

**CITY OF BUCKLEY, WASHINGTON**

**ORDINANCE NO. 11-08**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BUCKLEY, PIERCE COUNTY, WASHINGTON AMENDING THE CITY OF BUCKLEY HISTORICAL GUIDELINES FOR REDEVELOPMENT.**

**WHEREAS**, through the adoption of Ordinance 19-91 the City created and implemented redevelopment guidelines to illustrate the architectural features that were important in order to maintain the character of the business district and to establish an appropriate identity for the town as it intended to develop along Highway 410; and

**WHEREAS**, this design criteria was set forth in the document entitled "City of Buckley Guidelines for Development," dated October 1991; and

**WHEREAS**, the City established the Architectural Review Board (ARB) as the reviewing body to ensure projects complied with the criteria set forth in the Guidelines; and

**WHEREAS**, the City Council dissolved the ARB in 2007 through Ordinance 08-07 because of an absence of participating volunteers; and

**WHEREAS**, the City Council through adoption of Ordinance 08-07 directed that oversight of the Guidelines go to a Design Review Committee made up of a subcommittee of three active council members; and

**WHEREAS**, the City Guidelines for Redevelopment were not amended to correspond with this change; and

**WHEREAS**, while conducting the review of this amendment to the City Guidelines for Redevelopment the Building, Zoning and Environmental Committee discovered other conflicts and ambiguities related to Comprehensive Plan goals, code citations, zoning districts and design features that needed updated; and

**WHEREAS**, the Building, Zoning and Environmental Committee amended the Guidelines for Redevelopment to reflect the recommended changes; and

**WHEREAS**, the City Council concurs with the recommendation of the Building, Zoning and Environmental Committee and desires to amend the City Guidelines for Redevelopment to reflect these updates;

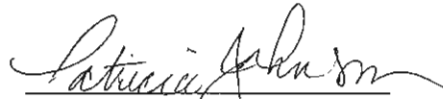
**NOW THEREFORE THE CITY COUNCIL OF THE CITY OF BUCKLEY, PIERCE COUNTY, WASHINGTON DO ORDAIN AS FOLLOWS:**

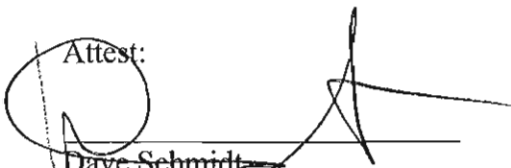
**Section 1.** The text of the document entitled "City of Buckley Guidelines for Redevelopment is hereby amended as shown attached as Exhibit A.

**Section 2.** Severability. If any portion of this ordinance is found or rendered invalid or ineffective, all remaining provisions shall remain in full force and effect.

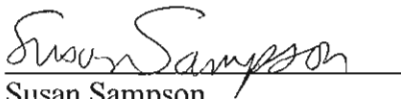
**Section 3.** This Ordinance shall be in full force and effect five days from and after its passage, approval and publication as provided by law.

Introduced, passed, and approved this 22<sup>nd</sup> day of April, 2008.

  
\_\_\_\_\_  
Mayor Pat Johnson

Attest:  
  
\_\_\_\_\_  
Dave Schmidt  
City Administrator

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Susan Sampson  
City Attorney

PUBLISHED: April 30, 2008

EFFECTIVE: May 5, 2008

City of BUCKLEY  
Guidelines for Redevelopment

## ACKNOWLEDGEMENTS

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City of Buckley, Washington October, 1991

City Council

Kathleen Sandor, Mayor  
Gene Smith Les Holly  
Pat Johnson Gary Raihl  
Zoe Krieger Martha Olsen

Architectural Review Board

Meagan Rhoades Gary Brevik  
Marty Sandor Jerri Dever  
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With assistance from the Foothills Historical Society

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## 1. Introduction and Purpose

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The citizens of Buckley have come to understand that the quality of life in their city is one of their most valuable assets. The sense of community, availability of recreational opportunities, access to open space and close proximity to urban centers make Buckley an ideal place in which to live and raise a family. It is recognized that the built environment has a great impact on this quality of life. As business and residential areas grow closer to the city limits it will be increasingly difficult to maintain a unique identity as an independent municipality. In order to do so Buckley must recognize and preserve its history.

To make the correct decisions for the future of the City of Buckley it is important to understand our past. Buckley is one of the oldest communities in Pierce County and has long been a crossroads of activity for railroad, lumber, agricultural and mining interests. As each of these industries grew, a portion of the built environment was shaped, and traces of

each are still present in the buildings and streets of the city.

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

To recognize the influences of the railroad, and in hopes of securing its further interests, the town was named Buckley for a division superintendent of the railroad in 1888. While the anticipated railroad boom never fully materialized, the town was physically shaped by the railroad. To this day the buildings along River Street show evidence of their use as railroad warehouses, and the angle of River Street parallels the tracks, creating interesting intersections at an angle to the dominant street grid.

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

The business district, gutted by fire in 1892 and again in 1925, began to replace its simple wood framed storefronts with brick and cast iron buildings, and took on the appearance of an established city. Many of these buildings are good examples of the commercial architecture of the day.

As the influences of the automobile grew after World War II and the markets and services in Tacoma and other towns became more accessible, Buckley's downtown came under increasing economic pressure. As in many places, the suburban supermarkets built in the fifties and sixties brought difficult times to this center of town, traditionally the hub of community life.

In the seventies and much of the eighties Buckley's relatively remote location and surrounding farms helped to keep it insulated from the suburban sprawl that has blurred the identities of other small towns in Western Washington. But as the population of Pierce County increases and farms are sold for other uses this insulation is beginning to disappear, making changes in Buckley inevitable.

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

To this aim, the City has established a Design Review Committee. This panel is charged with the review of proposals for restoration and new development in these key districts and in other areas as directed by the City Council. Proposed projects submitted to the Design Review Committee must meet the development standards outlined in these guidelines.

The following Redevelopment Guidelines illustrate the architectural features that are important to maintaining the character of the business district and to establishing an appropriate identity for the town as it grows along Highway 410.

## 2. Redevelopment Approach

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

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

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

Buckley's Design Review Districts are defined by City ordinance, and can be described as follows:

1. Downtown Review District:  
Includes Main Street and extends from River Avenue to the east side of the alley between A and B streets.
2. Highway 410 Review District:  
All property abutting the highway within the city limits in GC, CC, NMU, LI and P zones, and property in zones adjacent to these zones.

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

### DESIGN REVIEW COMMITTEE (DRC) SUBMITTAL FORMAT

- A. General Requirements  
All drawings (each sheet) must contain the following information:
  1. Project Name
  2. Project Address
  3. Date
  4. Name, address, and phone number of firm responsible for drawings.
- B. Required Information:
  1. Site Plan showing the following:
    - a. North Arrow
    - b. Drawing scale: site development plan to be drawn at 1"=20' or 1"= 30'-0.
    - c. Existing buildings to be removed or retained.
    - d. Major landscape features.
    - e. Existing and proposed topographic contours at 2'-0" intervals.
    - f. Existing streets and roads on or bordering property, including curb lines and sidewalks.

- g. Existing buildings and features within 100 feet of subject property lines.
- h. Exterior lighting location and types including mounting heights
- i. Exterior signage locations and types.

C. Statistical Information:

- 1. Area of proposed structure.
- 2. Lot coverage of structure.
- 3. Lot coverage by impervious surfaces.
- 4. Building height.
- 5. Number of parking spaces.
- 6. Area of landscaping

D. Landscaping Plan:

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

E. Exterior Building Elevations:

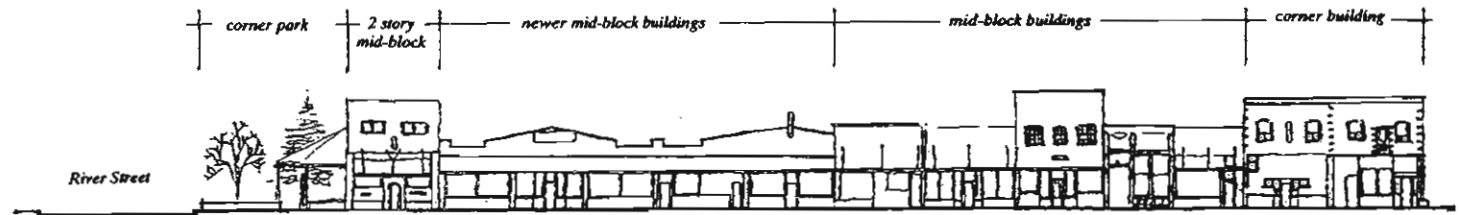
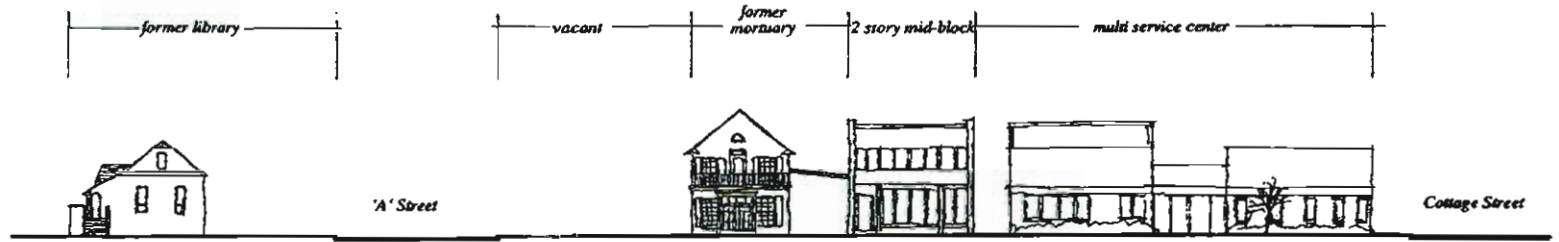
- 1. Architectural drawings at 1/8"=1'-0" or 1/4"=1'-0"
- 2. Indicate doors and windows, architectural details, materials and finishes.
- 3. Note existing and finished grades, base elevation and elevation of highest projection of building.
- 4. Provide color and exterior material samples.
- 5. Indicate signage to be located on building.

