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Land Capacity Analysis

Land Capacity Analysis Methodology

In 2022, Pierce County produced Buildable Lands parcel level data that indicates development status, acreage, environmental encumbrances, existing improvements and pipeline development based on existing zoning for parcels in Buckley. These parcel attributes were used to produce figure LU-3, showing a deficit in housing capacity under the city's previous zoning regime. These figures helped inform changes to the Future Land Use Map (FLUM) to ensure that the city can accommodate its growth targets. To calculate capacity based on the updated FLUM, the project team recategorized the Pierce County Buildable Lands data into FLUM designated land uses, and modified the development status for several parcels that have begun development since the buildable lands report was published. The project team retained Pierce County assumptions for market factor and other deductions, but increased density assumptions in line with changes to the FLUM. The calculator on the next page is derived directly from the Pierce County Buildable Lands report, to ensure fidelity to the County's capacity estimate methodology.

01. The first section includes the acreage derived from summing parcels in GIS based on future land use designation.
02. The second section calculates housing capacity based on Pierce County assumptions. The assumption used for each calculation is in the left hand column, and the calculation is in the right column for each land use designation. Housing capacity is based on the number of acres with all deductions, multiplied by the anticipated dwelling units per acre which will be enabled by changes to the zoning code.
03. The third section calculates employment capacity also based on Pierce County assumptions. New jobs are calculated by the number of commercial acres with all deductions, multiplied by anticipated jobs per acre.
04. Figure LU-5 shows the residential capacity calculated in this section further distributed by income bracket. Higher density areas are anticipated to house the vast majority of Buckley's affordable housing allocation because these areas will allow low-rise apartments. Commerce guidance indicates that apartments are the most viable housing type for providing affordable housing.

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

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Housing Action Plan



CITY OF BUCKLEY

HOUSING ACTION PLAN

September 2023

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City of Buckley

Housing Action Plan

Acknowledgments

The City of Buckley would like to thank our Mayor and Council, the Buckley Planning Commission, the Buckley Housing Stakeholder Advisory Group and all of the citizens that helped make this Housing Action Plan possible.

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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 ($30\% < \text{AMI}$) or moderate- or high-income households ($80\% + > \text{AMI}$). 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			
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	<p>Housing development completed, total and by housing type.</p> <p>Track the number of successful affordable housing applications where fee waivers or reductions were granted.</p>	<p>Understand cost burdens developers face when proposing to build different affordable housing types and models.</p> <p>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.</p>	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	<p>Housing cost burden by household type and income category.</p> <p>Track the number of permits approved for projects under the alternative homeowner models program.</p>	<p>Identify potential housing supply for low- and moderate-income households.</p> <p>Identify model averages between renters and homeowners.</p> <p>Understand cost burdens vulnerable households face when accessing housing type and availability.</p> <p>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.</p>	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	<p>Inventory of marketing materials available on the city's website platform, publicly available framework showing expected outcomes for projects.</p> <p>Tracking applicant and developer incentive usage over time.</p> <p>Pre-Application Meeting notes options, and permit application that reflect the suggested incentives.</p>	<p>Tracking incentive usage over time can help the city identify the correlation between advertisement methods and the rate of housing incentives utilized in development.</p> <p>Trends in preapplication meetings related to housing incentives showcase developer interest in the incentive programs.</p> <p>The number of permitted projects that used the marketed incentives can determine the success of marketing methods and the incentives themselves.</p>	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.	<p>program, but also what areas of the city are impacted by the program.</p> <p>Pre-Application meetings track developer interest in the program, and can also provide challenge and limitations feedback for city staff.</p>	
B.1.2 Development Agreements	<p>Track the number and location of signed development agreement recordings.</p> <p>Track the number of Public Hearings for DA projects.</p>	<p>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.</p>	Pierce County Assessor's Office. City of Buckley Website.
B.1.4 Pre-Approved Building Plans	<p>Housing development completed, total and by housing type.</p> <p>Track permit application materials with pre-approved site plans.</p>	<p>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.</p> <p>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.</p>	Internal city permit tracking.
B.1.4 Public and Surplus Land for Affordable Housing	<p>City inventory of surplus properties; vacant, underutilized, abandoned, surplus, or tax-delinquent private properties.</p> <p>Number of residents housed in affordable housing units, built on public land.</p>	<p>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.</p> <p>The total number of residents in affordable housing as a result of developing these lands will determine the effectiveness of the program.</p>	Internal City Permit tracking. HUD CHAS.
B.2.1 Density bonus Program	<p>Housing supply by income band.</p> <p>Monitoring the proliferation of the public benefit identified.</p>	<p>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.</p>	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
		<p>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.</p>	
B.2.2 Lot Size Averaging	<p>Housing development completed, total and by housing type.</p> <p>Track average lot size with improved structures on approved plats.</p>	<p>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.</p> <p>Averaged lot sizes associated with housing units indicates that developers are taking advantage of the reduced minimum lot size.</p>	Internal city permit tracking. Pierce County Assessor's Office.
B.2.3 Triplex and Fourplex Code Amendments	<p>Housing development completed, total and by housing type.</p> <p>Track the number of pre-application meetings related to triplex and fourplex development.</p>	<p>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.</p> <p>Trends in pre-application meetings showcase developer interest and code amendment effectiveness through triplex and fourplex regulations.</p>	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	<p>Housing development complete, total and by housing type.</p> <p>Track the number of pre-application meetings related to ADU development.</p>	<p>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.</p> <p>Trends in pre-application meetings showcase developer interest and code amendment effectiveness through ADU regulations.</p>	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	<p>Housing development complete, total and by housing type.</p> <p>Track the number of pre-application meetings related to multi-family development.</p>	<p>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.</p> <p>Trends in pre-application meetings showcase developer interest and code amendment effectiveness through multi-family dwelling regulations.</p>	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
		<p>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.</p> <p>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.</p>	

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

Glossary

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 as 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.

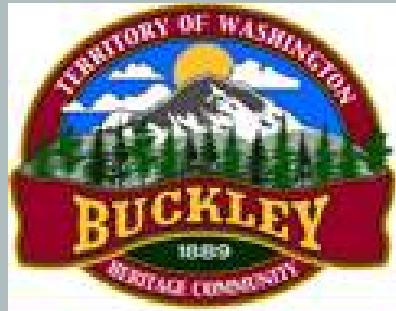
Tenure references the ownership of a housing unit in relation to the household occupying the unit. According to the US Census Bureau, a housing unit is “owned” if the owner or co-owner lives in the unit, even if it is mortgaged or not fully paid for. A cooperative or condominium unit is “owned” only 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

JUNE 2022

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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

¹ Center for the Study of the Pacific Northwest

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

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

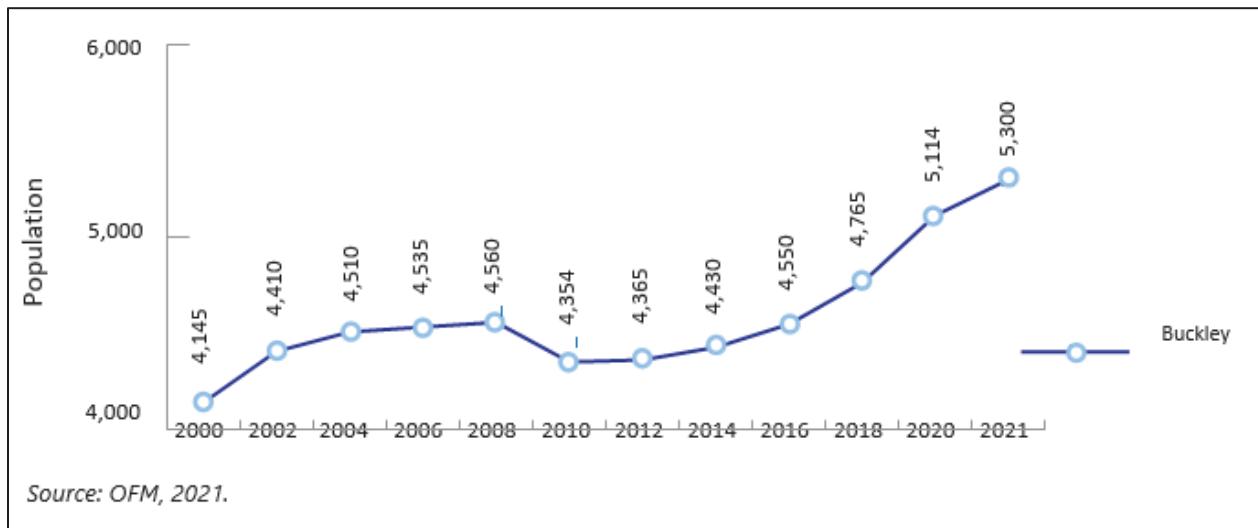


Figure 1 Population Change 2000-2021

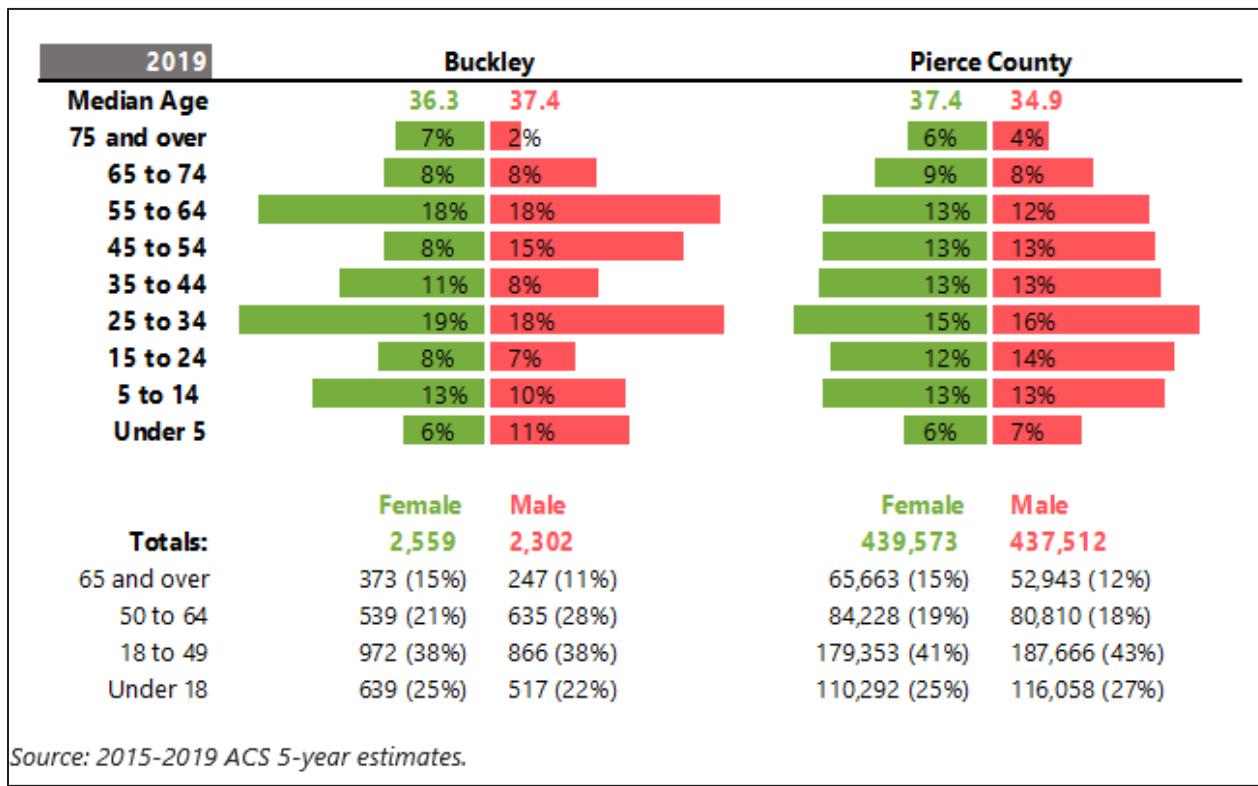


Figure 2 2015-2019 ACS 5-year estimates

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.

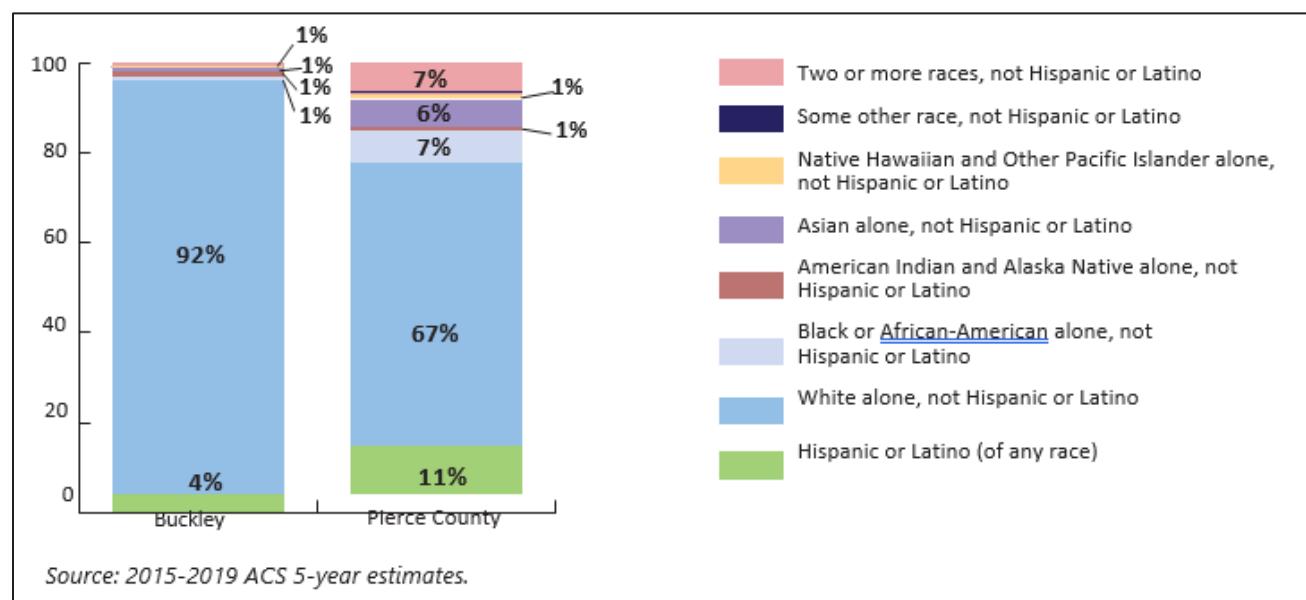


Figure 3 Race and Ethnicity of Population - Buckley and Pierce County

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.

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

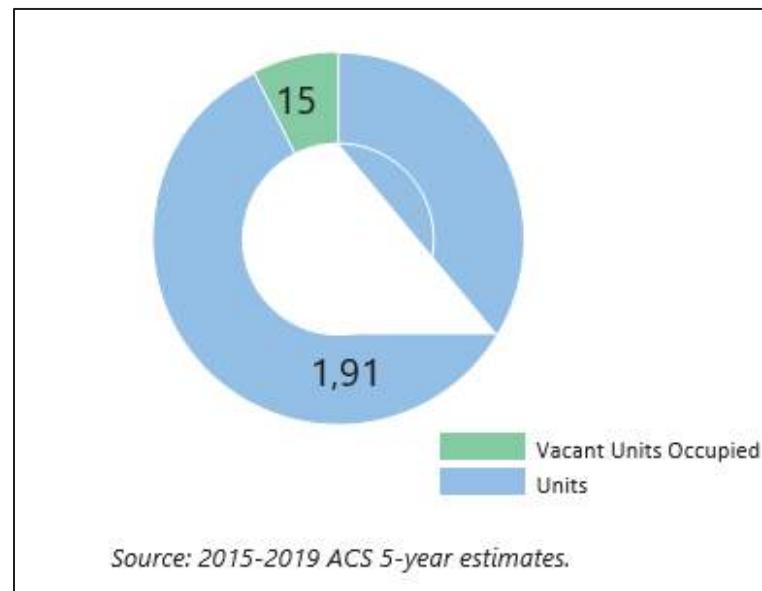


Figure 5 Occupied Housing Units

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.

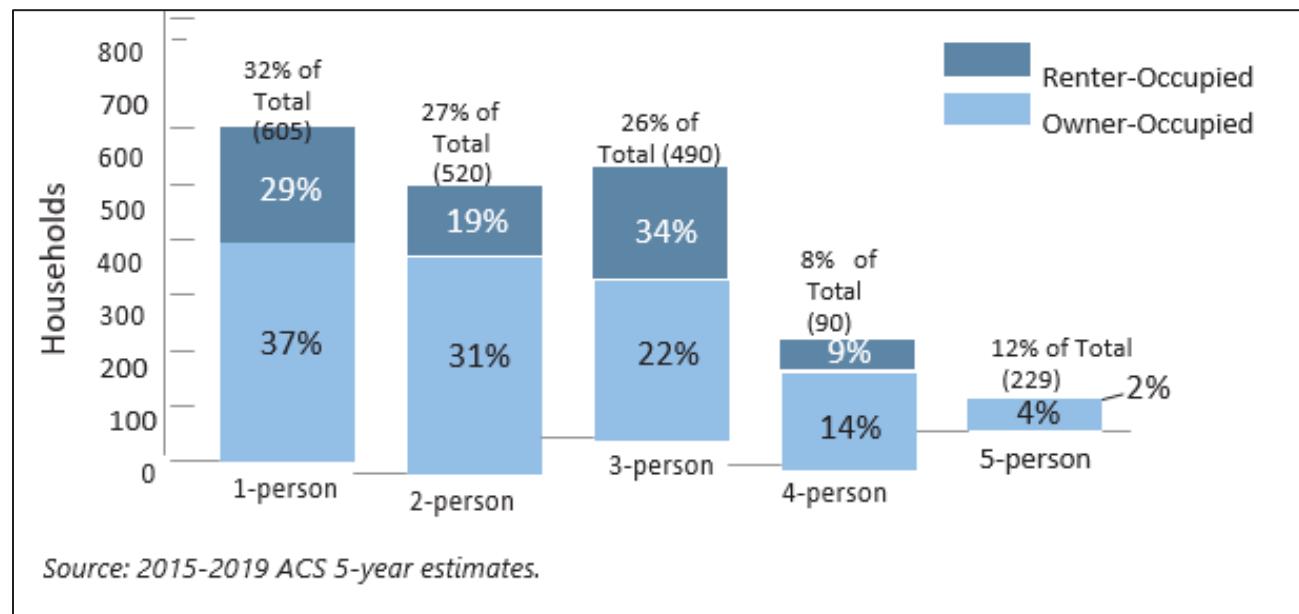


Figure 6 Household Size by Tenure (Buckley)

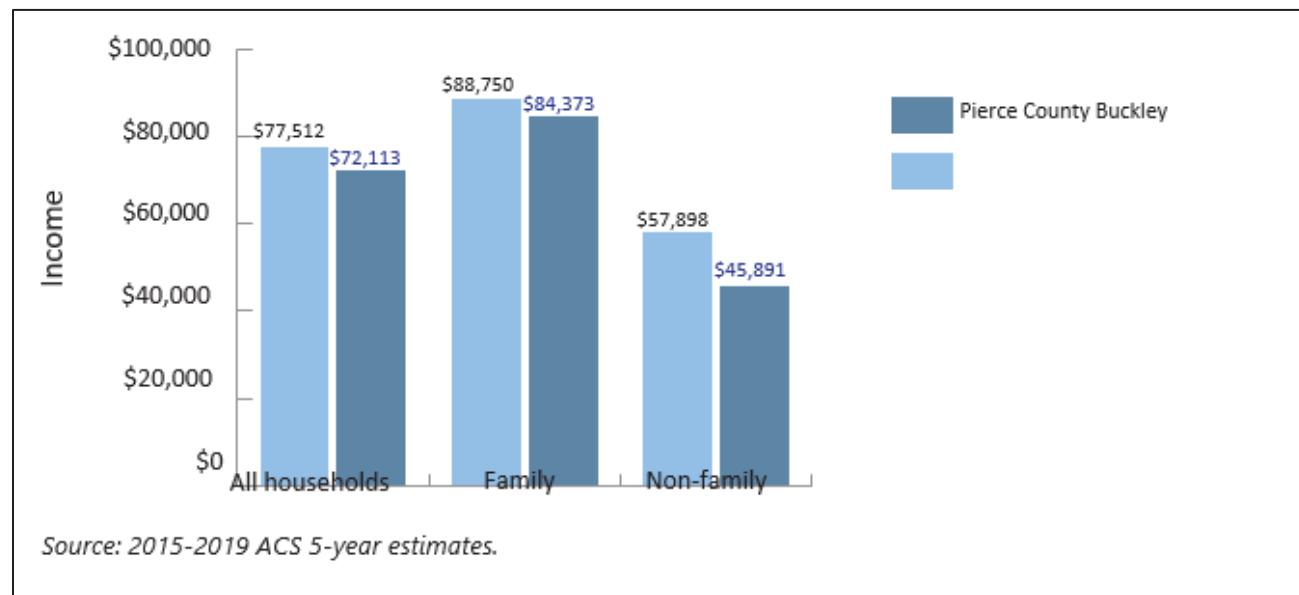


Figure 7 Median Household Income by Household Type (Buckley and Pierce County)

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.

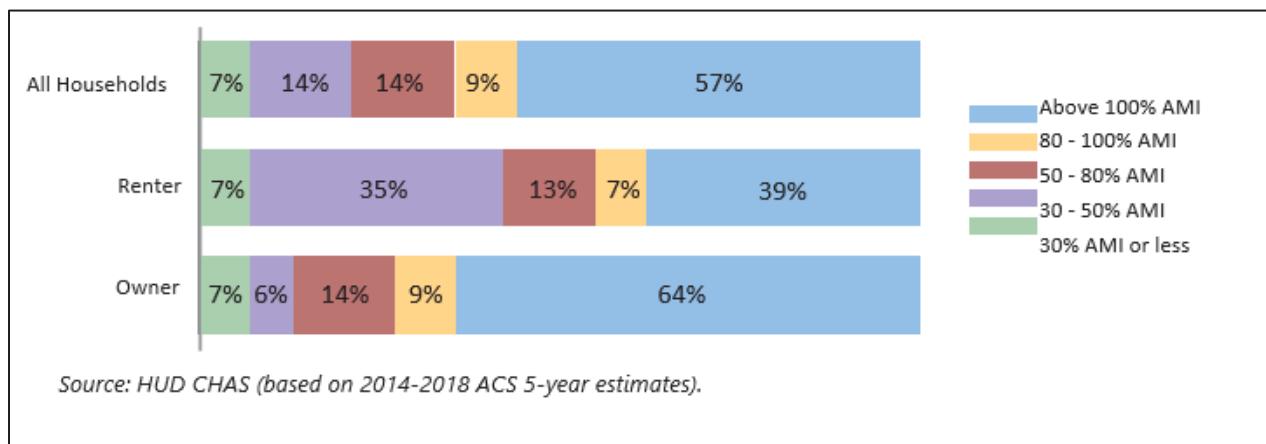


Figure 8 HUD CHAS (based on 2014-2018 ACS 5-year estimates)

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.

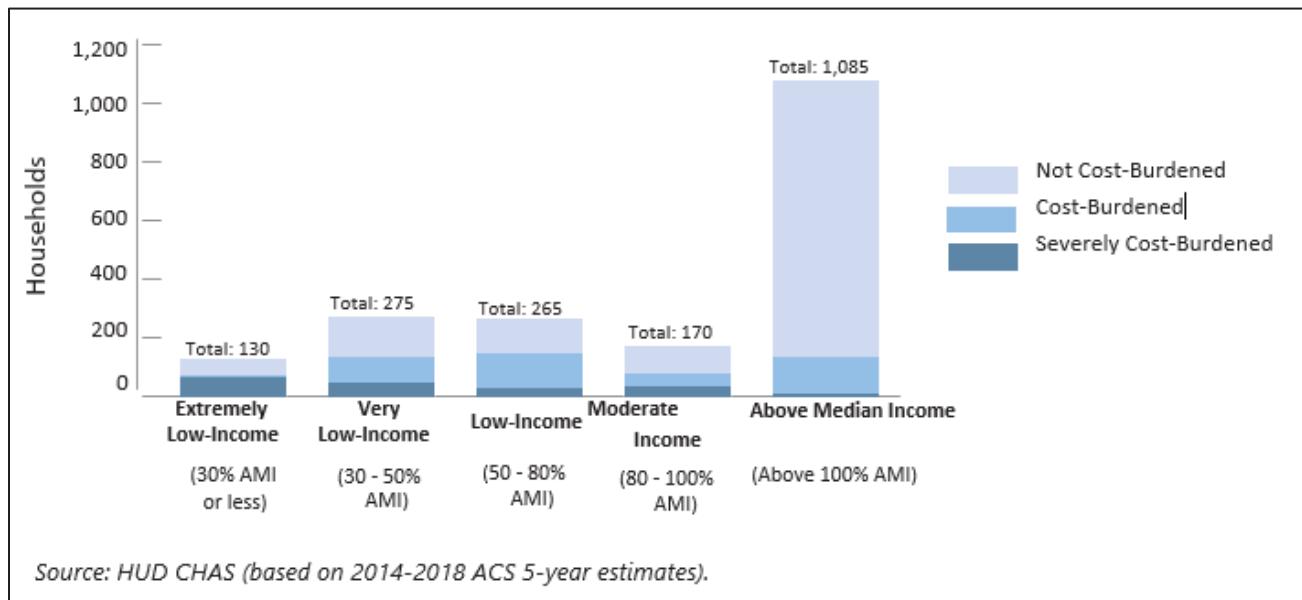


Figure 9 Households by Income Level and Cost-Burden Status (Buckley in 2012)⁹

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.

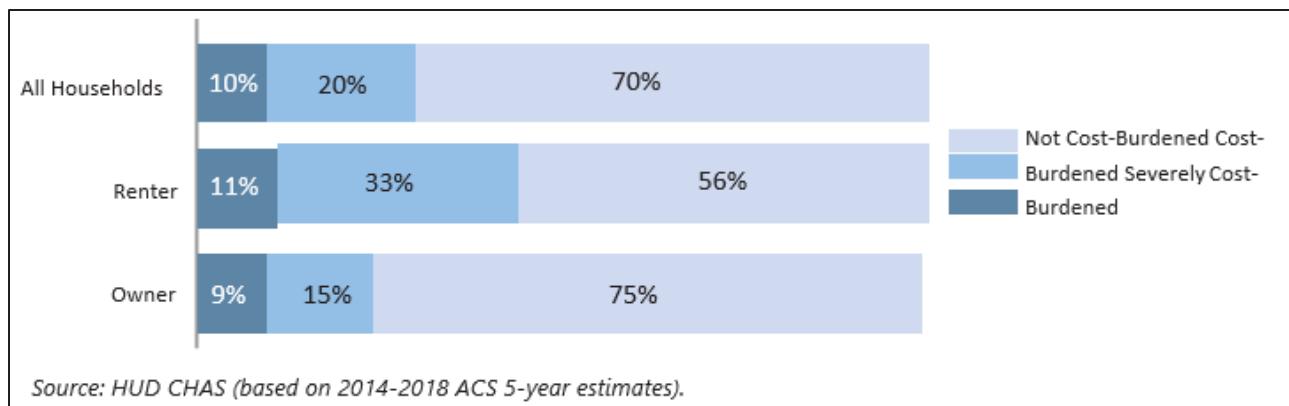


Figure 10 Proportional Cost- Burdened Households by Tenure (Buckley)

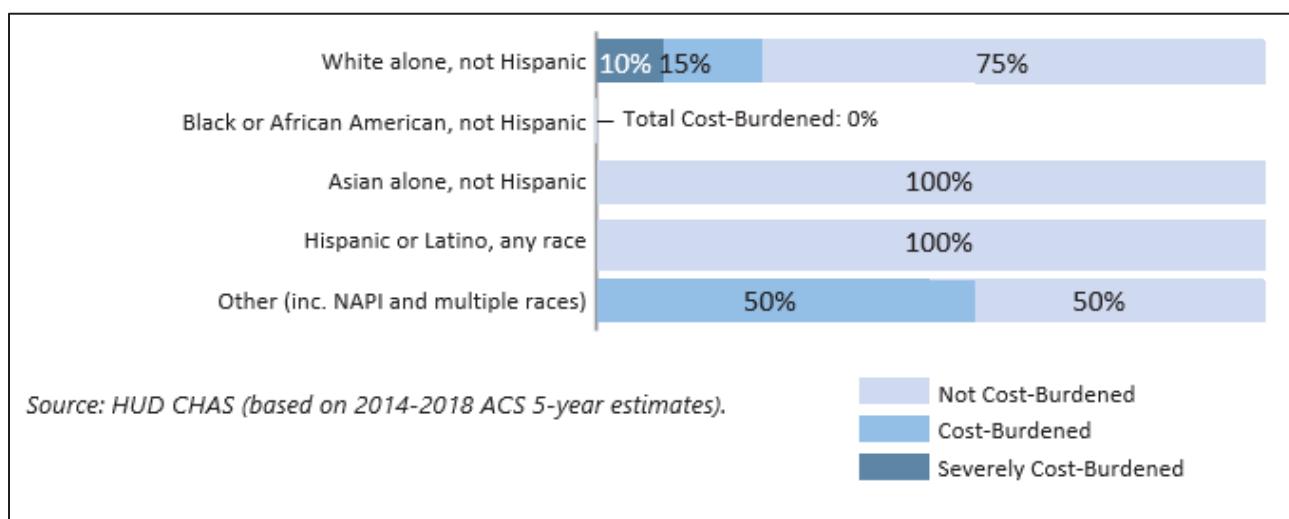


Figure 11 Owners: Proportional Cost-Burden by Race and Tenure (Buckley)

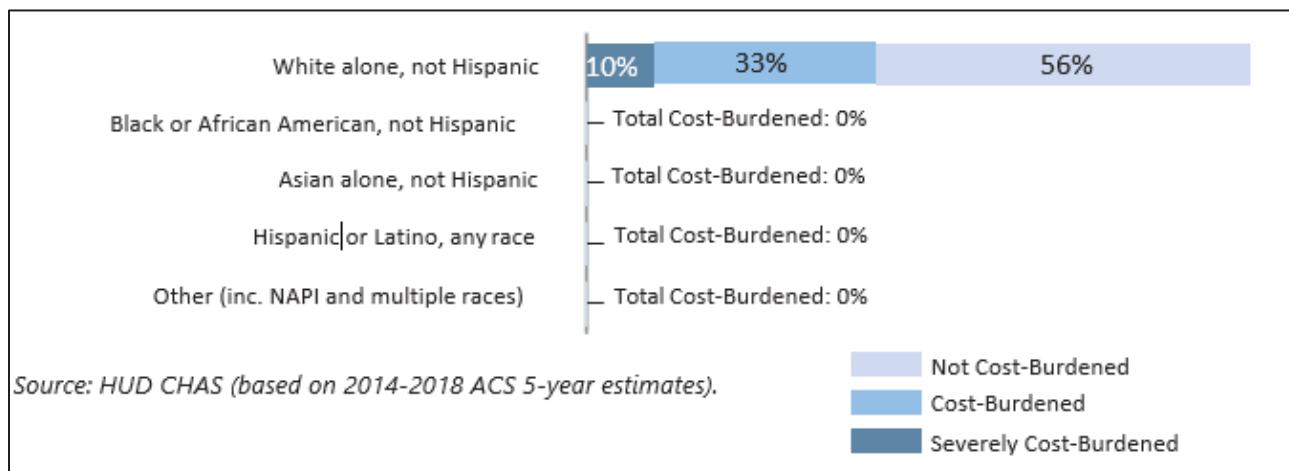


Figure 12 Renters: Proportional Cost-Burden by Race and Tenure (Buckley)

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 available at the Buckley level, the adequacy of the available amount of subsidized housing to serve

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.

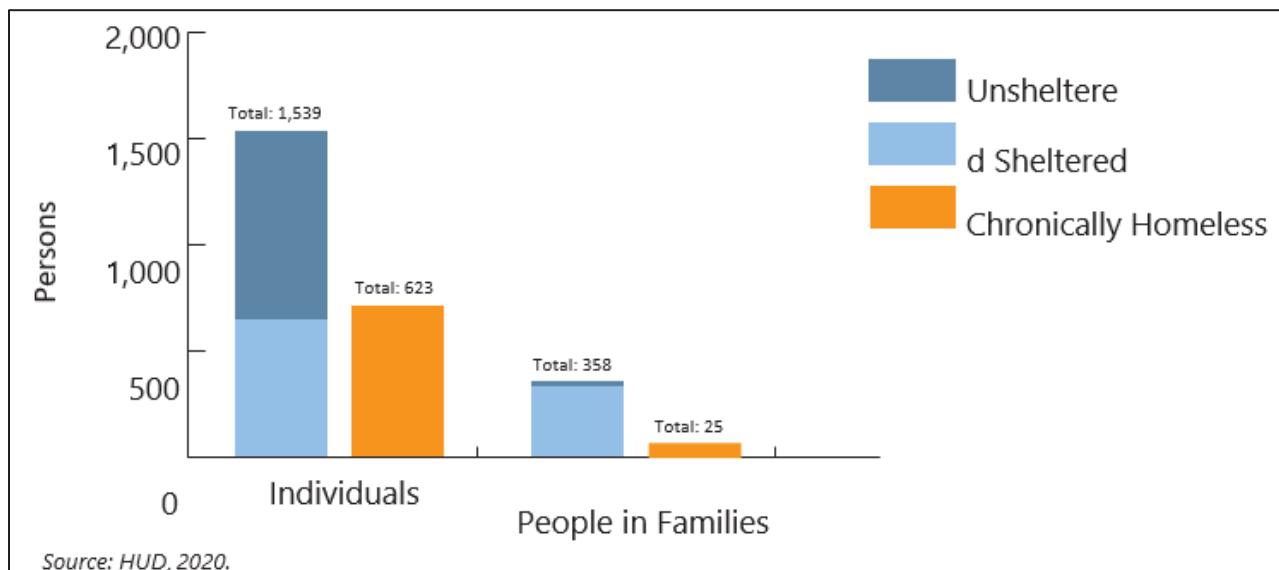


Figure 14 Point in Time Count 2020 (Pierce County)

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.

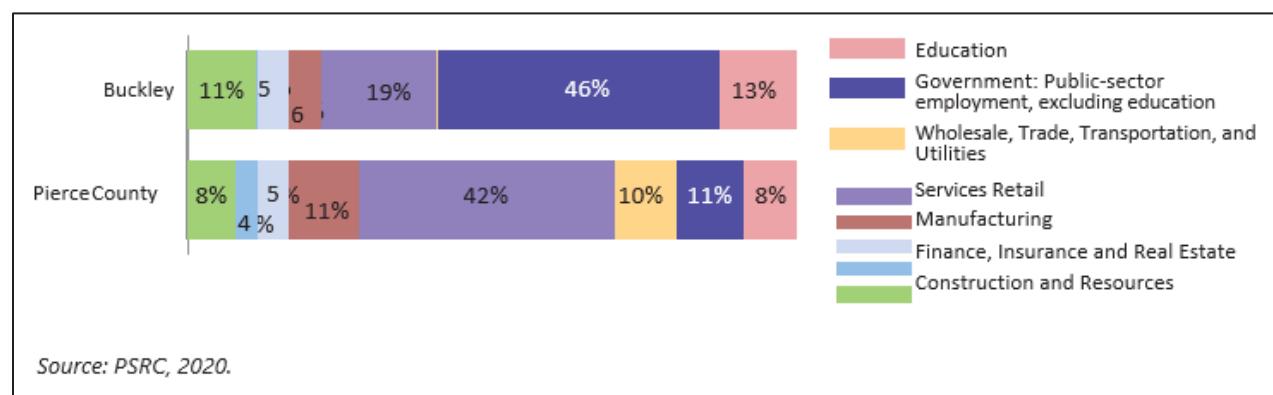


Figure 15 Employment by Industry (Buckley and Pierce County)

	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)

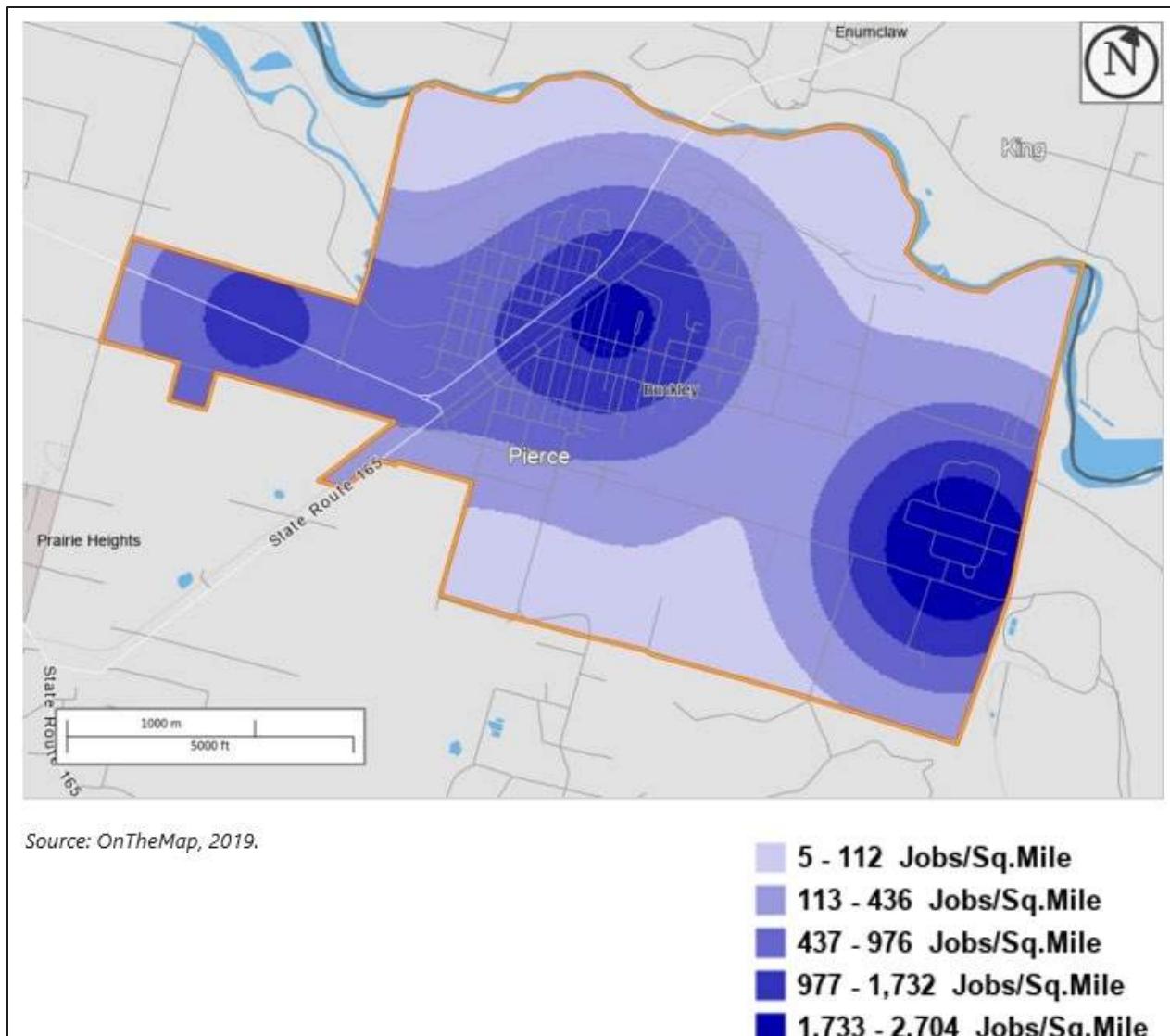


Figure 18 Job Density (Buckley)

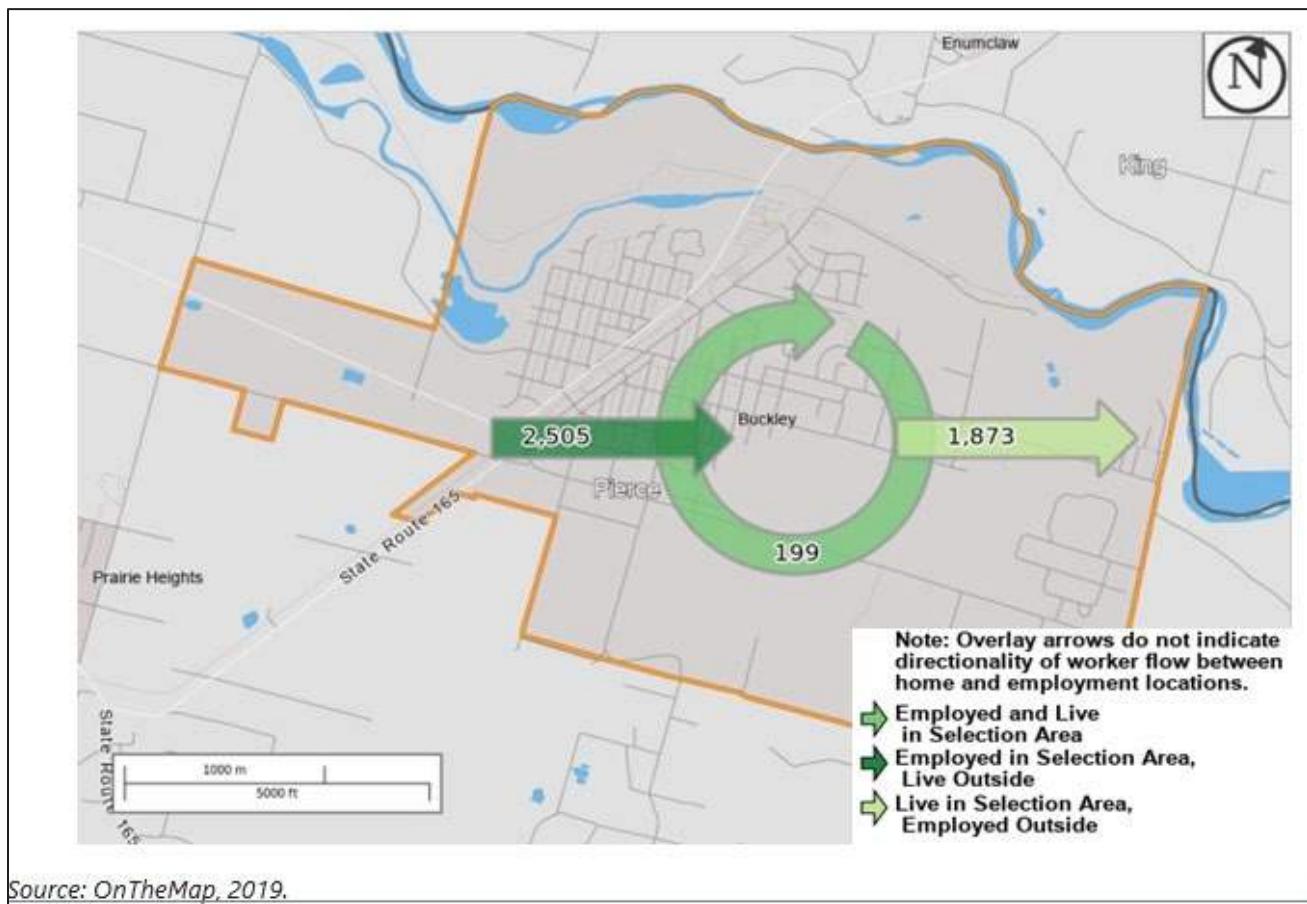
Commuting

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).



Source: OnTheMap, 2019.

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.

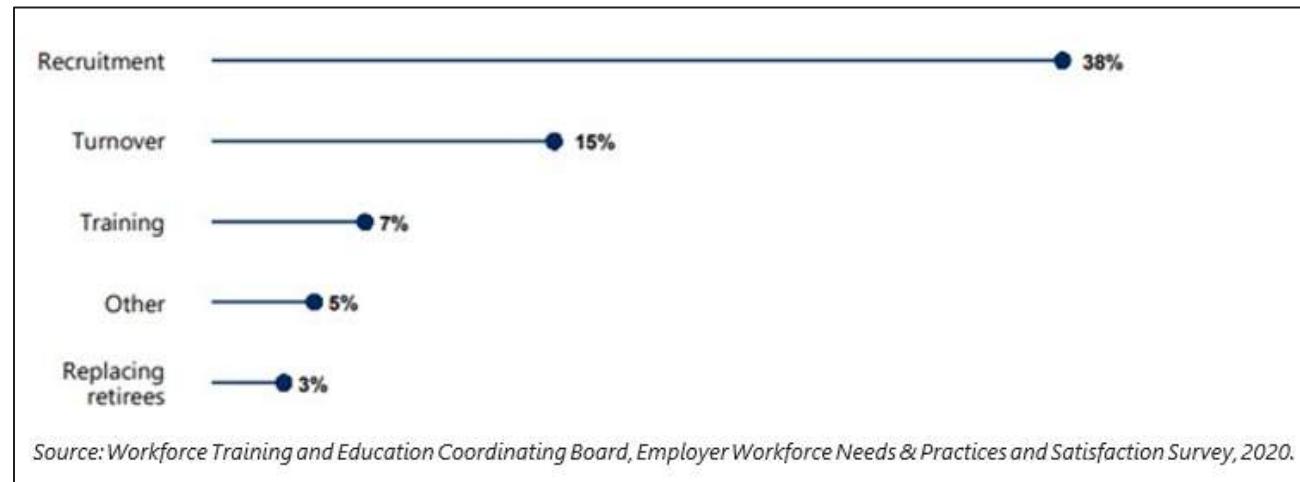


Figure 21 Biggest Workforce Challenges (Washington)

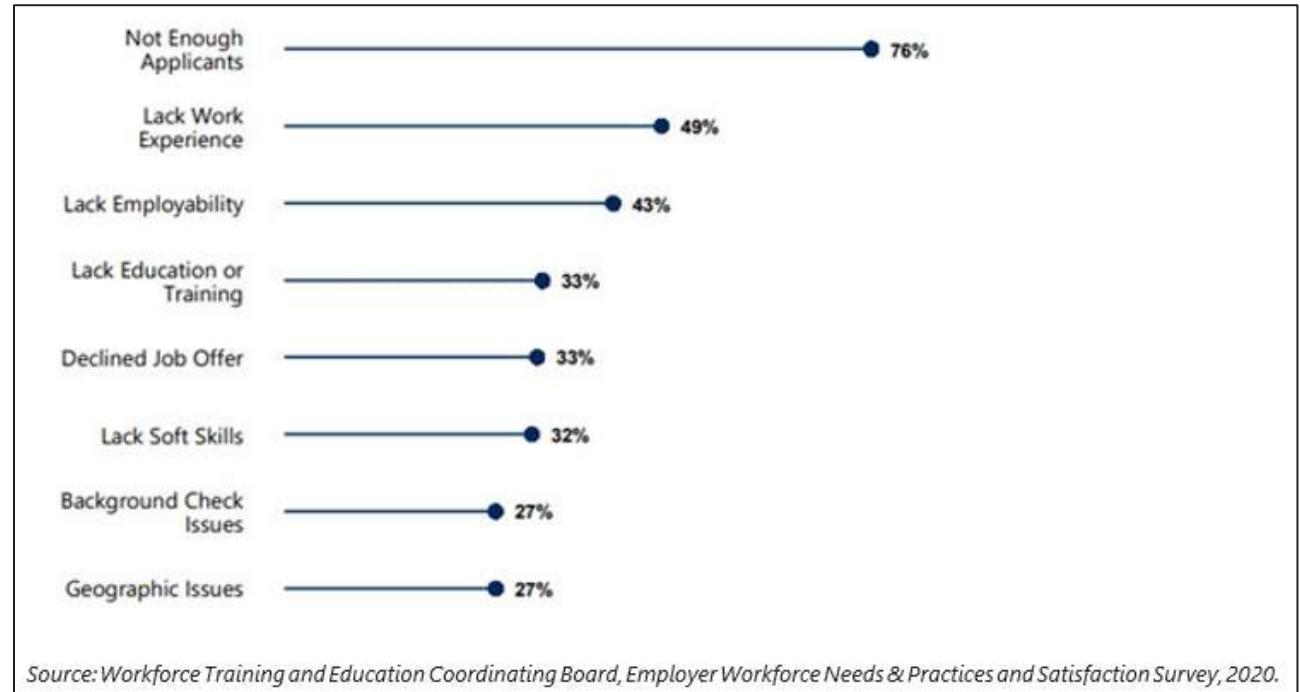


Figure 22 Underlying Reasons for Recruitment Difficulty (Washington)

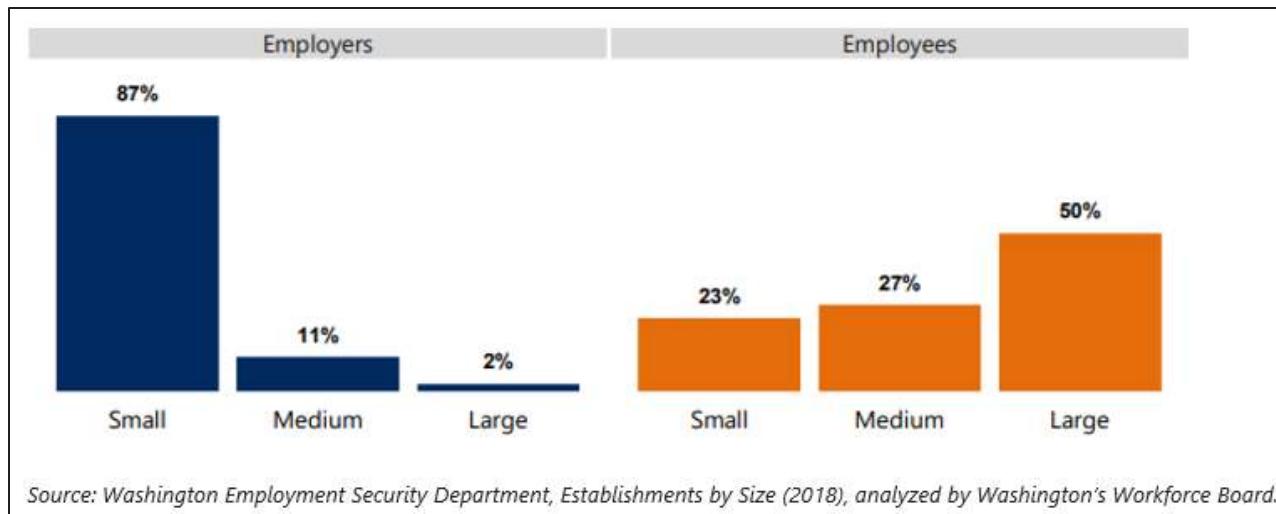


Figure 23 Composition of Employers (Washington)

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

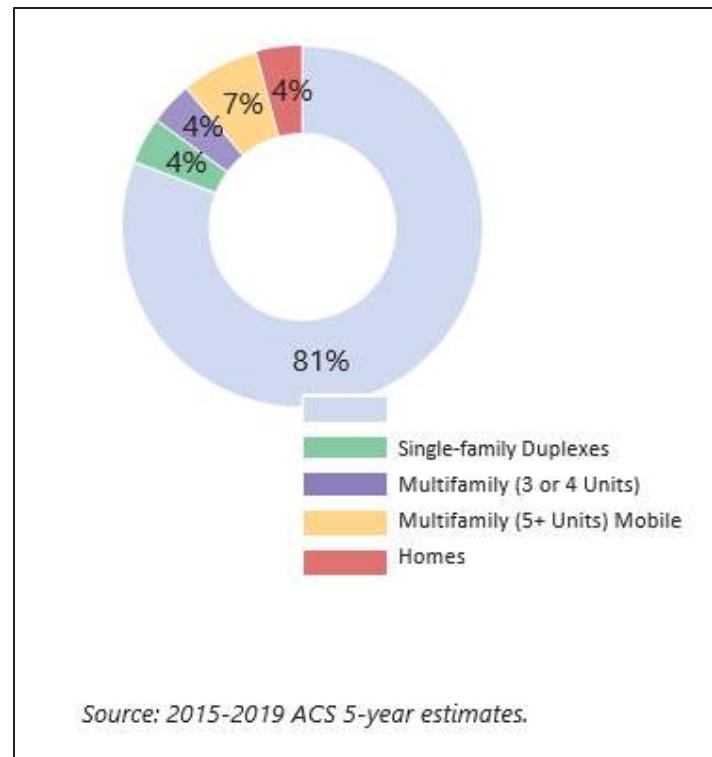


Figure 24 Housing Inventory by Type (Buckley)

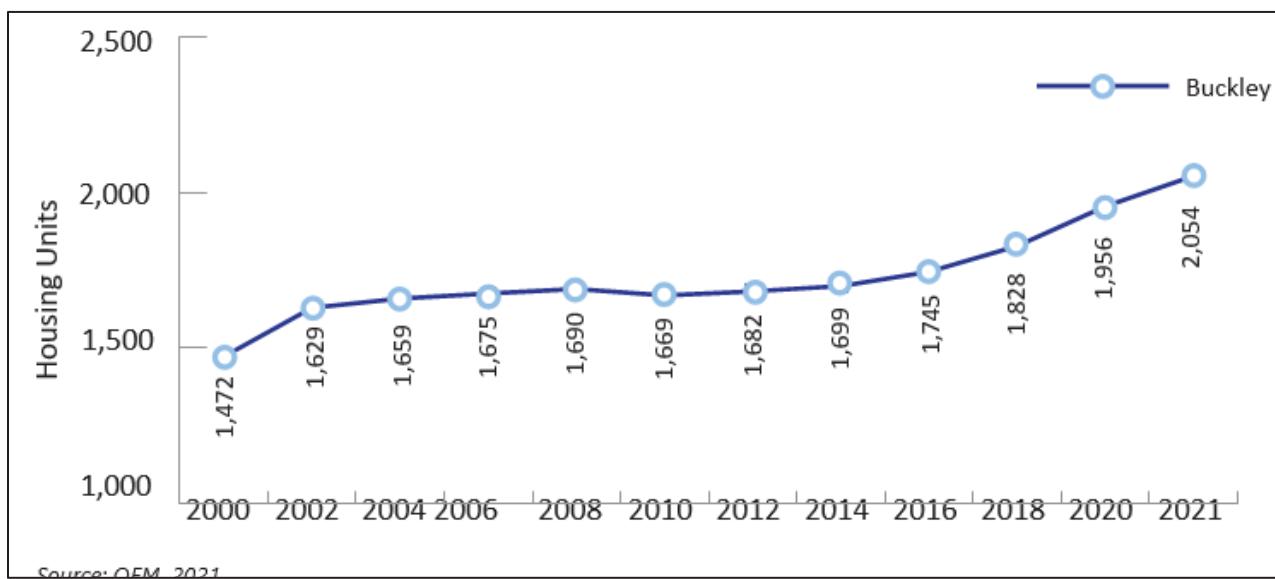


Figure 25 Housing Units, 2000 to 2021 (Buckley)

