



# Buckley

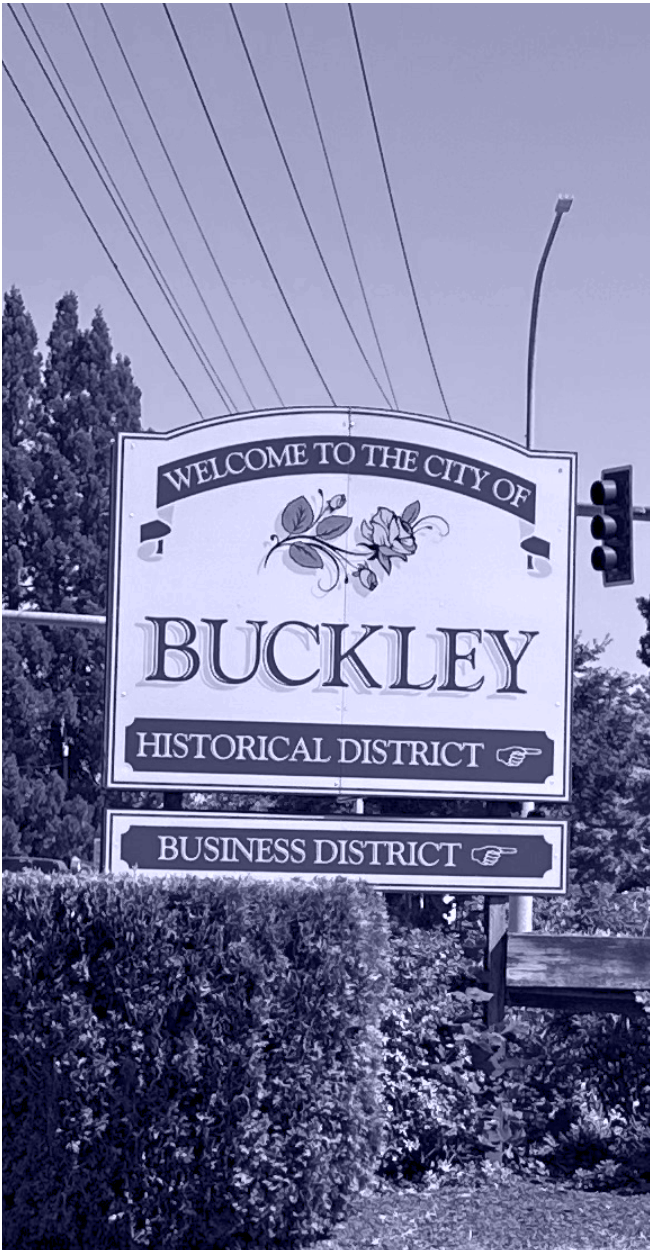
**2024-2044  
Comprehensive  
Plan  
Update**



Welcome To

# The Buckley in 2044

## Table of Contents.



### Intro.

- I. Introduction
- II. Planning Framework
- III. Core Values

### Elements.

- 04. Land Use & Urban Development
- 05. Housing
- 06. Economic Development
- 07. Transportation Element
- 08. Parks and Recreation
- 09. Utilities & Capital Facilities
- 10. Climate





# Planning Policy Framework

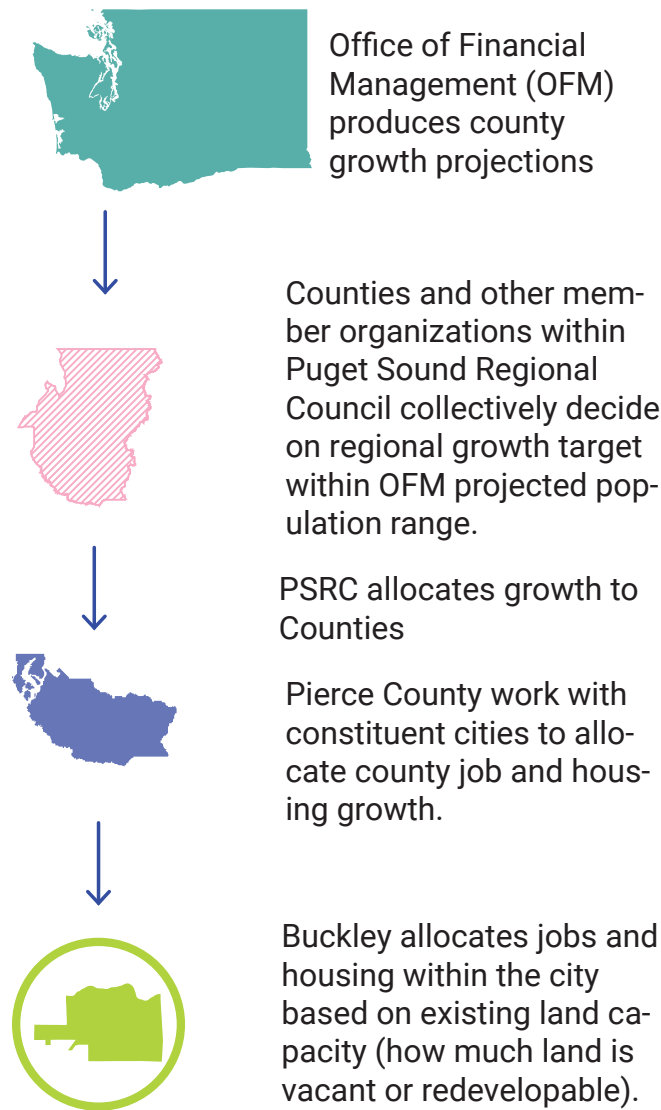


# Planning & Policy Framework

## Background

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

Figure PPF-1 Growth Allocation Methodology



## State, Regional and County Context

### Washington State Growth Management Act (GMA)

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

### Planning Purpose

The purpose of the Comprehensive Plan as articulated by state legislation, is to create a policy framework that guides subsequent planning efforts within city agencies, development regulations and daily actions of the city. It is intended to be a central resource linking goals and objectives, municipal policies,

