/I. The amendment to the I/I analysis and Engineering Report completed in January 1999 looked at reducing I/I in two of the drainage basins.

As a result of the 1992-94 I/I study, the city of Buckley replaced parts of its sanitary sewer collection system. In 1998, the City applied for approval from the Department of Ecology to increase the capacity of the WWTP by approximately 330 connections, and received approval on condition that the City construct wastewater improvements to remove approximately 45 percent of the inflow and infiltration of stormwater into the City's sewer system and on the condition that the City construct a digester at the treatment plant.

The future improvement projects recommended by this plan are based both on the anticipated maximum or build-out development within the UGA boundary and the existing condition of the sanitary conveyance system as described in the modeling completed in 2015.

The expected future sewage flow rates were developed by applying per capita flow rates and peaking factors to the estimated population figures as have been presented within the land use element section of this plan.

All recommended pipe replacement projects include lowering the pipeline elevation and increasing the pipe's existing slope. These modifications will allow the system to serve outlying areas primarily by gravity.

The following projects address deficiencies to the sewer collection system identified from modeling and studies discussed above.

Trunk Sewer Main Projects

T-1. McNeely Street South, East on Mason to State School Property Line, South to Ryan Road to Klink Street-construct 4,800 LF of new 12" PVC.

Area Lift Stations

There is presently sewer service to the elementary and middle schools which are located in the most southerly and westerly area of the GMA boundary via a 6-inch force main along SR 410 and a school district maintained lift station. The existing topography of this area would dictate that gravity mains flow towards the most northerly and westerly area of the proposed development limits. To convey flows completely by gravity from the most outlying areas to the treatment plant would require sewer piping installation of depths, over 25 feet. This type of system is not viewed as financially feasible because of these depths and the glacial till underlying most of the area. An alternative is the installation of lift stations sized to serve the developing population.

The following projects address deficiencies to the sewer collection system that are remedied by lift stations and force main projects:

Lift Station and Force Main Projects

L-1. South Spiketon Road Lift Station - 500 gpm, 2 pumps with Emergency Generator.

F-1. South Spiketon Road-construct 1,300 LF of new 6” Ductile Iron Force Main.

Completion of Sanitary Sewer System Rehabilitation

The system improvements and/or extensions noted above do not include additional projects that need to be completed for the continued improvement of the older segments of the collection system. The City will complete TV inspection work and disconnection of roof, yard, and cellar drains as previously recommended to City. The City will also analyze and collect additional flow data, conduct limited system evaluation and complete spot repairs, perform mainline and side sewer rehabilitation of existing sewers as identified in I/I Program and system evaluation.

Treatment System

Level of Service

The Level of Service (LOS) for the sewage treatment plant was established from the *Criteria for Sewage Works Design*, DOE, 2008. Average design flows were established from an average demand of 108 gallons per day per capita, and the expected service population. Projected wastewater flows in 2044 are 0.691 mgd annual average flow and 2.323 mgd maximum monthly flow.

In addition to hydraulic design criteria, there are also loading criteria for LOS. Typically loading criteria are established for Biological Oxygen Demand (BOD₅) and Total Suspended Solids (TSS). For BOD, 0.2 lbs/day per capita was utilized for design loadings; for TSS, 0.17 lbs/day per capita were utilized. Both values are consistent with Criteria of Sewage Design. Historic phosphorus literature data was used to size the nutrient removal components to be added treatment plant.

Inventory of System

The current plant was designed to accommodate an average annual flow of 1.2 mgd and a maximum month flow of 2.14 mgd. It has a peak hydraulic capacity of 2.7 mgd.

The system components include headworks/grit removal, two oxidation ditches, two clarifiers, chlorination/dechlorination, and a mechanical building housing sludge pumps and dewatering equipment. The headworks of the facility consists of the influent channel, a bar screen, a degritter, a grinder, an adjustable flow splitter and effluent channels to the oxidation ditches. From the headworks, influent enters the oxidation ditches where the main treatment process occurs. Effluent is then transported to the clarifier units where solids are separated from liquid and either recirculated to the oxidation ditches or wasted to the sludge disposal system. Effluent from the clarifiers enters the dual chlorine contact tanks prior to discharge into the White River via a 14-inch outfall pipe.

Treatment System Improvements

The City of Buckley completed major improvements to the exiting wastewater treatment, effluent disposal, and biosolids processing systems in 2008.

The needs for these improvements are being driven by two factors. The first is the implementation of phosphorous limitations for discharges to the White River. Buckley currently operates a conventional secondary wastewater treatment plant. The White River has been the location of the City’s treated wastewater effluent discharge.

The second factor is the need to accommodate additional growth in the Buckley Urban Growth Area (UGA). The current customer base for the wastewater system is equivalent to approximately 6,082 persons. This customer base is expected to increase to 8,235 by the year 2044.

V. STORMWATER COLLECTION AND TREATMENT

The storm and surface water drainage utility is owned, operated and maintained by the City and provides drainage, flood control, and protection of environmentally sensitive areas such as wetlands, steep slopes and stream corridors. For the most part, the original system is somewhat antiquated and consists of piping materials and construction methods, which were employed nearly 60 years ago. The majority of this

original drainage network was completed using clay tile piping with open joint construction. Over time, this piping has deteriorated to an extremely poor condition, with several areas needing immediate improvements.

The City utilities department has completed some improvements to the system over the years. The installation of new piping systems and improvements to existing drainage channels has substantially increased the hydraulic performance of the existing system. Current growth and expected growth will require more improvements and additions to the existing system.

The Level of Service (LOS) for the City’s stormwater conveyance system is to convey the 25-year storm event. The City of Buckley has adopted the *Ecology Stormwater Management Manual for Western Washington (2019)*, as the City’s technical manual (BMC 14.30.061). The City has also adopted the *Low Impact Development Technical Guidance Manual for Puget Sound (LID Manual)*.

Moving stormwater within the City is difficult, due to the flat topography and minimal natural grade within the City to convey surface water runoff. Several areas are serviced by open ditches, which convey water into the pipe collection system or into an open, uninhabited area.

Treatment

As stated previously, the City has adopted *Ecology’s 2019 Stormwater Management Manual*, which describes in detail the methods and practices for mitigating stormwater runoff impacts.

Level of Service

The Washington State Department of Ecology (DOE) has enacted certain guidelines and rules for the management of stormwater. The requirements include provisions for the following: ordinances to control off-site water quality, the use of source Best Management Practices (BMPs), effective water quality treatment for the design storm, use of infiltration where possible, erosion and sediment control, the protection of wetlands and stream channels; operation and maintenance programs for new and existing stormwater systems; record keeping of drainage system facilities; adoption of Ecology's Technical Manual or equivalent; education programs for the general public; coordination with the Growth Management Act; and basin planning.

The City adopted stormwater management regulations are included in Buckley Municipal Code Chapter 14.30. The activities covered under this regulation include

land disturbing activities, structural development including construction, installation or expansion of a building or other structure, creation of impervious surfaces, Class IV general forest practices that are conversions from timber land to other uses, subdivision, short subdivision and binding site plans and redevelopment.

The level of service chosen for new conveyance facilities is to provide the conveyance capacity of the 100-year, 24-hour event.

Collection

Level of Service

The Pierce County ordinance requires the City to develop a Storm Drainage Plan that describes how all storm drainage impacts will be mitigated for any existing or future project. This plan is required if the project consists of or results in high housing densities, changes in the drainage patterns, contains wetlands or swales, filling, sensitive areas, is tributary to any pothole off-site, changes to the runoff coefficient, changes in erosion characteristics, or if 25 percent of the surface area becomes impervious.

This plan must include a description of the property prior to development, as it exists now, and how it might be modified in the future; details of the topography, basin, and soils; downstream drainage analysis, and calculations of the runoff rates and volumes that would occur for the various storm events. In addition, the plan must include recommendations and construction projects necessary to manage any runoff problems.

The importance of a storm drainage plan, and of properly managing storm runoff, is significant step in alleviating potential future drainage issues. By detaining, retaining, or allowing storm runoff to infiltrate, citizens, property and environmentally sensitive areas are better protected from flooding, erosion, depleted groundwater and summer base flows, and pollution.

System Inventory

The City’s storm drainage network is comprised of numerous catch basins and storm drain manholes, piping ranging in size from 6 to 36 inches, year and/or area draws, detention ponds/pipes and an extensive network of storm drainage ditches that includes culverts and outlet channels. Several areas are either not currently serviced or are inadequately serviced. Areas slated for development or currently without service

will require improvements before any development can continue, in order to mitigate flooding and other impacts.

The City does not currently provide storm drainage for the State of Washington Rainier School. The Rainier School is located along the easterly City limit and encompasses nearly 160 acres. The School directs a majority of its stormwater through a privately maintained system to an outfall in the White River, north of the City. It is believed that the south campus, approximately 70 acres in area, channels storm runoff into the City’s drainage system located along and within the Ryan Road corridor.

The collector and drainage infrastructure, as it presently exists, predominantly conveys water to both the north and west areas of the City to ultimately discharge into the Puget Power Flume and the White River Basin. Areas to the south and east part of the City, which are less developed, discharge drainage flows south into the Spiketon Creek Basin area.

To analyze the existing and required future storm drainage capacities, the Urban Growth Area was segregated into fourteen individual drainage basins. Some of the basins were divided into smaller sub-basins for the purpose of analysis. This was accomplished based on the present system’s configuration and outfall locations as well as the general topography of the Buckley Basin.. Existing conveyance piping and stormwater outfall locations were surveyed to estimate the maximum available capacity at discharge points. The Ecology Manual uses the “Unit Hydrograph Analysis Methods” for estimating storm run off volumes and rates as the preferred method for estimating runoff. The Comprehensive Flood Hazard Management Plan for Buckley used the Santa Barbara Urban Hydrograph Method to analyze 10, 25, 100, and 500-year storm events. The analysis reflected existing conditions as well as impervious areas that are likely to result from the Comprehensive Plan – designated development. The existing drainage conditions, outfall capacities and estimated future drainage flows were then reviewed to determine storm sewer improvements necessary to decrease flood potential. There are several basins within the City with inadequate storm drainage. The City lies in a relatively flat area, which makes management of drainage challenging. For others, increasing conveyance will move existing flooding to another location. In addition to these conveyance system mitigation measures, alternatives including construction of detention facilities and restoration of historic drainage patterns must be considered.

The City currently experiences flooding and ponding in areas which are not provided with adequate storm drainage. Some of the areas needing improvement simply require larger pipes or open channels, while others have no conveyance system in place. Areas now being proposed for development will need upgrades to existing conveyance

systems before any development can be completed. Areas of large impervious surfaces will result in flooding and erosion leading to property damage, unless an adequate drainage system is constructed.

The previously completed sanitary sewer infiltration/inflow report recommends that once improvements to the sanitary system have been completed and sewage flows are redirected into the new network, the old sanitary sewer pipe can be used to collect, convey and discharge storm runoff. The stormwater improvements outlined herein have been selected based on the use of the existing storm sewers capacity. Additional drainage capacity could be achieved by the conversion of sanitary piping, and may be completed during sanitary system improvement projects, not included as a part of this analysis.

The City’s existing storm drain outfall locations were surveyed and reviewed to estimate existing basin discharge capacities. These estimates were then compared with both the existing drainage flows and future estimated maximum runoff flows to determine the current and future levels of service.

Proposed Locations and Future Needs

The following project descriptions and recommendations for construction projects have been selected based on a review of the City’s existing storm drainage conditions. These improvements are targeted to remove existing storm conveyance problems within the City. Each of the selected projects is to be completed with systems that will adequately pass the runoff from the future “build-out” developments that are presently anticipated. The recommended piping has been selected to comply with the City standards, which require commercial and high value areas to convey a 100-year storm event at maximum development expected to occur in each area.

The following table includes projects involved in developing a complete storm drainage system, which will support the drainage requirements of the area within the UGA boundary. The projects are taken from the December 2023 *City of Buckley Stormwater Management Comprehensive Plan* and are listed in order of priority.

Stormwater Capital Improvement Projects

Priority	Project	Project	Location	Estimated Project Cost	Estimated Schedule
1	CIP 1A	Collins Road Extension (36-Inch Parallel Storm Drain)	Easement – Collins Road to East Packard	\$809,000	2024
1	CIP 1B	Collins Road Extension (48-Inch Storm Drain)	Easement – Collins Road to East Packard	\$982,000	2024
2	CIP 2	Spruce Street	Spruce Street – Mason Avenue to Collins Avenue	\$604,000	2024
3	SMAP-01	Main Street (Water Quality Vault)	Main Street	\$493,000	2024
4	SMAP-02	East Mason Avenue (Water Quality Vault)	East Mason Avenue	\$732,000	2025
5	CIP 3A	Ryan Road – Phase I (24-Inch Parallel Storm Drain)	Ryan Road – Spiketon Road to Sargent Street	\$2,595,000	2027
5	CIP 3B	Ryan Road – Phase I (36-Inch Storm Drain)	Ryan Road – Spiketon Road to Sargent Street	\$2,942,000	2027
6	CIP 4	Ryan Road – Phase II	Ryan Road – Sargent Street to Sheets Road	\$1,480,000	2034
7	CIP 5	Ryan Road/Sheets Road Culverts	Ryan Road and Sheets Road	\$1,767,000	2034
8	CIP 6	Sheets Road	East side of Sheets Road	\$1,572,000	2041+ ⁽¹⁾
9	CIP 7	Mundy Loss Road Culverts	Driveway culverts east side of Mundy Loss Road	\$109,000	2041+ ⁽¹⁾
10	CIP 8	McNeely North	McNeely Road north of Collins Road	\$284,000	2041+ ⁽¹⁾
11	CIP 9	112 th Street East	112 th Street East – Hinkleman Extension to Mundy Loss Road	\$805,000	2041+ ⁽¹⁾

Priority	Project	Project	Location	Estimated Project Cost	Estimated Schedule
12	CIP 10	Hinkleman East	Hinkleman Road	\$1,888,000	2041+ ⁽¹⁾
13	CIP 11	Elk Meadows Ditch	West of Sheets Road	\$774,000	2041+ ⁽¹⁾
Total Cost of CIPs in 6-Year Planning Horizon				\$5,233,000 – \$5,753,000	
Total Cost of CIPs in 7-Year to 20-Year Planning Horizon				\$3,247,000	

(1) Project included in the 20-year CIP unless developer funded at an earlier date.

The natural gas distribution utility is owned, operated, and maintained by the Puget Sound Energy (PSE).

Company Overview

Puget Sound Energy (PSE) is a private utility providing natural gas and electric service to homes and businesses in Puget Sound region of Western Washington and portions of Eastern Washington, covering 10 counties and approximately 6,000 square miles. PSE’s regional and local natural gas and electric planning efforts are integrated and centered on providing safe, dependable, and efficient energy service. PSE provides natural gas to more than 770,000 customers, throughout 6 counties, covering approximately 2,900 square-mile area. .

Regulatory Environment

PSE’s operations and rates are governed by the Washington Utilities and Transportation Commission (WUTC). PSE natural gas utility operations and standards are further regulated by the U.S. Department of Transportation (DOT), including the Pipeline and Hazardous Materials Administration (PHMSA). PHMSA’s Pipeline Safety Enforcement Program is designed to monitor and enforce compliance with pipeline safety regulations. This includes confirmation that operators are meeting expectations for safe, reliable, and environmentally sound operation of PSE’s pipeline infrastructure. PHMSA and the WUTC update pipeline standards and regulations on an ongoing basis to assure the utmost compliance with standards to ensure public safety. The residents within the City of Buckley rely on the coordinated effort between PSE and the City for the adoption and enforcement of ordinances and/or codes to support on the safe, reliable, and environmentally sound construction, operation and maintenance of PSE’s natural gas facilities.

Integrated Resource Plan

In order for PSE to meet its regulatory requirements, it updates and files an Integrated Resource Plan (IRP) with the WUTC every two years. The IRP identifies methods to provide dependable and cost effective natural gas service that address the needs of retail natural gas customers. Natural gas sales resource need is driven by design peak day demand. The current design standard ensures that supply is planned to meet firm loads on a 13-degree design peak day, which corresponds to a 52 Heating Degree Day (HDD). The IRP suggests the use of liquefied natural gas (LNG) for peak day supply and support the needs of emerging local maritime traffic and truck transport transportation markets.

VI. NATURAL GAS UTILITY

Natural Gas Supply

PSE controls its gas-supply costs by acquiring gas, under contract, from a variety of gas producers and suppliers across the western United States and Canada. PSE purchases 100 percent of its natural-gas supplies needed to serve its customers. About half the natural gas is obtained from producers and marketers in British Columbia and Alberta, and the rest comes from Rocky Mountain States. All the gas PSE acquires is transported into PSE’s service area through large interstate pipelines owned and operated by Williams Northwest Pipeline. PSE buys and stores significant amounts of natural gas during the summer months, when wholesale gas prices and customer demand are low, and stores it in large underground facilities and withdraws it in winter when customer usage is highest; ensuring a reliable supply of gas is available.

