

City of Forks 2025-2045 Comprehensive Plan



2025

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1. History of Forks

Forks, a small town in the northwest corner of the Olympic Peninsula in an area called the West End, is one of three incorporated cities in Clallam County. It sits within traditional Quileute Indian land on a large prairie surrounded by forestland, an hour's drive west from its largest neighbor, Port Angeles.

Non-Indian settlers arrived in the late 1870s, and the town grew slowly from a remote collection of farming homesteads into a booming timber town by the 1970s, given its proximity to thousands of acres of colossal old growth forests nurtured by the area's average rainfall of 120-plus inches a year.

Timber-harvest decline and controversy over protection of wildlife habitat deeply affected the town during the 1980s and 1990s, causing anger and high unemployment. The town's makeup has shifted from its Scandinavian-settler origins, and it has the highest Hispanic population in the Clallam County in 2007.

Forks is surrounded by land zoned as commercial forest, and timber remains a large industry. Government, education, and health care are also large employers, and the town attracts tourists by taking advantage of its logging history and its proximity to rain forests, rivers, and ocean beaches.

Quileute territory

The Quileute Indians once occupied lands throughout the interior West End, including the area of Forks. The Quileute Indians Usual and Natural Area (UNA) extended from the land of the Ozette Tribe (now known as the Makah) on the north to Goodman Creek to the south, Goodman Creek being the northern boundary of the Hoh Tribe's UNA. When the 1700

Cascadia Earthquake covered some of the Ozette's village and buried some of the inhabitants, the survivors moved to join the Makah Tribe to the north.

If the Quileute UNA had extended to the Quinault River, it would have caused problems with the Hoh Tribe, the Queets Tribe (which is nor was it part of the Quinault Tribe according to the Queets), and the Quinault Tribe because the Quinault River is in the Quinault UNA according to the Quinault.

The Quileute's territory stretched north from La Push at the mouth of the Quillayute River (the tribe and river spellings differ) to adjoin Ozette and Makah lands, then east to the headwaters of the Soleduck and Hoh rivers, and south to the Quinault River.

The Quileute thought themselves wronged by the 1855 and 1856 treaties that ceded their territory, not realizing they had signed away their traditional lands. A reservation was eventually created around the village of La Push in 1889, the same year Washington became a state. And though the remote area experienced little early pressure from white settlement, in 1889, settler Daniel Pullen burned down the entire village while the villagers were picking hops. They returned to find nothing of their longhouses, tools, artwork, or ceremonial items. This was an episode in a land dispute later decided in favor of the Quileute.

Forks sits 12 miles inland from La Push on a prairie one mile wide and three miles long that was regularly burned by area tribes to regenerate young fern fronds eaten by elk and deer, which the Indians hunted. Two names for Forks Prairie in the Quileute language -- the only surviving language of its kind -- both mean "prairie upstream," and the open area is bounded by the Bogachiel River to the south (from bokachi'l, "muddy water")

and the Calawah River to the north (from kalo'wa, "in the middle") (Powell and Jensen, 62-67). Settlers called it Indian Prairie or Big Prairie.

Early settlers

Pioneer settlement of Forks Prairie came by way of rivers and trails from the Pacific and the Strait of Juan de Fuca, as the overland route from the east was nearly impenetrable. Except for the Forks Prairie and Quillayute Prairie 10 miles to the northwest, settlers were greeted with towering forests of Sitka spruce, Douglas fir, hemlock, and cedar.

Men from Dungeness staked claims in the mid-1860s, convincing the territorial legislature to create Quillayute County out of the western ends of Clallam and Jefferson counties. But with too few settlers, the new county never came to be, and the early claims were abandoned.

Eli Peterson, Ole Nelson, and Peter Fisher were trappers living on the prairie when Luther and Esther Ford arrived by way of La

Push with their family in January 1878 and claimed a 160-acre homestead a mile east of Forks' present-day town center. The Fords had bypassed pioneer Arthur Denny's offer of 80 acres of what became downtown Seattle for the reputed open, rich farming soils of the West End.



A post office was established in 1884 in Nelson's cabin. But the name Ford's Prairie was already

taken by another Washington settlement, and so Forks Prairie was chosen -- "Forks" for the prairie's location between the Calawah and Bogachiel rivers and near the Soleduck.

A remote farming settlement

Hay, oats, grain, and vegetables grew well on the prairie, and hops were a major crop. Luther Ford planted the first orchard and established the first dairy herd, bringing cows in 1879 by schooner to Neah Bay and then driving them miles along the beach to La Push and then inland.

But selling products beyond the prairie was a challenge. The nearest market in the 1870s was 100 miles away in Port Townsend, and in the 1890s was 60 miles away in Port Angeles. A small supply boat came to the mouth of the Quillayute River in the summers but was not large enough to carry cargo. Hops regularly rotted awaiting transport. Cattle, at least, could walk to market -- the first drive to Port Townsend took six weeks. Getting supplies was equally taxing. Rudimentary trails led to the Pacific and the strait, until narrow roads not much better -- of "mud ruts and puncheon" -- were built in the 1880s and 1890s. The trail south to the Hoh was passable only by foot, and settlers packed supplies on their backs, legendary among them John Huelsdonk, the "Iron Man of the Hoh."

In the late 1890s a foot trail developed from the prairie to Lake Crescent, where a canoe could be hired to make the crossing. Later a ferry was established. At the east end of the lake another trail led to Port Crescent (Crescent Bay) and local logging camps. It was 1927 before a single-car-width road was opened from Lake Crescent to Forks and 1931 before a continuous roadway opened as the Olympic Loop Highway (U.S. 101).

Settlers traded with the Quileute for calico and other goods that the Indians received from the La Push and Mora trading posts in return for fish and furs. By the early 1890s, the Mora post had moved to Forks, where there was more business, the settlement at that point consisting of a general store, a hardware store, and a hotel.

Hop growing was in decline by the early 1900s and the Forks Cooperative Creamery was established around this time, operating for 70 years. One early prairie resident remembers hauling loads of butter in spruce boxes to Clallam Bay, where they were sent by steamship to Seattle. The Merrill Whittier hop house, near the town's current main intersection, became the site of all-night dances, people coming from miles around and staying until they could travel by daylight to far-flung homesteads.

Early logging through World War I

The same remote location that made selling crops difficult delayed major timber harvest around Forks until after the more accessible eastern-peninsula forests were logged, especially those near tidewater and thus transport.