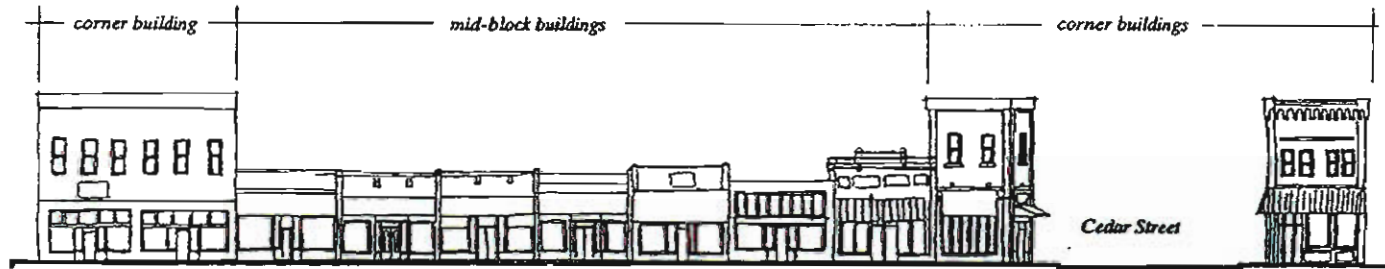
F. Architectural Details:

- 1. Details drawn to scale at appropriate sizes for all ornament, exposed structural systems and other details as required to describe proposal.

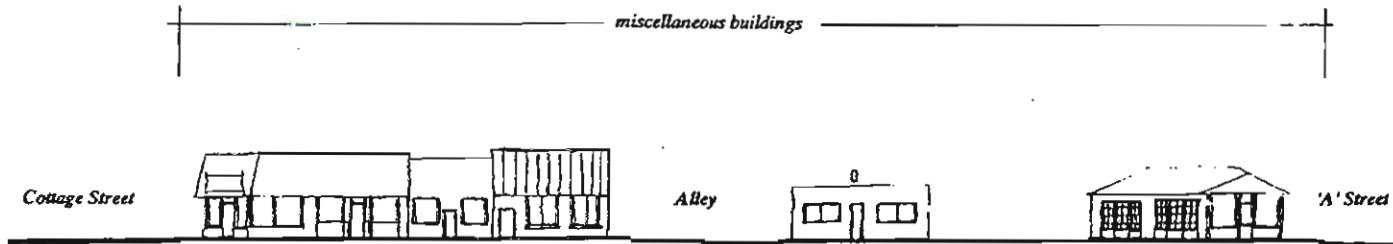
The Design Review Committee may require addition drawings of submittals for specific projects. Additional submittals are required for building and fire department approvals.

# MAIN STREET





LOOKING SOUTH ON MAIN STREET



LOOKING NORTH ON MAIN STREET

### 3. DOWNTOWN REVIEW DISTRICT

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#### 3.1 INTRODUCTION AND SCOPE:

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

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

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

#### 3.2 MAIN STREET BUILDING:

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

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

of-the-century architecture: traditional stone and masonry work, cast iron storefronts and stamped metal cornices.

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

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

- a. More than one story height, usually with commercial spaces on street level and offices or residential space above.
- b. Traditional brick and stone construction, often with elaborate detailing.
- c. Flat roofs with dominate cornices.
- d. Cast iron storefronts or wood storefronts.
- e. Wood sash double-hung windows.

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

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

Many of these structures are as old as the corner buildings, but are more modest in scale and detailing; while not

the first structures you notice on a walk down Main Street, they provide much of the detail and pedestrian scale interest that can give Buckley’s shops their individuality. The mid block buildings share these elements:

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

Some of the mid-block buildings have been constructed more recently and constructed of poured concrete or concrete block rather than brick. They lack the detail of the older buildings both in structural detailing and storefront interest. They do, however, provide visual continuity to Main Street. These buildings were built with

economy in mind and are the second generation of structures in Buckley, built after the fire of 1925. They should be viewed as “background” buildings taking a backseat to their older, more ornate neighbors, and should not be ornamented to imitate them. It should, however, be noted that their infill function makes them an important part of downtown.

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

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

residential neighborhoods that surround the commercial center.

- a. Former Methodist Church and Mortuary, now vacant:

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

- b. Former Gas station at “A” Street and Main:

This type of gas station dates back to the forties and is becoming rare. The scale of the service bays, windows and roof forms make it good transition to the residential neighborhoods to the east.

- c. Café, Offices and Laundromat on north side of Main:

These buildings provide some mid-block infill but are of such different materials from all other buildings in town that they should be dealt with individually as “background structures”.

- d. City Multi-Service Center:

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

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

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

### 3.3 EXISTING STRUCTURES

Restoration and renovation of Downtown Review District buildings shall be carried out in accordance with the following guidelines and as directed by the Design Review Committee.

#### 3.3.1 Masonry:

- a. Non-original materials such as wood, metal or plastics are not acceptable substitute materials for original masonry walls
- b. Clean brick and stone with water and non abrasive cleaners that will not erode or change the surface of the material. Sandblasting is not acceptable.
- c. Repoint brick and stone joints to match original grout profile. Repair cracks and replace non-conforming masonry work or other non-masonry materials with brick or stone that matches the color and dimensions of original materials
- d. Most brickwork in Buckley was originally unpainted. Whenever possible, unpainted conditions should be restored. Use of high quality, low sheen sealers is acceptable. If repairs to brickwork are extensive or matching materials are not available, painting of brick may be an acceptable alternative.
- e. Perform seismic bracing without damaging or destroying original materials. The introduction

of bolts and new structural supports on the building's exterior should be avoided or carefully planned.

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

### 3.3.2 Concrete or Stucco Exteriors:

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

### 3.3.3. Wood Storefront and Detailing:

a. Restore wood cornices and storefronts to original condition using historic photographs as a guide. Much of the character of these buildings lies in the quality and proportions of the carpentry work and much pedestrian interest can be created through proper restoration.

### 3.3.4. Wood Window

a. Windows of this building type are typically taller than they are wide, in a 2:1 or 3:1 ratio. Upper transom

panels are broken into individual lites that are vertically oriented. These proportions as well as the size and thickness of sash and mullion members are to be maintained or restored to original appearance.

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

### 3.3.5. Metal Cornices and Ornament:

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

### 3.3.6. Cast Iron Structure and Storefronts:

a. Restore or replace all cast iron work to match original profiles. Fiberglass or aluminum castings are

acceptable substitutions for cast iron that is missing or beyond repair. Paint new work to replicate historic conditions, as based on photographic evidence and similar built examples from adjacent structures or other cities.

## 3.4 NEW CONSTRUCTION

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

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

Doors, windows, details and ornamentation shall be of similar materials, scale and proportion to those elements found on existing buildings

and described elsewhere in these guidelines.

### 3.5 UNIFYING ELEMENTS

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

a. All new signs and all changes in existing signs visible to the public shall be submitted to the Design Review Committee (DRC) for approval. Signs shall be reminiscent of the styles and materials available at the time the building was constructed. The DRC shall take into consideration the skill and technical quality of signs submitted for approval and may rescind approval for any sign not executed in accordance with materials submitted for review.

b. Sign area shall meet the thresholds specified in Title 19 of the Buckley Municipal Code.

c. Signage shall not cover architectural ornamental features, unless originally a feature of the building.

d. Signs and individual letters shall be sized appropriately for slow moving traffic and pedestrians.

e. Signs on adjacent storefronts shall be coordinated in height and proportion and designed to unify the street elevation.

f. Projecting signs and signs placed flat against the building wall are encouraged. Projecting signs shall be compatible with the period of building to which it is affixed, and shall harmonize with the lettering and symbols chosen for it.

g. The restoration and preservation of historic wall and architectural signage is encouraged. No new signs shall be installed or painted in place of historic signage.

h. Lettering: Signs shall be professionally lettered and display a level of craftsmanship appropriate to the downtown district. Lettering shall be of a traditional block or curvilinear

style which is easy to read and compatible with the style of building. Generally, no more than two different lettering styles should be used on one sign. Examples of acceptable lettering fonts are included in these guidelines.

i. Construction shall be of metal, wood or other durable material as approved by the DRC and appropriate to the building on which the sign is installed.

j. Color: Signage colors shall be appropriate to the era in which the building was constructed and in all cases be compatible with the predominantly red brick facades of downtown buildings.

k. Lighting: Signage in the downtown district shall be unlighted or lighted from external sources. Neon signs may be acceptable to the DRC if custom-designed to be compatible with the building's historic or architectural features.

l. Signage structure shall be designed to compliment the sign, not clash or overwhelm it. Attachments to building materials shall not permanently damage any architectural ornament or feature, and

shall avoid damaging bricks or masonry.

### 3.5.2 Awnings:

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

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

All color schemes shall be reviewed and approved by the DRC prior to application. The DRC may require sample applications of paint colors on site before final approval. Building colors shall contribute to the architectural character of the building

and be considered in combination with signage, awnings and other elements.