System Overview

To provide the City of Buckley and adjacent communities with natural gas, PSE builds, operates, and maintains an extensive system consisting of transmission and distribution natural gas mains, odorizing stations, pressure regulation stations, heaters, corrosion protection systems, above ground appurtenances, and metering systems. When PSE takes possession of the gas from its supplier, it is distributed to customers through more than 21,000 miles of PSE-owned natural gas mains and service lines.

PSE receives natural gas transported by Williams Northwest Pipeline’s 36” and 30” high pressure transmission mains at pressures ranging from 500 PSIG to 960 PSIG. The custody change and measurement of the natural gas occurs at locations known as Gate Stations. PSE currently has 39 such locations throughout its service territory. This is also typically where the gas is injected with the odorant mercaptan. Since natural gas is naturally odorless, this odorant is used so that leaks can be detected. The Gate Station is not only a place of custody transfer and measurement but is also a common location of pressure reduction through the use of “pressure regulators”. Due to state requirements, the pressure is most commonly reduced to levels at or below 250 PSIG. This reduced pressure gas continues throughout PSE’s high pressure supply system in steel mains ranging in diameter of 2” to 20” until it reaches various other pressure reducing locations. PSE currently has 755 pressure regulating stations throughout its service territory. These locations consist of Limiting Stations, Heaters, District Regulators, and/or high pressure Meter Set Assemblies.

The most common of these is the intermediate pressure District Regulator. It is at these locations that pressures are reduced to the most common levels ranging from 25 PSIG to 60 PSIG. This reduced pressure gas continues throughout PSE’s intermediate

pressure distribution system in mains of various materials consisting of polyethylene and wrapped steel that range in diameters from 1-1/4” to 8” (and in a few cases, larger pipe). The gas flows through the intermediate pressure system until it reaches either a low pressure District Regulator or a customer’s Meter Set Assembly.

To safeguard against excessive pressures throughout the supply and distribution systems due to regulator failure, over-pressure protection is installed. This over-pressure protection will release gas to the atmosphere, enact secondary regulation, or completely shut off the supply of gas. To safeguard steel main against corrosion, PSE builds, operates, and maintains corrosion control mitigation systems to prevent damaged pipe as a result of corrosion.

Future Projects

To meet the regional and City of Buckley natural gas demand, PSE’s delivery system is modified every year to address new or existing customer growth, load changes that require system reinforcement, rights-of-way improvements, and pipeline integrity issues. The system responds differently year to year and PSE is constantly adding or modifying infrastructure to meet gas volume and pressures demands. At this time, there are no known major construction projects anticipated in the City of Buckley.

Current and future system integrity work will include ongoing investigations throughout the city to determine the location of where gas lines have been cross bored through sewer lines and make subsequent repairs.

VII. OTHER UTILITIES

Electrical Utilities

Puget Sound Energy (PSE) serves the City of Buckley.

Company Overview: Puget Sound Energy (PSE) is a private utility providing electric and natural gas service to homes and businesses in Puget Sound region and portions of Eastern Washington, covering 10 counties and approximately 6,000 square miles. PSE’s regional and local electric and natural gas planning efforts are integrated and centered on providing safe, dependable, and efficient energy service. PSE provides electrical power to more than 1.2 million electric customers throughout 8 counties.

Regulatory Environment: PSE’s operations and rates are governed by the Washington Utilities and Transportation Commission (WUTC). PSE electric utility operations and standards are further governed by the Federal Energy Regulatory Commission (FERC),

the National Electric Reliability Corporation (NERC), and the Western Electricity Coordinating Council (WECC). These respective agencies monitor, assess and enforce compliance and reliability standards for PSE. The residents of the City of Buckley and the region rely on the coordinated effort between PSE and the City for the adoption and enforcement of ordinances and/or codes to protect transmission and distribution line capacity and support federal and state compliance of safe, reliable, and environmentally sound operation of PSE's electric facilities. Routine utility maintenance work, including vegetation management is required to maintain compliance with FERC, NERC, and WECC regulations.

Integrated Resource Plan: In order for PSE to meet regulatory requirements, it updates and files an Integrated Resource Plan (IRP) with the WUTC every two years. The IRP presents a long-term forecast of the lowest reasonable cost combination of resources necessary to meet the needs of PSE's customers to provide dependable and cost effective service over the next 20 years. The current plan, details both the energy supply and transmission resources needed to reliably meet customers' wintertime, peak-hour electric demand over the next 20 years. The plan, which will be updated, forecasted that PSE would have to acquire approximately 4,900 megawatts of new power-supply capacity by 2033. This resource need is driven mainly by expiring purchased-power contracts and expected population and economic growth in the Puget Sound region. The IRP suggests that roughly more than half of the utility's long-term electric resource need can be met by energy efficiency and the renewal of transmission contracts. This reduces the need down to 2,200 MW by 2033. The rest of PSE's gap in long-term power resources, the IRP stated is likely to be met most economically with added natural gas-fired resources.

PSE generates approximately 46 percent of the electricity for its customers' from its own generation specifically generation plants; hydro, thermal, solar and wind. PSE currently has about 3,000 megawatts of power-generating capacity, and purchase the rest of its power supply from a variety of other utilities, independent power producers and energy marketers across the western United States and Canada.

System Overview: To provide the City of Buckley with electricity, PSE builds, operates, and maintains an extensive integrated electric system consisting of generating plants, transmission lines, substations, switching stations, sub-systems, overhead and underground distribution systems, attachments, appurtenances, and metering systems.

Electricity provided by PSE to the City of Buckley is often produced elsewhere and is interconnected to the Northwest's regional transmission grid through an extensive network of transmission facilities providing bulk transmission service to meet the

demands of electricity customers within the region's eight states. The PSE electric transmission facilities in the City of Buckley are important components of the electric energy delivery grid serving the Puget Sound region. As electricity reaches the City of Buckley the voltage is reduced and redistributed through lower-voltage transmission lines, distribution substations, overhead and underground distribution lines, smaller transformers, and to individual meters.

PSE will be prudently and systematically deploying smart grid technology at each level of infrastructure to enhance and automate monitoring, analysis, control and communications capabilities along its entire grid. Smart grid technologies can impact the electricity delivery chain from a power generating facility all the way to the end-use application of electrical energy inside a residence or place of business. The ultimate goals of smart grid are to enable PSE to offer more reliable and efficient energy service, and to provide customers with more control over their energy usage.

Future Projects: To meet regional and City of Buckley electric demand, PSE is upgrading the existing 55 kilovolt (kV) substations and transmission lines between Electron Heights (vicinity of Kapowsin) and Enumclaw to 115 kV. The multi-year projects began in 2009 and entail converting the voltage of over 20 miles of transmission line between the Electron Heights and Krain Corner (Enumclaw) substations, installing roughly 1.5 miles of new transmission line in Enumclaw, as well as converting, upgrading or completely rebuilding four substations as well as constructing a new substation in Buckley.

Telecommunication Utilities

The City of Buckley is served by Lumen, Comcast and other regional providers. Various facilities are located throughout the County and the City.

The provision of telecommunication services is driven by the needs of its customers. As the city grows, telecommunication facilities will be upgraded to ensure adequate service levels. Facilities will be upgraded as technology advances.

Solid Waste Collection

The City contracts with D.M. Disposal Company for solid waste collection. Collection is performed once a week. in the unincorporated portion of the Planning Area, solid waste is collected also by D.M. Disposal.



CITY COUNCIL AGENDA BILL

City of Buckley
PO Box 1960
Buckley, WA 98321

ITEM INFORMATION			
SUBJECT: Ordinance No. ____-24: Amending Buckley Municipal Code to Regulate Camping in Public Spaces	Agenda Date: December 10, 2024 AB24-075		
	Department/Committee/Individual	Created	Reviewed
	Mayor		X
	City Administrator		X
	City Attorney	X	X
	City Engineer		
	City Clerk		X
	Finance Dept		
	Building Official		
	Fire Dept		
	Parks & Recreation		X
	Building & Planning		
	Police Dept		X
	Municipal Court		
	PW/Utilities		
Cost Impact: N/A			
Fund Source: N/A			
Timeline: October 1, 2024- study session			
December 3, 2024- study session			
Staff Contact: City Administrator, Courtney Brunell and City Attorney, Phil Olbrechts			
Attachments: Draft Ordinance			
SUMMARY STATEMENT: Approval of this ordinance will regulate camping in public spaces, including parks, rights-of-way, and open spaces, to safeguard public health, safety, and accessibility. Following discussions during City Council meetings, the Council unanimously directed staff on October 1, 2024, to develop a strict ordinance prohibiting camping in these areas, understanding that amendments may be necessary based on future court rulings. The ordinance establishes clear standards to address concerns such as unsanitary conditions, obstruction of public access, and improper use of public spaces. It includes provisions that: • Prohibit camping and storage of personal property in parks, streets, and other public spaces. • Limit vehicle habitation to no more than 12 hours total per calendar month to accommodate recreational visitors while maintaining public order. • Provide exceptions for special events or circumstances as defined by the City.			
COMMITTEE REVIEW AND RECOMMENDATION:			
RECOMMENDED ACTION: Move to approve Ordinance No. 19-24: Amending Buckley Municipal Code to Regulate Camping in Public Spaces.			
RECORD OF COUNCIL ACTION			
Meeting Date	Action	Vote	

CITY OF BUCKLEY

ORDINANCE NO. ____-24

**AN ORDINANCE OF THE CITY OF BUCKLEY, WASHINGTON
ESTABLISHING A NEW CHAPTER 10.85 BMC THAT RESTRICTS
CAMPING ON PUBLIC PROPERTY AND FIXING A TIME WHEN THE
SAME SHALL BECOME EFFECTIVE.**

WHEREAS, the City of Buckley seeks to promote the health, safety, and welfare of its residents and visitors;

WHEREAS, the City Council recognizes the need to keep public spaces free of camping and personal storage to maintain accessibility for all users;

WHEREAS, the City has a compelling interest in ensuring that public property is not misused for camping and unsanitary purposes, thereby preventing public health risks;

WHEREAS, the City desires to establish consistent and enforceable standards for camping on public property;

WHEREAS, this ordinance is enacted in furtherance of these objectives;

**NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF BUCKLEY, WASHINGTON, DOES
ORDAIN AS FOLLOWS:**

Section 1. Repeal of BMC 10.84.095

BMC 10.84.095 Camping is hereby repealed. and replaced with BMC 10.84.400 through 10.84.470, establishing rules for camping on public parking in the City of Buckley.

Section 2. A new Chapter 10.85 BMC is hereby added to the Buckley Municipal Code to provide as follows:

Chapter 10.85

Camping

Sections:

10.85.010 Findings.

10.85.020 Purpose.

10.85.030 Definitions.

10.85.040 Operating hours and areas not open to public.

10.85.050 Areas not open to public—Violation.

10.85.060 Unlawful camping on public property.

10.85.070 Penalty for violations.

10.85.100 Findings.

People camping and storing personal property on public property and on public rights-of-way, such as streets, sidewalks, and alleys, are engaged in conduct which creates a public health and safety hazard due to interference with use of the rights-of-way and the lack of proper utility and/or sanitary facilities in those places. People without sanitary facilities have urinated, defecated, and littered on public property and on the public rights-of-way. Use of public property for camping purposes or storage of personal property interferes with the rights of others to use the areas for which they were intended.

10.85.020 Purpose.

It is the purpose of this chapter to prevent harm to the health and safety of the public and to promote the public health, safety, and general welfare by keeping public streets and other public property readily accessible to the public and to prevent use of public property for camping purposes or storage of personal property which interferes with the rights of others to use the areas for which they were intended.

10.85.030 Definitions.

The following definitions are applicable in this chapter unless the context otherwise requires:

- "Camp" or "camping" means to pitch, create, use, or occupy camp facilities for the purposes of habitation, as evidenced by the use of camp paraphernalia.

- "Camp facilities" include, but are not limited to, tents, huts, temporary shelters, or vehicles.

- "Camp paraphernalia" includes, but is not limited to, tarpaulins, cots, beds, sleeping bags, blankets, mattresses, hammocks, or outdoor cooking facilities and similar equipment.

- "Public park" means the same as defined in BMC 10.84.020.

- "Store" means to put aside or accumulate for use when needed, to put for safekeeping, to place or leave in a location. "Store" does not include storage of personal items by City employees and invitees in the regular course of participating in or working on City functions, events and/or activities unrelated to camping.

- "Street" means any highway, lane, road, street, right-of-way, boulevard, alley, and every way or place in the city that is publicly owned or maintained for public vehicular travel.

- "Vehicle" means the same as such is defined in RCW 46.04.670.

10.85.040 Operating hours and areas not open to public.

Some city property may be closed to the public at all times. Other city property may be open to the public only during established operating hours and for purposes related to the functions of city government. Operating hours for particular city property may be established by the City Administrator and so posted at the property.

10.85.050 Areas not open to public—Violation.

In addition to a violation of other applicable law, it is also a violation of this chapter to enter or remain on any property under the jurisdiction of the city when the area is not open to the public.

10.85.060 Unlawful camping on public property.

A. In addition to violating other applicable law, it is a violation of this chapter for any person to erect any structure, tent, or other shelter on any city property except as otherwise authorized by the Buckley Municipal Code.

B. It is a violation of this chapter for any person to camp or to store personal property, including camp facilities (other than vehicles) and camp paraphernalia, in any park, publicly owned or maintained land, parking lot, or street, , whether improved or unimproved. It shall also be unlawful for any person to occupy a vehicle for the purpose of camping within these areas for more than 12 hours total within City limits within any calendar month.

10.85.070 Penalty for violations.

Violation of any of the provisions of this chapter is a misdemeanor. Any person violating any of the provisions of this chapter shall, upon conviction of such violation, be punished by a fine of not more than one thousand dollars or by imprisonment not to exceed ninety days, or by both such fine and imprisonment.

Section 3. Adoption This ordinance shall be effective upon adoption and expiration of five days after publication as provided by law.

Introduced, passed and approved this 10th day of December 2024.

Beau Burkett, Mayor

ATTEST:

Trevia Zumek, City Clerk

APPROVED AS TO FORM:

Phil Olbrechts, City Attorney

Published:_____

Effective:_____



CITY COUNCIL AGENDA BILL

City of Buckley
PO Box 1960
Buckley, WA 98321

ITEM INFORMATION			
SUBJECT: RES No. 24-__ : Amending the City Taxes, Rates and Fees Schedule (Revision #3) Cost Impact: N/A Fund Source: N/A Timeline: N/A	Agenda Date: December 10, 2024		AB24-076
	Department/Committee/Individual	Created	Reviewed
	Mayor		X
	City Administrator		X
	City Attorney		
	City Engineer		
	City Clerk	X	X
	Finance Dept		
	Building Official		
	Fire Dept		
	Parks & Recreation		
	Building & Planning		
	Police Dept		
	Municipal Court		
	PW/Utilities		
Staff Contact: City Administrator Brunell and City Clerk Zumek			
Attachments: Resolution and Track Changes Taxes, Rates & Fees and Updated Clean Copy Taxes, Rates & Fees			
SUMMARY STATEMENT: The attached resolution updates the City's Taxes, Rates, and Fees Schedule for 2025. Proposed changes are highlighted in the track changes version of the attached exhibit. Please note, there are still some adjustments for 2025 that remain unknown at this time. These will be brought to the Council in a future amendment in early 2025.			
COMMITTEE REVIEW AND RECOMMENDATION: N/A			
RECOMMENDED ACTION: MOVE to Approve Resolution No. 24-10: Amending the City Taxes, Rates and Fees Schedule (Revision #3)			
RECORD OF COUNCIL ACTION			
Meeting Date	Action	Vote	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

DESCRIPTION	TAX, RATE OR FEE	
Administrative Fees		
Pierce County Auditor Recording	Cost	
Copy charge – Per Page – 8 ½ X 11, 8 ½ X14, and 11X17 paper sizes.	\$0.15/page	
Scanned Records	\$0.10/page	
Electronic Records	\$0.05/per each electronic file or attachment	
Audio or Video Tapes	\$10.00	
Computer Disks and/or USB Flash Drive	\$10.00	
Oversized Plans, Aerial Photos, Drawings, and Maps (Black and White)	Cost	
Color GIS Plotted Maps	Cost	
Other Documents	Cost	
Public Notice	Cost	
Returned Check Fee	\$25.00	
Rejected Credit Card Fee	\$35.00	
Notary Services	\$5.00/notarized document	
Passport Processing Fee	\$35.00	
Passport Photo Services	\$15.00	
Adult Passport Renewal (Form DS-82) Mailing & Convenience Fee	\$15.00	Reviewing the application for completeness, the priority mail envelope, priority mail label and postage fee
Administrative Fee	12.0074% of associated staff time	
Business Licenses and Special Events		
Special Event Permit	\$25.00 Application Fee per Application	\$100.00*

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

*Note: In addition to the Special Event Permit fee listed above, the special event applicant shall pay to the City all additional costs incurred by the City that are associated with the event, including security and law enforcement, traffic control, street closures, street & parking lot sweeping, garbage pickup, sani-cans, etc. Hourly rates for determining fee will be based on rates listed within this document.