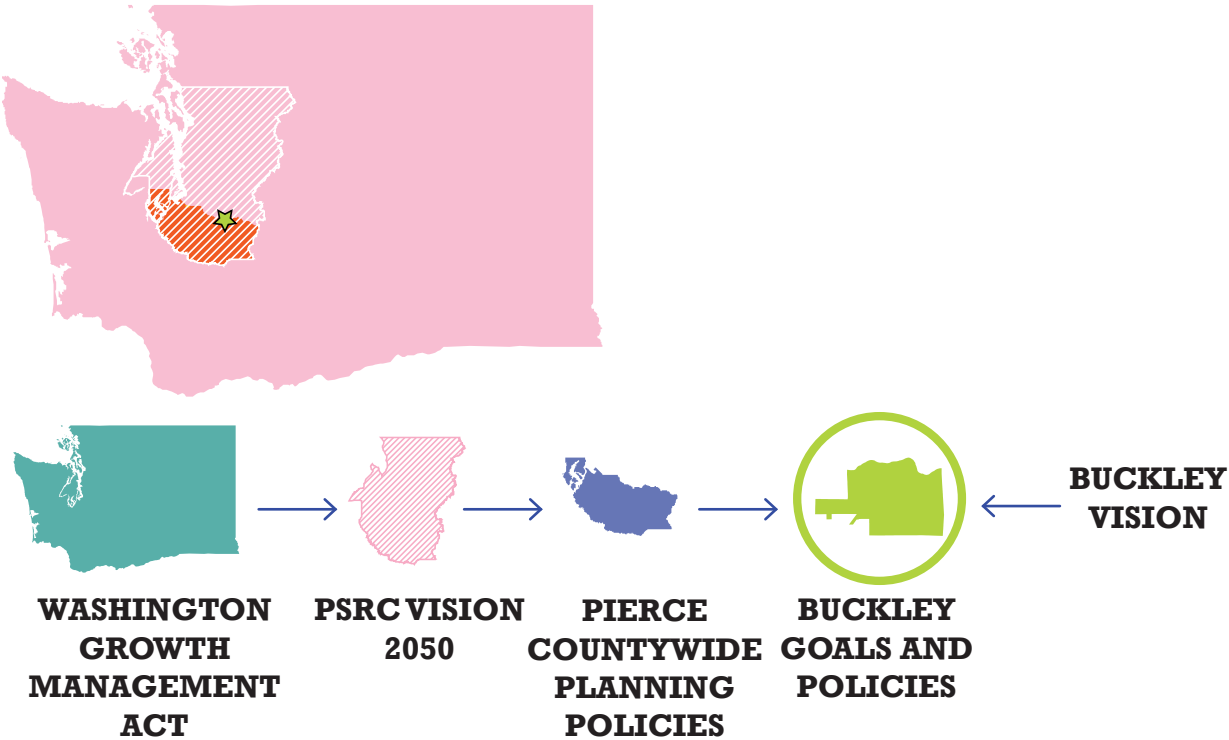
local standards, and implementation actions. Importantly, State legislation includes a requirement that zoning, capital expenditures and development regulations conform to the Goals, Policies and Actions articulated in the Comprehensive Plan.

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

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



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



Framework, 2023

Coordinating State, Region, County and Local Planning Policies

The GMA triggers comprehensive plans at the regional, county and city levels. Countywide Planning Policies must be consistent with the regional comprehensive plan, and city comprehensive plans must be consistent with both regional and county plans. For Buckley, this means that this Comprehensive Plan must conform to state requirements, PSRC’s Vision 2050 and Pierce Planning Policies. In the last several years, major amendments to the Growth Management Act, Vision 2050 and Countywide Planning Policies include provisions to address deficits in affordable housing, climate adaptation and mitigation, and racially disparate impact.

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

Plan Components

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

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

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

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



# Vision & Community Layout



# Vision & Community Layout



## Introduction

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

## Community Vision

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

## Vision Statements

### Sustaining and fostering town identity and character

In 2044, Buckley will...

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



# Economic development of the Downtown Core and State Highway 410

In 2044, Buckley will...

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

## Promotion of outdoor recreational activities.

In 2044, Buckley will...

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





Land Use.

# Land Use + Community Design



# Land Use & Community Design

## Introduction

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

## Background Planning Framework

### GMA

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

work, Buckley’s Comprehensive Plan must also adhere to policies found in Puget Sound Regional Council’s (PSRC) Vision 2025 and Pierce Countywide Planning Policies.