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

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



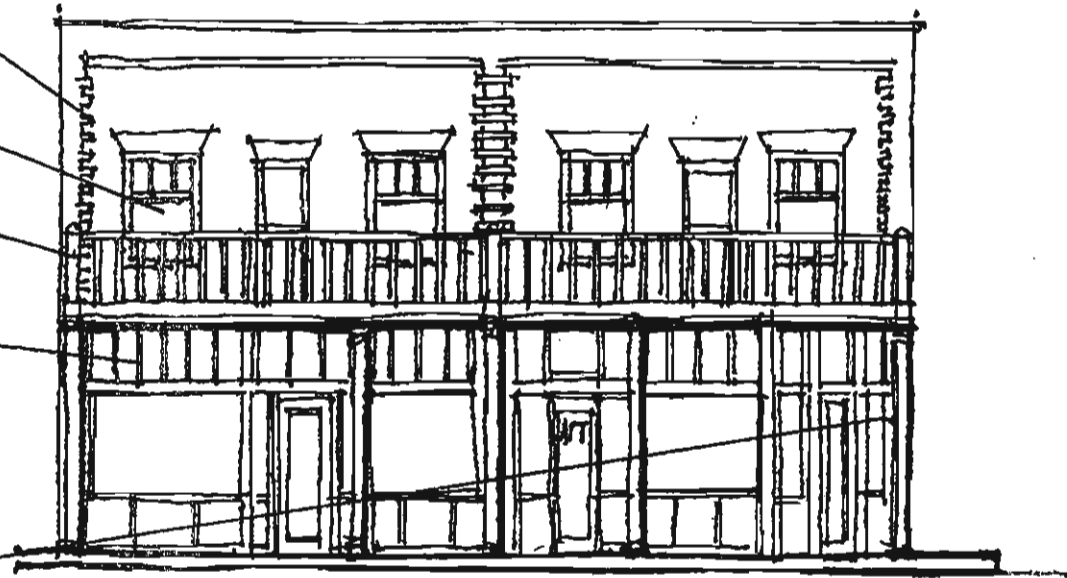
*Clean and Tuckpoint Existing Brick.  
Restore Detailing*

*New Wood Double-Hung Windows  
on Second Story*

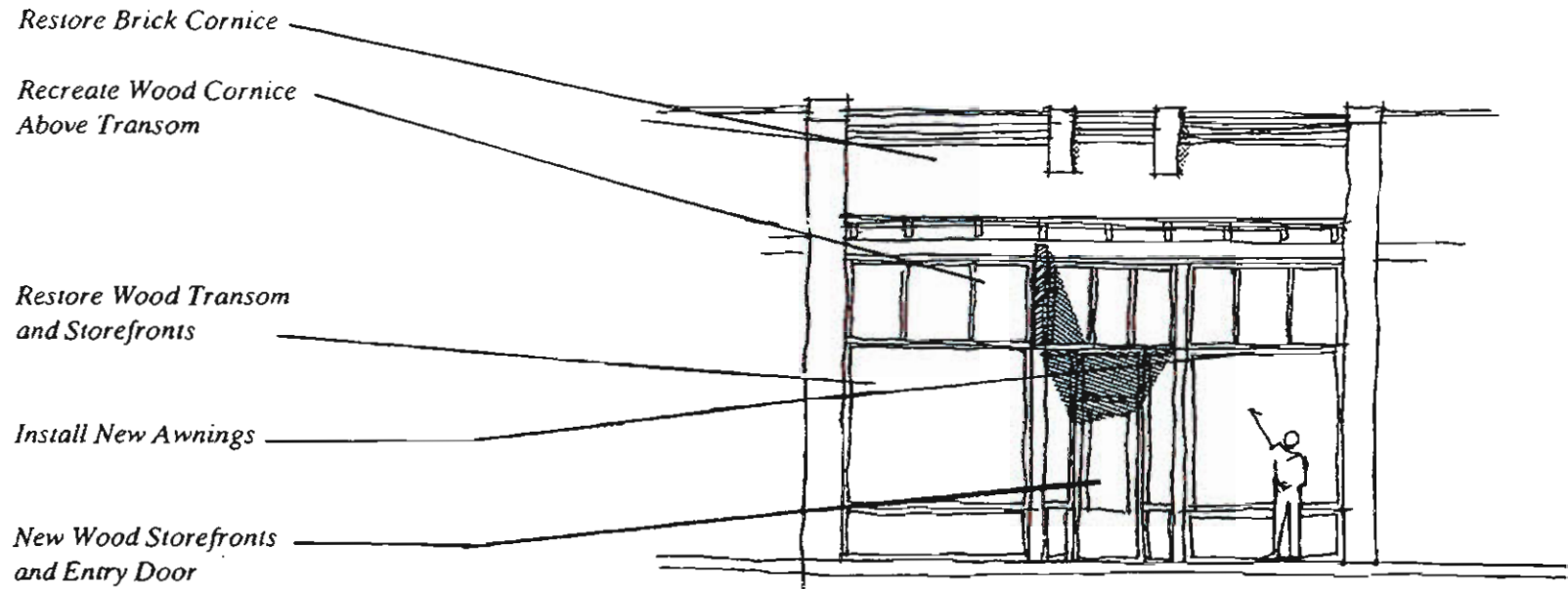
*Install new Balcony on Wooden or Cast  
Iron Posts*

*Restored Wood Storefronts  
with Transom Windows*

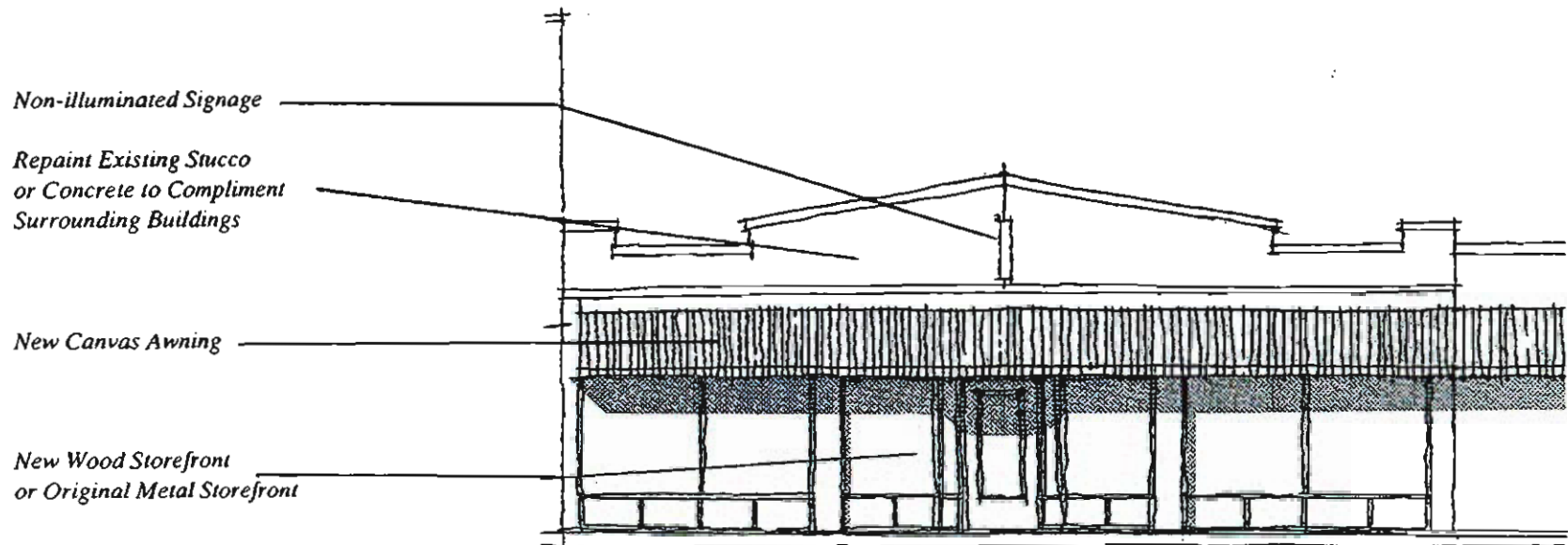
*Restore Cast Iron Column Accent  
on Corner*



*Example: Corner Building: 780-790 Main.*



*Example: Typical Mid-Block Building*



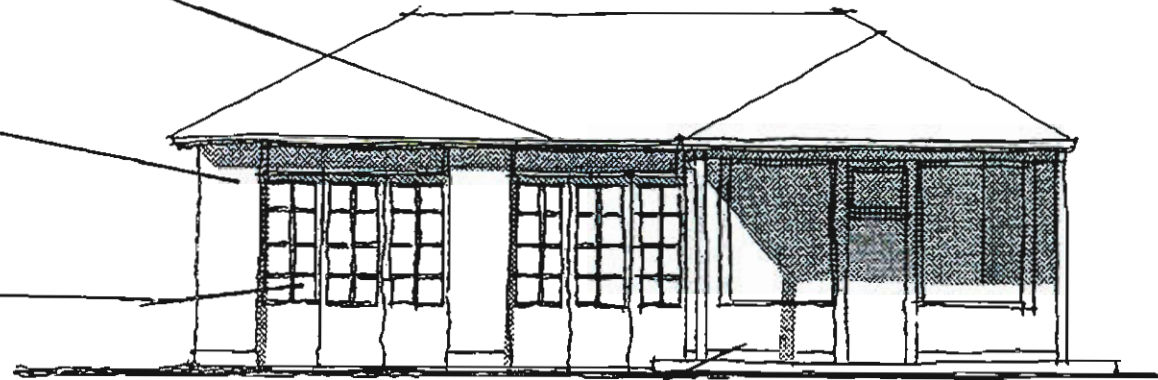
*Example: Newer Mid-Block Building*

*Signage Locations  
over Service Bays*

*Repaint and Restore  
Structure to Original  
Appearance*

*Restore Original  
Service Bay Doors*

*Creatively Reuse Existing  
Architectural Elements for  
New Purposes.  
Canopy Becomes Outdoor  
Seating area or Retail Display Space*