Business License		
Resident Business License	~~\$90.00~~ ^{\$85.00}	
Non-Resident business License	~~\$90.00~~ ^{\$85.00}	
Annual Renewal (Due in Conjunction with Renewal of State Business License)	~~\$90.00~~ ^{\$85.00}	
Facility Rentals		
Buckley Hall Classification		
<u>Classification</u>	<u>Qualified Organization</u>	<u>Fee & Deposit Information</u>
Classification A	Meetings or activities sponsored by the City of Buckley and its various departments.	100% waiver of all fees.
Classification B	Organizations with user agreements and memorandums of understanding that include use of Buckley Hall	Rates & fees for the space will be identified in the agreements. Follow Classification C for any events or rentals that are not outlined in formal agreements.
Classification C	501(c)3 Non-profit organizations that support the Buckley area community.	Deposits or proof of insurance required. Fees are reduced in fee structure.
Classification D	General Rental (This includes private events and commercial activities).	No waiver of any fees and deposits are required. Insurance may be required for qualifying events.
Classification M	Memorial services and funeral receptions for Buckley residents planned less than 30 days in advance, booking on an open calendar day.	\$100 (for 4 hours) plus \$50 per additional hour (Deposit required).
Buckley Hall Rates		

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Day of the Week	General Rate – Classification D	Non-Profit Rate – Classification C
Monday – Thursday	Hourly Rate: \$50 (4 hour minimum)	Hourly Rate: \$10 (no minimum hours).
Friday	Hourly Rate: \$125 (4 hour minimum)	Hourly Rate: \$50 (2 hour minimum).
Saturday & Sunday	Full Day Rental: \$1,000 (8AM – Midnight). Hourly Rate: \$125 (6 hour minimum).	Full Day Rental: \$600 (8AM – Midnight). Hourly Rate: \$75 (6 hour minimum).
Federal or Observed Holidays	\$100 Additional Fee	\$100 Additional Fee
Rental Deposit (Refundable)		\$350 without alcohol \$750 with alcohol
Multi-Purpose Center (same classifications as Buckley Hall)		
	General Rate – Classification D	Non-Profit Rate – Classification C
Monday – Friday	Hourly Rate: \$40.00	Hourly Rate: \$10.00
Saturday – Sunday	Hourly Rate: \$100.00 (3 hour minimum)	Hourly Rate: \$75.00 (3 hour minimum)
Federal or Observed Holidays	\$100.00 Additional Fee	\$100.00 Additional Fee
Use of Kitchen	\$50.00 (Per Rental Day)	\$25.00 (Per Rental Day)
Rental Deposit	\$350.00	\$350.00
Youth Activity Center (same classifications as Buckley Hall)		
	General Rate – Classification D	Non-Profit Rate – Classification C
Monday – Friday	N/A	Hourly Rate: \$10.00
Saturday – Sunday	N/A	Hourly Rate: \$75.00 (2 hour minimum)
Rental Deposit	N/A	\$350.00
Buckley Fire Department Classroom Classification and Rates		
<u>Classification</u>	<u>Qualified Organization</u>	<u>Fee & Deposit Information</u>
Classification A	City of Buckley or Firefighters Association sponsored meetings or activities.	100% waiver of all fees

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Classification B	Organizations with user agreements and memorandums of understanding that include use of Fire Station.	Rates & fees for the space will be identified in the agreements. Follow Classification C for any events or rentals that are not outlined in formal agreements.
Classification C	501(c)3 Non-profit organizations that support the Buckley area community.	Deposits or proof of insurance required.
Rates		
Day of the Week	Non-Profit Rate – Classification C	
Monday – Friday	Hourly Rate: \$10 (no minimum hours).	
Saturday & Sunday	Full Date Rental: \$600 (8AM – 8PM)	
	Hourly Rate: \$75 (3 hour minimum)	
Federal or Observed Holidays	\$100 Additional Fee	
Rental Deposit (Refundable)	\$350	
Public Peace Safety & Morals		
Concealed Pistol Permit		
Original	\$48.00	49.25
Replacement	\$10.00	
Renewal (up to 90 Days before)	\$32.00	
Late Renewal (up to 90 days after)	\$42.00	
Fingerprinting		
One Card	\$10.00	
Two Cards	\$15.00	
Body-Worn Camera or In-Car Video		
Where redacting, altering, distorting, pixelating, suppressing, or otherwise obscuring any portion of a body-worn camera or in-car video is necessary as allowed under RCW 42.56.240(14)		\$52.00 per hour – prorated charge applies for less than full hour.
Gross Misdemeanor	Fine Not to exceed \$5,000 or by confinement in jail for a term not to exceed 364 days or by both such fine and confinement.	

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EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Misdemeanor	Fine not to exceed \$1,000 or by confinement in jail for a term not to exceed 90 days or by both such fine and confinement.	
Infraction	(a) Payment of a fine of not more than \$250.00 for each day of noncompliance; (b) Payment of court costs as defined by rule or statute; (c) Payment to the prevailing party of its reasonable attorneys' fees as allowed by RCW 7.80.140.	
Parking	Parking infractions are punishable by a \$50 fine for each offense.	
<u>Animals</u>		
<u>Licenses</u>		
Unaltered – not sterilized, spayed or neutered – dogs or miniature pigs	\$30.00 per year; seniors age 60 and older, \$15.00 per year.	
Altered – Sterilized, spayed or neutered – dogs or miniature pigs	\$20.00 per year; seniors age 60 and older, \$10.00 per year.	
Identification Tags “only”	\$15.00; seniors age 60 and older, \$10.00	
Replacement of Metal Tags	\$5.00	
Exemption from Fee	Guide or Service Dogs	
Impound: Redemption Fees		
Daily Maintenance Fee	\$12.00/day	
Redemption Fee		
First Impound of an Animal	\$50.00	
Second Impound of an Animal	\$75.00	
Third or Greater Impound of Animal	\$100.00	
Note: Total Fee consists of both Redemption and Daily Maintenance Fee.		
Kennel License	\$50.00	
Annual Renewal Fee	\$50.00	
<u>Cemetery</u>		
Grave Sites		
Regular Lots		

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Adult Size Lots	\$1,725.00	
Upright Monument Lots	\$3,000.00	
Child Size Lots	\$300	
Urn Lots		
In-Ground Urn Lot	\$600.00	
Urn Garden Lots (The Ridge)		
Dogwood Section (Single ground plot) – In-Ground Urn Lot	\$900.00	
Alder, Birch & Cedar Sections (Double ground plot) – In-Ground Urn Lot	\$1,400.00	
Bench Plots (Up to 4 Urns)* Space for Bench (Must add cost of bench)	\$1,550.00	
*Note: Bench Plots are designated by the Cemetery Caretaker within the Ridge Area and require purchase of bench, foundation, and installation from the cemetery maker office. Each additional inurnment and inscription will be charged separately at current pricing at the time of need.		
Niche Wall Containers (Old Glory Niche Pavilion)		
Niche (Top Row) – Single Niche Space	\$2,070.00	
Niche (2 nd and 3 rd Rows) – Single Niche Space	\$1,840.00	
Extended Land Use (each)**	50% of lot Price and 15% of Extended Use Fee	Price + Fee
**Note: Cremated remains may be interred upon an existing single grave when the individual remains to be interred are related to the lot owner. Number of second right usages allowed to be interred on a single grave site shall be limited pursuant to BMC 4.20.060.		
Parks & Recreation Department Fees		
Recreation Program Fees**		

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Youth Classes/Programs	TBA – Instructor Cost, supply cost, plus 20%*	
Adult Classes/Programs	TBA – Instructor Cost, supply cost, plus 20%*	
Family Classes/Programs	TBA – Instructor Cost, supply cost, plus 20%*	
Drop-In Classes	TBA – Drop-In Rate plus 20%*	
*Note: Contract Instructors – Any contract instructor charging for their services or classes is required to pay the City of Buckley 20% of all program enrollment fees charged. The instructor is responsible for providing their own class supplies and needed materials.		
Veteran's Monument Commemorative Bricks*	~~\$50.00~~ <u>\$150.00</u>	*(Note: Price includes 3 lines of text up to 16 characters per line.)
Fire Department Fees		
Live Fire Training Facility	\$650 per day, up to 8 hours. \$50 for each additional hour.	
Recovery Costs for Emergency Response	Washington State Association of Fire Chiefs (WSAFC) Rate Schedule	
<u>Cardiopulmonary Resuscitation (CPR), First-Aid (FA) and Bloodborne Pathogens (BBP) classes</u>		
*Residents		
First-Aid Only	\$30.00	
CPR Only	\$30.00	
BBP	\$20.00	
Combo CPR & FA	\$30.00	
Non-Residents		
First-Aid Only	\$40.00	
CPR Only	\$40.00	
BBP	\$40.00	
Combo CPR & FA	\$40.00	
*Includes individuals currently employed at a business located within the City of Buckley who are taking a community offered class as a requirement of their employment, will be charged the Resident fee.		
<u>Ambulance Service Fees</u>		
Ambulance Event Standby Fees (hourly rate charged portal-to-portal; overtime rate (x1.5) applies for each hour after twenty-four hours)		

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

BLS Ambulance	\$112.60 per hour	
ALS Ambulance	\$142.46 per hour	
<u>Basic Life Support (BLS)</u> <u>Emergency Response</u>		
Per Patient Call plus mileage charge of \$ ~~34.38~~ ~~20.00~~ /loaded patient mile		\$ ~~1,218.80~~ ~~800.00~~ + mileage charge
<u>Advanced Life Support (ALS)</u> <u>– Emergency Response</u> <u>Level 1</u>		
Per Patient Call plus mileage charge of \$ ~~34.38~~ ~~20.00~~ /loaded patient mile		\$ ~~1,705.28~~ ~~1,000.00~~ + mileage charge
<u>Emergency Response Level</u> <u>2</u>		
~~Per Patient Call plus mileage charge of \$20.00/loaded patient mile~~		~~\$1,200.00 + mileage charge~~
Automatic Fire Sprinkler Systems**		
New Systems Installation		
NFPA 13 System	\$350 per riser plus \$3.50 per sprinkler head	
NFPA13D System	\$125 per living unit	
NFPA 13R System	\$350 per system up to 25 sprinkler heads and then add \$3.50 per sprinkler head for >25 sprinkler heads; plus \$60 per hose outlet.	
Existing System Modifications		
NFPA 13 System	~~\$150~~ ~~125~~ up to 6 sprinkler heads plus \$3.50 per sprinkler head >6 heads	
NFPA 13D System	\$750 up to 6 sprinkler heads plus \$3.50 per sprinkler head >6 heads	
NFPA 13R System	~~\$150~~ ~~125~~ up to 6 sprinkler heads plus \$3.50 per sprinkler head >6 heads	
Automatic Fire Alarm Systems**		

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EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

New System Installation	\$ ~~250~~ ~~135~~ .00 plus \$2.50 per device ("device" includes each initiating and signaling appliance).	
Existing System Modifications	\$ ~~95~~ ~~85~~ up to 10 devices plus \$2.50 per device >10 devices.	
<u>Other Fire Protection Systems and Components**</u>		
Commercial Cooking Hood & Duct Suppression System	\$225 – new installation (per system) \$65 – modifications to an existing approved system.	
Fire Pumps	\$47 – per pump	
Standpipe System	\$375 – for up to 6 outlets plus \$60 per outlet >6	
Private Underground Fire Service Main	\$150 – new installation up to 100 lineal ft. plus \$0.50 per ft. >100 lineal ft.	
Private Fire Hydrant	\$95 – per fire hydrant	
Smoke Control Systems	\$95 – per shaft or plenum	
Pre-Engineered Fire Protection Systems	\$225 – new installation (per system) \$65 – modifications to an existing approved system.	
Underground Storage Tank Decommission or Removal	\$120: 500 gallons or less	
	\$135: 501 – 1,000 gallons	
	\$250: 1,001 – 3,000 gallons	
	\$295: >3,000 gallons	
Above Ground Fuel Storage Tank	\$150: 1,000 gallons or less	
	\$175: 1,001 – 2,000 gallons	
	\$200: >2,000 gallons	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Underground Fuel Storage Tank	\$200: 1,000 gallons or less plus \$75 per dispensing station	
	\$250: 1,001 – 2,000 gallons plus \$75 per dispensing station	
	\$300: >2,000 gallons plus \$75 per dispensing station	
LP-Gas tank when installed for use as a dispensing station	\$200: 1,000 gallons or less plus \$75 per dispensing station	
	\$250: 1,001 – 2,000 gallons plus \$75 per dispensing station	
	\$300: >2,000 gallons plus \$75 per dispensing station	
Electronic Access Gates	\$75 per gate	
Retail Fireworks Stand Permit (per year per stand)	\$125: "For Profit" seller \$25: "Non-Profit" seller (must be verified)	
Pyrotechnic Fireworks Display	\$150 per event	
Marijuana Extraction System	\$375 per system	
**Established fees include the original review, permit, and related inspection(s) performed by the Fire Department. This fee is based on one inspection and one re-inspection to verify compliance. Additional inspections for the same inspection type will be charged in accordance with the following.		
2 nd Re-inspection	\$100.00	
3 rd and subsequent re-inspections	\$250.00 per inspection	
**One submittal will be processed under the initial permit, review and inspection fees. An hourly rate of \$70 per hour will be charged for additional review time for revisions that have already been plan reviewed, with a minimum one-hour charge.		
<u>Commercial Occupancy Annual Fire Safety Inspections</u>		
-Initial Inspection	No Charge	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

-First Re-Inspection	No Charge	
-Second Re-Inspection	No Charge	
-Third Re-Inspection	\$50.00	
-Fourth and Subsequent Re-Inspections	\$100.00	
Fire Code Appeals	\$860.00	
<u>Manufactured Home Installation Fees</u>		
Installation Permit	Per BMC 16.06.020 (23)	
Inspection Fees	Per BMC 16.40.050	
Canopy Permit Fee	Per BMC 16.80.040	
UTILITIES		
Water & Sewers		
Waterline Connection	Time and Material	
Inspection Fee	\$65.00	
Water Meter, Setter and Vault Fee	Cost of Components	
<u>Water Rates and Charges</u>		
For the base (minimum) service, including water usage from zero to 200 cubic feet per month according to meter size and location within the corporate limits of the City:		
Meter Size	202~~54~~	
	Within City	
Up to ¾"	~~\$32.73~~ \$31.17	
1"	~~\$41.50~~ \$39.52	
1-1/2"	~~\$59.64~~ \$56.80	
2"	~~\$89.61~~ \$85.34	
3"	~~\$133.05~~ \$126.71	
4"	~~\$215.84~~ \$205.56	
6"	~~\$416.36~~ \$396.53	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

8"		~~\$1,020.06~~ <u>971.49</u>
10"		~~\$2,499.60~~ <u>2,380.57</u>
12"		~~\$6,123.13~~ <u>5,831.55</u>
Users outside the City limits shall pay the monthly charges set forth plus a surcharge of 20 percent of the total charge.		
For usage above 200 cubic feet, the following rates are imposed for each 100 cubic feet of usage according to location within or without the corporate limits of the City:		
The consumption charge per 100 cubic feet (CCF), or any part thereof used, shall be as follows:		
Winter		202~~5~~<u>4</u>
Single-family & Multifamily residential	2 – 7 CCF	~~\$2,532.41~~
	7.01 – 15 CCF	~~\$3,052.90~~
	Over 15 CCF	~~\$3,633.46~~
Commercial/Industrial		~~\$2,672.54~~
Schools		~~\$2,512.39~~
Winter rates will be reflected on bills covering October 1 st through May 31 st .		
Summer		202~~5~~<u>4</u>
Single-family & Multifamily residential	2 – 7 CCF	~~\$2,532.41~~
	7.01 – 15 CCF	~~\$3,373.21~~
	Over 15 CCF	~~\$4,404.19~~
Commercial/Industrial		~~\$2,672.54~~
Schools		~~\$2,672.54~~
Summer rates will be reflected on bills covering June 1 st through September 30 th .		
Agricultural Rate		
Potable/Treated	CCF	~~\$1,901.90~~
Non-Potable/Untreated	CCF	~~\$0,221.28~~
C. Multiple Residential Units		

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

1. The water availability charge for a connection serving multiple residential units shall be the availability charge set forth above, multiplied by the number of dwelling units connected to the meter as follows:
 - a) Each duplex unit will be billed as though separately connected to the water main, based on ¾" meter rates.
 - b) In the case of apartment/trailer courts having one meter, each unit will be billed as though separately connected to the water main, occupied or not, based on ¾" meter rates.
 - c) In the case of building lots which have been granted a use permit to allow more than one dwelling on one service meter, each dwelling unit will be billed as though separately connected to the water main, based on ¾" meter rates.
2. There shall be only one water meter for each building housing multiple units.

