



Planning Commission Meeting

August 5, 2026 – Agenda

City Hall, 920 SE Cedar Falls Way, North Bend, Washington

Call to Order and Roll Call

Opportunity for Public Comment on Non-Agenda Items:

Minutes:

- 1) Approval of Minutes from July 1, 2026 Meeting
 - a) July 1, 2026 Planning Commission meeting minutes

Introductions:

- 2) Public Hearing and potential recommendation for NBMC 18.16 Parking Regulations
- 3) 2026 Amendments to Capital Facilities Element of the Comprehensive Plan

Adjournment:

***Please Note:** Members of the public may choose to attend the meeting in person or by teleconference. Members of the public attending the meeting in-person will have an opportunity to provide public comment and if attending the meeting by teleconference may submit written comments via in-person drop off, mail, fax, or e-mail to planning@northbendwa.gov. All written comments must be received by 4 p.m. on the day of the scheduled meeting and may not exceed 350 words. If an individual requires accommodation to allow for remote oral comment because of a difficulty attending a meeting of the governing body, the City requests notice of the need for accommodation by 3:30 p.m. on the day of the scheduled meeting. Participants can request accommodation to be able to provide a remote oral comment by contacting the City by phone (425) 888-5633 or by email: planning@northbendwa.gov. No other remote public comment will be permitted.

Those wishing to access the meeting by teleconference will be required to display your full name to be admitted to the online meeting.

Microsoft Teams Meeting Information:

<https://teams.microsoft.com/>

Meeting ID: 254 741 928 126 74

Password: QH6Vy7yy

Call In Phone Number: 1-323-484-5815

Phone Conference ID: 331 447 958#

North Bend Planning Commission Minutes

July 1, 2026

City Hall, 920 SE Cedar Falls Way, North Bend, Washington

Call to Order and Roll Call

All commissioners were present at the meeting.

Opportunity for Public Comment on Non-Agenda Items

Public comments opened at 6:31pm. No public comments by the public were provided for non-agenda items. The public comment period closed at 6:31pm.

Minutes

1) June 17, 2026 Planning Commission Meeting Minutes

Motion to approve by Commissioner Coulon, second by Commissioner Boevers.

The motion passed unanimously at 6:53pm.

Public Hearing: Unit Lot Subdivision Regulations and Lot Splitting Regulations Amendments are proposed to multiple sections of North Bend Municipal Code

2) Staff Report for Unit Lot Subdivisions and Lot Splitting Regulations

The public hearing began at 6:32pm. Staff provided a general summary of the package of amendments presented to Planning Commission. Staff additionally called out key changes to the amendments based on public comments, legal team feedback, and feedback from the June 3rd, 2026 Planning Commission meeting.

At 7:07pm, the Planning Commission voted to approve all proposed amendments with amendments to proposed changes to the Unit Lot Subdivisions regarding separation distances between clusters.

3) NBMC 17.18 Unit Lot Subdivisions

The Planning Commission asked a clarifying question regarding a comment letter from the Snoqualmie Tribe for critical areas. Staff clarified that the Tribe's comments were accommodated with additional changes to the proposed amendments. Staff amended the proposed regulations to require a critical areas tract for a unit lot subdivision or residential lot split application.

An additional question regarding clustering was asked by the Commission and specified that clustering for unit lot subdivisions was not supported. The Commission discussed whether nine units was appropriate for unit lot subdivisions. Staff presented a visual example of the benefits

of clustering. The Planning Commission concluded that the proposed amendments are suitable as written.

The public hearing was opened at 6:43pm for public comment. One member of the public, Jeffery Yee, was present and provided public comments. Jeffery Yee, stated the challenges of his property with regard to critical areas and supported the clustering provision because he could not otherwise build residential units on his property. Jeffery stated he would support more than nine units in a unit lot subdivision application. He stated that more than nine lots should be considered to make more projects buildable which provides economic benefit to the city. The public hearing was closed at 6:45pm.

Planning Commission asked additional questions regarding maximum number of units per cluster within a unit lot subdivision application and were interested in adding a potential provision for minimum separation distances between residential clusters for developments with ten or more units proposed. Staff supported an amendment of this nature regarding minimum separation distance between clusters.

4) NBMC 17.22 Lot Splitting Draft Regulations

Staff presented a summary of the lot splitting regulations. The Planning Commission expressed some questions regarding the frontage limit discussion at the June 3, 2026 meeting. Staff stated that this was accommodated in the proposed amendment and provides a general exemption for frontage improvements for newly created lots with frontage of 20ft or less. Additional clarifying questions regarding the Snoqualmie Tribe's comments were asked regarding critical area tracts. Staff clarified that this recommendation was incorporated into the amendment package presented at the Planning Commission hearing under NBMC 14.05.220.