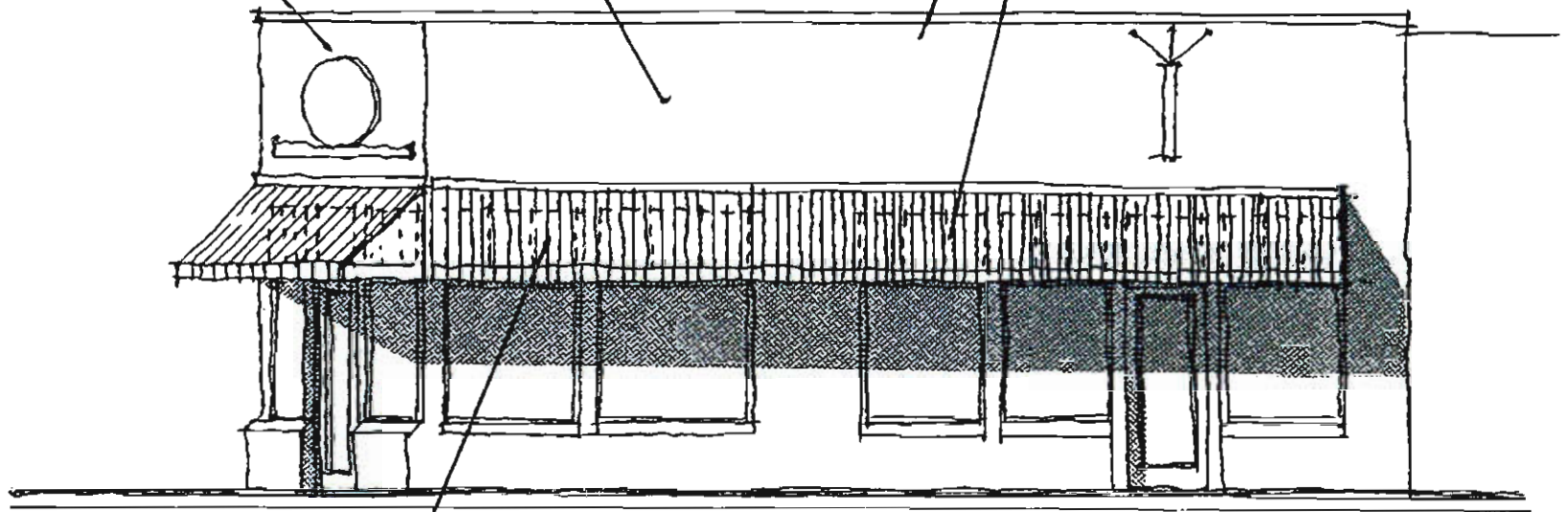
*Example: Miscellaneous Commercial Buildings*

*Remove Existing Metal Mansard Roof*

*New Accent Signage  
on Corner*

*Repair and Paint Existing Block*

*New Retractable Canvas Awnings*



*Wood Storefront and Transoms*

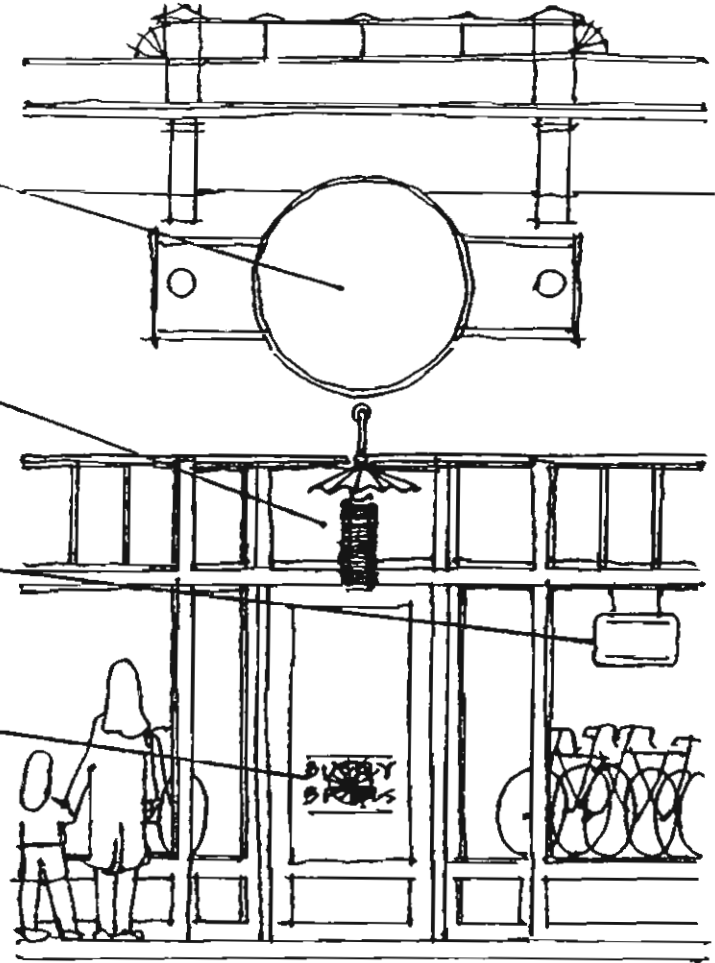
*Example: Miscellaneous Commercial Buildings*

Flush mount painted Wall Signage:  
Gloss enamel on wood or metal.  
Unlit (shown) or externally lit.  
Vehicular scale.

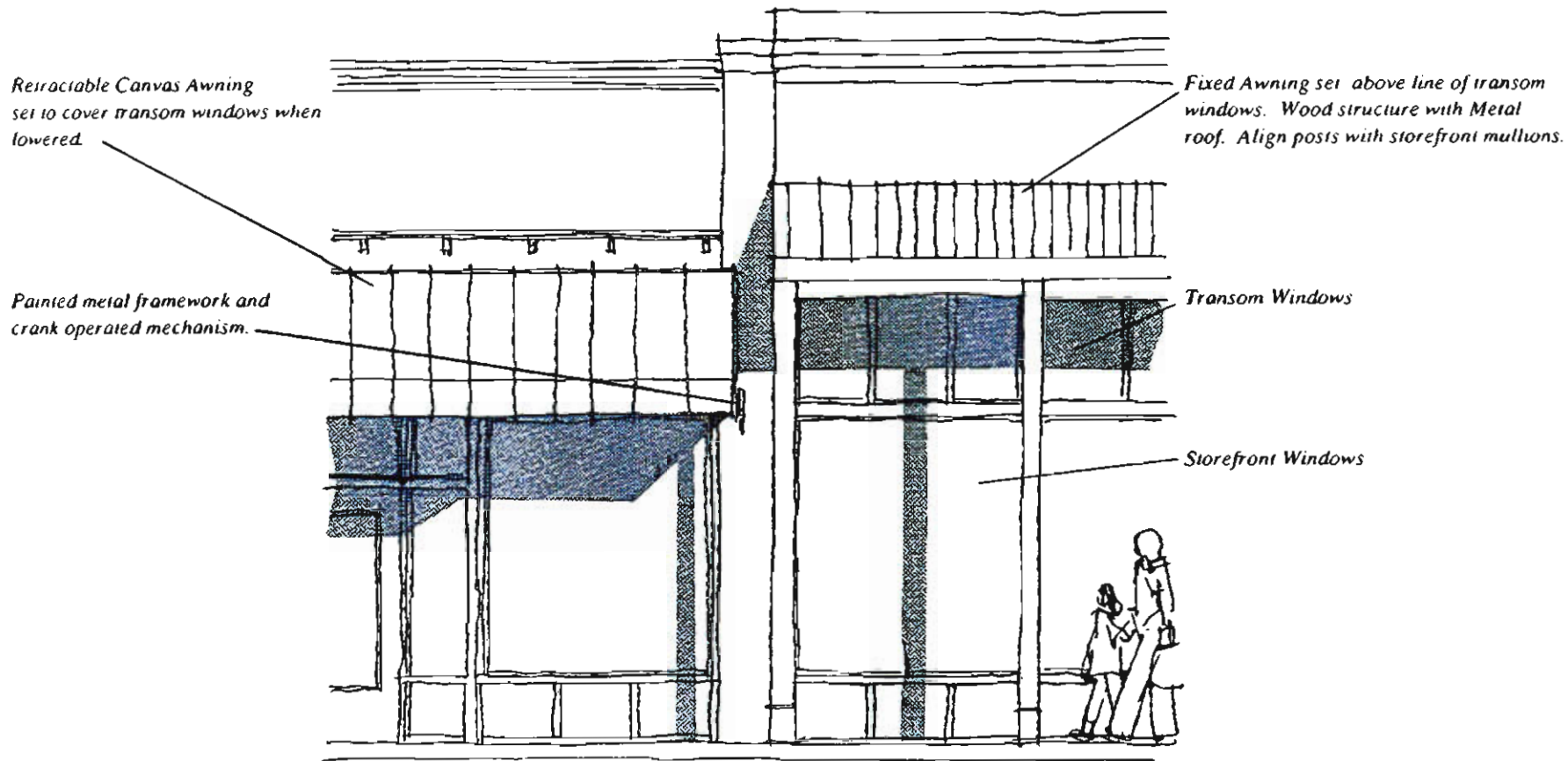
"Blade" Sign extending perpendicular  
from building face. Gloss enamel on  
wood or metal. Externally lit from above  
(shown) or side, or unlit.  
Pedestrian scale.

Internal window signage. May be  
internally lit, neon or unlit, depending on  
age of building with approval of ARB.