D. Commercial and Industrial Buildings. Where all commercial or industrial buildings connected to a single service are used in the same business under single management, billing shall be made as for a single building.

E. Special Use Charge. Special purpose use of water from fire hydrants or stand pipes shall be \$50.00 plus \$2.33 per 100 cubic feet for all water used inside the City limits and \$60.00 plus \$2.79 for all water used outside City limits.

F. In the event a customer is not connected to a meter service, or a meter has broken, become out-of-order or fails to accurately meter actual water usage, the customer shall be charged the base or minimum charge, together with an estimated charge for the water used at the premises, based upon the average usage for the corresponding month of the preceding year, averaged over a three-month period including the preceding and following month. In the event there is no prior history for the preceding year, the charge shall be based upon the average water usage for the month for all customers of the municipal water supply system in the same service class.

Shut-off Dispatch Fee	\$595.00/Water	
All charges and/or fees for water service are due and payable at the office of the City Administrator by the fifteenth of every month (due date). If payment is not received within five (5) days of the due date, the account shall become delinquent. On or about the first of every month, a notice shall be sent to the customer noting the balance due, including any penalties and interest. After the City sends a notice of delinquency on the account, the customer must pay any delinquent amounts within 15 days or services may be disconnected. Any water service account that has been deemed delinquent shall be assessed a late penalty of 5 percent of the delinquent amount. The utility billing clerk shall, not later than the fifteenth day of each following month, furnish to the Public Works Director a list of all meters in which water service accounts are delinquent. After water service accounts become delinquent, the Public Works Director shall cause to be shut off the service to the premises affected by such delinquency, and the water service shall not be turned on again until all, or if less, at least four months of delinquent charges, interest and fees, including a fee established by Resolution of the City Council for the cost of issuing the shut-off notice and dispatching the City crew, is paid in full to the City Administrator's office.		
Water System – General Facility Charge		

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EXHIBIT A
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For each single-family residence	\$8,695.60	
For each multi-family and/or accessory dwelling	\$6,523.09	
For all other uses	\$8,695.60	
*Each "equivalent residential unit" means 265 gallons per day; provided, that every use shall be assumed to be at least one equivalent residential use. Gallons per day for any use shall be established by reference to the City of Buckley sewer flow factors – BMC 14.10.016. The general facility charges for the water system identified in this section will be automatically increased each year on January 1 st , compared to the prior year, by the percentage reflected in the Seattle ENR Construction Cost Index (CCI).		
Standard Charges For Backflow Prevention Services Performed by the City shall be:		
Initial inspection of backflow prevention assemblies	No Charge	
Re-inspection of backflow prevention assemblies not installed as required by the City	\$35.00 for the first assembly and \$25.00 for each additional assembly at the same address and on the same date.	
Mailing reminder notices to customers that have not provided acceptable proof of the annual testing of backflow prevention assemblies	\$35.00 for each additional notice mailed for each month past due.	
Mailing reminder notices to customers who did not install backflow prevention assemblies as required by the City	\$35.00 for each additional notice mailed.	
Sewer		
Residential Building Sewer Permit	~~\$72.00~~ 70.00	
Commercial Building Sewer Permit	~~\$72.00~~ 70.00	
Industrial Building Sewer Permit	~~\$104.00~~ 100.00	
Sewer Connection Charge	Time and Material	
Rates Designated		
For a single-family residence	\$77.99/month <u>Same rate</u>	
For multi-family and/or accessory residences	\$65.89 per unit/per month <u>Same rate</u>	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Senior Housing Units per Table 14.10.016(5)	\$19.50 per unit/per month <u>Same rate</u>	
Non-System Sewage Disposal	\$77.99/900 cubic feet + \$3.05/100 cubic feet excess <u>Same rate</u>	
Users outside the City limits shall pay the monthly charges set forth in this section plus a surcharge of 20 percent of the total charge.		
Payment of Fees		
All charges and/or fees for sanitary sewage disposal services are due and payable at the office of the City Administrator by the fifteenth of every month (due date). If payment is not received within five (5) days of the due date, the account shall become delinquent. On or about the first of every month, a notice shall be sent to the customer noting the balance due, including any penalties and interest. After the City sends a notice of delinquency on the account, the customer must pay any delinquent amounts within 15 days or service may be disconnected. Any sanitary sewage disposal service account that has been deemed delinquent shall be assessed a late penalty of 5 percent of the delinquent amount. The utility billing clerk shall, not later than the 15 th day of each following month, furnish to the Public Works Director a list of all sanitary sewage disposal service accounts that are delinquent.		
After sanitary sewage disposal service accounts become delinquent, the Public Works Director shall cause to be shut off water service to the premises affected by such delinquency and the water service shall not be turned on again until all, or if less, at least 12 months of delinquent charges and fees, including a fee established by Resolution of the City Council for the cost of issuing the shut-off notice and dispatching the City crew, shall be paid in full to the City Administrator's office.		
Sanitary Sewer – General Facility Charge		
For each single-family residence	\$7,704.75	
For each multi-family and/or accessory dwelling	\$5,778.84	
For all other uses	\$7,704.75/ea ERU*	
*Each equivalent residential unit means 265 gallons per day; provided, that every use shall be assumed to be at least one equivalent residential use. Gallons per day for any use shall be established by reference to the City of Buckley sewer flow factors – Table 14.10.016. The general facility charges for the sanitary sewer system identified in this section will be automatically increased each year on January 1st, compared to the prior year, by the percentage reflected in the Seattle ENR Construction Cost Index (CCI).		
	Base Fee due at intake	

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EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Utility Latecomer's Agreements	~~\$500~~ ~~\$550~~ Nonrefundable *Plus	
Latecomer – Administrative fees and recording costs	5% of Amount Proposed for Collection. ~~Same~~	
Low-Income Utility Discount Rates	Per BMC 14.16.020	
Storm Sewer Connection	~~\$565~~ ~~\$593~~ /connection*	
*or the actual time and materials cost to connect the storm sewer, whichever is greater.		
Inspection fee	~~\$68.00~~ ~~\$65.00~~	
Storm Sewer Monthly Service Charge		
Single-family residence	~~\$24.96~~ ~~\$23.77~~ /residence/month	
Multi-family and/or Accessory residences	~~\$16.47~~ ~~\$15.69~~ /residence/month	
Other	~~\$24.69~~ ~~\$23.77~~ /ESU*/month	
*ESU for Storm Sewer calculation is defined to mean 8,000 square feet of impervious surface area or 1 SFR.		
Alternative Commercial Service Charge		
Commercial developed parcels	~~\$24.96~~ ~~\$23.77~~ /business/month plus ~~\$24.96~~ ~~\$23.77~~ for parking whether on-site or off-site.	
Surface Water Management Utility General Facility Charges		
Single-family residence	\$10,138.36	
Service Unit	\$10,138.36	

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EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

*ESU for Storm Sewer calculation is defined to mean 8,000 square feet of impervious surface area of 1 SFR.
The general facility charges for surface water management identified in this section will be automatically increased each year on January 1st, compared to the prior year, by the percentage reflected in the Seattle ENR Construction Cost Index (CCI).

Payment of Fees

All surface water management utility service charges are due and payable at the office of the City Administrator by the fifteenth of every month (due date). If payment is not received within five (5) days of the due date, the account shall become delinquent. On or about the first of every month a notice shall be sent to the customer noting the balance due, including any penalties and interest. After the City sends a notice of delinquency on the account, the customer must pay any delinquent amounts within 15 days. Any surface water management utility service account that has been deemed delinquent shall be assessed a late penalty of 5 percent of the delinquent amount.

Pursuant to RCW 35.67.200, et seq., the City shall have a lien for delinquent and unpaid stormwater sewer charges. A sewer lien shall be effective for a total not to exceed one year's delinquent service charges without the necessity of any writing or recording of the lien with the County Auditor. Enforcement and foreclosure of any sewer lien shall be in the manner provided by State law. Interest on the unpaid balance shall be eight percent per annum or higher rate as authorized by law.

STREETS & SIDEWALKS*		
	Intake Fee	Base Fee
Street Vacation Petition	~~\$70.00~~ <u>\$73.50</u>	~~\$250.00~~ <u>\$262.50</u>
Franchise Application Base Fee	\$0.00	~~\$2,500.00~~ <u>\$2625.00</u>
*Note: The total fee for which the applicant is responsible shall be the amount of the actual costs incurred by the City during the review process.		
Traffic Impact Fees		
ITE Land Use Category	ITE Trip Rate	Impact Fee per Unit
Single-Family Detached Housing	0.99	\$4,146
Low-Rise Multifamily Housing (1-2 floors)	0.56	\$2,345
Mid-Rise Multifamily Housing (3-10 floors)	0.44	\$1,843

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EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Mid-Rise Residential w/1 st Floor Commercial	0.36	\$1,508
Mobile Home Park	0.46	\$1,926
Senior Housing Detached	0.30	\$1,256
Senior Housing Attached	0.26	\$1,089
Congregate Care Facility	0.18	\$754
Assisted Living	0.26	\$1,089
Recreational Home	0.28	\$1,173
Residential PUD	0.69	\$2,890
Accessory Dwelling Unit (≤450 sf)	0.56	\$2,345
Accessory Dwelling Unit (>450 sf)	0.28	\$1,173
Right-of-way Permit Fees *		Base Fee
Type A: Short-Term Use Permit		
-Regular		~~\$51.55~~ 50.00
-Additional*		*See Note
*Note: Use of portions of right-of-way for special events such as those listed in BMC 13.35.080(A)(3) may be assessed additional charges for City services and equipment including but not limited to overtime incurred by City personnel, the use of Police Officers and Public Works employees for traffic and crowd control, pickup and delivery of traffic control devices, picnic tables, extraordinary street sweeping, and any others as needed, requested or required City service and the cost of operating City equipment to provide such services.		
Type B: Disturbance of Right-of-Way Permit		
Minor – Application Fee (nonrefundable base fee)*	~~\$104.00~~ 100.00	
Major – Application Fee (nonrefundable base fee)*	~~\$516.00~~ 500.00	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

*Note: The permit applicant shall pay to the City all costs incurred by the City that are associated with processing the proposals and/or permits, including consultant costs. City and consultant reimbursables include, but are not limited to staff time for application review, assessment, engineering, plan review, inspections, traffic control, legal, secretarial, administrative costs, cost of publications and other City processing costs; provided, however, that no charge will apply for one pre-application meeting. City will notify the applicant, in writing, of the applicability of hourly charges for further consultation on a project after the pre-application meeting.

-Repair and Replacement Charges		*See Note

*Note: if the City should incur any costs in repairing or replacing any property as the result of the permittee's actions, the costs of repair and replacement will be charged to the permittee. The charges will be for the actual costs to the City.

Type C: Long-Term Use Permit		
-Application Fee (nonrefundable base fee)*	~~\$258.00~~ 250.00	
-Use Fee	An use fee will be established which incorporates the value of the land used and the length of the use.	
Type D: Franchised Utility Routine Maintenance Permit		
-Regular	~~\$258.00~~ 250.00	
Fee Waiver or Exemption	Subject to BMC 13.35.120 and Administrator Review and Approval	

Permitting, Building & Construction

Impact Fees		
Impact Fee for Parks & Recreation Facilities	Price per unit	
Single-family homes (includes duplexes)	\$1,624.70	
Multiple-family residential (includes ADU's)	\$1,331.52	

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CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Impact fee for the White River School District		
Single-family homes (includes duplexes)	\$3,900.00	
Multiple-family residential (includes ADU's)	\$2,100.00	
**Established fees include the original review, permit, and related inspection(s) performed by the associated department. Permit fees are based on one inspection and one re-inspection to verify compliance. Additional inspections for the same inspection type will be charged in accordance with the following:		
Re-Inspection	\$70.00	
3 rd and Subsequent re-inspections	\$100.00 per inspection	
Admin Fee	12.74% applied to all planning/ building/ public works permit fees	
Public Works Design and Construction Standards	Base Fee	
<u>Variance from Public Works Standards</u>		
Minor	~~\$1,9391,880~~	
Major	~~\$1,9391,880~~ + hearing examiner deposit	
<u>Land Disturbing Permit</u>		
<500 Cubic Yards (Lifetime Total)	~~\$52.00~~ 50.00 (nonrefundable fee), plus actual cost of reviewing and processing	
>500 Cubic Yards *plus SEPA Review	~~\$258.00~~ 250.00 (nonrefundable fee), plus actual cost of reviewing and processing.	
Note: The total fee for which the applicant is responsible shall be the amount of the actual costs incurred by the City during the land disturbing permit review process.		
Building Code Fees		
Schedule of permit fees. On buildings, structures, electrical, gas, mechanical, and plumbing systems or alterations requiring a permit, a fee for each permit shall be paid as required, in accordance with the following:		

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CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Plumbing Fees for plumbing permits and related inspections shall be as set forth below:	
1. For issuing each permit	~~\$104.00~~ ~~100.00~~ <u>\$110.00</u>
2. For issuing each supplemental permit	~~\$21.00~~ ~~20.00~~ <u>\$22.00</u>
Plus fee per unit outlined below	
3. For each plumbing fixture on one trap or a set of fixtures on one trap (including water, drainage piping and backflow protection therefor)	~~\$16.00~~ ~~15.00~~ <u>\$16.50</u>
4. For each water heater and/or vent	~~\$11.00~~ ~~10.00~~
5. For each industrial waste pretreatment interceptor including its trap and vent, except kitchen-type grease interceptors functioning as fixture traps	~~\$11.00~~ ~~10.00~~
6. For each installation, alteration or repair of water piping and/or water treating equipment	~~\$16.00~~ ~~15.00~~ <u>\$16.50/each</u>
7. For each repair or alteration of drainage or vent piping, each fixture	~~\$11.00~~ ~~10.00~~
8. For each backflow protective device other than atmospheric-type vacuum breakers:	-
a. Two-inch (51-mm) diameter and smaller	~~\$11.00~~ ~~10.00~~
b. Over two-inch (51-mm) diameter	~~\$16.00~~ ~~15.00~~ <u>\$16.50</u>
9. For medical gas piping system serving one to five inlet()/outlet(s)	~~\$52.00~~ ~~50.00~~ <u>\$55.00</u>
10. For each additional medical gas inlet(s)/outlet(s)	~~\$6.00~~ ~~5.00~~
11. For the complete water distribution and drain waste and vent system installed concurrently with the initial construction of a single-family dwelling, and each unit in a duplex	~~\$207.00~~ ~~200.00~~ <u>\$220.00</u>
Mechanical Fees for mechanical permits and related inspections shall be set forth below:	
Mechanical Permit Fees	
1. For the issuance of each permit	~~\$104.00~~ ~~100.00~~ <u>\$110.00</u>
2. For issuing each supplemental permit	~~\$16.00~~ ~~15.00~~ <u>\$16.50</u>
Unit Fee Schedule (in addition to items 1 and 2 above)	

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3. For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance up to and including 100,000 Btu/h	~~\$26.00~~ ~~25.00~~ <u>\$27.50</u>
4. For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to each appliance over 100,000 Btu/h	~~\$30.00~~ ~~28.20~~
5. For the installation or relocation of each floor furnace, including vent	~~\$26.00~~ ~~25.00~~ <u>\$27.50</u>
6. For the installation or relocation of each suspended heater, recessed wall heater or floor-mounted unit heater	~~\$26.00~~ ~~25.00~~ <u>\$27.50</u>
7. For the installation, relocation or replacement of each appliance vent installed and not included in an appliance permit	~~\$16.00~~ ~~15.00~~ <u>\$16.50</u>
8. For the repair of alteration of, or addition to each heating appliance, refrigeration unit, cooling unit, absorption unit, or evaporative cooling system, including installation of controls regulated by the Buckley Municipal Code	~~\$16.00~~ ~~15.00~~ <u>\$16.50</u>
9. For the installation or relocation of each boiler or compressor to and including three horsepower, or each absorption system including 100,000 Btu/h	~~\$16.00~~ ~~14.70~~ <u>\$16.17</u>
10. For the installation or relocation of each boiler or compressor over three horsepower to and including 15 horsepower, or each absorption system over 100,000 Btu/h and including 500,000 Btu/h	~~\$28.00~~ ~~27.15~~ <u>\$29.87</u>
11. For the installation or relocation of each boiler or compressor over 15 horsepower to and including 30 horsepower, or each absorption system over 500,000 Btu/h to and including 1,000,000 Btu/h	~~\$39.00~~ ~~37.25~~ <u>\$40.98</u>
12. For the installation or relocation of each boiler or compressor over 30 horsepower to and including 50 horsepower, or for each absorption system over 1,000,000 Btu/h to and including 1,750,000 Btu/h	~~\$58.00~~ ~~55.45~~ <u>\$61.00</u>