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 City of Buckley, 2022

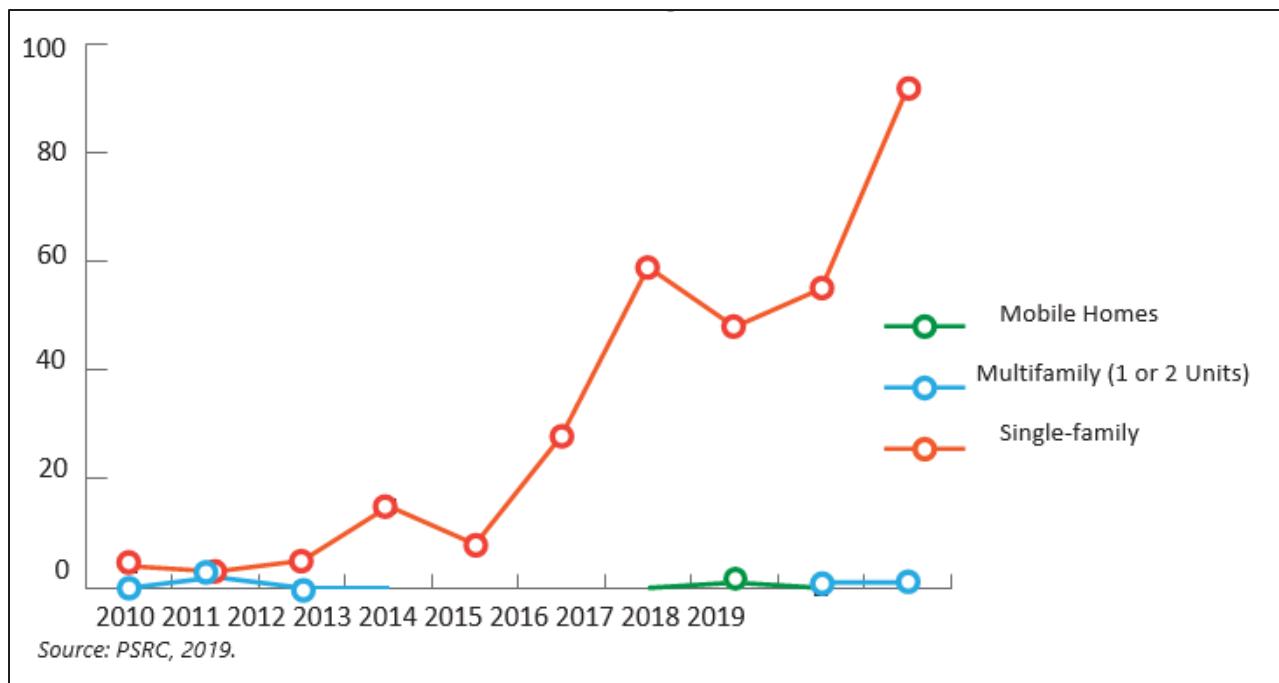


Figure 27 Permitted Units, 2010-2019 (Buckley)

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)

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

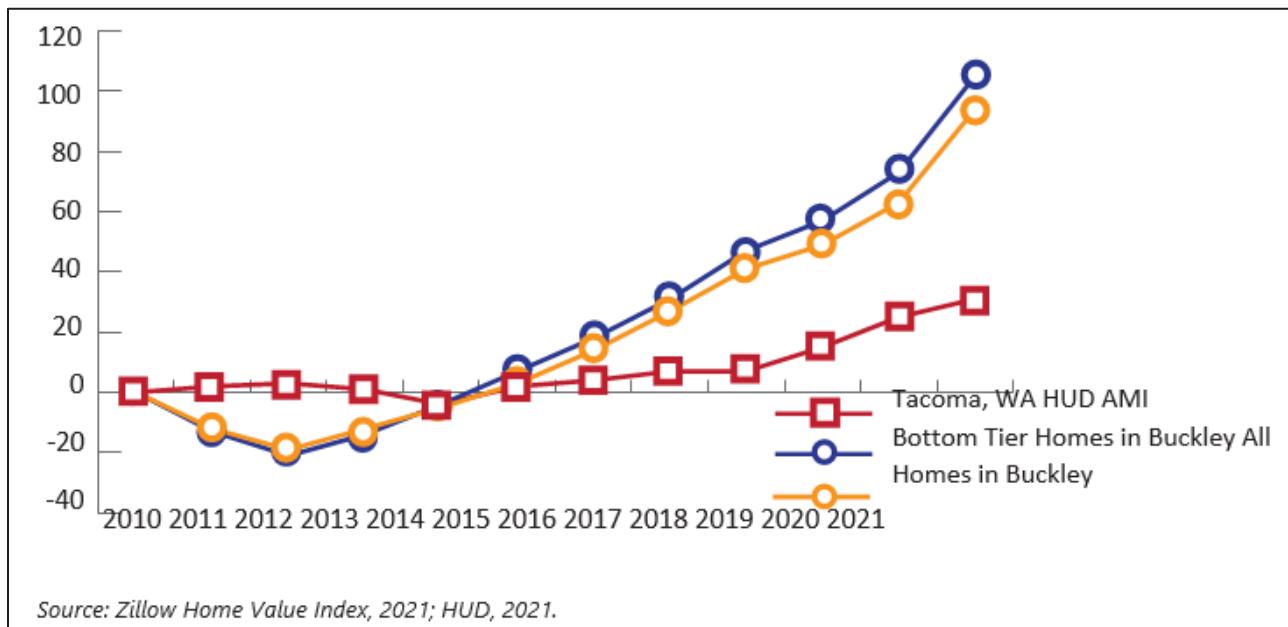


Figure 29 Percent Change in Home Values and HUD AMI Since 2010 (Buckley)

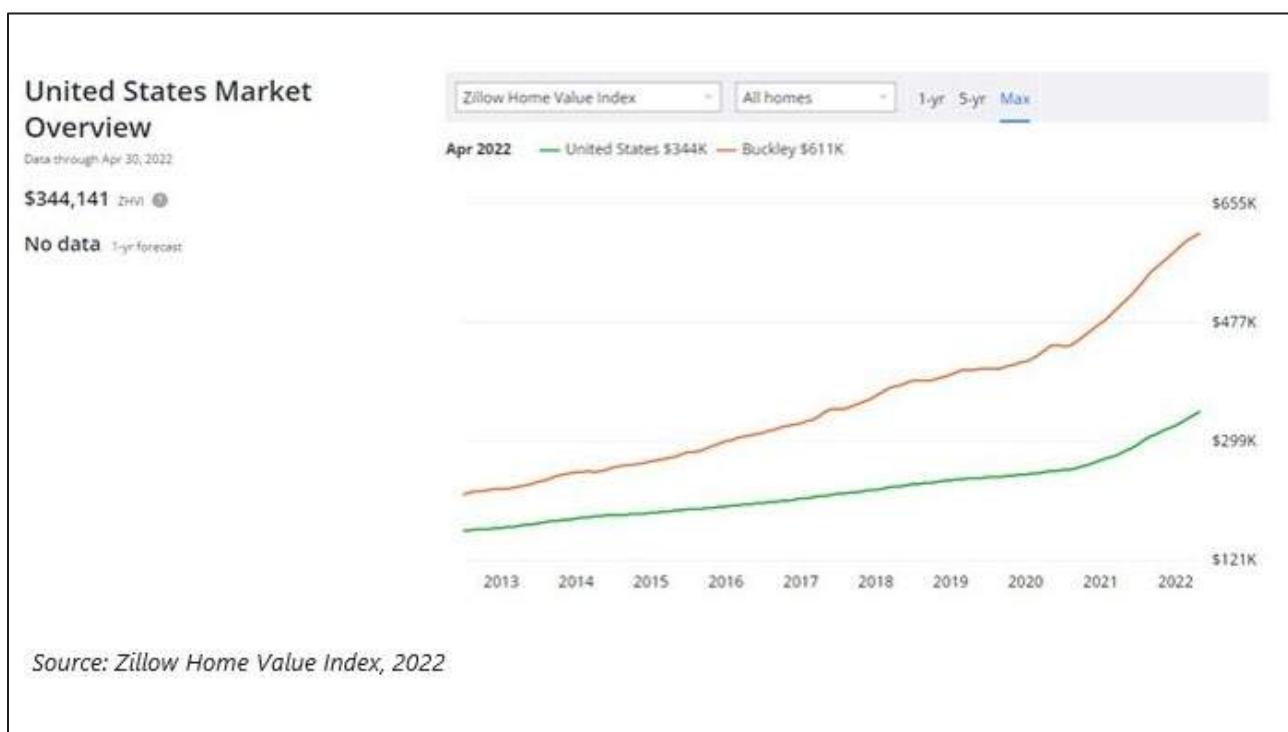


Figure 30 Changes in Home Values, 2013 to 2022 (Buckley and USA)

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:

- 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.

- 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 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)

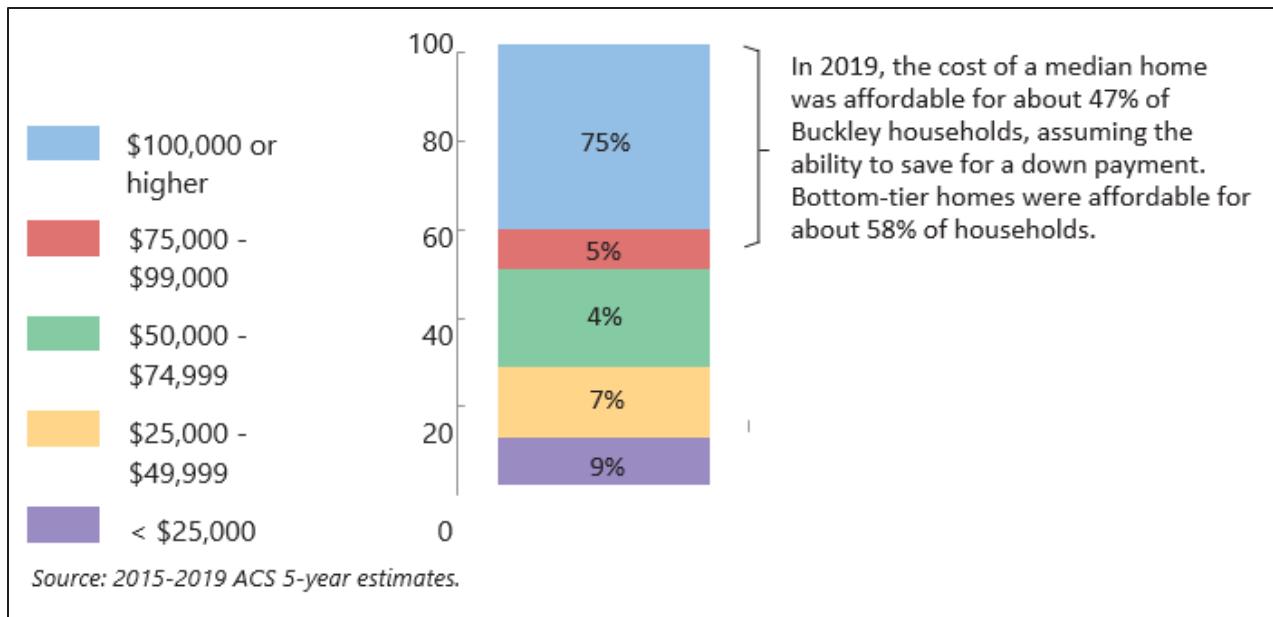


Figure 33 Percentage of All Households by Income Bracket, 2019 (Buckley)

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.

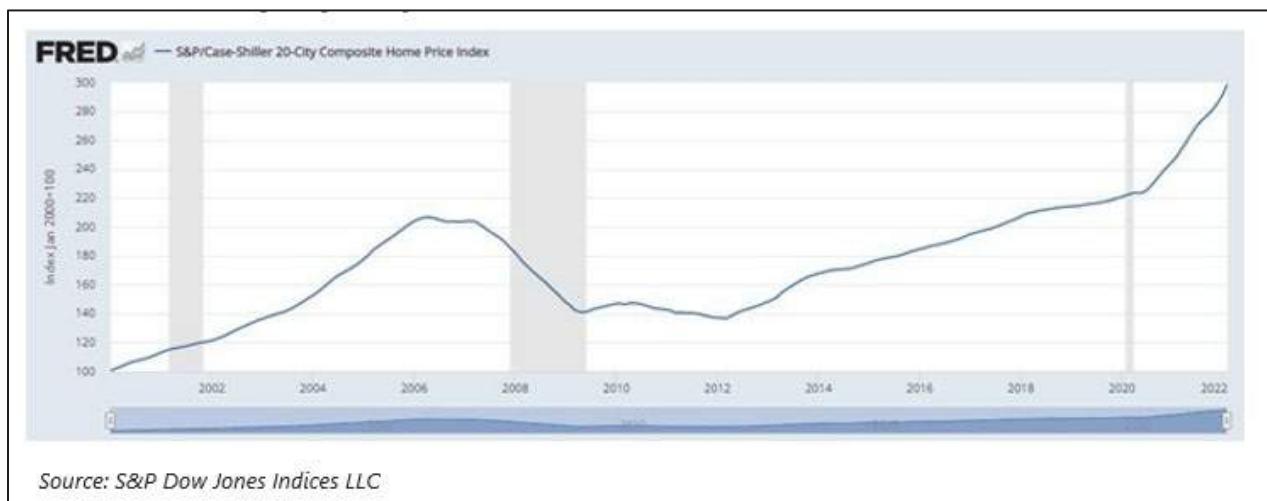


Figure 34 Twenty-City Composite Home Price Index (USA)

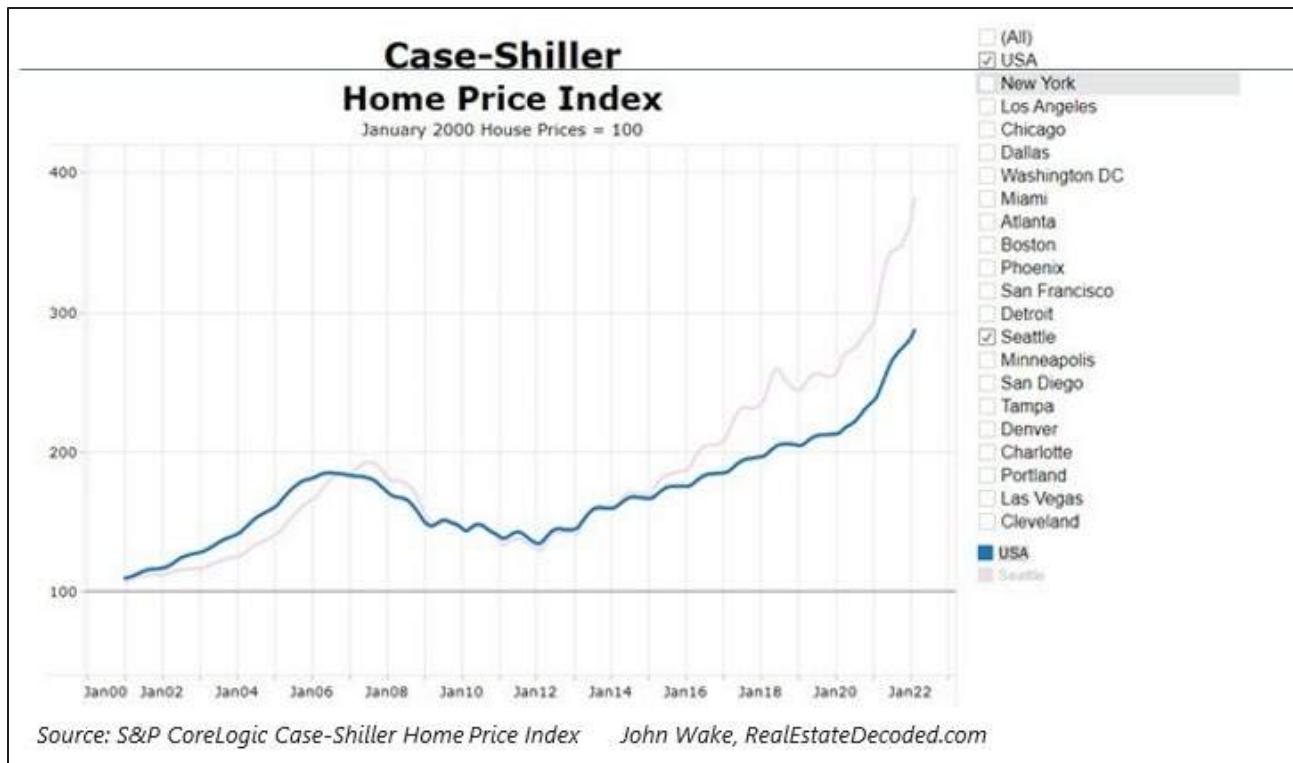


Figure 35 Case-Shiller Home Price Index (Seattle)

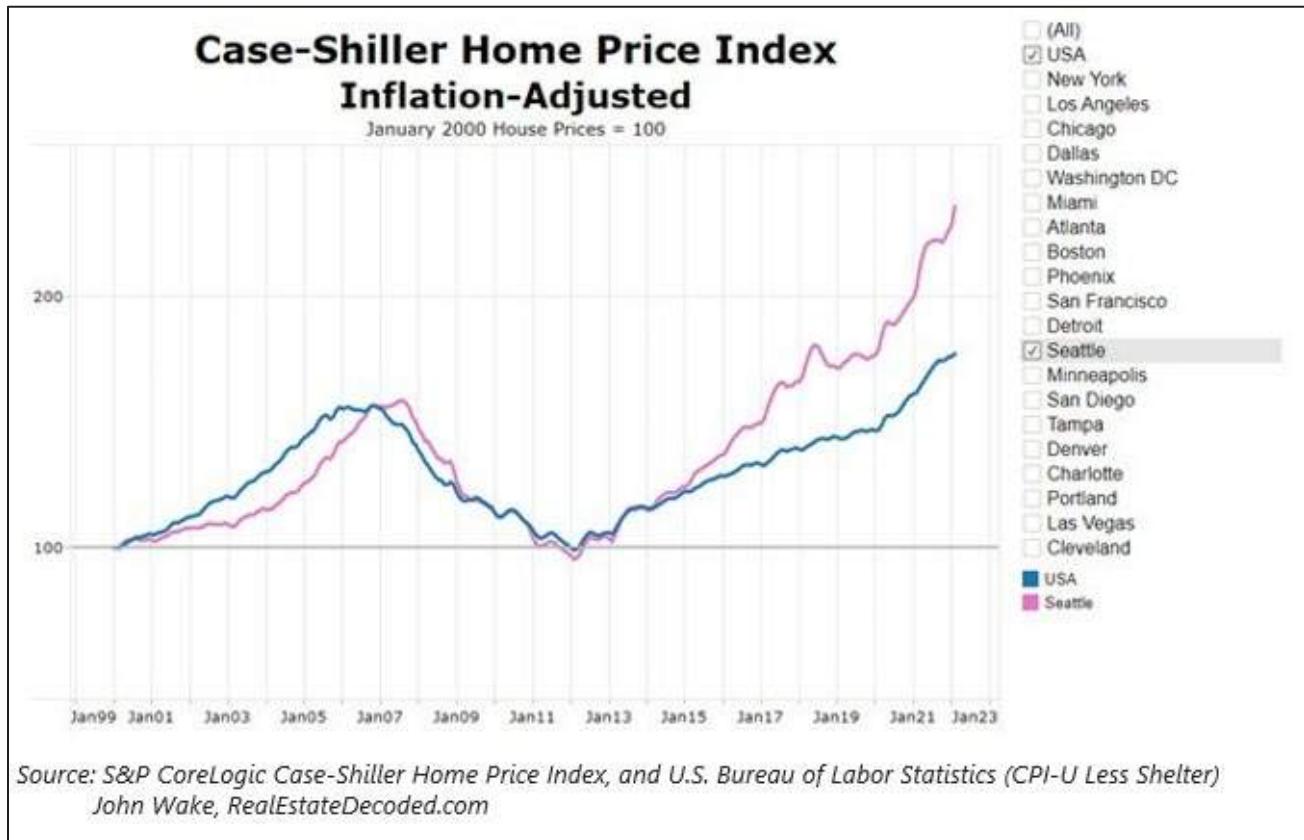


Figure 36 Case-Shiller Home Price Index, Inflation-Adjusted (Seattle)

Case-Shiller Home Price Index House Price Appreciation Over Previous 12 Months

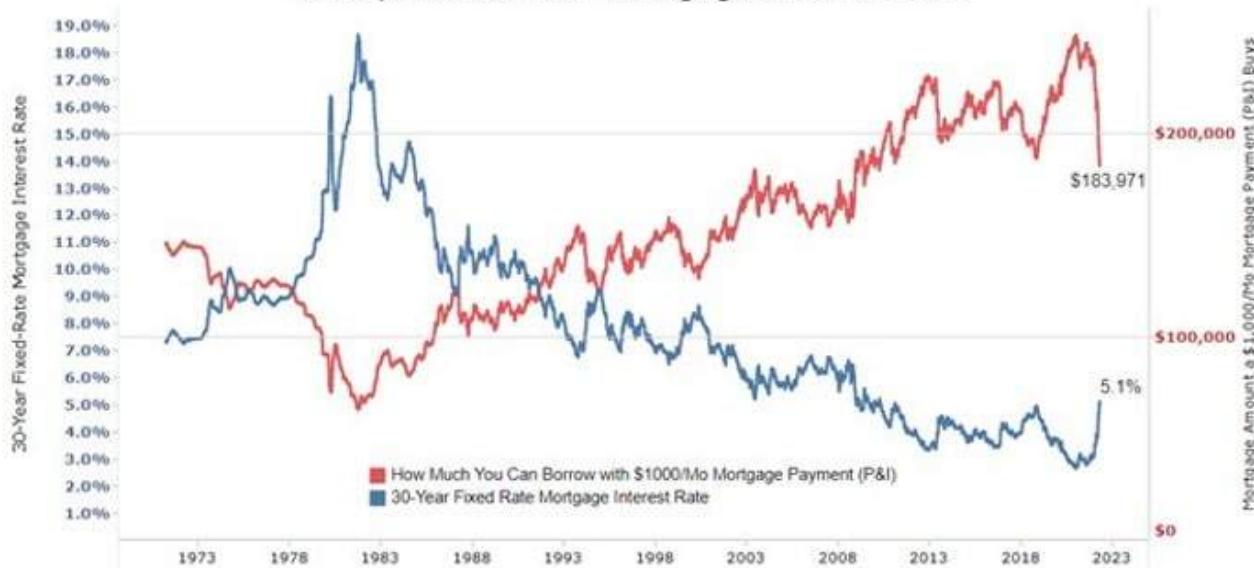
All years Case-Shiller has data



Source: S&P CoreLogic Case-Shiller Home Price Index John Wake, RealEstateDecoded.com

Figure 37 Case-Shiller Home Price Index Previous 12 Month Appreciation (Seattle)

How Much Money Can You Borrow With a \$1,000 Monthly P&I Mortgage Payment? It Depends on Your Mortgage Interest Rate



Source: Freddie Mac (30-year fixed-rate average in the United States).

John Wake, RealEstateDecoded.com

Figure 38 How Much Money Can You Borrow with a \$1000 Mortgage Payment? (USA)

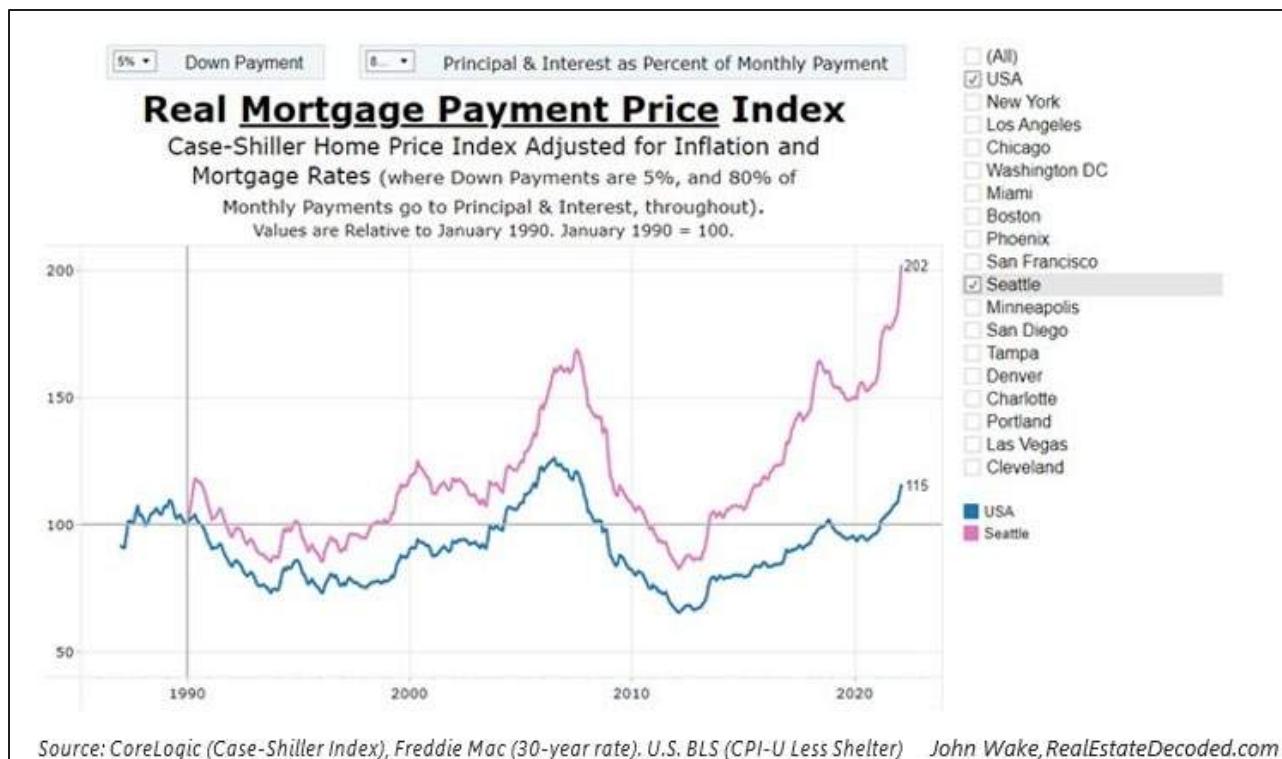


Figure 39 Real Mortgage Payment Price Index (Seattle)

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 City of Buckley, 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 earns 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.

¹⁶ 2015-2019 ACS 5-year estimate based on 2012 survey data.

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	<i>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.</i>
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	YES
100%	NO	YES	YES	YES	YES
80%	NO	YES	YES	YES	YES
60%	NO	YES	NO	NO	NO
50% or less	NO	YES	NO	NO	NO

Source: 2015-2019 ACS 5-year estimates.

Figure 42 Affordability of Median Cost Rental Units (Buckley)

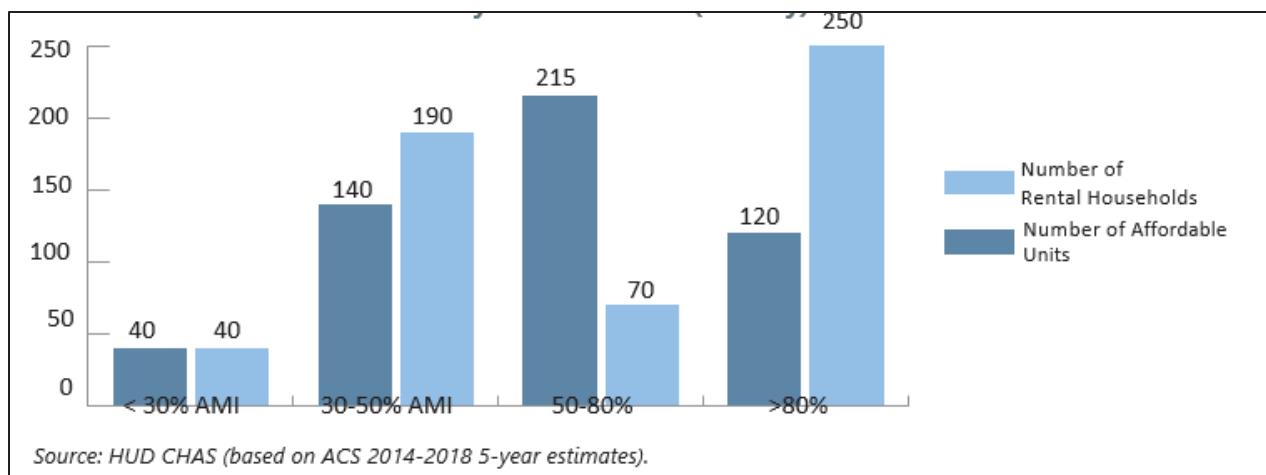


Figure 43 Rental Units Available by Income Bracket (Buckley)

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.

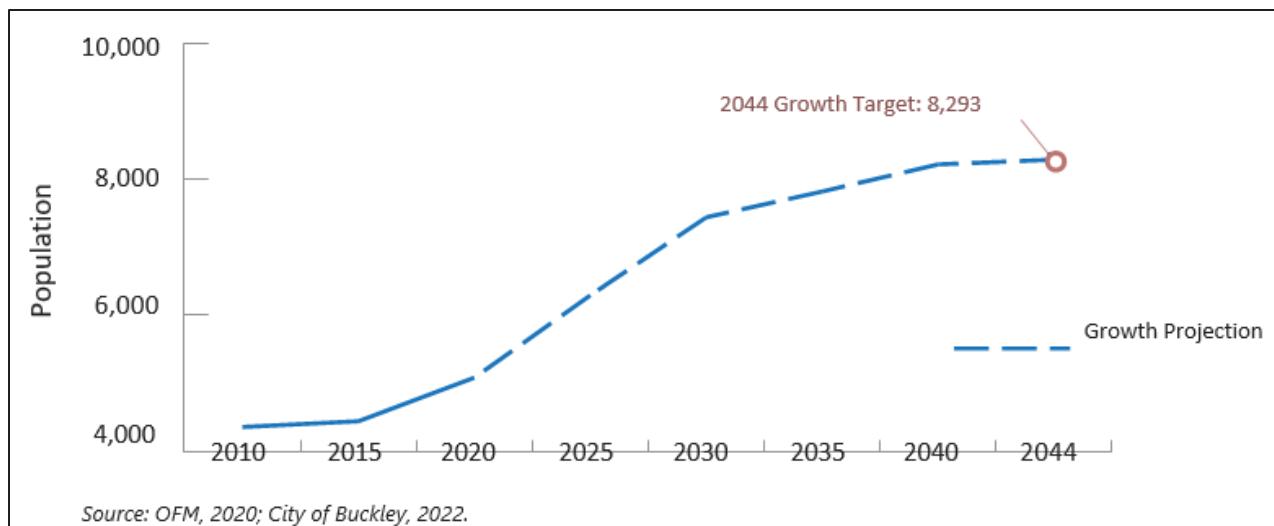


Figure 45 Housing Demand Projections (Buckley)

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)

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.

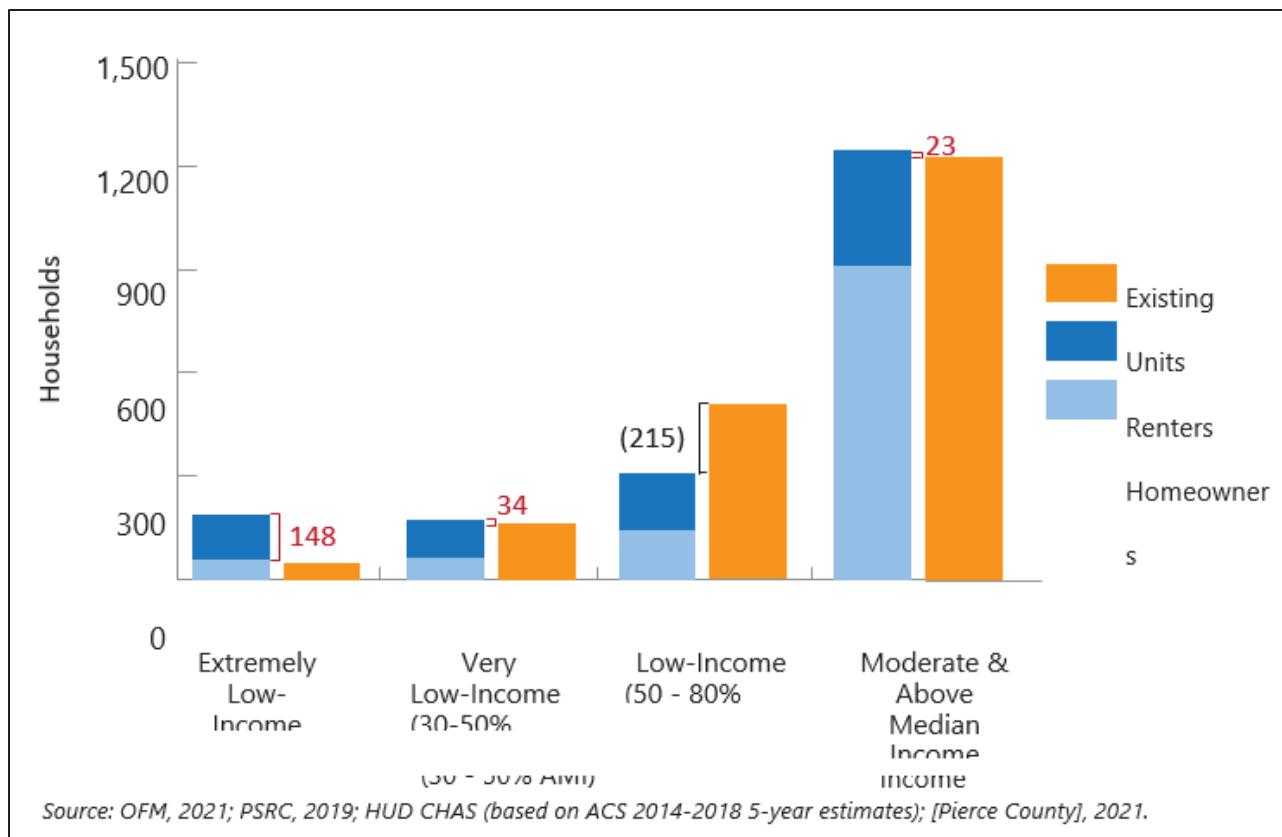


Figure 48 Chart of Housing Needs, Existing Supply, and Gaps/Surplus by Income Level (Buckley)

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.

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)

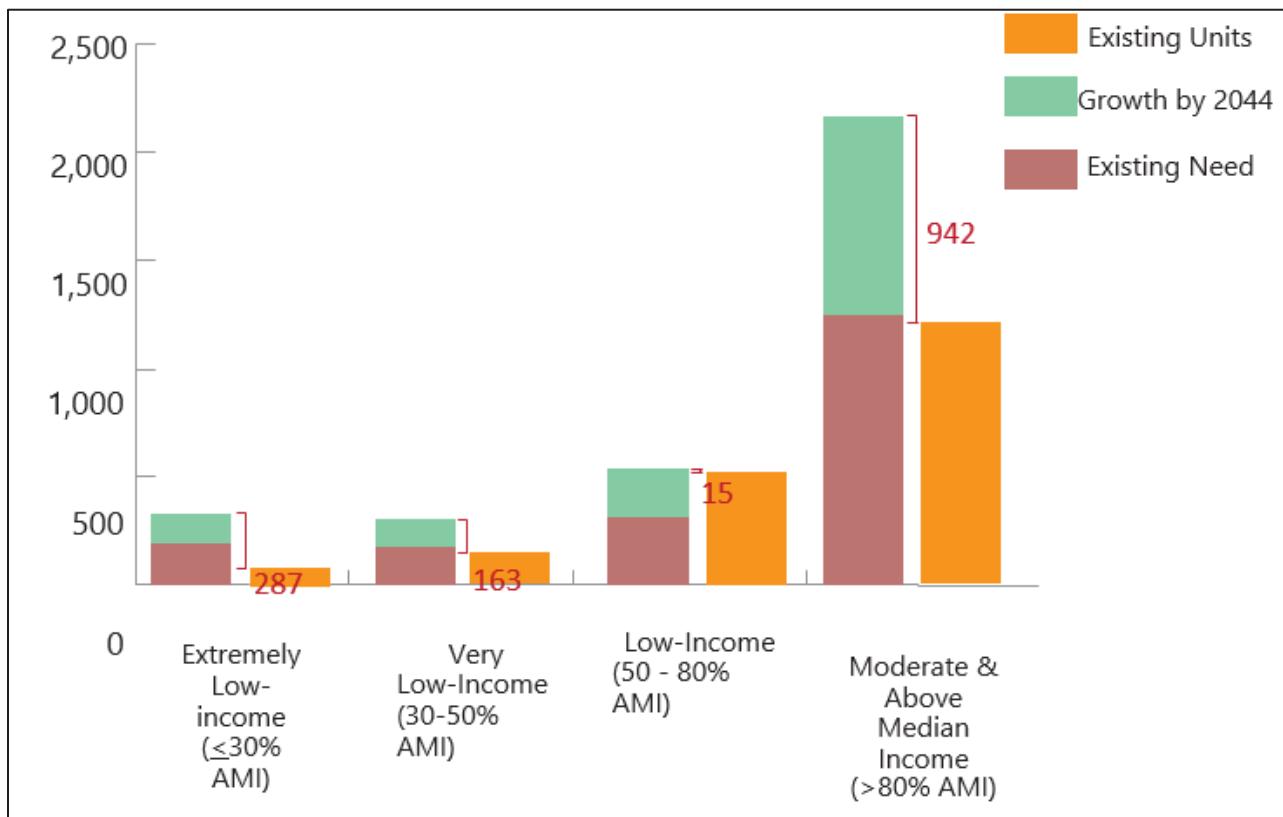


Figure 50 Chart of Projected Housing Needs and Gaps by Income Level (Buckley)¹⁸

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

¹⁸ Source: OFM, 2021, PSRC, 2019, HUD CHAS (based on ACS 2014-2018 5-year estimates), Pierce County, 2021.

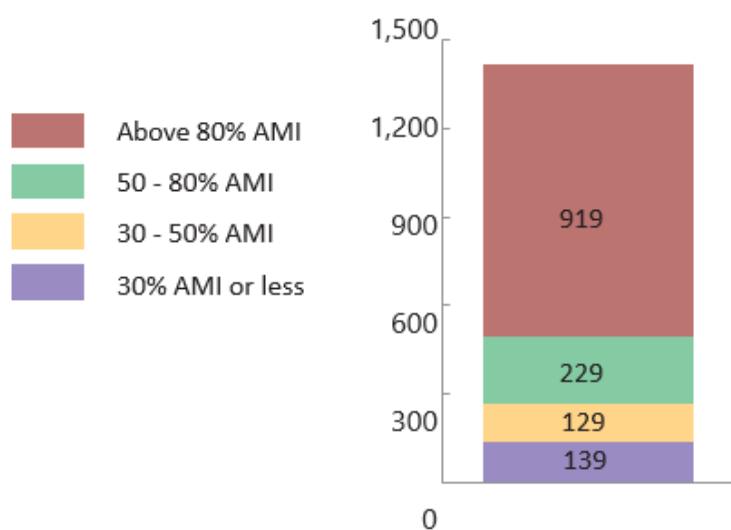
increase the supply of housing at those levels through incentives for affordable housing developments or by encouraging nonprofits to provide rent-subsidized housing in the city.

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 ($\leq 30\%$ 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)



Source: OFM, 2021; PSRC, 2019; HUD CHAS (based on ACS 2014-2018 5-year estimates); [Pierce County Name], 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

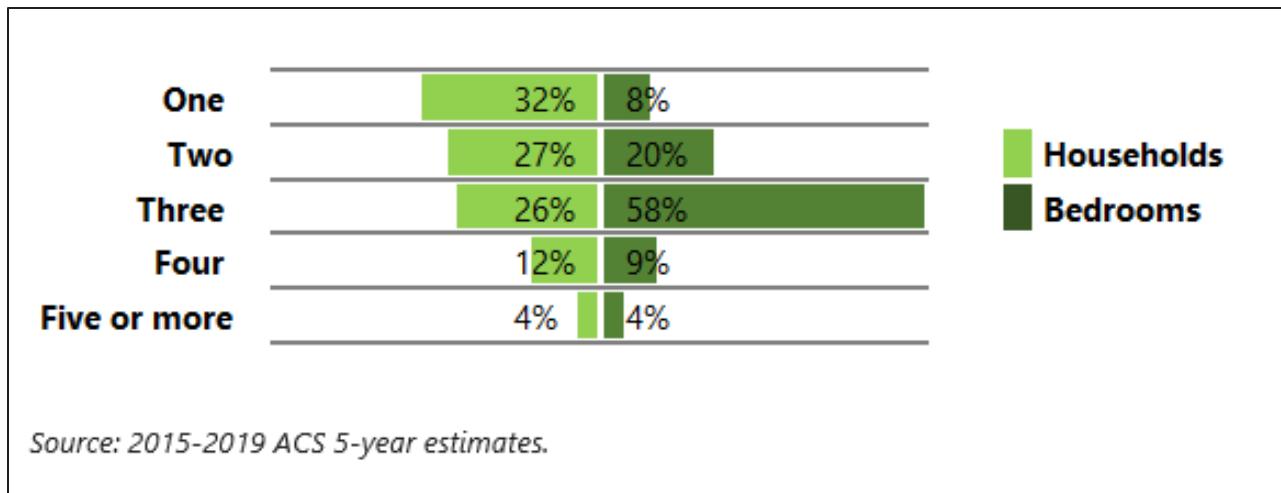


Figure 53 Comparison of Household Size versus Number of Bedrooms (Buckley)

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 is in 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 County, 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.

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

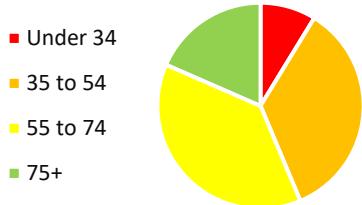
The analysis below describes the current perceptions and future aspirations of respondents as they pertain to the housing action plan. Due to rounding, percentages may not add to 100. Complete tabulation of data is given in *Appendix A*.

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.

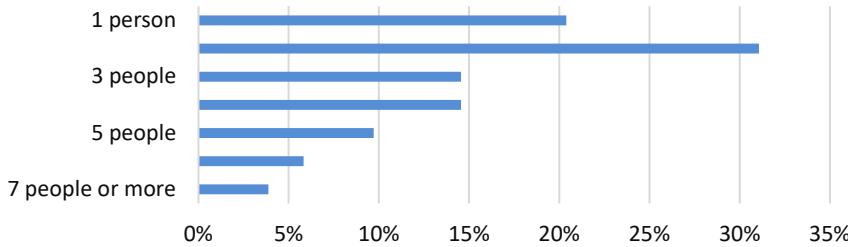
Respondant Age



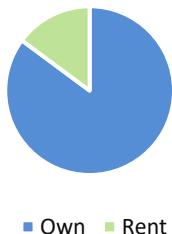
Respondant Race



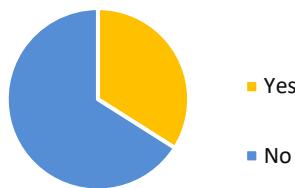
Household Size



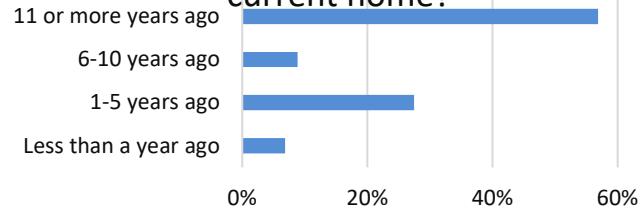
Renters and Owners



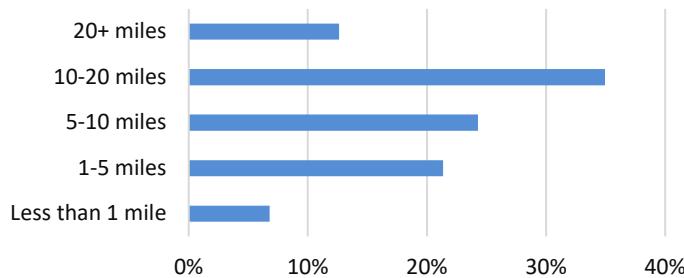
Are your housing costs a serious financial burden?



When did you move to your current home?



How far do you travel from your home on an average day?



Where do you live?

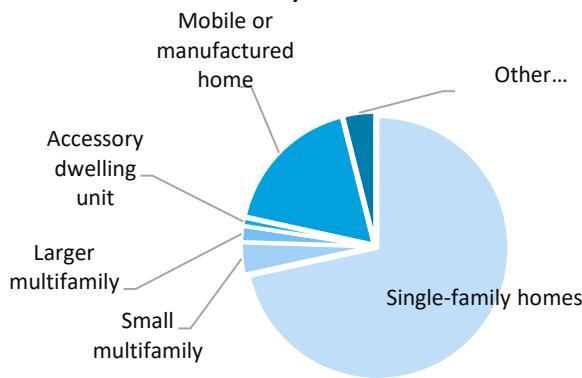


Figure 1: Survey respondent demographics.

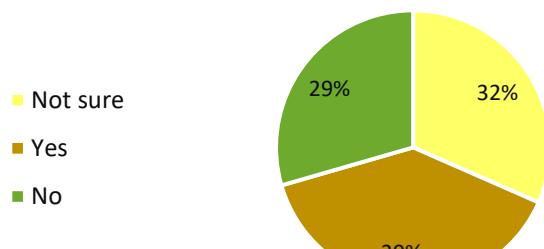
Significance

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?

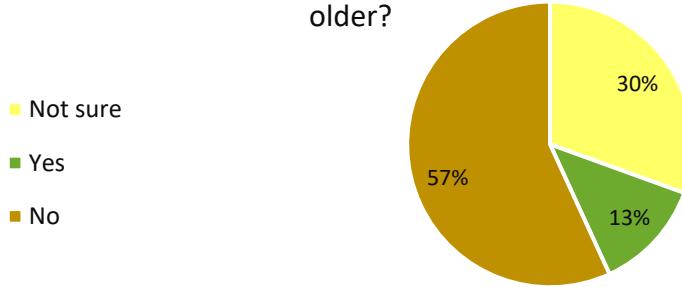


Figure 3: Chart showing respondent perception of community displacement.

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?

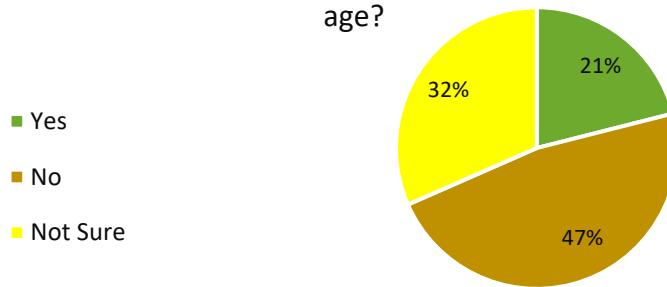


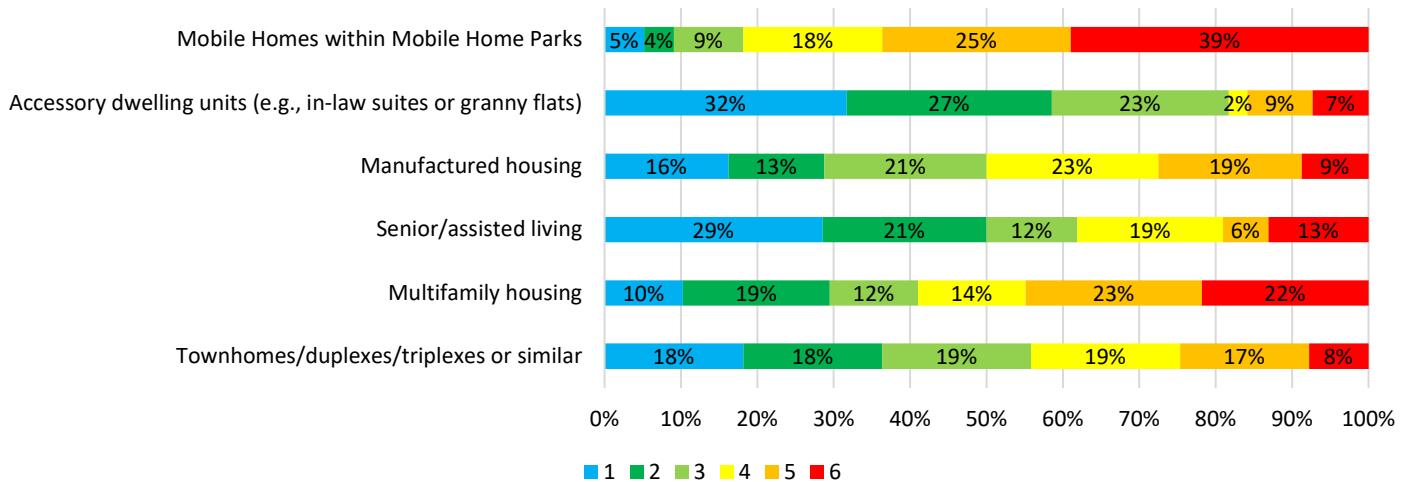
Figure 4: Chart showing respondent perception of community displacement.

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.

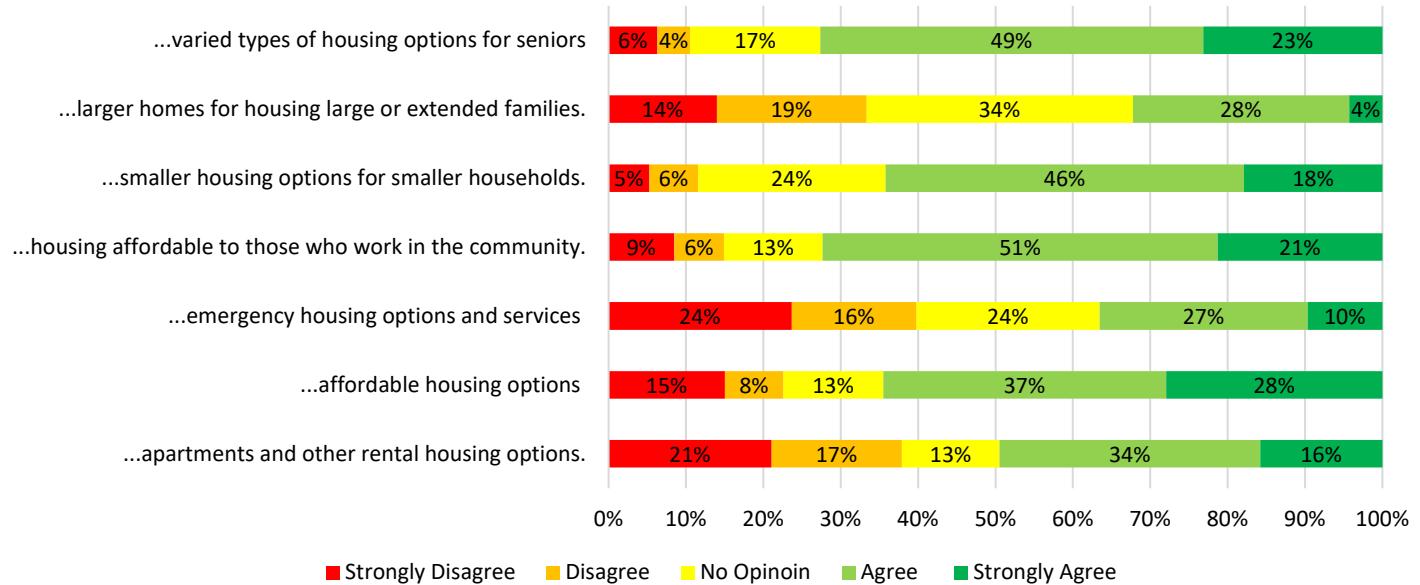
Outside of the most common type of housing in Buckley (single-family homes), what type of housing would you like to see to accommodate the growing need?



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,

Indicate how much you agree or disagree with the following statements.
 Buckley needs more...



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.

How likely are you to agree or disagree with the following statements?