The public hearing was opened at 7:00 for public comment. No public comments was received. The public hearing closed at 7:00pm.

5) NBMC 17.04 Definitions

6) NBMC 14.05.220 Critical Area Tracts

7) NBMC 20.01.004 Development Permit and Approvals

8) Public Comments

Planning Commission Recommendation: Unit Lot Subdivisions

The Planning Commission voted to approve the amendments with amendments to add regulatory language regarding minimum spacing between clusters. The motion was initiated by Commissioner Fitzgibbon, seconded by Commissioner Boevers. The motion passed unanimously.

Planning Commission Recommendation: Lot Splitting Regulations

The Planning Commission voted to approve the amendments. The motion was initiated by

Commissioner Fitzgibbon, seconded by Commissioner Boevers. The motion passed unanimously.

Adjournment

The Planning Commission Adjourned at 7:07pm.

Community and Economic Development Department Staff Report



Proposal: Amendments to Title 18 NBMC 18.16 Parking Regulations

Date: For August 5, 2026 Planning Commission Meeting

Proponent: City of North Bend

Staff Recommendation:

A motion to approve of the proposed new amendments to NBMC 18.16 Parking Regulations to ensure consistency with state requirements.

A. PROPOSED AMENDMENTS:

Amendments are proposed to the City of North Bend Title 18. The amendments are intended to align with new state law requirements in WA RCW associated with HB 1998, SB 6015, HB 1757, HB 1183, as well as to add bicycle parking requirements. As detailed below, the amendments focus on residential affordable housing provisions. Miscellaneous other clean up and clarifications may be included with discretion, including those for automobile parking requirements for certain land uses.

Amendments recommended by Planning Commission on December 3, 2025, and approved with the Planning Commission work program approved by City Council March 3, 2026, include:

- a. Amend to require no more than 0.25 parking stalls per sleeping unit for co-living housing consistent with HB 1998/RCW 36.70A.535. a. HB 1998-associated amendments were due to the state by December 31, 2025 (currently overdue, but not a high-risk issue).
- b. Amend to address provisions required by SB 6015 / RCW 36.70A.622 (inc. not requiring residential parking spaces to exceed 8' x 20' and not requiring parking if that causes violation of tree retention requirements). a. SB 6015 did not establish a specific deadline for compliance, but is now effective, so amendments should be brought forward this year for consistency.
- c. Amend to not require additional parking for new residential units constructed within an existing building consistent with HB 1757/RCW 35.21.990(b). a. HB 1757-associated amendments are due to the state by June 30, 2026.
- d. Amend to not require off-street parking for affordable housing, construction meeting passive housing requirements, modular construction, or mass-timber construction consistent with HB 1183. a. HB 1183-associated amendments are due to the state by June 30, 2030.
- e. Amendments to add bicycle parking requirements for selected land uses.

f. Additional miscellaneous amendments are proposed to clarify and clean up this chapter as deemed necessary.

The proposed municipal code amendments are provided within the attached Exhibit.

B. FINDING AND ANALYSIS:

1. Public Hearing: A public hearing is scheduled August 5, 2026 Planning Commission Meeting.

2. Municipal Code Amendment Process: Municipal code amendments are governed by NBMC 20.08.070 through 20.08.110, evaluated below.

a. Impacts of Proposed Amendment

NBMC 20.08.070 and .080 requires that municipal code amendments be evaluated for their environmental, economic and cultural impacts, as well as impacts to surrounding properties. These impacts are evaluated below.

- i. **Adjacency Impacts.** The proposed amendments apply to new development citywide and are not specific to particular properties. Changes in parking standards are not expected to impact lighting, noise, or activity levels. Impacts will come from development projects which will be evaluated at the time of application. While proposed parking exemptions for affordable housing may impact available public parking on adjacent streets, those amendments are required for consistency with state law.
- ii. **Efficiency Impacts.** The proposed amendments may create efficiencies for the applicant on the design of the project site through additional flexibility in certain instances for parking standards and may incentivize those types of developments. The amendments aim to clarify confusion and provide flexibility.
- iii. **Fiscal and Economic Impacts.** The amendments could have a positive economic impact for the City of North Bend by providing relief and exemptions in requirements for affordable residential parking uses which will support those types of development.
- iv. **Environmental Impacts.** No environmental impacts are anticipated from revising the parking standards with these limited amendments. Regulations protecting critical areas, managing storm water runoff (including maximum impervious surface limits per property based on zoning), and controlling floodplain impacts are governed by the Critical Area Regulations in NBMC Title 14, and apply regardless of development that occurs on a site. Such review will occur upon submittal of an application for development. Adding bicycle parking requirements for new development may have positive environmental impacts by facilitating bicycle rather than vehicle use for local trips.
- v. **Equity Impacts.** No significant equity impacts are anticipated from the proposed amendments. The parking relief may provide cost and time savings to applicants

who may be economically disadvantaged and ensures the city is providing consistency with recent state law equal to other jurisdictions.