Before 1900, timber in the West End was mostly cleared by settlers and small-time loggers using ox teams. Companies logged at Clallam Bay and Port Crescent (Crescent Bay) on the strait in the 1870s. Timber baron Michael Earles, later developer of the first Soleduck hot springs resort, set up booming logging camps at the turn of the century at Crescent Bay and west along the strait, and many settlers from Forks worked in these camps part of the year. Merrill & Ring would begin to log in the Pysht River drainage northwest of Forks in 1916.

President Grover Cleveland provoked considerable ire among West Enders and timber companies when he designated 2,188,800 acres of the Olympic Peninsula as forest reserve in 1897, placing it off-limits to individual claims. The timber volume in the reserve proved monumental -- a 1902 survey put it at 61 billion board feet, then a two-year supply of U.S. consumption. Including areas outside reserve land, the report counted 81 billion board feet in peninsula forests.

Reductions in 1900 and 1901, and then partial restorations in

1907, trimmed the Olympic Forest Reserve by 623,000 acres -- only about a third of the area, but containing some three-fourths of all timber by volume. The remaining reserve would become Olympic National Park (first established as a monument in 1909), ringed by Olympic National Forest.

The national 1907 recession slowed timber development, and Forks remained isolated. Then World War I and its urgent



demand for Sitka spruce for airplane fabrication brought the West End into focus again for its vast stands of Sitka spruce, some of the largest in the Hoko River drainage north of Forks. Sitka spruce possessed a unique combination of being lightweight, strong, and resilient, making it

ideal for aircraft construction.

In 1918 the U.S. Army's Spruce Production Division built 36 miles of railroad track from Port Angeles west to Lake Pleasant in six months. The epic job was all but complete when the war ended and work abruptly stopped without any spruce being hauled on the line.

Through wind, fire, and war

Growth came slowly to Forks, though it was a center of commerce for settlers from the Hoh to the Quillayute Prairie. The town was laid out in 1912 on the site of the Whittier homestead and into the 1920s remained barely a block of buildings set amid prairie homesteads and looming forests. A newspaper was started in 1890, and the current newspaper, the *Forks Forum*, began in 1930. Electricity came in 1923, the

first garbage dump in 1929, and the first bank in 1930. The town incorporated on August 7, 1945, and opened its library through a grassroots effort in 1946. The first U.S. decennial census after incorporation counted 1,120 people, and by 1970 numbers had risen to only 1,680.

On January 29, 1921, 120-mile-per hour winds raged through the West End and flattened nearly 20 percent of the forest surrounding Forks. Residents recalled the air "full of flying limbs," "a hurricane roaring overhead", and the road north from Forks to Lake Crescent a tangle of downed trees -- some 300 in the first mile. Then on January 10, 1925, fire burned most of the west side of main street, including the Forks Hotel, the Odd Fellows building, two pool halls (one the genesis of the fire), and the general store.

World War II brought fortifications along the ocean and the strait to guard against a possible landing by Japan. West Enders were warned not to expect evacuation or rescue in the event of an attack -- the sole highway would be reserved for military transport. Headlights after dark were restricted to dim, which barely cut the blackness, and Frank "Sully" Sullivan, the Forks Grocery butcher, posted a frequent sign: "No Meat -- So Solly, Sully".

A U.S. Naval Auxiliary Air Station was built on Quillayute Prairie in 1944 and service men and their families swelled Forks' population, though many left after the war. Close to 2,500 sailors were on duty in the West End, and Forks was the closest place for recreation. The airfield, now home to a National Weather Service weather station, was deeded to the City of Forks in 1999. (In 2007 fire destroyed the old control tower.)

In 1951 the Great Forks Fire almost claimed the town. It began the morning of September 21 east of Forks and raced almost 18 miles toward the town in eight hours. Residents bulldozed and then worked the fire lines, while others helped with evacuation as smoke choked the town and fire curled around it on three sides.

Seventy-one-year-old Oliver Ford, son of original settlers Luther and Esther, remained on his front porch armed only with a garden hose as "the flames exploded houses like matches". Only a shift in wind bringing cool, moist ocean air slowed the blaze enough for it to be controlled. In the end, 32 buildings in Forks burned, along with 33,000 acres of forest.

"Logging Capital of the World"

It was the all-but-complete Spruce Production Division railroad of World War I that set the stage for large-scale logging in the West End. The timber company Bloedel-Donovan bought thousands of acres in the Forks area in 1921, all of it either next to or made accessible by the railroad. Bloedel-Donovan ended by not using the existing tracks -- though other logging companies later would -- instead building its own hundred miles of rail network and beginning to log in 1924, hauling its logs to Sekiu on the strait and towing them in huge rafts to Bellingham for milling. The company ran this operation for two decades, peaking at 300 million board feet in both 1928 and 1929.

The completion of the Olympic Loop Highway in 1931 was another boost, granting access to vast tracts of virtually untouched Douglas fir and Sitka spruce south of Forks. Timber north of the Hoh was trucked through Forks to Tyee (near Lake Pleasant) and then loaded onto rail cars bound for Port Angeles.

Timber dominated the town's economy through the 1980s. Large companies like ITT Rayonier (which bought lands from Bloedel-Donovan and another major timber company in the 1940s) employed hundreds of woods workers -- Rayonier was still the largest private landowner in the Forks area in 2007, its trees second- and third growth. Forks residents also worked as independent contract, or "gypo," loggers, especially after World War II when railroad logging camps became less prevalent.

Many smaller, family-owned operations were engaged in secondary wood processing, such as making cedar shingles for roofing and siding. One of the larger so-called shake and shingle mills was the Forks Shingle Mill near the Hoh River, which operated from 1934 through the mid-1960s, when it burnt down. The Rosmond Brothers Sawmill, only one of the mills in town, opened in the 1940s and was a major employer through two ownership changes until the 1980s.

Disasters proved an unlikely road to Forks' boom years in the 1970s, when the town earned its reputation as "Logging Capital of the World." The 1951 fire opened thousands of acres to salvage logging, attracting newcomers. Then the Columbus Day Storm of 1962 flattened 15 billion board feet of Northwest timber. Though this storm didn't hit Forks directly, it created such a huge supply of downed timber for salvage that overseas markets were developed to absorb the surplus, and Forks cashed in on the generated demand -- U.S. log exports went from 210 million board feet in 1960 to 4.2 billion board feet in 1988, nearly two-thirds of that from Washington.

Bill Brager, whose father, and uncle were the first gypo loggers for ITT Rayonier in the 1940s, remembers the 1970s as a time when he could "make a couple calls and have a good job" in the woods. The town's population doubled to over 3,000 that decade, and a bolt cutter (cutting sections of cedar from logs and stumps for later milling) could make \$25,000 to \$30,000 a year.