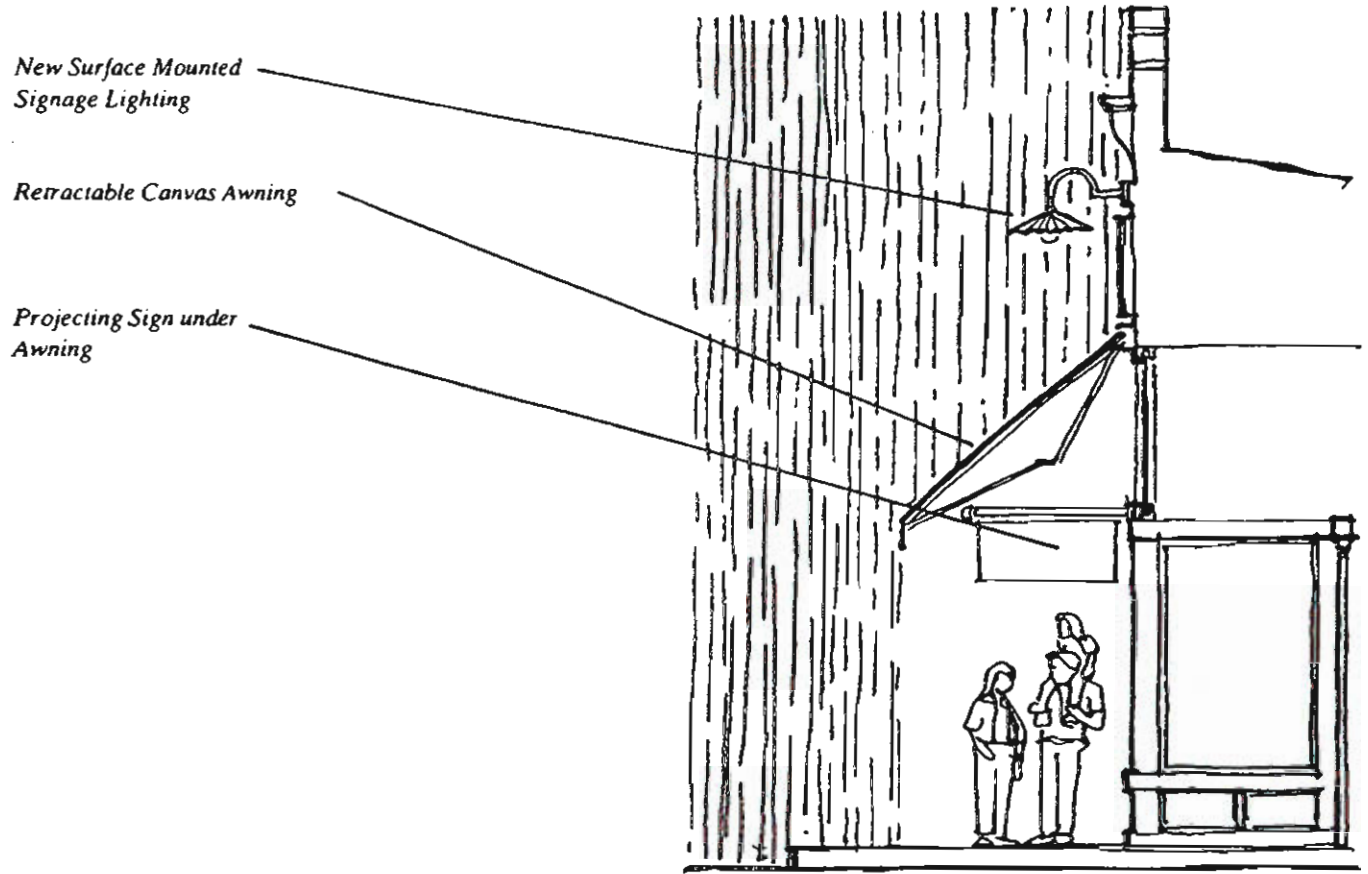
Painted window signage. Opaque gold  
leaf or colored messages and graphics.  
Pedestrian scale.



## Downtown Commercial Signage



*Awnings*



*Awnings*

New Street light:

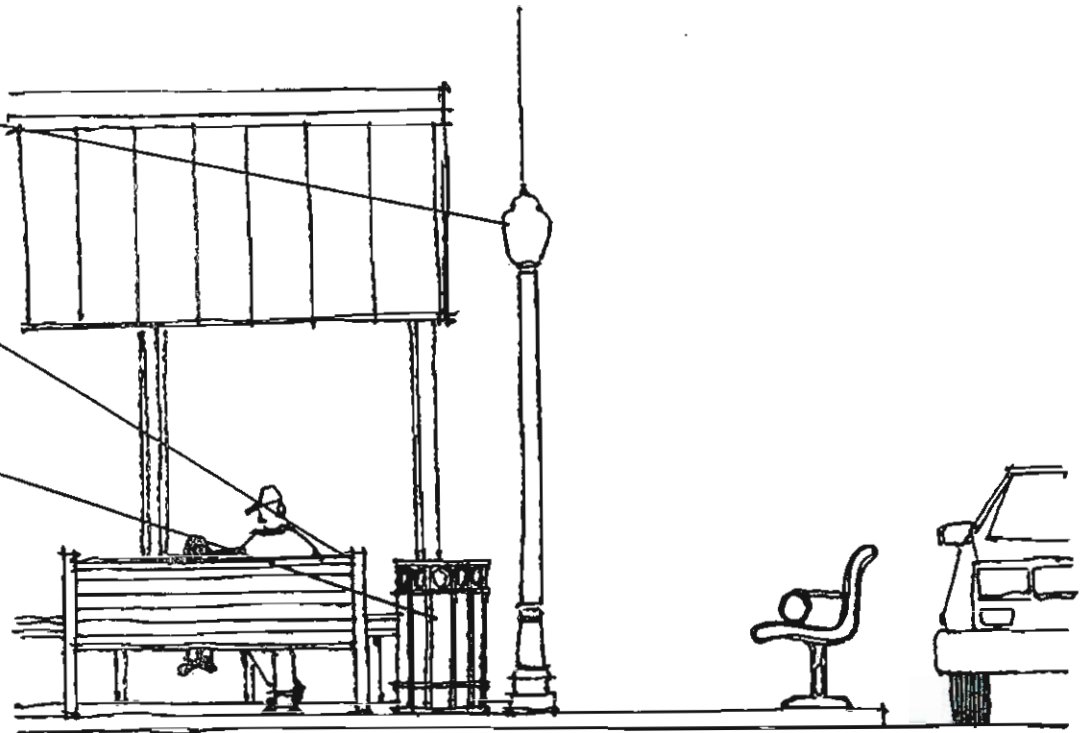
Clear textured polycarbonate  
"Acorn" Globe mounted on painted  
Cast Aluminum Post, metal halide lamp

Bench:

Painted cast aluminum with  
wood seat. 6 foot length, bolted  
to sidewalk.  
Canterbury International model 700  
"Embarcadero" shown.

Trash Receptacle:

Painted cast aluminum with liner.  
23 inch diameter, 36 inches high.  
Canterbury International "Pennsylvania  
Avenue" model shown.



*Street Furniture*

# HIGHWAY 410



#### 4.1 INTRODUCTION AND SCOPE:

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

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

As previously stated, the goal of downtown redevelopment is the restoration and rehabilitation of the current building stock to its original

appearance. The introduction of unifying elements such as signage, street furniture and awnings help tie together the individual properties and create a sense of place. This reinvestment will allow the downtown area to continue as a commercial center for Buckley.

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

The Buckley plateau and surrounding hills contain many fine examples of architecture built by settlers and those who came after them. These barns and lumber mills look at home in the landscape because their forms are

simple and straightforward, accomplishing their purposes without gimmicks or unnecessary ornament.

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

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

New developments and renovation of existing buildings and properties serving current and new uses are required to comply with these guidelines as interpreted by the DRC as a part of the permit process



## 4.2 BUILDING CONSTRUCTION:

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

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

- a. A landscape buffer in conformity with the requirements specified in BMC 19.29 shall be installed long the Highway 410 frontage.
- b. Off-street parking and landscaping within the parking

area(s) shall conform to BMC 19.28 and BMC 19.29.

c. Roadway frontage improvements shall be required and shall consist of those specified in the most recently adopted version of the City Buckley Development Guidelines and Public Works Standards.

### 4.2.2 Scale and Form:

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

- a. Long, uninterrupted buildings and developments are not acceptable. Modulation and/or variation of the building façade is required by shifting the elevation no less than four (4) feet every eighty (80) feet of building length.
- b. Individual buildings or developments shall not exceed 30,000 gross square feet in area.

c. Individual buildings within overall developments shall be separated by no less than 25 feet of landscape buffer space unless otherwise approved by the DRC.

Covered walkways may connect across buffer spaces.

d. The architectural design of new projects shall take into consideration and respond to the scale and character of the rural landscape.

e. Overall architectural design shall be based on traditional agricultural and mill buildings.

### 4.2.3 Architecture and Structure

a. Where visible from the exterior, wood truss and heavy-timber structural systems are recommended along with complimentary stone veneer(s).

b. Buildings shall be no more than two stories and shall have sloping roofs with a minimum pitch of 6 in 12 unless otherwise specified by the DRC.

c. Roof forms shall incorporate simple gables and sheds with generous overhangs.

d. Siding: Utilize horizontal beveled wood, wood shingle or

vertical wood board and batten siding along with complimentary stone veneer(s) whenever possible. Where required by building code or for functional reasons, concrete and concrete masonry materials may be employed with approval of the DRC. In such cases concrete and concrete masonry shall be detailed to emulate traditional stone construction.

e. Roofing: Wood shingles or metal roofing shall be employed on all new construction unless otherwise approved by the DRC. Existing rural buildings have often replaced these materials with composition roofing, particularly patterns that reflect a wood shingle appearance may be acceptable for new projects.

f. Doors: Wood doors shall be simple in shape, large openings may be detailed to resemble traditional barn doors intended to accommodate animals and machinery.

g. Windows: Windows shall be fixed, casement, awning or double hung, with a square or vertical orientation. Sliding windows are not acceptable. Wood or metal sash materials are acceptable. Break large areas of glass into smaller lights

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

h. Ornament: Ornament shall be minimized to reflect the utilitarian nature of the buildings. Achieve architectural interest through structural elements such as gable brackets, stone veneer, post and beams. Stress craftsmanship and the detailing of ventilators, corner boards.

4.2.4 Color: Colors should generally be muted, earth tones and simple painting schemes as were typically used in these traditional buildings. Color schemes employing many colors or particularly bright colors shall be avoided. Natural, unpainted wood with a clear sealer, or wood painted grey, dull red or green are example of acceptable color palate.

Colors should be selected to emphasize building form and highlight major features. The use of brightly colored or glossy building materials such as metal or tile siding are not acceptable.