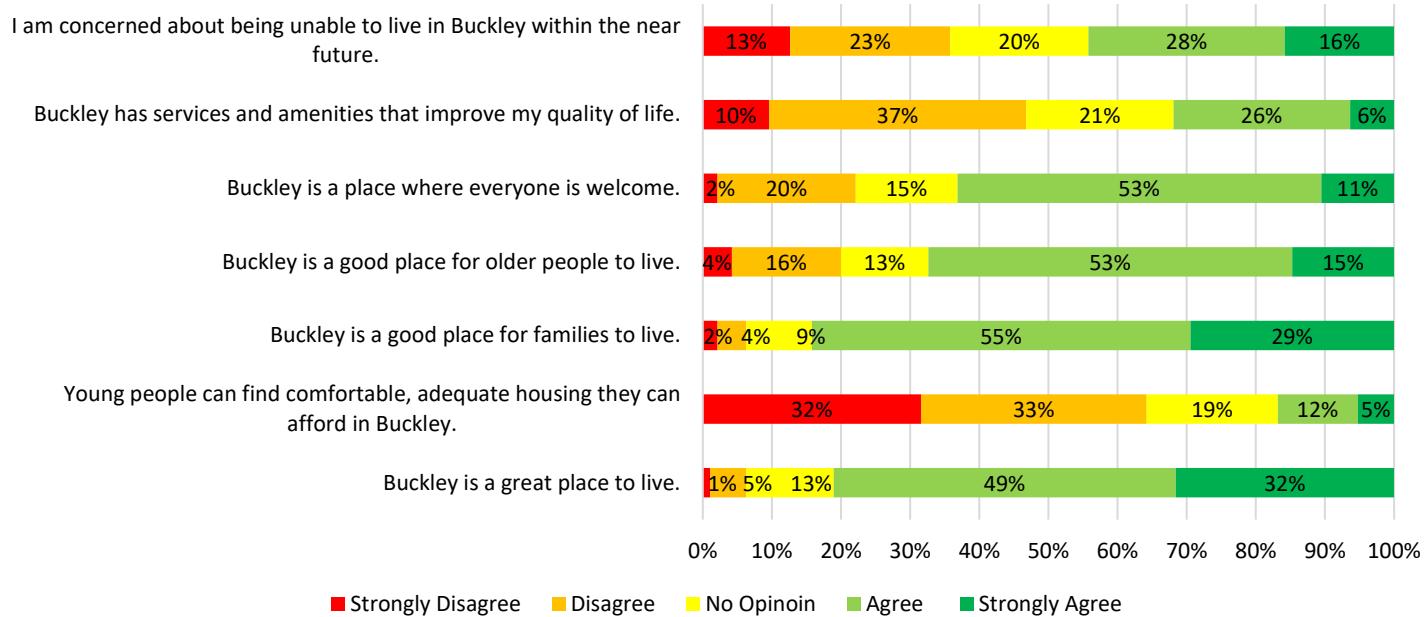
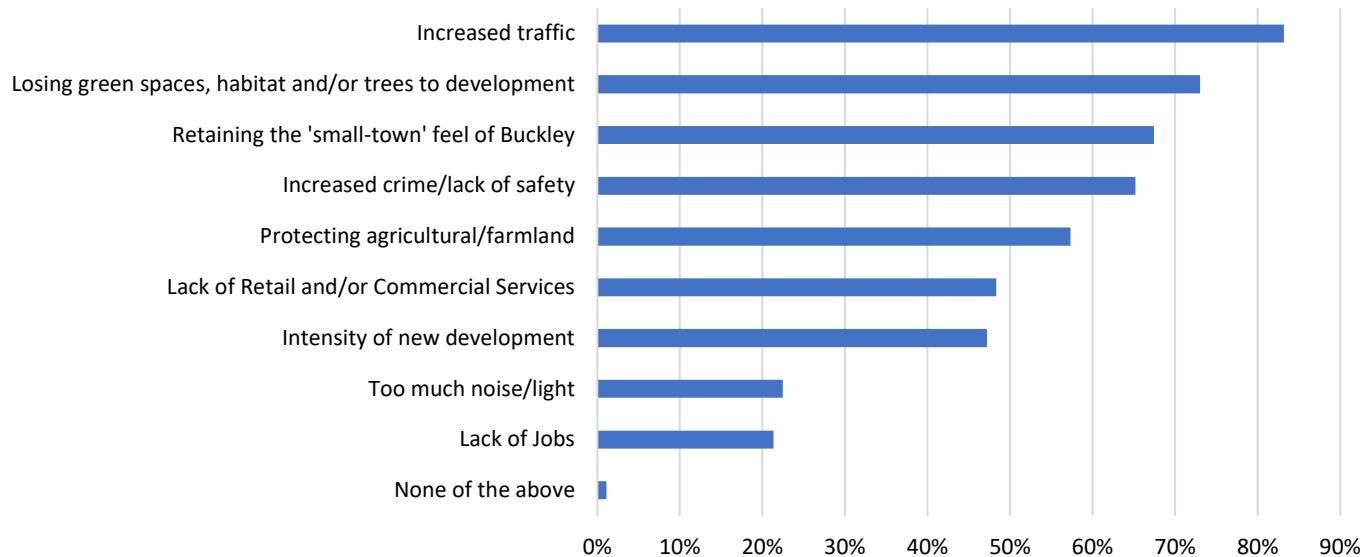


Figure 6: Survey respondent agreements with a variety of quality of life statements. Write in responses can be found in Appendix B.

Development Concerns

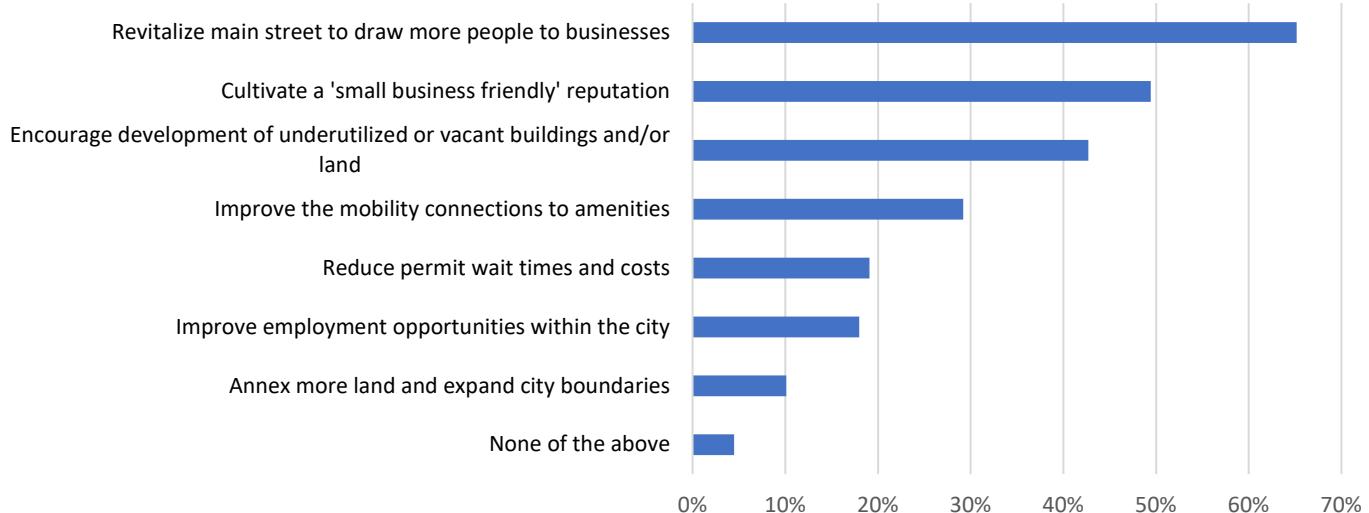
Residents had several concerns about Buckley's development. In many other sections of the survey, respondents wrote in to express dissatisfaction with the development of apartments, increases in traffic congestions, and poor levels of infrastructure service. Increased traffic was selected by 83% of the 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 altering 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	Total	Score										
Townhomes/duplexes/triplexes or similar	18%	18	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		Total
	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	
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 Respondents	Number of Respondents
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 Respondents	Number of Respondents
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
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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

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

..

Housing
Lot rents increasing
housing
For our community it is the rising cost of lot rents.
cost of housing
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. There 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 is 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 supply.

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 supply.

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, single 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 in 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 allowed 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 rampant 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 living 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

Table 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 loses 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 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 bring 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
<i>not sure where multi-family places could go.</i>	<i>people say they want multi-family housing, but nobody wants it in their backyard</i>
<i>a lot of people work from home</i>	<i>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</i>
<i>doesn't want to end up like Kent Hill</i>	<i>"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."</i>
<i>a lot of the</i>	<i>Need more townhomes and duplexes that are owned by an individual with the other</i>

<i>need to be individual owned</i>	<i>"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"</i>
<i>Coordinate with the school district</i>	<i>They'll need more teachers and classrooms.</i>
<i>some people complain about too many apartments</i>	<i>"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.'" "</i>

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 waive 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

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 policies, 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.

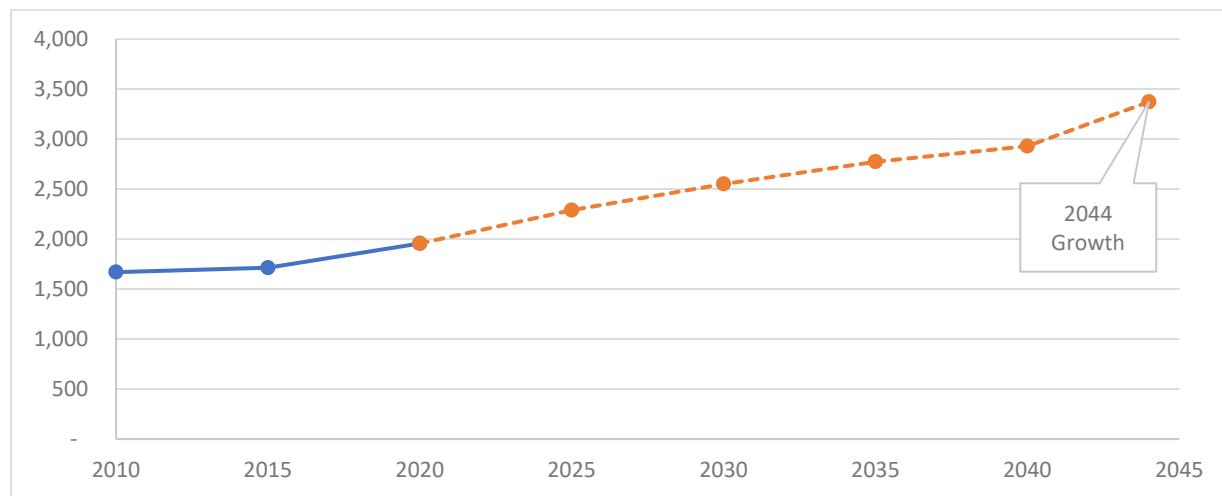
- **Housing Policy Consistency Review:** Do the City's Housing Element policies align with recent changes to RCW 36.70A.070, PSRC's VISION 2050 and the Pierce County Countywide Planning Policies? This section conducts a Comprehensive Plan housing policy consistency analysis to identify existing gaps and how current policies should be revised to align with recommended HAP strategies and actions.

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

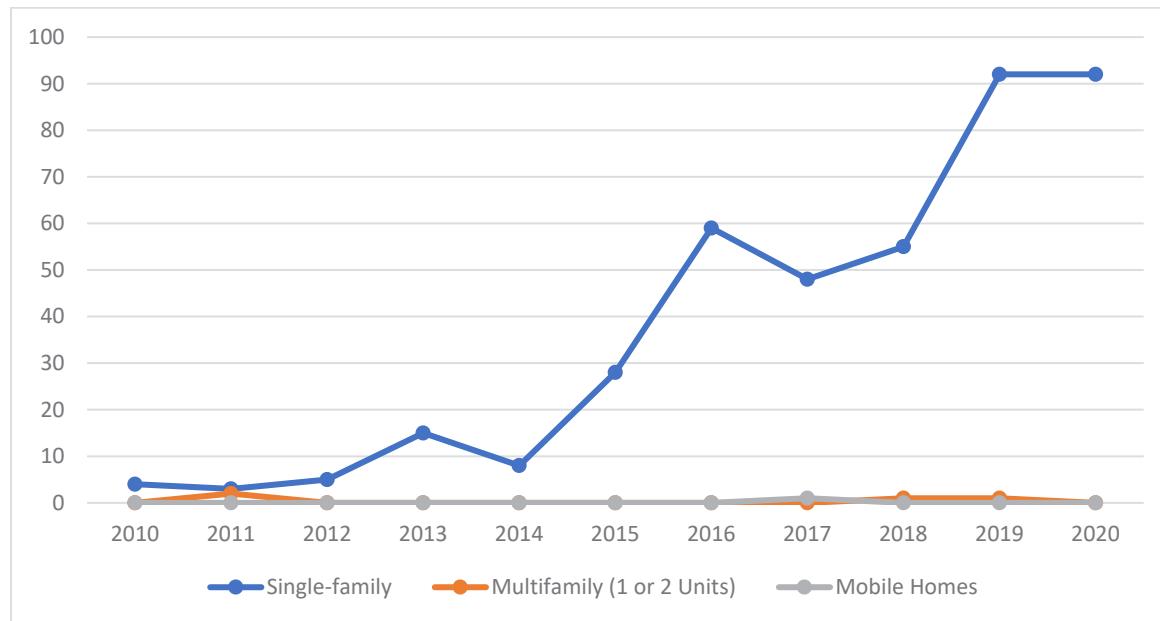
As of April 1, 2023, the Washington State Office of Financial Management estimates there are 2,159 housing units in Buckley. This is a significant change since just 2020 when the city had a total of 1,956 housing units. This represents 10.4% growth in housing units in just a three-year period! Single unit homes represent 83% of the total with 1,791 single-unit dwellings in 2023. The remaining housing units are

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).

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.

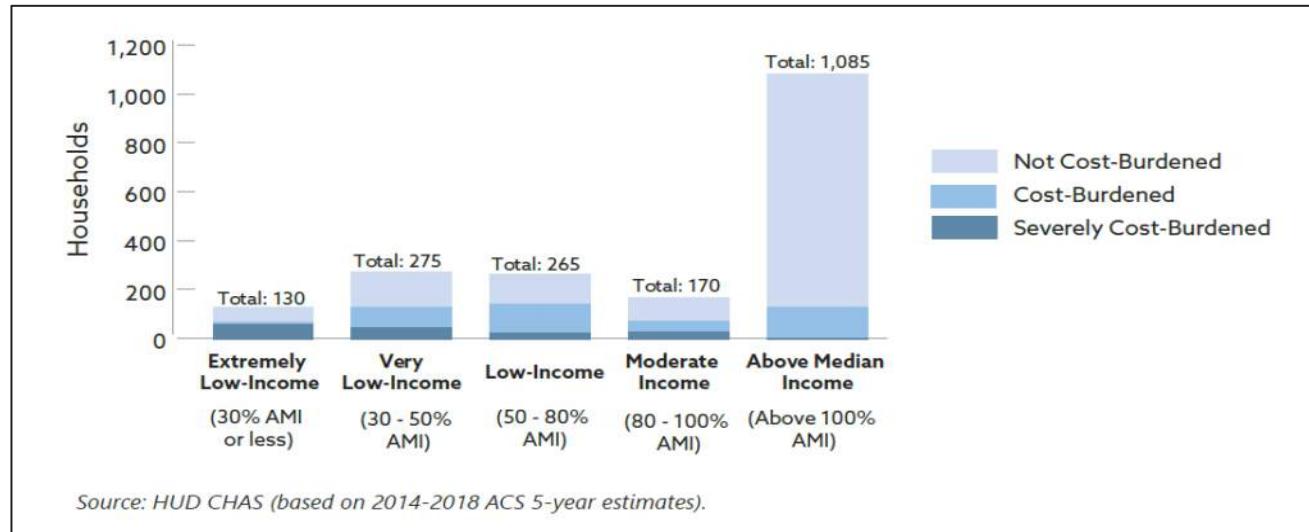
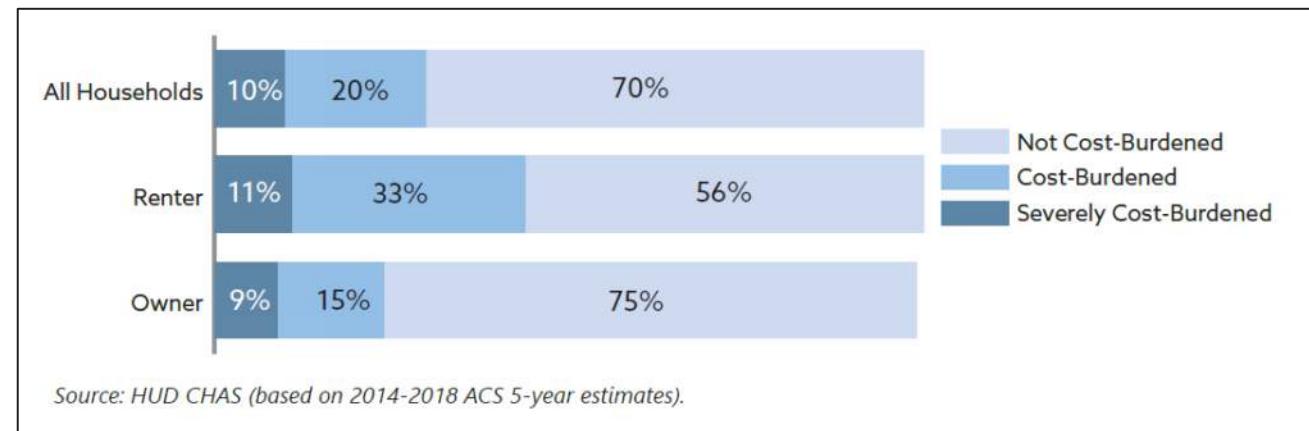
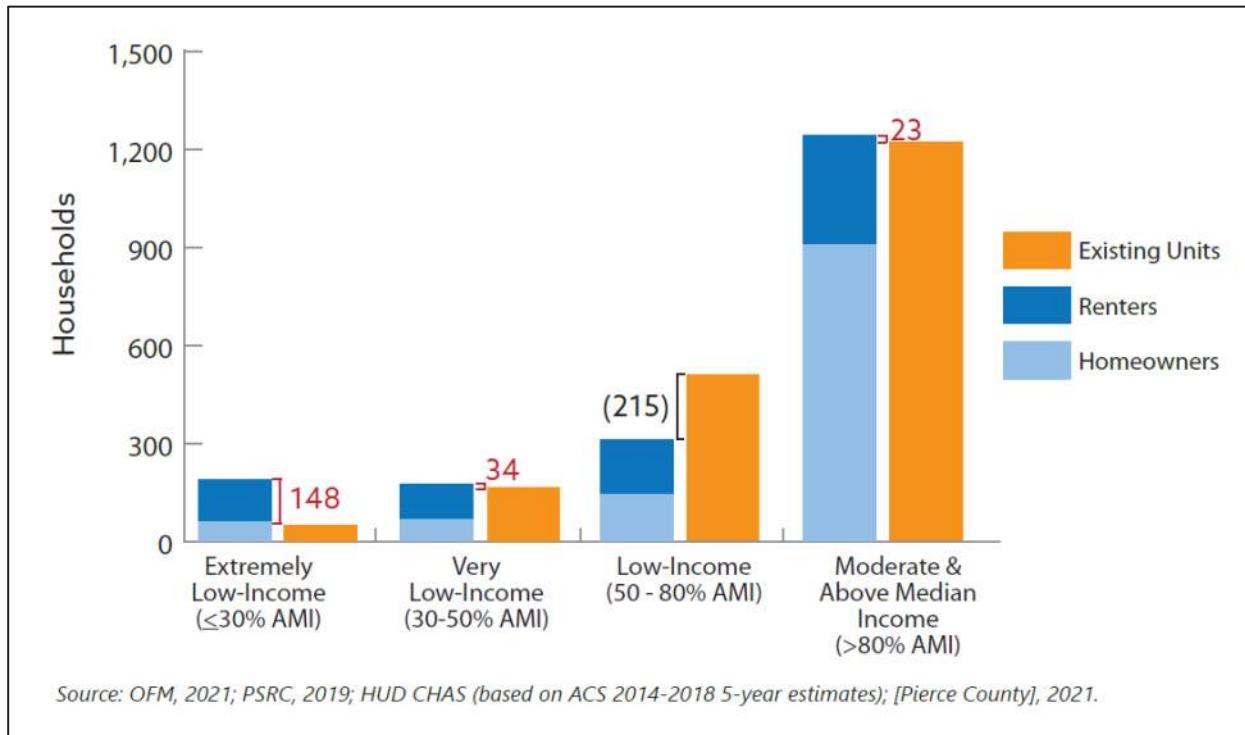
Exhibit 3. Cost Burdened Households by Type and Income**Exhibit 4. Cost Burdens for Owners and Renters**

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.



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.

- **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?

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 Rainier 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
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.
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.	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 2.1.9 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 of Buckley will evaluate BMC 16.40.020 to the definition of single family homes in BMC 19.12.165.

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.	<p>Policy 2.2.1 Maintain housing approaches that are listed in the current zoning code that include duplexes and triplexes.</p> <p>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.</p> <p>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.</p>	<p>This policy is met.</p> <p>However, the City could consider expanding the allowable zones for duplex and triplex units.</p>
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.	<p>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.</p> <p>The City does not have a Planned Unit Development Code, though it does have a Cluster Residential Subdivision Code (BMC 19.23).</p>	<p>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.</p> <p>The City also permits Cottage Housing Developments (CHDs) in the High Density Residential, R-6,000 and R-8,000 zones.</p>

Goals/Policies	Outcomes	Future Actions
	No zero-lot line development is currently permitted with the exception of common walls separating dwellings.	The City will consider increasing the provision for flexible lot sizes in other development types.
Policy 2.2.3 Through the subdivision process, allow flexible lot sizes to decrease costs of installing utility lines and pavement by decreasing the required utility line and street lengths, and increasing the amount of open space.	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.	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 2.2.4 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. 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.		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.
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	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	
	<p>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.</p> <p>Policy 2.3.2 The city should enable affordable housing in new developments by offering incentives, such as density bonuses and economic incentives.</p>	<p>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.</p> <p>Buckley will consider joining a regional housing task force that helps support lower income households.</p>	<p>The City of Buckley will revise Policy 2.3.2 to better accommodate development for more affordable and diverse housing units.</p> <p>All Future Actions from Policy 2.3.1 apply here as well.</p>
	<p>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.</p>	<p>No other language was found in the municipal code or city website that describes adopted programs, resources, or incentives pertaining to affordable housing incentives.</p>	<p>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.</p> <p>All Future Actions from Policy 2.3.1 apply here as well.</p>
	<p>Policy 2.3.3 Affordable housing should be treated the same as other housing types and be allowed in market rate housing areas.</p>	<p>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 WRSN does plan to add 10 units in the near future.</p>	

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.	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.
		This policy has been met by the 2020 City of Buckley Multifamily Design Guidelines.
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 <u>2020 City of Buckley Multifamily Design Guidelines</u> .	

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
<p>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.</p> <p>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).</p> <p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>Policy LU-1.5.4 specifically aims for zoning regulations and associated maps providing</p>	

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.	<p>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.</p> <p>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.</p> <p>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.</p>
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.	<p>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.</p> <p>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.</p>	
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
<p>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.</p> <p>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.</p>	<p>County Ord. 2022-046s as amended and will thereby comply with MPP-H-2.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.'</p>	
<p>MPP-H-4</p> <p>Address the need for housing affordable to low- and very low-income households, recognizing that these critical needs will</p>	<p>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.</p>	<p>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,</p>

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.	<p>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.</p>	<p>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.</p> <p>Polices relating to affordable housing (ex: LU-1.4.6 or LU-1.4.7) will be relocated to the Buckley Comprehensive Plan Housing Element.</p>
	<p>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.</p>	<p>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.</p> <p>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.</p> <p>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</p>

Vision 2050 Housing Policy and Chapter	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
	<p>whom were of Dutch origin. Generational Buckley families are still found in the original homestead sites such as the Van Hoof, Van Sickie, 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.</p>	<p>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.</p> <p>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.</p>

Vision 2050 Housing Policy and Chapter	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
	<p>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.</p>	<p>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.</p> <p>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.</p>
<p>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.</p>	<p>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.</p> <p>The city's employment opportunities are primarily along State Highway 410 and at the Rainier School.</p>	<p>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).</p>

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.	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
	<p>General Commercial, Industrial, Public, R-8,000 and R-20,000 zones.</p> <p>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.</p>	<p>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.</p> <p>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.</p>
MPP-H-10	<p>Encourage jurisdictions to review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize additional costs to housing.</p>	<p>Policy 2.1.3 allows housing above commercial uses in most commercial zones.</p> <p>Policy 2.1.5 encourages rehabilitation and/or redevelopment of existing housing and historic structures.</p> <p>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.</p> <p>The discussion in MPP-H-9 also applies to this policy.</p>

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.	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.	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
		<p>Transportation Elements of the 2024 Buckley Comprehensive Plan.</p> <p>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.</p>
	<p>H-Action-4(Local)</p> <p>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.</p>	<p>Please refer to the responses for MPP-H-2 through MPP-H-6 above.</p>
	<p>H-Action-5(Local)</p> <p>Affordable Housing Incentives: As counties and cities plan for and create additional housing capacity consistent with the Regional Growth Strategy, evaluate techniques such as</p>	<p>Please refer to the responses for MPP-H-9 and MPP-H-10 above.</p>

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.	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-6 Displacement Metropolitan Cities, 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-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
<p>H-Action-8 Housing Production</p> <p>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.</p>	<p>Please refer to the response for H-Action-7 above.</p>	

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.	<p>Buckley's Comprehensive Plan will comply with Pierce County Ord. 2022-046s as amended and will thereby comply with PC CPP-AH-1.</p> <p>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.</p> <p>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</p>

Pierce County Countywide Planning Policies - Housing	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
		<p>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.</p>
	<p>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'</p>	<p>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.</p>

Pierce County Countywide Planning Policies - Housing	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
<p>needs, and prioritize density and investment in these areas.</p> <p>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.</p>	<p>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.</p>	<p>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.</p> <p>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.</p>
		<p>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.</p>

Pierce County Countywide Planning Policies - Housing	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
<p>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.</p> <p>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.</p>	<p>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.</p> <p>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</p>	<p>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.</p> <p>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.</p>

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.	<p>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.</p>	<p>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.</p> <p>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.</p> <p>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</p> <p>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 RCV 36.70A.070 as determined by Pierce County Ord. 2022-46s, as amended.</p> <p>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.</p> <p>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.</p> <p>The City of Buckley will explore opportunities to dedicate revenues from sales of publicly owned properties, including tax title sales, to affordable housing projects.</p> <p>The City of Buckley will work with Pierce County's efforts to explore the expansion of</p>

Pierce County Countywide Planning Policies - Housing	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
<p>housing affordable to all economic segments.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>PCC-AH-4.5 Jurisdictions should evaluate inclusionary or incentive zoning measures as a</p>	<p>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.</p> <p>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.</p>	

Pierce County Countywide Planning Policies - Housing condition of major rezones and development.	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
<p>PCC-AH-5 Explore and identify opportunities to reduce land costs for non-profit and for profit developers to build affordable housing.</p> <p>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.</p> <p>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.</p>	<p>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.</p>	<p>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 RCV 36.70A.070 as determined by Pierce County Ord. 2022-46s as amended.</p>
	<p>PCC-AH-6 Jurisdictions shall periodically monitor and assess their success in meeting the housing needs to accommodate their 20-year population allocation.</p>	<p>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</p>

Pierce County Countywide Planning Policies - Housing	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
<p>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.</p> <p>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.</p> <p>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.</p> <p>PCC-AH-6.2.2 Jurisdictions should consider using a</p>	<p>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.</p> <p>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.</p> <p>Policy LU-1.5.4 specifically aims for zoning regulations and associated maps providing adequate land and densities to</p>	

Pierce County Countywide Planning Policies - Housing	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
<p>consistent reporting template for their evaluations to facilitate the countywide monitoring and assessment.</p> <p>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.</p>	<p><i>accommodate housing targets</i> while protecting and enhancing the character, quality, and function of existing residential neighborhoods.</p>	<p>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.</p>
<p>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.</p>	<p>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</p>	<p>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.</p>

Pierce County Countywide Planning Policies - Housing	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
<p>pressure, and use a range of strategies to prevent and minimize, the cultural and physical displacement and mitigate its impacts to the extent feasible.</p> <p>PCC-GT-3 Jurisdictions should incorporate adopted growth targets when updating their local comprehensive plans.</p> <p>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.</p> <p>PCC-GT-3.2 The adopted growth targets are based on jurisdictional boundaries at time of adoption, any annexations made after</p>		<p>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.</p>

Pierce County Countywide Planning Policies - Housing	City Comprehensive Plan Policy implementing the new or revised policy?	Aligning HAP Action or Suggested Actions
<p>adoption of the growth targets would require reconciliation of growth targets for the affected jurisdictions per GT-5.</p> <p>PCC-GT-3.3 Targets are informational tools integrated into local land use plans to assist in formulating future residential and employment land needs.</p>		<p>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.</p> <p>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.</p>
	<p>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.</p> <p>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.</p>	<p>The City retains the option to request modifications by the Pierce County Council to adjust our adopted population, housing and employment growth targets.</p>

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 & Strategies

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 deter 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 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 RHTF.

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
STRATEGIC OBJECTIVE A: ALLOCATE REGIONAL PARTNERS AND FUNDING RESOURCES	
A.1.1 Regional housing task force	<ul style="list-style-type: none"> 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
A.1.2 Regional housing fund	<ul style="list-style-type: none"> 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
A.1.3 Local Programs to Help Build Missing Middle Housing	<ul style="list-style-type: none"> 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
A.1.4 Preservation Program	<ul style="list-style-type: none"> 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.
A.2.1 Homeowner rehabilitation assistance and Need Based Rehabilitation Program	<ul style="list-style-type: none"> 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 through public outreach.
A.2.2 Direct Household Assistance	<ul style="list-style-type: none"> 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
A.2.3 Foreclosure Resources	<ul style="list-style-type: none"> 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
A.3.1 Fee Waivers or Reductions	<ul style="list-style-type: none"> 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
A.3.2 Alternative Homeowner Models	<ul style="list-style-type: none"> 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 streamline review for alternative home models
A.3.3 Strategic Marketing of Housing Incentives	<ul style="list-style-type: none"> 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
STRATEGIC OBJECTIVE B: CREATE AFFORDABLE HOUSING OPPORTUNITIES FOR LOW AND MODERATE INCOME	
B.1.1 Transfer of developmemnt rights for affordable housing	<ul style="list-style-type: none"> 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
B.1.2 Development Agreements	<ul style="list-style-type: none"> Contact local developers to identify developer desired incentives and establish open lines of communication. Determine through what procedure developer agreements should be processed.
B.1.3 Pre-Approved Building Plans	<ul style="list-style-type: none"> 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
B.1.4 Public and Surplus Land for Affordable Housing	<ul style="list-style-type: none"> 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
B.2.1 Density Bonus Program	<ul style="list-style-type: none"> 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.
B.2.2 Lot Size Averaging	<ul style="list-style-type: none"> 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
B.2.3 Triplex and Fourplex Code Amendment	<ul style="list-style-type: none"> 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
B.3.1 ADU Code Amendments	<ul style="list-style-type: none"> 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
B.3.2 Multifamily Housing Code Review & Amendment	<ul style="list-style-type: none"> 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
B.3.3 Rental Unit Code Enforcement	<ul style="list-style-type: none"> Investigate hiring code enforcement officials Identify and hire code enforcement officials Create and maintain list of all rental units along with code infractions
B.3.4 Temporary, Subsidized, Emergency Housing, and Permanent Supportive Housing	<ul style="list-style-type: none"> 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.
B.3.5 Multifamily Tax Exemption	<ul style="list-style-type: none"> Determine residential targeted areas through public outreach and zoning feasibility Draft Multifamily Tax Exemption Program Adopt Multifamily Tax Exemption Program
REVITALIZE COMMERCIAL AREA	
C.1.1 Market Study	<ul style="list-style-type: none"> Determine funding source and whether city will conduct study in house or through consultant Conduct Market study Disperse study to community stakeholders and follow any recommendations from study
C.1.2 Infrastructure Audit	<ul style="list-style-type: none"> Review infrastructure priorities and past infrastructure investment Determine funding source and whether city will conduct study in house or through consultant Conduct audit Disperse audit results to community stakeholders and follow any create capital facilities priorities or infrastructure required in new developments
C.2.1 Update Downtown Related Zoning and Design Standards	<ul style="list-style-type: none"> 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.
C.2.2 PUD Ordinance	<ul style="list-style-type: none"> Conduct public outreach to determine community desires for PUDs Draft PUD code Adopt PUD code
C.3.1 Designate Economic Development Plan Coordinator	<ul style="list-style-type: none"> Economic Task force begins work on an Economic Development plan City creates economic development coordinator position and hires candidate Economic development coordinator continues with Economic Development Plan and further economic development efforts
C.3.2 Community Development Block Grant	<ul style="list-style-type: none"> 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 Apply CBGB Grant to subarea plan or whichever amenities planned for.

		Timeline	Method of Accomplishing Action	Lead Party	Investment Level
		short term short term medium term medium term	Administrative Administrative Administrative Legislative	Planning Department Planning Department Planning Commission City Council	low low Medium Medium
		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
		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
		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
		short term medium term medium term	Administrative Administrative Legislative	Planning Department Planning Department City Council/ Planning Commission	low low Medium
		short term medium term medium term	Administrative Administrative Administrative	Regional Housing Task Force Planning Department Regional Housing Task Force	low Medium low
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HOUSEHOLDS					
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		short term medium term Long term	Administrative Administrative Legislative	Planning Department Planning Department/ Consultant City Council	medium low low
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		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 **bəqəlšuł**, 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.

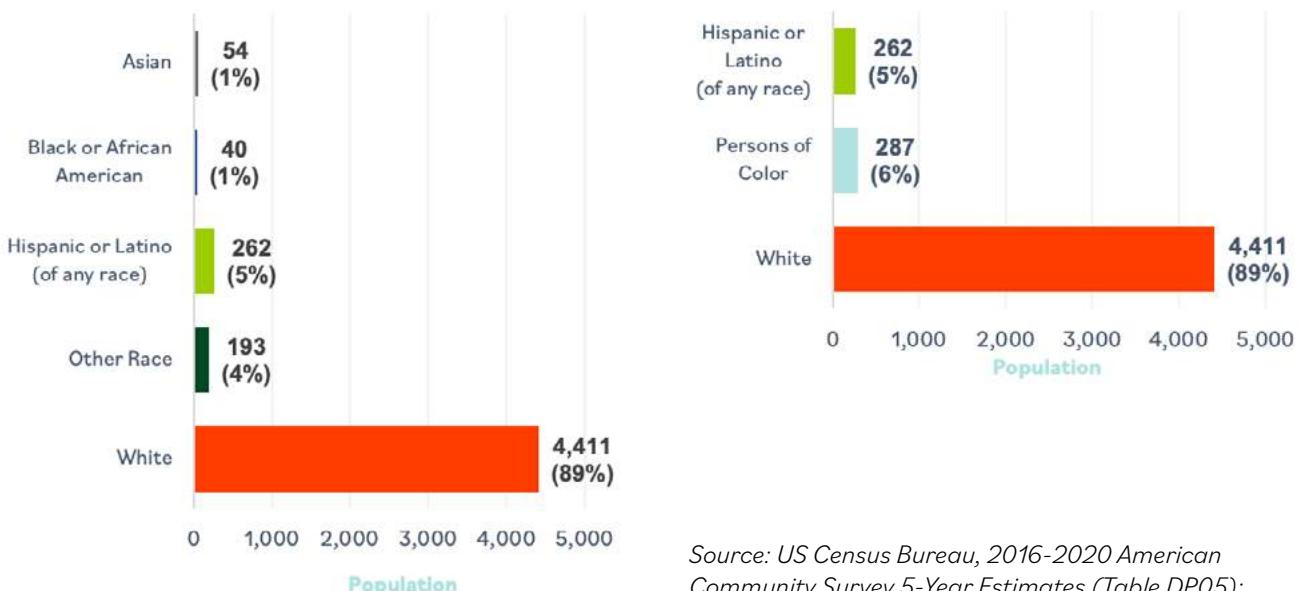
Such maps were created for larger cities in Washington including Seattle and Tacoma, but not for smaller cities in the Puget Sound Region. However, the legacy of these practices continues to shape access to opportunity almost a century later throughout the Puget Sound Region.

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.

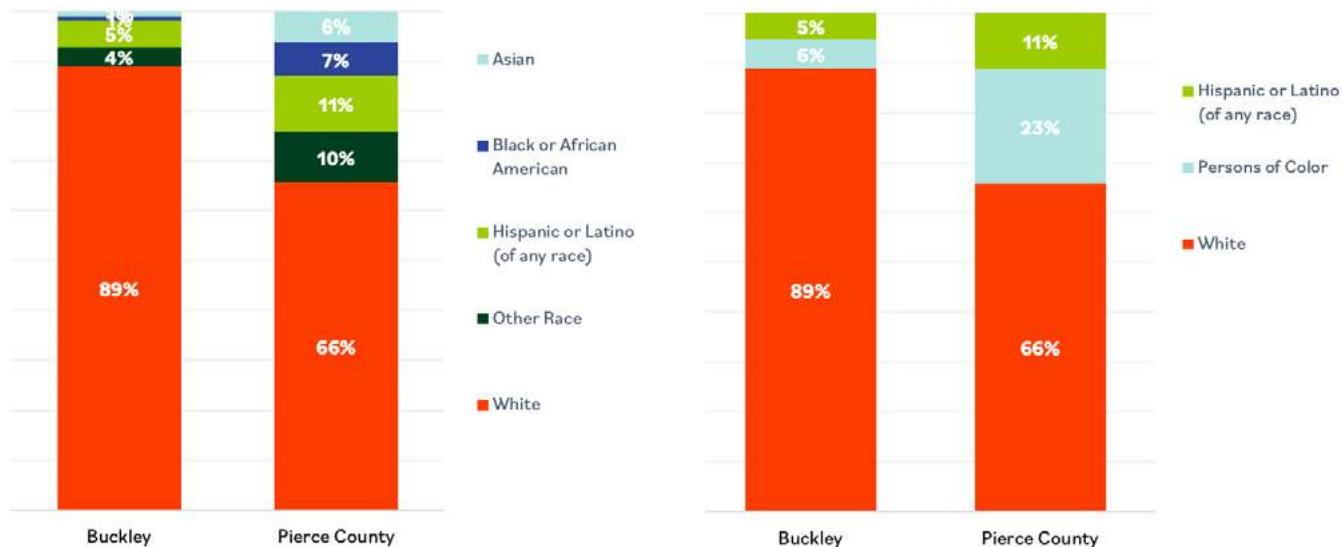
As indicated above, there is not a significant historical record of overt racially discriminatory practices in Buckley. Given the lack of historic information, it is difficult to know all the factors that have contributed to a proportionally small (compared to Pierce County at large) non-white population 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.

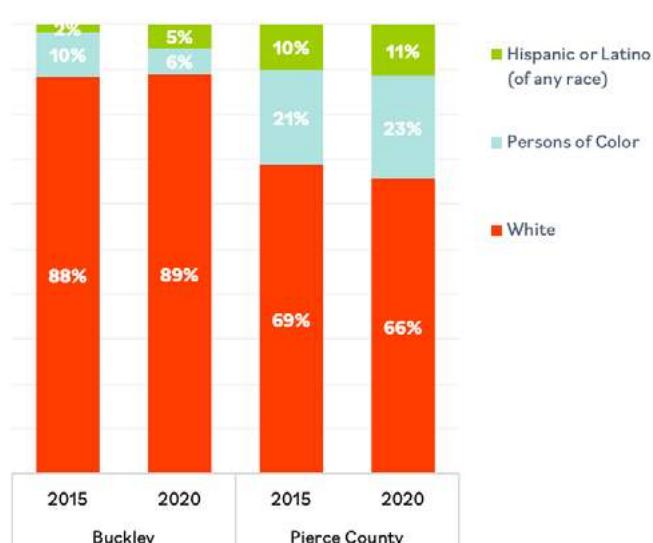
Figure 1 presents Buckley’s population by race and ethnicity from the 2020 American Community Survey (ACS) 5-year estimates. Figure 1a aggregates all persons of color to better visualize the size of the BIPOC population when compared to the white and Hispanic or Latino populations.

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.

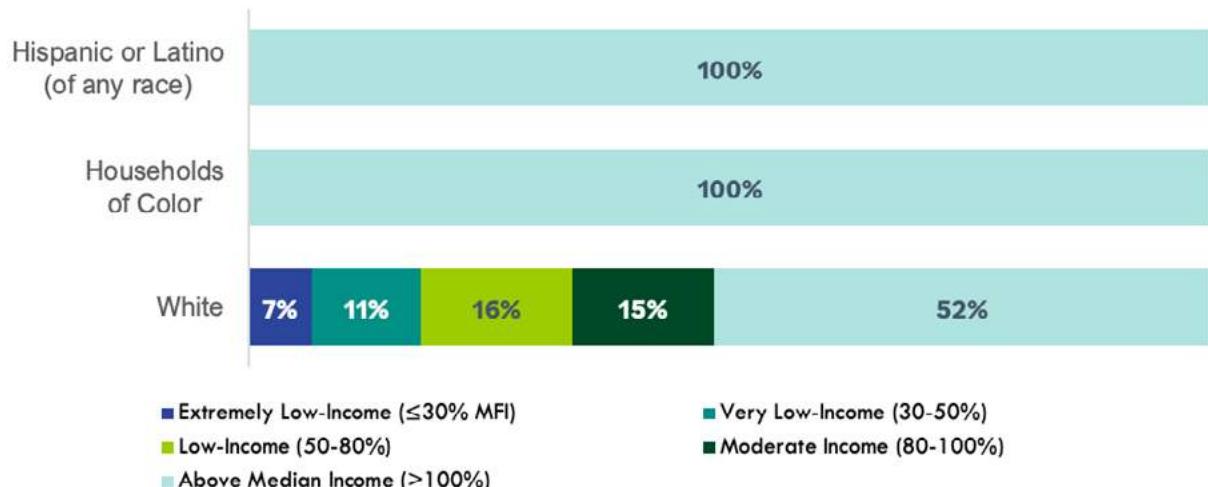
Figure 7 further investigates this finding by reviewing the same dataset from 2015 to identify any changes over time. While the sample size of Black households in particular was too small to

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.

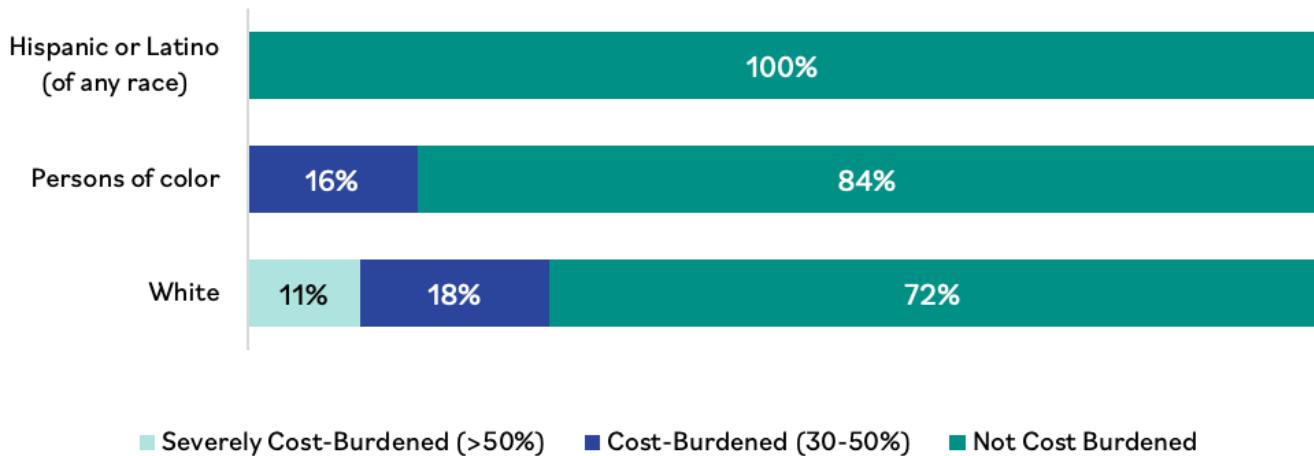


Figure RDI 11. Buckley Percent of Cost Burdened Owner Households by Race, 2019.

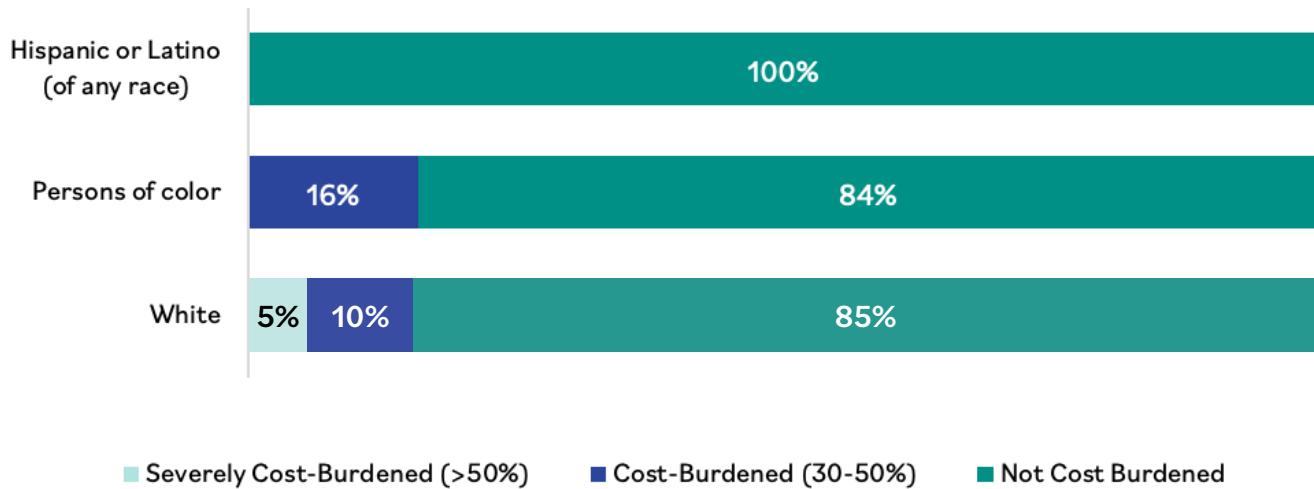
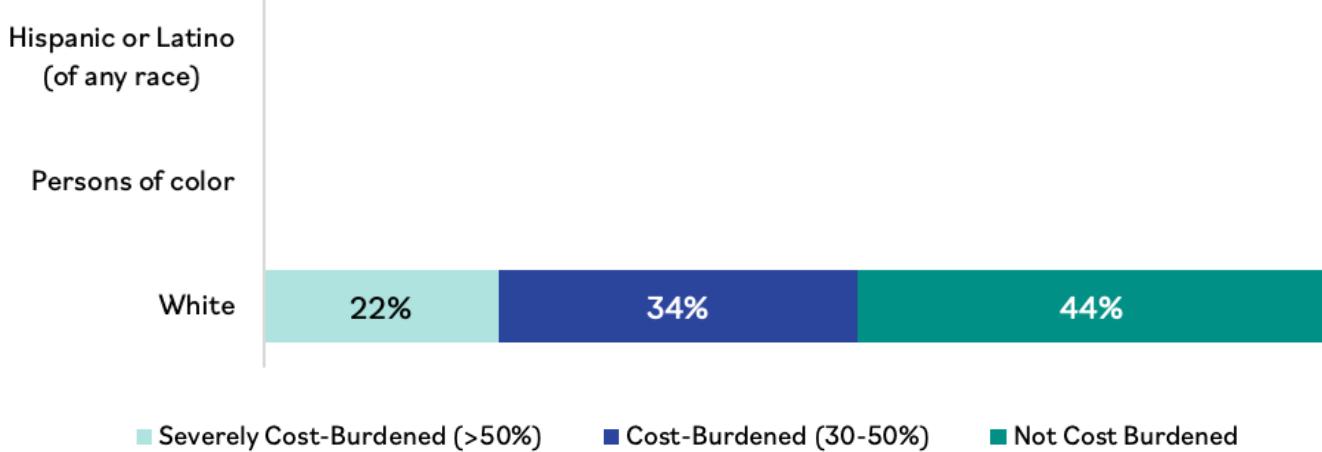


Figure RDI 12. Buckley Percent of Cost Burdened Renter Households by Race, 2019.



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. For example: 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

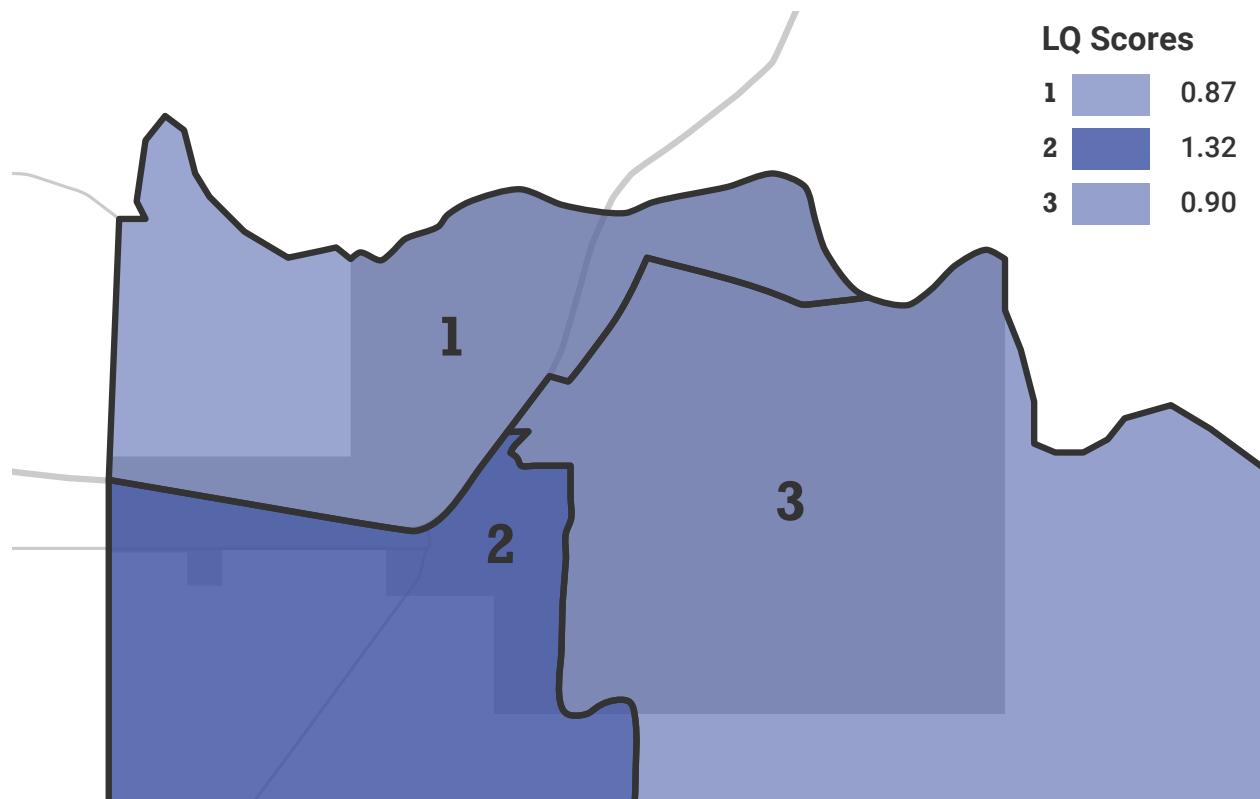


Figure RDI 14. Location Quotient by Block Group (Tract 702.07); Asian Population

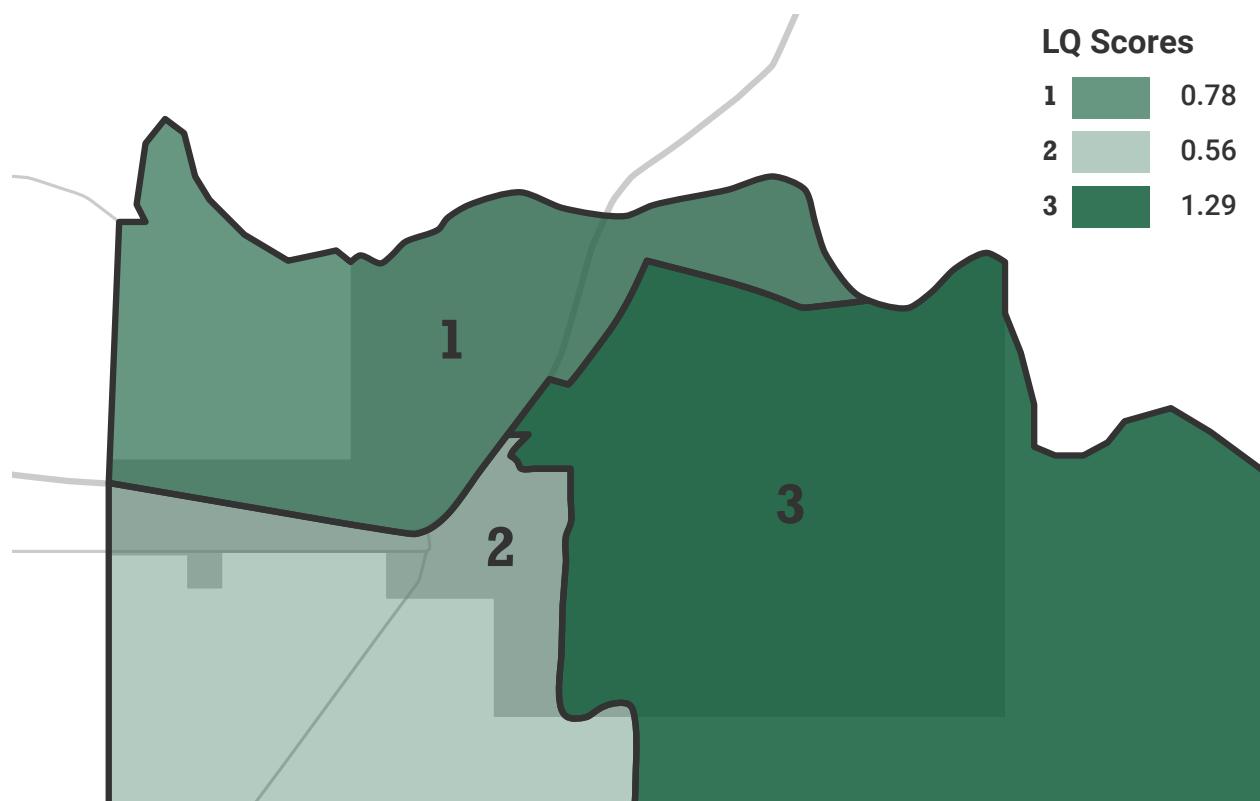


Figure RDI 15. Location Quotient by Block Group (Tract 702.07); Black Population

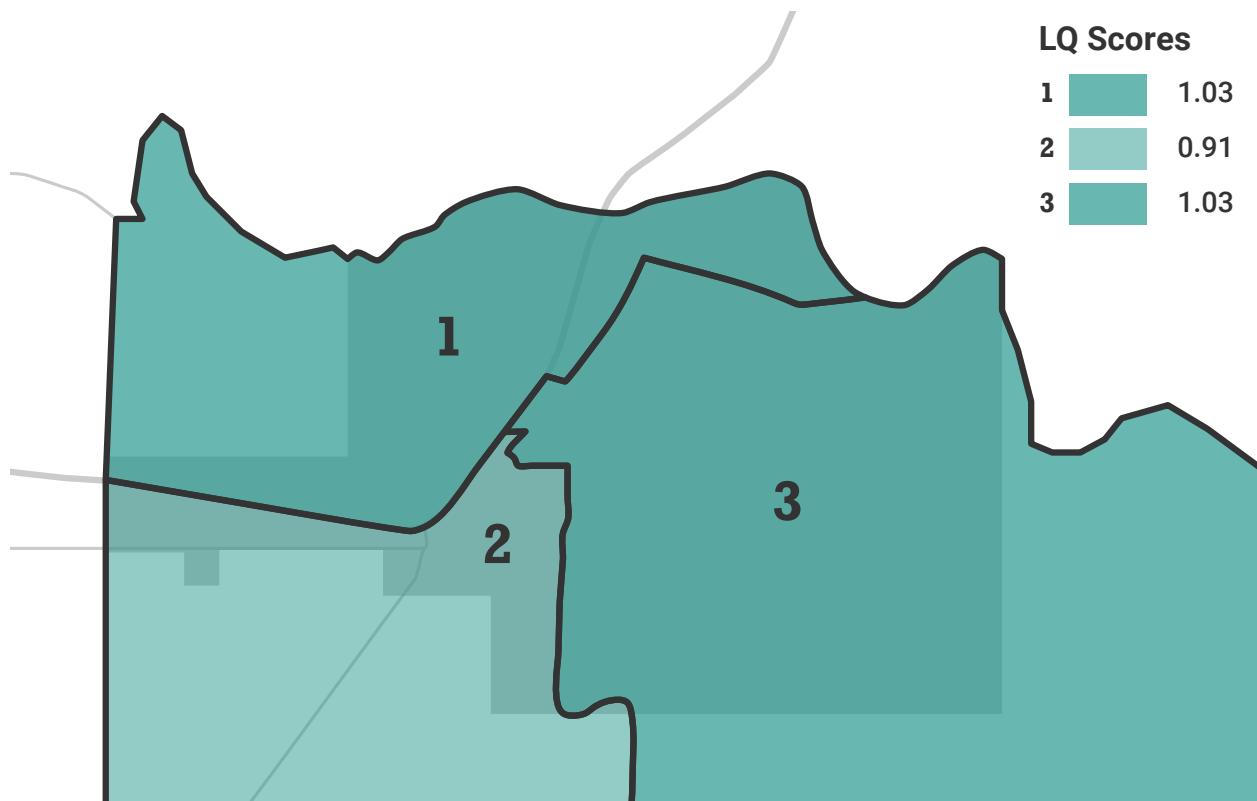


Figure RDI 16. Location Quotient by Block Group (Tract 702.07); NHOPI Population



Figure RD17. Location Quotient by Block Group (Tract 702.07); Hispanic/Latino Population