An industry declines

Forks was forever changed by timber-industry decline in the 1980s and 1990s. There was a national recession in the early 1980s, and large timber companies experienced corporate buyouts that led to reorganization and downsizing. Shake and shingle mills closed because of limited cedar salvage available, lower-priced imports, and safety regulations. Mechanization in

the woods, a phenomenon since the 1950s, continued to reduce jobs, and companies were also shifting to overseas operations. Prospects revived in the mid-1980s as timber prices jumped, but then came fierce and bitter controversy surrounding habitat protection for the northern spotted owl, which was eventually listed as threatened under the Endangered Species Act in 1990.

Timber harvest fell dramatically on public lands, which many smaller companies and independent loggers relied on: The allowable cut in Olympic National Forest plummeted from 250 million board feet a year in the 1980s to 10 million board feet after the owl's listing, and by 1994 2.4 million acres of Washington forests were closed to logging. This was followed by protections for threatened and endangered Pacific salmon and steelhead beginning in 1999.

The era of cutting mammoth trees, which had fueled Forks growth, was also ending because little old growth remained. In 1990 one environmental group estimated low-elevation old growth in Olympic National Forest at 3 percent, and ITT Rayonier had none left on its lands around Forks by the late 1980s. As far back as 1938, timber depletion had been predicted between 1980 and 1990, given the rate of harvest, and in 1979 the state's Department of Natural Resources warned that the cut on its lands would decrease as old growth disappeared.

Forks was at the center of this complicated stew as forest-related jobs fell by almost 25 percent after 1990. Three mills in Forks closed in December 1989, and the number of logging companies in western Clallam and Jefferson counties slid from about 70 in 1980 to 14 in 2001. People involved only in logging left town and population dipped. The state estimated that Forks experienced as high as 19 percent unemployment in 1991, and U.S. Census data from 1999 put the Forks poverty rate for families at 14.6 percent, double that of the state.

Newcomers

The town's demographics also shifted after the 1970s. Forks has

received some quality-of-life transplants from urban areas, and its affordability and tight-knit community feel have made it attractive for retirees who don't mind the rain.

More significant has been the swift increase in residents of Hispanic origin. In the 1970s, Latinos in Forks consisted of 15 single men and one family. By the 2000 census, Forks' Hispanic population was 15.5 percent, compared to 3.4 percent for the county. Seven years later the town's percentage reached 20 percent. Tienda Latina opened in 1992, Forks' first Latino business, occupying the first floor of the post-1925-fire Odd Fellow's hall.

Mexicans were the first immigrants, later joined by Salvadorans and Guatemalans. Most were drawn to work cutting cedar bolts from stumps already logged, and later to greenery harvest for the florist market. The latter, once a sideline industry, by 2006 was generating at least a quarter-billion dollars a year from Northwest forests, almost a quarter the size of the state's apple industry. The picking work is seasonal and low-paid, and conditions can be exhausting and sometimes dangerous.

In 2007, border control agents alarmed residents by setting up checkpoints on U.S. 101 outside of Forks, saying they were "to support enhanced national-security efforts to deter ... terrorist attacks". Instead, seven undocumented workers were sent to Tacoma for detention.

Down but not out

In 2004 a Forks resident told a National Public Radio reporter that people who don't live on the Olympic Peninsula see it "as their backyard ... They've already ruined the East Coast, they've already ruined Seattle, so they're going to reserve and preserve us, at the expense of us". But Forks did not collapse after the so-called timber wars.

The town population has climbed back to its pre-1990 level, consisting of 3,120 within city limits as of the 2000 U.S. census,

or 4,900 including the expanded urban growth area. The timber industry has survived, though much reduced. Some woods workers shifted to work for agencies such as the fisheries department, and many more found employment at one of two prisons, the larger in nearby Clallam Bay. The 2000 census counted roughly 18 percent of Forks workers employed in extractive industries, including forestry, the same percentage as in the public administration sector and in the education/health/social services sector.

Forks also hosts tourists, many on their way to the national park. Two new motels and nine bed-and-breakfasts opened between 1995 and 2005, and on a summer weekend every room in town can fill up. A small but much-appreciated surf shop -- voted business of the year in 2007 -- supplies surfers headed to nearby wilderness beaches, and winter salmon and steelhead runs on area rivers draw anglers from around the world.

Historical photographs went up on several buildings in 2006 as



part of a walking tour, and hundreds have visited the town because of Stephenie Meyer's teen vampire books, which are set in Forks. Logging itself became a tourist draw with the 1990 opening of the Forks Timber Museum, and by 2007

thousands had toured logging sites and a local mill on trips organized by the chamber of commerce visitor center.

The town even briefly joined the space race. In 2004 two participants in the Ansari X Prize space-flight competition relocated to Forks for its affordability and open area for rocket testing. The scrappy duo wasn't successful -- their rocket