### PSRC

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

### Pierce Countywide Planning Policies

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

## Population and growth Allocation

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

Figure LU-1 Growth Targets



Pierce County Buildable Lands Report 2022



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

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

\*Permanent Supportive Housing  
Pierce County Buildable Lands Report 2022

Buildable Lands inventory summary based on current zoning

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

Figure LU-3 Buildable Lands Capacity Based on Existing Zoning

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

Pierce County Buildable Lands Report, 2022

Future Land Use Map

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

Strategic Moves:

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

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

Key areas:

410 Corridor

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

Historic Commercial

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

Residential Distribution Strategy

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



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

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

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

**Goal and Policy Themes:**

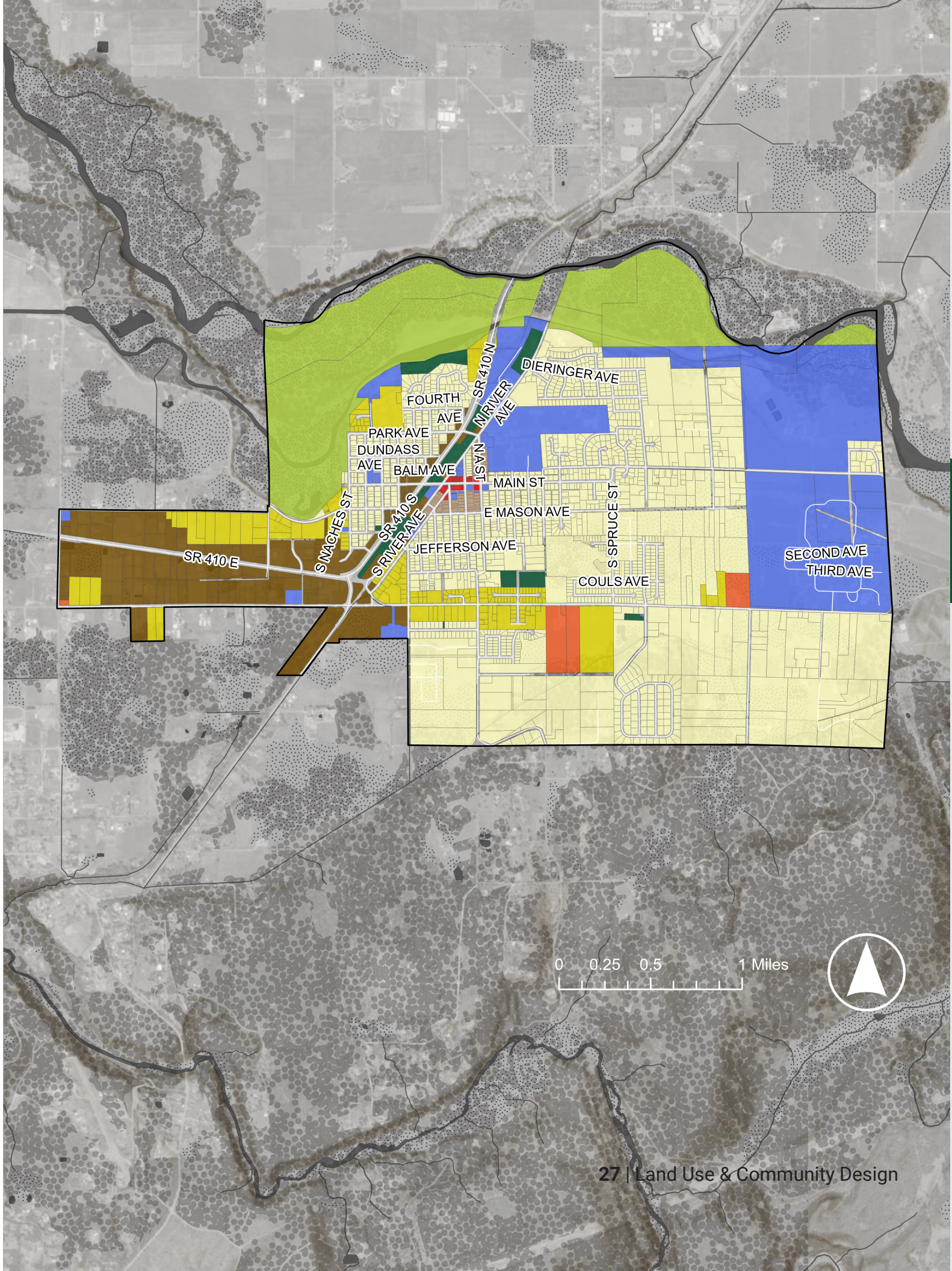
The goals and policies in this chapter are designed to further the goals and mandates articulated in the Growth Management Act, Vision 2050 and the Pierce Planning Policies while balancing local needs and desires expressed in the Community Vision. One of the important functions of the Land Use

**Figure LU-4** Future Land Use Map

**FLUM CATEGORY**

- Corridor Mixed Use
- Downtown Mixed Use
- Historic
- Downtown Commercial
- Natural
- Neighborhood Hub Residential
- Neighborhood Mixed Use
- Neighborhood Residential
- Park
- Public

The map is divided into land use designations within commercial, mixed use, residential, public and open space types. The FLUM should not be read as a zoning map – within each of the listed land use designations different types of zoning can occur so long as they fit under the umbrella of the designation.





element is to coordinate The key themes include:

**Creation of a friendly, people centered city**

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

**Rectifying Racially Disparate Impact**

At the state level, an important development since the last Comprehensive Plan update is a focus on rectifying policies and actions that have systematically diminished opportunities for people of color in Washington State over time. Depending on the place, this might look like active displacement, differential access to amenities, schools and services, disproportionate exposure to environmental hazards or, in Buckley’s case a large discrepancy in racial makeup (92% of Buckley residents identify as white (not Hispanic or Latino) as opposed to 63.7% of Pierce County residents). This type of discrepancy is usually indicative of racial exclusion. Factors that can contribute to racial exclusion include a lack of affordable housing (often produced by a heavy preponderance of single family zoned areas), and lack of transportation and economic opportu-



nity. Buckley is remote, however even compared to neighboring cities Enumclaw and Bonney Lake, Buckley lacks diversity (Enumclaw and Bonney Lake are 79% and 76% White (not Hispanic or Latino) respectively). This plan focuses on what is most in Buckley’s control - decreasing barriers to affordable housing.