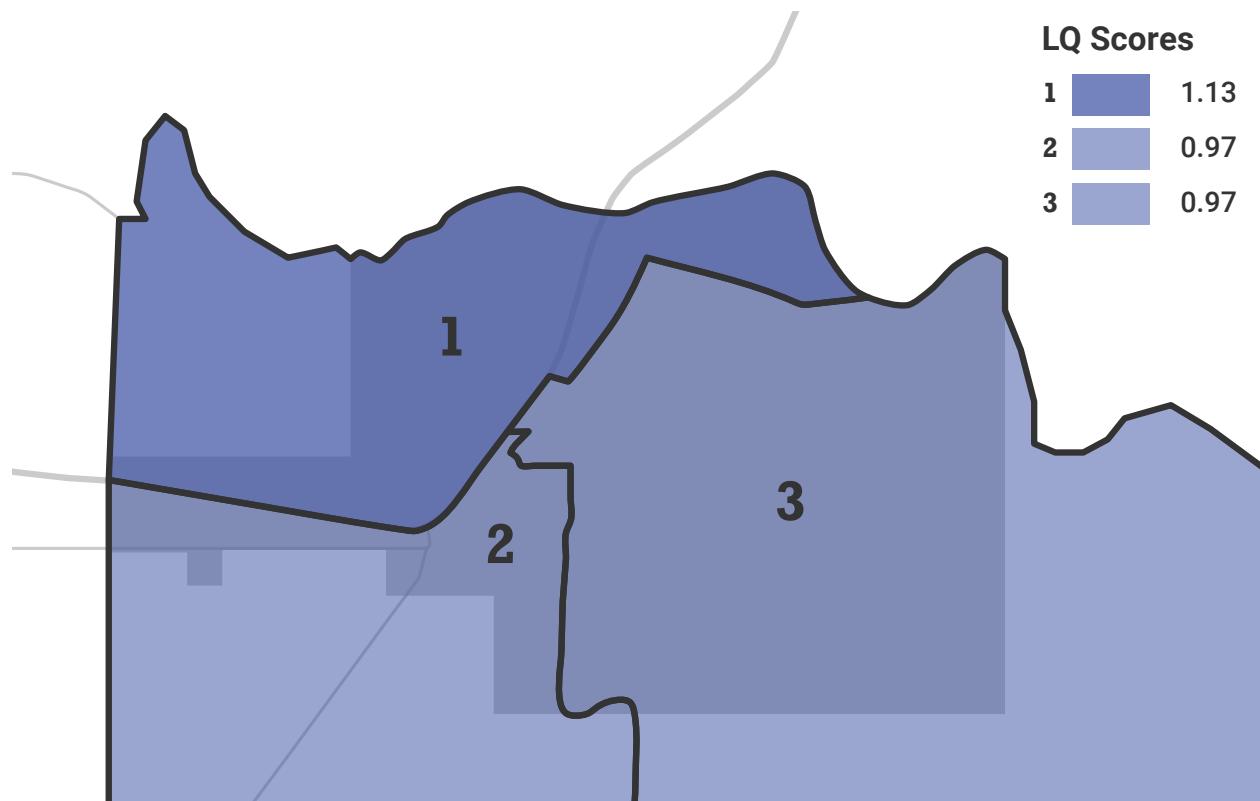


Figure RD18. Location Quotient by Block Group (Tract 702.07); Some Other Race Population

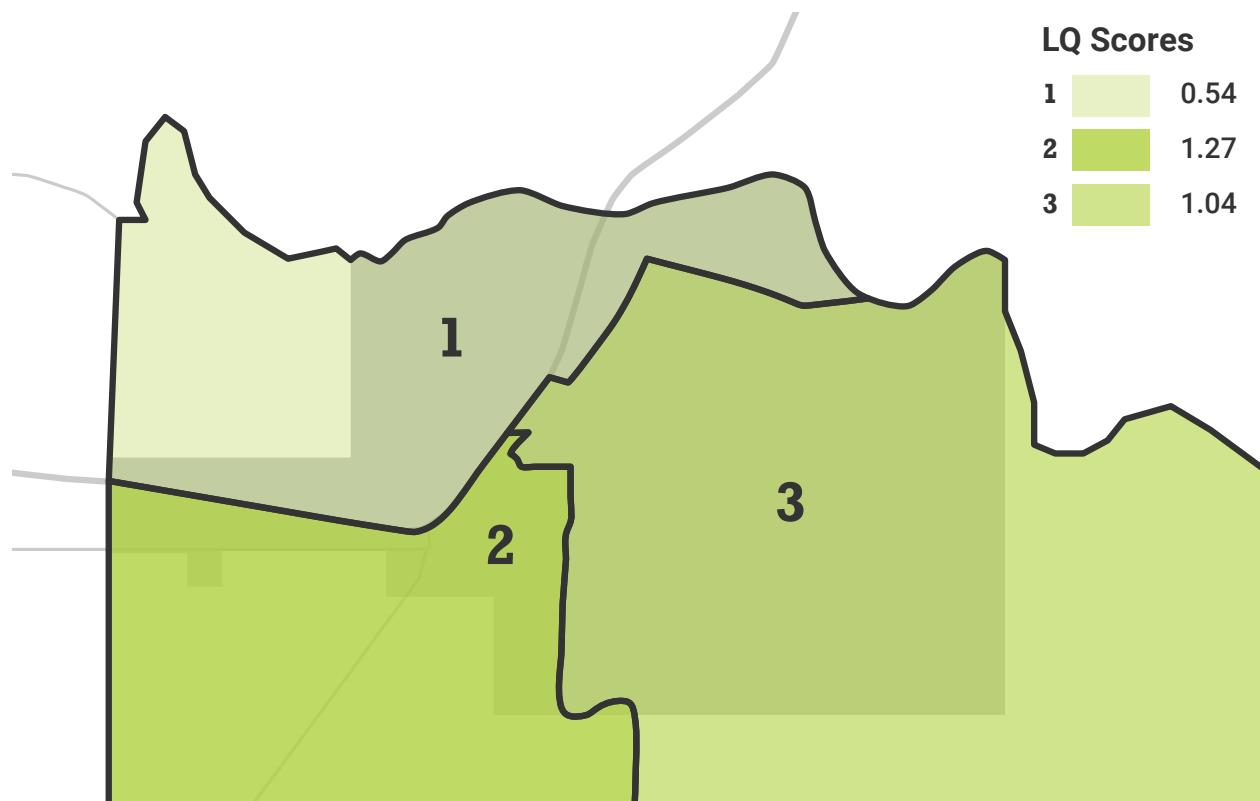


Figure RDI 19. Location Quotient by Block Group (Tract 702.07); White Population

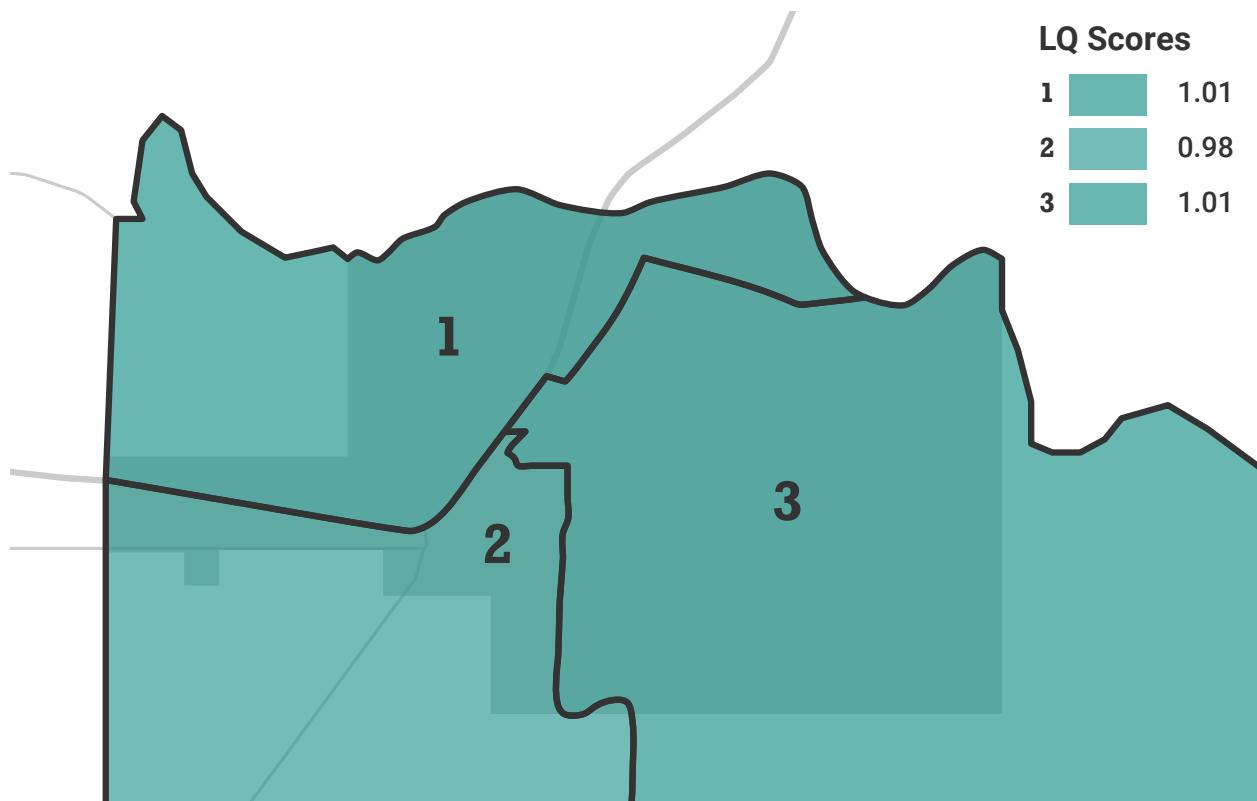


Figure RDI 20. Location Quotient by Block Group (Tract 702.07); Two or More Races Population

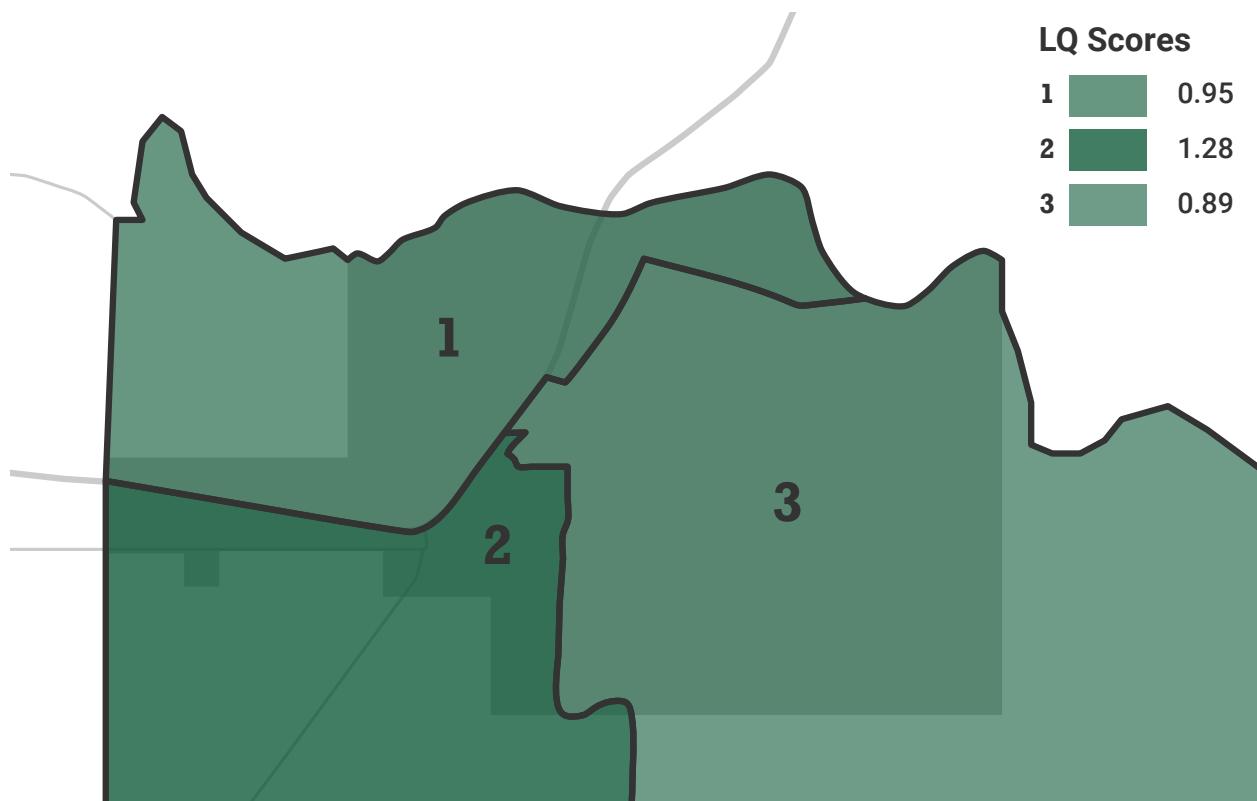
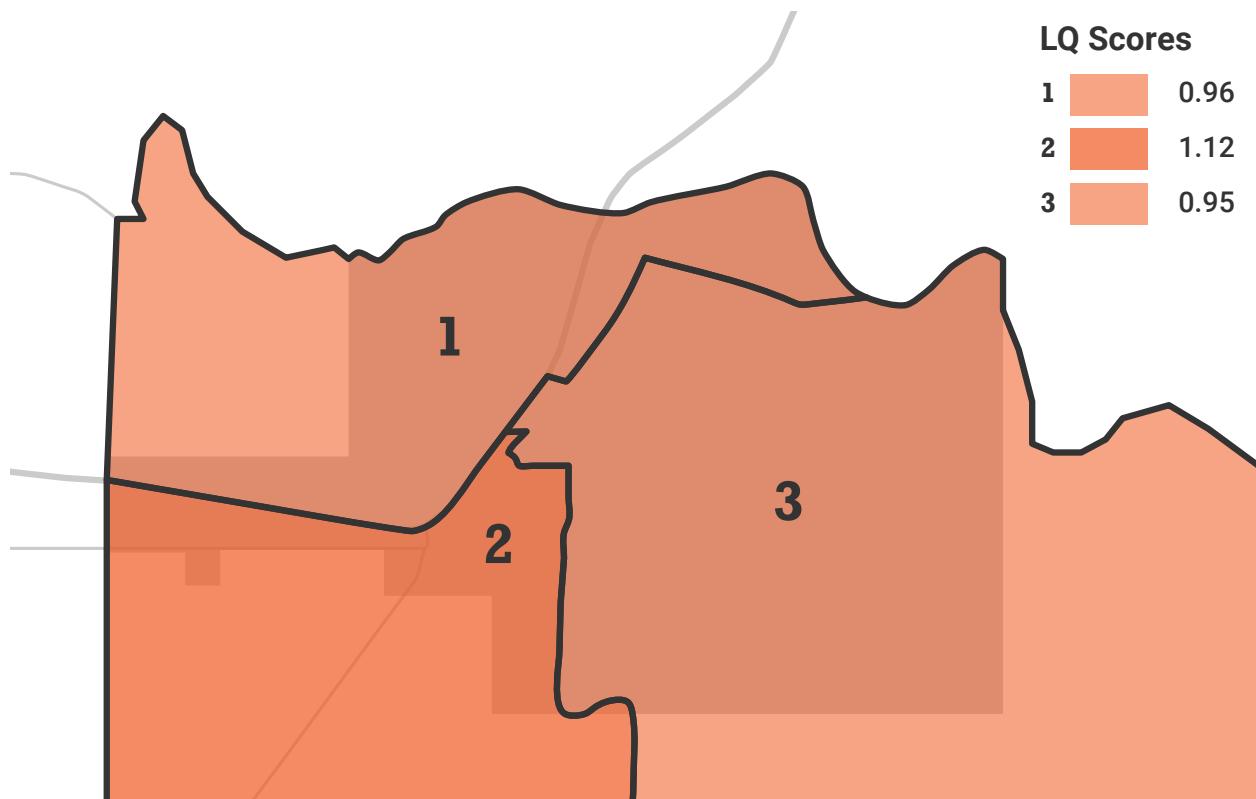


Figure RDI 21. Location Quotient by Block Group (Tract 702.07); POC Overall Population



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



Utilities Supplement

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 October 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 (BOD_5) 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.

VI. NATURAL GAS UTILITY

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.

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.

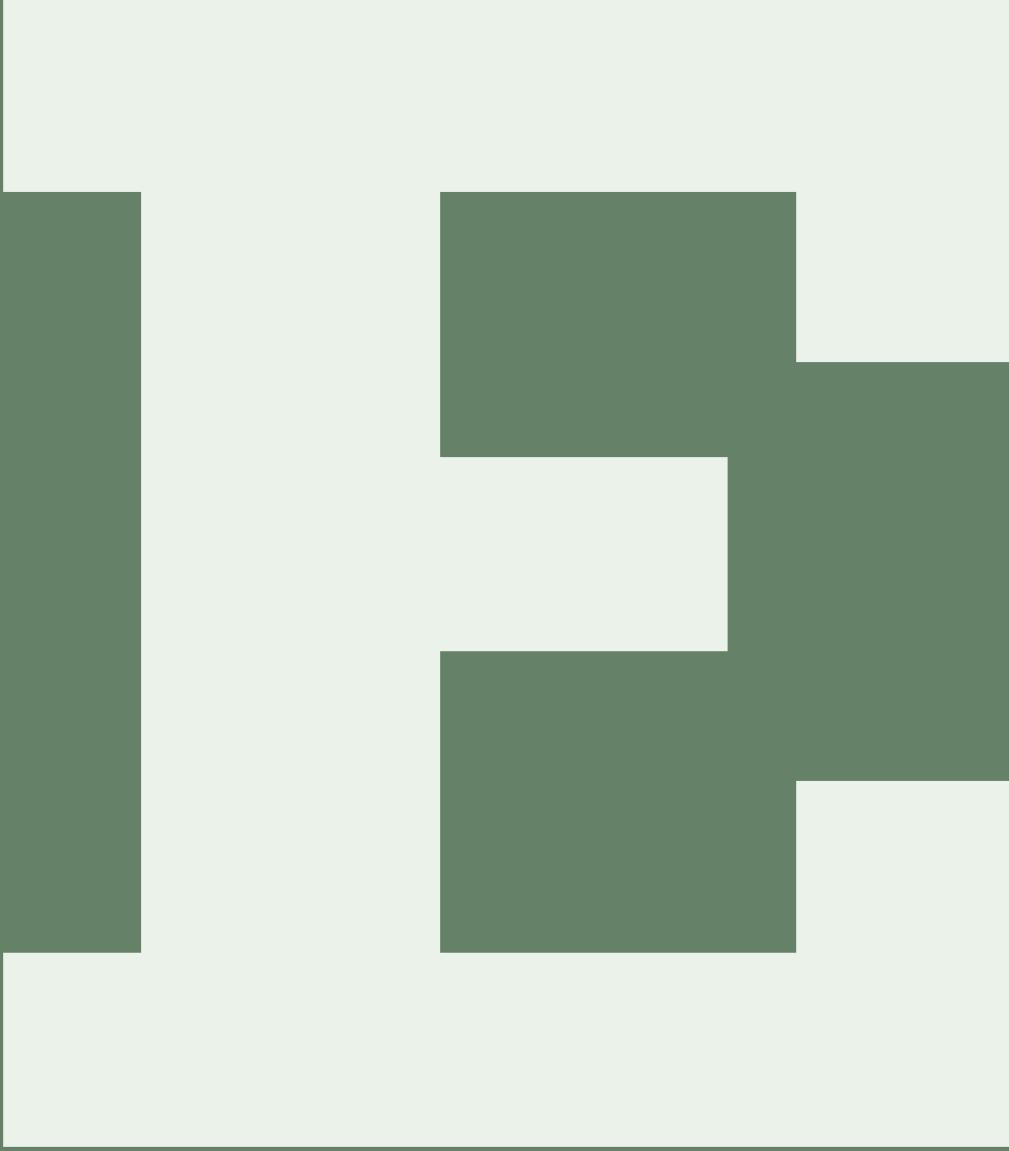
Telecommunication Utilities

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.



Transportation Supplement

Crosswalk Inventory

ID	Road 1	Road 2	Orientation	Complete?	LOS Standard
112ST-MUNRD-E	112th St	Mundy Loss Rd	E	NO	D
112ST-MUNRD-N	112th St	Mundy Loss Rd	N	NO	D
112ST-MUNRD-S	112th St	Mundy Loss Rd	S	NO	D
112ST-MUNRD-W	112th St	Mundy Loss Rd	W	NO	D
2NDAV-LEVRD-N	2nd Ave	Levesque Rd	N	NO	D
2NDAV-LEVRD-S	2nd Ave	Levesque Rd	S	NO	D
2NDAV-LEVRD-W	2nd Ave	Levesque Rd	W	NO	D
2NDST-BALAV-N	2nd St	Balm Ave	N	NO	D
2NDST-BALAV-S	2nd St	Balm Ave	S	NO	D
2NDST-BALAV-W	2nd St	Balm Ave	W	NO	D
2NDST-DUNAV-E	2nd St	Dundass Ave	E	NO	D
2NDST-DUNAV-N	2nd St	Dundass Ave	N	NO	D
2NDST-DUNAV-S	2nd St	Dundass Ave	S	YES	D
2NDST-DUNAV-W	2nd St	Dundass Ave	W	NO	D
2NDST-MAIST-E	2nd St	Main St	E	YES	D
2NDST-MAIST-N	2nd St	Main St	N	YES	D
2NDST-MAIST-S	2nd St	Main St	S	YES	D
2NDST-MAIST-W	2nd St	Main St	W	YES	D
2NDST-MASAV-E	2nd St	Mason Ave	E	YES	D
2NDST-MASAV-N	2nd St	Mason Ave	N	YES	D
2NDST-MASAV-S	2nd St	Mason Ave	S	YES	D
2NDST-MASAV-W	2nd St	Mason Ave	W	YES	D
2NDST-PARAV-E	2nd St	Park Ave	E	NO	D
2NDST-PARAV-S	2nd St	Park Ave	S	YES	D
2NDST-PARAV-W	2nd St	Park Ave	W	NO	D
2NDST-WHEAV-N	2nd St	Wheeler Ave	N	NO	D
2NDST-WHEAV-W	2nd St	Wheeler Ave	W	NO	D
3RDAV-LEVRD-N	3rd Ave	Levesque Rd	N	NO	D
3RDAV-LEVRD-S	3rd Ave	Levesque Rd	S	NO	D
3RDAV-LEVRD-W	3rd Ave	Levesque Rd	W	NO	D
3RDST-DUNAV-E	3rd St	Dundass Ave	E	NO	D
3RDST-DUNAV-N	3rd St	Dundass Ave	N	NO	D
3RDST-DUNAV-S	3rd St	Dundass Ave	S	NO	D
3RDST-DUNAV-W	3rd St	Dundass Ave	W	NO	D

ID	Road 1	Road 2	Orientation	Complete?	LOS Standard
3RDST-MAIST-E	3rd St	Main St	E	YES	D
3RDST-MAIST-N	3rd St	Main St	N	YES	D
3RDST-MAIST-S	3rd St	Main St	S	YES	D
3RDST-MAIST-W	3rd St	Main St	W	YES	D
3RDST-MASAV-E	3rd St	Mason Ave	E	YES	D
3RDST-MASAV-N	3rd St	Mason Ave	N	YES	D
3RDST-MASAV-S	3rd St	Mason Ave	S	YES	D
3RDST-MASAV-W	3rd St	Mason Ave	W	YES	D
3RDST-PARAV-E	3rd St	Park Ave	E	NO	D
3RDST-PARAV-S	3rd St	Park Ave	S	YES	D
3RDST-PARAV-W	3rd St	Park Ave	W	YES	D
4THAV-AMMST-E	4th Ave	Ammon St	E	NO	D
4THAV-AMMST-N	4th Ave	Ammon St	N	NO	D
4THAV-AMMST-S	4th Ave	Ammon St	S	NO	D
4THAV-CASST-E	4th Ave	Cascade St	E	NO	D
4THAV-CASST-S	4th Ave	Cascade St	S	NO	D
4THAV-CASST-W	4th Ave	Cascade St	W	NO	D
4THAV-EDIST-E	4th Ave	Edith St	E	NO	D
4THAV-EDIST-S	4th Ave	Edith St	S	NO	D
4THAV-EDIST-W	4th Ave	Edith St	W	NO	D
4THAV-FULST-S	4th Ave	Fulton St	S	NO	D
4THAV-FULST-W	4th Ave	Fulton St	W	NO	D
4THAV-NORST-E	4th Ave	Norma St	E	YES	D
4THAV-NORST-N	4th Ave	Norma St	N	YES	D
4THAV-NORST-S	4th Ave	Norma St	S	NO	D
4THAV-NORST-W	4th Ave	Norma St	W	YES	D
4THAV-ROSDR-E	4th Ave	Rosewood Dr	E	NO	D
4THAV-ROSDR-N	4th Ave	Rosewood Dr	N	YES	D
4THAV-ROSDR-W	4th Ave	Rosewood Dr	W	NO	D
4THST-BALAV-E	4th St	Balm Ave	E	NO	D
4THST-BALAV-N	4th St	Balm Ave	N	NO	D
4THST-BALAV-S	4th St	Balm Ave	S	NO	D
4THST-DUNAV-E	4th St	Dundass Ave	E	NO	D
4THST-DUNAV-N	4th St	Dundass Ave	N	NO	D

ID	Road 1	Road 2	Orientation	Complete?	LOS Standard
4THST-DUNAV-S	4th St	Dundass Ave	S	NO	D
4THST-DUNAV-W	4th St	Dundass Ave	W	YES	D
4THST-MAIST-E	4th St	Main St	E	YES	D
4THST-MAIST-N	4th St	Main St	N	YES	D
4THST-MAIST-S	4th St	Main St	S	YES	D
4THST-MAIST-W	4th St	Main St	W	YES	D
4THST-MASAV-E	4th St	Mason Ave	E	NO	D
4THST-MASAV-N	4th St	Mason Ave	N	YES	D
4THST-MASAV-W	4th St	Mason Ave	W	NO	D
4THST-PARAV-E	4th St	Park Ave	E	NO	D
4THST-PARAV-S	4th St	Park Ave	S	YES	D
4THST-PARAV-W	4th St	Park Ave	W	YES	D
AST-COUAV-E	A St	Couls Ave	E	NO	D
AST-COUAV-N	A St	Couls Ave	N	NO	D
AST-COUAV-S	A St	Couls Ave	S	NO	D
AST-JEFAV-E	A St	Jefferson Ave	E	YES	D
AST-JEFAV-N	A St	Jefferson Ave	N	NO	D
AST-JEFAV-S	A St	Jefferson Ave	S	NO	D
AST-JEFAV-W	A St	Jefferson Ave	W	NO	D
AST-MAIST-E	A St	Main St	E	YES	D
AST-MAIST-N	A St	Main St	N	YES	D
AST-MAIST-S	A St	Main St	S	YES	D
AST-MAIST-W	A St	Main St	W	YES	D
AST-MASAV-E	A St	Mason Ave	E	YES	D
AST-MASAV-N	A St	Mason Ave	N	NO	D
AST-MASAV-S	A St	Mason Ave	S	YES	D
AST-MASAV-W	A St	Mason Ave	W	YES	D
ALFPL-TRUST-N	Alfano Pl	Trullinger St	N	YES	D
ALFPL-TRUST-S	Alfano Pl	Trullinger St	S	NO	D
ALFPL-TRUST-W	Alfano Pl	Trullinger St	W	YES	D
AMMST-PARAV-E	Ammon St	Park Ave	E	NO	D
AMMST-PARAV-N	Ammon St	Park Ave	N	YES	D
AMMST-PARAV-W	Ammon St	Park Ave	W	NO	D
ASHCT-RYARD-E	Ashley Ct	Ryan Rd	E	YES	D

ID	Road 1	Road 2	Orientation	Complete?	LOS Standard
ASHCT-RYARD-N	Ashley Ct	Ryan Rd	N	YES	D
ASHCT-RYARD-W	Ashley Ct	Ryan Rd	W	NO	D
BST-MAIST-E	B St	Main St	E	NO	D
BST-MAIST-N	B St	Main St	N	YES	D
BST-MAIST-S	B St	Main St	S	YES	D
BST-MAIST-W	B St	Main St	W	NO	D
BST-MASAV-E	B St	Mason Ave	E	YES	D
BST-MASAV-N	B St	Mason Ave	N	NO	D
BST-MASAV-S	B St	Mason Ave	S	YES	D
BST-MASAV-W	B St	Mason Ave	W	NO	D
BALAV-CASST-E	Balm Ave	Cascade St	E	NO	D
BALAV-CASST-N	Balm Ave	Cascade St	N	NO	D
BALAV-CASST-S	Balm Ave	Cascade St	S	NO	D
BALAV-CASST-W	Balm Ave	Cascade St	W	NO	D
BALAV-EWIST-E	Balm Ave	Ewing St	E	NO	D
BALAV-EWIST-N	Balm Ave	Ewing St	N	YES	D
BALAV-EWIST-W	Balm Ave	Ewing St	W	NO	D
BALAV-NACST-E	Balm Ave	Naches St	E	YES	D
BALAV-NACST-N	Balm Ave	Naches St	N	NO	D
BALAV-NACST-S	Balm Ave	Naches St	S	NO	D
BALAV-PIOST-N	Balm Ave	Pioneer St	N	NO	D
BALAV-PIOST-S	Balm Ave	Pioneer St	S	NO	D
BALAV-PIOST-W	Balm Ave	Pioneer St	W	YES	D
BEVST-KARAV-E	Bevlo St	Karen Ave	E	NO	D
BEVST-KARAV-N	Bevlo St	Karen Ave	N	YES	D
BEVST-KARAV-W	Bevlo St	Karen Ave	W	NO	D
BEVST-ROSPL-E	Bevlo St	Rose Pl	E	NO	D
BEVST-ROSPL-N	Bevlo St	Rose Pl	N	YES	D
BEVST-ROSPL-S	Bevlo St	Rose Pl	S	NO	D
BEVST-ROSPL-W	Bevlo St	Rose Pl	W	YES	D
BEVST-RYARD-E	Bevlo St	Ryan Rd	E	NO	D
BEVST-RYARD-N	Bevlo St	Ryan Rd	N	YES	D
BEVST-RYARD-S	Bevlo St	Ryan Rd	S	NO	D
BEVST-RYARD-W	Bevlo St	Ryan Rd	W	NO	D

ID	Road 1	Road 2	Orientation	Complete?	LOS Standard
BOYST-DIEAV-E	Boyle St	Dieringer Ave	E	NO	D
BOYST-DIEAV-S	Boyle St	Dieringer Ave	S	YES	D
BOYST-DIEAV-W	Boyle St	Dieringer Ave	W	YES	D
BOYST-WHIAV-E	Boyle St	Whitehouse Ave	E	NO	D
BOYST-WHIAV-N	Boyle St	Whitehouse Ave	N	YES	D
BOYST-WHIAV-W	Boyle St	Whitehouse Ave	W	YES	D
BROPL-DAVST-E	Brown Pl	Davis St	E	YES	D
BROPL-DAVST-S	Brown Pl	Davis St	S	YES	D
BUCHW-HINEX-NW	Buckley-Sumner Hwy	Hinkleman Ext	NW	NO	D
BUCHW-HINEX-SE	Buckley-Sumner Hwy	Hinkleman Ext	SE	NO	D
BUCHW-HINEX-SW	Buckley-Sumner Hwy	Hinkleman Ext	SW	YES	D
BUSRD-RIVAV-E	Bus Loop Rd	River Ave	E	YES	D
BUSRD-RIVAV-NE	Bus Loop Rd	River Ave	NE	NO	D
BUSRD-RIVAV-SW	Bus Loop Rd	River Ave	SW	NO	D
CST-JEFAV-E	C St	Jefferson Ave	E	NO	D
CST-JEFAV-N	C St	Jefferson Ave	N	NO	D
CST-JEFAV-W	C St	Jefferson Ave	W	NO	D
CST-MAIST-E	C St	Main St	E	YES	D
CST-MAIST-N	C St	Main St	N	YES	D
CST-MAIST-S	C St	Main St	S	YES	D
CST-MAIST-W	C St	Main St	W	YES	D
CST-MASAV-E	C St	Mason Ave	E	NO	D
CST-MASAV-N	C St	Mason Ave	N	NO	D
CST-MASAV-S	C St	Mason Ave	S	YES	D
CST-MASAV-W	C St	Mason Ave	W	NO	D
CASST-DUNAV-E	Cascade St	Dundass Ave	E	NO	D
CASST-DUNAV-N	Cascade St	Dundass Ave	N	NO	D
CASST-DUNAV-S	Cascade St	Dundass Ave	S	NO	D
CASST-DUNAV-W	Cascade St	Dundass Ave	W	NO	D
CASST-PARAV-E	Cascade St	Park Ave	E	YES	D
CASST-PARAV-N	Cascade St	Park Ave	N	YES	D
CASST-PARAV-S	Cascade St	Park Ave	S	YES	D
CASST-PARAV-W	Cascade St	Park Ave	W	YES	D
CEDST-ALLEY-N	Cedar St	(Police Station alley)	N	NO	D

ID	Road 1	Road 2	Orientation	Complete?	LOS Standard
CEDST-ALLEY-S	Cedar St	(Police Station alley)	S	NO	D
CEDST-ALLEY-W	Cedar St	(Police Station alley)	W	YES	D
CEDST-COUAV-E	Cedar St	Couls Ave	E	YES	D
CEDST-COUAV-N	Cedar St	Couls Ave	N	NO	D
CEDST-COUAV-W	Cedar St	Couls Ave	W	NO	D
CEDST-JEFAV-E	Cedar St	Jefferson Ave	E	YES	D
CEDST-JEFAV-N	Cedar St	Jefferson Ave	N	NO	D
CEDST-JEFAV-S	Cedar St	Jefferson Ave	S	YES	D
CEDST-JEFAV-W	Cedar St	Jefferson Ave	W	NO	D
CEDST-MAIST-E	Cedar St	Main St	E	YES	D
CEDST-MAIST-S	Cedar St	Main St	S	YES	D
CEDST-MAIST-W	Cedar St	Main St	W	NO	D
CEDST-MASAV-E	Cedar St	Mason Ave	E	YES	D
CEDST-MASAV-N	Cedar St	Mason Ave	N	NO	D
CEDST-MASAV-S	Cedar St	Mason Ave	S	YES	D
CEDST-MASAV-W	Cedar St	Mason Ave	W	YES	D
CEDST-PEAST-N	Cedar St	Pearl St	N	NO	D
CEDST-PEAST-S	Cedar St	Pearl St	S	YES	D
CEDST-PEAST-SW	Cedar St	Pearl St	SW	YES	D
CHIDR-RYARD-E	Chinook Dr	Ryan Rd	E	NO	D
CHIDR-RYARD-N	Chinook Dr	Ryan Rd	N	NO	D
CHIDR-RYARD-W	Chinook Dr	Ryan Rd	W	NO	D
CLAAV-DIVST-E	Clark Ave	Division St	E	YES	D
CLAAV-DIVST-N	Clark Ave	Division St	N	NO	D
CLAAV-DIVST-S	Clark Ave	Division St	S	NO	D
CLAAV-LIVST-S	Clark Ave	Livernash St	S	NO	D
CLAAV-LIVST-W	Clark Ave	Livernash St	W	YES	D
COLCT-COLRD-E	Collins Ct	Collins Rd	E	NO	D
COLCT-COLRD-N	Collins Ct	Collins Rd	N	NO	D
COLCT-COLRD-W	Collins Ct	Collins Rd	W	NO	D
COLCT-SHARD-E	Collins Ct	Shay Rd	E	NO	D
COLCT-SHARD-S	Collins Ct	Shay Rd	S	NO	D
COLRD-ELSST-E	Collins Rd	Elsa St	E	YES	D
COLRD-ELSST-N	Collins Rd	Elsa St	N	YES	D

ID	Road 1	Road 2	Orientation	Complete?	LOS Standard
COLRD-ELSST-S	Collins Rd	Elsa St	S	YES	D
COLRD-ELSST-W	Collins Rd	Elsa St	W	YES	D
COLRD-HEALN-E	Collins Rd	Heather Ln	E	NO	D
COLRD-HEALN-N	Collins Rd	Heather Ln	N	YES	D
COLRD-HEALN-W	Collins Rd	Heather Ln	W	NO	D
COLRD-LEVRD-NE	Collins Rd	Levesque Rd	NE	NO	D
COLRD-LEVRD-NW	Collins Rd	Levesque Rd	NW	NO	D
COLRD-LEVRD-SE	Collins Rd	Levesque Rd	SE	NO	D
COLRD-MCNST-E	Collins Rd	McNeely St	E	NO	D
COLRD-MCNST-N	Collins Rd	McNeely St	N	NO	D
COLRD-MCNST-S	Collins Rd	McNeely St	S	NO	D
COLRD-MCNST-W	Collins Rd	McNeely St	W	NO	D
COLRD-RAIST-E	Collins Rd	Rainier St	E	YES	D
COLRD-RAIST-S	Collins Rd	Rainier St	S	NO	D
COLRD-SERST-E	Collins Rd	Sergeant St	E	NO	D
COLRD-SERST-N	Collins Rd	Sergeant St	N	NO	D
COLRD-SERST-S	Collins Rd	Sergeant St	S	NO	D
COLRD-SERST-W	Collins Rd	Sergeant St	W	NO	D
COLRD-SHACT-E	Collins Rd	Shamrock Ct	E	NO	D
COLRD-SHACT-N	Collins Rd	Shamrock Ct	N	NO	D
COLRD-SHACT-W	Collins Rd	Shamrock Ct	W	NO	D
COLRD-SHARD-E	Collins Rd	Shay Rd	E	NO	D
COLRD-SHARD-N	Collins Rd	Shay Rd	N	NO	D
COLRD-SHARD-W	Collins Rd	Shay Rd	W	NO	D
COLRD-SPRST-E	Collins Rd	Spruce St	E	NO	D
COLRD-SPRST-S	Collins Rd	Spruce St	S	NO	D
COLRD-SPRST-W	Collins Rd	Spruce St	W	YES	D
COLRD-WHIWA-E	Collins Rd	Whitmore Way	E	YES	D
COLRD-WHIWA-N	Collins Rd	Whitmore Way	N	YES	D
COLRD-WHIWA-S	Collins Rd	Whitmore Way	S	YES	D
COLRD-WHIWA-W	Collins Rd	Whitmore Way	W	YES	D
COTST-ALLEY-E	Cottage St	(Police Station alley)	E	YES	D
COTST-ALLEY-N	Cottage St	(Police Station alley)	N	NO	D
COTST-ALLEY-S	Cottage St	(Police Station alley)	S	NO	D

ID	Road 1	Road 2	Orientation	Complete?	LOS Standard
COTST-COUAV-E	Cottage St	Couls Ave	E	NO	D
COTST-COUAV-N	Cottage St	Couls Ave	N	YES	D
COTST-COUAV-W	Cottage St	Couls Ave	W	NO	D
COTST-JEFAV-E	Cottage St	Jefferson Ave	E	YES	D
COTST-JEFAV-N	Cottage St	Jefferson Ave	N	NO	D
COTST-JEFAV-S	Cottage St	Jefferson Ave	S	YES	D
COTST-JEFAV-W	Cottage St	Jefferson Ave	W	NO	D
COTST-MAIST-E	Cottage St	Main St	E	YES	D
COTST-MAIST-N	Cottage St	Main St	N	YES	D
COTST-MAIST-S	Cottage St	Main St	S	YES	D
COTST-MAIST-W	Cottage St	Main St	W	YES	D
COTST-MASAV-E	Cottage St	Mason Ave	E	YES	D
COTST-MASAV-N	Cottage St	Mason Ave	N	NO	D
COTST-MASAV-S	Cottage St	Mason Ave	S	YES	D
COTST-MASAV-W	Cottage St	Mason Ave	W	YES	D
COTST-RIVAV-NE	Cottage St	River Ave	NE	NO	D
COTST-RIVAV-SE	Cottage St	River Ave	SE	YES	D
COTST-RIVAV-SW	Cottage St	River Ave	SW	YES	D
COUAV-DIVST-E	Couls Ave	Division St	E	NO	D
COUAV-DIVST-N	Couls Ave	Division St	N	NO	D
COUAV-DIVST-S	Couls Ave	Division St	S	NO	D
COUAV-DIVST-W	Couls Ave	Division St	W	NO	D
COUAV-HOVST-E	Couls Ave	Hovey St	E	NO	D
COUAV-HOVST-N	Couls Ave	Hovey St	N	YES	D
COUAV-HOVST-W	Couls Ave	Hovey St	W	NO	D
COUAV-MILST-E	Couls Ave	Mill St	E	NO	D
COUAV-MILST-N	Couls Ave	Mill St	N	NO	D
COUAV-MILST-W	Couls Ave	Mill St	W	NO	D
COUAV-NELST-E	Couls Ave	Nelson St	E	YES	D
COUAV-NELST-S	Couls Ave	Nelson St	S	NO	D
COUAV-PARST-E	Couls Ave	Partlon St	E	YES	D
COUAV-PARST-N	Couls Ave	Partlon St	N	YES	D
COUAV-PARST-S	Couls Ave	Partlon St	S	YES	D
COUAV-PARST-W	Couls Ave	Partlon St	W	YES	D

ID	Road 1	Road 2	Orientation	Complete?	LOS Standard
COUAV-PERST-E	Couls Ave	Perkins St	E	NO	D
COUAV-PERST-N	Couls Ave	Perkins St	N	NO	D
COUAV-PERST-W	Couls Ave	Perkins St	W	NO	D
COUAV-RICCT-E	Couls Ave	Rich Ct	E	NO	D
COUAV-RICCT-S	Couls Ave	Rich Ct	S	YES	D
COUAV-RICCT-W	Couls Ave	Rich Ct	W	NO	D
COUAV-SERST-E	Couls Ave	Sergeant St	E	YES	D
COUAV-SERST-N	Couls Ave	Sergeant St	N	YES	D
COUAV-SERST-S	Couls Ave	Sergeant St	S	YES	D
COUAV-SERST-W	Couls Ave	Sergeant St	W	YES	D
COUAV-SPRST-E	Couls Ave	Spruce St	E	YES	D
COUAV-SPRST-N	Couls Ave	Spruce St	N	YES	D
COUAV-SPRST-S	Couls Ave	Spruce St	S	YES	D
COUAV-SPRST-W	Couls Ave	Spruce St	W	YES	D
DST-MAIST-E	D St	Main St	E	NO	D
DST-MAIST-N	D St	Main St	N	YES	D
DST-MAIST-S	D St	Main St	S	YES	D
DST-MAIST-W	D St	Main St	W	YES	D
DST-MASAV-E	D St	Mason Ave	E	NO	D
DST-MASAV-N	D St	Mason Ave	N	NO	D
DST-MASAV-S	D St	Mason Ave	S	YES	D
DST-MASAV-W	D St	Mason Ave	W	NO	D
DAVPL-SERST-NE	Davis Pl	Sergeant St	NE	YES	D
DAVPL-SERST-NW	Davis Pl	Sergeant St	NW	NO	D
DAVPL-SERST-SE	Davis Pl	Sergeant St	SE	NO	D
DAVST-RAWAV-N	Davis St	Rawson Ave	N	NO	D
DAVST-RAWAV-S	Davis St	Rawson Ave	S	YES	D
DAVST-RAWAV-W	Davis St	Rawson Ave	W	YES	D
DIEAV-FOSST-E	Dieringer Ave	Foster St	E	NO	D
DIEAV-FOSST-S	Dieringer Ave	Foster St	S	YES	D
DIEAV-FOSST-W	Dieringer Ave	Foster St	W	YES	D
DIEAV-HACST-E	Dieringer Ave	Hackmann St	E	YES	D
DIEAV-HACST-N	Dieringer Ave	Hackmann St	N	YES	D
DIEAV-HACST-S	Dieringer Ave	Hackmann St	S	YES	D

ID	Road 1	Road 2	Orientation	Complete?	LOS Standard
DIEAV-HACST-W	Dieringer Ave	Hackmann St	W	YES	D
DIEAV-RIVAV-E	Dieringer Ave	River Ave	E	YES	D
DIEAV-RIVAV-NE	Dieringer Ave	River Ave	NE	NO	D
DIEAV-RIVAV-SW	Dieringer Ave	River Ave	SW	NO	D
DIEAV-SERST-E	Dieringer Ave	Sergeant St	E	NO	D
DIEAV-SERST-S	Dieringer Ave	Sergeant St	S	YES	D
DIEAV-SERST-W	Dieringer Ave	Sergeant St	W	YES	D
DIEAV-SORST-E	Dieringer Ave	Sorensen St	E	YES	D
DIEAV-SORST-N	Dieringer Ave	Sorensen St	N	YES	D
DIEAV-SORST-S	Dieringer Ave	Sorensen St	S	YES	D
DIEAV-SORST-W	Dieringer Ave	Sorensen St	W	YES	D
DIEAV-TRUST-E	Dieringer Ave	Trullinger St	E	NO	D
DIEAV-TRUST-S	Dieringer Ave	Trullinger St	S	YES	D
DIEAV-TRUST-W	Dieringer Ave	Trullinger St	W	NO	D
DIVST-JEFAV-E	Division St	Jefferson Ave	E	NO	D
DIVST-JEFAV-N	Division St	Jefferson Ave	N	NO	D
DIVST-JEFAV-S	Division St	Jefferson Ave	S	YES	D
DIVST-JEFAV-W	Division St	Jefferson Ave	W	NO	D
DIVST-MCCAV-E	Division St	McCauley Ave	E	YES	D
DIVST-MCCAV-N	Division St	McCauley Ave	N	NO	D
DIVST-MCCAV-S	Division St	McCauley Ave	S	NO	D
DIVST-MOUAV-E	Division St	Mountain View Ave	E	YES	D
DIVST-MOUAV-N	Division St	Mountain View Ave	N	NO	D
DIVST-MOUAV-S	Division St	Mountain View Ave	S	NO	D
DIVST-PEAST-NE	Division St	Pearl St	NE	NO	D
DIVST-PEAST-S	Division St	Pearl St	S	NO	D
DIVST-PEAST-SW	Division St	Pearl St	SW	NO	D
DIVST-RYARD-E	Division St	Ryan Rd	E	YES	D
DIVST-RYARD-N	Division St	Ryan Rd	N	YES	D
DIVST-RYARD-S	Division St	Ryan Rd	S	YES	D
DIVST-RYARD-W	Division St	Ryan Rd	W	NO	D
DIVST-TANAV-E	Division St	Tanner Ave	E	YES	D
DIVST-TANAV-N	Division St	Tanner Ave	N	NO	D
DIVST-TANAV-S	Division St	Tanner Ave	S	NO	D
DOUAV-KNOST-E	Doud Ave	Knowles St	E	YES	D

ID	Road 1	Road 2	Orientation	Complete?	LOS Standard
DOUAV-KNOST-S	Doud Ave	Knowles St	S	NO	D
DOUAV-PAGST-S	Doud Ave	Page St	S	NO	D
DOUAV-PAGST-W	Doud Ave	Page St	W	NO	D
DUNAV-EDIST-E	Dundass Ave	Edith St	E	NO	D
DUNAV-EDIST-N	Dundass Ave	Edith St	N	YES	D
DUNAV-EDIST-W	Dundass Ave	Edith St	W	NO	D
DUNAV-EWIST-E	Dundass Ave	Ewing St	E	NO	D
DUNAV-EWIST-N	Dundass Ave	Ewing St	N	NO	D
DUNAV-EWIST-S	Dundass Ave	Ewing St	S	NO	D
DUNAV-EWIST-W	Dundass Ave	Ewing St	W	NO	D
DUNAV-NACST-E	Dundass Ave	Naches St	E	YES	D
DUNAV-NACST-N	Dundass Ave	Naches St	N	NO	D
DUNAV-NACST-S	Dundass Ave	Naches St	S	NO	D
DUNAV-PIOST-S	Dundass Ave	Pioneer St	S	NO	D
DUNAV-PIOST-W	Dundass Ave	Pioneer St	W	NO	D
EDIST-PARAV-E	Edith St	Park Ave	E	YES	D
EDIST-PARAV-N	Edith St	Park Ave	N	YES	D
EDIST-PARAV-S	Edith St	Park Ave	S	YES	D
EDIST-PARAV-W	Edith St	Park Ave	W	YES	D
ELSST-HAMPL-E	Elsa St	Hamilton Pl	E	NO	D
ELSST-HAMPL-S	Elsa St	Hamilton Pl	S	YES	D
ELSST-HAMPL-W	Elsa St	Hamilton Pl	W	NO	D
ELSST-MAIST-E	Elsa St	Main St	E	NO	D
ELSST-MAIST-N	Elsa St	Main St	N	YES	D
ELSST-MAIST-S	Elsa St	Main St	S	YES	D
ELSST-MAIST-W	Elsa St	Main St	W	NO	D
ELSST-MASAV-E	Elsa St	Mason Ave	E	NO	D
ELSST-MASAV-N	Elsa St	Mason Ave	N	NO	D
ELSST-MASAV-S	Elsa St	Mason Ave	S	YES	D
ELSST-MASAV-W	Elsa St	Mason Ave	W	NO	D
FIEPL-MCNST-N	Fieldcrest Pl	McNeely St	N	NO	D
FIEPL-MCNST-S	Fieldcrest Pl	McNeely St	S	NO	D
FIEPL-MCNST-W	Fieldcrest Pl	McNeely St	W	NO	D
FOOTR-JEFRD-X	Foothills Trail	Jefferson Ave	X	YES	D

ID	Road 1	Road 2	Orientation	Complete?	LOS Standard
FOOTR-MAIRD-X	Foothills Trail	Main St	X	YES	D
FOSST-NANAV-E	Foster St	Nanevicz Ave	E	YES	D
FOSST-NANAV-N	Foster St	Nanevicz Ave	N	YES	D
FOSST-NANAV-S	Foster St	Nanevicz Ave	S	NO	D
FOSST-PACAV-E	Foster St	Packard Ave	E	NO	D
FOSST-PACAV-N	Foster St	Packard Ave	N	NO	D
FOSST-WHIAV-E	Foster St	Whitehouse Ave	E	YES	D
FOSST-WHIAV-N	Foster St	Whitehouse Ave	N	YES	D
FOSST-WHIAV-S	Foster St	Whitehouse Ave	S	YES	D
FOSST-WHIAV-W	Foster St	Whitehouse Ave	W	YES	D
FRAAV-LIVST-N	Francl Ave	Livernash St	N	NO	D
FRAAV-LIVST-W	Francl Ave	Livernash St	W	YES	D
FRAAV-YORST-E	Francl Ave	York St	E	NO	D
FRAAV-YORST-N	Francl Ave	York St	N	YES	D
FRAST-JEFAV-S	Franklin St	Jefferson Ave	S	NO	D
FRAST-JEFAV-W	Franklin St	Jefferson Ave	W	NO	D
GARST-SPACI-NE	Garnero St (N)	Spaulding Cir	NE	YES	D
GARST-SPACI-SE	Garnero St (N)	Spaulding Cir	SE	YES	D
GARST-SPACI-SW	Garnero St (N)	Spaulding Cir	SW	YES	D
GARST-SPACI-E	Garnero St (S)	Spaulding Cir	E	YES	D
GARST-SPACI-N	Garnero St (S)	Spaulding Cir	N	YES	D
GARST-SPACI-W	Garnero St (S)	Spaulding Cir	W	YES	D
GRAWA-KLIST-X	Gravity Way	Klink St	X	NO	D
HACST-OLSAV-E	Hackmann St	Olsen Ave	E	NO	D
HACST-OLSAV-S	Hackmann St	Olsen Ave	S	YES	D
HACST-OLSAV-W	Hackmann St	Olsen Ave	W	YES	D
HACST-WHIAV-E	Hackmann St	Whitehouse Ave	E	YES	D
HACST-WHIAV-N	Hackmann St	Whitehouse Ave	N	YES	D
HACST-WHIAV-W	Hackmann St	Whitehouse Ave	W	NO	D
HATST-PARAV-E	Hatch St	Park Ave	E	NO	D
HATST-PARAV-N	Hatch St	Park Ave	N	YES	D
HATST-PARAV-W	Hatch St	Park Ave	W	NO	D
HATST-PARMA-N	Hatch St	Park Place Manor	N	NO	D
HATST-PARMA-S	Hatch St	Park Place Manor	S	NO	D