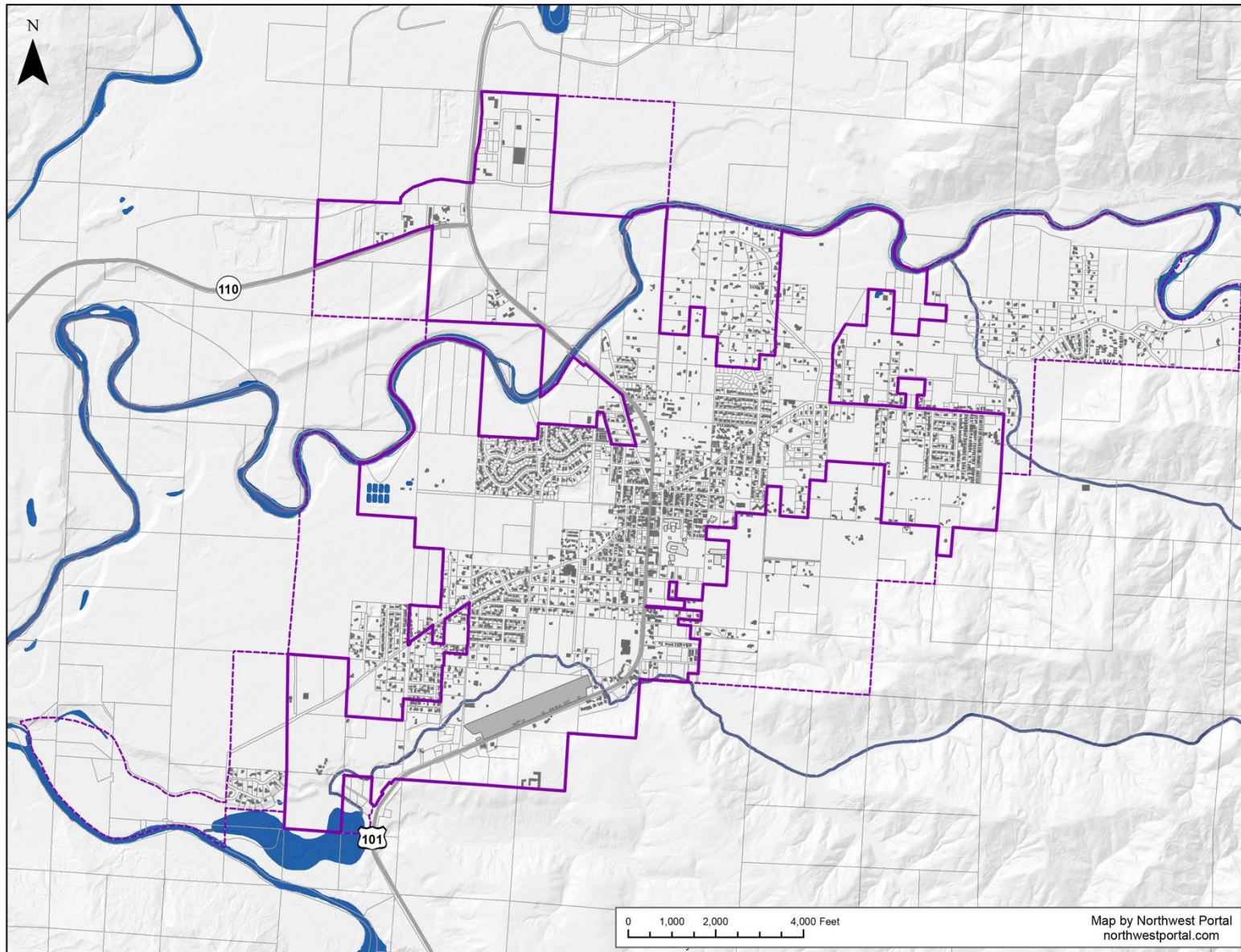
exploded on launch and mannequin parts washed up on ocean beaches -- but townspeople dove into the effort, volunteering and donating materials. "A lot of people [really took] to these guys," said the barber who supplied the test-run dummy, "partly because they're something new -- but also because they don't give up".

Photos:

- 1 - Ford farmhouse on Forks Prairie (ca. 1889), Forks, November 13, 2007
- 2 - Shay steam engine (1930), Forks, November 14, 2007
- 3 - Forks Timber Museum (1990), Forks, November 13, 2007

References and all photos:

Forks - Thumbnail History HistoryLink.org



2. Growth Management Act (GMA) update

Purpose

Forks' Comprehensive Plan lists goals and policies based on residents' aspirations in the context of current and potential opportunities, concerns, and capabilities. Forks' Comprehensive Plan is based on locally established visions, goals, and policies.

Forks' Comprehensive Plan conforms to the Washington State Growth Management Act (GMA), RCW 36.70A, as originally passed in 1990 and its subsequent amendments, and is consistent with Clallam County's Countywide Planning Policies (CWPP).

Forks' Comprehensive Plan shapes the city's zoning and subdivision regulations, capital improvement programming and budgeting, and other legal and regulatory actions necessary to manage Forks' physical, social, and environmental character. All implementation tools are consistent with this plan.

This plan contains the following elements:

- Environment
- Climate change and resiliency
- Economics
- Land Use
- Housing
- Transportation
- Community facilities
- Parks
- Utilities*
- Capital Facilities

Growth Management Act (GMA)

The state legislature enacted the Growth Management Act (GMA) in response to its finding that uncoordinated growth and lack of

common goals toward land conservation threaten the public's health, safety, and general welfare. GMA lists 14 planning goals for those counties and municipalities (including Forks) planning under GMA's requirements.

Planning Goals of the Washington State GMA, RCW 36.70A.020

Urban growth - Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Reduce sprawl - Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

Transportation - Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans

Housing - Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage the preservation of existing housing stock.

Economic development - Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons. Promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunity, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

Property rights - Property rights shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

Permits - Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictably.

Natural resource industries - Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands and discourage incompatible uses.

Open space and recreation - Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

Environment - Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

Citizen participation and coordination - Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

Public facilities and services - Ensure that public facilities and services necessary to support development shall be adequate to serve the development at the time development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

Historic preservation - Identify and encourage the preservation of lands, sites, and structures that have historical or archeological significance.

Shorelines - For shorelines of the State, the goals and policies of the Shoreline Management Act are added as one of the goals of... [the GMA].

GMA requires **consistency** between:

- Comprehensive plans and the planning goals identified in RCW 36.70A.020
- Municipal and county comprehensive plans
- Comprehensive plans of each municipality and county with those of neighboring municipalities and counties
- Elements within the comprehensive plan (internal consistency)
- Comprehensive plan and development regulations
- Comprehensive plan and capital budgets
- State agency actions and municipal and county comprehensive plans.

GMA also requires **concurrency**, meaning that public facilities and services must be developed concurrently with the new land uses they serve, ensuring achievement of adopted level of service (LOS) standards. The concurrency requirement is especially forceful concerning transportation:

"...local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level-of-service...to decline below the standards adopted in the...comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development."

GMA requirements support a strong relationship between urban growth and the public facilities and services required to serve that growth. This relationship is further enhanced by the concept of Urban Growth Areas (UGA), where land development and public infrastructure improvements are concurrently programmed. To fulfill these new planning requirements, GMA

expressly authorizes the use of innovative techniques, such as impact fees.

Clallam Countywide Planning Policies (CWPP)

GMA was amended in 1991 to require counties to adopt countywide planning policies in cooperation with their municipalities. These policies are written policy statements that establish a countywide framework from which county and city comprehensive plans are developed, adopted, and implemented. This framework helps ensure county and city comprehensive plans are consistent with each other and with the intent of GMA.

Per RCW 36.70A.210(3), these policies, at a minimum, shall:

- Implement RCW 36.70A.110 (the section for establishing UGAs) and provide for joint county and city planning within urban growth areas.
- Promote contiguous and orderly development and provisions of urban services to such development.
- Provide for public capital facilities of regional or statewide importance.
- Provide for countywide transportation facilities.
- Consider the need for affordable housing.
- Analyze fiscal impacts.

Clallam County adopted its first comprehensive land use plan in 1967. Because of the significant growth the County experienced in the late 1960s and early 1970s, the County updated the Comprehensive Plan, and for the first time adopted zoning and land division controls.

Community opposition and court challenges, however, resulted in limited land use controls until a new Comprehensive Plan and zoning ordinance were adopted in 1982. The 1982 Plan designated urban growth areas (UGA) around Sequim, Port Angeles, Forks, and principal rural community centers. Forestry

zoning worked towards protecting forest lands from conversion to residential development. Rural policies identified appropriate densities and services to be expected within those areas.