## 4.3 UNIFYING ELEMENTS

4.3.1 Signage: Allowable signs in the Highway 410 district shall be governed by the requirements of BMC 19.30 and are divided into two types:

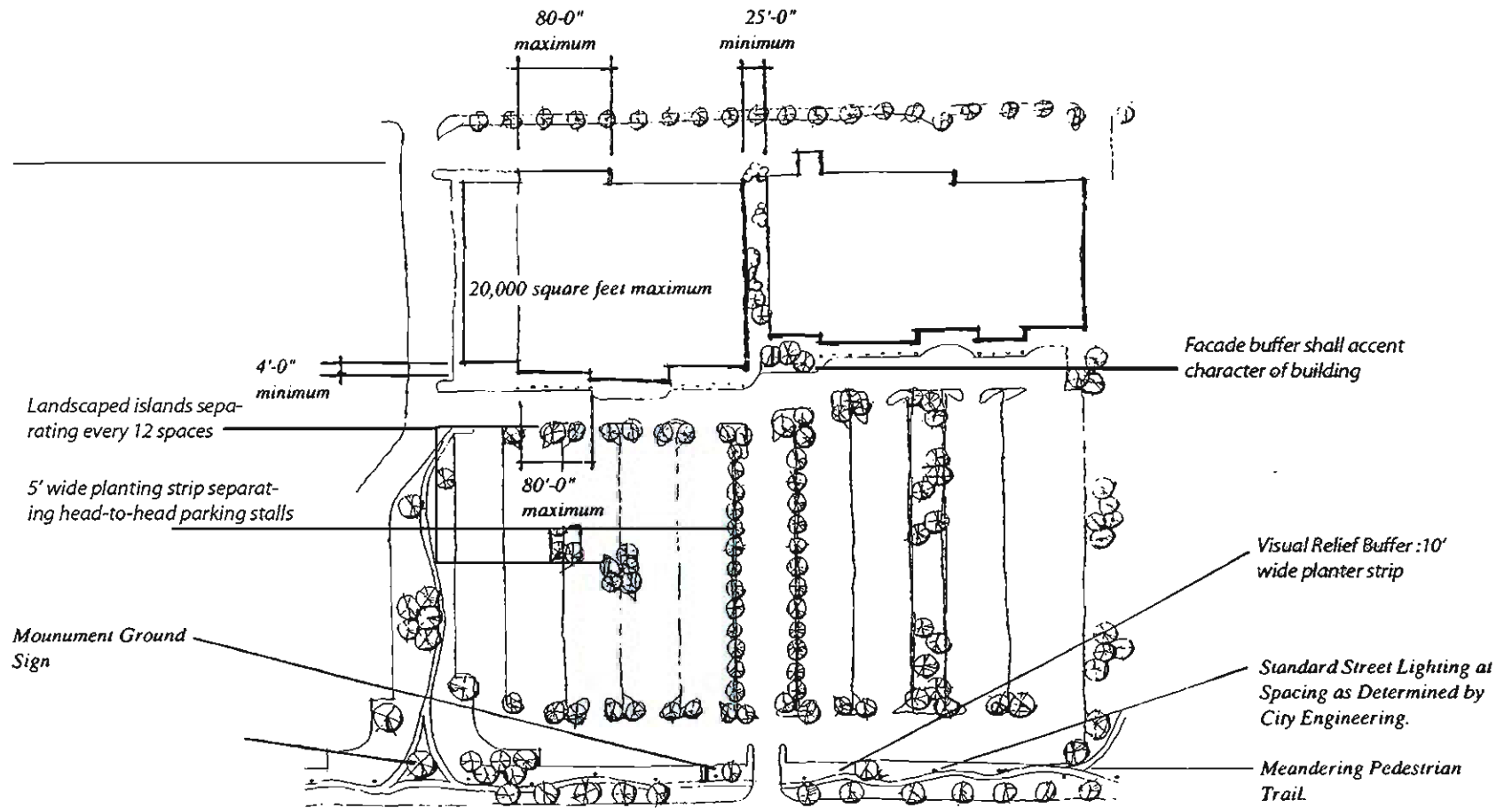
- a. Monument Ground Signs identifying a building or complex. These are large, direct signs that can be identified and understood at highway speeds from some distance away. The goal of this signage is to communicate a simple message clearly and in a manner that does not detract from the landscaped development of the highway.
- b. Signs attached to a building that identifies the tenants and activities at a pedestrian oriented scale. These signs serve a similar purpose to the signage along downtown and shall be similar in design.

4.3.2 Monument Ground Signs: Signs identifying individual business buildings or multiple tenant complexes shall be coordinated with the City of Buckley's streetscapes concepts for the Highway 410 frontage.

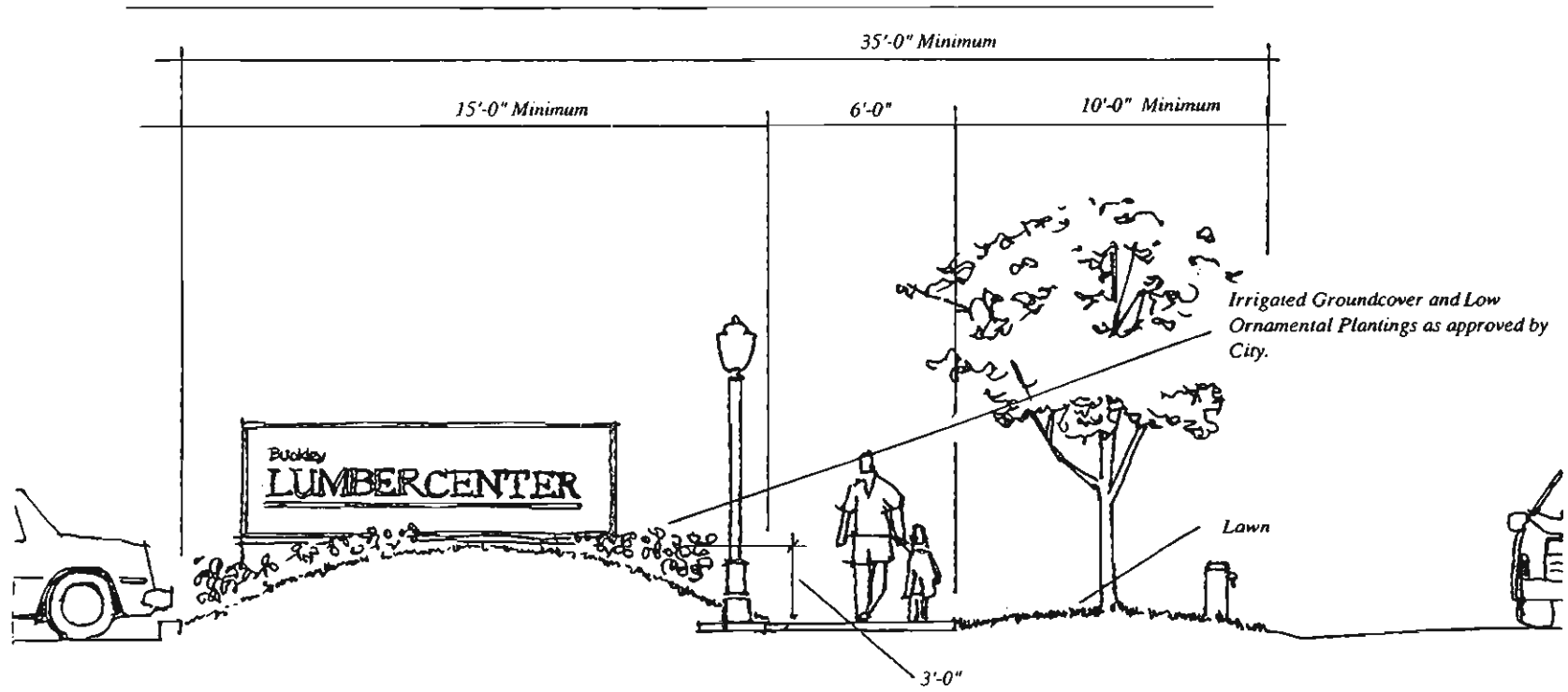
- a. All such signs shall fall within the required landscape buffer along Highway 410.
- b. Sign body construction shall of concrete, wood or metal set on a concrete stone, or masonry foundation or base.

#### 4.3.3 Building Mounted Signs:

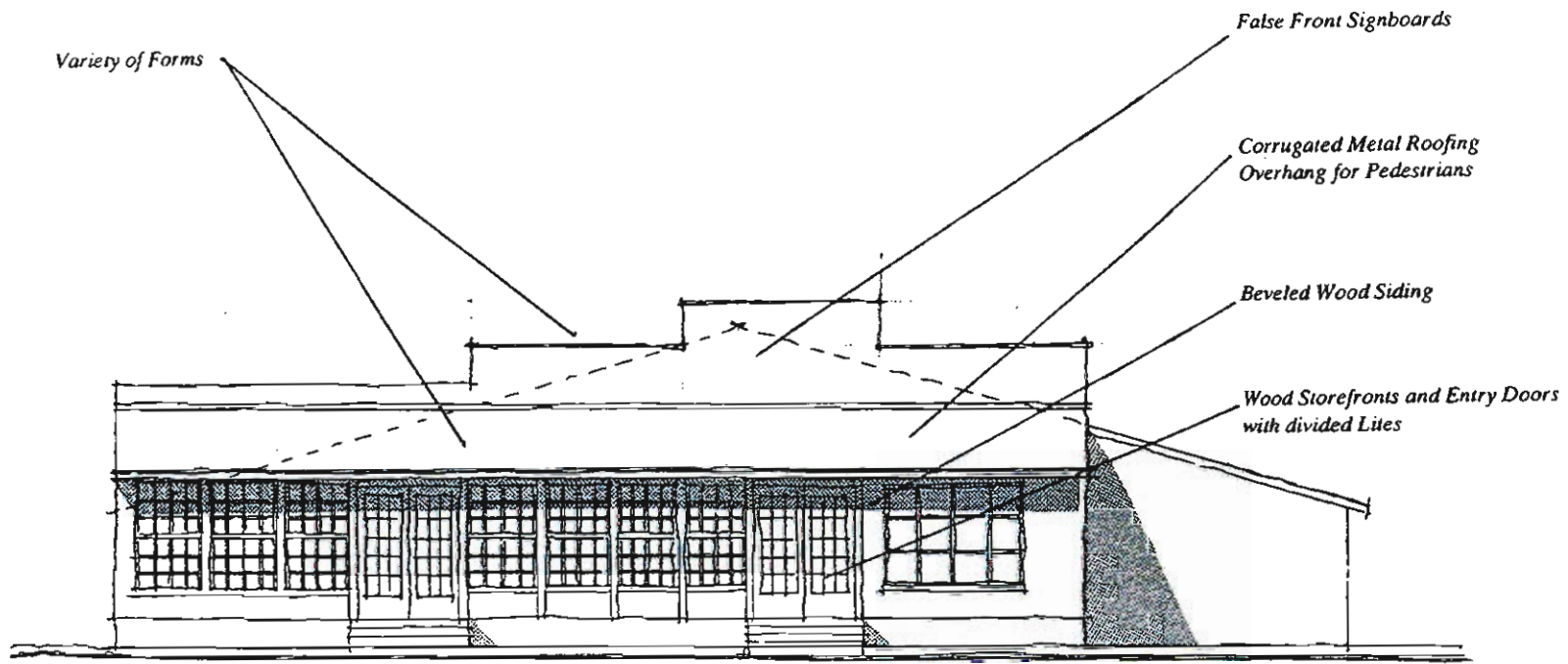
- a. Wall signs may be flush with or projecting from the building face.
- b. Projecting signs may not extend more than four (4) feet from the building.