vi. Cultural Impacts. No significant cultural impacts are anticipated from the proposed amendments.

b. Alternatives to Proposed Amendment. There are no alternatives available for the proposed amendment. Proposed parking reductions/exemptions for affordable housing and other specific uses are necessary to meet the state's requirements.

3. Compatibility of Proposed Amendment with North Bend Comprehensive Plan

In accordance with NBMC 20.08.070 and .080, applications for municipal code amendments must be evaluated for compliance with the Comprehensive Plan.

The North Bend Comprehensive Plan Housing Element calls for a mix of housing types and densities to help meet housing demands for the region. The Housing Element also calls for encouraging residential infill and the streamlining of residential permitting processes. Shared parking in the DC is highlighted throughout the Comprehensive Plan as well as promotion of alternative transportation by provided bicycle racks and facilities.

The proposed amendments for residential and affordable parking amendments are consistent with the following Comprehensive Plan Goals and Policies:

Housing Goal 1: Encourage a variety of housing types and densities compatibly located to meet the demands of a diverse population.

Housing Policy 1.2: Encourage the provision of a diversity of housing types and sizes to meet the needs of a wide range of economic levels, age groups and household make-up.

Housing Policy 1.10: Work with other governmental agencies to develop methods that can streamline the residential permit review process to reduce the impact on affordable housing development.

Housing Policy 4.9: Support and allow the development of a variety of housing types that increase the availability of housing affordable to all economic segments of the city's population.

Housing Policy 4.1: Allow for flexibility in housing development to meet population forecasts.

Additional Comprehensive Plan Policies that support parking amendments proposed include:

Transportation Policy 1.3: (4) Residential streets should be designed to preserve existing trees and vegetation.

Transportation Policy 4.2: (4) Adopt and implement bicycle parking standards that ensure bicycle parking sufficient to accommodate 5 to 10% of projected use at all public and commercial facilities. Require the bicycle parking facilities be provided near the building entrance.

Transportation Policy 3.1 (2) Encourage use of bicycle and pedestrian modes of transportation for local trips by way of providing complete and interconnected streets and sidewalks, ensuring ample and convenient bicycle parking, and orienting buildings and land uses to sidewalks and pedestrians rather than to parking lots and vehicles.

4. Compatibility of Proposed Amendment with the North Bend Municipal Code (NBMC)

In accordance with NBMC 20.08.070 and .080, application for municipal code amendments must be evaluated for compliance with the North Bend Municipal Code. The amendments bring North Bend's municipal code regarding land division permit processes up to state standards.

5. Consistency with NBMC 20.08.100

Pursuant to NBMC 20.08.100, the City Council shall consider the proposed amendment against the criteria in NBMC 20.08.100 (B). A staff analysis is provided in italics under each criterion below.

1. Is the issue already adequately addressed in the Comprehensive Plan?
The amendments are to the North Bend Municipal Code and not the Comprehensive Plan. See further description on compatibility of the proposed amendments to the Comprehensive Plan above.
2. If the issue is not addressed in the Comprehensive Plan, is there a need for the proposed change?
Yes. As described further under section A, the amendments are provided to meet state requirements for parking regulations
3. Is the proposed change the best means for meeting the identified public need?
Yes. The draft amendments are the best means to meet the requirements imposed by the state.
4. Will the proposed change result in a net benefit to the community
The proposed regulations will allow specific and limited additional allowances for parking requirements focused on residential allowances as outlined above. Additional amendments proposed are aimed to benefit the community and provide flexibility and clarity.

C. SUMMARY FINDINGS

- 1) Pursuant to RCW 36.70A.106, the draft regulations were forwarded to Commerce - Growth Management Services on July 24, 2026.
- 2) The Planning Commission considered the proposed draft amendments at their August 5, 2026, Planning Commission meetings and held a public hearing.
- 3) A State Environmental Policy Act Determination of Non-significance on the proposed amendments was issued on August 5, 2026, and noticed appropriately.
- 4) The proposed amendments are consistent with the procedures established in NBMC 20.08, *Comprehensive Plan and Development Regulations Amendment Procedures*. The Planning Commission finds that the proposed amendments are consistent with the criteria in NBMC 20.08.100(B).