Policies for update and ratification (adopted in 2018)

1. The Clallam Countywide Planning Policies (CWPP) should be dynamic and regularly monitored for applicability and effectiveness.

a. The adopted Countywide Planning Policies should be reviewed at least every 5 years. Proposed revisions shall be reviewed for impacts according to the State Environmental Protection Act (SEPA) and be consistent with the State Growth Management Act (GMA).

b. The county or a city may propose a policy amendment to the Countywide Planning Policies (CWPP).

2. Proposed amendments should be considered on a regular basis, and a process to decide whether an amendment is accepted should be identified. The process should also be overseen by an “Executive Board” comprised of 2 representatives from each of the governments of Clallam County, the City of Port Angeles, the City of Sequim, and the City of Forks. Each jurisdiction may also identify alternate(s) representatives.

a. The Clallam County Board of Commissioners should take action to consider and adopt amendments or revisions to the Countywide Planning Policies (CWPP) following a recommendation from the Clallam Countywide Policy “Executive Board”.

b. The Clallam County Board of Commissioners and the legislative branch of each city will strive for ratification by the County, and all cities during the 90 days following the Board of County Commissioners adoption of a Resolution amending the Countywide Planning Policies (CWPP). The adopted CWPP will become effective upon ratification by Clallam County, the City of Port Angeles, the City of Sequim, and the City of Forks.

c. A City Council that does not ratify the revised Countywide Planning Policies within 90 days of the Board of County

Commissioners adoption of its subject Resolution shall provide a written statement of its objections to the Clallam County Board of County Commissioners, to facilitate further review.

d. Once the ratified revisions to the Countywide Planning Policies take effect, a city or the Governor's office may appeal the revisions to the Growth Management Hearings Board within a 60-day period.

Countywide Growth Pattern

The vision for the future of Clallam County should seek to maintain and enhance the quality of life that makes Clallam County a special place to live and work, and envision a future in which: the air quality is protected; the water quality in lakes, streams and Strait of Juan De Fuca is protected; the historical nature of communities is respected in order to maintain heritage for future generations; and the economic base is diversified and supports good jobs, contributes to healthy downtowns and affordable housing choices; and, the rural appearance of Clallam county is maintained.

This vision of the future, shared by citizens and elected officials, includes the following elements:

a. Livable urban communities and neighborhoods, centers for employment, civic activities, housing:

- Attractive, well planned, bike/pedestrian-friendly, and livable urban communities, enhanced by preserved historic properties and neighborhoods that are supported by efficient and high-quality services and facilities, and provide a range of housing, employment, and recreational choices.
- Healthy cities that are the region's centers for commerce, employment, affordable housing choices, and civic and cultural activities.

b. Vital diversified economy: An economy that provides training, education, and living wage jobs for residents,

supported by adequate buildable land for a range of employment uses and that encourages accomplishment of local economic development goals as articulated in the Clallam Economic Development Council's adopted plan.

c. Efficient transportation system: Creation of an efficient, clean, and sustainable multimodal transportation system - including roads and highways, public transportation, ferries, airports, and opportunities for non-motorized travel that provides efficient safe access and mobility for county residents and supports the land use pattern.

d. Natural systems protection: Protection and enhancement of the natural environment, including wetlands, streams, wildlife habitat, shorelines, water quality, air quality, and natural resource lands. Creation of a system of open space, trails, parks, and greenbelts that provide opportunities for recreation and that give structure and separation to urban areas.

e. Rural character: Maintenance of the traditional character, appearance, economic and ecological functions, and lifestyles of Clallam County's rural communities, and areas to include the production and distribution of locally grown food and a natural resource-based economy.

f. Responsive Government: An efficient and responsive government that works in partnership with citizens, governmental entities, and Tribes to meet collective needs fairly; and that supports education, environmental protection, and human services.

A key strategy to accomplish this vision is the intent to encourage future urban growth in areas within incorporated cities and in unincorporated areas that are already characterized by urban growth with existing and planned services and facilities. These actions will work to strengthen the natural environment and rural character and are geared to reduce taxpayer costs by focusing the expenditure of public funds,

encouraging concentrated development where appropriate, and increasing choices for housing and jobs.

Balancing historical patterns of growth with a preferred vision of the future and legal requirements is an on-going challenge. Adjustments must be made to balance the costs with the gains; flexibility is necessary to adapt to changing conditions. These policies are intended to reflect the long-term goals of the people living, working, and doing business in Clallam County.

1. Roles of Cities and Urban Growth Areas/Urban Communities:

- a. The primary role of Clallam's urban communities is to encourage growth, through new development, redevelopment, and in-fill growth. Population growth should be primarily directed to cities and urban growth areas.
- b. Clallam County's urban communities should create unique visions as high-quality places to live and work, through sound planning and good urban design, historic preservation, and environmental stewardship that improves the natural and human-made environments.
- c. Promote healthy lifestyles; contribute to a prosperous economy and increase the region's resiliency in adapting to changes or adverse events.
- d. In Clallam County, urban communities are closely linked to water and natural amenities and provide open space links to the natural environment.

2. Roles of Clallam County:

- a. Keep the regional vision in mind when making local decisions.
- b. Promote stewardship of unincorporated urban areas and promote annexation into cities or incorporation.
- c. Maintain/enhance natural systems and rural character.
- d. Maintain outside of urban growth areas existing low density rural communities and their densities and uses.

3. To achieve these goals, Clallam County's jurisdictions should:

- a. Make decisions together when needed.
- b. Coordinate and cooperate on land use policy, capital planning, environmental issues, and cultural resource management/planning.
- c. Maintain/preserve distinct urban identities with open space breaks or other natural features that are of benefit to people and wildlife.
- d. Develop and implement land use policies, regulations, and incentives to promote the efficient use of urban areas.

Legislative house bills

In 2021-2023, the Washington State Legislature adopted a series of house bills affecting the contents of GMA comprehensive plans. Following is a summation of the major implications of House Bill (HB) 1110 concerning Middle Housing, HB 1181 concerning Climate Change, HB 1220 for Updating Housing Elements of Comprehensive Plans, HB 1293 for Streamlining Development Regulations, and HB 1337 concerning Accessory Dwelling Units (ADUs).

HB 1110 – Middle housing

HB 1110 authorizes minimum development densities on lots zoned predominately for residential use and includes specific provisions related to middle housing in development regulations.

HB 1110 requires that WA DOC develop model middle housing ordinances, a process for cities to seek approval of alternative local actions, guidance to assist cities on items to include an optional parking study and provide technical assistance to cities to implement the requirements.