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13. For the installation or relocation of each boiler or refrigeration compressor over 50 horsepower, or each absorption system over 1,750,000 Btu/h	~~\$96.00~~ ~~92.65~~ <u>\$101.92</u>
14. For each air-handling unit to and including 10,000 cubic feet per minute, including ducts attached thereto.	~~\$11.00~~ ~~10.65~~ <u>\$11.72</u>
Note: This fee shall not apply to an air-handling unit which is a portion of a factory-assembled appliance cooling unit, evaporative cooler or absorption unit for which a permit is required elsewhere in the Buckley Municipal Code.	
15. For each air-handling unit over 10,000 cfm	~~\$19.00~~ ~~18.10~~ <u>\$19.91</u>
16. For each evaporative cooler other than portable type	~~\$11.00~~ ~~10.65~~ <u>\$11.72</u>
17. For each ventilation fan connected to a single duct	~~\$8.00~~ ~~7.25~~
18. For each ventilation system which is not a portion of any heating or air-conditioning system authorized by a permit	~~\$11.00~~ ~~10.65~~ <u>\$11.72</u>
19. For the installation of each hood which is served by mechanical exhaust, including the ducts for such hood	~~\$16.00~~ ~~15.00~~ <u>\$16.50</u>
20. For the installation or relocation of each domestic-type incinerator	~~\$19.00~~ ~~18.20~~ <u>\$20.02</u>
21. For the installation or relocation of each commercial – or industrial-type incinerator	~~\$15.00~~ ~~14.50~~ <u>\$15.95</u>
22. For each appliance or piece of equipment regulated by the Code but not classed in other appliance categories, or for which no other fee is listed in the Code.	~~\$16.00~~ ~~15.00~~ <u>\$16.50</u>
23. <u>Permit fees for fuel gas piping shall be as follows:</u>	
a. For gas piping system of one to four outlets	~~\$21.00~~ ~~20.00~~ <u>\$22.00</u>
b. For gas piping system of five or more outlets, each additional outlet	~~\$4.00~~ ~~3.50~~
24. <u>Permit fees for process piping shall be as follows:</u>	
a. For hazardous process piping system (HPP) of one to four outlets	~~\$9.00~~ ~~8.05~~

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CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

b. For piping system of five or more outlets, each additional outlet	~~\$4.003.00~~ <u>\$3.30</u>
c. For nonhazardous process piping system (NPP) of one to four outlets	~~\$4.003.25~~ <u>\$3.58</u>
d. For piping system of five or more outlets, each additional outlet	~~\$4.003.00~~ <u>\$3.30</u>
25. For the complete heating and ventilation system equipment, including state of Washington ventilation requirements and gas piping system if needed, installed concurrently with the initial construction of a single-family dwelling and each unit in a duplex.	~~\$207.00~~ <u>\$200.00</u> ~~\$220.00~~
(C) Grading. Fees for grading permits, for review of grading plans, and for related inspections shall be as set forth in Chapter 16.01 BMC.	
(D) Factory-Assembled Structures. Notwithstanding any other provision of the Buckley Municipal Code, fees for installation of a factory-assembled structure, including structures meeting the requirements of Chapter 16.40 BMC for manufactured homes or designated manufactured homes, shall be \$1,000 per installation. Fees for building permits for structures attached to a factory-assembled structure, including, but not limited to, garages that are not structurally dependent upon the factory-assembled structure for support, shall be as noted above for building permits based on valuation of construction. Where a conflict exists between the fee noted here and fees described in other titles of the Buckley Municipal Code, the fee noted here shall apply. Factory-assembled structures constructed prior to June 15, 1976, shall be required to undergo inspection and approval by the State of Washington, Department of Labor and Industries, prior to issuance of the installation permit.	
(E) Energy Code (REC). Fees for review of plans and inspection of the construction work related to sections of the Washington State Energy Code that prescribe requirements for residential buildings, previously referred to as the Residential Energy Code (REC) shall be \$100.00 per application.	
(F) Energy Code (NREC). Fees for review of plans and inspection of the construction work related to sections of the Washington State Energy Code that prescribe requirements for nonresidential buildings, previously referred to as the Non-Residential Energy Code (NREC) shall be as set forth in the following table. This fee shall not be applied to mechanical permits where mechanical equipment is being replaced with equipment of the same fuel source as the existing equipment.	
Total Valuation	Fee
\$1.00 to \$500.00	~~\$30.00~~ <u>\$29.10</u> ~~\$32.01~~
\$501.00 to \$2,000.00	~~\$30.00~~ <u>\$29.10</u> ~~\$32.01~~ for the first \$500 plus ~~\$4.003.80~~ <u>\$4.18</u> for each additional \$100, or fraction thereof up to and including \$2,000.00.
\$2,001.00 to \$25,000.00	~~\$89.00~~ <u>\$86.03</u> ~~\$94.63~~ for the first \$2,000 plus ~~\$18.00~~ <u>\$16.65</u> ~~\$18.32~~ for each additional \$1,000 or fraction thereof up to and including \$25,000.00.

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CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

\$25,001.00 TO \$50,000.00	~~\$484.00~~ ~~468.98~~ ~~\$515.87~~ for the first \$25,000 plus ~~\$13.00~~ ~~12.56~~ ~~\$13.82~~ for each additional \$1,000 or fraction thereof, up to and including \$50,000.00.
\$50,001.00 to \$100,000.00	~~\$808.00~~ ~~782.98~~ ~~\$861.28~~ for the first \$50,000 plus ~~\$10.00~~ ~~9.20~~ ~~\$10.12~~ for each additional \$1,000 or fraction thereof, up to and including \$100,000.00.
\$100,001.00 to \$500,000.00	~~\$1,282.00~~ ~~1,242.98~~ ~~\$1367.28~~ for the first \$100,000 plus ~~\$8.00~~ ~~6.86~~ ~~\$7.55~~ for each additional \$1,000 or fraction thereof, up to and including \$500,000.00.
\$500,001.00 to \$1,000,000.00	~~\$4,111.00~~ ~~3986.98~~ ~~\$4385.68~~ for the first \$500,000 plus ~~\$7.00~~ ~~5.85~~ ~~\$6.44~~ for each additional \$1,000 or fraction thereof, up to and including \$1,000,000.00.
\$1,000,001.00 and up	~~\$7,101.00~~ ~~6,886.98~~ ~~\$7575.68~~ for the first \$1,000,000 plus ~~\$5.00~~ ~~4.39~~ ~~\$483~~ for each additional \$1,000.00 or fraction thereof.

109.3 Building permit valuations. The determination of value or valuation under any of the provisions of the Code shall be made by the Building Official and shall be based on valuation data supplied periodically by the International Code Council or market value based on local assessment ratios or any other data as may be available to the Building Official for review. The valuation to be used in computing the permit and plan check fees shall be the total value of all construction work for which the permit is issued, as well as all finish work, painting, roofing, electrical, plumbing, heating, air conditioning, elevators, fire-extinguishing systems and any other permanent work or permanent equipment.

EXCEPTION: The Building Official shall determine the valuation when no applicable data is available.

*Note: The total fee for which the applicant is responsible shall be the amount of the actual costs incurred by the City during the review process.

No application shall be considered complete under this title until sufficient fees are provided.

Except for agreed upon emergencies, base fee amounts, intake fees, and hourly charges for permit applications submitted after the work is begun shall be doubled, unless otherwise specified.

Environment (SEPA & CRITICAL AREAS)		
Threshold Determination	Base Fee*	
SEPA Associated with a subdivision, site plan review or critical area	~~\$2,315.00~~ ~~2,245.00~~	
SEPA Threshold Determination associated with a new building permit	~~\$1,001.00~~ ~~970.00~~	
SEPA Threshold (other)	~~\$1,001.00~~ ~~970.00~~	
SEPA Appeal	~~\$1,877.00~~ ~~1,820.00~~	

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CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Critical Areas		
Critical Area Permit	\$ ~~475.46~~ + Consultant costs. The City does not have the expertise of a wetland biologist on staff, when required, the City will contract with a third-party wetland biologist and/or the department of Ecology to determine the existence of and required mitigation of wetlands.	
Critical Areas Reasonable Use Exception	\$ ~~1,439.13~~ + hearing examiner deposit	
Wetland Mitigation Monitoring Report	\$ ~~475.00~~ + consultant costs	
Critical Areas Exemption	\$ ~~299.00~~	
Administration of Land Use and Zoning Applications and Development Regulations		
Land Use and Permit Fees	Base Fee*	
Change of Use	\$ ~~124.00~~	
Shoreline conditional use permit, SSDP, or variance	\$ ~~1,939.00~~ + hearing examiner deposit	
Shoreline exemption letter	\$ ~~377.00~~	
Development Agreements	\$ ~~3,691.00~~ + Hearing examiner Deposit	
Conditional Use Permit	\$ ~~1,939.00~~ + hearing examiner deposit	
Temporary Use Permit	\$ ~~325.00~~	
Sign Permits	\$ ~~361.00~~	
Home Occupation Permit	\$ ~~176.00~~	
Notice of Proposed Land Use Action Sign	\$ ~~52.00~~	
Accessory Dwelling Unit Land Use Fee	\$ ~~299.00~~	
Nonconforming Use Determination	\$ ~~475.00~~	
Director's Code Interpretation	\$ ~~660.00~~	
Application or Permit Extension	\$ ~~150.00~~	

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Minor Amendment to a Permit	~~\$62.00~~ ~~60.00~~	
Hearing Examiner Deposit*	~~\$1,547.00~~ ~~1,500.00~~	
* The applicant is responsible for and required to pay actual Hearing Examiner costs, which may be higher or lower than the deposit amount. If lower, the applicant will be reimbursed any unspent funds after the final invoice is received from the Hearing Examiner.		
Subdivisions		
Preliminary Subdivision	~~\$3,691.00~~ ~~3,580.00~~	
Final Subdivision	~~\$1,001.00~~ ~~970.00~~	
Short Subdivision	~~\$2,815.00~~ ~~2,730.00~~	
Boundary or Lot Line Adjustment	~~\$1,001.00~~ ~~970.00~~	
Binding Site Plan or Subdivisions Amendment	~~\$1,501.00~~ ~~1,455.00~~	
Plat Alteration	~~\$1,501.00~~ ~~1,455.00~~ + hearing examiner deposit	
Residential Cluster Development	~~\$3,691.00~~ ~~3,580.00~~	
Cottage Housing Development	~~\$3,691.00~~ ~~3,580.00~~	
Tree Removal Permit	No fee	
<u>Small Wireless Facilities</u>		
Single up-front application (includes up to five small wireless facilities)	~~\$475.00~~ ~~460.00~~	
- Each additional small wireless facility beyond five	~~\$52.00~~ ~~50.00~~	
New pole (not a collocation) intended to support one or more small wireless facilities	~~\$1,361.00~~ ~~1,320.00~~	
<u>Variance</u>		
Administrative Variance	~~\$1,939.00~~ ~~1,880.00~~	
Hearing Examiner Variance	~~\$1,939.00~~ ~~1,880.00~~ + hearing examiner deposit	
<u>Site Plan Review</u>		
Single Family	~~\$176.00~~ ~~170.00~~	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Commercial/multi-family/industrial site plan review	~~\$3,691.00~~ ~~3,580.00~~ + hearing examiner deposit	
<u>Design Review</u>		
Minor (SEPA Exempt)	~~\$650.00~~ ~~630.00~~	
Major (not including SEPA)	~~\$1,501.00~~ ~~1,455.00~~	
Multi-Family design guidelines waiver	~~\$475.00~~ ~~460.00~~	
<u>Zoning Code Ordinance Amendments</u>		
Text	~~\$3,877.00~~ ~~3,760.00~~	
Rezone	~~\$3,877.00~~ ~~3,760.00~~	
Annexation Petition	~~\$1,238.00~~ ~~1,200.00~~	
Comprehensive Plan Amendment	~~\$3,877.00~~ ~~3,760.00~~	
<u>Pre- Application Meetings</u>		
Pre-Application Meeting with no more than 3 City staff in attendance	~~\$320.00~~ ~~310.00~~	\$150.00 of the permit fee will be credited to the applicants first application
Pre-Application Meeting where 3 or more City Staff are in attendance (Types A-2 and C-2 Development Permits)	~~\$588.00~~ ~~570.00~~	\$150.00 of the permit fee will be credited to the applicants first application
<u>Land Use Decision Appeals</u>		
Appeal Fee	~~\$887.00~~ ~~860.00~~	
Zoning Letter Fee	~~\$78.00~~ ~~75.00~~	
*Note Costs incurred by the City The land use and/or permit applicant shall pay to the City all costs incurred by the City that are associated with processing the land use proposals and/or permits, including Consultant costs. City and Consultant reimbursables include, but are not limited to, staff time for application review, assessment, engineering, inspections, legal, secretarial, administrative costs, cost of publications, and other City processing costs. No application shall be considered complete under this title until sufficient fees are provided. Except for agreed upon emergencies, base fee amounts, intake fees, and hourly charges for permit applications submitted after the work is begun shall be doubled, unless otherwise specified.		

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EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

	Hourly Rates for Billing	
City Administrator	\$12 ~~50.00~~	
Police Chief	\$1 ~~21~~ 15.00	
Fire Chief	\$11 ~~92.00~~	
Finance Director	\$9 ~~84.00~~	
EMS Training Program Coordinator	\$95.00	
Assistant Police Chief	\$10 ~~29~~ 1.00	
Public ~~Works Services~~ Director	\$105.00 ~~89.00~~	
~~Assistant Fire Chief~~	\$88.00	-
~~Planning & Building Director~~	\$88.00	-
Police Sergeant	\$8 ~~73.00~~	
City Clerk	\$8 ~~27~~ 9.00	
Senior Planner	\$7 ~~74.00~~	
Police Patrol*	\$7 ~~84.00~~	
Public Works Supervisor	\$7 ~~62.00~~	
Fire ~~Fighter/Captain~~ Marshall	\$7 ~~61.00~~	
WWTP Supervisor	\$7 ~~66~~ 9.00	
Firefighter	\$7 ~~26~~ 7.00	
PW Utility Systems Tech*	\$6 ~~63.00~~	
~~Building Official~~	\$60.00	-
Public Works Utility Worker*	\$6 ~~41.00~~	
Permit Technician*	\$6 ~~15~~ 8.00	
~~Community Support~~ Services Officer	\$6 ~~15~~ 5.00	
Administrative Assistant*	\$4 ~~74.00~~	

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EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Part-Time Wildland Firefighter	\$ ~~42~~ 1.00	
<u>Part-Time Firefighter</u>	<u>\$42.00</u>	
City Engineer	Per Contract	
City Attorney	Per Contract	
Consultant(s)	Per Contract	
Mailing(s)	Actual Cost	
Other	Actual Cost	
*Note: Overtime rates for all covered employees will be calculated at 1.5 times the listed rate with a 2-hour minimum charge.		

CITY OF BUCKLEY, WASHINGTON

RESOLUTION NO. 24-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BUCKLEY, PIERCE COUNTY, WASHINGTON AMENDING THE COMPREHENSIVE TAXES, RATES AND FEES SCHEDULE TO ADJUST TO 2025 RATES

WHEREAS, through the adoption of Resolution No. 23-15, the City Council adopted a new comprehensive schedule of taxes, rates and fees for the City; and

WHEREAS, subsequently the comprehensive schedule of taxes, rates, and fees has been amended to update taxes, rates, and fees on an as needed basis; and

WHEREAS, based upon review of the City's 2025-2026 Budget, the City Council has determined that due to the cost of services and contractual opportunities, there are cost recovery services that need to be updated; and

NOW THEREFORE BE IT RESOLVED that the City Council of the City of Buckley hereby amends the "City of Buckley Taxes, Rates, and Fees Schedule" adopted by Resolution No. 23-15 with Exhibit A, attached hereto and incorporated by this reference as if set forth in full.

Introduced, passed and approved this 10th day of December 2024.