**Resource protection, Environmental Hazard and Climate Mitigation**

The area adjacent to the White River sustains healthy populations of fish, mammals, birds, insects, reptiles, amphibians and plant life. This biodiversity should be protected. It is important to consider long-term ecosystem health and work to maintain adequate habitat and ensure the continued viability of a diversity of species to ensure the waterfront is an ecologically thriving resource for future generations. The land use element is the only element in the Comprehensive Plan that discusses critical areas, storm water, and pollution controls. The city’s only flood plains are next to the river; the steepest slopes are on the north side between the residential areas and the river where the city’s Shoreline Management Program allows no residential or commercial development. Preventing development along the White River also reduces the potential for residential flooding brought whose risk is intensified by climate change. Pierce County Planning Policies highlight the importance of planning for climate resiliency and mitigation, and several policies have been added to comply with those mandates.

**Intergovernmental coordination**

Buckley’s success is linked to both its neighbors as well as regional and state governing bodies and agencies such as the Department of Transportation (WSDOT). Many land use decisions need to be made based on an understanding of what is happening outside the city. This is particularly true for coordinat-

ing development with transportation investment (not only highways, but also bike and pedestrian trails and pathways) as well as developing contiguous habitat corridors and managing watersheds. Buckley should communicate and work with these other agencies to maximize the impact of City investments.

**Residential land use**

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

**Economic Development**

Commercial uses in Buckley should enhance the quality of life for residents by providing needed services, employment, and tax revenues to finance public services. The “mix” of commercial services refers to both physical integration (among commercial and residential uses) and composition (type) of commercial establishments. Commercial and residential uses should be physically integrated with one another along the northeast SR 410 corridor, through adequate motorized and non-motorized transportation connections. Locating denser housing and retail near each other provides the customer base for businesses to thrive.

**Transportation**

Land use and transportation policies address the relationship between the land use pattern

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

**Parks Recreation and Open Space**

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

**Public Facilities and Utilities**

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

# Goals and Policies

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

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

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

- LU 2.1** In the historic downtown, balance preservation of historic buildings while pursuing design standards that create comfort and accessibility using sidewalk design, attention to the interface between the sidewalk and first floor retail and protection from the elements including street trees and awnings.
- LU 2.2** Buckley should provide infrastructure, amenities and development regulations that enhance community life including programs to expand urban tree canopy coverage, civic spaces for connection and rest, and a vibrant and walkable downtown that feels safe and inviting to visitors and residents alike.
- LU 2.3** In the historic downtown and 410 corridor, pursue strategies to create high enough density to support grocery stores and other needed amenities, alternate transportation options and civic spaces.
- LU 2.4** Strategically expand non motorized access between Downtown, the 410 corridor and residential areas to reduce the need for cars in day to day life.
- LU 2.5** Encourage mixed use development in commercial and mixed use zones to ensure that housing is collocated with services and amenities.



**LU 2.6** Development in the city should promote livability by requiring developers to provide connections to pedestrian trails and/or sidewalks, encouraging development consistent with the city's history and design standards, and by limiting stress factors such as noise, traffic, and damage to existing ecology through strategic land use planning and development standards.

**LU 2.7** The city should continue to pursue strategies to preserve Buckley's historic buildings which contribute to the city's strong community identity and character.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- LU 5.1** Require developers to use low impact development techniques to reduce pollution and other impacts on critical areas.
- LU 5.2** Pursue zoning strategies that focus growth away from critical areas to reduce the risk of flooding and other environmental hazards.
- LU 5.3** Periodically monitor drainage, flooding, and stormwater runoff within Buckley and as needed, address with development regulations that reduce pollution and retain water on site or as close to site as feasible.
- LU 5.4** Identify and develop a program to designate open space corridors within Buckley that augment County efforts to support local wildlife and reduce flood risk, while providing new opportunities for outdoor recreation.
- LU 5.5** Buckley should protect and restore native vegetation and encourage management of nonnative and invasive species. Assessment of existing urban tree canopy coverage and adopt strategies to expand tree canopy coverage that will help to alleviate the impact of summer heat events.

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

- LU 6.1** Buckley should promote infill development near the Historic Commercial area and along th 410 corridor to support existing and future business development and a more sustainable built environment.
- LU 6.2** To enhance community understanding of Buckley's critical areas, Buckley should develop a publically accessible critical areas map that includes wildlife protection areas, frequently flooded areas, aquifer recharge areas and geologically hazardous areas according to best available science and as a supplement to the Critical Areas Ordinance.

**LU 7 PROVIDE DEVELOPMENT REGULATIONS AND PROCEDURES THAT REDUCE COST BARRIERS FOR THE DEVELOPMENT OF MANY TYPES OF HOUSING TO ACCOMMODATE A WIDE RANGE OF ACCESSIBILITY AND AFFORDABILITY NEEDS.**

- LU 7.1** Reduce lot size requirements in areas impacted by critical areas and in areas close to services and amenities.
- LU 7.2** Develop regulations for planned unit developments that provide more flexibility around setbacks and other site development constraints especially for infill sites close to existing services.
- LU 7.3** Zoning regulations should provide adequate land and densities to accommodate housing targets across all income brackets in accordance with allocations from Pierce County.
- LU 7.4** Allow residential-based businesses that are compatible with other residential uses.