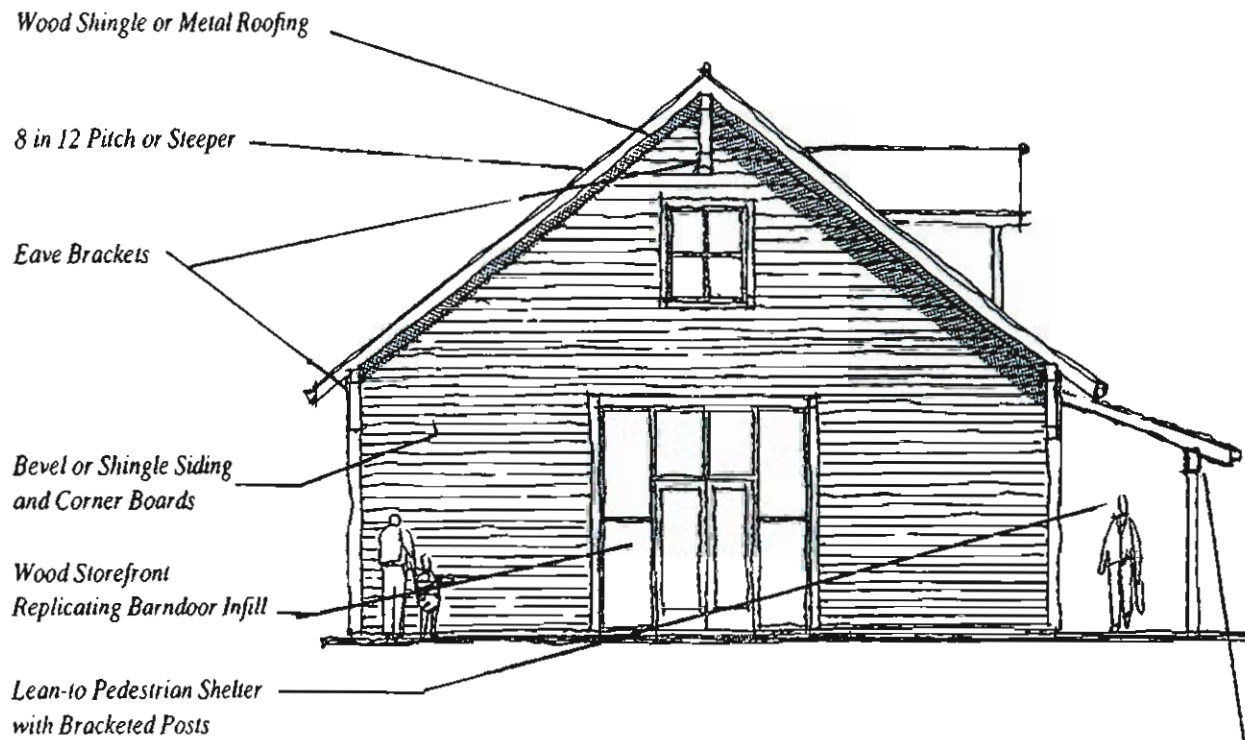
*Example: Commercial Site Development*



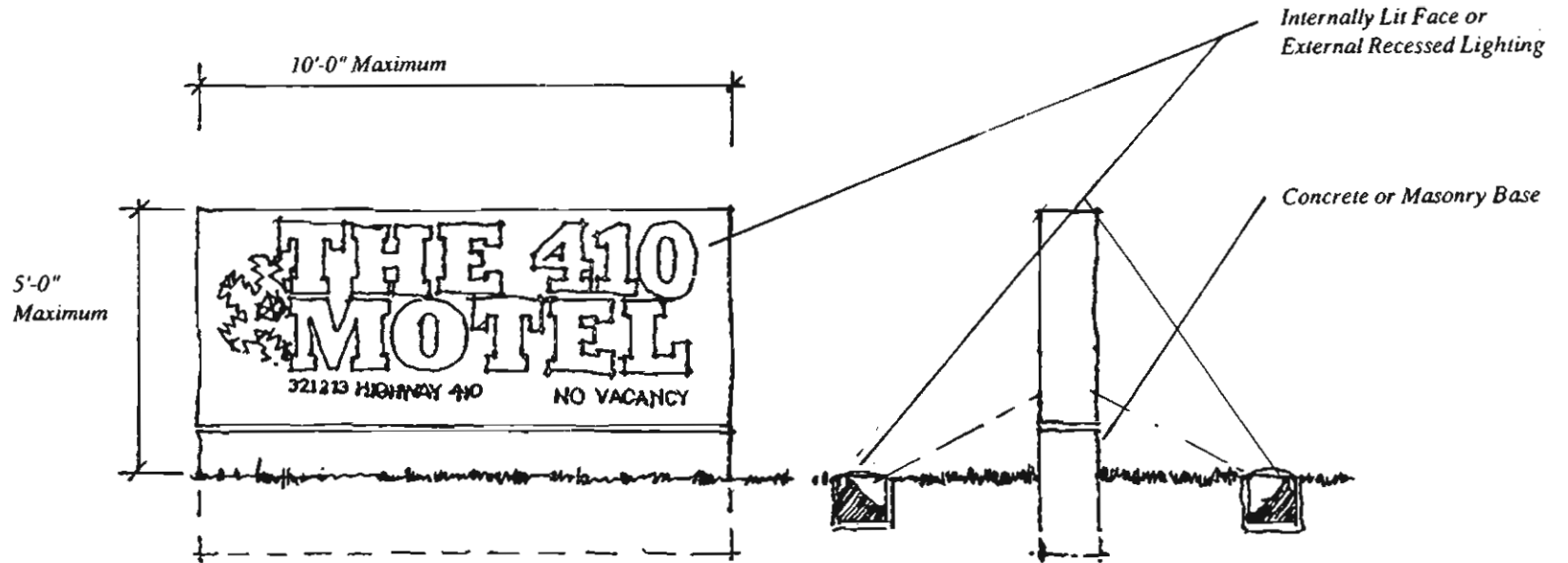
*Highway 410 Buffer Development*



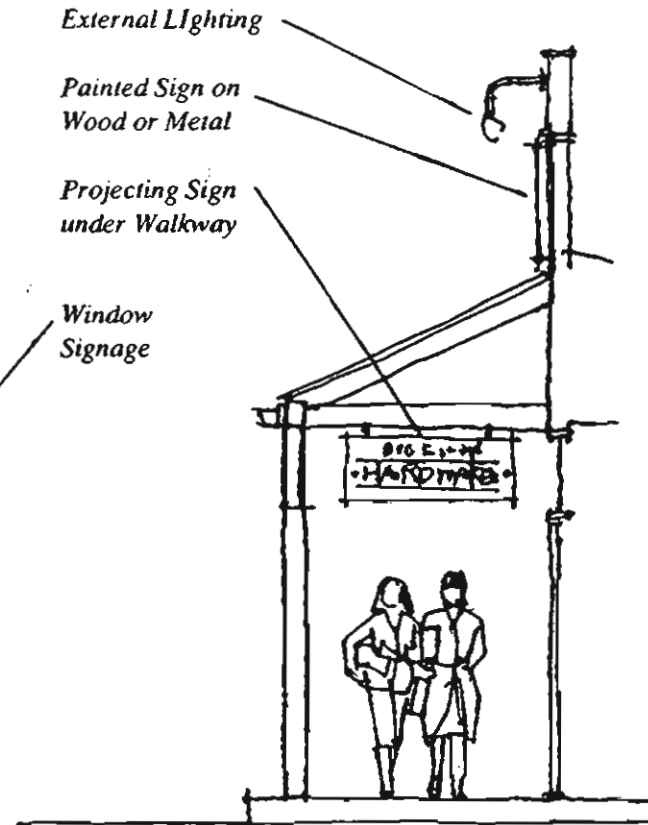
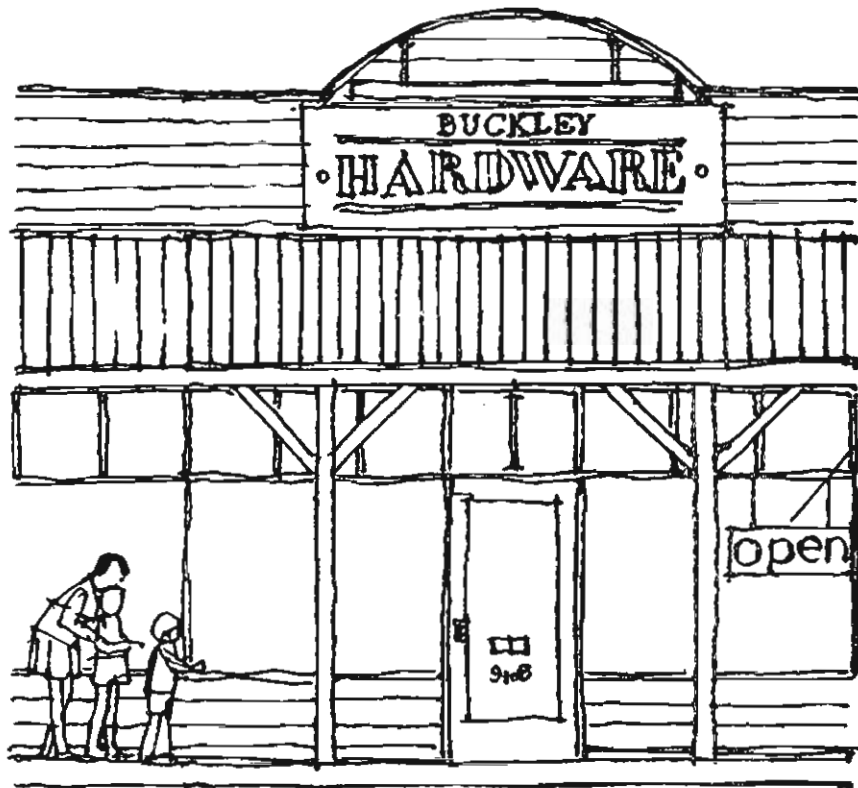
*Example: Single Story Retail*