- 5) The newly proposed sections to Chapter 18.16 will result in a benefit to the community by enabling additional residential parking standards not contemplated in the current code consistent with state law, which can help to increase the supply of housing and will make for the efficient use of residential lands.

D. RECOMMENDATION

Staff Recommendation

The proposal is consistent with the development regulation amendment procedures in NBMC 20.08 and is supported by policies within the Comprehensive Plan. Staff recommends approval.

Planning Commission Recommendation

(....TO BE CONSIDERED FOLLOWING PUBLIC HEARING....)

Based on the findings above and after consideration of the public comment received at the public hearing, the North Bend Planning Commission recommends **approval** of the proposed amendments to NBMC 18.16 Parking Regulations.

Exhibits:

Exhibit A: Draft amendments

Exhibit B: Written comment (to be added if received)

CHAPTER 18.16
PARKING REGULATIONS

§ 18.16.010. Chapter purpose.

Provisions of this chapter are of general application to the districts described in Chapter 18.10 NBMC. It is the intent of this chapter to set down provisions for off-street parking and loading areas, to prevent congestion in the streets, promote and protect property values and to provide for the health, safety and welfare of the citizenry.

(Ord. 336 § 4.01, 1970; Ord. 1020 (part), 1997; Ord. 1256 § 1 (part), 2006; Ord. 1731 § 1 (Exh. A), 2020)

§ 18.16.012. Off-street parking required.

Off-street parking is required for all land uses generating vehicular traffic as outlined in this chapter except in the historic commercial district, and as provided in NBMC § 18.16.040 for specific types of uses and development. Off-street parking requirements in the downtown commercial zoning district can be waived in the form of an in-lieu fee upon city council adoption of a public parking plan or parking improvement district; provided, that a coherent and obtainable centralized alternative solution(s) to parking needs in the downtown is planned.

(Ord. 1256 § 1 (part), 2006; Ord. 1731 § 1 (Exh. A), 2020)

§ 18.16.015. Review process and fees.

Parking plans shall be reviewed and approved before construction permit, business license or conceptual plan approval. Procedures shall be as follows:

- A. Parking associated with a construction permit or business license review shall be reviewed according to the procedures for building permits and business licenses as a Type I administrative application per Chapter 20.01 NBMC.
- B. The conceptual parking plan associated with a conceptual site plan shall be reviewed as a Type II application per Chapter 20.01 NBMC.
- C. The fee for parking plan reviews shall be as established by city schedule and collected at the time of the underlying Type I or Type II application review fee.

(Ord. 1256 § 1 (part), 2006)

§ 18.16.020. Paving of driveways and off-street parking – Generally.

- A. All off-street parking, including associated driveways and drive isles required by any city ordinance, except in the case of single-family residential uses, shall be paved. The subsurface and paving surface shall be of such materials and constructed in such a manner as the city engineer deems appropriate, given the traffic usage of the particular off-street parking involved.
- B. For residential parking Per RCW 36.70A.622 Non-ADA residential spaces are not required to exceed 8' by 20'. Existence of legally nonconforming gravel surfacing in existing designated parking areas may not be a reason for prohibiting utilization of existing space in the parking area to meet local parking standards, up to a maximum of six parking spaces, and parking spaces that consist of grass block

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pavers may count toward minimum parking requirements. Existing parking spaces that do not conform to the requirements of this section by June 6, 2024, are not required to be modified or resized, except for compliance with the Americans with disabilities act. Existing paved parking lots are not required to change the size of existing parking spaces during resurfacing if doing so will be more costly or require significant reconfiguration of the parking space locations.

- C. Provided, however, in the case of recreational uses such as campgrounds, playfields, ballfields and similar uses located in the parks/open space or public facilities (POSPF) zone, the city engineer may, in his discretion, allow parking

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spaces to be constructed of some other surface other than concrete-asphalt paving. (Ord. 336 § 4.02 (part), 1970; Ord. 693 § 1, 1986; Ord. 1020 (part), 1997; Ord. 1256 § 1 (part), 2006; Ord. 1731 § 1 (Exh. A), 2020)

§ 18.16.025. Paving of driveways and off-street parking – Single-family residences.

Driveways and off-street parking for single-family residences need not be paved; provided, however, where said residence abuts upon a paved street, the driveway access and any parking must be paved from the paved street to the building setback line or a distance of 25 feet, whichever is greater. The subsurface and paving surface shall be of such materials and constructed in such a manner as the city engineer deems appropriate and pursuant to any applicable city design and construction standards. (Ord. 693 § 2, 1986; Ord. 1020 (part), 1997; Ord. 1256 § 1 (part), 2006)

§ 18.16.030. Off-street parking – Location.