Possible planning actions:

- Authorize middle housing including duplex, triplex, quadplex, fiveplex, sixplex, stacked flat, townhouse, courtyard apartments, and cottage housing;
- Authorize cluster zoning or lot size averaging in all zoning districts that permit single-family residences;
- Increase categorical exemptions to SEPA for residential or mixed-use development;
- Adopt a form-based code (FBC) in one or more zoning districts that permit residential uses;
- Authorize a duplex on each corner lot within all zoning districts that permit single-family residences;
- Authorize Accessory Dwelling Units (ADUs) in one or more zoning districts;
- Adopt ordinances authorizing administrative review of preliminary plats;
- Allow off-street parking to compensate for lack of on-street parking when private roads are used, or a parking demand study shows that less parking is required.

Affordable housing incentives

Cities can work to develop infrastructure, reduce regulatory requirements to expand affordable housing incentives provided low-income housing will **continue to be affordable for at least 50 years**.

Density requirements

State law requires fully planning city meeting the population criteria, based on 2020 OFM population data (Forks 2020 population 3,355), must provide by ordinance, and incorporate into its development regulations, zoning regulations, and other official controls, authorization for the development of a minimum number of units on all lots zoned predominately for residential use by six months after the city's next required comprehensive plan update. If a city does not meet the

population threshold, it must comply with the density and middle housing requirements by 12 months after its next comprehensive plan implementation progress report after a determination by OFM that the city has reached the population threshold. Forks' population of 3,355 is below the original threshold and will need to implement these requirements within 12 months after the next comprehensive plan implementation progress report.

As Forks' population is less than 25,000 and Clallam County's population is less than 275,000,¹ it is required to comply with the state requirement authorizing residential lots to have at least two units per lot.

Alternative density requirement

A city subject to the density requirements may choose to implement the density requirements for at least 75% of lots in the city that are primarily dedicated to single-family detached housing units. Unless identified as at higher risk of displacement, the 75% of lots allowing the minimum density requirements must include any areas:

- For which the exclusion would further racially disparate impacts or result in zoning with a discriminatory effect;
- Within 0.5 miles walking distance of a major transit stop; or
- Historically covered by a covenant or deed restriction excluding racial minorities from owning property or living in the area, as known to the city at the time of each comprehensive plan update.

The 25% of lots for which the minimum density requirements are not authorized must include:

- Any areas for which Commerce has certified an extension due to the risk of displacement or lack of infrastructure capacity;

¹ In 2020, Forks' population was 3,355 and Clallam County's was 77,155.

- Any lots designated with critical areas or their buffers;
- Any portion of a city within a 1-mile radius of a commercial airport with at least 9 million annual enplanements that is exempt from the parking requirements; and
- Any areas subject to sea level rise, increased flooding, susceptible to wildfires, or geological hazards over the next 100 years.

A city implementing the alternative density requirements also may apply for an extension to specific areas where a city can demonstrate that water, sewer, stormwater, transportation infrastructure, including facilities and transit services, or fire protection services lack capacity to accommodate an increased density.

To qualify for an extension, the city must have included one or more improvements, as needed, within its capital facilities plan to adequately increase capacity or identified which special district is responsible for providing the necessary infrastructure. If an extension is requested due to lack of water supply from the city or the purveyors who serve water within the city, Commerce's evaluation must be based on the applicable water system plans in effect and approved by the Department of Health.

Any granted extension remains in effect until the earliest of:

- The infrastructure is improved to accommodate the capacity;
- The city's deadline to complete its next periodic comprehensive plan update; or
- The city's deadline to complete its comprehensive plan implementation progress.

Middle housing requirements

Middle housing is defined as buildings that are compatible in scale, form, and character with single-family houses and **contain 2 or more** attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes,

townhouses, stacked flats, courtyard apartments, and cottage housing. A city must allow at least 6 of the 9 types of middle housing and may allow ADUs to achieve the minimum density requirements. A city is not required to allow ADUs or middle housing types beyond the density requirements.

A city subject to the density requirements is directed to include specific provisions related to middle housing in their development regulations. Any city subject to the middle housing requirements:

- May only apply administrative design review for middle housing;
- May not require standards for middle housing that are more restrictive than those required for detached single-family residences.
- Must apply to middle housing the same development permit and environmental review processes that apply to detached single-family residences, unless otherwise required by state law;
- Is not required to achieve the per-unit density on lots after subdivision below 1,000 square feet unless the city chooses to enact smaller allowable lot sizes;
- Must also allow zero lot line short subdivisions where the number of lots created is equal to the unit density required;
- May not require off-street parking as a condition of permitting development of middle housing within 0.5 miles walking distance of a major transit stop;
- May not require more than 1 off-street parking space per unit as a condition of permitting development of middle housing on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits; and
- May not require more than 2 off-street parking spaces per unit as a condition of permitting development of middle housing on lots greater than 6,000 square feet before any zero lot line subdivisions or lot splits.

A SEPA categorical exemption is established for development regulations that remove parking requirements for infill

development. Commerce must develop guidance to assist cities on items to include in the study.

If a city can clearly demonstrate that the regulations adopted will allow for a greater increase in middle housing production within single-family zones than would be allowed through the density requirements, Commerce may determine that a comprehensive plan and development regulations that do not meet these criteria are substantially similar. Any alternative local actions approved by Commerce are exempt from appeals under the GMA and SEPA.

Commerce may establish by rule any standards or procedures necessary to implement the density and middle housing requirements and issue guidance for local jurisdictions to ensure that the levels of middle housing zoning can be integrated with the methods used by cities to calculate zoning densities and intensities in local zoning and development regulations.

HB 1181 Climate change

The goals of the Growth Management Act (GMA) are amended as follows:

- The transportation goal must encourage efficient multimodal transportation systems that will reduce greenhouse gas (GHG) emissions and per capita vehicle miles traveled (VMT).
- The open space and recreation goal must retain green space and enhance fish and wildlife habitat.
- The citizen participation and coordination goal must encourage the participation **of vulnerable populations and overburdened communities** in the planning process.

Climate change and resiliency is added to the goals of the GMA. Under the climate change and resiliency goal, comprehensive plans, development regulations, and regional

plans must support state GHG emissions reduction goals and per capita VMT and foster resiliency to climate impacts and natural hazards, among other requirements.

Growth Management Act—Comprehensive Plan Elements.

The land use element of comprehensive plans must include green spaces and, in urban growth areas, urban and community forests, in its designation of the proposed general distribution and extent of the uses of land. It must give special consideration to achieving environmental justice in its goals and policies. In addition, the land use element must avoid creating or worsening environmental health disparities and reduce per capita VMT without increasing GHG emissions elsewhere in the state.