ID	Road 1	Road 2	Orientation	Complete?	LOS Standard
HATST-PARMA-W	Hatch St	Park Place Manor	W	NO	D
HEALN-WHIWA-N	Heather Ln	Whitmore Way	N	NO	D
HEALN-WHIWA-S	Heather Ln	Whitmore Way	S	NO	D
HEALN-WHIWA-W	Heather Ln	Whitmore Way	W	YES	D
HINEX-HINRD-N	Hinkleman Ext	Hinkleman Rd	N	NO	D
HINEX-HINRD-S	Hinkleman Ext	Hinkleman Rd	S	NO	D
HINEX-HINRD-W	Hinkleman Ext	Hinkleman Rd	W	NO	D
HINRD-MUNRD-E	Hinkleman Rd	Mundy Loss Rd	E	NO	D
HINRD-MUNRD-S	Hinkleman Rd	Mundy Loss Rd	S	NO	D
HOVST-JEFAV-E	Hovey St	Jefferson Ave	E	YES	D
HOVST-JEFAV-N	Hovey St	Jefferson Ave	N	YES	D
HOVST-JEFAV-S	Hovey St	Jefferson Ave	S	YES	D
HOVST-JEFAV-W	Hovey St	Jefferson Ave	W	YES	D
HOVST-MAACT-S	Hovey St	Maas Ct	S	NO	D
HOVST-MAACT-W	Hovey St	Maas Ct	W	NO	D
JEFAV-MILST-E	Jefferson Ave	Mill St	E	NO	D
JEFAV-MILST-N	Jefferson Ave	Mill St	N	NO	D
JEFAV-MILST-S	Jefferson Ave	Mill St	S	YES	D
JEFAV-MILST-W	Jefferson Ave	Mill St	W	NO	D
JEFAV-NACST-E	Jefferson Ave	Naches St	E	YES	D
JEFAV-NACST-N	Jefferson Ave	Naches St	N	NO	D
JEFAV-NACST-S	Jefferson Ave	Naches St	S	NO	D
JEFAV-PARST-E	Jefferson Ave	Partlon St	E	NO	D
JEFAV-PARST-S	Jefferson Ave	Partlon St	S	YES	D
JEFAV-PARST-W	Jefferson Ave	Partlon St	W	NO	D
JEFAV-PEAST-NE	Jefferson Ave	Pearl St	NE	NO	D
JEFAV-PEAST-NW	Jefferson Ave	Pearl St	NW	NO	D
JEFAV-PEAST-SE	Jefferson Ave	Pearl St	SE	NO	D
JEFAV-PEAST-SW	Jefferson Ave	Pearl St	SW	YES	D
JEFAV-PERST-E	Jefferson Ave	Perkins St	E	NO	D
JEFAV-PERST-N	Jefferson Ave	Perkins St	N	NO	D
JEFAV-PERST-S	Jefferson Ave	Perkins St	S	YES	D
JEFAV-PERST-W	Jefferson Ave	Perkins St	W	NO	D
JEFAV-RIVAV-NE	Jefferson Ave	River Ave	NE	YES	D

ID	Road 1	Road 2	Orientation	Complete?	LOS Standard
JEFAV-RIVAV-NW	Jefferson Ave	River Ave	NW	YES	D
JEFAV-RIVAV-SE	Jefferson Ave	River Ave	SE	YES	D
JEFAV-RIVAV-SW	Jefferson Ave	River Ave	SW	YES	D
JEFAV-SERST-E	Jefferson Ave	Sergeant St	E	YES	D
JEFAV-SERST-N	Jefferson Ave	Sergeant St	N	YES	D
JEFAV-SERST-S	Jefferson Ave	Sergeant St	S	YES	D
JEFAV-SERST-W	Jefferson Ave	Sergeant St	W	YES	D
JEFAV-SPRST-E	Jefferson Ave	Spruce St	E	YES	D
JEFAV-SPRST-N	Jefferson Ave	Spruce St	N	NO	D
JEFAV-SPRST-S	Jefferson Ave	Spruce St	S	NO	D
JEFAV-SPRST-W	Jefferson Ave	Spruce St	W	YES	D
KLIRD-RYARD-E	Klink Rd	Ryan Rd	E	NO	D
KLIRD-RYARD-S	Klink Rd	Ryan Rd	S	NO	D
KLIRD-RYARD-W	Klink Rd	Ryan Rd	W	NO	D
KNOST-RAWAV-E	Knowles St	Rawson Ave	E	NO	D
KNOST-RAWAV-N	Knowles St	Rawson Ave	N	YES	D
KNOST-RAWAV-W	Knowles St	Rawson Ave	W	NO	D
LAPAV-SPIRD-X	Lapierre Ave	Spiketon Rd	X	NO	D
LAPAV-WESST-N	Lapierre Ave	Wesner St	N	NO	D
LEVRD-RYARD-X	Levesque Rd	Ryan Rd	X	NO	D
LIVST-TANAV-E	Livernash St	Tanner Ave	E	YES	D
LIVST-TANAV-N	Livernash St	Tanner Ave	N	YES	D
LIVST-TANAV-S	Livernash St	Tanner Ave	S	YES	D
LIVST-TANAV-W	Livernash St	Tanner Ave	W	YES	D
LUCAV-ROCST-N	Lucas Ave	Rochelle St	N	NO	D
LUCAV-ROCST-W	Lucas Ave	Rochelle St	W	YES	D
LUCAV-SPIRD-E	Lucas Ave	Spiketon Rd	E	YES	D
LUCAV-SPIRD-N	Lucas Ave	Spiketon Rd	N	NO	D
LUCAV-SPIRD-S	Lucas Ave	Spiketon Rd	S	NO	D
LUNST-N-SPACI-E	Lund St (N)	Spaulding Cir	E	YES	D
LUNST-N-SPACI-S	Lund St (N)	Spaulding Cir	S	YES	D
LUNST-N-SPACI-W	Lund St (N)	Spaulding Cir	W	YES	D
LUNST-S-SPACI-E	Lund St (S)	Spaulding Cir	E	YES	D

ID	Road 1	Road 2	Orientation	Complete?	LOS Standard
LUNST-S-SPACI-N	Lund St (S)	Spaulding Cir	N	YES	D
LUNST-S-SPACI-W	Lund St (S)	Spaulding Cir	W	YES	D
MAACT-SPRST-E	Maas Ct	Spruce St	E	YES	D
MAACT-SPRST-N	Maas Ct	Spruce St	N	NO	D
MAACT-SPRST-S	Maas Ct	Spruce St	S	NO	D
MAIST-MONST-E	Main St	Monte Vista St	E	NO	D
MAIST-MONST-S	Main St	Monte Vista St	S	YES	D
MAIST-MONST-W	Main St	Monte Vista St	W	NO	D
MAIST-NACST-E	Main St	Naches St	E	YES	D
MAIST-NACST-N	Main St	Naches St	N	NO	D
MAIST-NACST-S	Main St	Naches St	S	NO	D
MAIST-RAIST-E	Main St	Rainier St	E	NO	D
MAIST-RAIST-N	Main St	Rainier St	N	YES	D
MAIST-RAIST-S	Main St	Rainier St	S	YES	D
MAIST-RAIST-W	Main St	Rainier St	W	NO	D
MAIST-RIVAV-E	Main St	River Ave	E	YES	D
MAIST-RIVAV-NE	Main St	River Ave	NE	YES	D
MAIST-RIVAV-SW	Main St	River Ave	SW	YES	D
MAIST-RIVAV-W	Main St	River Ave	W	NO	D
MAIST-SPRST-N	Main St	Spruce St	N	NO	D
MAIST-SPRST-SE	Main St	Spruce St	SE	YES	D
MAIST-SPRST-W	Main St	Spruce St	W	NO	D
MASAV-MCNST-E	Mason Ave	McNeely St	E	NO	D
MASAV-MCNST-N	Mason Ave	McNeely St	N	NO	D
MASAV-MCNST-W	Mason Ave	McNeely St	W	NO	D
MASAV-NACST-E	Mason Ave	Naches St	E	YES	D
MASAV-NACST-N	Mason Ave	Naches St	N	YES	D
MASAV-NACST-S	Mason Ave	Naches St	S	YES	D
MASAV-NACST-W	Mason Ave	Naches St	W	YES	D
MASAV-PEAST-E	Mason Ave	Pearl St	E	NO	D
MASAV-PEAST-NE	Mason Ave	Pearl St	NE	NO	D
MASAV-PEAST-SW	Mason Ave	Pearl St	SW	YES	D
MASAV-PERST-E	Mason Ave	Perkins St	E	NO	D
MASAV-PERST-N	Mason Ave	Perkins St	N	NO	D

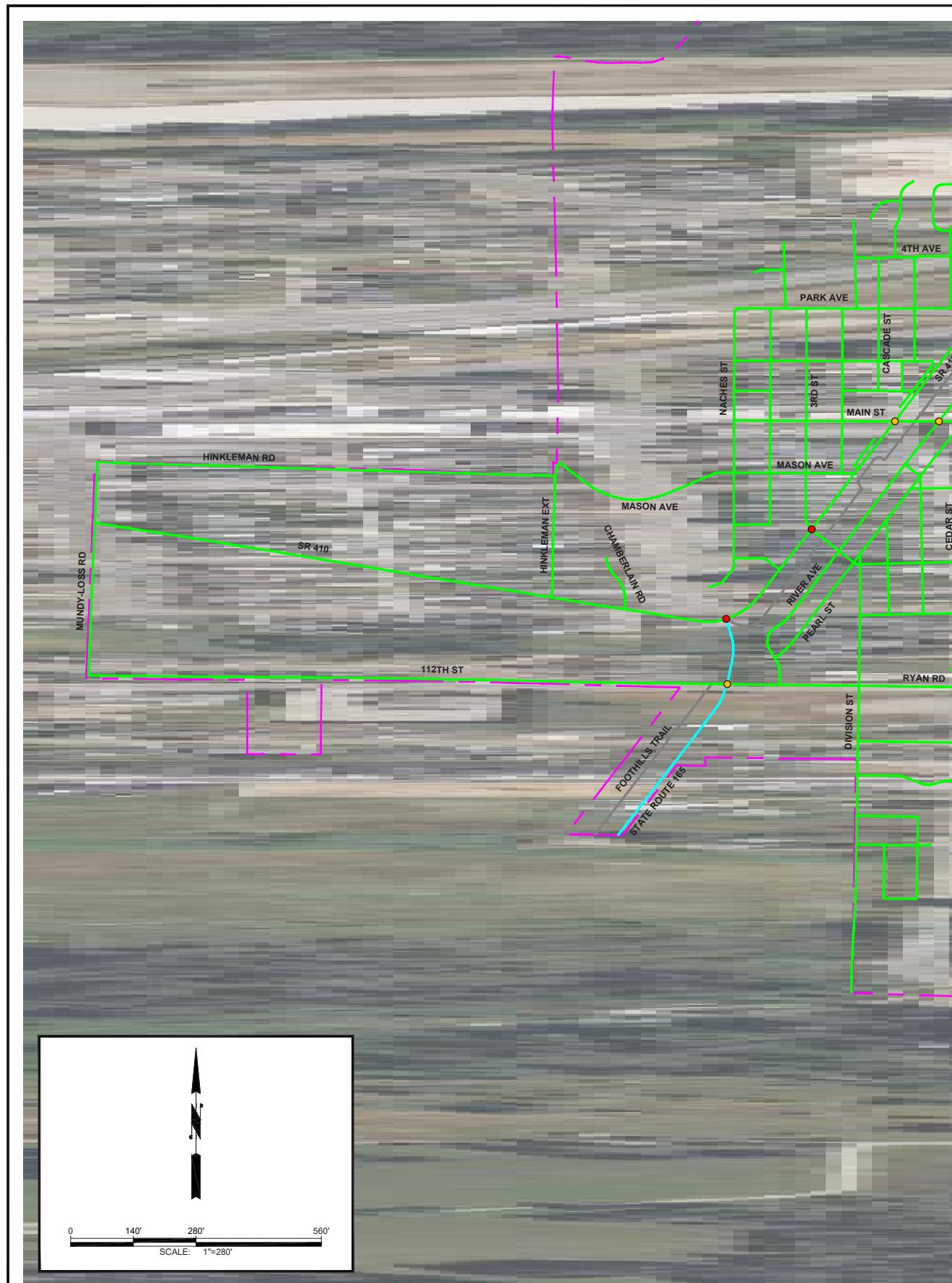
ID	Road 1	Road 2	Orientation	Complete?	LOS Standard
MASAV-PERST-S	Mason Ave	Perkins St	S	YES	D
MASAV-PERST-W	Mason Ave	Perkins St	W	NO	D
MASAV-RAIST-E	Mason Ave	Rainier St	E	YES	D
MASAV-RAIST-N	Mason Ave	Rainier St	N	NO	D
MASAV-RAIST-S	Mason Ave	Rainier St	S	YES	D
MASAV-RAIST-W	Mason Ave	Rainier St	W	NO	D
MASAV-SPRST-E	Mason Ave	Spruce St	E	NO	D
MASAV-SPRST-N	Mason Ave	Spruce St	N	NO	D
MASAV-SPRST-S	Mason Ave	Spruce St	S	NO	D
MASAV-SPRST-W	Mason Ave	Spruce St	W	NO	D
MCCAV-SPIRD-N	McCauley Ave	Spiketon Rd	N	NO	D
MCCAV-SPIRD-S	McCauley Ave	Spiketon Rd	S	NO	D
MCCAV-SPIRD-W	McCauley Ave	Spiketon Rd	W	YES	D
MELPL-SERST-E	Mellish Pl	Sergeant St	E	YES	D
MELPL-SERST-N	Mellish Pl	Sergeant St	N	NO	D
MELPL-SERST-S	Mellish Pl	Sergeant St	S	NO	D
MILST-PEAST-NE	Mill St	Pearl St	NE	NO	D
MILST-PEAST-S	Mill St	Pearl St	S	NO	D
MILST-PEAST-SW	Mill St	Pearl St	SW	NO	D
MOUCI-E-MDBLK-X	Mountain Cir	(Mid-block crossing E)	X	YES	D
MOUCI-W-MDBLK-X	Mountain Cir	(Mid-block crossing W)	X	YES	D
MOUCI-NORST-N	Mountain Cir	Norma St	N	NO	D
MOUCI-NORST-S	Mountain Cir	Norma St	S	NO	D
MOUCI-NORST-W	Mountain Cir	Norma St	W	YES	D
MOUAV-SPIRD-N	Mountain View Ave	Spiketon Rd	N	NO	D
MOUAV-SPIRD-S	Mountain View Ave	Spiketon Rd	S	YES	D
MOUAV-SPIRD-W	Mountain View Ave	Spiketon Rd	W	YES	D
NACST-PARAV-E	Naches St	Park Ave	E	NO	D
NACST-PARAV-S	Naches St	Park Ave	S	NO	D
NACST-WHEAV-E	Naches St	Wheeler Ave	E	YES	D
NACST-WHEAV-N	Naches St	Wheeler Ave	N	NO	D
NACST-WHEAV-S	Naches St	Wheeler Ave	S	NO	D
NANAV-SERST-N	Nanevicz Ave	Sergeant St	N	YES	D
NANAV-SERST-S	Nanevicz Ave	Sergeant St	S	NO	D

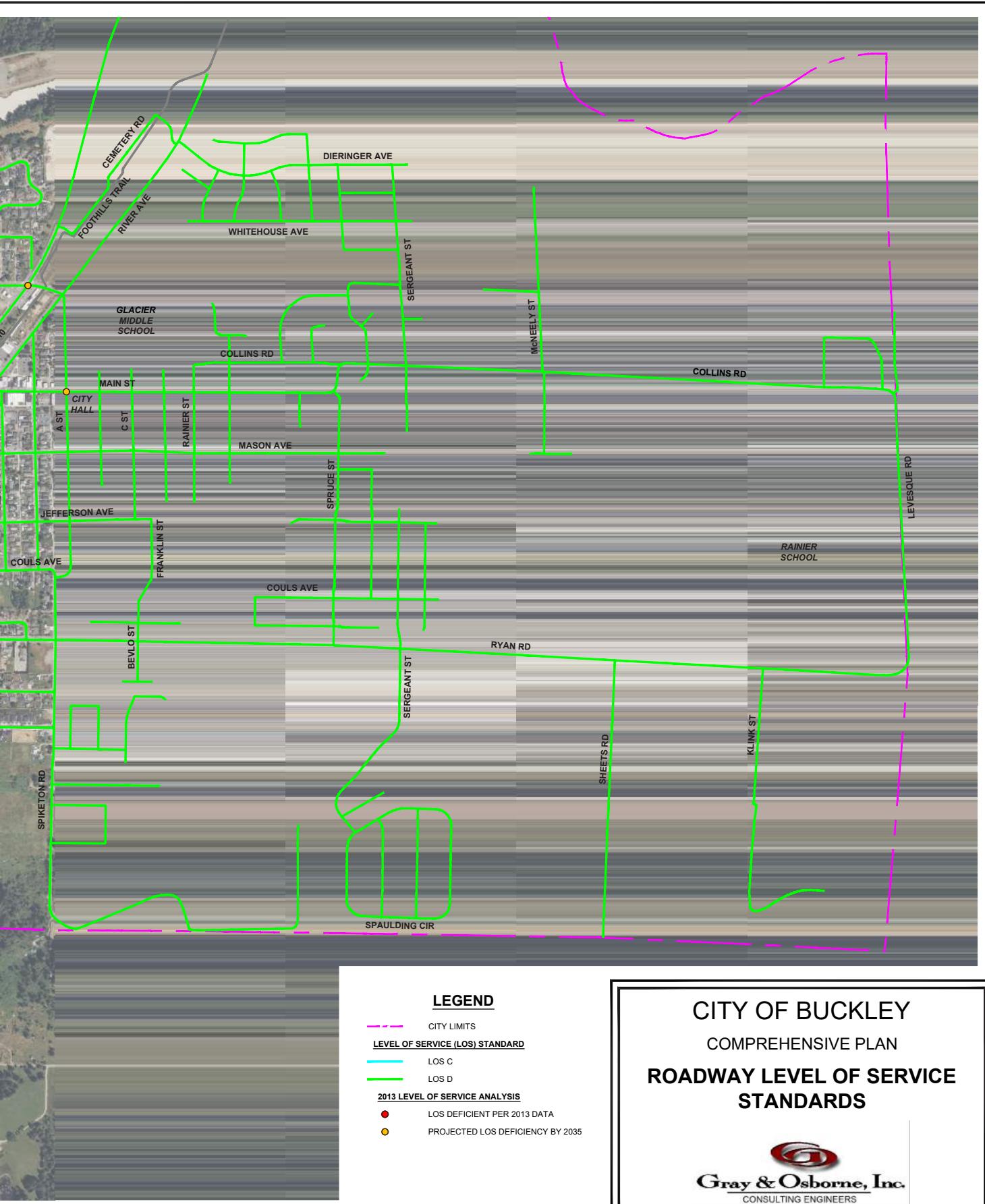
ID	Road 1	Road 2	Orientation	Complete?	LOS Standard
NANAV-SERST-W	Nanevicz Ave	Sergeant St	W	YES	D
NELST-VANAV-E	Nelson St	Van Sickle Ave	E	NO	D
NELST-VANAV-N	Nelson St	Van Sickle Ave	N	NO	D
NORST-PARAV-E	Norma St	Park Ave	E	NO	D
NORST-PARAV-N	Norma St	Park Ave	N	YES	D
NORST-PARAV-W	Norma St	Park Ave	W	NO	D
OLSAV-SORST-S	Olsen Ave	Sorensen St	S	NO	D
OLSAV-SORST-W	Olsen Ave	Sorensen St	W	NO	D
PACAV-SERST-N	Packard Ave	Sergeant St	N	NO	D
PACAV-SERST-S	Packard Ave	Sergeant St	S	NO	D
PACAV-SERST-W	Packard Ave	Sergeant St	W	YES	D
PAGST-RAWAV-E	Page St	Rawson Ave	E	NO	D
PAGST-RAWAV-N	Page St	Rawson Ave	N	YES	D
PAGST-RAWAV-W	Page St	Rawson Ave	W	NO	D
PARAV-MDBLK-X	Park Ave	(Mid-block crossing)	X	YES	D
PARAV-RIVAV-NE	Park Ave	River Ave	NE	YES	D
PARAV-RIVAV-NW	Park Ave	River Ave	NW	YES	D
PARAV-RIVAV-SE	Park Ave	River Ave	SE	YES	D
PARAV-RIVAV-SW	Park Ave	River Ave	SW	YES	D
PEAST-PERST-NE	Pearl St	Perkins St	NE	NO	D
PEAST-PERST-NW	Pearl St	Perkins St	NW	YES	D
PEAST-PERST-S	Pearl St	Perkins St	S	NO	D
PEAST-PERST-SW	Pearl St	Perkins St	SW	NO	D
PEAST-RIVAV-NE	Pearl St	River Ave	NE	YES	D
PEAST-RIVAV-NW	Pearl St	River Ave	NW	NO	D
PEAST-RIVAV-SE	Pearl St	River Ave	SE	NO	D
PERST-RIVAV-NE	Perkins St	River Ave	NE	NO	D
PERST-RIVAV-SE	Perkins St	River Ave	SE	YES	D
PERST-RIVAV-SW	Perkins St	River Ave	SW	NO	D
RAWAV-SPIRD-E	Rawson Ave	Spiketon Rd	E	YES	D
RAWAV-SPIRD-N	Rawson Ave	Spiketon Rd	N	NO	D
RAWAV-SPIRD-S	Rawson Ave	Spiketon Rd	S	NO	D
RIVAV-C-MDBLK-X	River Ave	(Mid-block crossing C)	X	YES	D
RIVAV-N-MDBLK-X	River Ave	(Mid-block crossing N)	X	YES	D

ID	Road 1	Road 2	Orientation	Complete?	LOS Standard
RIVAV-S-MDBLK-X	River Ave	(Mid-block crossing S)	X	YES	D
RIVAV-RYARD-E	River Ave	Ryan Rd	E	NO	D
RIVAV-RYARD-N	River Ave	Ryan Rd	N	YES	D
RIVAV-RYARD-W	River Ave	Ryan Rd	W	YES	D
RIVAV-WHIRD-E	River Ave	White River Park Rd	E	NO	D
RIVAV-WHIRD-NE	River Ave	White River Park Rd	NE	NO	D
RIVAV-WHIRD-SW	River Ave	White River Park Rd	SW	YES	D
ROCST-SAWAV-S	Rochelle St	Sawyer Ave	S	NO	D
ROCST-SAWAV-W	Rochelle St	Sawyer Ave	W	YES	D
ROSCST-ROSDR-N	Rosewood Ct	Rosewood Dr	N	NO	D
ROSCST-ROSDR-S	Rosewood Ct	Rosewood Dr	S	NO	D
ROSCST-ROSDR-W	Rosewood Ct	Rosewood Dr	W	NO	D
RYARD-SERST-E	Ryan Rd	Sergeant St	E	NO	D
RYARD-SERST-N	Ryan Rd	Sergeant St	N	YES	D
RYARD-SERST-S	Ryan Rd	Sergeant St	S	YES	D
RYARD-SERST-W	Ryan Rd	Sergeant St	W	YES	D
RYARD-SHEST-E	Ryan Rd	Sheets St	E	NO	D
RYARD-SHEST-S	Ryan Rd	Sheets St	S	NO	D
RYARD-SHEST-W	Ryan Rd	Sheets St	W	NO	D
RYARD-SPIRD-E	Ryan Rd	Spiketon Rd	E	YES	D
RYARD-SPIRD-N	Ryan Rd	Spiketon Rd	N	YES	D
RYARD-SPIRD-S	Ryan Rd	Spiketon Rd	S	YES	D
RYARD-SPRST-E	Ryan Rd	Spruce St	E	NO	D
RYARD-SPRST-N	Ryan Rd	Spruce St	N	YES	D
RYARD-SPRST-W	Ryan Rd	Spruce St	W	NO	D
SAWAV-SPIRD-E	Sawyer Ave	Spiketon Rd	E	YES	D
SAWAV-SPIRD-N	Sawyer Ave	Spiketon Rd	N	NO	D
SAWAV-SPIRD-S	Sawyer Ave	Spiketon Rd	S	NO	D
SERST-MDBLK-X	Sergeant St	(Mid-block crossing)	X	NO	D
SERST-SPACI-NE	Sergeant St	Spaulding Cir	NE	YES	D
SERST-SPACI-NW	Sergeant St	Spaulding Cir	NW	YES	D
SERST-SPACI-SW	Sergeant St	Spaulding Cir	SW	YES	D
SERST-WHIAV-E	Sergeant St	Whitehouse Ave	E	YES	D
SERST-WHIAV-N	Sergeant St	Whitehouse Ave	N	YES	D

ID	Road 1	Road 2	Orientation	Complete?	LOS Standard
SERST-WHIAV-S	Sergeant St	Whitehouse Ave	S	YES	D
SERST-WHIAV-W	Sergeant St	Whitehouse Ave	W	YES	D
SERST-WHIWA-N	Sergeant St	Whitmore Way	N	NO	D
SERST-WHIWA-S	Sergeant St	Whitmore Way	S	NO	D
SERST-WHIWA-W	Sergeant St	Whitmore Way	W	YES	D
SORST-WHIAV-E	Sorensen St	Whitehouse Ave	E	NO	D
SORST-WHIAV-N	Sorensen St	Whitehouse Ave	N	YES	D
SORST-WHIAV-W	Sorensen St	Whitehouse Ave	W	YES	D
SPIRD-TANAV-E	Spiketon Rd	Tanner Ave	E	NO	D
SPIRD-TANAV-N	Spiketon Rd	Tanner Ave	N	NO	D
SPIRD-TANAV-S	Spiketon Rd	Tanner Ave	S	NO	D
SPRST-VANAV-E	Spruce St	Van Sickle Ave	E	YES	D
SPRST-VANAV-N	Spruce St	Van Sickle Ave	N	YES	D
SPRST-VANAV-S	Spruce St	Van Sickle Ave	S	YES	D
SPRST-VANAV-W	Spruce St	Van Sickle Ave	W	YES	D
SR165-112ST-E	SR 165	112th St	E	YES	D
SR165-112ST-N	SR 165	112th St	N	YES	D
SR165-112ST-S	SR 165	112th St	S	YES	D
SR165-112ST-W	SR 165	112th St	W	YES	D
SR165-SR410-E	SR 165	SR 410	E	YES	D
SR165-SR410-N	SR 165	SR 410	N	YES	D
SR165-SR410-S	SR 165	SR 410	S	YES	D
SR165-SR410-W	SR 165	SR 410	W	YES	D
SR410-3RDST-NE	SR 410	3rd St	NE	NO	D
SR410-3RDST-NW	SR 410	3rd St	NW	NO	D
SR410-3RDST-SE	SR 410	3rd St	SE	NO	D
SR410-3RDST-SW	SR 410	3rd St	SW	NO	D
SR410-CEMRD-E	SR 410	Cemetery Rd	E	NO	D
SR410-CEMRD-N	SR 410	Cemetery Rd	N	NO	D
SR410-CEMRD-S	SR 410	Cemetery Rd	S	NO	D
SR410-CHARD-E	SR 410	Chamberlain Rd	E	NO	D
SR410-CHARD-N	SR 410	Chamberlain Rd	N	YES	D
SR410-CHARD-W	SR 410	Chamberlain Rd	W	NO	D
SR410-HINEX-E	SR 410	Hinkleman Ext	E	NO	D

ID	Road 1	Road 2	Orientation	Complete?	LOS Standard
SR410-HINEX-N	SR 410	Hinkleman Ext	N	YES	D
SR410-HINEX-W	SR 410	Hinkleman Ext	W	NO	D
SR410-JEFAV-NE	SR 410	Jefferson Ave	NE	NO	D
SR410-JEFAV-NW	SR 410	Jefferson Ave	NW	NO	D
SR410-JEFAV-SW	SR 410	Jefferson Ave	SW	NO	D
SR410-MAIST-E	SR 410	Main St	E	NO	D
SR410-MAIST-NE	SR 410	Main St	NE	YES	D
SR410-MAIST-SW	SR 410	Main St	SW	YES	D
SR410-MAIST-W	SR 410	Main St	W	YES	D
SR410-MASAV-NE	SR 410	Mason Ave	NE	YES	D
SR410-MASAV-SW	SR 410	Mason Ave	SW	NO	D
SR410-MASAV-W	SR 410	Mason Ave	W	YES	D
SR410-MUNRD-E	SR 410	Mundy Loss Rd	E	NO	D
SR410-MUNRD-N	SR 410	Mundy Loss Rd	N	NO	D
SR410-MUNRD-S	SR 410	Mundy Loss Rd	S	NO	D
SR410-PARAV-E	SR 410	Park Ave	E	NO	D
SR410-PARAV-NE	SR 410	Park Ave	NE	YES	D
SR410-PARAV-SW	SR 410	Park Ave	SW	NO	D
SR410-PARAV-W	SR 410	Park Ave	W	YES	D
TANAV-YORST-E	Tanner Ave	York St	E	NO	D
TANAV-YORST-S	Tanner Ave	York St	S	YES	D
TANAV-YORST-W	Tanner Ave	York St	W	YES	D
TRUST-WHIAV-E	Trullinger St	Whitehouse Ave	E	YES	D
TRUST-WHIAV-N	Trullinger St	Whitehouse Ave	N	YES	D
TRUST-WHIAV-W	Trullinger St	Whitehouse Ave	W	NO	D
VIEPL-WHIWA-NE	View Pl	Whitmore Way	NE	YES	D
VIEPL-WHIWA-NW	View Pl	Whitmore Way	NW	NO	D
VIEPL-WHIWA-SE	View Pl	Whitmore Way	SE	NO	D





Roadway Inventory

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard
112ST-01	112th St	1	Mundy Loss Rd	282nd St	1363.20	Minor Arterial	D
112ST-02	112th St	2	282nd Ave	SR 165	4342.54	Minor Arterial	D
2NDST-01	2nd St	1	Park Ave	Dundass Ave	468.13	Local Access	D
2NDST-02	2nd St	2	Dundass Ave	Balm Ave	268.09	Local Access	D
2NDST-03	2nd St	3	Balm Ave	Main St	267.22	Local Access	D
2NDST-04	2nd St	4	Main St	Mason Ave	466.30	Local Access	D
2NDST-05	2nd St	5	Mason Ave	Wheeler Ave	461.70	Local Access	D
3RDST-01	3rd St	1	Park Ave	Dundass Ave	469.19	Local Access	D
3RDST-02	3rd St	2	Dundass Ave	Main St	535.56	Local Access	D
3RDST-03	3rd St	3	Main St	Mason Ave	466.95	Local Access	D
3RDST-04	3rd St	4	Mason Ave	SR 410	508.84	Local Access	D
4THAV-01	4th Ave	1	Ammon St	Cascade St	214.02	Local Access	D
4THAV-02	4th Ave	2	Cascade St	Rosewood Dr	143.25	Local Access	D
4THAV-03	4th Ave	3	Rosewood Dr	Edith St	176.68	Local Access	D
4THAV-04	4th Ave	4	Edith St	Norma St	335.70	Local Access	D
4THAV-05	4th Ave	5	Norma St	Fulton St	314.49	Local Access	D
4THST-01	4th St	1	Park Ave	Dundass Ave	469.72	Local Access	D
4THST-02	4th St	2	Dundass Ave	Balm Ave	262.67	Local Access	D
4THST-03	4th St	3	Balm Ave	Main St	273.87	Local Access	D
4THST-04	4th St	4	Main St	Mason Ave	465.99	Local Access	D
ALFPL-01	Alfano Pl	1	(End of the road)	Trullinger St	318.22	Local Access	D
AMMST-01	Ammon St	1	(End of the road)	4th Ave	336.45	Local Access	D
AMMST-02	Ammon St	2	4th Ave	Park Ave	458.52	Local Access	D
ASHCT-01	Ashley Ct	1	(End of the road)	Ryan Rd	427.20	Local Access	D
ASTRE-01	A St	1	River Ave	Main St	937.83	Minor Arterial	D
ASTRE-02	A St	2	Main St	Mason Ave	577.60	Minor Arterial	D

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard
ASTRE-03	A St	3	Mason Ave	Jefferson Ave	659.47	Minor Arterial	D
ASTRE-04	A St	4	Jefferson Ave	Couls Ave	657.60	Minor Arterial	D
BALAV-01	Balm Ave	1	Naches St	2nd St	323.61	Local Access	D
BALAV-02	Balm Ave	2	4th St	Cascade St	322.10	Local Access	D
BALAV-03	Balm Ave	3	Cascade St	Ewing St	214.38	Local Access	D
BALAV-04	Balm Ave	4	Ewing St	Pioneer St	91.14	Local Access	D
BEVST-01	Bevlo St	1	Franklin St	Rose Pl	610.69	Collector	D
BEVST-02	Bevlo St	2	Rose Pl	Ryan Rd	176.12	Collector	D
BEVST-03	Bevlo St	3	Ryan Rd	Karen Ave	386.37	Local Access	D
BOYST-01	Boyle St	1	Dieringer Ave	Whitehouse Ave	500.37	Local Access	D
BROPL-01	Brown Pl	1	Davis St	(End of the road)	312.30	Local Access	D
BSTRE-01	B St	1	(Glacier Middle School)	Main St	197.10	Local Access	D
BSTRE-02	B St	2	Main St	Mason Ave	567.66	Local Access	D
BSTRE-03	B St	3	Mason Ave	(End of the road)	334.33	Local Access	D
CASST-01	Cascade St	1	4th Ave	Park Ave	451.17	Local Access	D
CASST-02	Cascade St	2	Park Ave	Dundass Ave	471.11	Local Access	D
CASST-03	Cascade St	3	Dundass Ave	Balm Ave	262.47	Local Access	D
CEDST-01	Cedar St	1	Main St	Pearl St	112.30	Minor Arterial	D
CEDST-02	Cedar St	2	Pearl St	Mason Ave	482.86	Minor Arterial	D
CEDST-03	Cedar St	3	Mason Ave	Jefferson Ave	660.02	Minor Arterial	D
CEDST-04	Cedar St	4	Jefferson Ave	Couls Ave	459.44	Minor Arterial	D
CHARD-01	Chamberlain Rd	1	(End of the road)	SR 410	509.99	Collector	D
CLAAV-01	Clark Ave	1	Division St	Livernash St	544.17	Local Access	D
COLCT-01	Collins Ct	1	Shay Rd	Collins Rd	473.80	Local Access	D
COLRD-01	Collins Rd	1	Rainier St	Elsa St	346.51	Local Access	D
COLRD-02	Collins Rd	2	Elsa St	Heather Ln	503.47	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard
COLRD-03	Collins Rd	3	Heather Ln	Shamrock Ct	298.95	Local Access	D
COLRD-04	Collins Rd	4	Shamrock Ct	Spruce St	272.61	Local Access	D
COLRD-05	Collins Rd	5	Spruce St	Whitmore Ct	261.06	Minor Arterial	D
COLRD-06	Collins Rd	6	Whitmore Ct	Sergeant St	366.55	Minor Arterial	D
COLRD-07	Collins Rd	7	Sergeant St	McNeely St	1306.17	Minor Arterial	D
COLRD-08	Collins Rd	8	McNeely St	Collins Ct	2691.41	Minor Arterial	D
COLRD-09	Collins Rd	9	Collins Ct	Shay Rd	559.48	Minor Arterial	D
COLRD-10	Collins Rd	10	Shay Rd	Levesque Rd	126.72	Minor Arterial	D
COTST-01	Cottage St	1	River Ave	Main St	564.70	Local Access	D
COTST-02	Cottage St	2	Main St	Mason Ave	584.26	Local Access	D
COTST-03	Cottage St	3	Mason Ave	Jefferson Ave	658.78	Local Access	D
COTST-04	Cottage St	4	Jefferson Ave	Couls Ave	459.69	Local Access	D
COUAV-01	Couls Ave	1	Division St	Mill St	260.24	Minor Arterial	D
COUAV-02	Couls Ave	2	Mill St	Rich Ct	123.66	Minor Arterial	D
COUAV-03	Couls Ave	3	Rich Ct	Perkins St	181.17	Minor Arterial	D
COUAV-04	Couls Ave	4	Perkins St	Cedar St	313.37	Minor Arterial	D
COUAV-05	Couls Ave	5	Cedar St	Cottage St	310.15	Minor Arterial	D
COUAV-06	Couls Ave	6	Cottage St	A St	233.10	Minor Arterial	D
COUAV-07	Couls Ave	7	Nelson St	Spruce St	747.77	Local Access	D
COUAV-08	Couls Ave	8	Spruce St	Hovey St	358.26	Local Access	D
COUAV-09	Couls Ave	9	Hovey St	Sergeant St	257.29	Local Access	D
COUAV-10	Couls Ave	10	Sergeant St	Partlon St	258.35	Local Access	D
COUAV-11	Couls Ave	11	Partlon St	(End of the road)	132.17	Local Access	D
CSTRE-01	C St	1	(Glacier Middle School)	Main St	225.02	Local Access	D
CSTRE-02	C St	2	Main St	Mason Ave	558.90	Local Access	D
CSTRE-03	C St	3	Mason Ave	Jefferson Ave	658.14	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard
DAVPL-01	Davis Pl	1	Sergeant St	(End of the road)	465.31	Local Access	D
DAVST-01	Davis St	1	Brown Pl	Rawson Ave	520.24	Local Access	D
DAVST-02	Davis St	2	Rawson Ave	(End of the road)	121.09	Local Access	D
DIEAV-01	Dieringer Ave	1	River Ave	Trullinger St	469.85	Collector	D
DIEAV-02	Dieringer Ave	2	Trullinger St	Hackmann St	243.23	Collector	D
DIEAV-03	Dieringer Ave	3	Hackmann St	Boyle St	262.77	Collector	D
DIEAV-04	Dieringer Ave	4	Boyle St	Sorensen St	371.62	Collector	D
DIEAV-05	Dieringer Ave	5	Sorensen St	Foster St	278.24	Collector	D
DIEAV-06	Dieringer Ave	6	Foster St	Sergeant St	521.25	Collector	D
DIEAV-07	Dieringer Ave	7	Sergeant St	(End of the road)	148.61	Collector	D
DIVST-01	Division St	1	Pearl St	Jefferson Ave	89.09	Collector	D
DIVST-02	Division St	2	Jefferson Ave	Couls Ave	458.74	Collector	D
DIVST-03	Division St	3	Couls Ave	Ryan Rd	627.20	Collector	D
DIVST-04	Division St	4	Ryan Rd	Mountain View Ave	495.17	Collector	D
DIVST-05	Division St	5	Mountain View Ave	McCauley Ave	304.23	Collector	D
DIVST-06	Division St	6	McCauley Ave	Clark Ave	361.25	Collector	D
DIVST-07	Division St	7	Clark Ave	Tanner Ave	257.84	Collector	D
DIVST-08	Division St	8	Tanner Ave	(End of the road)	1327.24	Collector	D
DOUAV-01	Doud Ave	1	Knowles St	Page St	266.03	Local Access	D
DSTRE-01	D St	1	(Glacier Middle School)	Main St	213.44	Local Access	D
DSTRE-02	D St	2	Main St	Mason Ave	569.45	Local Access	D
DSTRE-03	D St	3	Mason Ave	(End of the road)	476.63	Local Access	D
DUNAV-01	Dundass Ave	1	Naches St	2nd St	323.50	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard
DUNAV-02	Dundass Ave	2	2nd St	3rd St	321.39	Local Access	D
DUNAV-03	Dundass Ave	3	3rd St	4th St	320.71	Local Access	D
DUNAV-04	Dundass Ave	4	4th St	Cascade St	322.52	Local Access	D
DUNAV-05	Dundass Ave	5	Cascade St	Ewing St	212.42	Local Access	D
DUNAV-06	Dundass Ave	6	Ewing St	Edith St	109.93	Local Access	D
DUNAV-07	Dundass Ave	7	Edith St	Pioneer St	163.55	Local Access	D
EDIST-01	Edith St	1	4th Ave	Park Ave	452.43	Local Access	D
EDIST-02	Edith St	2	Park Ave	Dundass Ave	472.02	Local Access	D
ELSST-01	Elsa St	1	Hamilton Pl	Collins Rd	264.20	Local Access	D
ELSST-02	Elsa St	2	Collins Rd	Main St	284.86	Local Access	D
ELSST-03	Elsa St	3	Main St	Mason Ave	580.50	Local Access	D
ELSST-04	Elsa St	4	Mason Ave	(End of the road)	289.51	Local Access	D
EWIST-01	Ewing St	1	Dundass Ave	Balm Ave	264.93	Local Access	D
FIEPL-01	Fieldcrest Pl	1	(End of the road)	McNeely St	534.81	Local Access	D
FOSST-01	Foster St	1	Dieringer Ave	Nanevicz Ave	269.93	Local Access	D
FOSST-02	Foster St	2	Nanevicz Ave	Whitehouse Ave	269.89	Local Access	D
FOSST-03	Foster St	3	Whitehouse Ave	Packard Ave	275.72	Local Access	D
FRAAV-01	Franci Ave	1	York St	Livernash St	295.40	Local Access	D
FRAST-01	Franklin St	1	Jefferson Ave	Bevlo St	412.92	Collector	D
FULST-01	Fulton St	1	4th Ave	(End of the road)	300.92	Local Access	D
GARST-01	Garnero St	1	Spaulding Cir	Spaulding Cir	954.18	Local Access	D
GRAWA-01	Gravity Way	1	Klink St	(End of the road)	1728.82	Local Access	D
HACST-01	Hackmann St	1	Olsen Ave	Dieringer Ave	306.32	Local Access	D
HACST-02	Hackmann St	2	Dieringer Ave	Whitehouse Ave	454.29	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard
HAMCT-01	Hamilton Ct	1	(End of the road)	Elsa St	399.27	Local Access	D
HAMPL-01	Hamilton Pl	1	Elsa St	(End of the road)	173.57	Local Access	D
HATST-01	Hatch St	1	(End of the road)	Park Place Manor	245.04	Local Access	D
HATST-02	Hatch St	2	Park Place Manor	Park Ave	345.17	Local Access	D
HEALN-01	Heather Ln	1	Whitmore Way	Collins Rd	1164.22	Local Access	D
HINEX-01	Hinkleman Ext	1	Mason Ave	Hinkleman Rd	119.54	Collector	D
HINEX-02	Hinkleman Ext	2	Hinkleman Rd	SR 410	1093.80	Collector	D
HINRD-01	Hinkleman Rd	1	Mundy Loss Rd	Hinkleman Ext	4090.54	Collector	D
HOVST-01	Hovey St	1	Maas Ct	Jefferson Ave	503.12	Local Access	D
HOVST-02	Hovey St	2	Jefferson Ave	Couls Ave	731.86	Local Access	D
JEFAV-01	Jefferson Ave	1	Naches St	SR 410	449.20	Local Access	D
JEFAV-02	Jefferson Ave	2	SR 410	Foothills Trail	131.29	Minor Arterial	D
JEFAV-03	Jefferson Ave	3	Foothills Trail	River Ave	179.62	Minor Arterial	D
JEFAV-04	Jefferson Ave	4	River Ave	Pearl St	167.35	Minor Arterial	D
JEFAV-05	Jefferson Ave	5	Pearl St	Division St	54.38	Minor Arterial	D
JEFAV-06	Jefferson Ave	6	Division St	Mill St	245.24	Minor Arterial	D
JEFAV-07	Jefferson Ave	7	Mill St	Perkins St	307.98	Minor Arterial	D
JEFAV-08	Jefferson Ave	8	Perkins St	Cedar St	312.18	Minor Arterial	D
JEFAV-09	Jefferson Ave	9	Cedar St	Cottage St	307.72	Minor Arterial	D
JEFAV-10	Jefferson Ave	10	Cottage St	A St	312.54	Minor Arterial	D
JEFAV-11	Jefferson Ave	11	A St	C St	624.41	Collector	D
JEFAV-12	Jefferson Ave	12	C St	Franklin St	156.74	Collector	D
JEFAV-13	Jefferson Ave	13	(End of the road)	Spruce St	440.34	Local Access	D
JEFAV-14	Jefferson Ave	14	Spruce St	Hovey St	352.63	Local Access	D
JEFAV-15	Jefferson Ave	15	Hovey St	Sergeant St	257.12	Local Access	D
JEFAV-16	Jefferson Ave	16	Sergeant St	Partlon St	254.66	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard
JEFAV-17	Jefferson Ave	17	Partlon St	(End of the road)	108.61	Local Access	D
KARAV-01	Karen Ave	1	(End of the road)	Bevlo St	145.18	Local Access	D
KARAV-02	Karen Ave	2	Bevlo St	(End of the road)	142.32	Local Access	D
KLIST-01	Klink St	1	Ryan Rd	Gravity Way	1312.30	Collector	D
KNOST-01	Knowles St	1	Doud Ave	Rawson Ave	410.81	Local Access	D
LAPAV-01	LaPierre Ave	1	Spiketon Rd	Wesner St	1013.95	Local Access	D
LEVRD-01	Levesque Rd	1	(End of the road)	Collins Rd	805.87	Local Access	D
LEVRD-02	Levesque Rd	2	Collins Rd	2nd Ave	1468.63	Minor Arterial	D
LEVRD-03	Levesque Rd	3	2nd Ave	3rd Ave	444.37	Minor Arterial	D
LEVRD-04	Levesque Rd	4	3rd Ave	Ryan Rd	846.71	Minor Arterial	D
LIVST-01	Livernash St	1	Clark Ave	Tanner Ave	258.38	Local Access	D
LIVST-02	Livernash St	2	Tanner Ave	Franci Ave	477.09	Local Access	D
LUCAV-01	Lucas Ave	1	Spiketon Rd	Rochelle St	520.50	Local Access	D
LUNST-01	Lund St	1	Spaulding Cir	Spaulding Cir	1046.03	Local Access	D
MAACT-01	Maas Ct	1	Spruce St	Hovey St	321.64	Local Access	D
MAIST-01	Main St	1	Naches St	2nd St	321.59	Minor Arterial	D
MAIST-02	Main St	2	2nd St	3rd St	323.23	Minor Arterial	D
MAIST-03	Main St	3	3rd St	4th St	320.98	Minor Arterial	D
MAIST-04	Main St	4	4th St	SR 410	470.68	Minor Arterial	D
MAIST-05	Main St	5	SR 410	Foothills Trail	179.37	Minor Arterial	D
MAIST-06	Main St	6	Foothills Trail	River Ave	213.86	Minor Arterial	D
MAIST-07	Main St	7	River Ave	Cedar St	132.57	Minor Arterial	D
MAIST-08	Main St	8	Cedar St	Cottage St	313.77	Minor Arterial	D
MAIST-09	Main St	9	Cottage St	A St	305.27	Minor Arterial	D
MAIST-10	Main St	10	A St	B St	318.13	Minor Arterial	D
MAIST-11	Main St	11	B St	C St	308.39	Minor Arterial	D
MAIST-12	Main St	12	C St	D St	306.65	Minor Arterial	D

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard
MAIST-13	Main St	13	D St	Rainier St	287.47	Minor Arterial	D
MAIST-14	Main St	14	Rainier St	Elsa St	336.51	Minor Arterial	D
MAIST-15	Main St	15	Elsa St	Monte Vista St	673.55	Minor Arterial	D
MAIST-16	Main St	16	Monte Vista St	Spruce St	321.31	Minor Arterial	D
MASAV-01	Mason Ave	1	Hinkleman Ext	Naches St	1693.53	Minor Arterial	D
MASAV-02	Mason Ave	2	Naches St	2nd St	321.63	Minor Arterial	D
MASAV-03	Mason Ave	3	2nd St	3rd St	321.15	Minor Arterial	D
MASAV-04	Mason Ave	4	3rd St	4th St	321.35	Minor Arterial	D
MASAV-05	Mason Ave	5	4th St	SR 410	111.91	Minor Arterial	D
MASAV-06	Mason Ave	6	Pearl St	Perkins St	86.65	Collector	D
MASAV-07	Mason Ave	7	Perkins St	Cedar St	310.71	Collector	D
MASAV-08	Mason Ave	8	Cedar St	Cottage St	308.92	Collector	D
MASAV-09	Mason Ave	9	Cottage St	A St	311.01	Collector	D
MASAV-10	Mason Ave	10	A St	B St	313.95	Collector	D
MASAV-11	Mason Ave	11	B St	C St	312.67	Collector	D
MASAV-12	Mason Ave	12	C St	D St	307.39	Collector	D
MASAV-13	Mason Ave	13	D St	Rainier St	274.63	Collector	D
MASAV-14	Mason Ave	14	Rainier St	Elsa St	338.08	Collector	D
MASAV-15	Mason Ave	15	Elsa St	Spruce St	1025.79	Collector	D
MASAV-16	Mason Ave	16	(End of the road)	McNeely St	133.79	Local Access	D
MASAV-17	Mason Ave	17	McNeely St	(End of the road)	260.57	Local Access	D
MCCAV-01	McCauley Ave	1	Division St	Spiketon Rd	1378.21	Local Access	D
MCNST-01	McNeely St	1	(End of the road)	Fieldcrest Pl	1006.38	Collector	D
MCNST-02	McNeely St	2	Fieldcrest Pl	Collins Rd	756.76	Collector	D
MCNST-03	McNeely St	3	Collins Rd	Mason Ave	797.16	Collector	D
MELPL-01	Mellish Pl	1	Sergeant St	(End of the road)	180.54	Local Access	D
MILST-01	Mill St	1	Pearl St	Jefferson Ave	393.01	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard
MILST-02	Mill St	2	Jefferson Ave	Couls Ave	456.49	Local Access	D
MONST-01	Monte Vista St	1	Main St	(End of the road)	328.69	Local Access	D
MOUAV-01	Mountain View A	1	Division St	Spiketon Rd	1363.61	Local Access	D
MOUCI-01	Mountain Cir	1	Norma St	(Mid-block crossing)	429.49	Local Access	D
MOUCI-02	Mountain Cir	2	(Mid-block crossing)	(Mid-block crossing)	478.96	Local Access	D
MOUCI-03	Mountain Cir	3	(Mid-block crossing)	Norma St	896.90	Local Access	D
MUNRD-01	Mundy Loss Rd	1	Hinkleman Rd	SR 410	544.24	Minor Arterial	D
MUNRD-02	Mundy Loss Rd	2	SR 410	112th St	1363.78	Minor Arterial	D
NACST-01	Naches St	1	Park Ave	Dundass Ave	465.07	Minor Arterial	D
NACST-02	Naches St	2	Dundass Ave	Balm Ave	267.99	Minor Arterial	D
NACST-03	Naches St	3	Balm Ave	Main St	265.28	Minor Arterial	D
NACST-04	Naches St	4	Main St	Mason Ave	466.47	Minor Arterial	D
NACST-05	Naches St	5	Mason Ave	Wheeler Ave	464.22	Local Access	D
NACST-06	Naches St	6	Wheeler Ave	Jefferson Ave	299.86	Local Access	D
NACST-07	Naches St	7	Jefferson Ave	(End of the road)	392.62	Local Access	D
NANAV-01	Nanevicz Ave	1	Foster St	Sergeant St	520.35	Local Access	D
NELST-01	Nelson St	1	Couls Ave	Van Sickle Ave	269.78	Local Access	D
NORST-01	Norma St	1	Mountain Cir	4th Ave	226.16	Local Access	D
NORST-02	Norma St	2	4th Ave	Park Ave	467.56	Local Access	D
OLSAV-01	Olsen Ave	1	(End of the road)	Hackmann St	298.26	Local Access	D
OLSAV-02	Olsen Ave	2	Hackmann St	Sorensen St	610.83	Local Access	D
PACAV-01	Packard Ave	1	Foster St	Sergeant St	519.16	Local Access	D
PAGST-01	Page St	1	Doud Ave	Rawson Ave	412.02	Local Access	D
PARAV-01	Park Ave	1	Naches St	2nd St	294.37	Minor Arterial	D

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard
PARAV-02	Park Ave	2	2nd St	Hatch St	135.07	Minor Arterial	D
PARAV-03	Park Ave	3	Hatch St	3rd St	188.49	Minor Arterial	D
PARAV-04	Park Ave	4	3rd St	4th St	319.40	Minor Arterial	D
PARAV-05	Park Ave	5	4th St	Ammon St	126.64	Minor Arterial	D
PARAV-06	Park Ave	6	Ammon St	Cascade St	197.13	Minor Arterial	D
PARAV-07	Park Ave	7	Cascade St	Edith St	320.34	Minor Arterial	D
PARAV-08	Park Ave	8	Edith St	Norma St	325.62	Minor Arterial	D
PARAV-09	Park Ave	9	Norma St	SR 410	275.66	Minor Arterial	D
PARAV-10	Park Ave	10	SR 410	(Mid-block crossing)	167.61	Minor Arterial	D
PARAV-11	Park Ave	11	(Mid-block crossing)	River Ave	183.27	Minor Arterial	D
PARMA-01	Park Place Manor	1	(End of the road)	Hatch St	281.19	Local Access	D
PARST-01	Partlon St	1	Jefferson Ave	Couls Ave	728.74	Local Access	D
PARST-02	Partlon St	2	Couls Ave	(End of the road)	303.22	Local Access	D
PEAST-01	Pearl St	1	River Ave	Jefferson Ave	1105.90	Local Access	D
PEAST-02	Pearl St	2	Jefferson Ave	Division St	92.99	Local Access	D
PEAST-03	Pearl St	3	Division St	Mill St	391.81	Local Access	D
PEAST-04	Pearl St	4	Mill St	Mason Ave	350.91	Local Access	D
PEAST-05	Pearl St	5	Mason Ave	Perkins St	138.73	Local Access	D
PEAST-06	Pearl St	6	Perkins St	Cedar St	480.98	Local Access	D
PERST-01	Perkins St	1	River Ave	Pearl St	170.45	Local Access	D
PERST-02	Perkins St	2	Pearl St	Mason Ave	108.95	Local Access	D
PERST-03	Perkins St	3	Mason Ave	Jefferson Ave	664.99	Local Access	D
PERST-04	Perkins St	4	Jefferson Ave	Couls Ave	457.58	Local Access	D
PIOST-01	Pioneer St	1	SR 410	(End of the road)	484.15	Local Access	D
PIOST-03	Pioneer St	3	(End of the road)	Balm Ave	186.13	Local Access	D