Beau Burkett, Mayor

ATTEST:

Treva Zumek, City Clerk

APPROVED AS TO FORM:

Phil Olbrechts, City Attorney

Posted: _____

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

DESCRIPTION	TAX, RATE OR FEE	
Administrative Fees		
Pierce County Auditor Recording	Cost	
Copy charge – Per Page – 8 ½ X 11, 8 ½ X14, and 11X17 paper sizes.	\$0.15/page	
Scanned Records	\$0.10/page	
Electronic Records	\$0.05/per each electronic file or attachment	
Audio or Video Tapes	\$10.00	
Computer Disks and/or USB Flash Drive	\$10.00	
Oversized Plans, Aerial Photos, Drawings, and Maps (Black and White)	Cost	
Color GIS Plotted Maps	Cost	
Other Documents	Cost	
Public Notice	Cost	
Returned Check Fee	\$25.00	
Rejected Credit Card Fee	\$35.00	
Notary Services	\$5.00/notarized document	
Passport Processing Fee	\$35.00	
Passport Photo Services	\$15.00	
Adult Passport Renewal (Form DS-82) Mailing & Convenience Fee	\$15.00	Reviewing the application for completeness, the priority mail envelope, priority mail label and postage fee.
Administrative Fee	12.00% of associated staff time	
Business Licenses and Special Events		
Special Event Permit	\$25.00 Application Fee per Application	\$100.00*

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

*Note: In addition to the Special Event Permit fee listed above, the special event applicant shall pay to the City all additional costs incurred by the City that are associated with the event, including security and law enforcement, traffic control, street closures, street & parking lot sweeping, garbage pickup, sani-cans, etc. Hourly rates for determining fee will be based on rates listed within this document.

Business License		
Resident Business License	\$90.00	
Non-Resident business License	\$90.00	
Annual Renewal (Due in Conjunction with Renewal of State Business License)	\$90.00	
Facility Rentals		
Buckley Hall Classification		
<u>Classification</u>	<u>Qualified Organization</u>	<u>Fee & Deposit Information</u>
Classification A	Meetings or activities sponsored by the City of Buckley and its various departments.	100% waiver of all fees.
Classification B	Organizations with user agreements and memorandums of understanding that include use of Buckley Hall	Rates & fees for the space will be identified in the agreements. Follow Classification C for any events or rentals that are not outlined in formal agreements.
Classification C	501(c)3 Non-profit organizations that support the Buckley area community.	Deposits or proof of insurance required. Fees are reduced in fee structure.
Classification D	General Rental (This includes private events and commercial activities).	No waiver of any fees and deposits are required. Insurance may be required for qualifying events.
Classification M	Memorial services and funeral receptions for Buckley residents planned less than 30 days in advance, booking on an open calendar day.	\$100 (for 4 hours) plus \$50 per additional hour (Deposit required).
Buckley Hall Rates		

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Day of the Week	General Rate – Classification D	Non-Profit Rate – Classification C
Monday – Thursday	Hourly Rate: \$50 (4 hour minimum)	Hourly Rate: \$10 (no minimum hours).
Friday	Hourly Rate: \$125 (4 hour minimum)	Hourly Rate: \$50 (2 hour minimum).
Saturday & Sunday	Full Day Rental: \$1,000 (8AM – Midnight). Hourly Rate: \$125 (6 hour minimum).	Full Day Rental: \$600 (8AM – Midnight). Hourly Rate: \$75 (6 hour minimum).
Federal or Observed Holidays	\$100 Additional Fee	\$100 Additional Fee
Rental Deposit (Refundable)		\$350 without alcohol \$750 with alcohol
Multi-Purpose Center (same classifications as Buckley Hall)		
	General Rate – Classification D	Non-Profit Rate – Classification C
Monday – Friday	Hourly Rate: \$40.00	Hourly Rate: \$10.00
Saturday – Sunday	Hourly Rate: \$100.00 (3 hour minimum)	Hourly Rate: \$75.00 (3 hour minimum)
Federal or Observed Holidays	\$100.00 Additional Fee	\$100.00 Additional Fee
Use of Kitchen	\$50.00 (Per Rental Day)	\$25.00 (Per Rental Day)
Rental Deposit	\$350.00	\$350.00
Youth Activity Center (same classifications as Buckley Hall)		
	General Rate – Classification D	Non-Profit Rate – Classification C
Monday – Friday	N/A	Hourly Rate: \$10.00
Saturday – Sunday	N/A	Hourly Rate: \$75.00 (2 hour minimum)
Rental Deposit	N/A	\$350.00
Buckley Fire Department Classroom Classification and Rates		
<u>Classification</u>	<u>Qualified Organization</u>	<u>Fee & Deposit Information</u>
Classification A	City of Buckley or Firefighters Association sponsored meetings or activities.	100% waiver of all fees

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Classification B	Organizations with user agreements and memorandums of understanding that include use of Fire Station.	Rates & fees for the space will be identified in the agreements. Follow Classification C for any events or rentals that are not outlined in formal agreements.
Classification C	501(c)3 Non-profit organizations that support the Buckley area community.	Deposits or proof of insurance required.
Rates		
Day of the Week	Non-Profit Rate – Classification C	
Monday – Friday	Hourly Rate: \$10 (no minimum hours).	
Saturday & Sunday	Full Date Rental: \$600 (8AM – 8PM)	
	Hourly Rate: \$75 (3 hour minimum)	
Federal or Observed Holidays	\$100 Additional Fee	
Rental Deposit (Refundable)	\$350	
Public Peace Safety & Morals		
Concealed Pistol Permit		
Original	\$48.00	
Replacement	\$10.00	
Renewal (up to 90 Days before)	\$32.00	
Late Renewal (up to 90 days after)	\$42.00	
Fingerprinting		
One Card	\$10.00	
Two Cards	\$15.00	
Body-Worn Camera or In-Car Video		
Where redacting, altering, distorting, pixelating, suppressing, or otherwise obscuring any portion of a body-worn camera or in-car video is necessary as allowed under RCW 42.56.240(14)		\$52.00 per hour – prorated charge applies for less than full hour.
Gross Misdemeanor	Fine Not to exceed \$5,000 or by confinement in jail for a term not to exceed 364 days or by both such fine and confinement.	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Misdemeanor	Fine not to exceed \$1,000 or by confinement in jail for a term not to exceed 90 days or by both such fine and confinement.	
Infraction	(a) Payment of a fine of not more than \$250.00 for each day of noncompliance; (b) Payment of court costs as defined by rule or statute; (c) Payment to the prevailing party of its reasonable attorneys' fees as allowed by RCW 7.80.140.	
Parking	Parking infractions are punishable by a \$50 fine for each offense.	
<u>Animals</u>		
<u>Licenses</u>		
Unaltered – not sterilized, spayed or neutered – dogs or miniature pigs		\$30.00 per year; seniors age 60 and older, \$15.00 per year.
Altered – Sterilized, spayed or neutered – dogs or miniature pigs		\$20.00 per year; seniors age 60 and older, \$10.00 per year.
Identification Tags “only”		\$15.00; seniors age 60 and older, \$10.00
Replacement of Metal Tags		\$5.00
Exemption from Fee		Guide or Service Dogs
Impound: Redemption Fees		
Daily Maintenance Fee	\$12.00/day	
Redemption Fee		
First Impound of an Animal	\$50.00	
Second Impound of an Animal	\$75.00	
Third or Greater Impound of Animal	\$100.00	
Note: Total Fee consists of both Redemption and Daily Maintenance Fee.		
Kennel License	\$50.00	
Annual Renewal Fee	\$50.00	
<u>Cemetery</u>		
Grave Sites		
Regular Lots		

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Adult Size Lots	\$1,725.00	
Upright Monument Lots	\$3,000.00	
Child Size Lots	\$300	
Urn Lots		
In-Ground Urn Lot	\$600.00	
Urn Garden Lots (The Ridge)		
Dogwood Section (Single ground plot) – In-Ground Urn Lot	\$900.00	
Alder, Birch & Cedar Sections (Double ground plot) – In-Ground Urn Lot	\$1,400.00	
Bench Plots (Up to 4 Urns)* Space for Bench (Must add cost of bench)	\$1,550.00	
*Note: Bench Plots are designated by the Cemetery Caretaker within the Ridge Area and require purchase of bench, foundation, and installation from the cemetery maker office. Each additional inurnment and inscription will be charged separately at current pricing at the time of need.		
Niche Wall Containers (Old Glory Niche Pavilion)		
Niche (Top Row) – Single Niche Space	\$2,070.00	
Niche (2 nd and 3 rd Rows) – Single Niche Space	\$1,840.00	
Extended Land Use (each)**	50% of lot Price and 15% of Extended Use Fee	Price + Fee
**Note: Cremated remains may be interred upon an existing single grave when the individual remains to be interred are related to the lot owner. Number of second right usages allowed to be interred on a single grave site shall be limited pursuant to BMC 4.20.060.		
Parks & Recreation Department Fees		
Recreation Program Fees**		

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Youth Classes/Programs	TBA – Instructor Cost, supply cost, plus 20%*	
Adult Classes/Programs	TBA – Instructor Cost, supply cost, plus 20%*	
Family Classes/Programs	TBA – Instructor Cost, supply cost, plus 20%*	
Drop-In Classes	TBA – Drop-In Rate plus 20%*	
*Note: Contract Instructors – Any contract instructor charging for their services or classes is required to pay the City of Buckley 20% of all program enrollment fees charged. The instructor is responsible for providing their own class supplies and needed materials.		
Veteran's Monument Commemorative Bricks*	\$150.00	*(Note: Price includes 3 lines of text up to 16 characters per line.)
Fire Department Fees		
Live Fire Training Facility	\$650 per day, up to 8 hours. \$50 for each additional hour.	
Recovery Costs for Emergency Response	Washington State Association of Fire Chiefs (WSAFC) Rate Schedule	
<u>Cardiopulmonary Resuscitation (CPR), First-Aid (FA) and Bloodborne Pathogens (BBP) classes</u>		
*Residents		
First-Aid Only	\$30.00	
CPR Only	\$30.00	
BBP	\$20.00	
Combo CPR & FA	\$30.00	
Non-Residents		
First-Aid Only	\$40.00	
CPR Only	\$40.00	
BBP	\$40.00	
Combo CPR & FA	\$40.00	
*Includes individuals currently employed at a business located within the City of Buckley who are taking a community offered class as a requirement of their employment, will be charged the Resident fee.		
<u>Ambulance Service Fees</u>		
Ambulance Event Standby Fees (hourly rate charged portal-to-portal; overtime rate (x1.5) applies for each hour after twenty-four hours		

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

BLS Ambulance	\$112.60 per hour	
ALS Ambulance	\$142.46 per hour	
<u>Basic Life Support (BLS)</u> <u>Emergency Response</u>		
Per Patient Call plus mileage charge of \$34.38/loaded patient mile		\$1,218.80 + mileage charge
<u>Advanced Life Support (ALS)</u> <u>– Emergency Response</u> <u>Level 1</u>		
Per Patient Call plus mileage charge of \$34.38/loaded patient mile		\$1,705.28 + mileage charge
<u>Emergency Response Level</u> <u>2</u>		
Automatic Fire Sprinkler Systems**		
New Systems Installation		
NFPA 13 System	\$350 per riser plus \$3.50 per sprinkler head	
NFPA13D System	\$125 per living unit	
NFPA 13R System	\$350 per system up to 25 sprinkler heads and then add \$3.50 per sprinkler head for >25 sprinkler heads; plus \$60 per hose outlet.	
Existing System Modifications		
NFPA 13 System	\$150 up to 6 sprinkler heads plus \$3.50 per sprinkler head >6 heads	
NFPA 13D System	\$750 up to 6 sprinkler heads plus \$3.50 per sprinkler head >6 heads	
NFPA 13R System	\$150 up to 6 sprinkler heads plus \$3.50 per sprinkler head >6 heads	
Automatic Fire Alarm Systems**		

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

New System Installation	\$250.00 plus \$2.50 per device ("device" includes each initiating and signaling appliance).	
Existing System Modifications	\$95 up to 10 devices plus \$2.50 per device >10 devices.	
<u>Other Fire Protection Systems and Components**</u>		
Commercial Cooking Hood & Duct Suppression System	\$225 – new installation (per system) \$65 – modifications to an existing approved system.	
Fire Pumps	\$47 – per pump	
Standpipe System	\$375 – for up to 6 outlets plus \$60 per outlet >6	
Private Underground Fire Service Main	\$150 – new installation up to 100 lineal ft. plus \$0.50 per ft. >100 lineal ft.	
Private Fire Hydrant	\$95 – per fire hydrant	
Smoke Control Systems	\$95 – per shaft or plenum	
Pre-Engineered Fire Protection Systems	\$225 – new installation (per system) \$65 – modifications to an existing approved system.	
Underground Storage Tank Decommission or Removal	\$120: 500 gallons or less	
	\$135: 501 – 1,000 gallons	
	\$250: 1,001 – 3,000 gallons	
	\$295: >3,000 gallons	
Above Ground Fuel Storage Tank	\$150: 1,000 gallons or less	
	\$175: 1,001 – 2,000 gallons	
	\$200: >2,000 gallons	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Underground Fuel Storage Tank	\$200: 1,000 gallons or less plus \$75 per dispensing station	
	\$250: 1,001 – 2,000 gallons plus \$75 per dispensing station	
	\$300: >2,000 gallons plus \$75 per dispensing station	
LP-Gas tank when installed for use as a dispensing station	\$200: 1,000 gallons or less plus \$75 per dispensing station	
	\$250: 1,001 – 2,000 gallons plus \$75 per dispensing station	
	\$300: >2,000 gallons plus \$75 per dispensing station	
Electronic Access Gates	\$75 per gate	
Retail Fireworks Stand Permit (per year per stand)	\$125: "For Profit" seller \$25: "Non-Profit" seller (must be verified)	
Pyrotechnic Fireworks Display	\$150 per event	
Marijuana Extraction System	\$375 per system	
**Established fees include the original review, permit, and related inspection(s) performed by the Fire Department. This fee is based on one inspection and one re-inspection to verify compliance. Additional inspections for the same inspection type will be charged in accordance with the following.		
2 nd Re-inspection	\$100.00	
3 rd and subsequent re-inspections	\$250.00 per inspection	
**One submittal will be processed under the initial permit, review and inspection fees. An hourly rate of \$70 per hour will be charged for additional review time for revisions that have already been plan reviewed, with a minimum one-hour charge.		
<u>Commercial Occupancy Annual Fire Safety Inspections</u>		
-Initial Inspection	No Charge	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

-First Re-Inspection	No Charge	
-Second Re-Inspection	No Charge	
-Third Re-Inspection	\$50.00	
-Fourth and Subsequent Re-Inspections	\$100.00	
Fire Code Appeals	\$860.00	
<u>Manufactured Home Installation Fees</u>		
Installation Permit	Per BMC 16.06.020 (23)	
Inspection Fees	Per BMC 16.40.050	
Canopy Permit Fee	Per BMC 16.80.040	
UTILITIES		
Water & Sewers		
Waterline Connection	Time and Material	
Inspection Fee	\$65.00	
Water Meter, Setter and Vault Fee	Cost of Components	
<u>Water Rates and Charges</u>		
For the base (minimum) service, including water usage from zero to 200 cubic feet per month according to meter size and location within the corporate limits of the City:		
Meter Size	2025	
	Within City	
Up to ¾"	\$32.73	
1"	\$41.50	
1-1/2"	\$59.64	
2"	\$89.61	
3"	\$133.05	
4"	\$215.84	
6"	\$416.36	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

8"	\$1,020.06	
10"	\$2,499.60	
12"	\$6,123.13	
Users outside the City limits shall pay the monthly charges set forth plus a surcharge of 20 percent of the total charge.		
For usage above 200 cubic feet, the following rates are imposed for each 100 cubic feet of usage according to location within or without the corporate limits of the City:		
The consumption charge per 100 cubic feet (CCF), or any part thereof used, shall be as follows:		
<u>Winter</u>		2025
Single-family & Multifamily residential	2 – 7 CCF	\$2.53
	7.01 – 15 CCF	\$3.05
	Over 15 CCF	\$3.63
Commercial/Industrial		\$2.67
Schools		\$2.51
Winter rates will be reflected on bills covering October 1 st through May 31 st .		
<u>Summer</u>		2025
Single-family & Multifamily residential	2 – 7 CCF	\$2.53
	7.01 – 15 CCF	\$3.37
	Over 15 CCF	\$4.40
Commercial/Industrial		\$2.67
Schools		\$2.67
Summer rates will be reflected on bills covering June 1 st through September 30 th .		
<u>Agricultural Rate</u>		
Potable/Treated	CCF	\$1.90
Non-Potable/Untreated	CCF	\$0.22
C. Multiple Residential Units		