The land use element must also **reduce and mitigate the risk to lives and property posed by wildfires** by using land use planning tools, which may include reducing residential development pressure in the wildland urban interface area, the adoption of the Wildland Urban Interface Code and developing building and maintenance standards consistent with the Firewise USA Program, separating human development from wildfire prone landscapes, and protecting existing residential development.

The inventory of existing capital facilities owned by public entities within the capital facilities plan element **must include green infrastructure.**

The parks and recreation element **must include an evaluation of tree canopy coverage** within an urban growth area.

Growth Management Act—Climate Change and Resiliency Element.

Comprehensive plans must include a climate change and resiliency element. The element must be designed to result in reductions in overall GHG emissions and must enhance resiliency to, and avoid the adverse impacts of, climate

change, which must include efforts to reduce localized GHG emissions and avoid creating or worsening localized climate impacts to vulnerable populations and overburdened communities. The climate change and resiliency element is divided into 2 sub elements: a GHG emissions reduction sub element and a resiliency sub element.

The GHG emissions reduction sub element, and its related development regulations, must identify the actions the jurisdiction will take during the planning cycle, consistent with the guidelines published by the Department of Commerce (Commerce), that will:

- Result in reductions in overall GHG emissions generated by the transportation and land use systems within the jurisdiction, but without increasing emissions elsewhere in the state;
- Result in reductions in per capita VMT within the jurisdiction but without increasing emissions elsewhere in the state; and
- Prioritize reductions that benefit overburdened communities to maximize the co-benefits of reduced air pollution and environmental justice.

Applicability.

The requirements of the GHG emissions reduction sub element of the climate change and resiliency element apply only to those counties that are required or that choose to plan fully under the GMA, and the cities within them with a population greater than 6,000 (**Forks 2020 population of 3,355 is below the requirement**), that meet any of the following criteria as of April 1, 2021:

- a county with a population density of at least 100 people per square mile and a population of at least 200,000 (**Clallam 2020 population 77,155 is below the requirement**);

- a county bordering on the Columbia and Snake rivers with a population density of at least 75 people per square mile and an annual growth rate of at least 1.65%; or
- a county located to the west of the crest of the Cascade Mountains with a population of at least 130,000 people (**Clallam 2020 population 77,155 is below the requirement**).

Greenhouse Gas Emissions Reduction and Vehicle Miles Traveled Reduction Guidelines.

Commerce, in consultation with the Department of Ecology (Ecology), the Department of Health (DOH), and the Department of Transportation (DOT), **must publish guidelines that specify a set of measures that counties and cities may implement via updates to their comprehensive plans and development regulations** that have a demonstrated ability to increase housing capacity within urban growth areas or reduce GHG emissions, allowing for consideration of the emissions reductions achieved through the adoption of statewide programs. The guidelines must prioritize reductions that benefit overburdened communities that have experienced disproportionate harm due to air pollution. The guidelines must be developed consistent with an environmental justice assessment and must include environmental justice assessment processes.

Model Climate Change and Resiliency Element.

Commerce must develop, in collaboration with the DOH, Ecology, the Department of Fish and Wildlife, the Department of Natural Resources, the Emergency Management Division of the Washington Military Department, and any federally recognized tribe that chooses to participate, and adopt by rule, **a model climate change and resiliency element that may be used by counties, cities, and multiple-county planning regions for developing and implementing climate change and resiliency plans and policies.**

The model element must establish minimum requirements for fulfilling the requirements of the climate change and resiliency element, and should provide guidance on identifying, designing, and investing in infrastructure that supports community resilience to climate impacts. The model element should provide guidance on identifying and addressing natural hazards created or aggravated by climate change. The rule must recognize and promote as many co-benefits of climate resilience as possible, such as climate change mitigation, salmon recovery, forest health, ecosystem services, and socioeconomic health and resilience.

Funding.

Jurisdictions that are required to **update their comprehensive plans in the June 2025 update cycle must include the new climate change and resiliency element in their updated comprehensive plan.** Funding provided to cover applicable costs for this purpose is considered timely, notwithstanding the requirement in the GMA that funding for new elements be provided 2 years before comprehensive plans must be updated.

HB 1220 - Updating housing Elements in comprehensive plans

House Bill 1220 (HB 1220) amended the Growth Management Act (GMA) to instruct local governments to “**plan for and accommodate housing affordable to all economic segments of the population of the state.**”

Local housing elements to include:

- Inventory and analysis of all housing needs to include needs by income, permanent supportive housing (PSH) and emergency housing
- Identify sufficient capacity of land for housing needs
- Make adequate provisions for all housing needs including resolving barriers such as gap in local funding, development regulations

- Address racially disparate impacts, displacement, exclusion, and displacement risk

RCW 36.70A.070 (2)(a)

Include an inventory and analysis of existing and projected housing needs that identify the number of housing units necessary to manage projected growth, as provided by the Department of Commerce, including:

- (i) Units for moderate, low, very low, and extremely low-income households, and
- (ii) Emergency housing, emergency shelters, and permanent supportive housing.

RCW 36.70A.030

New requirements for comprehensive plan housing elements include an inventory and analysis of existing and projected housing needs, including “units for moderate, low, very low, and extremely low-income households” as well as “emergency housing, emergency shelters, and permanent supportive housing.”

Income segment	% of Area Median Income (AMI)
Extremely low-income	0-30% of AMI
Very low-income	>30-50% of AMI
Low-income	>50-80% of AMI
Moderate income	>80-120% of AMI

Type	Definition
Permanent Supportive Housing	Subsidized, permanent housing that serves people who need comprehensive support services, have barriers to housing, or are living with a disabling condition. PSH is paired with voluntary services designed to support successful tenancy, improve the resident’s health status, and connect the resident of the housing with community-

	based health care, treatment, or employment services.
Emergency Housing	Temporary indoor accommodations for those who are homeless or at imminent risk of becoming homeless that address basic needs. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement.
Emergency Shelters	Temporary shelter for those who are currently homeless. Emergency shelter may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations.

RCW 36.70A.070 (2)©

Identify sufficient capacity of and for housing including but not limited to:

- Government assisted housing
- Housing for moderate, low, very low, and extremely low-income households
- Manufactured housing
- Multifamily housing
- Group homes
- Foster care facilities
- Emergency housing, emergency shelters
- Permanent supportive housing, and
- Within an urban growth area boundary, consideration of duplexes, triplexes, and townhomes.

If there is insufficient capacity for any type of housing need, the jurisdiction must identify and implement zoning changes that provide enough capacity prior to adoption of the comprehensive plan.