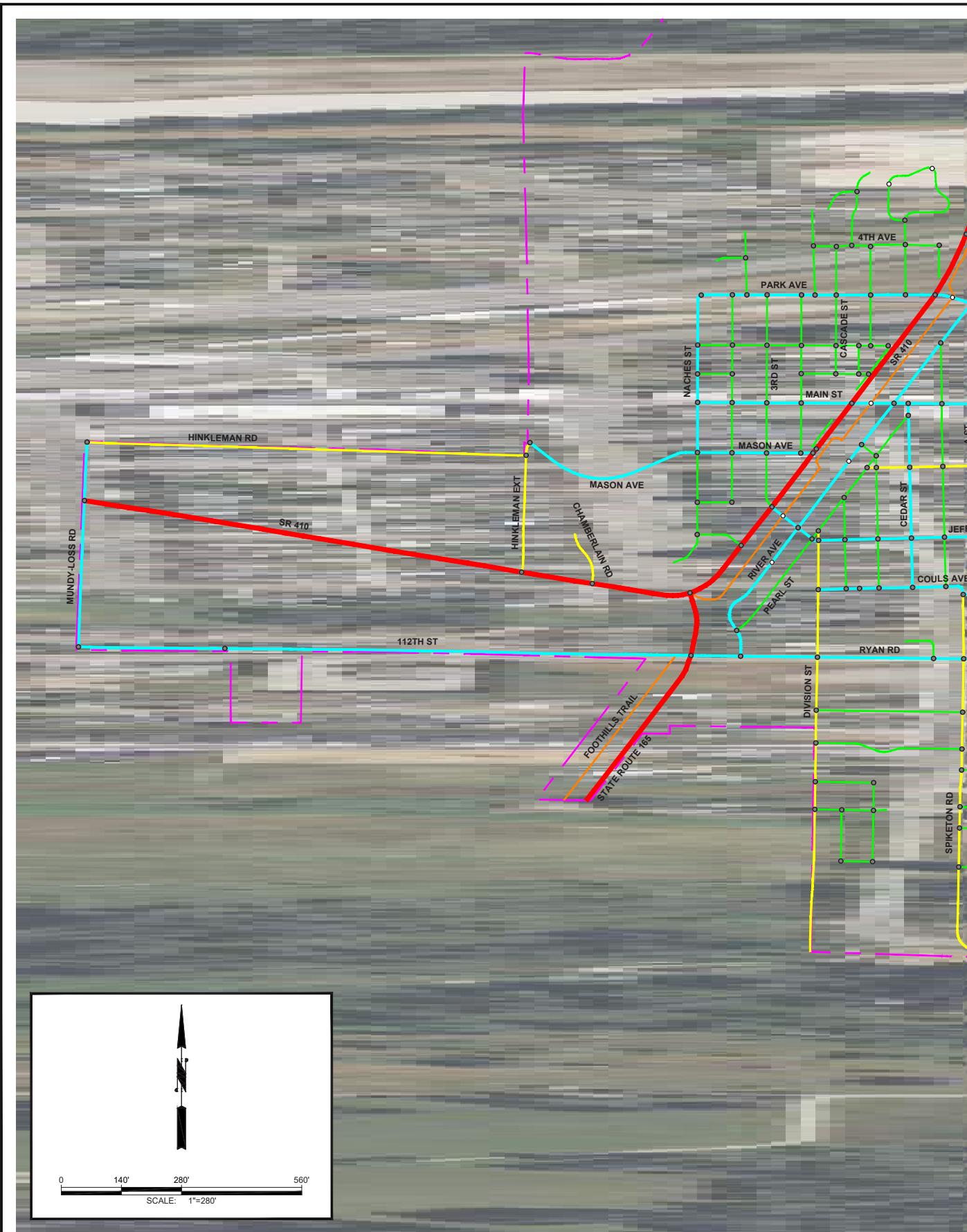
ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard
PIOST-04	Pioneer St	4	Balm Ave	Dundass Ave	325.23	Local Access	D
RAIST-01	Rainier St	1	Collins Rd	Main St	255.38	Local Access	D
RAIST-02	Rainier St	2	Main St	Mason Ave	581.71	Local Access	D
RAIST-03	Rainier St	3	Mason Ave	(End of the road)	468.70	Local Access	D
RAWAV-01	Rawson Ave	1	Spiketon Rd	Knowles St	157.79	Local Access	D
RAWAV-02	Rawson Ave	2	Knowles St	Page St	266.75	Local Access	D
RAWAV-03	Rawson Ave	3	Page St	Davis St	264.61	Local Access	D
RIVAV-01	River Ave	1	Ryan Rd	Pearl St	255.50	Minor Arterial	D
RIVAV-02	River Ave	2	Pearl St	(Mid-block crossing)	820.85	Minor Arterial	D
RIVAV-03	River Ave	3	(Mid-block crossing)	Jefferson Ave	404.17	Minor Arterial	D
RIVAV-04	River Ave	4	Jefferson Ave	(Mid-block crossing)	778.48	Minor Arterial	D
RIVAV-05	River Ave	5	(Mid-block crossing)	Perkins St	195.37	Minor Arterial	D
RIVAV-06	River Ave	6	Perkins St	Main St	489.32	Minor Arterial	D
RIVAV-07	River Ave	7	Main St	Cottage St	709.89	Minor Arterial	D
RIVAV-08	River Ave	8	Cottage St	Park Ave	461.14	Minor Arterial	D
RIVAV-09	River Ave	9	Park Ave	Bus Loop Rd	252.37	Collector	D
RIVAV-10	River Ave	10	Bus Loop Rd	White River Park Rd	410.07	Collector	D
RIVAV-11	River Ave	11	White River Park Rd	(Mid-block crossing)	790.57	Collector	D
RIVAV-12	River Ave	12	(Mid-block crossing)	Dieringer Ave	381.90	Collector	D
RIVAV-13	River Ave	13	Dieringer Ave	(End of the road)	698.80	Local Access	D
ROCST-01	Rochelle St	1	Sawyer Ave	Lucas Ave	362.38	Local Access	D
ROSCT-01	Rosewood Ct	1	(End of the road)	Rosewood Dr	365.08	Local Access	D

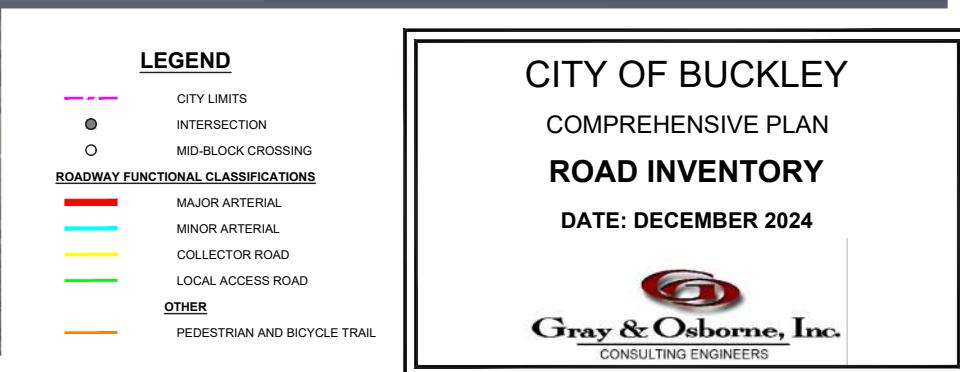
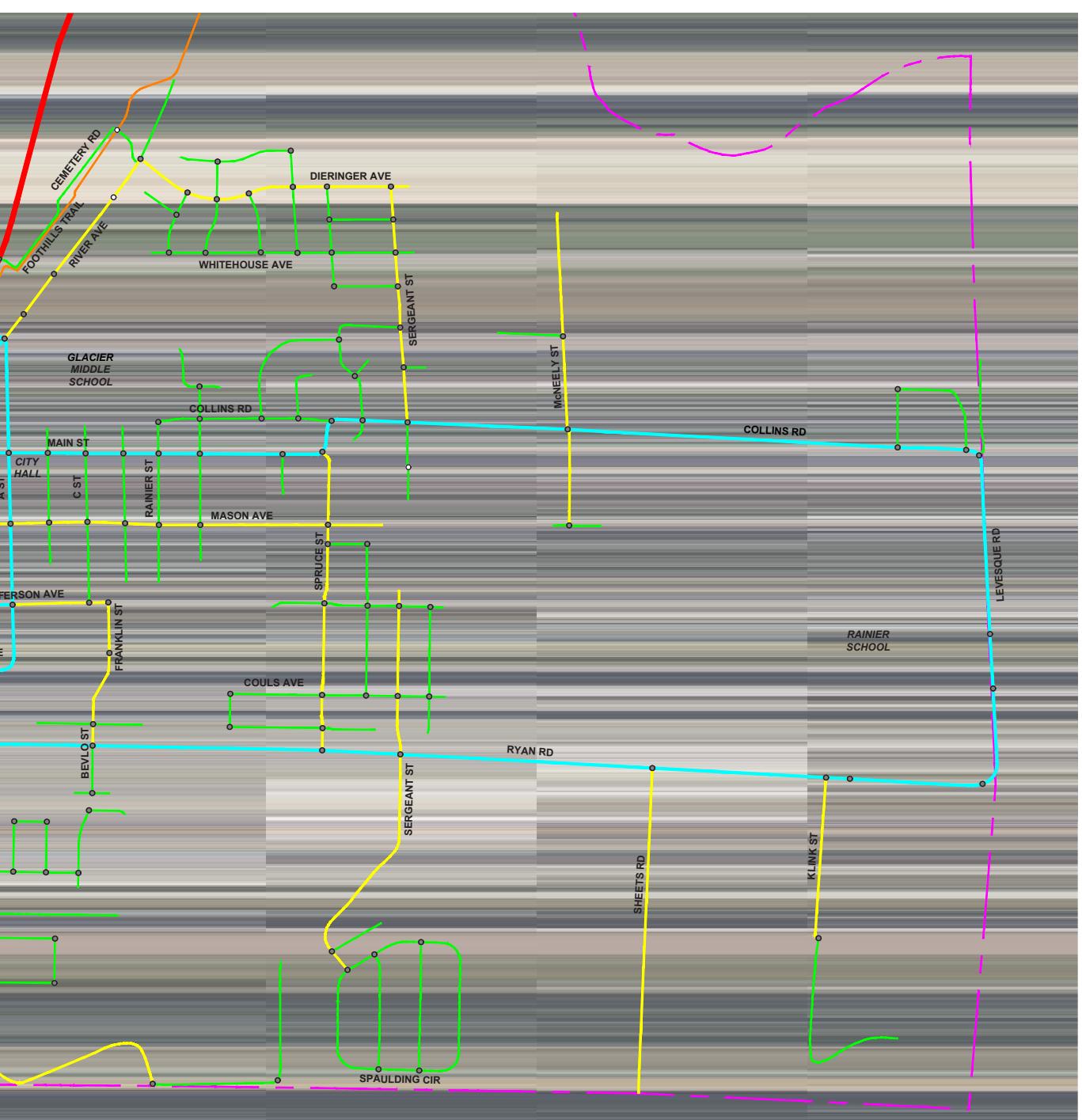
ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard
ROSDR-01	Rosewood Dr	1	(End of the road)	Rosewood Ct	219.79	Local Access	D
ROSDR-02	Rosewood Dr	2	Rosewood Ct	4th Ave	509.20	Local Access	D
ROSPL-01	Rose Pl	1	(End of the road)	Bevlo St	456.55	Local Access	D
ROSPL-02	Rose Pl	2	Bevlo St	(End of the road)	402.69	Local Access	D
RYARD-01	Ryan Rd	1	SR 165	River Ave	462.48	Minor Arterial	D
RYARD-02	Ryan Rd	2	River Ave	Division St	716.41	Minor Arterial	D
RYARD-03	Ryan Rd	3	Division St	Ashley Ct	1081.48	Minor Arterial	D
RYARD-04	Ryan Rd	4	Ashley Ct	Spiketon Rd	280.39	Minor Arterial	D
RYARD-05	Ryan Rd	5	Spiketon Rd	Bevlo St	785.24	Minor Arterial	D
RYARD-06	Ryan Rd	6	Bevlo St	Spruce St	1871.48	Minor Arterial	D
RYARD-07	Ryan Rd	7	Spruce St	Sergeant St	637.07	Minor Arterial	D
RYARD-08	Ryan Rd	8	Sergeant St	Sheets St	2056.50	Minor Arterial	D
RYARD-09	Ryan Rd	9	Sheets St	Klink Rd	1417.07	Minor Arterial	D
RYARD-10	Ryan Rd	10	Klink Rd	Chinook Dr	194.83	Minor Arterial	D
RYARD-11	Ryan Rd	11	Chinook Dr	Levesque Rd	1078.88	Minor Arterial	D
SAWAV-01	Sawyer Ave	1	Spiketon Rd	Rochelle St	517.99	Local Access	D
SERST-01	Sergeant St	1	Dieringer Ave	Nanevicz Ave	269.43	Collector	D
SERST-02	Sergeant St	2	Nanevicz Ave	Whitehouse Ave	269.99	Collector	D
SERST-03	Sergeant St	3	Whitehouse Ave	Packard Ave	275.70	Collector	D
SERST-04	Sergeant St	4	Packard Ave	Whitmore Wy	336.84	Collector	D
SERST-05	Sergeant St	5	Whitmore Wy	Mellish Pl	325.96	Collector	D
SERST-06	Sergeant St	6	Mellish Pl	Collins Rd	448.16	Collector	D
SERST-07	Sergeant St	7	Collins Rd	(Mid-block crossing)	363.14	Local Access	D
SERST-08	Sergeant St	8	(Mid-block crossing)	(End of the road)	264.00	Local Access	D
SERST-09	Sergeant St	9	(End of the road)	Jefferson Ave	128.59	Collector	D

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard
SERST-10	Sergeant St	10	Jefferson Ave	Couls Ave	733.64	Collector	D
SERST-11	Sergeant St	11	Couls Ave	Ryan Rd	478.39	Collector	D
SERST-12	Sergeant St	12	Ryan Rd	Davis Pl	1833.22	Collector	D
SERST-13	Sergeant St	13	Davis Pl	Spaulding Cir	196.71	Collector	D
SHACT-01	Shamrock Ct	1	(End of the road)	Collins Rd	432.09	Local Access	D
SHARD-01	Shay Rd	1	Collins Ct	Collins Rd	966.43	Local Access	D
SHERD-01	Sheets Rd	1	Ryan Rd	(End of the road)	2652.43	Collector	D
SORST-01	Sorensen St	1	Olsen Ave	Dieringer Ave	295.13	Local Access	D
SORST-02	Sorensen St	2	Dieringer Ave	Whitehouse Ave	538.99	Local Access	D
SPACI-01	Spaulding Cir	1	Davis St	Garnero St (north end)	252.12	Local Access	D
SPACI-02	Spaulding Cir	2	Garnero St (north end)	Lund St (north end)	411.79	Local Access	D
SPACI-03	Spaulding Cir	3	Lund St (north end)	Lund St (south end)	1597.91	Local Access	D
SPACI-04	Spaulding Cir	4	Lund St (south end)	Garnero St (south end)	332.62	Local Access	D
SPACI-05	Spaulding Cir	5	Garnero St (south end)	Davis St	1059.61	Local Access	D
SPIRD-01	Spiketon Rd	1	A St	Ryan Rd	598.68	Collector	D
SPIRD-02	Spiketon Rd	2	Ryan Rd	Mountain View Ave	497.00	Collector	D
SPIRD-03	Spiketon Rd	3	Mountain View Ave	McCauley Ave	342.53	Collector	D
SPIRD-04	Spiketon Rd	4	McCauley Ave	Rawson Ave	195.87	Collector	D
SPIRD-05	Spiketon Rd	5	Rawson Ave	Tanner Ave	342.41	Collector	D
SPIRD-06	Spiketon Rd	6	Tanner Ave	Sawyer Ave	198.07	Collector	D
SPIRD-07	Spiketon Rd	7	Sawyer Ave	Lucas Ave	362.99	Collector	D
SPIRD-08	Spiketon Rd	8	Lucas Ave	LaPierre Ave	2323.80	Collector	D
SPRST-01	Spruce St	1	Collins Rd	Main St	269.36	Minor Arterial	D

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard
SPRST-02	Spruce St	2	Main St	Mason Ave	630.66	Collector	D
SPRST-03	Spruce St	3	Mason Ave	Maas Ct	171.07	Collector	D
SPRST-04	Spruce St	4	Maas Ct	Jefferson Ave	484.66	Collector	D
SPRST-05	Spruce St	5	Jefferson Ave	Couls Ave	748.19	Collector	D
SPRST-06	Spruce St	6	Couls Ave	Van Sickle Ave	269.86	Collector	D
SPRST-07	Spruce St	7	Van Sickle Ave	Ryan Rd	180.61	Collector	D
SR165-01	SR 165	1	Ryan Rd	(City limits)	1676.01	Major Arterial	C
SR165-02	SR 165	2	SR 410	Ryan Rd	603.40	Major Arterial	C
SR410-01	SR 410	1	Mundy-Loss Rd	Hinkleman Ext	4126.40	Major Arterial	D
SR410-02	SR 410	2	Hinkleman Ext	Chamberlain Rd	666.97	Major Arterial	D
SR410-03	SR 410	3	Chamberlain Rd	SR 165	922.36	Major Arterial	D
SR410-04	SR 410	4	SR 165	Jefferson Ave	622.63	Major Arterial	D
SR410-05	SR 410	5	Jefferson Ave	3rd St	459.49	Major Arterial	D
SR410-06	SR 410	6	3rd St	Mason Ave	630.39	Major Arterial	D
SR410-07	SR 410	7	Mason Ave	Pioneer St	51.06	Major Arterial	D
SR410-08	SR 410	8	Pioneer St	Main St	536.16	Major Arterial	D
SR410-09	SR 410	9	Main St	Park Ave	1274.53	Major Arterial	D
SR410-10	SR 410	10	Park Ave	Cemetery Rd	635.78	Major Arterial	D
SR410-11	SR 410	11	Cemetery Rd	(City limits)	2580.61	Major Arterial	D
TANAV-01	Tanner Ave	1	Division St	York St	251.10	Local Access	D
TANAV-02	Tanner Ave	2	York St	Livernash St	295.62	Local Access	D
TANAV-03	Tanner Ave	3	Livernash St	(End of the road)	123.62	Local Access	D
TANAV-04	Tanner Ave	4	Spiketon Rd	(End of the road)	1028.30	Local Access	D
TRUST-01	Trullinger St	1	Dieringer Ave	Alfano Pl	201.57	Local Access	D
TRUST-02	Trullinger St	2	Alfano Pl	Whitehouse Ave	314.39	Local Access	D
VANAV-01	Van Sickle Ave	1	Nelson St	Spruce St	755.82	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard
VANAV-02	Van Sickle Ave	2	Spruce St	(End of the road)	431.09	Local Access	D
VIEPL-01	View Pl	1	Whitmore Way	(End of the road)	169.71	Local Access	D
WESST-01	Wesner St	1	(End of the road)	Spiketon Rd	975.48	Local Access	D
WHEAV-01	Wheeler Ave	1	Naches St	2nd St	322.00	Local Access	D
WHIAV-01	Whitehouse Ave	1	(End of the road)	Trullinger St	143.66	Local Access	D
WHIAV-02	Whitehouse Ave	2	Trullinger St	Hackmann St	297.99	Local Access	D
WHIAV-03	Whitehouse Ave	3	Hackmann St	Boyle St	450.97	Local Access	D
WHIAV-04	Whitehouse Ave	4	Boyle St	Sorensen St	298.41	Local Access	D
WHIAV-05	Whitehouse Ave	5	Sorensen St	Foster St	278.88	Local Access	D
WHIAV-06	Whitehouse Ave	6	Foster St	Sergeant St	519.92	Local Access	D
WHIAV-07	Whitehouse Ave	7	Sergeant St	(End of the road)	150.90	Local Access	D
WHICT-01	Whitmore Ct	1	Collins Rd	(End of the road)	193.38	Local Access	D
WHIWA-01	Whitmore Way	1	Sergeant St	Heather Ln	614.43	Local Access	D
WHIWA-02	Whitmore Way	2	Heather Ln	View Pl	336.48	Local Access	D
WHIWA-03	Whitmore Way	3	View Pl	Collins Rd	386.96	Local Access	D
YORST-01	York St	1	Tanner Ave	Franci Ave	477.49	Local Access	D





Pedestrian Inventory

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
112ST-01-N	112th St	1	Mundy Loss Rd	282nd St	N	NO	1363.20	Minor Arterial	D
112ST-01-S	112th St	1	Mundy Loss Rd	282nd St	S	YES	1363.92	Minor Arterial	D
112ST-02A-N	112th St	2A	282nd St	(28308 112th St)	N	NO	719.16	Minor Arterial	D
112ST-02A-S	112th St	2A	282nd St	(28308 112th St)	S	YES	719.20	Minor Arterial	D
112ST-02B-N	112th St	2B	(28308 112th St)	(29213 112th St)	N	NO	3014.53	Minor Arterial	D
112ST-02B-S	112th St	2B	(28308 112th St)	(29213 112th St)	S	YES	3015.42	Minor Arterial	D
112ST-02C-N	112th St	2C	(29213 112th St)	SR 165	N	YES	608.85	Minor Arterial	D
112ST-02C-S	112th St	2C	(29213 112th St)	SR 165	S	YES	609.03	Minor Arterial	D
2NDST-01-E	2nd St	1	Park Ave	Dundass Ave	E	YES	468.13	Local Access	D
2NDST-01-W	2nd St	1	Park Ave	Dundass Ave	W	YES	468.13	Local Access	D
2NDST-02-E	2nd St	2	Dundass Ave	Balm Ave	E	YES	268.09	Local Access	D
2NDST-02-W	2nd St	2	Dundass Ave	Balm Ave	W	YES	268.39	Local Access	D
2NDST-03-E	2nd St	3	Balm Ave	Main St	E	YES	267.22	Local Access	D
2NDST-03-W	2nd St	3	Balm Ave	Main St	W	NO	267.06	Local Access	D
2NDST-04-E	2nd St	4	Main St	Mason Ave	E	YES	466.30	Local Access	D
2NDST-04-W	2nd St	4	Main St	Mason Ave	W	NO	466.62	Local Access	D
2NDST-05-E	2nd St	5	Mason Ave	Wheeler Ave	E	YES	461.70	Local Access	D
2NDST-05-W	2nd St	5	Mason Ave	Wheeler Ave	W	NO	461.79	Local Access	D
3RDST-01-E	3rd St	1	Park Ave	Dundass Ave	E	YES	469.19	Local Access	D
3RDST-01-W	3rd St	1	Park Ave	Dundass Ave	W	YES	470.04	Local Access	D
3RDST-02-E	3rd St	2	Dundass Ave	Main St	E	NO	535.56	Local Access	D
3RDST-02-W	3rd St	2	Dundass Ave	Main St	W	YES	535.64	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
3RDST-03-E	3rd St	3	Main St	Mason Ave	E	YES	466.95	Local Access	D
3RDST-03-W	3rd St	3	Main St	Mason Ave	W	YES	466.95	Local Access	D
3RDST-04-E	3rd St	4	Mason Ave	SR 410	E	NO	508.84	Local Access	D
3RDST-04-W	3rd St	4	Mason Ave	SR 410	W	NO	526.45	Local Access	D
4THAV-01-N	4th Ave	1	Ammon St	Cascade St	N	NO	214.02	Local Access	D
4THAV-01-S	4th Ave	1	Ammon St	Cascade St	S	NO	214.02	Local Access	D
4THAV-02-N	4th Ave	2	Cascade St	Rosewood Dr	N	NO	143.25	Local Access	D
4THAV-02-S	4th Ave	2	Cascade St	Rosewood Dr	S	NO	143.25	Local Access	D
4THAV-03-N	4th Ave	3	Rosewood Dr	Edith St	N	NO	176.68	Local Access	D
4THAV-03-S	4th Ave	3	Rosewood Dr	Edith St	S	NO	175.69	Local Access	D
4THAV-04-N	4th Ave	4	Edith St	Norma St	N	YES	335.70	Local Access	D
4THAV-04-S	4th Ave	4	Edith St	Norma St	S	NO	320.93	Local Access	D
4THAV-05-N	4th Ave	5	Norma St	Fulton St	N	YES	314.49	Local Access	D
4THAV-05-S	4th Ave	5	Norma St	Fulton St	S	NO	315.41	Local Access	D
4THST-01-E	4th St	1	Park Ave	Dundass Ave	E	NO	469.72	Local Access	D
4THST-01-W	4th St	1	Park Ave	Dundass Ave	W	YES	469.72	Local Access	D
4THST-02-E	4th St	2	Dundass Ave	Balm Ave	E	NO	262.67	Local Access	D
4THST-02-W	4th St	2	Dundass Ave	Balm Ave	W	YES	262.67	Local Access	D
4THST-03-E	4th St	3	Balm Ave	Main St	E	NO	273.87	Local Access	D
4THST-03-W	4th St	3	Balm Ave	Main St	W	NO	273.13	Local Access	D
4THST-04-E	4th St	4	Main St	Mason Ave	E	NO	465.99	Local Access	D
4THST-04-W	4th St	4	Main St	Mason Ave	W	YES	466.22	Local Access	D
ASTRE-01A-E	A St	1A	River Ave	(Alley)	E	YES	301.77	Minor Arterial	D
ASTRE-01A-W	A St	1A	River Ave	(Alley)	W	YES	293.89	Minor Arterial	D
ASTRE-01B-E	A St	1B	(Alley)	Main St	E	YES	636.06	Minor Arterial	D
ASTRE-01B-W	A St	1B	(Alley)	Main St	W	YES	635.99	Minor Arterial	D
ASTRE-02-E	A St	2	Main St	Mason Ave	E	YES	577.60	Minor Arterial	D
ASTRE-02-W	A St	2	Main St	Mason Ave	W	YES	577.51	Minor Arterial	D
ASTRE-03-E	A St	3	Mason Ave	Jefferson Ave	E	YES	659.47	Minor Arterial	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
ASTRE-03-W	A St	3	Mason Ave	Jefferson Ave	W	YES	659.47	Minor Arterial	D
ASTRE-04-E	A St	4	Jefferson Ave	Couls Ave	E	YES	657.60	Minor Arterial	D
ASTRE-04-W	A St	4	Jefferson Ave	Couls Ave	W	NO	619.43	Minor Arterial	D
ALFPL-01-N	Alfano Pl	1	(End of the road)	Trullinger St	N	YES	318.22	Local Access	D
ALFPL-01-S	Alfano Pl	1	(End of the road)	Trullinger St	S	YES	318.22	Local Access	D
AMMST-01-E	Ammon St	1	(End of the road)	4th Ave	E	NO	336.45	Local Access	D
AMMST-01-W	Ammon St	1	(End of the road)	4th Ave	W	NO	337.19	Local Access	D
AMMST-02-E	Ammon St	2	4th Ave	Park Ave	E	NO	458.52	Local Access	D
AMMST-02-W	Ammon St	2	4th Ave	Park Ave	W	NO	458.52	Local Access	D
ASHCT-01-N	Ashley Ct	1	(End of the road)	Ryan Rd	N	YES	427.20	Local Access	D
ASHCT-01-S	Ashley Ct	1	(End of the road)	Ryan Rd	S	YES	387.21	Local Access	D
BSTRE-01-E	B St	1	(Glacier Middle School)	Main St	E	YES	197.10	Local Access	D
BSTRE-01-W	B St	1	(Glacier Middle School)	Main St	W	NO	197.37	Local Access	D
BSTRE-02-E	B St	2	Main St	Mason Ave	E	YES	567.66	Local Access	D
BSTRE-02-W	B St	2	Main St	Mason Ave	W	YES	567.43	Local Access	D
BSTRE-03-E	B St	3	Mason Ave	(End of the road)	E	YES	334.33	Local Access	D
BSTRE-03-W	B St	3	Mason Ave	(End of the road)	W	NO	334.33	Local Access	D
BALAV-01-N	Balm Ave	1	Naches St	2nd St	N	NO	323.61	Local Access	D
BALAV-01-S	Balm Ave	1	Naches St	2nd St	S	NO	323.61	Local Access	D
BALAV-02-N	Balm Ave	2	4th St	Cascade St	N	NO	322.10	Local Access	D
BALAV-02-S	Balm Ave	2	4th St	Cascade St	S	NO	322.16	Local Access	D
BALAV-03-N	Balm Ave	3	Cascade St	Ewing St	N	NO	214.38	Local Access	D
BALAV-03-S	Balm Ave	3	Cascade St	Ewing St	S	NO	214.38	Local Access	D
BALAV-04-N	Balm Ave	4	Ewing St	Pioneer St	N	YES	91.14	Local Access	D
BALAV-04-S	Balm Ave	4	Ewing St	Pioneer St	S	NO	91.14	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
BEVST-01-E	Bevlo St	1	Franklin St	Rose Pl	E	YES	610.69	Collector	D
BEVST-01-W	Bevlo St	1	Franklin St	Rose Pl	W	YES	610.69	Collector	D
BEVST-02-E	Bevlo St	2	Rose Pl	Ryan Rd	E	YES	176.12	Collector	D
BEVST-02-W	Bevlo St	2	Rose Pl	Ryan Rd	W	YES	176.12	Collector	D
BEVST-03-E	Bevlo St	3	Ryan Rd	Karen Ave	E	NO	386.37	Local Access	D
BEVST-03-W	Bevlo St	3	Ryan Rd	Karen Ave	W	YES	386.04	Local Access	D
BOYST-01-E	Boyle St	1	Dieringer Ave	Whitehouse Ave	E	YES	500.37	Local Access	D
BOYST-01-W	Boyle St	1	Dieringer Ave	Whitehouse Ave	W	YES	491.98	Local Access	D
BROPL-01-N	Brown Pl	1	Davis St	(End of the road)	N	YES	312.30	Local Access	D
BROPL-01-S	Brown Pl	1	Davis St	(End of the road)	S	YES	293.33	Local Access	D
CSTRE-01-E	C St	1	(Glacier Middle School)	Main St	E	YES	225.02	Local Access	D
CSTRE-01-W	C St	1	(Glacier Middle School)	Main St	W	YES	224.79	Local Access	D
CSTRE-02-E	C St	2	Main St	Mason Ave	E	YES	558.90	Local Access	D
CSTRE-02-W	C St	2	Main St	Mason Ave	W	NO	558.96	Local Access	D
CSTRE-03-E	C St	3	Mason Ave	Jefferson Ave	E	NO	658.14	Local Access	D
CSTRE-03-W	C St	3	Mason Ave	Jefferson Ave	W	NO	657.72	Local Access	D
CASST-01-E	Cascade St	1	4th Ave	Park Ave	E	NO	451.17	Local Access	D
CASST-01-W	Cascade St	1	4th Ave	Park Ave	W	YES	451.17	Local Access	D
CASST-02-E	Cascade St	2	Park Ave	Dundass Ave	E	NO	471.11	Local Access	D
CASST-02-W	Cascade St	2	Park Ave	Dundass Ave	W	YES	471.11	Local Access	D
CASST-03-E	Cascade St	3	Dundass Ave	Balm Ave	E	NO	262.47	Local Access	D
CASST-03-W	Cascade St	3	Dundass Ave	Balm Ave	W	YES	262.47	Local Access	D
CEDST-01-E	Cedar St	1	Main St	Pearl St	E	YES	112.30	Minor Arterial	D
CEDST-01-W	Cedar St	1	Main St	Pearl St	W	YES	112.30	Minor Arterial	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
CEDST-02A-E	Cedar St	2A	Pearl St	(Police station alley)	E	YES	67.40	Minor Arterial	D
CEDST-02A-W	Cedar St	2A	Pearl St	(Police station alley)	W	YES	67.40	Minor Arterial	D
CEDST-02B-E	Cedar St	2B	(Police station alley)	Mason Ave	E	YES	415.46	Minor Arterial	D
CEDST-02B-W	Cedar St	2B	(Police station alley)	Mason Ave	W	YES	415.36	Minor Arterial	D
CEDST-03-E	Cedar St	3	Mason Ave	Jefferson Ave	E	YES	660.02	Minor Arterial	D
CEDST-03-W	Cedar St	3	Mason Ave	Jefferson Ave	W	YES	660.02	Minor Arterial	D
CEDST-04-E	Cedar St	4	Jefferson Ave	Couls Ave	E	YES	459.44	Minor Arterial	D
CEDST-04-W	Cedar St	4	Jefferson Ave	Couls Ave	W	YES	459.44	Minor Arterial	D
CHARD-01-E	Chamberlain 1 Rd	1	(End of the road)	SR 410	E	YES	509.99	Collector	D
CHARD-01-W	Chamberlain 1 Rd	1	(End of the road)	SR 410	W	YES	505.67	Collector	D
CLAAV-01-N	Clark Ave	1	Division St	Livernash St	N	YES	544.17	Local Access	D
CLAAV-01-S	Clark Ave	1	Division St	Livernash St	S	YES	544.17	Local Access	D
COLCT-01-E	Collins Ct	1	Shay Rd	Collins Rd	E	YES	473.80	Local Access	D
COLCT-01-W	Collins Ct	1	Shay Rd	Collins Rd	W	NO	474.28	Local Access	D
COLRD-01-N	Collins Rd	1	Rainier St	Elsa St	N	NO	346.51	Local Access	D
COLRD-01-S	Collins Rd	1	Rainier St	Elsa St	S	NO	336.18	Local Access	D
COLRD-02-N	Collins Rd	2	Elsa St	Heather Ln	N	YES	503.47	Local Access	D
COLRD-02-S	Collins Rd	2	Elsa St	Heather Ln	S	NO	503.47	Local Access	D
COLRD-03-N	Collins Rd	3	Heather Ln	Shamrock Ct	N	YES	298.95	Local Access	D
COLRD-03-S	Collins Rd	3	Heather Ln	Shamrock Ct	S	NO	298.95	Local Access	D
COLRD-04-N	Collins Rd	4	Shamrock Ct	Spruce St	N	NO	272.61	Local Access	D
COLRD-04-S	Collins Rd	4	Shamrock Ct	Spruce St	S	NO	272.77	Local Access	D
COLRD-05-N	Collins Rd	5	Spruce St	Whitmore Ct	N	YES	261.06	Minor Arterial	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
COLRD-05-S	Collins Rd	5	Spruce St	Whitmore Ct	S	YES	249.48	Minor Arterial	D
COLRD-06-N	Collins Rd	6	Whitmore Ct	Sergeant St	N	YES	366.55	Minor Arterial	D
COLRD-06-S	Collins Rd	6	Whitmore Ct	Sergeant St	S	YES	366.55	Minor Arterial	D
COLRD-07-N	Collins Rd	7	Sergeant St	McNeely St	N	NO	1306.17	Minor Arterial	D
COLRD-07-S	Collins Rd	7	Sergeant St	McNeely St	S	NO	1306.23	Minor Arterial	D
COLRD-08-N	Collins Rd	8	McNeely St	Collins Ct	N	NO	2691.41	Minor Arterial	D
COLRD-08-S	Collins Rd	8	McNeely St	Collins Ct	S	NO	2691.83	Minor Arterial	D
COLRD-09-N	Collins Rd	9	Collins Ct	Shay Rd	N	YES	559.48	Minor Arterial	D
COLRD-09-S	Collins Rd	9	Collins Ct	Shay Rd	S	NO	558.18	Minor Arterial	D
COLRD-10-N	Collins Rd	10	Shay Rd	Levesque Rd	N	NO	126.72	Minor Arterial	D
COLRD-10-S	Collins Rd	10	Shay Rd	Levesque Rd	S	NO	109.41	Minor Arterial	D
COTST-01-E	Cottage St	1	River Ave	Main St	E	YES	564.70	Local Access	D
COTST-01-W	Cottage St	1	River Ave	Main St	W	YES	564.34	Local Access	D
COTST-02A-E	Cottage St	2A	Main St	(Police station alley)	E	YES	176.68	Local Access	D
COTST-02A-W	Cottage St	2A	Main St	(Police station alley)	W	YES	177.46	Local Access	D
COTST-02B-E	Cottage St	2B	(Police station alley)	Mason Ave	E	YES	407.58	Local Access	D
COTST-02B-W	Cottage St	2B	(Police station alley)	Mason Ave	W	YES	407.58	Local Access	D
COTST-03-E	Cottage St	3	Mason Ave	Jefferson Ave	E	YES	658.78	Local Access	D
COTST-03-W	Cottage St	3	Mason Ave	Jefferson Ave	W	YES	658.78	Local Access	D
COTST-04-E	Cottage St	4	Jefferson Ave	Couls Ave	E	YES	459.69	Local Access	D
COTST-04-W	Cottage St	4	Jefferson Ave	Couls Ave	W	YES	459.69	Local Access	D
COUAV-01-N	Couls Ave	1	Division St	Mill St	N	NO	260.24	Minor Arterial	D
COUAV-01-S	Couls Ave	1	Division St	Mill St	S	YES	260.24	Minor Arterial	D
COUAV-02-N	Couls Ave	2	Mill St	Rich Ct	N	YES	123.66	Minor Arterial	D
COUAV-02-S	Couls Ave	2	Mill St	Rich Ct	S	YES	123.66	Minor Arterial	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
COUAV-03-N	Couls Ave	3	Rich Ct	Perkins St	N	YES	181.17	Minor Arterial	D
COUAV-03-S	Couls Ave	3	Rich Ct	Perkins St	S	NO	181.17	Minor Arterial	D
COUAV-04-N	Couls Ave	4	Perkins St	Cedar St	N	YES	313.37	Minor Arterial	D
COUAV-04-S	Couls Ave	4	Perkins St	Cedar St	S	NO	313.73	Minor Arterial	D
COUAV-05-N	Couls Ave	5	Cedar St	Cottage St	N	YES	310.15	Minor Arterial	D
COUAV-05-S	Couls Ave	5	Cedar St	Cottage St	S	NO	310.15	Minor Arterial	D
COUAV-06-N	Couls Ave	6	Cottage St	A St	N	NO	233.10	Minor Arterial	D
COUAV-06-S	Couls Ave	6	Cottage St	A St	S	NO	195.08	Minor Arterial	D
COUAV-07-N	Couls Ave	7	Nelson St	Spruce St	N	YES	747.77	Local Access	D
COUAV-07-S	Couls Ave	7	Nelson St	Spruce St	S	YES	747.90	Local Access	D
COUAV-08-N	Couls Ave	8	Spruce St	Hovey St	N	YES	358.26	Local Access	D
COUAV-08-S	Couls Ave	8	Spruce St	Hovey St	S	YES	358.26	Local Access	D
COUAV-09-N	Couls Ave	9	Hovey St	Sergeant St	N	YES	257.29	Local Access	D
COUAV-09-S	Couls Ave	9	Hovey St	Sergeant St	S	YES	257.29	Local Access	D
COUAV-10-N	Couls Ave	10	Sergeant St	Partlon St	N	YES	258.35	Local Access	D
COUAV-10-S	Couls Ave	10	Sergeant St	Partlon St	S	YES	256.88	Local Access	D
COUAV-11-N	Couls Ave	11	Partlon St	(End of the road)	N	YES	132.17	Local Access	D
COUAV-11-S	Couls Ave	11	Partlon St	(End of the road)	S	YES	132.17	Local Access	D
DSTRE-01-E	D St	1	(Glacier Middle School)	Main St	E	YES	213.44	Local Access	D
DSTRE-01-W	D St	1	(Glacier Middle School)	Main St	W	YES	214.24	Local Access	D
DSTRE-02-E	D St	2	Main St	Mason Ave	E	NO	569.45	Local Access	D
DSTRE-02-W	D St	2	Main St	Mason Ave	W	NO	569.30	Local Access	D
DSTRE-03-E	D St	3	Mason Ave	(End of the road)	E	YES	476.63	Local Access	D
DSTRE-03-W	D St	3	Mason Ave	(End of the road)	W	NO	476.63	Local Access	D
DAVPL-01-N	Davis Pl	1	Sergeant St	(End of the road)	N	NO	465.31	Local Access	D
DAVPL-01-S	Davis Pl	1	Sergeant St	(End of the road)	S	NO	465.28	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
DAVST-01-E	Davis St	1	Brown Pl	Rawson Ave	E	YES	520.24	Local Access	D
DAVST-01-W	Davis St	1	Brown Pl	Rawson Ave	W	YES	529.36	Local Access	D
DAVST-02-E	Davis St	2	Rawson Ave	(End of the road)	E	YES	121.09	Local Access	D
DAVST-02-W	Davis St	2	Rawson Ave	(End of the road)	W	YES	121.09	Local Access	D
DIEAV-01-N	Dieringer Ave	1	River Ave	Trullinger St	N	YES	469.85	Collector	D
DIEAV-01-S	Dieringer Ave	1	River Ave	Trullinger St	S	YES	474.49	Collector	D
DIEAV-02-N	Dieringer Ave	2	Trullinger St	Hackmann St	N	YES	243.23	Collector	D
DIEAV-02-S	Dieringer Ave	2	Trullinger St	Hackmann St	S	YES	250.05	Collector	D
DIEAV-03-N	Dieringer Ave	3	Hackmann St	Boyle St	N	YES	262.77	Collector	D
DIEAV-03-S	Dieringer Ave	3	Hackmann St	Boyle St	S	YES	272.04	Collector	D
DIEAV-04-N	Dieringer Ave	4	Boyle St	Sorensen St	N	YES	371.62	Collector	D
DIEAV-04-S	Dieringer Ave	4	Boyle St	Sorensen St	S	YES	362.14	Collector	D
DIEAV-05-N	Dieringer Ave	5	Sorensen St	Foster St	N	YES	278.24	Collector	D
DIEAV-05-S	Dieringer Ave	5	Sorensen St	Foster St	S	YES	278.24	Collector	D
DIEAV-06-N	Dieringer Ave	6	Foster St	Sergeant St	N	YES	521.25	Collector	D
DIEAV-06-S	Dieringer Ave	6	Foster St	Sergeant St	S	YES	521.25	Collector	D
DIEAV-07-N	Dieringer Ave	7	Sergeant St	(End of the road)	N	YES	148.61	Collector	D
DIEAV-07-S	Dieringer Ave	7	Sergeant St	(End of the road)	S	YES	148.61	Collector	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
DIVST-01-E	Division St	1	Pearl St	Jefferson Ave	E	YES	89.09	Collector	D
DIVST-01-W	Division St	1	Pearl St	Jefferson Ave	W	NO	89.09	Collector	D
DIVST-02-E	Division St	2	Jefferson Ave	Couls Ave	E	YES	458.74	Collector	D
DIVST-02-W	Division St	2	Jefferson Ave	Couls Ave	W	YES	458.74	Collector	D
DIVST-03-E	Division St	3	Couls Ave	Ryan Rd	E	NO	627.20	Collector	D
DIVST-03-W	Division St	3	Couls Ave	Ryan Rd	W	YES	627.42	Collector	D
DIVST-04-E	Division St	4	Ryan Rd	Mountain View Ave	E	YES	495.17	Collector	D
DIVST-04-W	Division St	4	Ryan Rd	Mountain View Ave	W	YES	495.17	Collector	D
DIVST-05A-E	Division St	5A	Mountain View Ave	(1516 Division St)	E	YES	171.15	Collector	D
DIVST-05A-W	Division St	5A	Mountain View Ave	(1516 Division St)	W	YES	171.15	Collector	D
DIVST-05B-E	Division St	5B	(1516 Division St)	McCauley Ave	E	YES	133.07	Collector	D
DIVST-05B-W	Division St	5B	(1516 Division St)	McCauley Ave	W	NO	133.07	Collector	D
DIVST-06-E	Division St	6	McCauley Ave	Clark Ave	E	YES	361.25	Collector	D
DIVST-06-W	Division St	6	McCauley Ave	Clark Ave	W	NO	361.25	Collector	D
DIVST-07-E	Division St	7	Clark Ave	Tanner Ave	E	YES	257.84	Collector	D
DIVST-07-W	Division St	7	Clark Ave	Tanner Ave	W	NO	257.84	Collector	D
DIVST-08A-E	Division St	8A	Tanner Ave	(11712 Division St)	E	YES	610.47	Collector	D
DIVST-08A-W	Division St	8A	Tanner Ave	(11712 Division St)	W	NO	609.11	Collector	D
DIVST-08B-E	Division St	8B	(11712 Division St)	(End of the road)	E	NO	716.77	Collector	D
DIVST-08B-W	Division St	8B	(11712 Division St)	(End of the road)	W	NO	718.19	Collector	D
DOUAV-01-N	Doud Ave	1	Knowles St	Page St	N	YES	266.03	Local Access	D
DOUAV-01-S	Doud Ave	1	Knowles St	Page St	S	YES	266.03	Local Access	D
DUNAV-01-N	Dundass Ave	1	Naches St	2nd St	N	NO	323.50	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
DUNAV-01-S	Dundass Ave 1		Naches St	2nd St	S	NO	323.53	Local Access	D
DUNAV-02-N	Dundass Ave 2		2nd St	3rd St	N	NO	321.39	Local Access	D
DUNAV-02-S	Dundass Ave 2	2	2nd St	3rd St	S	YES	321.57	Local Access	D
DUNAV-03-N	Dundass Ave 3		3rd St	4th St	N	NO	320.71	Local Access	D
DUNAV-03-S	Dundass Ave 3	3	3rd St	4th St	S	NO	320.71	Local Access	D
DUNAV-04-N	Dundass Ave 4		4th St	Cascade St	N	NO	322.52	Local Access	D
DUNAV-04-S	Dundass Ave 4	4	4th St	Cascade St	S	NO	322.52	Local Access	D
DUNAV-05-N	Dundass Ave 5		Cascade St	Ewing St	N	NO	212.42	Local Access	D
DUNAV-05-S	Dundass Ave 5	5	Cascade St	Ewing St	S	YES	212.42	Local Access	D
DUNAV-06-N	Dundass Ave 6		Ewing St	Edith St	N	YES	109.93	Local Access	D
DUNAV-06-S	Dundass Ave 6	6	Ewing St	Edith St	S	NO	109.93	Local Access	D
DUNAV-07-N	Dundass Ave 7		Edith St	Pioneer St	N	YES	163.55	Local Access	D
DUNAV-07-S	Dundass Ave 7	7	Edith St	Pioneer St	S	NO	163.55	Local Access	D
EDIST-01-E	Edith St	1	4th Ave	Park Ave	E	NO	452.43	Local Access	D
EDIST-01-W	Edith St	1	4th Ave	Park Ave	W	YES	452.43	Local Access	D
EDIST-02-E	Edith St	2	Park Ave	Dundass Ave	E	YES	472.02	Local Access	D
EDIST-02-W	Edith St	2	Park Ave	Dundass Ave	W	YES	472.02	Local Access	D
ELSST-01-E	Elsa St	1	Hamilton Pl	Collins Rd	E	YES	264.20	Local Access	D
ELSST-01-W	Elsa St	1	Hamilton Pl	Collins Rd	W	YES	263.12	Local Access	D
ELSST-02-E	Elsa St	2	Collins Rd	Main St	E	YES	284.86	Local Access	D
ELSST-02-W	Elsa St	2	Collins Rd	Main St	W	YES	284.85	Local Access	D
ELSST-03-E	Elsa St	3	Main St	Mason Ave	E	YES	580.50	Local Access	D
ELSST-03-W	Elsa St	3	Main St	Mason Ave	W	NO	579.87	Local Access	D
ELSST-04-E	Elsa St	4	Mason Ave	(End of the road)	E	YES	289.51	Local Access	D
ELSST-04-W	Elsa St	4	Mason Ave	(End of the road)	W	YES	289.51	Local Access	D
EWIST-01-E	Ewing St	1	Dundass Ave	Balm Ave	E	YES	264.93	Local Access	D
EWIST-01-W	Ewing St	1	Dundass Ave	Balm Ave	W	NO	264.93	Local Access	D
FIEPL-01-N	Fieldcrest Pl	1	(End of the road)	McNeely St	N	NO	534.81	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
FIEPL-01-S	Fieldcrest Pl	1	(End of the road)	McNeely St	S	NO	530.73	Local Access	D
FOOTR-01	Foothills Trail	1	(City limits)	112th St		YES	1706.06	Local Access	D
FOOTR-02	Foothills Trail	2	SR 410	Jefferson Ave		YES	1255.88	Local Access	D
FOOTR-03	Foothills Trail	3	Jefferson Ave	Main St		YES	1420.84	Local Access	D
FOOTR-04	Foothills Trail	4	Main St	Park Ave		YES	1243.77	Local Access	D
FOOTR-05	Foothills Trail	5	Park Ave	Cemetery Rd		YES	2110.75	Local Access	D
FOOTR-06	Foothills Trail	6	Cemetery Rd	(Eastern terminus)		YES	910.19	Local Access	D
FOSST-01-E	Foster St	1	Dieringer Ave	Nanevicz Ave	E	YES	269.93	Local Access	D
FOSST-01-W	Foster St	1	Dieringer Ave	Nanevicz Ave	W	YES	269.93	Local Access	D
FOSST-02-E	Foster St	2	Nanevicz Ave	Whitehouse Ave	E	YES	269.89	Local Access	D
FOSST-02-W	Foster St	2	Nanevicz Ave	Whitehouse Ave	W	YES	269.89	Local Access	D
FOSST-03-E	Foster St	3	Whitehouse Ave	Packard Ave	E	YES	275.72	Local Access	D
FOSST-03-W	Foster St	3	Whitehouse Ave	Packard Ave	W	YES	275.72	Local Access	D
FRAAV-01-N	Francl Ave	1	York St	Livernash St	N	YES	295.40	Local Access	D
FRAAV-01-S	Francl Ave	1	York St	Livernash St	S	YES	295.40	Local Access	D
FRAST-01-E	Franklin St	1	Jefferson Ave	Bevlo St	E	NO	412.92	Collector	D
FRAST-01-W	Franklin St	1	Jefferson Ave	Bevlo St	W	NO	412.40	Collector	D
FULST-01-E	Fulton St	1	4th Ave	(End of the road)	E	NO	300.92	Local Access	D
FULST-01-W	Fulton St	1	4th Ave	(End of the road)	W	YES	300.92	Local Access	D
GARST-01-E	Garnero St	1	Spaulding Cir	Spaulding Cir	E	YES	954.18	Local Access	D
GARST-01-W	Garnero St	1	Spaulding Cir	Spaulding Cir	W	YES	939.32	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
GRAWA-01-E	Gravity Way	1	Klink St	(End of the road)	E	NO	1728.82	Local Access	D
GRAWA-01-W	Gravity Way	1	Klink St	(End of the road)	W	NO	1769.86	Local Access	D
HACST-01-E	Hackmann St1		Olsen Ave	Dieringer Ave	E	YES	306.32	Local Access	D
HACST-01-W	Hackmann St1		Olsen Ave	Dieringer Ave	W	YES	306.32	Local Access	D
HACST-02-E	Hackmann St2		Dieringer Ave	Whitehouse Ave	E	YES	454.29	Local Access	D
HACST-02-W	Hackmann St2		Dieringer Ave	Whitehouse Ave	W	YES	451.53	Local Access	D
HAMCT-01-E	Hamilton Ct	1	(End of the road)	Elsa St	E	YES	399.27	Local Access	D
HAMCT-01-W	Hamilton Ct	1	(End of the road)	Elsa St	W	YES	426.93	Local Access	D
HAMPL-01-N	Hamilton Pl	1	Elsa St	(End of the road)	N	YES	173.57	Local Access	D
HAMPL-01-S	Hamilton Pl	1	Elsa St	(End of the road)	S	YES	164.83	Local Access	D
HATST-01-E	Hatch St	1	(End of the road)	Park Place Manor	E	YES	245.04	Local Access	D
HATST-01-W	Hatch St	1	(End of the road)	Park Place Manor	W	NO	245.04	Local Access	D
HATST-02-E	Hatch St	2	Park Place Manor	Park Ave	E	YES	345.17	Local Access	D
HATST-02-W	Hatch St	2	Park Place Manor	Park Ave	W	YES	345.17	Local Access	D
HEALN-01-NW	Heather Ln	1	Whitmore Way	Collins Rd	NW	YES	1164.22	Local Access	D
HEALN-01-SE	Heather Ln	1	Whitmore Way	Collins Rd	SE	YES	1123.25	Local Access	D
HINEX-01-E	Hinkleman Ext	1	Mason Ave	Hinkleman Rd	E	YES	119.54	Collector	D
HINEX-01-W	Hinkleman Ext	1	Mason Ave	Hinkleman Rd	W	NO	132.92	Collector	D
HINEX-02A-E	Hinkleman Ext	2A	Hinkleman Rd	(10812 Hinkleman Ext)	E	YES	631.58	Collector	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
HINEX-02A-W	Hinkleman Ext	2A	Hinkleman Rd	(10812 Hinkleman Ext)	W	NO	631.38	Collector	D
HINEX-02B-E	Hinkleman Ext	2B	(10812 Hinkleman Ext)	SR 410	E	YES	462.22	Collector	D
HINEX-02B-W	Hinkleman Ext	2B	(10812 Hinkleman Ext)	SR 410	W	YES	455.67	Collector	D
HINRD-01-N	Hinkleman Rd	1	Mundy Loss Rd	Hinkleman Ext	N	NO	4090.54	Collector	D
HINRD-01-S	Hinkleman Rd	1	Mundy Loss Rd	Hinkleman Ext	S	NO	4092.12	Collector	D
HOVST-01-E	Hovey St	1	Maas Ct	Jefferson Ave	E	YES	503.12	Local Access	D
HOVST-01-W	Hovey St	1	Maas Ct	Jefferson Ave	W	YES	503.10	Local Access	D
HOVST-02-E	Hovey St	2	Jefferson Ave	Couls Ave	E	YES	731.86	Local Access	D
HOVST-02-W	Hovey St	2	Jefferson Ave	Couls Ave	W	YES	731.86	Local Access	D
JEFAV-01-N	Jefferson Ave 1		Naches St	SR 410	N	YES	449.20	Local Access	D
JEFAV-01-S	Jefferson Ave 1		Naches St	SR 410	S	YES	433.32	Local Access	D
JEFAV-02-N	Jefferson Ave 2	SR 410		Foothills Trail	N	NO	131.29	Minor Arterial	D
JEFAV-02-S	Jefferson Ave 2	SR 410		Foothills Trail	S	NO	133.11	Minor Arterial	D
JEFAV-03-N	Jefferson Ave 3	Foothills Trail	River Ave		N	YES	179.62	Minor Arterial	D
JEFAV-03-S	Jefferson Ave 3	Foothills Trail	River Ave		S	YES	179.62	Minor Arterial	D
JEFAV-04-N	Jefferson Ave 4	River Ave	Pearl St		N	YES	167.35	Minor Arterial	D
JEFAV-04-S	Jefferson Ave 4	River Ave	Pearl St		S	YES	167.35	Minor Arterial	D
JEFAV-05-N	Jefferson Ave 5	Pearl St	Division St		N	NO	54.38	Minor Arterial	D
JEFAV-05-S	Jefferson Ave 5	Pearl St	Division St		S	YES	71.43	Minor Arterial	D
JEFAV-06-N	Jefferson Ave 6	Division St	Mill St		N	YES	245.24	Minor Arterial	D
JEFAV-06-S	Jefferson Ave 6	Division St	Mill St		S	YES	245.24	Minor Arterial	D
JEFAV-07-N	Jefferson Ave 7	Mill St	Perkins St		N	NO	307.98	Minor Arterial	D
JEFAV-07-S	Jefferson Ave 7	Mill St	Perkins St		S	YES	307.98	Minor Arterial	D
JEFAV-08-N	Jefferson Ave 8	Perkins St	Cedar St		N	NO	312.18	Minor Arterial	D
JEFAV-08-S	Jefferson Ave 8	Perkins St	Cedar St		S	YES	312.18	Minor Arterial	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
JEFAV-09-N	Jefferson Ave 9		Cedar St	Cottage St	N	NO	307.72	Minor Arterial	D
JEFAV-09-S	Jefferson Ave 9		Cedar St	Cottage St	S	YES	307.72	Minor Arterial	D
JEFAV-10-N	Jefferson Ave 10		Cottage St	A St	N	NO	312.54	Minor Arterial	D
JEFAV-10-S	Jefferson Ave 10		Cottage St	A St	S	YES	312.54	Minor Arterial	D
JEFAV-11-N	Jefferson Ave 11		A St	C St	N	NO	624.41	Collector	D
JEFAV-11-S	Jefferson Ave 11		A St	C St	S	NO	623.38	Collector	D
JEFAV-12-N	Jefferson Ave 12		C St	Franklin St	N	NO	156.74	Collector	D
JEFAV-12-S	Jefferson Ave 12		C St	Franklin St	S	NO	155.65	Collector	D
JEFAV-13-N	Jefferson Ave 13		(End of the road)	Spruce St	N	YES	440.34	Local Access	D
JEFAV-13-S	Jefferson Ave 13		(End of the road)	Spruce St	S	YES	428.30	Local Access	D
JEFAV-14-N	Jefferson Ave 14		Spruce St	Hovey St	N	YES	352.63	Local Access	D
JEFAV-14-S	Jefferson Ave 14		Spruce St	Hovey St	S	YES	353.22	Local Access	D
JEFAV-15-N	Jefferson Ave 15		Hovey St	Sergeant St	N	YES	257.12	Local Access	D
JEFAV-15-S	Jefferson Ave 15		Hovey St	Sergeant St	S	YES	257.12	Local Access	D
JEFAV-16-N	Jefferson Ave 16		Sergeant St	Partlon St	N	YES	254.66	Local Access	D
JEFAV-16-S	Jefferson Ave 16		Sergeant St	Partlon St	S	YES	254.66	Local Access	D
JEFAV-17-N	Jefferson Ave 17		Partlon St	(End of the road)	N	YES	108.61	Local Access	D
JEFAV-17-S	Jefferson Ave 17		Partlon St	(End of the road)	S	YES	108.61	Local Access	D
KARAV-01-N	Karen Ave	1	(End of the road)	Bevlo St	N	YES	145.18	Local Access	D
KARAV-01-S	Karen Ave	1	(End of the road)	Bevlo St	S	NO	145.18	Local Access	D
KARAV-02-N	Karen Ave	2	Bevlo St	(End of the road)	N	YES	142.32	Local Access	D
KARAV-02-S	Karen Ave	2	Bevlo St	(End of the road)	S	NO	142.32	Local Access	D
KLIST-01-E	Klink St	1	Ryan Rd	Gravity Way	E	NO	1312.30	Collector	D
KLIST-01-W	Klink St	1	Ryan Rd	Gravity Way	W	NO	1344.00	Collector	D
KNOST-01-E	Knowles St	1	Doud Ave	Rawson Ave	E	YES	410.81	Local Access	D
KNOST-01-W	Knowles St	1	Doud Ave	Rawson Ave	W	YES	410.81	Local Access	D