**LU 8 HAVE A WELL-MAINTAINED, INTERCONNECTED SYSTEM OF MULTI-FUNCTIONAL PARKS, RECREATIONAL FACILITIES AND OPEN SPACES THAT IS ATTRACTIVE, SAFE, AND AVAILABLE TO ALL SEGMENTS OF THE CITY'S POPULATION; AND SUPPORTS THE COMMUNITY'S ESTABLISHED NEIGHBORHOODS AND SMALL-TOWN ATMOSPHERE.**

- LU 8.1** Coordinate park activities with economic development activities to develop a coherent plan that links parks and trails to economic development.
- LU 8.2** Connect parks, schools, recreation areas and open spaces using trails and an expanded sidewalk network to commercial and high density residential areas along highway 410 and Main Street.
- LU 8.3** Identify open space corridors within Buckley that further cross jurisdictional habitat and recreation connectivity.

**LU 9 THE CITY SHOULD PROMOTE A DIVERSE SET OF COMMERCIAL USES TO INCREASE THE CITY'S TAX BASE, PROVIDE FOR THE BASIC NEEDS OF THE COMMUNITY AND ENHANCE THE FRIENDLY AND NEIGHBORLY ATMOSPHERE OF THE CITY.**

- LU 9.1** Ensure adequate commercial land supply is zoned appropriately to support commercial uses.



**LU 9.2** Encourage motorized and non-motorized connections between adjoining retail developments to create links to transportation. Also encourage links between retail, residential and civic uses. The city should consider establishing links through easements, impact fees, and development code.

**LU 9.3** Encourage mixed use development where appropriate especially in and around Buckley's historic center

**LU 9.4** Plazas and open space should be provided to link trails with commercial areas.

#### **LU 10 COORDINATE AN ORDERLY PROVISION OF PUBLIC FACILITIES WITH PUBLIC AND PRIVATE DEVELOPMENT ACTIVITIES THAT COMPLEMENTS THE FISCAL RESOURCES OF THE CITY.**

**LU 10.1** Public facilities and utilities should be located to maximize the efficiency of services provided , to minimize the cost of services and to minimize impacts on the natural environment.

**LU 10.2** Zoning densities should recognize existing utility locations, with higher densities closest to existing mains and lowest densities in areas away from existing facilities. When new utility services are installed, the city should reexamine the zoning to see if a higher density is warranted.

**LU 10.3** To the extent feasible, development approvals should be contingent upon facilities already being in place as the development occurs in order to efficiently administer utilities. Provisions for development application review and the timing of the actual impacts caused by the different types of developments should be incorporated into the city's concurrency management system as part of the land development regulations.

**LU 10.4** The City should work with developers to equitably share the costs of infrastructure development including stormwater management, street improvements, sidewalks and utility expansion in accordance with the aims of the City which include decreasing barriers to the production of affordable housing and sales tax revenue generation along the 410 Corridor.

**LU 10.5** Impact fees should be calibrated to ensure that new development pays its share of costs for new and expanded facilities commensurate with its impact on Buckley's existing service distribution. This should direct growth towards Buckley's existing infrastructure by decreasing the cost of infill and new development in those locations. The Future Land Use Map should further this logic by allowing greater density in existing high volume locations.

**LU 10.6** The City should carefully consider granting development permits in aquifer recharge areas where the wrong types of uses may result in compromising water quality or quantity.

**LU 10.7** The City should further development regulations and zoning that reduces impermeable surface coverage in aquifer recharge areas and encourages groundwater infiltration.

#### **LU 11 MANAGE AND STRATEGICALLY EXPAND UTILITY SERVICES TO ENSURE A HIGH LEVEL OF SERVICE THAT SUPPORTS COMMUNITY OBJECTIVES AND THE CITY'S LAND USE STRATEGY.**

**LU 11.1** The City should develop and regularly update a map of future infrastructure investments including utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation facilities, schools and other public uses to ensure that investments are sited and coordinated to decrease construction and administration costs.

**LU 11.2** Support transportation and infrastructure projects that further community objectives including increasing walkability, improving access to green spaces and other amenities and lowering barriers for the development of affordable housing.

#### **LU 12 DEVELOP TRANSPORTATION SYSTEMS THAT ENHANCE THE APPEARANCE, QUALITY, AND FUNCTION OF RESIDENTIAL AND COMMERCIAL DISTRICTS, PROVIDE CONNECTIVITY BETWEEN ADJACENT DEVELOPMENTS AND ENSURE SAFE AND EASY MULTI-MODAL ACCESS TO GOODS AND SERVICES.**

**LU 12.1** The city should require vehicular and nonmotorized connections between adjacent developments through dedications of land and easements.

**LU 12.2** The City should encourage walking and bicycling to work, school and on errands by providing safe and well marked bike paths.



# 03

## Economic Development

Econ. Dev.