Zone category	Housing type	Market rate	Affordability
Low density	Detached single-family	>120% AMI	High income >120% AMI
Moderate density	Townhomes, duplex, triplex, quadplex	>80-120% AMI	Moderate >80-120% AMI
Low-rise	Walk-up apartments	>50-80% AMI	Low >0-80% AMI
Mid-rise	Apartments, condos	>50-80% AMI	Low >0-80% AMI PSH
ADUs	ADUs	>50-80% AMI	Low >50-80% AMI

Emergency housing (EH)

Cities may not prohibit indoor emergency housing:

- In any zone where hotels are allowed or
- They must allow emergency housing/shelters in a majority of zones within 1-mile proximity to transit.

Cities may adopt reasonable occupancy, spacing, and intensity of use requirements to protect public health and safety provided:

- Regulations must not prevent the development of sufficient emergency housing beds to meet the communities need.

If not, jurisdictions must do a quantitative land capacity analysis (LCA) for emergency housing (EH) needs.

RCW 36.70A.070(2)(d)

Document programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations by comparing housing production trends to housing objectives to determine if barriers exist. **If trends are producing less than the objective's identity the reasons (barriers) why.**

HB 1293 Streamlining development regulations

Design review is a formally adopted local government process by which projects are reviewed for compliance with design standards for the type of use adopted through local ordinance. Design review focuses on the appearance of new construction, site planning, and items such as landscaping, signage, and other aesthetic issues. A design element is an optional element of a comprehensive plan, and many jurisdictions have included design elements in their comprehensive plans.

Design Review.

Beginning 6 months after its next required periodic comprehensive plan update, a fully planning county or city may apply only clear and objective regulations to the exterior design of new development, except for designated landmarks or historic districts established under a local preservation ordinance. For the design review process, a clear and objective regulation:

- Must include one or more ascertainable guideline, standard, or criterion by which an applicant can determine whether a given building design is permissible under that development regulation; and
- May not result in a reduction in density, height, bulk, or scale below the generally applicable development regulations for a development proposal in the applicable zone.

Any design review process must be conducted concurrently, or otherwise logically integrated, with the consolidated review and decision process for project permits and may not include more than one public meeting.

Project Review.

During project review, counties and cities may only require preapplication conferences or a public meeting where otherwise required by state law. In addition, counties and cities are encouraged to adopt project review provisions that ensure **an objective review and expedite project permit applications for projects that include dwelling units that are affordable to low-income and moderate-income households.**

HB 1337 Accessory Dwelling Units (ADUs)

An ADU is a residential living unit providing independent living facilities and permanent provisions for sleeping, cooking, sanitation, and living on the same lot as a single-family home, duplex, triplex, townhome, or other housing unit. An attached ADU is a dwelling unit located within or attached to another housing unit. A detached ADU is separate and detached from another housing unit.

Cities with more than 20,000 people, counties with more than 125,000 people, and fully planning counties are required to incorporate in their development and zoning regulations **(Forks 2020 population of 3,355 and Clallam County of 77,155 are below requirements)** recommendations made in 1993 by the then Department of Community, Trade, and Economic Development, now the Department of Commerce, for the development and placement of accessory apartments.

As of July 1, 2021, fully planning cities may not require the provision of off-street parking for ADUs within a 0.25 mile of a major transit stop, such as a high-capacity transportation system stop, a rail stop, or certain bus stops, unless the city determines that on-street parking is infeasible for the ADU.

Summary:

Beginning 6 months after its next periodic comprehensive plan update, a fully planning city or county must ensure local

development regulations allow for the construction of accessory dwelling units (ADUs) within urban growth areas (UGAs) and comply with the following policies:

- Not assessing impact fees on the construction of ADUs that are greater than 50 percent of the impact fees that would be imposed on the principal unit;
- Not requiring the owner of a lot on which there is an ADU to reside in or occupy the ADU or another housing unit on the same lot;
- **Allowing at least 2 ADUs on all lots that allow for single-family homes** within a UGA in the following configurations: 1 attached ADU and 1 detached ADU, 2 attached ADUs, or 2 detached ADUs;
- Permitting ADUs in structures detached from the principal unit;
- Allowing an ADU on any lot that meets the minimum lot size required for the principal unit;
- Not establishing a maximum gross floor area requirement for ADUs that is less than 1,000 square feet;
- Not establishing roof height limits on an ADU of less than 24 feet, unless the height limit on the principal unit is less than 24 feet;
- Not imposing setback requirements, yard coverage limits, tree retention mandates, restrictions on entry door locations, aesthetic requirements, or requirements for design review for ADUs that are more restrictive than those for principal units;
- Allowing detached ADUs to be sited at a lot line if the lot line abuts a public alley, unless the city or county routinely plows snow on the public alley;
- Allowing ADUs to be converted from existing structures, including detached garages;
- Not prohibiting the sale of a condominium unit independently of a principal unit solely on the grounds that the condominium unit was originally built as an ADU; and
- Not requiring public street improvements as a condition of permitting ADUs.

A city or county may impose a limit of 2 accessory dwelling units, in addition to the principal unit, on a residential lot of 2,000 square feet or less.

In addition, a city or county may not:

- Require off-street parking as a condition of permitting development of ADUs within 0.5 miles walking distance of a major transit stop;
- Require more than 1 off-street parking space per unit as a condition of permitting development of ADUs on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits; and
- Require more than 2 off-street parking spaces per unit as a condition of permitting development of ADUs on lots greater than 6,000 square feet before any zero lot line subdivisions or lot splits.

Commerce must revise its recommendations for encouraging ADUs to include the provisions in this act, and **during each required comprehensive plan review, Commerce must review local government comprehensive plans and development regulations for compliance with the recommendations.** The provisions requiring cities and counties to incorporate in their regulations the recommendations made by the then Department of Community, Trade, and Economic Development for accessory dwelling apartments are repealed.

Forks comprehensive planning

Forks' Comprehensive Plan was developed and adopted in 1993 under the adopted GMA requirements and updated in 2002 and 2018 in accordance with subsequent amendments. Forks' Comprehensive Plan contained the required GMA plan elements including land use, housing, transportation, capital facilities and utilities in addition to sections on the local environment and open space. The City's intent continues to be the furthering

of the statutory goals outlined within GMA.

Clallam County developed Countywide Planning Policies (CWPP) in 2018 in accordance with GMA requirements including several specific policy statements guiding growth to areas that are already characterized by urban land use, existing services, and infrastructure. Where countywide policies are relevant or require action by the city, they are referenced within the appropriate Comprehensive Plan section.