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LAPAV-01-N	LaPierre Ave 1		Spiketon Rd	Wesner St	N	NO	1013.95	Local Access	D
LAPAV-01-S	LaPierre Ave 1		Spiketon Rd	Wesner St	S	NO	1034.74	Local Access	D
LEVRD-01-E	Levesque Rd 1	(End of the road)		Collins Rd	E	NO	805.87	Local Access	D
LEVRD-01-W	Levesque Rd 1	(End of the road)		Collins Rd	W	NO	788.55	Local Access	D
LEVRD-02-E	Levesque Rd 2		Collins Rd	2nd Ave	E	NO	1468.63	Minor Arterial	D
LEVRD-02-W	Levesque Rd 2		Collins Rd	2nd Ave	W	NO	1454.09	Minor Arterial	D
LEVRD-03-E	Levesque Rd 3	2nd Ave		3rd Ave	E	NO	444.37	Minor Arterial	D
LEVRD-03-W	Levesque Rd 3	2nd Ave		3rd Ave	W	NO	444.37	Minor Arterial	D
LEVRD-04-E	Levesque Rd 4	3rd Ave		Ryan Rd	E	NO	846.71	Minor Arterial	D
LEVRD-04-W	Levesque Rd 4	3rd Ave		Ryan Rd	W	NO	816.09	Minor Arterial	D
LIVST-01-E	Livernash St 1	Clark Ave		Tanner Ave	E	YES	258.38	Local Access	D
LIVST-01-W	Livernash St 1	Clark Ave		Tanner Ave	W	YES	258.38	Local Access	D
LIVST-02-E	Livernash St 2	Tanner Ave		Francl Ave	E	YES	477.09	Local Access	D
LIVST-02-W	Livernash St 2	Tanner Ave		Francl Ave	W	YES	477.09	Local Access	D
LUCAV-01-N	Lucas Ave 1	Spiketon Rd		Rochelle St	N	YES	520.50	Local Access	D
LUCAV-01-S	Lucas Ave 1	Spiketon Rd		Rochelle St	S	YES	520.50	Local Access	D
LUNST-01-E	Lund St 1	Spaulding Cir		Spaulding Cir	E	YES	1046.03	Local Access	D
LUNST-01-W	Lund St 1	Spaulding Cir		Spaulding Cir	W	YES	1046.38	Local Access	D
MAACT-01-N	Maas Ct 1	Spruce St		Hovey St	N	YES	321.64	Local Access	D
MAACT-01-S	Maas Ct 1	Spruce St		Hovey St	S	YES	321.64	Local Access	D
MAIST-01-N	Main St 1	Naches St		2nd St	N	YES	321.59	Minor Arterial	D
MAIST-01-S	Main St 1	Naches St		2nd St	S	YES	321.60	Minor Arterial	D
MAIST-02-N	Main St 2	2nd St		3rd St	N	YES	323.23	Minor Arterial	D
MAIST-02-S	Main St 2	2nd St		3rd St	S	YES	323.26	Minor Arterial	D
MAIST-03-N	Main St 3	3rd St		4th St	N	YES	320.98	Minor Arterial	D
MAIST-03-S	Main St 3	3rd St		4th St	S	YES	320.89	Minor Arterial	D
MAIST-04-N	Main St 4	4th St		SR 410	N	YES	470.68	Minor Arterial	D
MAIST-04-S	Main St 4	4th St		SR 410	S	YES	470.73	Minor Arterial	D
MAIST-05-N	Main St 5	SR 410		Foothills Trail	N	YES	179.37	Minor Arterial	D

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MAIST-05-S	Main St	5	SR 410	Foothills Trail	S	YES	179.37	Minor Arterial D	
MAIST-06-N	Main St	6	Foothills Trail	River Ave	N	YES	213.86	Minor Arterial D	
MAIST-06-S	Main St	6	Foothills Trail	River Ave	S	YES	213.86	Minor Arterial D	
MAIST-07-N	Main St	7	River Ave	Cedar St	N	YES	132.57	Minor Arterial D	
MAIST-07-S	Main St	7	River Ave	Cedar St	S	YES	132.57	Minor Arterial D	
MAIST-08-N	Main St	8	Cedar St	Cottage St	N	YES	313.77	Minor Arterial D	
MAIST-08-S	Main St	8	Cedar St	Cottage St	S	YES	313.77	Minor Arterial D	
MAIST-09-N	Main St	9	Cottage St	A St	N	YES	305.27	Minor Arterial D	
MAIST-09-S	Main St	9	Cottage St	A St	S	YES	305.41	Minor Arterial D	
MAIST-10-N	Main St	10	A St	B St	N	YES	318.13	Minor Arterial D	
MAIST-10-S	Main St	10	A St	B St	S	YES	318.13	Minor Arterial D	
MAIST-11-N	Main St	11	B St	C St	N	YES	308.39	Minor Arterial D	
MAIST-11-S	Main St	11	B St	C St	S	YES	308.07	Minor Arterial D	
MAIST-12-N	Main St	12	C St	D St	N	YES	306.65	Minor Arterial D	
MAIST-12-S	Main St	12	C St	D St	S	YES	306.65	Minor Arterial D	
MAIST-13-N	Main St	13	D St	Rainier St	N	YES	287.47	Minor Arterial D	
MAIST-13-S	Main St	13	D St	Rainier St	S	YES	287.47	Minor Arterial D	
MAIST-14-N	Main St	14	Rainier St	Elsa St	N	YES	336.51	Minor Arterial D	
MAIST-14-S	Main St	14	Rainier St	Elsa St	S	YES	336.51	Minor Arterial D	
MAIST-15-N	Main St	15	Elsa St	Monte Vista St	N	YES	673.55	Minor Arterial D	
MAIST-15-S	Main St	15	Elsa St	Monte Vista St	S	YES	673.55	Minor Arterial D	
MAIST-16-N	Main St	16	Monte Vista St	Spruce St	N	YES	321.31	Minor Arterial D	
MAIST-16-S	Main St	16	Monte Vista St	Spruce St	S	YES	337.75	Minor Arterial D	
MASAV-01A-N	Mason Ave	1A	Hinkleman Ext	(170 Mason Ave)	N	N/A	1172.34	Minor Arterial D	
MASAV-01A-S	Mason Ave	1A	Hinkleman Ext	(170 Mason Ave)	S	YES	1198.42	Minor Arterial D	
MASAV-01B-N	Mason Ave	1B	(170 Mason Ave)	Naches St	N	YES	521.19	Minor Arterial D	
MASAV-01B-S	Mason Ave	1B	(170 Mason Ave)	Naches St	S	YES	510.93	Minor Arterial D	
MASAV-02-N	Mason Ave	2	Naches St	2nd St	N	YES	321.63	Minor Arterial D	

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MASAV-02-S	Mason Ave	2	Naches St	2nd St	S	YES	321.63	Minor Arterial	D
MASAV-03-N	Mason Ave	3	2nd St	3rd St	N	YES	321.15	Minor Arterial	D
MASAV-03-S	Mason Ave	3	2nd St	3rd St	S	YES	321.18	Minor Arterial	D
MASAV-04-N	Mason Ave	4	3rd St	4th St	N	YES	321.35	Minor Arterial	D
MASAV-04-S	Mason Ave	4	3rd St	4th St	S	YES	320.96	Minor Arterial	D
MASAV-05-N	Mason Ave	5	4th St	SR 410	N	YES	111.91	Minor Arterial	D
MASAV-05-S	Mason Ave	5	4th St	SR 410	S	YES	111.91	Minor Arterial	D
MASAV-06-N	Mason Ave	6	Pearl St	Perkins St	N	NO	86.65	Collector	D
MASAV-06-S	Mason Ave	6	Pearl St	Perkins St	S	YES	86.65	Collector	D
MASAV-07-N	Mason Ave	7	Perkins St	Cedar St	N	NO	310.71	Collector	D
MASAV-07-S	Mason Ave	7	Perkins St	Cedar St	S	YES	310.81	Collector	D
MASAV-08-N	Mason Ave	8	Cedar St	Cottage St	N	NO	308.92	Collector	D
MASAV-08-S	Mason Ave	8	Cedar St	Cottage St	S	YES	309.02	Collector	D
MASAV-09-N	Mason Ave	9	Cottage St	A St	N	NO	311.01	Collector	D
MASAV-09-S	Mason Ave	9	Cottage St	A St	S	YES	310.78	Collector	D
MASAV-10-N	Mason Ave	10	A St	B St	N	NO	313.95	Collector	D
MASAV-10-S	Mason Ave	10	A St	B St	S	YES	313.33	Collector	D
MASAV-11-N	Mason Ave	11	B St	C St	N	NO	312.67	Collector	D
MASAV-11-S	Mason Ave	11	B St	C St	S	YES	312.42	Collector	D
MASAV-12-N	Mason Ave	12	C St	D St	N	NO	307.39	Collector	D
MASAV-12-S	Mason Ave	12	C St	D St	S	YES	307.10	Collector	D
MASAV-13-N	Mason Ave	13	D St	Rainier St	N	NO	274.63	Collector	D
MASAV-13-S	Mason Ave	13	D St	Rainier St	S	YES	274.89	Collector	D
MASAV-14-N	Mason Ave	14	Rainier St	Elsa St	N	NO	338.08	Collector	D
MASAV-14-S	Mason Ave	14	Rainier St	Elsa St	S	YES	338.08	Collector	D
MASAV-15-N	Mason Ave	15	Elsa St	Spruce St	N	NO	1025.79	Collector	D
MASAV-15-S	Mason Ave	15	Elsa St	Spruce St	S	NO	1043.71	Collector	D
MASAV-16-N	Mason Ave	16	(End of the road)	McNeely St	N	NO	133.79	Local Access	D
MASAV-16-S	Mason Ave	16	(End of the road)	McNeely St	S	NO	131.06	Local Access	D
MASAV-17-N	Mason Ave	17	McNeely St	(End of the road)	N	NO	260.57	Local Access	D
MASAV-17-S	Mason Ave	17	McNeely St	(End of the road)	S	NO	264.47	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
MCCAV-01-N	McCauley Ave	1	Division St	Spiketon Rd	N	YES	1378.21	Local Access	D
MCCAV-01-S	McCauley Ave	1	Division St	Spiketon Rd	S	YES	1378.30	Local Access	D
MCNST-01-E	McNeely St	1	(End of the road)	Fieldcrest Pl	E	NO	1006.38	Local Access	D
MCNST-01-W	McNeely St	1	(End of the road)	Fieldcrest Pl	W	NO	1013.60	Collector	D
MCNST-02-E	McNeely St	2	Fieldcrest Pl	Collins Rd	E	NO	756.76	Collector	D
MCNST-02-W	McNeely St	2	Fieldcrest Pl	Collins Rd	W	NO	760.38	Collector	D
MCNST-03-E	McNeely St	3	Collins Rd	Mason Ave	E	NO	797.16	Collector	D
MCNST-03-W	McNeely St	3	Collins Rd	Mason Ave	W	NO	778.85	Collector	D
MELPL-01-N	Mellish Pl	1	Sergeant St	(End of the road)	N	YES	180.54	Local Access	D
MELPL-01-S	Mellish Pl	1	Sergeant St	(End of the road)	S	YES	180.54	Local Access	D
MILST-01-E	Mill St	1	Pearl St	Jefferson Ave	E	NO	393.01	Local Access	D
MILST-01-W	Mill St	1	Pearl St	Jefferson Ave	W	YES	392.41	Local Access	D
MILST-02-E	Mill St	2	Jefferson Ave	Couls Ave	E	NO	456.49	Local Access	D
MILST-02-W	Mill St	2	Jefferson Ave	Couls Ave	W	YES	456.49	Local Access	D
MONST-01-E	Monte Vista St	1	Main St	(End of the road)	E	YES	328.69	Local Access	D
MONST-01-W	Monte Vista St	1	Main St	(End of the road)	W	YES	329.96	Local Access	D
MOUCI-01-E	Mountain Cir1	Norma St	(Mid-block crossing)	E	YES	429.49	Local Access	D	
MOUCI-01-W	Mountain Cir1	Norma St	(Mid-block crossing)	W	YES	469.31	Local Access	D	
MOUCI-02-N	Mountain Cir2	(Mid-block crossing)	(Mid-block crossing)	N	YES	478.96	Local Access	D	
MOUCI-02-S	Mountain Cir2	(Mid-block crossing)	(Mid-block crossing)	S	YES	437.90	Local Access	D	
MOUCI-03-E	Mountain Cir3	(Mid-block crossing)	Norma St	E	YES	896.90	Local Access	D	

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
MOUCI-03-W	Mountain Cir	3	(Mid-block crossing)	Norma St	W	YES	862.18	Local Access	D
MOUAV-01-N	Mountain View Ave	1	Division St	Spiketon Rd	N	YES	1363.61	Local Access	D
MOUAV-01-S	Mountain View Ave	1	Division St	Spiketon Rd	S	YES	1363.67	Local Access	D
MUNRD-01-E	Mundy Loss Rd	1	Hinkleman Rd	SR 410	E	YES	544.24	Minor Arterial	D
MUNRD-01-W	Mundy Loss Rd	1	Hinkleman Rd	SR 410	W	NO	544.69	Minor Arterial	D
MUNRD-02-E	Mundy Loss Rd	2	SR 410	112th St	E	NO	1363.78	Minor Arterial	D
MUNRD-02-W	Mundy Loss Rd	2	SR 410	112th St	W	NO	1364.30	Minor Arterial	D
NACST-01-E	Naches St	1	Park Ave	Dundass Ave	E	YES	465.07	Minor Arterial	D
NACST-01-W	Naches St	1	Park Ave	Dundass Ave	W	NO	494.73	Minor Arterial	D
NACST-02-E	Naches St	2	Dundass Ave	Balm Ave	E	YES	267.99	Minor Arterial	D
NACST-02-W	Naches St	2	Dundass Ave	Balm Ave	W	NO	268.05	Minor Arterial	D
NACST-03-E	Naches St	3	Balm Ave	Main St	E	YES	265.28	Minor Arterial	D
NACST-03-W	Naches St	3	Balm Ave	Main St	W	NO	265.28	Minor Arterial	D
NACST-04-E	Naches St	4	Main St	Mason Ave	E	YES	466.47	Minor Arterial	D
NACST-04-W	Naches St	4	Main St	Mason Ave	W	YES	466.47	Minor Arterial	D
NACST-05-E	Naches St	5	Mason Ave	Wheeler Ave	E	YES	464.22	Local Access	D
NACST-05-W	Naches St	5	Mason Ave	Wheeler Ave	W	NO	464.36	Local Access	D
NACST-06-E	Naches St	6	Wheeler Ave	Jefferson Ave	E	YES	299.86	Local Access	D
NACST-06-W	Naches St	6	Wheeler Ave	Jefferson Ave	W	YES	299.86	Local Access	D
NACST-07-E	Naches St	7	Jefferson Ave	(End of the road)	E	YES	392.62	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
NACST-07-W	Naches St	7	Jefferson Ave	(End of the road)	W	NO	360.82	Local Access	D
NANAV-01-N	Nanevicz Ave	1	Foster St	Sergeant St	N	YES	520.35	Local Access	D
NANAV-01-S	Nanevicz Ave	1	Foster St	Sergeant St	S	YES	520.35	Local Access	D
NELST-01-E	Nelson St	1	Couls Ave	Van Sickl Ave	E	YES	269.78	Local Access	D
NELST-01-W	Nelson St	1	Couls Ave	Van Sickl Ave	W	YES	269.78	Local Access	D
NELST-02-	Nelson St	2	Van Sickl Ave	Ryan Rd		YES	173.81	Local Access	D
NORST-01-E	Norma St	1	Mountain Cir	4th Ave	E	YES	226.16	Local Access	D
NORST-01-W	Norma St	1	Mountain Cir	4th Ave	W	YES	226.16	Local Access	D
NORST-02-E	Norma St	2	4th Ave	Park Ave	E	YES	467.56	Local Access	D
NORST-02-W	Norma St	2	4th Ave	Park Ave	W	YES	467.56	Local Access	D
OLSAV-01-N	Olsen Ave	1	(End of the road)	Hackmann St	N	YES	298.26	Local Access	D
OLSAV-01-S	Olsen Ave	1	(End of the road)	Hackmann St	S	YES	304.77	Local Access	D
OLSAV-02-N	Olsen Ave	2	Hackmann St	Sorensen St	N	YES	610.83	Local Access	D
OLSAV-02-S	Olsen Ave	2	Hackmann St	Sorensen St	S	YES	610.13	Local Access	D
PACAV-01-N	Packard Ave	1	Foster St	Sergeant St	N	YES	519.16	Local Access	D
PACAV-01-S	Packard Ave	1	Foster St	Sergeant St	S	YES	519.16	Local Access	D
PAGST-01-E	Page St	1	Doud Ave	Rawson Ave	E	YES	412.02	Local Access	D
PAGST-01-W	Page St	1	Doud Ave	Rawson Ave	W	YES	412.02	Local Access	D
PARAV-01-N	Park Ave	1	Naches St	2nd St	N	YES	294.37	Minor Arterial	D
PARAV-01-S	Park Ave	1	Naches St	2nd St	S	YES	287.27	Minor Arterial	D
PARAV-02-N	Park Ave	2	2nd St	Hatch St	N	YES	135.07	Minor Arterial	D
PARAV-02-S	Park Ave	2	2nd St	Hatch St	S	YES	135.07	Minor Arterial	D
PARAV-03-N	Park Ave	3	Hatch St	3rd St	N	YES	188.49	Minor Arterial	D
PARAV-03-S	Park Ave	3	Hatch St	3rd St	S	YES	189.16	Minor Arterial	D
PARAV-04-N	Park Ave	4	3rd St	4th St	N	YES	319.40	Minor Arterial	D
PARAV-04-S	Park Ave	4	3rd St	4th St	S	YES	319.40	Minor Arterial	D
PARAV-05-N	Park Ave	5	4th St	Ammon St	N	YES	126.64	Minor Arterial	D
PARAV-05-S	Park Ave	5	4th St	Ammon St	S	YES	126.64	Minor Arterial	D
PARAV-06-N	Park Ave	6	Ammon St	Cascade St	N	YES	197.13	Minor Arterial	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
PARAV-06-S	Park Ave	6	Ammon St	Cascade St	S	YES	197.20	Minor Arterial	D
PARAV-07-N	Park Ave	7	Cascade St	Edith St	N	YES	320.34	Minor Arterial	D
PARAV-07-S	Park Ave	7	Cascade St	Edith St	S	YES	320.23	Minor Arterial	D
PARAV-08-N	Park Ave	8	Edith St	Norma St	N	YES	325.62	Minor Arterial	D
PARAV-08-S	Park Ave	8	Edith St	Norma St	S	YES	325.08	Minor Arterial	D
PARAV-09-N	Park Ave	9	Norma St	SR 410	N	YES	275.66	Minor Arterial	D
PARAV-09-S	Park Ave	9	Norma St	SR 410	S	YES	275.66	Minor Arterial	D
PARAV-10-N	Park Ave	10	SR 410	(Mid-block crossing)	N	YES	167.61	Minor Arterial	D
PARAV-10-S	Park Ave	10	SR 410	(Mid-block crossing)	S	NO	160.75	Minor Arterial	D
PARAV-11-N	Park Ave	11	(Mid-block crossing)	River Ave	N	YES	183.27	Minor Arterial	D
PARAV-11-S	Park Ave	11	(Mid-block crossing)	River Ave	S	YES	181.34	Minor Arterial	D
PARMA-01-N	Park Place Manor	1	(End of the road)	Hatch St	N	NO	281.19	Local Access	D
PARMA-01-S	Park Place Manor	1	(End of the road)	Hatch St	S	YES	268.52	Local Access	D
PARST-01-E	Partlon St	1	Jefferson Ave	Couls Ave	E	YES	728.74	Local Access	D
PARST-01-W	Partlon St	1	Jefferson Ave	Couls Ave	W	YES	728.89	Local Access	D
PARST-02-E	Partlon St	2	Couls Ave	(End of the road)	E	YES	303.22	Local Access	D
PARST-02-W	Partlon St	2	Couls Ave	(End of the road)	W	YES	292.44	Local Access	D
PEAST-01-NW	Pearl St	1	River Ave	Jefferson Ave	NW	NO	1105.90	Local Access	D
PEAST-01-SE	Pearl St	1	River Ave	Jefferson Ave	SE	NO	1113.68	Local Access	D
PEAST-02-NW	Pearl St	2	Jefferson Ave	Division St	NW	YES	92.99	Local Access	D
PEAST-02-SE	Pearl St	2	Jefferson Ave	Division St	SE	NO	92.99	Local Access	D
PEAST-03-NW	Pearl St	3	Division St	Mill St	NW	YES	391.81	Local Access	D
PEAST-03-SE	Pearl St	3	Division St	Mill St	SE	YES	391.81	Local Access	D
PEAST-04-NW	Pearl St	4	Mill St	Mason Ave	NW	NO	350.91	Local Access	D
PEAST-04-SE	Pearl St	4	Mill St	Mason Ave	SE	NO	351.76	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
PEAST-05-NW	Pearl St	5	Mason Ave	Perkins St	NW	YES	138.73	Local Access	D
PEAST-05-SE	Pearl St	5	Mason Ave	Perkins St	SE	NO	139.72	Local Access	D
PEAST-06-NW	Pearl St	6	Perkins St	Cedar St	NW	YES	480.98	Local Access	D
PEAST-06-SE	Pearl St	6	Perkins St	Cedar St	SE	NO	479.70	Local Access	D
PERST-01-NE	Perkins St	1	River Ave	Pearl St	NE	NO	170.45	Local Access	D
PERST-01-SW	Perkins St	1	River Ave	Pearl St	SW	NO	172.46	Local Access	D
PERST-02-E	Perkins St	2	Pearl St	Mason Ave	E	NO	108.95	Local Access	D
PERST-02-W	Perkins St	2	Pearl St	Mason Ave	W	NO	108.95	Local Access	D
PERST-03-E	Perkins St	3	Mason Ave	Jefferson Ave	E	NO	664.99	Local Access	D
PERST-03-W	Perkins St	3	Mason Ave	Jefferson Ave	W	YES	664.99	Local Access	D
PERST-04-E	Perkins St	4	Jefferson Ave	Couls Ave	E	NO	457.58	Local Access	D
PERST-04-W	Perkins St	4	Jefferson Ave	Couls Ave	W	YES	457.58	Local Access	D
PIOST-01-NW	Pioneer St	1	SR 410	(End of the road)	NW	NO	484.15	Local Access	D
PIOST-01-SE	Pioneer St	1	SR 410	(End of the road)	SE	NO	484.15	Local Access	D
PIOST-02-	Pioneer St	2	Main St	(End of the road)		YES	160.81	Local Access	D
PIOST-02-NW	Pioneer St	2	(End of the road)	Balm Ave	NW	YES	186.13	Local Access	D
PIOST-03-SE	Pioneer St	3	(End of the road)	Balm Ave	SE	NO	186.13	Local Access	D
PIOST-04-NW	Pioneer St	4	Balm Ave	Dundass Ave	NW	YES	325.23	Local Access	D
PIOST-04-SE	Pioneer St	4	Balm Ave	Dundass Ave	SE	NO	325.23	Local Access	D
RAIST-01-E	Rainier St	1	Collins Rd	Main St	E	NO	255.38	Local Access	D
RAIST-01-W	Rainier St	1	Collins Rd	Main St	W	YES	258.80	Local Access	D
RAIST-02-E	Rainier St	2	Main St	Mason Ave	E	YES	581.71	Collector	D
RAIST-02-W	Rainier St	2	Main St	Mason Ave	W	NO	581.71	Collector	D
RAIST-03-E	Rainier St	3	Mason Ave	(End of the road)	E	YES	468.70	Local Access	D
RAIST-03-W	Rainier St	3	Mason Ave	(End of the road)	W	YES	468.70	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
RAWAV-01-N	Rawson Ave	1	Spiketon Rd	Knowles St	N	YES	157.79	Local Access	D
RAWAV-01-S	Rawson Ave	1	Spiketon Rd	Knowles St	S	YES	157.79	Local Access	D
RAWAV-02-N	Rawson Ave	2	Knowles St	Page St	N	YES	266.75	Local Access	D
RAWAV-02-S	Rawson Ave	2	Knowles St	Page St	S	YES	266.75	Local Access	D
RAWAV-03-N	Rawson Ave	3	Page St	Davis St	N	YES	264.61	Local Access	D
RAWAV-03-S	Rawson Ave	3	Page St	Davis St	S	YES	264.61	Local Access	D
RIVAV-01-E	River Ave	1	Ryan Rd	Pearl St	E	YES	255.50	Minor Arterial	D
RIVAV-01-W	River Ave	1	Ryan Rd	Pearl St	W	YES	240.45	Minor Arterial	D
RIVAV-02-NW	River Ave	2	Pearl St	(Mid-block crossing)	NW	YES	820.85	Minor Arterial	D
RIVAV-02-SE	River Ave	2	Pearl St	(Mid-block crossing)	SE	YES	790.48	Minor Arterial	D
RIVAV-03-NW	River Ave	3	(Mid-block crossing)	Jefferson Ave	NW	YES	404.17	Minor Arterial	D
RIVAV-03-SE	River Ave	3	(Mid-block crossing)	Jefferson Ave	SE	YES	404.27	Minor Arterial	D
RIVAV-04A-NW	River Ave	4A	Jefferson Ave	(Skate Park)	NW	YES	547.01	Minor Arterial	D
RIVAV-04A-SE	River Ave	4A	Jefferson Ave	(Skate Park)	SE	YES	547.01	Minor Arterial	D
RIVAV-04B-NW	River Ave	4B	(Skate Park)	(Mid-block crossing)	NW	YES	231.48	Minor Arterial	D
RIVAV-04B-SE	River Ave	4B	(Skate Park)	(Mid-block crossing)	SE	YES	231.48	Minor Arterial	D
RIVAV-05-NW	River Ave	5	(Mid-block crossing)	Perkins St	NW	YES	195.37	Minor Arterial	D
RIVAV-05-SE	River Ave	5	(Mid-block crossing)	Perkins St	SE	YES	195.37	Minor Arterial	D
RIVAV-06-NW	River Ave	6	Perkins St	Main St	NW	YES	489.32	Minor Arterial	D
RIVAV-06-SE	River Ave	6	Perkins St	Main St	SE	YES	488.90	Minor Arterial	D
RIVAV-07-NW	River Ave	7	Main St	Cottage St	NW	YES	709.89	Minor Arterial	D
RIVAV-07-SE	River Ave	7	Main St	Cottage St	SE	YES	710.18	Minor Arterial	D
RIVAV-08-NW	River Ave	8	Cottage St	Park Ave	NW	YES	461.14	Minor Arterial	D
RIVAV-08-SE	River Ave	8	Cottage St	Park Ave	SE	YES	461.28	Minor Arterial	D
RIVAV-09-NW	River Ave	9	Park Ave	Bus Loop Rd	NW	YES	252.37	Collector	D
RIVAV-09-SE	River Ave	9	Park Ave	Bus Loop Rd	SE	YES	252.53	Collector	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
RIVAV-10-NW	River Ave	10	Bus Loop Rd	White River Park Rd	NW	YES	410.07	Collector	D
RIVAV-10-SE	River Ave	10	Bus Loop Rd	White River Park Rd	SE	YES	410.07	Collector	D
RIVAV-11-NW	River Ave	11	White River Park Rd	(Mid-block crossing)	NW	YES	790.57	Collector	D
RIVAV-11-SE	River Ave	11	White River Park Rd	(Mid-block crossing)	SE	NO	791.15	Collector	D
RIVAV-12-NW	River Ave	12	(Mid-block crossing)	Dieringer Ave	NW	NO	381.90	Collector	D
RIVAV-12-SE	River Ave	12	(Mid-block crossing)	Dieringer Ave	SE	YES	383.31	Collector	D
RIVAV-13-NW	River Ave	13	Dieringer Ave	(End of the road)	NW	NO	698.80	Local Access	D
RIVAV-13-SE	River Ave	13	Dieringer Ave	(End of the road)	SE	NO	700.71	Local Access	D
ROCST-01-E	Rochelle St	1	Sawyer Ave	Lucas Ave	E	YES	362.38	Local Access	D
ROCST-01-W	Rochelle St	1	Sawyer Ave	Lucas Ave	W	YES	362.38	Local Access	D
ROSP-01-N	Rose Pl	1	(End of the road)	Bevlo St	N	YES	456.55	Local Access	D
ROSP-01-S	Rose Pl	1	(End of the road)	Bevlo St	S	YES	456.32	Local Access	D
ROSP-02-N	Rose Pl	2	Bevlo St	(End of the road)	N	YES	402.69	Local Access	D
ROSP-02-S	Rose Pl	2	Bevlo St	(End of the road)	S	YES	402.69	Local Access	D
ROSC-01-N	Rosewood Ct1		(End of the road)	Rosewood Dr	N	YES	365.08	Local Access	D
ROSC-01-S	Rosewood Ct1		(End of the road)	Rosewood Dr	S	YES	338.90	Local Access	D
ROSDR-01-E	Rosewood Dr	1	(End of the road)	Rosewood Ct	E	YES	219.79	Local Access	D
ROSDR-01-W	Rosewood Dr	1	(End of the road)	Rosewood Ct	W	YES	242.49	Local Access	D
ROSDR-02-E	Rosewood Dr	2	Rosewood Ct	4th Ave	E	YES	509.20	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
ROSDR-02-W	Rosewood Dr	2	Rosewood Ct	4th Ave	W	YES	509.42	Local Access	D
RYARD-01-N	Ryan Rd	1	SR 165	River Ave	N	YES	462.48	Minor Arterial	D
RYARD-01-S	Ryan Rd	1	SR 165	River Ave	S	YES	462.61	Minor Arterial	D
RYARD-02-N	Ryan Rd	2	River Ave	Division St	N	YES	716.41	Minor Arterial	D
RYARD-02-S	Ryan Rd	2	River Ave	Division St	S	YES	716.21	Minor Arterial	D
RYARD-03-N	Ryan Rd	3	Division St	Ashley Ct	N	YES	1081.48	Minor Arterial	D
RYARD-03-S	Ryan Rd	3	Division St	Ashley Ct	S	YES	1081.51	Minor Arterial	D
RYARD-04-N	Ryan Rd	4	Ashley Ct	Spiketon Rd	N	YES	280.39	Minor Arterial	D
RYARD-04-S	Ryan Rd	4	Ashley Ct	Spiketon Rd	S	YES	280.39	Minor Arterial	D
RYARD-05-N	Ryan Rd	5	Spiketon Rd	Bevlo St	N	YES	785.24	Minor Arterial	D
RYARD-05-S	Ryan Rd	5	Spiketon Rd	Bevlo St	S	NO	784.49	Minor Arterial	D
RYARD-06A-N	Ryan Rd	6A	Bevlo St	(1316 Ryan Rd)	N	YES	1103.52	Minor Arterial	D
RYARD-06A-S	Ryan Rd	6A	Bevlo St	(1316 Ryan Rd)	S	NO	1103.69	Minor Arterial	D
RYARD-06B-N	Ryan Rd	6B	(1316 Ryan Rd)	Spruce St	N	YES	767.96	Minor Arterial	D
RYARD-06B-S	Ryan Rd	6B	(1316 Ryan Rd)	Spruce St	S	NO	767.91	Minor Arterial	D
RYARD-07-N	Ryan Rd	7	Spruce St	Sergeant St	N	YES	637.07	Minor Arterial	D
RYARD-07-S	Ryan Rd	7	Spruce St	Sergeant St	S	YES	637.07	Minor Arterial	D
RYARD-08-N	Ryan Rd	8	Sergeant St	Sheets St	N	NO	2056.50	Minor Arterial	D
RYARD-08-S	Ryan Rd	8	Sergeant St	Sheets St	S	NO	2056.41	Minor Arterial	D
RYARD-09-N	Ryan Rd	9	Sheets St	Klink Rd	N	NO	1417.07	Minor Arterial	D
RYARD-09-S	Ryan Rd	9	Sheets St	Klink Rd	S	NO	1417.09	Minor Arterial	D
RYARD-10-N	Ryan Rd	10	Klink Rd	Chinook Dr	N	NO	194.83	Minor Arterial	D
RYARD-10-S	Ryan Rd	10	Klink Rd	Chinook Dr	S	NO	194.83	Minor Arterial	D
RYARD-11-N	Ryan Rd	11	Chinook Dr	Levesque Rd	N	NO	1078.88	Minor Arterial	D
RYARD-11-S	Ryan Rd	11	Chinook Dr	Levesque Rd	S	NO	1086.77	Minor Arterial	D
SAWAV-01-N	Sawyer Ave	1	Spiketon Rd	Rochelle St	N	YES	517.99	Local Access	D
SAWAV-01-S	Sawyer Ave	1	Spiketon Rd	Rochelle St	S	YES	517.99	Local Access	D
SERST-01-E	Sergeant St	1	Dieringer Ave	Nanovicz Ave	E	YES	269.43	Collector	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
SERST-01-W	Sergeant St	1	Dieringer Ave	Nanevicz Ave	W	YES	269.43	Collector	D
SERST-02-E	Sergeant St	2	Nanevicz Ave	Whitehouse Ave	E	YES	269.99	Collector	D
SERST-02-W	Sergeant St	2	Nanevicz Ave	Whitehouse Ave	W	YES	269.99	Collector	D
SERST-03-E	Sergeant St	3	Whitehouse Ave	Packard Ave	E	NO	275.70	Collector	D
SERST-03-W	Sergeant St	3	Whitehouse Ave	Packard Ave	W	YES	275.70	Collector	D
SERST-04-E	Sergeant St	4	Packard Ave	Whitmore Wy	E	NO	336.84	Collector	D
SERST-04-W	Sergeant St	4	Packard Ave	Whitmore Wy	W	YES	335.02	Collector	D
SERST-05-E	Sergeant St	5	Whitmore Wy	Mellish PI	E	NO	325.96	Collector	D
SERST-05-W	Sergeant St	5	Whitmore Wy	Mellish PI	W	YES	325.96	Collector	D
SERST-06-E	Sergeant St	6	Mellish PI	Collins Rd	E	NO	448.16	Collector	D
SERST-06-W	Sergeant St	6	Mellish PI	Collins Rd	W	YES	449.65	Collector	D
SERST-07-E	Sergeant St	7	Collins Rd	(Mid-block crossing)	E	NO	363.14	Local Access	D
SERST-07-W	Sergeant St	7	Collins Rd	(Mid-block crossing)	W	YES	371.58	Local Access	D
SERST-08-E	Sergeant St	8	(Mid-block crossing)	(End of the road)	E	YES	264.00	Local Access	D
SERST-08-W	Sergeant St	8	(Mid-block crossing)	(End of the road)	W	NO	264.00	Local Access	D
SERST-09-E	Sergeant St	9	(End of the road)	Jefferson Ave	E	YES	128.59	Collector	D
SERST-09-W	Sergeant St	9	(End of the road)	Jefferson Ave	W	YES	128.59	Collector	D
SERST-10-E	Sergeant St	10	Jefferson Ave	Couls Ave	E	YES	733.64	Collector	D
SERST-10-W	Sergeant St	10	Jefferson Ave	Couls Ave	W	YES	733.99	Collector	D
SERST-11-E	Sergeant St	11	Couls Ave	Ryan Rd	E	YES	478.39	Collector	D
SERST-11-W	Sergeant St	11	Couls Ave	Ryan Rd	W	YES	476.87	Collector	D
SERST-12A-E	Sergeant St	12A	Ryan Rd	(Elk Heights park)	E	YES	327.81	Collector	D
SERST-12A-W	Sergeant St	12A	Ryan Rd	(Elk Heights park)	W	YES	327.70	Collector	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
SERST-12B-E	Sergeant St	12B	(Elk Heights park)	Davis Pl	E	YES	1505.40	Collector	D
SERST-12B-W	Sergeant St	12B	(Elk Heights park)	Davis Pl	W	NO	1521.74	Collector	D
SERST-13-E	Sergeant St	13	Davis Pl	Spaulding Cir	E	YES	196.71	Collector	D
SERST-13-W	Sergeant St	13	Davis Pl	Spaulding Cir	W	NO	198.31	Collector	D
SHACT-01-E	Shamrock Ct 1	(End of the road)		Collins Rd	E	YES	432.09	Local Access	D
SHACT-01-W	Shamrock Ct 1	(End of the road)		Collins Rd	W	YES	473.02	Local Access	D
SHARD-01A-N	Shay Rd	1A	Collins Ct	(262 Shay Rd)	N	YES	490.62	Local Access	D
SHARD-01A-S	Shay Rd	1A	Collins Ct	(262 Shay Rd)	S	YES	471.45	Local Access	D
SHARD-01B-E	Shay Rd	1B	(262 Shay Rd)	Collins Rd	E	NO	475.81	Local Access	D
SHARD-01B-W	Shay Rd	1B	(262 Shay Rd)	Collins Rd	W	YES	462.27	Local Access	D
SHERD-01-E	Sheets Rd	1	Ryan Rd	(End of the road)	E	NO	2652.43	Collector	D
SHERD-01-W	Sheets Rd	1	Ryan Rd	(End of the road)	W	NO	2652.80	Collector	D
SORST-01-E	Sorensen St	1	Olsen Ave	Dieringer Ave	E	YES	295.13	Local Access	D
SORST-01-W	Sorensen St	1	Olsen Ave	Dieringer Ave	W	YES	295.13	Local Access	D
SORST-02-E	Sorensen St	2	Dieringer Ave	Whitehouse Ave	E	YES	538.99	Local Access	D
SORST-02-W	Sorensen St	2	Dieringer Ave	Whitehouse Ave	W	YES	538.99	Local Access	D
SPACI-01-N	Spaulding Cir	1	Davis St	Garnero St (north end)	N	YES	252.12	Local Access	D
SPACI-01-S	Spaulding Cir	1	Davis St	Garnero St (north end)	S	YES	253.48	Local Access	D
SPACI-02-N	Spaulding Cir	2	Garnero St (north end)	Lund St (north end)	N	YES	411.79	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
SPACI-02-S	Spaulding Cir	2	Garnero St (north end)	Lund St (north end)	S	YES	396.87	Local Access	D
SPACI-03-E	Spaulding Cir	3	Lund St (north end)	Lund St (south end)	E	YES	1597.91	Local Access	D
SPACI-03-W	Spaulding Cir	3	Lund St (north end)	Lund St (south end)	W	YES	1518.45	Local Access	D
SPACI-04-N	Spaulding Cir	4	Lund St (south end)	Garnero St (south end)	N	YES	332.62	Local Access	D
SPACI-04-S	Spaulding Cir	4	Lund St (south end)	Garnero St (south end)	S	YES	331.86	Local Access	D
SPACI-05-E	Spaulding Cir	5	Garnero St (south end)	Davis St	E	YES	1059.61	Local Access	D
SPACI-05-W	Spaulding Cir	5	Garnero St (south end)	Davis St	W	YES	1117.28	Local Access	D
SPIRD-01-E	Spiketon Rd	1	A St	Ryan Rd	E	YES	598.68	Collector	D
SPIRD-01-W	Spiketon Rd	1	A St	Ryan Rd	W	YES	599.26	Collector	D
SPIRD-02-E	Spiketon Rd	2	Ryan Rd	Mountain View Ave	E	YES	497.00	Collector	D
SPIRD-02-W	Spiketon Rd	2	Ryan Rd	Mountain View Ave	W	YES	497.00	Collector	D
SPIRD-03-E	Spiketon Rd	3	Mountain View Ave	McCauley Ave	E	YES	342.53	Collector	D
SPIRD-03-W	Spiketon Rd	3	Mountain View Ave	McCauley Ave	W	YES	342.53	Collector	D
SPIRD-04-E	Spiketon Rd	4	McCauley Ave	Rawson Ave	E	YES	195.87	Collector	D
SPIRD-04-W	Spiketon Rd	4	McCauley Ave	Rawson Ave	W	NO	195.87	Collector	D
SPIRD-05-E	Spiketon Rd	5	Rawson Ave	Tanner Ave	E	NO	342.41	Collector	D
SPIRD-05-W	Spiketon Rd	5	Rawson Ave	Tanner Ave	W	NO	342.93	Collector	D
SPIRD-06-E	Spiketon Rd	6	Tanner Ave	Sawyer Ave	E	YES	198.07	Collector	D
SPIRD-06-W	Spiketon Rd	6	Tanner Ave	Sawyer Ave	W	NO	198.04	Collector	D
SPIRD-07-E	Spiketon Rd	7	Sawyer Ave	Lucas Ave	E	YES	362.99	Collector	D
SPIRD-07-W	Spiketon Rd	7	Sawyer Ave	Lucas Ave	W	NO	362.99	Collector	D
SPIRD-08-N	Spiketon Rd	8	Lucas Ave	LaPierre Ave	N	NO	2323.80	Collector	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
SPIRD-08-S	Spiketon Rd	8	Lucas Ave	LaPierre Ave	S	NO	2329.09	Collector	D
SPRST-01-E	Spruce St	1	Collins Rd	Main St	E	YES	269.36	Minor Arterial	D
SPRST-01-W	Spruce St	1	Collins Rd	Main St	W	YES	270.74	Collector	D
SPRST-02-E	Spruce St	2	Main St	Mason Ave	E	NO	630.66	Collector	D
SPRST-02-W	Spruce St	2	Main St	Mason Ave	W	NO	594.39	Collector	D
SPRST-03-E	Spruce St	3	Mason Ave	Maas Ct	E	YES	171.07	Collector	D
SPRST-03-W	Spruce St	3	Mason Ave	Maas Ct	W	NO	158.58	Collector	D
SPRST-04-E	Spruce St	4	Maas Ct	Jefferson Ave	E	YES	484.66	Collector	D
SPRST-04-W	Spruce St	4	Maas Ct	Jefferson Ave	W	NO	484.60	Collector	D
SPRST-05-E	Spruce St	5	Jefferson Ave	Couls Ave	E	YES	748.19	Collector	D
SPRST-05-W	Spruce St	5	Jefferson Ave	Couls Ave	W	YES	748.11	Collector	D
SPRST-06-E	Spruce St	6	Couls Ave	Van Sickle Ave	E	YES	269.86	Collector	D
SPRST-06-W	Spruce St	6	Couls Ave	Van Sickle Ave	W	YES	269.97	Collector	D
SPRST-07-E	Spruce St	7	Van Sickle Ave	Ryan Rd	E	YES	180.61	Collector	D
SPRST-07-W	Spruce St	7	Van Sickle Ave	Ryan Rd	W	YES	180.61	Collector	D
SR165-01-E	SR 165	1	Ryan Rd	(City limits)	E	N/A	1676.01	Major Arterial	D
SR165-01-W	SR 165	1	Ryan Rd	(City limits)	W	N/A	1669.09	Major Arterial	D
SR165-02-E	SR 165	2	SR 410	Ryan Rd	E	YES	603.40	Major Arterial	D
SR165-02-W	SR 165	2	SR 410	Ryan Rd	W	YES	591.04	Major Arterial	D
SR410-01A-N	SR 410	1A	Mundy Loss Rd	(27865 SR 410)	N	YES	199.16	Major Arterial	D
SR410-01A-S	SR 410	1A	Mundy Loss Rd	(27865 SR 410)	S	NO	199.16	Major Arterial	D
SR410-01B-N	SR 410	1B	(27865 SR 410)	(27909 SR 410)	N	YES	145.93	Major Arterial	D
SR410-01B-S	SR 410	1B	(27865 SR 410)	(27909 SR 410)	S	NO	146.28	Major Arterial	D
SR410-01C-N	SR 410	1C	(27909 SR 410)	(28002 SR 410)	N	NO	77.55	Major Arterial	D

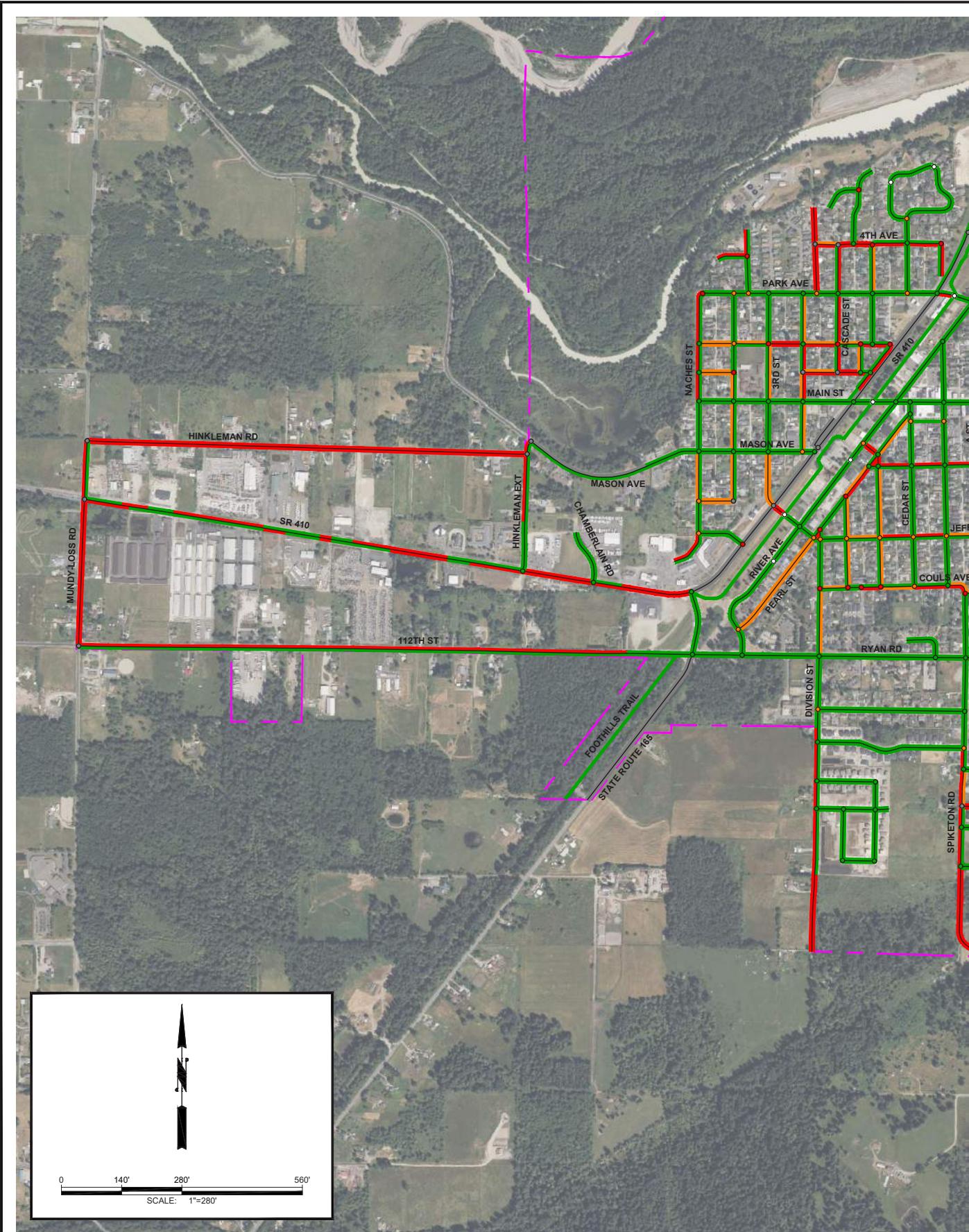
ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
SR410-01C-S	SR 410	1C	(27909 SR 410)	(28002 SR 410)	S	NO	77.55	Major Arterial	D
SR410-01D-N	SR 410	1D	(28002 SR 410)	(27971 SR 410)	N	NO	174.38	Major Arterial	D
SR410-01D-S	SR 410	1D	(28002 SR 410)	(27971 SR 410)	S	YES	174.38	Major Arterial	D
SR410-01E-N	SR 410	1E	(27971 SR 410)	(28004 SR 410)	N	YES	232.83	Major Arterial	D
SR410-01E-S	SR 410	1E	(27971 SR 410)	(28004 SR 410)	S	YES	232.28	Major Arterial	D
SR410-01F-N	SR 410	1F	(28004 SR 410)	(28238 SR 410)	N	NO	853.12	Major Arterial	D
SR410-01F-S	SR 410	1F	(28004 SR 410)	(28238 SR 410)	S	YES	852.96	Major Arterial	D
SR410-01G-N	SR 410	1G	(28238 SR 410)	(28280 SR 410)	N	YES	213.20	Major Arterial	D
SR410-01G-S	SR 410	1G	(28238 SR 410)	(28280 SR 410)	S	NO	213.20	Major Arterial	D
SR410-01H-N	SR 410	1H	(28280 SR 410)	(28414 SR 410)	N	YES	315.42	Major Arterial	D
SR410-01H-S	SR 410	1H	(28280 SR 410)	(28414 SR 410)	S	YES	315.52	Major Arterial	D
SR410-01I-N	SR 410	1I	(28414 SR 410)	(28485 SR 410)	N	NO	115.09	Major Arterial	D
SR410-01I-S	SR 410	1I	(28414 SR 410)	(28485 SR 410)	S	NO	115.09	Major Arterial	D
SR410-01J-N	SR 410	1J	(28485 SR 410)	(28518 SR 410)	N	YES	193.96	Major Arterial	D
SR410-01J-S	SR 410	1J	(28485 SR 410)	(28518 SR 410)	S	YES	193.96	Major Arterial	D
SR410-01K-N	SR 410	1K	(28518 SR 410)	(28520 SR 410)	N	NO	358.27	Major Arterial	D
SR410-01K-S	SR 410	1K	(28518 SR 410)	(28520 SR 410)	S	YES	358.27	Major Arterial	D
SR410-01L-N	SR 410	1L	(28520 SR 410)	(28801 SR 410)	N	NO	541.98	Major Arterial	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
SR410-01L-S	SR 410	1L	(28520 SR 410)	(28801 SR 410)	S	NO	542.25	Major Arterial	D
SR410-01M-N	SR 410	1M	(28801 SR 410)	(28833 SR 410)	N	YES	205.82	Major Arterial	D
SR410-01M-S	SR 410	1M	(28801 SR 410)	(28833 SR 410)	S	YES	205.82	Major Arterial	D
SR410-01N-N	SR 410	1N	(28833 SR 410)	Hinkleman Ext	N	YES	499.85	Major Arterial	D
SR410-01N-S	SR 410	1N	(28833 SR 410)	Hinkleman Ext	S	NO	499.48	Major Arterial	D
SR410-02-N	SR 410	2	Hinkleman Ext	Chamberlain Rd	N	NO	666.82	Major Arterial	D
SR410-02-S	SR 410	2	Hinkleman Ext	Chamberlain Rd	S	NO	667.12	Major Arterial	D
SR410-03A-N	SR 410	3A	Chamberlain Rd	(29285 SR 410)	N	YES	262.01	Major Arterial	D
SR410-03A-S	SR 410	3A	Chamberlain Rd	(29285 SR 410)	S	NO	261.58	Major Arterial	D
SR410-03B-N	SR 410	3B	(29285 SR 410)	SR 165	N	NO	654.54	Major Arterial	D
SR410-03B-S	SR 410	3B	(29285 SR 410)	SR 165	S	NO	666.59	Major Arterial	D
SR410-04-NW	SR 410	4	SR 165	Jefferson Ave	NW	N/A	655.10	Major Arterial	D
SR410-04-SE	SR 410	4	SR 165	Jefferson Ave	SE	N/A	670.16	Major Arterial	D
SR410-05-NW	SR 410	5	Jefferson Ave	3rd St	NW	N/A	459.49	Major Arterial	D
SR410-05-SE	SR 410	5	Jefferson Ave	3rd St	SE	N/A	459.49	Major Arterial	D
SR410-06-NW	SR 410	6	3rd St	Mason Ave	NW	N/A	630.14	Major Arterial	D
SR410-06-SE	SR 410	6	3rd St	Mason Ave	SE	N/A	630.65	Major Arterial	D
SR410-07-NW	SR 410	7	Mason Ave	Pioneer St	NW	N/A	51.06	Major Arterial	D
SR410-07-SE	SR 410	7	Mason Ave	Pioneer St	SE	N/A	51.06	Major Arterial	D
SR410-08-NW	SR 410	8	Pioneer St	Main St	NW	N/A	586.80	Major Arterial	D
SR410-08-SE	SR 410	8	Pioneer St	Main St	SE	N/A	587.63	Major Arterial	D
SR410-09-NW	SR 410	9	Main St	Park Ave	NW	N/A	1274.60	Major Arterial	D
SR410-09-SE	SR 410	9	Main St	Park Ave	SE	N/A	1274.46	Major Arterial	D
SR410-10-NW	SR 410	10	Park Ave	Cemetery Rd	NW	YES	633.53	Major Arterial	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
SR410-10-SE	SR 410	10	Park Ave	Cemetery Rd	SE	N/A	638.03	Major Arterial	D
SR410-11A-NW	SR 410	11A	Cemetery Rd	(513 SR 410)	NW	YES	474.81	Major Arterial	D
SR410-11A-SE	SR 410	11A	Cemetery Rd	(513 SR 410)	SE	N/A	477.44	Major Arterial	D
SR410-11B-NW	SR 410	11B	(513 SR 410)	(City limits)	NW	N/A	2107.90	Major Arterial	D
SR410-11B-SE	SR 410	11B	(513 SR 410)	(City limits)	SE	N/A	2101.07	Major Arterial	D
TANAV-01-N	Tanner Ave	1	Division St	York St	N	YES	251.10	Local Access	D
TANAV-01-S	Tanner Ave	1	Division St	York St	S	YES	251.10	Local Access	D
TANAV-02-N	Tanner Ave	2	York St	Livernash St	N	YES	295.62	Local Access	D
TANAV-02-S	Tanner Ave	2	York St	Livernash St	S	YES	295.62	Local Access	D
TANAV-03-N	Tanner Ave	3	Livernash St	(End of the road)	N	YES	123.62	Local Access	D
TANAV-03-S	Tanner Ave	3	Livernash St	(End of the road)	S	YES	123.62	Local Access	D
TANAV-04-N	Tanner Ave	4	Spiketon Rd	(End of the road)	N	NO	1028.30	Local Access	D
TANAV-04-S	Tanner Ave	4	Spiketon Rd	(End of the road)	S	NO	1029.05	Local Access	D
TRUST-01-E	Trullinger St	1	Dieringer Ave	Alfano Pl	E	YES	201.57	Local Access	D
TRUST-01-W	Trullinger St	1	Dieringer Ave	Alfano Pl	W	YES	201.57	Local Access	D
TRUST-02-E	Trullinger St	2	Alfano Pl	Whitehouse Ave	E	YES	314.39	Local Access	D
TRUST-02-W	Trullinger St	2	Alfano Pl	Whitehouse Ave	W	YES	325.50	Local Access	D
VANAV-01-N	Van Sickle Ave	1	Nelson St	Spruce St	N	YES	755.82	Local Access	D
VANAV-01-S	Van Sickle Ave	1	Nelson St	Spruce St	S	YES	755.82	Local Access	D
VANAV-02-N	Van Sickle Ave	2	Spruce St	(End of the road)	N	YES	431.09	Local Access	D
VANAV-02-S	Van Sickle Ave	2	Spruce St	(End of the road)	S	YES	431.46	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
VIEPL-01-NW	View Pl	1	Whitmore Way	(End of the road)	NW	YES	169.71	Local Access	D
VIEPL-01-SE	View Pl	1	Whitmore Way	(End of the road)	SE	YES	169.71	Local Access	D
WESST-01-E	Wesner St	1	(End of the road)	Spiketon Rd	E	NO	975.48	Local Access	D
WESST-01-W	Wesner St	1	(End of the road)	Spiketon Rd	W	NO	967.96	Local Access	D
WHEAV-01-N	Wheeler Ave 1		Naches St	2nd St	N	NO	322.00	Local Access	D
WHEAV-01-S	Wheeler Ave 1		Naches St	2nd St	S	NO	322.00	Local Access	D
WHIAV-01-N	Whitehouse Ave 1		(End of the road)	Trullinger St	N	YES	143.66	Local Access	D
WHIAV-01-S	Whitehouse Ave 1		(End of the road)	Trullinger St	S	YES	143.66	Local Access	D
WHIAV-02-N	Whitehouse Ave 2		Trullinger St	Hackmann St	N	YES	297.99	Local Access	D
WHIAV-02-S	Whitehouse Ave 2		Trullinger St	Hackmann St	S	YES	297.99	Local Access	D
WHIAV-03-N	Whitehouse Ave 3		Hackmann St	Boyle St	N	YES	450.97	Local Access	D
WHIAV-03-S	Whitehouse Ave 3		Hackmann St	Boyle St	S	YES	450.97	Local Access	D
WHIAV-04-N	Whitehouse Ave 4		Boyle St	Sorensen St	N	YES	298.41	Local Access	D
WHIAV-04-S	Whitehouse Ave 4		Boyle St	Sorensen St	S	YES	298.41	Local Access	D
WHIAV-05-N	Whitehouse Ave 5		Sorensen St	Foster St	N	YES	278.88	Local Access	D
WHIAV-05-S	Whitehouse Ave 5		Sorensen St	Foster St	S	YES	278.88	Local Access	D
WHIAV-06-N	Whitehouse Ave 6		Foster St	Sergeant St	N	YES	519.92	Local Access	D
WHIAV-06-S	Whitehouse Ave 6		Foster St	Sergeant St	S	YES	519.92	Local Access	D
WHIAV-07-N	Whitehouse Ave 7		Sergeant St	(End of the road)	N	YES	150.90	Local Access	D