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

1. The water availability charge for a connection serving multiple residential units shall be the availability charge set forth above, multiplied by the number of dwelling units connected to the meter as follows: a) Each duplex unit will be billed as though separately connected to the water main, based on ¾" meter rates. b) In the case of apartment/trailer courts having one meter, each unit will be billed as though separately connected to the water main, occupied or not, based on ¾" meter rates. c) In the case of building lots which have been granted a use permit to allow more than one dwelling on one service meter, each dwelling unit will be billed as though separately connected to the water main, based on ¾" meter rates. 2. There shall be only one water meter for each building housing multiple units.		
D. Commercial and Industrial Buildings. Where all commercial or industrial buildings connected to a single service are used in the same business under single management, billing shall be made as for a single building.		
E. Special Use Charge. Special purpose use of water from fire hydrants or stand pipes shall be \$50.00 plus \$2.33 per 100 cubic feet for all water used inside the City limits and \$60.00 plus \$2.79 for all water used outside City limits.		
F. In the event a customer is not connected to a meter service, or a meter has broken, become out-of-order or fails to accurately meter actual water usage, the customer shall be charged the base or minimum charge, together with an estimated charge for the water used at the premises, based upon the average usage for the corresponding month of the preceding year, averaged over a three-month period including the preceding and following month. In the event there is no prior history for the preceding year, the charge shall be based upon the average water usage for the month for all customers of the municipal water supply system in the same service class.		
Shut-off Dispatch Fee	\$55.00/Water	
All charges and/or fees for water service are due and payable at the office of the City Administrator by the fifteenth of every month (due date). If payment is not received within five (5) days of the due date, the account shall become delinquent. On or about the first of every month, a notice shall be sent to the customer noting the balance due, including any penalties and interest. After the City sends a notice of delinquency on the account, the customer must pay any delinquent amounts within 15 days or services may be disconnected. Any water service account that has been deemed delinquent shall be assessed a late penalty of 5 percent of the delinquent amount. The utility billing clerk shall, not later than the fifteenth day of each following month, furnish to the Public Works Director a list of all meters in which water service accounts are delinquent.		
After water service accounts become delinquent, the Public Works Director shall cause to be shut off the service to the premises affected by such delinquency, and the water service shall not be turned on again until all, or if less, at least four months of delinquent charges, interest and fees, including a fee established by Resolution of the City Council for the cost of issuing the shut-off notice and dispatching the City crew, is paid in full to the City Administrator's office.		
Water System – General Facility Charge		

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

For each single-family residence	\$8,695.60	
For each multi-family and/or accessory dwelling	\$6,523.09	
For all other uses	\$8,695.60	
*Each “equivalent residential unit” means 265 gallons per day; provided, that every use shall be assumed to be at least one equivalent residential use. Gallons per day for any use shall be established by reference to the City of Buckley sewer flow factors – BMC 14.10.016. The general facility charges for the water system identified in this section will be automatically increased each year on January 1 st , compared to the prior year, by the percentage reflected in the Seattle ENR Construction Cost Index (CCI).		
Standard Charges For Backflow Prevention Services Performed by the City shall be:		
Initial inspection of backflow prevention assemblies		No Charge
Re-inspection of backflow prevention assemblies not installed as required by the City		\$35.00 for the first assembly and \$25.00 for each additional assembly at the same address and on the same date.
Mailing reminder notices to customers that have not provided acceptable proof of the annual testing of backflow prevention assemblies		\$35.00 for each additional notice mailed for each month past due.
Mailing reminder notices to customers who did not install backflow prevention assemblies as required by the City		\$35.00 for each additional notice mailed.
Sewer		
Residential Building Sewer Permit	\$72.00	
Commercial Building Sewer Permit	\$72.00	
Industrial Building Sewer Permit	\$104.00	
Sewer Connection Charge	Time and Material	
Rates Designated		
For a single-family residence	\$77.99/month	
For multi-family and/or accessory residences	\$65.89 per unit/per month	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Senior Housing Units per Table 14.10.016(5)	\$19.50 per unit/per month	
Non-System Sewage Disposal	\$77.99/900 cubic feet + \$3.05/100 cubic feet excess	
Users outside the City limits shall pay the monthly charges set forth in this section plus a surcharge of 20 percent of the total charge.		
Payment of Fees		
All charges and/or fees for sanitary sewage disposal services are due and payable at the office of the City Administrator by the fifteenth of every month (due date). If payment is not received within five (5) days of the due date, the account shall become delinquent. On or about the first of every month, a notice shall be sent to the customer noting the balance due, including any penalties and interest. After the City sends a notice of delinquency on the account, the customer must pay any delinquent amounts within 15 days or service may be disconnected. Any sanitary sewage disposal service account that has been deemed delinquent shall be assessed a late penalty of 5 percent of the delinquent amount. The utility billing clerk shall, not later than the 15 th day of each following month, furnish to the Public Works Director a list of all sanitary sewage disposal service accounts that are delinquent.		
After sanitary sewage disposal service accounts become delinquent, the Public Works Director shall cause to be shut off water service to the premises affected by such delinquency and the water service shall not be turned on again until all, or if less, at least 12 months of delinquent charges and fees, including a fee established by Resolution of the City Council for the cost of issuing the shut-off notice and dispatching the City crew, shall be paid in full to the City Administrator's office.		
Sanitary Sewer – General Facility Charge		
For each single-family residence	\$7,704.75	
For each multi-family and/or accessory dwelling	\$5,778.84	
For all other uses	\$7,704.75/ea ERU*	
*Each equivalent residential unit means 265 gallons per day; provided, that every use shall be assumed to be at least one equivalent residential use. Gallons per day for any use shall be established by reference to the City of Buckley sewer flow factors – Table 14.10.016. The general facility charges for the sanitary sewer system identified in this section will be automatically increased each year on January 1st, compared to the prior year, by the percentage reflected in the Seattle ENR Construction Cost Index (CCI).		
	Base Fee due at intake	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Utility Latecomer's Agreements	\$550 Nonrefundable *Plus	
Latecomer – Administrative fees and recording costs	5% of Amount Proposed for Collection.	
Low-Income Utility Discount Rates	Per BMC 14.16.020	
Storm Sewer Connection	\$593/connection*	
*or the actual time and materials cost to connect the storm sewer, whichever is greater.		
Inspection fee	\$68.00	
Storm Sewer Monthly Service Charge		
Single-family residence	\$24.96/residence/month	
Multi-family and/or Accessory residences	\$16.47/residence/month	
Other	\$24.69/ESU*/month	
*ESU for Storm Sewer calculation is defined to mean 8,000 square feet of impervious surface area or 1 SFR.		
Alternative Commercial Service Charge		
Commercial developed parcels	\$24.96/business/month plus \$24.96 for parking whether on-site or off-site.	
Surface Water Management Utility General Facility Charges		
Single-family residence	\$10,138.36	
Service Unit	\$10,138.36	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

*ESU for Storm Sewer calculation is defined to mean 8,000 square feet of impervious surface area of 1 SFR.

The general facility charges for surface water management identified in this section will be automatically increased each year on January 1st, compared to the prior year, by the percentage reflected in the Seattle ENR Construction Cost Index (CCI).

Payment of Fees

All surface water management utility service charges are due and payable at the office of the City Administrator by the fifteenth of every month (due date). If payment is not received within five (5) days of the due date, the account shall become delinquent. On or about the first of every month a notice shall be sent to the customer noting the balance due, including any penalties and interest. After the City sends a notice of delinquency on the account, the customer must pay any delinquent amounts within 15 days. Any surface water management utility service account that has been deemed delinquent shall be assessed a late penalty of 5 percent of the delinquent amount.

Pursuant to RCW 35.67.200, et seq., the City shall have a lien for delinquent and unpaid stormwater sewer charges. A sewer lien shall be effective for a total not to exceed one year's delinquent service charges without the necessity of any writing or recording of the lien with the County Auditor. Enforcement and foreclosure of any sewer lien shall be in the manner provided by State law. Interest on the unpaid balance shall be eight percent per annum or higher rate as authorized by law.

STREETS & SIDEWALKS*

	Intake Fee	Base Fee
Street Vacation Petition	\$73.50	\$262.50
Franchise Application Base Fee	\$0.00	\$2625.00

*Note: The total fee for which the applicant is responsible shall be the amount of the actual costs incurred by the City during the review process.

Traffic Impact Fees		
ITE Land Use Category	ITE Trip Rate	Impact Fee per Unit
Single-Family Detached Housing	0.99	\$4,146
Low-Rise Multifamily Housing (1-2 floors)	0.56	\$2,345
Mid-Rise Multifamily Housing (3-10 floors)	0.44	\$1,843

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Mid-Rise Residential w/1 st Floor Commercial	0.36	\$1,508
Mobile Home Park	0.46	\$1,926
Senior Housing Detached	0.30	\$1,256
Senior Housing Attached	0.26	\$1,089
Congregate Care Facility	0.18	\$754
Assisted Living	0.26	\$1,089
Recreational Home	0.28	\$1,173
Residential PUD	0.69	\$2,890
Accessory Dwelling Unit (≤450 sf)	0.56	\$2,345
Accessory Dwelling Unit (>450 sf)	0.28	\$1,173
Right-of-way Permit Fees *		Base Fee
Type A: Short-Term Use Permit		
-Regular		\$51.55
-Additional*		*See Note
*Note: Use of portions of right-of-way for special events such as those listed in BMC 13.35.080(A)(3) may be assessed additional charges for City services and equipment including but not limited to overtime incurred by City personnel, the use of Police Officers and Public Works employees for traffic and crowd control, pickup and delivery of traffic control devices, picnic tables, extraordinary street sweeping, and any others as needed, requested or required City service and the cost of operating City equipment to provide such services.		
Type B: Disturbance of Right-of-Way Permit		
Minor – Application Fee (nonrefundable base fee)*	\$104.00	
Major – Application Fee (nonrefundable base fee)*	\$516.00	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

*Note: The permit applicant shall pay to the City all costs incurred by the City that are associated with processing the proposals and/or permits, including consultant costs. City and consultant reimbursables include, but are not limited to staff time for application review, assessment, engineering, plan review, inspections, traffic control, legal, secretarial, administrative costs, cost of publications and other City processing costs; provided, however, that no charge will apply for one pre-application meeting. City will notify the applicant, in writing, of the applicability of hourly charges for further consultation on a project after the pre-application meeting.		
-Repair and Replacement Charges		*See Note
*Note: if the City should incur any costs in repairing or replacing any property as the result of the permittee's actions, the costs of repair and replacement will be charged to the permittee. The charges will be for the actual costs to the City.		
Type C: Long-Term Use Permit		
-Application Fee (nonrefundable base fee)*	\$258.00	
-Use Fee	An use fee will be established which incorporates the value of the land used and the length of the use.	
Type D: Franchised Utility Routine Maintenance Permit		
-Regular	\$258.00	
Fee Waiver or Exemption	Subject to BMC 13.35.120 and Administrator Review and Approval	
Permitting, Building & Construction		
Impact Fees		
Impact Fee for Parks & Recreation Facilities	Price per unit	
Single-family homes (includes duplexes)	\$1,624.70	
Multiple-family residential (includes ADU's)	\$1,331.52	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Impact fee for the White River School District		
Single-family homes (includes duplexes)	\$3,900.00	
Multiple-family residential (includes ADU's)	\$2,100.00	
**Established fees include the original review, permit, and related inspection(s) performed by the associated department. Permit fees are based on one inspection and one re-inspection to verify compliance. Additional inspections for the same inspection type will be charged in accordance with the following:		
Re-Inspection	\$70.00	
3 rd and Subsequent re-inspections	\$100.00 per inspection	
Admin Fee	12.74% applied to all planning/ building/ public works permit fees	
Public Works Design and Construction Standards	Base Fee	
<u>Variance from Public Works Standards</u>		
Minor	\$1,939	
Major	\$1,939 + hearing examiner deposit	
<u>Land Disturbing Permit</u>		
<500 Cubic Yards (Lifetime Total)	\$52.00 (nonrefundable fee), plus actual cost of reviewing and processing	
>500 Cubic Yards *plus SEPA Review	\$258.00 (nonrefundable fee), plus actual cost of reviewing and processing.	
Note: The total fee for which the applicant is responsible shall be the amount of the actual costs incurred by the City during the land disturbing permit review process.		
Building Code Fees		
Schedule of permit fees. On buildings, structures, electrical, gas, mechanical, and plumbing systems or alterations requiring a permit, a fee for each permit shall be paid as required, in accordance with the following:		

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Plumbing Fees for plumbing permits and related inspections shall be as set forth below:	
1. For issuing each permit	\$ \$110.00
2. For issuing each supplemental permit	\$22.00
Plus fee per unit outlined below	
3. For each plumbing fixture on one trap or a set of fixtures on one trap (including water, drainage piping and backflow protection therefor)	\$16.50
4. For each water heater and/or vent	\$11.00
5. For each industrial waste pretreatment interceptor including its trap and vent, except kitchen-type grease interceptors functioning as fixture traps	\$11.00
6. For each installation, alteration or repair of water piping and/or water treating equipment	\$16.50/each
7. For each repair or alteration of drainage or vent piping, each fixture	\$11.00
8. <u>For each backflow protective device other than atmospheric-type vacuum breakers:</u>	-
a. Two-inch (51-mm) diameter and smaller	\$11.00
b. Over two-inch (51-mm) diameter	\$16.50
9. For medical gas piping system serving one to five inlet()/outlet(s)	\$55.00
10. For each additional medical gas inlet(s)/outlet(s)	\$6.00
11. For the complete water distribution and drain waste and vent system installed concurrently with the initial construction of a single-family dwelling, and each unit in a duplex	\$220.00
Mechanical Fees for mechanical permits and related inspections shall be set forth below:	
Mechanical Permit Fees	
1. For the issuance of each permit	\$110.00
2. For issuing each supplemental permit	\$16.50
Unit Fee Schedule (in addition to items 1 and 2 above)	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

3. For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance up to and including 100,000 Btu/h	\$27.50
4. For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to each appliance over 100,000 Btu/h	\$30.00
5. For the installation or relocation of each floor furnace, including vent	\$27.50
6. For the installation or relocation of each suspended heater, recessed wall heater or floor-mounted unit heater	\$27.50
7. For the installation, relocation or replacement of each appliance vent installed and not included in an appliance permit	\$16.50
8. For the repair of alteration of, or addition to each heating appliance, refrigeration unit, cooling unit, absorption unit, or evaporative cooling system, including installation of controls regulated by the Buckley Municipal Code	\$16.50
9. For the installation or relocation of each boiler or compressor to and including three horsepower, or each absorption system including 100,000 Btu/h	\$16.17
10. For the installation or relocation of each boiler or compressor over three horsepower to and including 15 horsepower, or each absorption system over 100,000 Btu/h and including 500,000 Btu/h	\$29.87
11. For the installation or relocation of each boiler or compressor over 15 horsepower to and including 30 horsepower, or each absorption system over 500,000 Btu/h to and including 1,000,000 Btu/h	\$40.98
12. For the installation or relocation of each boiler or compressor over 30 horsepower to and including 50 horsepower, or for each absorption system over 1,000,000 Btu/h to and including 1,750,000 Btu/h	\$61.00

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

13. For the installation or relocation of each boiler or refrigeration compressor over 50 horsepower, or each absorption system over 1,750,000 Btu/h	\$101.92
14. For each air-handling unit to and including 10,000 cubic feet per minute, including ducts attached thereto.	\$11.72
Note: This fee shall not apply to an air-handling unit which is a portion of a factory-assembled appliance cooling unit, evaporative cooler or absorption unit for which a permit is required elsewhere in the Buckley Municipal Code.	
15. For each air-handling unit over 10,000 cfm	\$19.91
16. For each evaporative cooler other than portable type	\$11.72
17. For each ventilation fan connected to a single duct	\$8.00
18. For each ventilation system which is not a portion of any heating or air-conditioning system authorized by a permit	\$11.72
19. For the installation of each hood which is served by mechanical exhaust, including the ducts for such hood	\$16.50
20. For the installation or relocation of each domestic-type incinerator	\$20.02
21. For the installation or relocation of each commercial – or industrial-type incinerator	\$15.95
22. For each appliance or piece of equipment regulated by the Code but not classed in other appliance categories, or for which no other fee is listed in the Code.	\$16.50
23. <u>Permit fees for fuel gas piping shall be as follows:</u>	
a. For gas piping system of one to four outlets	\$22.00
b. For gas piping system of five or more outlets, each additional outlet	\$4.00
24. <u>Permit fees for process piping shall be as follows:</u>	
a. For hazardous process piping system (HPP) of one to four outlets	\$9.00

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CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

b. For piping system of five or more outlets, each additional outlet	\$3.30
c. For nonhazardous process piping system (NPP) of one to four outlets	\$3.58
d. For piping system of five or more outlets, each additional outlet	\$3.30
25. For the complete heating and ventilation system equipment, including state of Washington ventilation requirements and gas piping system if needed, installed concurrently with the initial construction of a single-family dwelling and each unit in a duplex.	\$220.00
(C) Grading. Fees for grading permits, for review of grading plans, and for related inspections shall be as set forth in Chapter 16.01 BMC.	
(D) Factory-Assembled Structures. Notwithstanding any other provision of the Buckley Municipal Code, fees for installation of a factory-assembled structure, including structures meeting the requirements of Chapter 16.40 BMC for manufactured homes or designated manufactured homes, shall be \$1,000 per installation. Fees for building permits for structures attached to a factory-assembled structure, including, but not limited to, garages that are not structurally dependent upon the factory-assembled structure for support, shall be as noted above for building permits based on valuation of construction. Where a conflict exists between the fee noted here and fees described in other titles of the Buckley Municipal Code, the fee noted here shall apply. Factory-assembled structures constructed prior to June 15, 1976, shall be required to undergo inspection and approval by the State of Washington, Department of Labor and Industries, prior to issuance of the installation permit.	
(E) Energy Code (REC). Fees for review of plans and inspection of the construction work related to sections of the Washington State Energy Code that prescribe requirements for residential buildings, previously referred to as the Residential Energy Code (REC) shall be \$100.00 per application.	
(F) Energy Code (NREC). Fees for review of plans and inspection of the construction work related to sections of the Washington State Energy Code that prescribe requirements for nonresidential buildings, previously referred to as the Non-Residential Energy Code (NREC) shall be as set forth in the following table. This fee shall not be applied to mechanical permits where mechanical equipment is being replaced with equipment of the same fuel source as the existing equipment.	
Total Valuation	Fee
\$1.00 to \$500.00	\$32.01
\$501.00 to \$2,000.00	\$32.01 for the first \$500 plus \$4.18 for each additional \$100, or fraction thereof up to and including \$2,000.00.
\$2,001.00 to \$25,000.00	\$94.63 for the first \$2,000 plus \$18.32 for each additional \$1,000 or fraction thereof up to and including \$25,000.00.