# Economic Development

## Introduction:

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

Key issues that the Economic Development Element addresses:

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

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

## Existing Conditions:

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

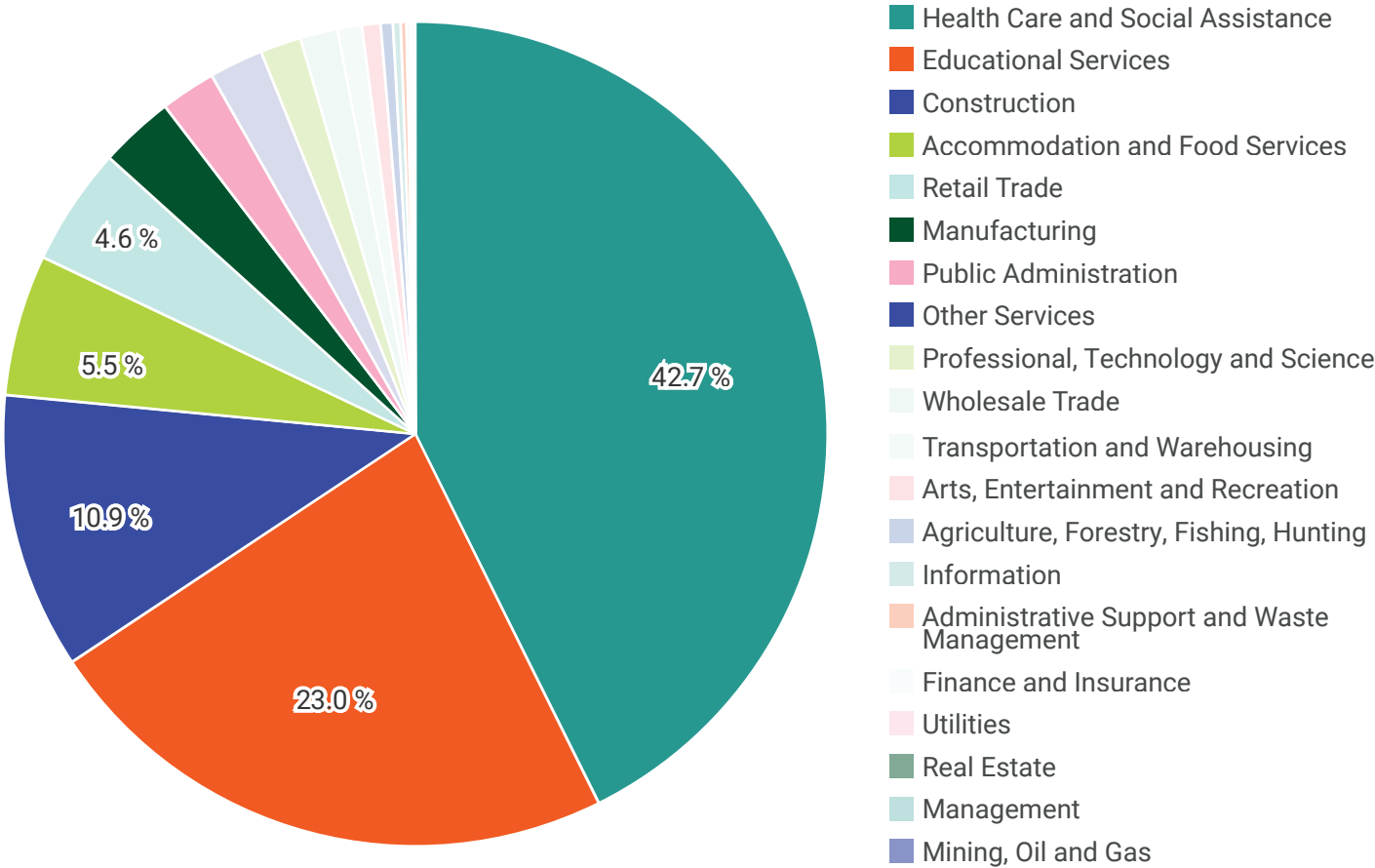
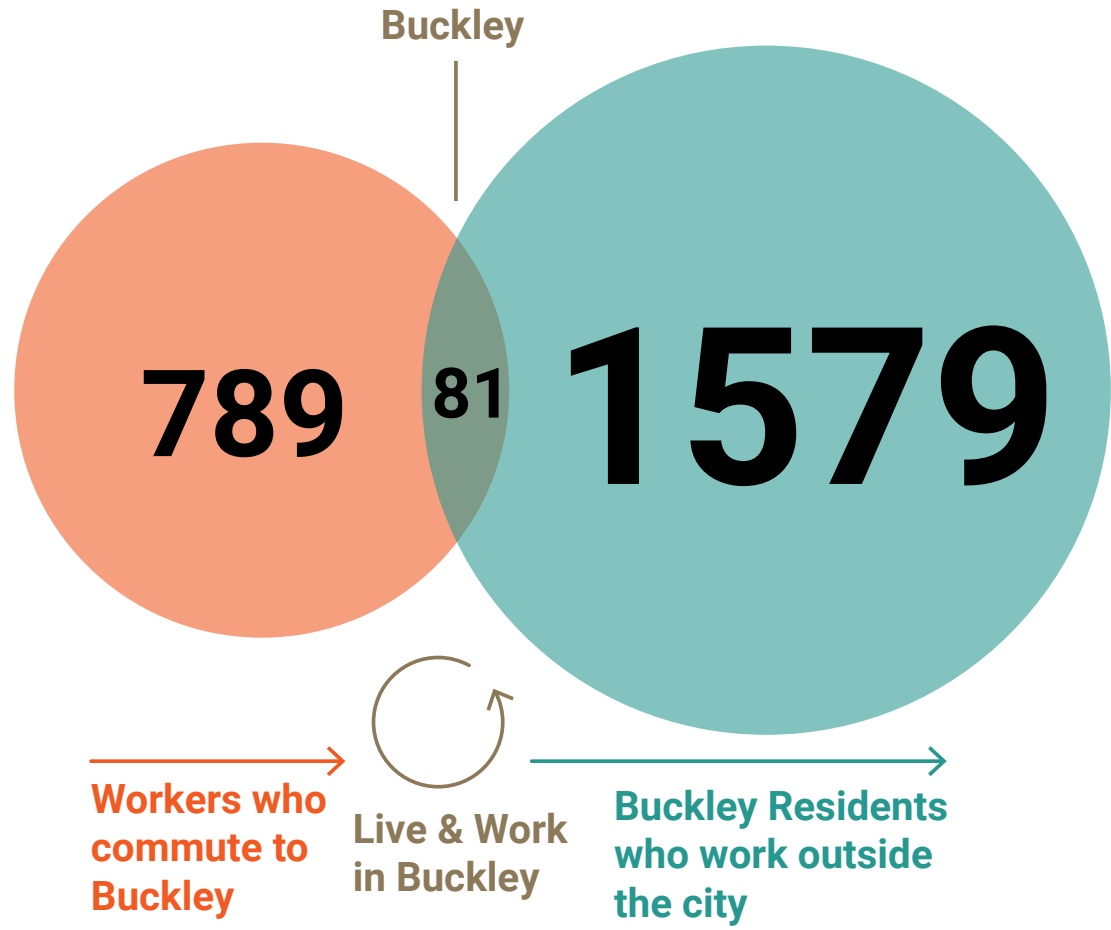