ID	Road	Segment	Start Segment	End Segment	Orientation	Complete?	Length (ft)	Classification	LOS Standard
WHIAV-07-S	Whitehouse Ave	7	Sergeant St	(End of the road)	S	YES	150.90	Local Access	D
WHICT-01-E	Whitmore Ct1	1	Collins Rd	(End of the road)	E	YES	193.38	Local Access	D
WHICT-01-W	Whitmore Ct1	1	Collins Rd	(End of the road)	W	YES	172.06	Local Access	D
WHIWA-01-N	Whitmore Way	1	Sergeant St	Heather Ln	N	YES	614.43	Local Access	D
WHIWA-01-S	Whitmore Way	1	Sergeant St	Heather Ln	S	YES	574.24	Local Access	D
WHIWA-02-E	Whitmore Way	2	Heather Ln	View PI	E	YES	336.48	Local Access	D
WHIWA-02-W	Whitmore Way	2	Heather Ln	View PI	W	YES	353.09	Local Access	D
WHIWA-03-E	Whitmore Way	3	View PI	Collins Rd	E	YES	386.96	Local Access	D
WHIWA-03-W	Whitmore Way	3	View PI	Collins Rd	W	YES	366.25	Local Access	D
YORST-01-E	York St	1	Tanner Ave	Francl Ave	E	YES	477.49	Local Access	D
YORST-01-W	York St	1	Tanner Ave	Francl Ave	W	YES	477.49	Local Access	D
ALLEY-01	(Police station alley)	1	Cedar St	Cottage St		YES	307.02	Alley	D





LEGEND

	CITY LIMITS
	MID-BLOCK CROSSING
	SIDEWALK
	INCOMPLETE SIDEWALK SEGMENT
	NO SIDEWALK AT THIS LOCATION
	NOT APPLICABLE
	DESCRIPTION
	FULLY NAVIGABLE
	MISSING SOME CROSSINGS
	MISSING ALL CROSSINGS
	NOT APPLICABLE

CITY OF BUCKLEY COMPREHENSIVE PLAN PEDESTRIAN INFRASTRUCTURE INVENTORY

DATE: DECEMBER 2024


Gray & Osborne, Inc.
CONSULTING ENGINEERS

Bicycle Inventory

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard	Bicycle Safety
112ST-01	112th St	1	Mundy Loss Rd	282nd St	1363.20	Minor Arterial	D	Unsafe
112ST-02	112th St	2	282nd Ave	SR 165	4342.54	Minor Arterial	D	Unsafe
2NDST-01	2nd St	1	Park Ave	Dundass Ave	468.13	Local Access	D	Safe
2NDST-02	2nd St	2	Dundass Ave	Balm Ave	268.09	Local Access	D	Safe
2NDST-03	2nd St	3	Balm Ave	Main St	267.22	Local Access	D	Safe
2NDST-04	2nd St	4	Main St	Mason Ave	466.30	Local Access	D	Safe
2NDST-05	2nd St	5	Mason Ave	Wheeler Ave	461.70	Local Access	D	Safe
3RDST-01	3rd St	1	Park Ave	Dundass Ave	469.19	Local Access	D	Safe
3RDST-02	3rd St	2	Dundass Ave	Main St	535.56	Local Access	D	Safe
3RDST-03	3rd St	3	Main St	Mason Ave	466.95	Local Access	D	Safe
3RDST-04	3rd St	4	Mason Ave	SR 410	508.84	Local Access	D	Safe
4THAV-01	4th Ave	1	Ammon St	Cascade St	214.02	Local Access	D	Safe
4THAV-02	4th Ave	2	Cascade St	Rosewood Dr	143.25	Local Access	D	Safe
4THAV-03	4th Ave	3	Rosewood Dr	Edith St	176.68	Local Access	D	Safe
4THAV-04	4th Ave	4	Edith St	Norma St	335.70	Local Access	D	Safe
4THAV-05	4th Ave	5	Norma St	Fulton St	314.49	Local Access	D	Safe
4THST-01	4th St	1	Park Ave	Dundass Ave	469.72	Local Access	D	Safe
4THST-02	4th St	2	Dundass Ave	Balm Ave	262.67	Local Access	D	Safe
4THST-03	4th St	3	Balm Ave	Main St	273.87	Local Access	D	Safe
4THST-04	4th St	4	Main St	Mason Ave	465.99	Local Access	D	Safe
ALFPL-01	Alfano Pl	1	(End of the road)	Trullinger St	318.22	Local Access	D	Safe
AMMST-01	Ammon St	1	(End of the road)	4th Ave	336.45	Local Access	D	Safe
AMMST-02	Ammon St	2	4th Ave	Park Ave	458.52	Local Access	D	Safe
ASHCT-01	Ashley Ct	1	(End of the road)	Ryan Rd	427.20	Local Access	D	Safe
ASTRE-01	A St	1	River Ave	Main St	937.83	Minor Arterial	D	Uncertain
ASTRE-02	A St	2	Main St	Mason Ave	577.60	Minor Arterial	D	Uncertain
ASTRE-03	A St	3	Mason Ave	Jefferson Ave	659.47	Minor Arterial	D	Uncertain
ASTRE-04	A St	4	Jefferson Ave	Couls Ave	657.60	Minor Arterial	D	Uncertain

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard	Bicycle Safety
BALAV-01	Balm Ave	1	Naches St	2nd St	323.61	Local Access	D	Safe
BALAV-02	Balm Ave	2	4th St	Cascade St	322.10	Local Access	D	Safe
BALAV-03	Balm Ave	3	Cascade St	Ewing St	214.38	Local Access	D	Safe
BALAV-04	Balm Ave	4	Ewing St	Pioneer St	91.14	Local Access	D	Safe
BEVST-01	Bevlo St	1	Franklin St	Rose Pl	610.69	Collector	D	Uncertain
BEVST-02	Bevlo St	2	Rose Pl	Ryan Rd	176.12	Collector	D	Uncertain
BEVST-03	Bevlo St	3	Ryan Rd	Karen Ave	386.37	Local Access	D	Safe
BOYST-01	Boyle St	1	Dieringer Ave	Whitehouse Ave	500.37	Local Access	D	Safe
BROPL-01	Brown Pl	1	Davis St	(End of the road)	312.30	Local Access	D	Safe
BSTRE-01	B St	1	(Glacier Middle School)	Main St	197.10	Local Access	D	Safe
BSTRE-02	B St	2	Main St	Mason Ave	567.66	Local Access	D	Safe
BSTRE-03	B St	3	Mason Ave	(End of the road)	334.33	Local Access	D	Safe
CASST-01	Cascade St	1	4th Ave	Park Ave	451.17	Local Access	D	Safe
CASST-02	Cascade St	2	Park Ave	Dundass Ave	471.11	Local Access	D	Safe
CASST-03	Cascade St	3	Dundass Ave	Balm Ave	262.47	Local Access	D	Safe
CEDST-01	Cedar St	1	Main St	Pearl St	112.30	Minor Arterial	D	Uncertain
CEDST-02	Cedar St	2	Pearl St	Mason Ave	482.86	Minor Arterial	D	Uncertain
CEDST-03	Cedar St	3	Mason Ave	Jefferson Ave	660.02	Minor Arterial	D	Uncertain
CEDST-04	Cedar St	4	Jefferson Ave	Couls Ave	459.44	Minor Arterial	D	Uncertain
CHARD-01	Chamberlain Rd	1	(End of the road)	SR 410	509.99	Collector	D	Uncertain
CLAAV-01	Clark Ave	1	Division St	Livernash St	544.17	Local Access	D	Safe
COLCT-01	Collins Ct	1	Shay Rd	Collins Rd	473.80	Local Access	D	Safe
COLRD-01	Collins Rd	1	Rainier St	Elsa St	346.51	Local Access	D	Safe
COLRD-02	Collins Rd	2	Elsa St	Heather Ln	503.47	Local Access	D	Safe
COLRD-03	Collins Rd	3	Heather Ln	Shamrock Ct	298.95	Local Access	D	Safe
COLRD-04	Collins Rd	4	Shamrock Ct	Spruce St	272.61	Local Access	D	Safe
COLRD-05	Collins Rd	5	Spruce St	Whitmore Ct	261.06	Minor Arterial	D	Uncertain
COLRD-06	Collins Rd	6	Whitmore Ct	Sergeant St	366.55	Minor Arterial	D	Uncertain
COLRD-07	Collins Rd	7	Sergeant St	McNeely St	1306.17	Minor Arterial	D	Uncertain
COLRD-08	Collins Rd	8	McNeely St	Collins Ct	2691.41	Minor Arterial	D	Uncertain

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard	Bicycle Safety
COLRD-09	Collins Rd	9	Collins Ct	Shay Rd	559.48	Minor Arterial	D	Uncertain
COLRD-10	Collins Rd	10	Shay Rd	Levesque Rd	126.72	Minor Arterial	D	Uncertain
COTST-01	Cottage St	1	River Ave	Main St	564.70	Local Access	D	Safe
COTST-02	Cottage St	2	Main St	Mason Ave	584.26	Local Access	D	Safe
COTST-03	Cottage St	3	Mason Ave	Jefferson Ave	658.78	Local Access	D	Safe
COTST-04	Cottage St	4	Jefferson Ave	Couls Ave	459.69	Local Access	D	Safe
COUAV-01	Couls Ave	1	Division St	Mill St	260.24	Minor Arterial	D	Uncertain
COUAV-02	Couls Ave	2	Mill St	Rich Ct	123.66	Minor Arterial	D	Uncertain
COUAV-03	Couls Ave	3	Rich Ct	Perkins St	181.17	Minor Arterial	D	Uncertain
COUAV-04	Couls Ave	4	Perkins St	Cedar St	313.37	Minor Arterial	D	Uncertain
COUAV-05	Couls Ave	5	Cedar St	Cottage St	310.15	Minor Arterial	D	Uncertain
COUAV-06	Couls Ave	6	Cottage St	A St	233.10	Minor Arterial	D	Uncertain
COUAV-07	Couls Ave	7	Nelson St	Spruce St	747.77	Local Access	D	Safe
COUAV-08	Couls Ave	8	Spruce St	Hovey St	358.26	Local Access	D	Safe
COUAV-09	Couls Ave	9	Hovey St	Sergeant St	257.29	Local Access	D	Safe
COUAV-10	Couls Ave	10	Sergeant St	Partlon St	258.35	Local Access	D	Safe
COUAV-11	Couls Ave	11	Partlon St	(End of the road)	132.17	Local Access	D	Safe
CSTRE-01	C St	1	(Glacier Mid- dle School)	Main St	225.02	Local Access	D	Safe
CSTRE-02	C St	2	Main St	Mason Ave	558.90	Local Access	D	Safe
CSTRE-03	C St	3	Mason Ave	Jefferson Ave	658.14	Local Access	D	Safe
DAVPL-01	Davis Pl	1	Sergeant St	(End of the road)	465.31	Local Access	D	Safe
DAVST-01	Davis St	1	Brown Pl	Rawson Ave	520.24	Local Access	D	Safe
DAVST-02	Davis St	2	Rawson Ave	(End of the road)	121.09	Local Access	D	Safe
DIEAV-01	Dieringer Ave1	River Ave	Trullinger St	469.85	Collector	D	Uncertain	
DIEAV-02	Dieringer Ave2	Trullinger St	Hackmann St	243.23	Collector	D	Uncertain	
DIEAV-03	Dieringer Ave3	Hackmann St	Boyle St	262.77	Collector	D	Uncertain	
DIEAV-04	Dieringer Ave4	Boyle St	Sorensen St	371.62	Collector	D	Uncertain	
DIEAV-05	Dieringer Ave5	Sorensen St	Foster St	278.24	Collector	D	Uncertain	
DIEAV-06	Dieringer Ave6	Foster St	Sergeant St	521.25	Collector	D	Uncertain	
DIEAV-07	Dieringer Ave7	Sergeant St	(End of the road)	148.61	Collector	D	Uncertain	

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard	Bicycle Safety
DIVST-01	Division St	1	Pearl St	Jefferson Ave	89.09	Collector	D	Uncertain
DIVST-02	Division St	2	Jefferson Ave	Couls Ave	458.74	Collector	D	Uncertain
DIVST-03	Division St	3	Couls Ave	Ryan Rd	627.20	Collector	D	Uncertain
DIVST-04	Division St	4	Ryan Rd	Mountain View Ave	495.17	Collector	D	Uncertain
DIVST-05	Division St	5	Mountain View Ave	McCauley Ave	304.23	Collector	D	Uncertain
DIVST-06	Division St	6	McCauley Ave	Clark Ave	361.25	Collector	D	Uncertain
DIVST-07	Division St	7	Clark Ave	Tanner Ave	257.84	Collector	D	Uncertain
DIVST-08	Division St	8	Tanner Ave	(End of the road)	1327.24	Collector	D	Unsafe
DOUAV-01	Doud Ave	1	Knowles St	Page St	266.03	Local Access	D	Safe
DSTRE-01	D St	1	(Glacier Middle School)	Main St	213.44	Local Access	D	Safe
DSTRE-02	D St	2	Main St	Mason Ave	569.45	Local Access	D	Safe
DSTRE-03	D St	3	Mason Ave	(End of the road)	476.63	Local Access	D	Safe
DUNAV-01	Dundass Ave	1	Naches St	2nd St	323.50	Local Access	D	Safe
DUNAV-02	Dundass Ave	2	2nd St	3rd St	321.39	Local Access	D	Safe
DUNAV-03	Dundass Ave	3	3rd St	4th St	320.71	Local Access	D	Safe
DUNAV-04	Dundass Ave	4	4th St	Cascade St	322.52	Local Access	D	Safe
DUNAV-05	Dundass Ave	5	Cascade St	Ewing St	212.42	Local Access	D	Safe
DUNAV-06	Dundass Ave	6	Ewing St	Edith St	109.93	Local Access	D	Safe
DUNAV-07	Dundass Ave	7	Edith St	Pioneer St	163.55	Local Access	D	Safe
EDIST-01	Edith St	1	4th Ave	Park Ave	452.43	Local Access	D	Safe
EDIST-02	Edith St	2	Park Ave	Dundass Ave	472.02	Local Access	D	Safe
ELSST-01	Elsa St	1	Hamilton Pl	Collins Rd	264.20	Local Access	D	Safe
ELSST-02	Elsa St	2	Collins Rd	Main St	284.86	Local Access	D	Safe
ELSST-03	Elsa St	3	Main St	Mason Ave	580.50	Local Access	D	Safe
ELSST-04	Elsa St	4	Mason Ave	(End of the road)	289.51	Local Access	D	Safe
EWIST-01	Ewing St	1	Dundass Ave	Balm Ave	264.93	Local Access	D	Safe
FIEPL-01	Fieldcrest Pl	1	(End of the road)	McNeely St	534.81	Local Access	D	Safe
FOOTR-01	Foothills Trail	1	(City limits)	Ryan Rd	1706.06	Trail	D	Safe

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard	Bicycle Safety
FOOTR-02	Foothills Trail 2	SR 410		Wheeler Ave	1255.88	Trail	D	Safe
FOOTR-03	Foothills Trail 3		Wheeler Ave	Main St	1420.84	Trail	D	Safe
FOOTR-04	Foothills Trail 4		Main St	Park Ave	1243.77	Trail	D	Safe
FOOTR-05	Foothills Trail 5		Park Ave	Cemetery Rd	2110.75	Trail	D	Safe
FOOTR-06	Foothills Trail 6		Cemetery Rd	(City limits)	1663.15	Trail	D	Safe
FOSST-01	Foster St	1	Dieringer Ave	Nanevicz Ave	269.93	Local Access	D	Safe
FOSST-02	Foster St	2	Nanevicz Ave	Whitehouse Ave	269.89	Local Access	D	Safe
FOSST-03	Foster St	3	Whitehouse Ave	Packard Ave	275.72	Local Access	D	Safe
FRAAV-01	Francl Ave	1	York St	Livernash St	295.40	Local Access	D	Safe
FRAST-01	Franklin St	1	Jefferson Ave	Bevlo St	412.92	Collector	D	Uncertain
FULST-01	Fulton St	1	4th Ave	(End of the road)	300.92	Local Access	D	Safe
GARST-01	Garnero St	1	Spaulding Cir	Spaulding Cir	954.18	Local Access	D	Safe
GRAWA-01	Gravity Way	1	Klink St	(End of the road)	1728.82	Local Access	D	Unsafe
HACST-01	Hackmann St 1		Olsen Ave	Dieringer Ave	306.32	Local Access	D	Safe
HACST-02	Hackmann St 2		Dieringer Ave	Whitehouse Ave	454.29	Local Access	D	Safe
HAMCT-01	Hamilton Ct	1	(End of the road)	Elsa St	399.27	Local Access	D	Safe
HAMPL-01	Hamilton Pl	1	Elsa St	(End of the road)	173.57	Local Access	D	Safe
HATST-01	Hatch St	1	(End of the road)	Park Place Manor	245.04	Local Access	D	Safe
HATST-02	Hatch St	2	Park Place Manor	Park Ave	345.17	Local Access	D	Safe
HEALN-01	Heather Ln	1	Whitmore Way	Collins Rd	1164.22	Local Access	D	Safe
HINEX-01	Hinkleman Ext	1	Mason Ave	Hinkleman Rd	119.54	Collector	D	Unsafe
HINEX-02	Hinkleman Ext	2	Hinkleman Rd	SR 410	1093.80	Collector	D	Unsafe
HINRD-01	Hinkleman Rd	1	Mundy Loss Rd	Hinkleman Ext	4090.54	Collector	D	Unsafe

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard	Bicycle Safety
HOVST-01	Hovey St	1	Maas Ct	Jefferson Ave	503.12	Local Access	D	Safe
HOVST-02	Hovey St	2	Jefferson Ave	Couls Ave	731.86	Local Access	D	Safe
JEFAV-01	Jefferson Ave 1		Naches St	SR 410	449.20	Local Access	D	Safe
JEFAV-02	Jefferson Ave 2		SR 410	Foothills Trail	131.29	Minor Arterial	D	Uncertain
JEFAV-03	Jefferson Ave 3		Foothills Trail	River Ave	179.62	Minor Arterial	D	Uncertain
JEFAV-04	Jefferson Ave 4		River Ave	Pearl St	167.35	Minor Arterial	D	Uncertain
JEFAV-05	Jefferson Ave 5		Pearl St	Division St	54.38	Minor Arterial	D	Uncertain
JEFAV-06	Jefferson Ave 6		Division St	Mill St	245.24	Minor Arterial	D	Uncertain
JEFAV-07	Jefferson Ave 7		Mill St	Perkins St	307.98	Minor Arterial	D	Uncertain
JEFAV-08	Jefferson Ave 8		Perkins St	Cedar St	312.18	Minor Arterial	D	Uncertain
JEFAV-09	Jefferson Ave 9		Cedar St	Cottage St	307.72	Minor Arterial	D	Uncertain
JEFAV-10	Jefferson Ave 10		Cottage St	A St	312.54	Minor Arterial	D	Uncertain
JEFAV-11	Jefferson Ave 11		A St	C St	624.41	Collector	D	Uncertain
JEFAV-12	Jefferson Ave 12		C St	Franklin St	156.74	Collector	D	Uncertain
JEFAV-13	Jefferson Ave 13	(End of the road)		Spruce St	440.34	Local Access	D	Safe
JEFAV-14	Jefferson Ave 14		Spruce St	Hovey St	352.63	Local Access	D	Safe
JEFAV-15	Jefferson Ave 15		Hovey St	Sergeant St	257.12	Local Access	D	Safe
JEFAV-16	Jefferson Ave 16		Sergeant St	Partlon St	254.66	Local Access	D	Safe
JEFAV-17	Jefferson Ave 17		Partlon St	(End of the road)	108.61	Local Access	D	Safe
KARAV-01	Karen Ave	1	(End of the road)	Bevlo St	145.18	Local Access	D	Safe
KARAV-02	Karen Ave	2	Bevlo St	(End of the road)	142.32	Local Access	D	Safe
KLIST-01	Klink St	1	Ryan Rd	Gravity Way	1312.30	Collector	D	Uncertain
KNOST-01	Knowles St	1	Doud Ave	Rawson Ave	410.81	Local Access	D	Safe
LAPAV-01	LaPierre Ave	1	Spiketon Rd	Wesner St	1013.95	Local Access	D	Unsafe
LEVRD-01	Levesque Rd	1	(End of the road)	Collins Rd	805.87	Local Access	D	Unsafe
LEVRD-02	Levesque Rd	2	Collins Rd	2nd Ave	1468.63	Minor Arterial	D	Unsafe
LEVRD-03	Levesque Rd	3	2nd Ave	3rd Ave	444.37	Minor Arterial	D	Unsafe
LEVRD-04	Levesque Rd	4	3rd Ave	Ryan Rd	846.71	Minor Arterial	D	Unsafe
LIVST-01	Livernash St	1	Clark Ave	Tanner Ave	258.38	Local Access	D	Safe
LIVST-02	Livernash St	2	Tanner Ave	Franci Ave	477.09	Local Access	D	Safe

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard	Bicycle Safety
LUCAV-01	Lucas Ave	1	Spiketon Rd	Rochelle St	520.50	Local Access	D	Safe
LUNST-01	Lund St	1	Spaulding Cir	Spaulding Cir	1046.03	Local Access	D	Safe
MAACT-01	Maas Ct	1	Spruce St	Hovey St	321.64	Local Access	D	Safe
MAIST-01	Main St	1	Naches St	2nd St	321.59	Minor Arterial	D	Uncertain
MAIST-02	Main St	2	2nd St	3rd St	323.23	Minor Arterial	D	Uncertain
MAIST-03	Main St	3	3rd St	4th St	320.98	Minor Arterial	D	Uncertain
MAIST-04	Main St	4	4th St	SR 410	470.68	Minor Arterial	D	Uncertain
MAIST-05	Main St	5	SR 410	Foothills Trail	179.37	Minor Arterial	D	Uncertain
MAIST-06	Main St	6	Foothills Trail	River Ave	213.86	Minor Arterial	D	Uncertain
MAIST-07	Main St	7	River Ave	Cedar St	132.57	Minor Arterial	D	Uncertain
MAIST-08	Main St	8	Cedar St	Cottage St	313.77	Minor Arterial	D	Uncertain
MAIST-09	Main St	9	Cottage St	A St	305.27	Minor Arterial	D	Uncertain
MAIST-10	Main St	10	A St	B St	318.13	Minor Arterial	D	Uncertain
MAIST-11	Main St	11	B St	C St	308.39	Minor Arterial	D	Uncertain
MAIST-12	Main St	12	C St	D St	306.65	Minor Arterial	D	Uncertain
MAIST-13	Main St	13	D St	Rainier St	287.47	Minor Arterial	D	Uncertain
MAIST-14	Main St	14	Rainier St	Elsa St	336.51	Minor Arterial	D	Uncertain
MAIST-15	Main St	15	Elsa St	Monte Vista St	673.55	Minor Arterial	D	Uncertain
MAIST-16	Main St	16	Monte Vista St	Spruce St	321.31	Minor Arterial	D	Uncertain
MASAV-01	Mason Ave	1	Hinkleman Ext	Naches St	1693.53	Minor Arterial	D	Unsafe
MASAV-02	Mason Ave	2	Naches St	2nd St	321.63	Minor Arterial	D	Uncertain
MASAV-03	Mason Ave	3	2nd St	3rd St	321.15	Minor Arterial	D	Uncertain
MASAV-04	Mason Ave	4	3rd St	4th St	321.35	Minor Arterial	D	Uncertain
MASAV-05	Mason Ave	5	4th St	SR 410	111.91	Minor Arterial	D	Uncertain
MASAV-06	Mason Ave	6	Pearl St	Perkins St	86.65	Collector	D	Uncertain
MASAV-07	Mason Ave	7	Perkins St	Cedar St	310.71	Collector	D	Uncertain
MASAV-08	Mason Ave	8	Cedar St	Cottage St	308.92	Collector	D	Uncertain
MASAV-09	Mason Ave	9	Cottage St	A St	311.01	Collector	D	Uncertain
MASAV-10	Mason Ave	10	A St	B St	313.95	Collector	D	Uncertain
MASAV-11	Mason Ave	11	B St	C St	312.67	Collector	D	Uncertain
MASAV-12	Mason Ave	12	C St	D St	307.39	Collector	D	Uncertain
MASAV-13	Mason Ave	13	D St	Rainier St	274.63	Collector	D	Uncertain

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard	Bicycle Safety
MASAV-14	Mason Ave	14	Rainier St	Elsa St	338.08	Collector	D	Uncertain
MASAV-15	Mason Ave	15	Elsa St	Spruce St	1025.79	Collector	D	Uncertain
MASAV-16	Mason Ave	16	(End of the road)	McNeely St	133.79	Local Access	D	Safe
MASAV-17	Mason Ave	17	McNeely St	(End of the road)	260.57	Local Access	D	Safe
MCCAV-01	McCauley Ave	1	Division St	Spiketon Rd	1378.21	Local Access	D	Safe
MCNST-01	McNeely St	1	(End of the road)	Fieldcrest Pl	1006.38	Collector	D	Uncertain
MCNST-02	McNeely St	2	Fieldcrest Pl	Collins Rd	756.76	Collector	D	Uncertain
MCNST-03	McNeely St	3	Collins Rd	Mason Ave	797.16	Collector	D	Uncertain
MELPL-01	Mellish Pl	1	Sergeant St	(End of the road)	180.54	Local Access	D	Safe
MILST-01	Mill St	1	Pearl St	Jefferson Ave	393.01	Local Access	D	Safe
MILST-02	Mill St	2	Jefferson Ave	Couls Ave	456.49	Local Access	D	Safe
MONST-01	Monte Vista St	1	Main St	(End of the road)	328.69	Local Access	D	Safe
MOUAV-01	Mountain View Ave	1	Division St	Spiketon Rd	1363.61	Local Access	D	Safe
MOUCI-01	Mountain Cir 1	1	Norma St	(Mid-block crossing)	429.49	Local Access	D	Safe
MOUCI-02	Mountain Cir 2	(Mid-block crossing)	(Mid-block crossing)	(Mid-block crossing)	478.96	Local Access	D	Safe
MOUCI-03	Mountain Cir 3	(Mid-block crossing)	(Mid-block crossing)	Norma St	896.90	Local Access	D	Safe
MUNRD-01	Mundy Loss Rd	1	Hinkleman Rd SR 410		544.24	Minor Arterial	D	Unsafe
MUNRD-02	Mundy Loss Rd	2	SR 410	112th St	1363.78	Minor Arterial	D	Unsafe
NACST-01	Naches St	1	Park Ave	Dundass Ave	465.07	Minor Arterial	D	Uncertain
NACST-02	Naches St	2	Dundass Ave	Balm Ave	267.99	Minor Arterial	D	Uncertain
NACST-03	Naches St	3	Balm Ave	Main St	265.28	Minor Arterial	D	Uncertain
NACST-04	Naches St	4	Main St	Mason Ave	466.47	Minor Arterial	D	Uncertain
NACST-05	Naches St	5	Mason Ave	Wheeler Ave	464.22	Local Access	D	Safe
NACST-06	Naches St	6	Wheeler Ave	Jefferson Ave	299.86	Local Access	D	Safe

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard	Bicycle Safety
NACST-07	Naches St	7	Jefferson Ave	(End of the road)	392.62	Local Access	D	Safe
NANAV-01	Nanovicz Ave	1	Foster St	Sergeant St	520.35	Local Access	D	Safe
NELST-01	Nelson St	1	Couls Ave	Van Sickle Ave	269.78	Local Access	D	Safe
NORST-01	Norma St	1	Mountain Cir	4th Ave	226.16	Local Access	D	Safe
NORST-02	Norma St	2	4th Ave	Park Ave	467.56	Local Access	D	Safe
OLSAV-01	Olsen Ave	1	(End of the road)	Hackmann St	298.26	Local Access	D	Safe
OLSAV-02	Olsen Ave	2	Hackmann St	Sorensen St	610.83	Local Access	D	Safe
PACAV-01	Packard Ave	1	Foster St	Sergeant St	519.16	Local Access	D	Safe
PAGST-01	Page St	1	Doud Ave	Rawson Ave	412.02	Local Access	D	Safe
PARAV-01	Park Ave	1	Naches St	2nd St	294.37	Minor Arterial	D	Uncertain
PARAV-02	Park Ave	2	2nd St	Hatch St	135.07	Minor Arterial	D	Uncertain
PARAV-03	Park Ave	3	Hatch St	3rd St	188.49	Minor Arterial	D	Uncertain
PARAV-04	Park Ave	4	3rd St	4th St	319.40	Minor Arterial	D	Uncertain
PARAV-05	Park Ave	5	4th St	Ammon St	126.64	Minor Arterial	D	Uncertain
PARAV-06	Park Ave	6	Ammon St	Cascade St	197.13	Minor Arterial	D	Uncertain
PARAV-07	Park Ave	7	Cascade St	Edith St	320.34	Minor Arterial	D	Uncertain
PARAV-08	Park Ave	8	Edith St	Norma St	325.62	Minor Arterial	D	Uncertain
PARAV-09	Park Ave	9	Norma St	SR 410	275.66	Minor Arterial	D	Uncertain
PARAV-10	Park Ave	10	SR 410	(Mid-block crossing)	167.61	Minor Arterial	D	Uncertain
PARAV-11	Park Ave	11	(Mid-block crossing)	River Ave	183.27	Minor Arterial	D	Uncertain
PARMA-01	Park Place Manor	1	(End of the road)	Hatch St	281.19	Local Access	D	Safe
PARST-01	Partlon St	1	Jefferson Ave	Couls Ave	728.74	Local Access	D	Safe
PARST-02	Partlon St	2	Couls Ave	(End of the road)	303.22	Local Access	D	Safe
PEAST-01	Pearl St	1	River Ave	Jefferson Ave	1105.90	Local Access	D	Safe
PEAST-02	Pearl St	2	Jefferson Ave	Division St	92.99	Local Access	D	Safe
PEAST-03	Pearl St	3	Division St	Mill St	391.81	Local Access	D	Safe
PEAST-04	Pearl St	4	Mill St	Mason Ave	350.91	Local Access	D	Safe
PEAST-05	Pearl St	5	Mason Ave	Perkins St	138.73	Local Access	D	Safe
PEAST-06	Pearl St	6	Perkins St	Cedar St	480.98	Local Access	D	Safe

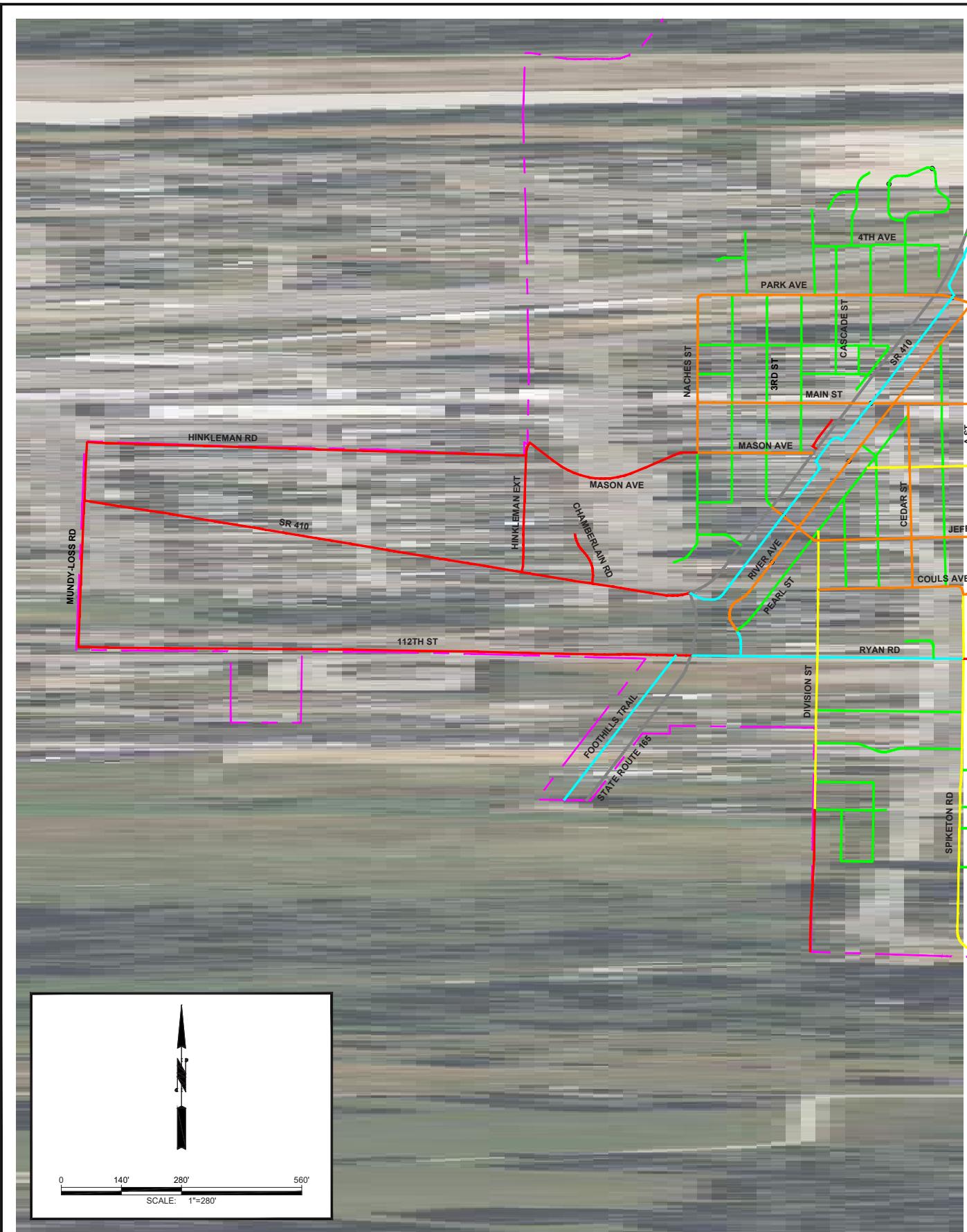
ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard	Bicycle Safety
PERST-01	Perkins St	1	River Ave	Pearl St	170.45	Local Access	D	Safe
PERST-02	Perkins St	2	Pearl St	Mason Ave	108.95	Local Access	D	Safe
PERST-03	Perkins St	3	Mason Ave	Jefferson Ave	664.99	Local Access	D	Safe
PERST-04	Perkins St	4	Jefferson Ave	Couls Ave	457.58	Local Access	D	Safe
PIOST-01	Pioneer St	1	SR 410	(End of the road)	484.15	Local Access	D	Unsafe
PIOST-03	Pioneer St	3	(End of the road)	Balm Ave	186.13	Local Access	D	Safe
PIOST-04	Pioneer St	4	Balm Ave	Dundass Ave	325.23	Local Access	D	Safe
RAIST-01	Rainier St	1	Collins Rd	Main St	255.38	Local Access	D	Safe
RAIST-02	Rainier St	2	Main St	Mason Ave	581.71	Local Access	D	Safe
RAIST-03	Rainier St	3	Mason Ave	(End of the road)	468.70	Local Access	D	Safe
RAWAV-01	Rawson Ave	1	Spiketon Rd	Knowles St	157.79	Local Access	D	Safe
RAWAV-02	Rawson Ave	2	Knowles St	Page St	266.75	Local Access	D	Safe
RAWAV-03	Rawson Ave	3	Page St	Davis St	264.61	Local Access	D	Safe
RIVAV-01	River Ave	1	Ryan Rd	Pearl St	255.50	Minor Arterial	D	Uncertain
RIVAV-02	River Ave	2	Pearl St	(Mid-block crossing)	820.85	Minor Arterial	D	Uncertain
RIVAV-03	River Ave	3	(Mid-block crossing)	Jefferson Ave	404.17	Minor Arterial	D	Uncertain
RIVAV-04	River Ave	4	Jefferson Ave	(Mid-block crossing)	778.48	Minor Arterial	D	Uncertain
RIVAV-05	River Ave	5	(Mid-block crossing)	Perkins St	195.37	Minor Arterial	D	Uncertain
RIVAV-06	River Ave	6	Perkins St	Main St	489.32	Minor Arterial	D	Uncertain
RIVAV-07	River Ave	7	Main St	Cottage St	709.89	Minor Arterial	D	Uncertain
RIVAV-08	River Ave	8	Cottage St	Park Ave	461.14	Minor Arterial	D	Uncertain
RIVAV-09	River Ave	9	Park Ave	Bus Loop Rd	252.37	Collector	D	Uncertain
RIVAV-10	River Ave	10	Bus Loop Rd	White River Park Rd	410.07	Collector	D	Uncertain
RIVAV-11	River Ave	11	White River Park Rd	(Mid-block crossing)	790.57	Collector	D	Uncertain
RIVAV-12	River Ave	12	(Mid-block crossing)	Dieringer Ave	381.90	Collector	D	Uncertain

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard	Bicycle Safety
RIVAV-13	River Ave	13	Dieringer Ave	(End of the road)	698.80	Local Access	D	Safe
ROCST-01	Rochelle St	1	Sawyer Ave	Lucas Ave	362.38	Local Access	D	Safe
ROSCT-01	Rosewood Ct	1	(End of the road)	Rosewood Dr	365.08	Local Access	D	Safe
ROSDR-01	Rosewood Dr	1	(End of the road)	Rosewood Ct	219.79	Local Access	D	Safe
ROSDR-02	Rosewood Dr	2	Rosewood Ct	4th Ave	509.20	Local Access	D	Safe
ROSP-01	Rose Pl	1	(End of the road)	Bevlo St	456.55	Local Access	D	Safe
ROSP-02	Rose Pl	2	Bevlo St	(End of the road)	402.69	Local Access	D	Safe
RYARD-01	Ryan Rd	1	SR 165	River Ave	462.48	Minor Arterial	D	Safe
RYARD-02	Ryan Rd	2	River Ave	Division St	716.41	Minor Arterial	D	Safe
RYARD-03	Ryan Rd	3	Division St	Ashley Ct	1081.48	Minor Arterial	D	Safe
RYARD-04	Ryan Rd	4	Ashley Ct	Spiketon Rd	280.39	Minor Arterial	D	Safe
RYARD-05	Ryan Rd	5	Spiketon Rd	Bevlo St	785.24	Minor Arterial	D	Unsafe
RYARD-06	Ryan Rd	6	Bevlo St	Spruce St	1871.48	Minor Arterial	D	Unsafe
RYARD-07	Ryan Rd	7	Spruce St	Sergeant St	637.07	Minor Arterial	D	Unsafe
RYARD-08	Ryan Rd	8	Sergeant St	Sheets St	2056.50	Minor Arterial	D	Unsafe
RYARD-09	Ryan Rd	9	Sheets St	Klink Rd	1417.07	Minor Arterial	D	Unsafe
RYARD-10	Ryan Rd	10	Klink Rd	Chinook Dr	194.83	Minor Arterial	D	Unsafe
RYARD-11	Ryan Rd	11	Chinook Dr	Levesque Rd	1078.88	Minor Arterial	D	Unsafe
SAWAV-01	Sawyer Ave	1	Spiketon Rd	Rochelle St	517.99	Local Access	D	Safe
SERST-01	Sergeant St	1	Dieringer Ave	Nanovicz Ave	269.43	Collector	D	Uncertain
SERST-02	Sergeant St	2	Nanovicz Ave	Whitehouse Ave	269.99	Collector	D	Uncertain
SERST-03	Sergeant St	3	Whitehouse Ave	Packard Ave	275.70	Collector	D	Uncertain
SERST-04	Sergeant St	4	Packard Ave	Whitmore Wy	336.84	Collector	D	Uncertain
SERST-05	Sergeant St	5	Whitmore Wy	Mellish Pl	325.96	Collector	D	Uncertain
SERST-06	Sergeant St	6	Mellish Pl	Collins Rd	448.16	Collector	D	Uncertain
SERST-07	Sergeant St	7	Collins Rd	(Mid-block crossing)	363.14	Local Access	D	Safe

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard	Bicycle Safety
SERST-08	Sergeant St	8	(Mid-block crossing)	(End of the road)	264.00	Local Access	D	Safe
SERST-09	Sergeant St	9	(End of the road)	Jefferson Ave	128.59	Collector	D	Uncertain
SERST-10	Sergeant St	10	Jefferson Ave	Couls Ave	733.64	Collector	D	Uncertain
SERST-11	Sergeant St	11	Couls Ave	Ryan Rd	478.39	Collector	D	Uncertain
SERST-12	Sergeant St	12	Ryan Rd	Davis Pl	1833.22	Collector	D	Uncertain
SERST-13	Sergeant St	13	Davis Pl	Spaulding Cir	196.71	Collector	D	Uncertain
SHACT-01	Shamrock Ct	1	(End of the road)	Collins Rd	432.09	Local Access	D	Safe
SHARD-01	Shay Rd	1	Collins Ct	Collins Rd	966.43	Local Access	D	Safe
SHERD-01	Sheets Rd	1	Ryan Rd	(End of the road)	2652.43	Collector	D	Uncertain
SORST-01	Sorensen St	1	Olsen Ave	Dieringer Ave	295.13	Local Access	D	Safe
SORST-02	Sorensen St	2	Dieringer Ave	Whitehouse Ave	538.99	Local Access	D	Safe
SPACI-01	Spaulding Cir1		Davis St	Garnero St (north end)	252.12	Local Access	D	Safe
SPACI-02	Spaulding Cir2		Garnero St (north end)	Lund St (north end)	411.79	Local Access	D	Safe
SPACI-03	Spaulding Cir3		Lund St (north end)	Lund St (south end)	1597.91	Local Access	D	Safe
SPACI-04	Spaulding Cir4		Lund St (south end)	Garnero St (south end)	332.62	Local Access	D	Safe
SPACI-05	Spaulding Cir5		Garnero St (south end)	Davis St	1059.61	Local Access	D	Safe
SPIRD-01	Spiketon Rd	1	A St	Ryan Rd	598.68	Collector	D	Uncertain
SPIRD-02	Spiketon Rd	2	Ryan Rd	Mountain View Ave	497.00	Collector	D	Uncertain
SPIRD-03	Spiketon Rd	3	Mountain View Ave	McCauley Ave	342.53	Collector	D	Uncertain
SPIRD-04	Spiketon Rd	4	McCauley Ave	Rawson Ave	195.87	Collector	D	Uncertain
SPIRD-05	Spiketon Rd	5	Rawson Ave	Tanner Ave	342.41	Collector	D	Uncertain
SPIRD-06	Spiketon Rd	6	Tanner Ave	Sawyer Ave	198.07	Collector	D	Uncertain
SPIRD-07	Spiketon Rd	7	Sawyer Ave	Lucas Ave	362.99	Collector	D	Uncertain

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard	Bicycle Safety
SPIRD-08	Spiketon Rd	8	Lucas Ave	LaPierre Ave	2323.80	Collector	D	Uncertain
SPRST-01	Spruce St	1	Collins Rd	Main St	269.36	Minor Arterial	D	Uncertain
SPRST-02	Spruce St	2	Main St	Mason Ave	630.66	Collector	D	Uncertain
SPRST-03	Spruce St	3	Mason Ave	Maas Ct	171.07	Collector	D	Uncertain
SPRST-04	Spruce St	4	Maas Ct	Jefferson Ave	484.66	Collector	D	Uncertain
SPRST-05	Spruce St	5	Jefferson Ave	Couls Ave	748.19	Collector	D	Uncertain
SPRST-06	Spruce St	6	Couls Ave	Van Sickel Ave	269.86	Collector	D	Uncertain
SPRST-07	Spruce St	7	Van Sickel Ave	Ryan Rd	180.61	Collector	D	Uncertain
SR165-01	SR 165	1	Ryan Rd	(City limits)	1676.01	Major Arterial	C	N/A
SR165-02	SR 165	2	SR 410	Ryan Rd	603.40	Major Arterial	C	N/A
SR410-01	SR 410	1	Mundy-Loss Rd	Hinkleman Ext	4126.40	Major Arterial	D	Unsafe
SR410-02	SR 410	2	Hinkleman Ext	Chamberlain Rd	666.97	Major Arterial	D	Unsafe
SR410-03	SR 410	3	Chamberlain Rd	SR 165	922.36	Major Arterial	D	Unsafe
SR410-04	SR 410	4	SR 165	Jefferson Ave	622.63	Major Arterial	D	N/A
SR410-05	SR 410	5	Jefferson Ave	3rd St	459.49	Major Arterial	D	N/A
SR410-06	SR 410	6	3rd St	Mason Ave	630.39	Major Arterial	D	N/A
SR410-07	SR 410	7	Mason Ave	Pioneer St	51.06	Major Arterial	D	N/A
SR410-08	SR 410	8	Pioneer St	Main St	536.16	Major Arterial	D	N/A
SR410-09	SR 410	9	Main St	Park Ave	1274.53	Major Arterial	D	N/A
SR410-10	SR 410	10	Park Ave	Cemetery Rd	635.78	Major Arterial	D	N/A
SR410-11	SR 410	11	Cemetery Rd	(City limits)	2580.61	Major Arterial	D	N/A
TANAV-01	Tanner Ave	1	Division St	York St	251.10	Local Access	D	Safe
TANAV-02	Tanner Ave	2	York St	Livernash St	295.62	Local Access	D	Safe
TANAV-03	Tanner Ave	3	Livernash St	(End of the road)	123.62	Local Access	D	Safe
TANAV-04	Tanner Ave	4	Spiketon Rd	(End of the road)	1028.30	Local Access	D	Safe
TRUST-01	Trullinger St	1	Dieringer Ave	Alfano Pl	201.57	Local Access	D	Safe
TRUST-02	Trullinger St	2	Alfano Pl	Whitehouse Ave	314.39	Local Access	D	Safe

ID	Road	Segment	Start Segment	End Segment	Length (ft)	Classification	LOS Standard	Bicycle Safety
VANAV-01	Van Sickle Ave	1	Nelson St	Spruce St	755.82	Local Access	D	Safe
VANAV-02	Van Sickle Ave	2	Spruce St	(End of the road)	431.09	Local Access	D	Safe
VIEPL-01	View Pl	1	Whitmore Way	(End of the road)	169.71	Local Access	D	Safe
WESST-01	Wesner St	1	(End of the road)	Spiketon Rd	975.48	Local Access	D	Unsafe
WHEAV-01	Wheeler Ave	1	Naches St	2nd St	322.00	Local Access	D	Safe
WHIAV-01	Whitehouse Ave	1	(End of the road)	Trullinger St	143.66	Local Access	D	Safe
WHIAV-02	Whitehouse Ave	2	Trullinger St	Hackmann St	297.99	Local Access	D	Safe
WHIAV-03	Whitehouse Ave	3	Hackmann St	Boyle St	450.97	Local Access	D	Safe
WHIAV-04	Whitehouse Ave	4	Boyle St	Sorensen St	298.41	Local Access	D	Safe
WHIAV-05	Whitehouse Ave	5	Sorensen St	Foster St	278.88	Local Access	D	Safe
WHIAV-06	Whitehouse Ave	6	Foster St	Sergeant St	519.92	Local Access	D	Safe
WHIAV-07	Whitehouse Ave	7	Sergeant St	(End of the road)	150.90	Local Access	D	Safe
WHICT-01	Whitmore Ct	1	Collins Rd	(End of the road)	193.38	Local Access	D	Safe
WHIWA-01	Whitmore Way	1	Sergeant St	Heather Ln	614.43	Local Access	D	Safe
WHIWA-02	Whitmore Way	2	Heather Ln	View Pl	336.48	Local Access	D	Safe
WHIWA-03	Whitmore Way	3	View Pl	Collins Rd	386.96	Local Access	D	Safe
YORST-01	York St	1	Tanner Ave	Francl Ave	477.49	Local Access	D	Safe



**LEGEND**

SAFE BICYCLE ROUTES	
	CITY LIMITS
	ROADS WITH BIKE LANES
	LOCAL ACCESS ROADS
	COLLECTOR ROADS
	INNER-CITY MINOR ARTERIALS
UNSAFE BICYCLE ROUTES	
	ROADS WITH HIGH VEHICLE TRAVEL VOLUMES; UNMAINTAINED ROADS
	NOT APPLICABLE
QUESTIONABLY SAFE BICYCLE ROUTES	
	OTHER

CITY OF BUCKLEY

COMPREHENSIVE PLAN

BICYCLE ROUTE INVENTORY

DATE: DECEMBER 2024



Gray & Osborne, Inc.
CONSULTING ENGINEERS