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CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

\$25,001.00 TO \$50,000.00	\$515.87for the first \$25,000 plus \$13.82for each additional \$1,000 or fraction thereof, up to and including \$50,000.00.
\$50,001.00 to \$100,000.00	\$861.28for the first \$50,000 plus \$10.12for each additional \$1,000 or fraction thereof, up to and including \$100,000.00.
\$100,001.00 to \$500,000.00	\$1367.28for the first \$100,000 plus \$7.55for each additional \$1,000 or fraction thereof, up to and including \$500,000.00.
\$500,001.00 to \$1,000,000.00	\$4385.68for the first \$500,000 plus \$6.44for each additional \$1,000 or fraction thereof, up to and including \$1,000,000.00.
\$1,000,001.00 and up	\$7575.68for the first \$1,000,000 plus \$483for each additional \$1,000.00 or fraction thereof.
109.3 Building permit valuations. The determination of value or valuation under any of the provisions of the Code shall be made by the Building Official and shall be based on valuation data supplied periodically by the International Code Council or market value based on local assessment ratios or any other data as may be available to the Building Official for review. The valuation to be used in computing the permit and plan check fees shall be the total value of all construction work for which the permit is issued, as well as all finish work, painting, roofing, electrical, plumbing, heating, air conditioning, elevators, fire-extinguishing systems and any other permanent work or permanent equipment. EXCEPTION: The Building Official shall determine the valuation when no applicable data is available. *Note: The total fee for which the applicant is responsible shall be the amount of the actual costs incurred by the City during the review process. No application shall be considered complete under this title until sufficient fees are provided. Except for agreed upon emergencies, base fee amounts, intake fees, and hourly charges for permit applications submitted after the work is begun shall be doubled, unless otherwise specified.	
Environment (SEPA & CRITICAL AREAS)	
Threshold Determination	Base Fee*
SEPA Associated with a subdivision, site plan review or critical area	\$2,315.00
SEPA Threshold Determination associated with a new building permit	\$1,001.00
SEPA Threshold (other)	\$1,001.00
SEPA Appeal	\$1,877.00

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Critical Areas		
Critical Area Permit	\$475 + Consultant costs. The City does not have the expertise of a wetland biologist on staff, when required, the City will contract with a third-party wetland biologist and/or the department of Ecology to determine the existence of and required mitigation of wetlands.	
Critical Areas Reasonable Use Exception	\$1,439.00 + hearing examiner deposit	
Wetland Mitigation Monitoring Report	\$475.00 + consultant costs	
Critical Areas Exemption	\$299.00	
Administration of Land Use and Zoning Applications and Development Regulations		
<u>Land Use and Permit Fees</u>	Base Fee*	
Change of Use	\$124.00	
Shoreline conditional use permit, SSDP, or variance	\$1,939.00 + hearing examiner deposit	
Shoreline exemption letter	\$377.00	
Development Agreements	\$3,691.00 + Hearing examiner Deposit	
Conditional Use Permit	\$1,939.00 + hearing examiner deposit	
Temporary Use Permit	\$325.00	
Sign Permits	\$361.00	
Home Occupation Permit	\$176.00	
Notice of Proposed Land Use Action Sign	\$52.00	
Accessory Dwelling Unit Land Use Fee	\$299.00	
Nonconforming Use Determination	\$475.00	
Director's Code Interpretation	\$660.00	
Application or Permit Extension	\$150.00	
Minor Amendment to a Permit	\$62.00	
Hearing Examiner Deposit*	\$1,547.00	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

* The applicant is responsible for and required to pay actual Hearing Examiner costs, which may be higher or lower than the deposit amount. If lower, the applicant will be reimbursed any unspent funds after the final invoice is received from the Hearing Examiner.

Subdivisions		
Preliminary Subdivision	\$3,691.00	
Final Subdivision	\$1,001.00	
Short Subdivision	\$2,815.00	
Boundary or Lot Line Adjustment	\$1,001.00	
Binding Site Plan or Subdivisions Amendment	\$1,501.00	
Plat Alteration	\$1,501.00 + hearing examiner deposit	
Residential Cluster Development	\$3,691.00	
Cottage Housing Development	\$3,691.00	
Tree Removal Permit	No fee	
<u>Small Wireless Facilities</u>		
Single up-front application (includes up to five small wireless facilities)	\$475.00	
- Each additional small wireless facility beyond five	\$52.00	
New pole (not a collocation) intended to support one or more small wireless facilities	\$1,361.00	
<u>Variance</u>		
Administrative Variance	\$1,939.00	
Hearing Examiner Variance	\$1,939.00 + hearing examiner deposit	
<u>Site Plan Review</u>		
Single Family	\$176.00	
Commercial/multi-family/industrial site plan review	\$3,691.00 + hearing examiner deposit	
<u>Design Review</u>		
Minor (SEPA Exempt)	\$650.00	
Major (not including SEPA)	\$1,501.00	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Multi-Family design guidelines waiver	\$475.00	
<u>Zoning Code Ordinance Amendments</u>		
Text	\$3,877.00	
Rezone	\$3,877.00	
Annexation Petition	\$1,238.00	
Comprehensive Plan Amendment	\$3,877.00	
<u>Pre- Application Meetings</u>		
Pre-Application Meeting with no more than 3 City staff in attendance	\$320.00	\$150.00 of the permit fee will be credited to the applicants first application
Pre-Application Meeting where 3 or more City Starr are in attendance (Types A-2 and C-2 Development Permits)	\$588.00	\$150.00 of the permit fee will be credited to the applicants first application
<u>Land Use Decision Appeals</u>		
Appeal Fee	\$887.00	
Zoning Letter Fee	\$78.00	
*Note Costs incurred by the City The land use and/or permit applicant shall pay to the City all costs incurred by the City that are associated with processing the land use proposals and/or permits, including Consultant costs. City and Consultant reimbursables include, but are not limited to, staff time for application review, assessment, engineering, inspections, legal, secretarial, administrative costs, cost of publications, and other City processing costs. No application shall be considered complete under this title until sufficient fees are provided. Except for agreed upon emergencies, base fee amounts, intake fees, and hourly charges for permit applications submitted after the work is begun shall be doubled, unless otherwise specified.		
	Hourly Rates for Billing	
City Administrator	\$125	
Police Chief	\$121.00	
Fire Chief	\$119	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

Finance Director	\$98.00	
EMS Training Program Coordinator	\$95.00	
Assistant Police Chief	\$102.00	
Public Services Director	\$105.00	
Police Sergeant	\$87.00	
City Clerk	\$82.00	
Senior Planner	\$77.00	
Police Patrol*	\$78.00	
Public Works Supervisor	\$76.00	
Fire Fighter/Captain	\$76.00	
WWTP Supervisor	\$76.00	
Firefighter	\$72.00	
PW Utility Systems Tech*	\$66.00	
Public Works Utility Worker*	\$64.00	
Permit Technician*	\$61.00	
Support Services Officer	\$61.00	
Administrative Assistant*	\$47.00	
Part-Time Wildland Firefighter	\$42.00	
Part-Time Firefighter	\$42.00	
City Engineer	Per Contract	
City Attorney	Per Contract	
Consultant(s)	Per Contract	
Mailing(s)	Actual Cost	
Other	Actual Cost	

EXHIBIT A
CITY OF BUCKLEY TAXES RATES & FEES 2025 (RES No. 24-____, Revision #3)

*Note: Overtime rates for all covered employees will be calculated at 1.5 times the listed rate with a 2-hour minimum charge.

DRAFT



CITY COUNCIL AGENDA BILL

City of Buckley
PO Box 1960
Buckley, WA 98321

ITEM INFORMATION			
SUBJECT:		Agenda Date: December 10, 2024 AB24-077	
RES No. 24-__: Establishing a Small Public Works Roster Process to Award Public Works Contracts, and a Consulting Services Roster for Architectural, Engineering and other Professional Services	Department/Committee/Individual	Created	Reviewed
	Mayor		X
	City Administrator		X
	City Attorney		X
	City Engineer		
	City Clerk	X	X
	Finance Dept		
	Building Official		
	Fire Dept		
	Parks & Recreation		
	Building & Planning		
	Police Dept		
	Municipal Court		
	PW/Utilities		X
Cost Impact: \$275/year			
Fund Source:			
Timeline:			
Staff Contact:			
Attachments: Resolution			
SUMMARY STATEMENT: Municipal Research & Services Center (MRSC) offers full maintenance of individual small public works rosters and consultant rosters for about the same price as the cost of posting the required annual roster legal notice. Continuing to use and put in place processes for using MRSC rosters saves staff time as well as reduce expenses. This Resolution lays out the process the City will use when utilizing MRSC Rosters. Many cities in Washington use MRSC Rosters to conveniently maintain their Agency's individual rosters and gain access to a broader selection of businesses. The City has been using this service since 2013 and would like to continue to do so.			
COMMITTEE REVIEW AND RECOMMENDATION: N/A			
RECOMMENDED ACTION: MOVE to Approve Resolution No. 24-11: Establishing a Small Public Works Roster Process to Award Public Works Contracts, and a Consulting Services Roster for Architectural, Engineering and other Professional Services.			
RECORD OF COUNCIL ACTION			
Meeting Date	Action	Vote	

CITY OF BUCKLEY, WASHINGTON

RESOLUTION NO. 24-____

A RESOLUTION OF THE CITY OF BUCKLEY, WASHINGTON, ON THE SUBJECTS OF ESTABLISHING A SMALL PUBLIC WORKS ROSTER PROCESS TO AWARD PUBLIC WORKS CONTRACTS, AND A CONSULTING SERVICES ROSTER FOR ARCHITECTURAL, ENGINEERING AND OTHER PROFESSIONAL SERVICES

WHEREAS, RCW 39.04.155 and other laws regarding contracting for public works by municipalities, allow certain contracts to be awarded by a small works roster process; and

WHEREAS, in order to be able to implement small works roster processes, the City of Buckley is required by law to adopt a resolution establishing specific procedures; and

WHEREAS, RCW 39.80.030 requires that an agency publish in advance that agency's requirement for professional services and that one of the ways to accomplish that notification is to announce generally to the public its projected requirements for any category or type of professional services and request qualification statements to be kept on file with the agency.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF BUCKLEY, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. MRSC Rosters. The City wishes to contract with the Municipal Research and Services Center of Washington (MRSC) to have their official rosters hosted in the online database for City use for small public works contracts and consulting services developed and maintained by MRSC and authorizes City Staff to sign that contract. As provided by contract between the City and MRSC, the City may use the MRSC rosters according to this Resolution. In addition, paper and/or electronic rosters may be kept on file by appropriate City departments. Nothing prevents the City from advertising for any small works roster project or consultant through this procedure without use of the MRSC procedure.

Section 2. Small Public Works Roster

The following small works roster procedures are established for use by the City pursuant to RCW 39.04.155:

1. **Cost.** The city need not comply with formal sealed bidding procedures for the construction, building, renovation, remodeling, alteration, repair, or improvement of real property where the estimated cost does not exceed Three Hundred and Fifty Thousand Dollars (\$350,000.00), which includes the costs of labor, materials, equipment and sales and/or use taxes as applicable. Instead, the City may use the Small Public Works Roster procedures for public works projects as set forth herein. The breaking of any project into units or accomplishing any projects by phases is prohibited if it is done for the purpose of avoiding the maximum dollar amount of a contract that may be let using the small works roster process.
2. **Publication.** At least once a year, on behalf of the City, MRSC shall publish in a newspaper of general circulation within the jurisdiction a notice of the existence of

the roster or rosters and solicit the names of contractors for such roster or rosters. Responsible contractors shall be added to appropriate MRSC Roster(s) at any time that they complete the online application and meet the minimum State requirements for roster listing.

3. **Telephone, Written, or Electronic Quotations.** The City shall obtain written or electronic quotations for public works contracts from contractors on the appropriate small works roster to assure that a competitive price is established and to award contracts to a contractor who meets the mandatory bidder responsibility criteria under RCW 39.04.350(3)
 - a. A contract awarded from a small works roster will not be advertised. Invitations for quotations shall include an estimate of the scope and nature of the work to be performed as well as materials and equipment to be furnished. However, detailed plans and specifications need not be included in the invitation.
 - b. Quotations must be invited from all appropriate contractors on the appropriate small works roster.

The Invitation to Bid should contain the following information:

- i. Project name and number (consistent with agency accounting/contracting and/or platform identification).
- ii. The scope of work* including:
 - A. Existing conditions (as applicable)
 - B. Materials and equipment that will be provided by the public agency* or that the public agency requires.
 - C. Current understanding of permitting requirements and authorities having jurisdiction.
- iii. The estimated cost*
- iv. Project schedule and deadlines for completing the project.
- v. Information on a site walk and/or pre-bid conference if offered.
- vi. Bid due date and time.
- vii. Bid form.

- viii. Instructions to Bidders, including mandatory bidder responsibility criteria and any supplemental bidder responsibility criteria (RCW 39.04.350)
 - ix. Where and how to submit bids.
 - x. How questions can be submitted and how addendums, if necessary, will be provided and communicated.
 - xi. General agency contact information.
 - xii. Sample contract (contract form) that will be awarded, including:
 - A. General conditions.
 - B. Agency required forms.
 - C. Insurance requirements (could be included in *instructions to bidders*).
 - D. Bonding Requirements (could be included in *instructions to bidders*).
 - E. Retainage approach (could be included in *instructions to bidders*).
 - F. Payment procedures.
 - G. Any other contract or project requirements.
 - c. At the time bids are solicited, the City representative shall not inform a contractor of the terms or amount of any other contractor's bid for the same project;
 - d. A written record shall be made by the City representative of each contractor's bid on the project and of any conditions imposed on the bid. Immediately after an award is made, the bid quotations obtained shall be recorded, open to public inspection, and available by telephone inquiry.
4. **Determining Lowest Responsible Bidder.** The City Council shall award the contract for the public works project to the lowest responsible bidder provided that, whenever there is a reason to believe that the lowest acceptable bid is not the best price obtainable, all bids may be rejected.
5. **Award.** All of the quotations shall be collected and presented at the same time to the City Council for consideration, determination of the lowest responsible bidder, and award of the contract.

6. **Publication.** All awards utilizing the small public works roster shall be posted on the City's website for public review as required by RCW 39.04.152(6). Once per year, the City must publish on its website a list of all small works contracts awarded as required by RCW 39.04.152(7) and RCW 39.04.200. The City may use the MRSC rosters system to meet these publication requirements in lieu of publishing on its website to the extent authorized by State law.

Section 3. Consulting Services Roster.

1. **Consulting Services.** Consulting services are professional services that have a primarily intellectual output or product and include architectural and engineering services as defined in RCW 39.80.020.
2. **Publication.** At least once a year, on behalf of the City, MRSC shall publish in a newspaper of general circulation within the jurisdiction a notice of the existence of the consulting services roster or rosters and solicit statements of qualifications from firms providing consulting services. Such advertisements will include information on how to find the address and telephone number of a representative of the City who can provide further details as to the City's projected needs for consulting services. Firms or persons providing consulting services may complete the online application at any time and be listed if they meet the minimum State requirements.
3. **Professional Architectural and Engineering Services.** The MRSC Rosters will distinguish between professional architectural and engineering services as defined in RCW 39.80.020 and other consulting services and will announce generally to the public the City's projected requirements for any category or type of professional or other consulting services. The City reserves the right to publish an announcement on each occasion when professional services or other consulting services are required by the agency and to use paper and/or other electronic rosters that may be kept on file by appropriate City departments.

Introduced, passed and approved this 10th day of December 2024.

Beau Burkett, Mayor

ATTEST:

Trevia Percival, City Clerk

APPROVED AS TO FORM:

Phil Olbrechts, City Attorney

Posted: _____