Figure ED 9. Worker Inflow and Outflow Buckley, WA

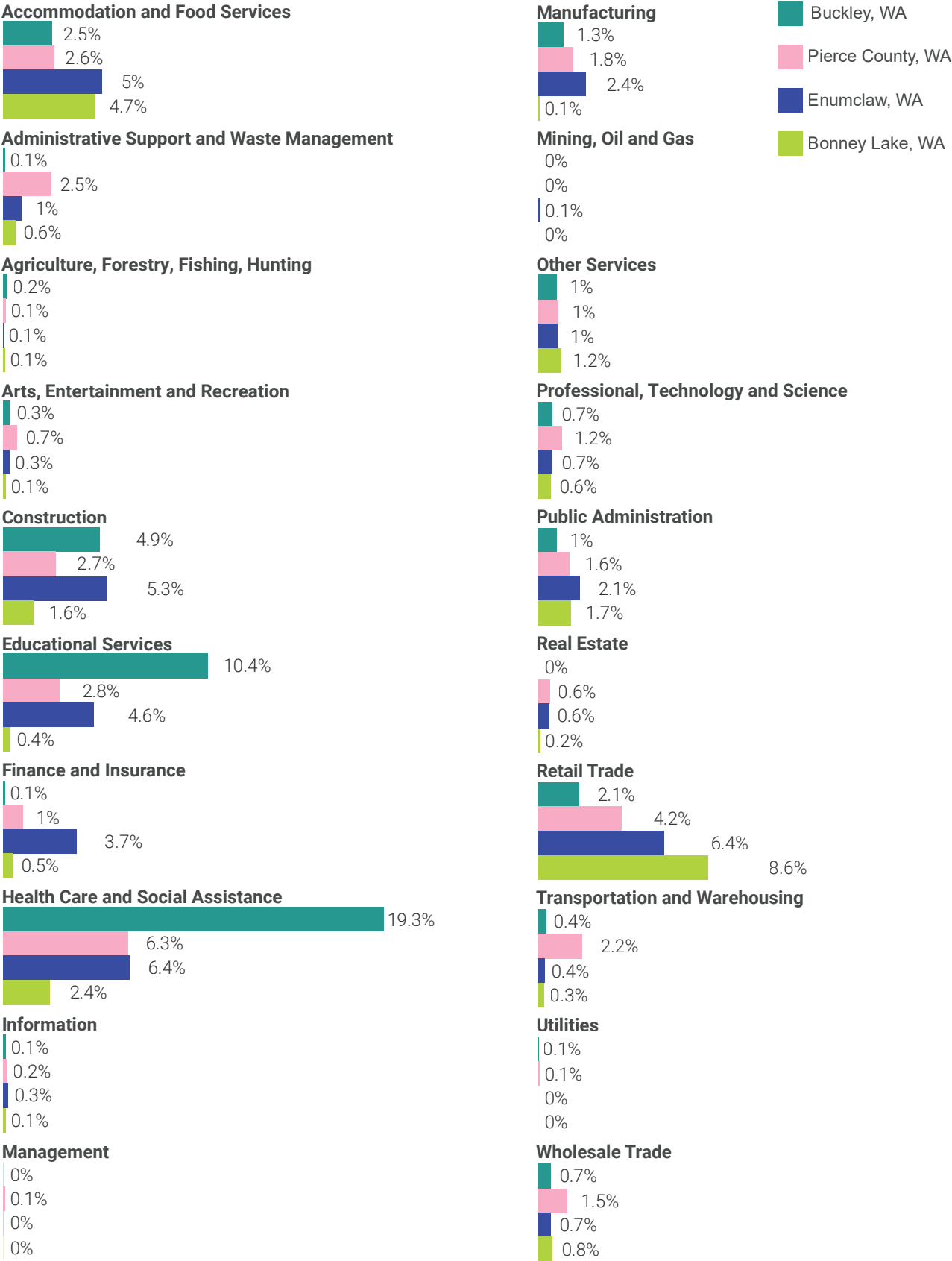


On The Map, US Census Bureau 2021

Table of employment sectors:

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

Figure ED 10. Per Capita Employment by Industry: Buckley and Neighboring Cities



LODES Version 8.0 2021; US Census Bureau 2020



Economic Strategy:

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

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

along the Foothills Trail can continue to strengthen Buckley’s outdoor recreation appeal.