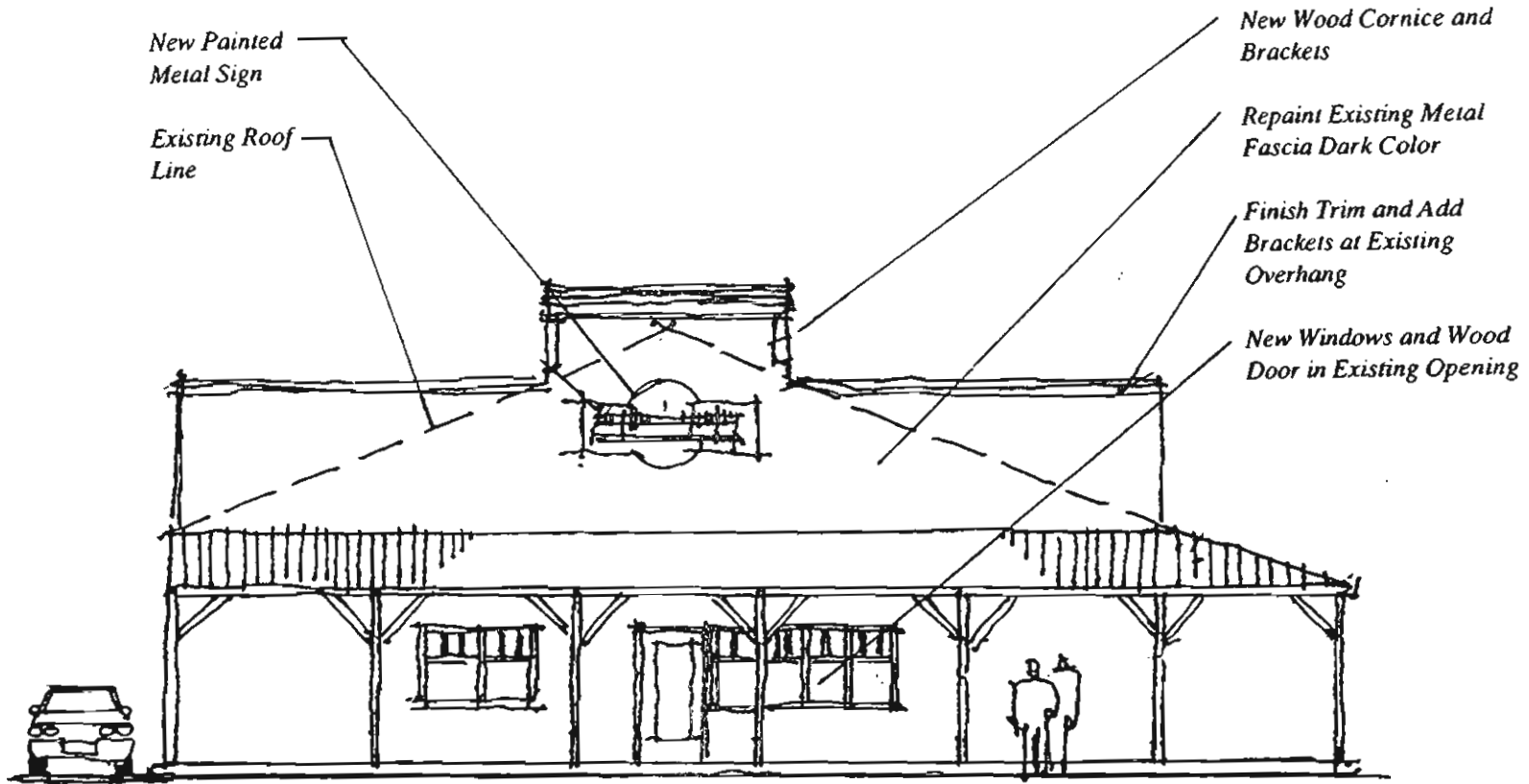
*Example: Two Story Retail/Office*



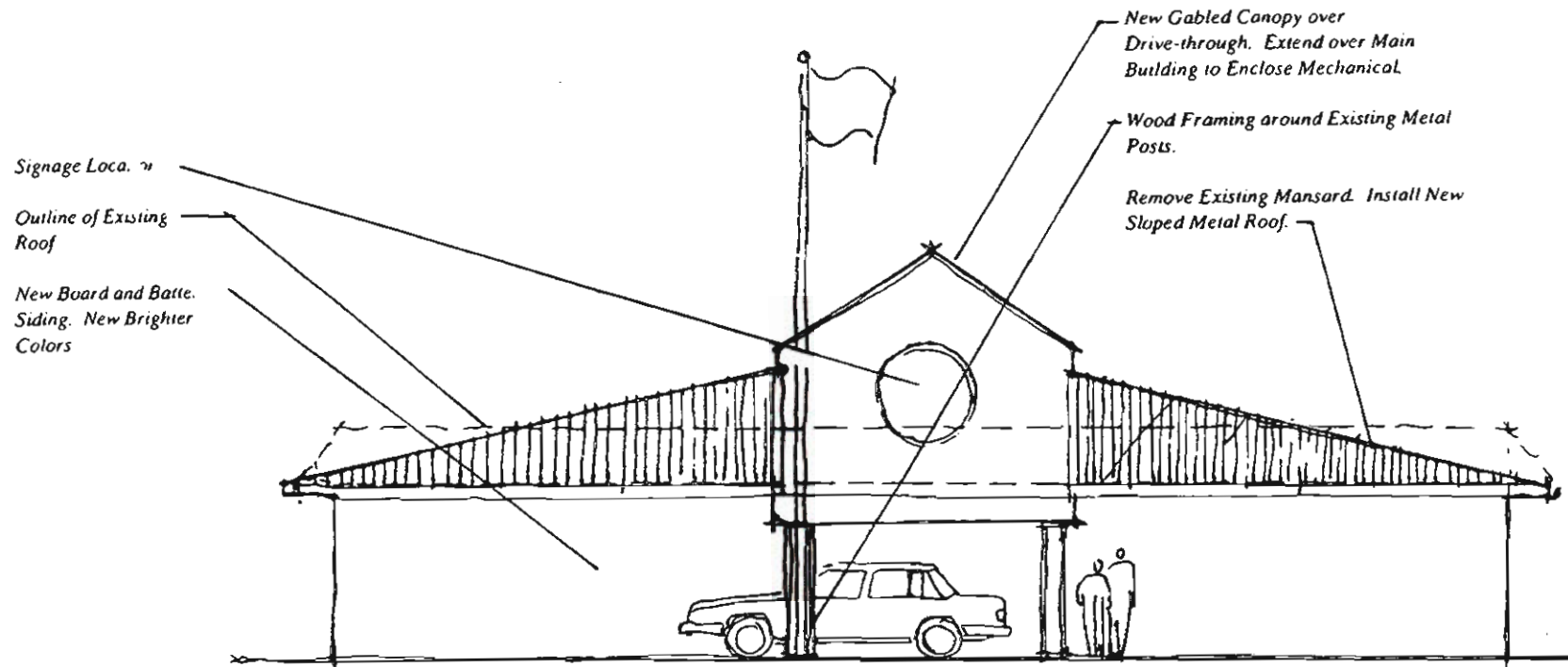
*Highway 410 Freestanding Signage*



*Highway 410 Building Signage*



*Example: Mr. Auto Renovation*



*Example: Eagles Lodge Renovation*

Copperplate  
 Gothic  
 Heavy  
 ATF

ABCDEFGHIJKLMNOPQRSTUVWXYZ  
 WXYZ1234567890&\$?;

**E1** | **E1** | **E1** | **E1** | **E1**  
21-60-CN      21-48-CN      21-36-CN      21-30-CN      21-24-CN

**E1** | **E1** | **E1**  
21-18-CN      21-14-CN      21-12-CN

abcdefghijklmnopqrstuvwxy  
 ABCDEFGHIJKLMNOPQRSTUVWXYZ  
 1234567890 B &?!\$% (,;)

Playbill  
 Stephenson Blake

**E1** **a** **E1** **a** **E1** **a** **Eal** **Eal** **Eal**  
60-96-CN      60-96-L      60-72-CN      60-72-L      60-60-CN      60-60-L      60-48-CLN      60-42-CLN      60-24-CLN



*Examples of Appropriate Signage Lettering Styles*

Quentin

•  
ABCDEFGHIJKLMNOPQRSTUVWXYZ  
1234567890 &?!@'(.,:;)

E1 | E1

117-72-CN | 117-48-CN

Rockwell  
Condensed 414  
Monotype

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abcdefghijklmnopqrstuvwxy  
ABCDEFGHIJKLMNOPQRSTUVWXYZ  
1234567890 æøßÆØ &?!@S%(.,:;)

Eal | Eal | Eal

327-48-CLN | 327-36-CLN | 327-24-CLN

Rockwell Shadow  
Monotype

•  
ABCDEFGHIJKLMNOPQRSTUVWXYZ  
1234567890 ÆØ &?!@S%(.,:;)

E1 | E1

411-48-CN | 411-36-CN



*Examples of Appropriate Signage Lettering Styles*