- 03. The City should continue to incentivize businesses that contribute to Buckley’s quality of life including working to attract a grocery and pharmacy that will allow residents to access basic goods and services without leaving the city.
- 04. The City should work to improve conditions for retail and services that contribute sales tax revenue to the city.

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

Goals and Policies

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

- ED 1.1 Contribute to the success of existing businesses through local business promotions and strategic investment in community infrastructure such as sidewalks and street trees in core commercial areas.
- ED 1.2 The city’s regulations should provide the following to enhance sustainable economic development:
- ED 1.3 a. Economic disincentives for vacant buildings.
- ED 1.4 b. Overlay district design standards for mixed use areas and the Historic Downtown.
- ED 1.5 c. Procedures that are as streamlined and remove barriers to commerce while adhering to state requirements.
- ED 1.6 The city should provide a visitor or information center that qualifies for a state tourist sign to attract and capture destination and pass-through tourist dollars.
- ED 1.7 The city should provide spaces to host relevant community information such as events signage and materials for tourists in places like community parks and the Community Center.
- ED 1.8 Produce and periodically update tourist materials such as maps and brochures that promote local businesses and points of interest.

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

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

- ED 2.7 Continue to host, support and promote events that attract a regional audience.
- ED 3 GROW THE 410 CORRIDOR INTO A VIBRANT COMMERCIAL HUB THAT CONTRIBUTES TO THE CITY'S ECONOMIC VITALITY AND FISCAL SUSTAINABILITY.**
  - ED 3.1 Host business trainers and other experts to support individuals interested in building a business in Buckley.
  - ED 3.2 Improve the connection between businesses and the corridor by regulating built form and site configuration.
  - ED 3.3 Encourage a welcoming interface between the Foothills Trail and Businesses abutting the Trail to attract trail users into the City.
- ED 4 BUILD OFF OF THE "SMALL-TOWN" ATTRIBUTES THAT MAKE BUCKLEY A FRIENDLY AND NEIGHBORLY PLACE TO LIVE AND VISIT.**
  - ED 4.1 Continue to encourage building designs that improve the pedestrian experience of commercial streets including the use of picture windows for retail businesses, historic facades, awnings and attractive signage.
  - ED 4.2 Improve street design by including street trees and providing pedestrian amenities such as benches.
  - ED 4.3 Consider the city's "small-town attributes" in design review for permitting development. Site plans should consider vehicle and pedestrian flow, pedestrian and/or open space amenities, including vegetation and the interface between the business and the street.
  - ED 4.4 Uses in the downtown historic district should include only commercial with an emphasis on retail, except on the upper floor(s).
  - ED 4.5 Downtown buildings that must be upgraded to meet current building codes should use the International Existing Building Code, which is designed for historic buildings.
- ED 5 RECREATIONAL INFRASTRUCTURE THAT SHOWS OFF THE CITY'S NATURAL FEATURES SHOULD BE USED TO ENHANCE ITS ECONOMIC DEVELOPMENT.**
  - ED 5.1 The city should prioritize the enhancement of parks and open spaces adjacent to the Foothills Trail and downtown businesses.

- ED 5.2 The city should reduce permit submittal requirements for businesses that serve the need of the outdoor enthusiast market, such as bike shops, camping stores, sporting goods, and ski shops. Minimal requirements should include traffic impacts, drainage, and pedestrian access.
- ED 5.3 The city should pursue grants and partnerships to create and enhance natural amenities both in and around Buckley and promote outdoor activities, such as trails, campgrounds and river rafting.
- ED 5.4 To the extent possible, preserve and highlight views of Mt Rainier when designing new developments.
- ED 6 ENSURE REGULATION BALANCES ECONOMIC GROWTH WITH THE QUALITY OF LIFE AND THE ENVIRONMENT.**
  - ED 6.1 Recognize and consider the economic, social, and environmental impacts of proposed legislation during the legislative review process.
  - ED 6.2 To the extent possible, permit industrial uses in areas directly abutting major roads that minimally interact with residential areas.
- ED 7 EXPAND AND DIVERSIFY FUNDING SOURCES TO ACHIEVE ECONOMIC GOALS.**
  - ED 7.1 Identify potential funding sources for economic development though existing federal, state, and non-governmental organizations.
  - ED 7.2 Ensure that the funding options pursued are specific to the projects that the city intends to develop.
- ED 8 ATTRACT BUSINESSES THAT CONTRIBUTE TO THE FISCAL HEALTH OF THE CITY.**
  - ED 8.1 Decrease permitting and other procedural costs for businesses that will contribute substantial sales tax revenue to the City.
  - ED 8.2 Decrease permitting and other procedural costs for businesses that will provide a needed amenity to the community such as a grocery store and a pharmacy.
  - ED 8.3 Incentivize business development with high foot traffic rather than more passive uses.