Off-street parking facilities shall be located as specified in this section; where a distance is specified, such distance shall be the walking distance measured from the nearest point of the parking facility to the nearest point of the building that such facility is required to serve:

- A. For one- and two-family dwellings, on the same lot with the building they are required to serve;
- B. For multiple dwellings, not more than 100 feet;
- C. For hospitals, sanitariums, homes for the aged, rooming and boarding houses, not more than 300 feet;
- D. For uses other than those specified above, not more than 500 feet. (Ord. 336 § 4.02 (A), 1970; Ord. 1020 (part), 1997; Ord. 1256 § 1 (part), 2006)

§ 18.16.040. Off-street parking – Expansion, enlargement, ~~or~~ change of use, and exemptions.

- A. Expansion or Enlargement. Whenever any building or land use requiring parking is enlarged in height or in ground coverage, off-street parking shall be provided for said expansion or enlargement in accordance with the requirements of the schedule; provided, however, that no parking space need be provided in the case of enlargement or expansion where the number of parking spaces required for such expansion or enlargement is less than one of the following:
 - 1. 20 percent of the parking spaces for parking lots with 50 stalls or less; or
 - 2. 10 percent of the parking spaces for parking lots with 51 stalls or more as specified in the schedule for the building or land use.

Nothing in this provision shall be construed to require off-street parking spaces for the portion of such building or land use existing at the time of passage of the ordinance codified in this title.

- B. Change of Use.

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1. When a residential structure is changed into a commercial structure, excluding a home occupation use, off-street parking shall be provided for the commercial

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use as required by this chapter. The change of use provision shall not apply in the downtown commercial (DC) zoning district when improvements are less than 50 percent of the assessed value of the structure over a 10-year period.

2. When a nonresidential use is changed into a different nonresidential use, off-street parking shall be provided for the new use as required by NBMC Table 18.16.090, when the new use requires additional parking greater than the existing use.
 - a. Exemptions.
 - i. No additional parking space need be provided where the number of additional parking spaces required for the new use is less than 10 percent of the parking spaces on site.
 - ii. If no more than a total of three parking spaces are required for the new use.

C. Exemptions:

1. New housing in existing buildings: Additional parking is not required for new residential units constructed within an existing building consistent with RCW 35.21.990(b).

2. Off-street parking is not required for affordable housing, construction meeting passive housing requirements, modular construction, or mass timber construction consistent with RCW 26.70A.817.

(Ord. 336 § 4.02 (B), 1970; Ord. 1020 (part), 1997; Ord. 1256 § 1 (part), 2006; Ord. 1774 § 3, 2022)

§ 18.16.050. Off-street parking – Mixed occupancies.

In the case of mixed uses, the total requirements for the various uses shall be computed separately. Off-street parking facilities for one use shall not be considered, as specified in NBMC § 18.16.070, for joint use.

(Ord. 336 § 4.02 (C), 1970; Ord. 1020 (part), 1997; Ord. 1256 § 1 (part), 2006)

§ 18.16.060. Off-street parking – Uses not specified.

In the case of a use not specifically mentioned in this chapter, the requirements for off-street parking facilities shall be determined by the community and economic development (CED) director. Such determination shall be based upon the requirements for the most comparable use listed. Where a comparable use is not listed, the CED director may consult standards of other jurisdictions and professional standards of organizations such as the Urban Land Institute.

(Ord. 336 § 4.02 (D), 1970; Ord. 1020 (part), 1997; Ord. 1256 § 1 (part), 2006; Ord. 1731 § 1 (Exh. A), 2020)

§ 18.16.070. Off-street parking – Joint use – Designated.

The CED director may authorize the joint use of parking facilities for the following uses

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or activities under conditions specified:

- A. Up to 50 percent of the parking facilities required by this chapter for primarily "nighttime" uses such as theaters, bowling alleys, bars, restaurants and related uses may be supplied by certain other types of buildings or uses, referred to as "daytime" uses, such as banks, offices, retail and personal service shops, clothing, food, furniture, manufacturing or wholesale and related uses;
- B. Up to 50 percent of the parking facilities required by this chapter for primarily

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"daytime" uses may be supplied by primarily "nighttime" uses;

- C. Up to 100 percent of the parking facilities required by this section for a church or for an auditorium incidental to a public or parochial school may be supplied by the off-street parking facilities provided by uses primarily of a "daytime" nature. (Ord. 336 § 4.02 (E), 1970; Ord. 1020 (part), 1997; Ord. 1256 § 1 (part), 2006; Ord. 1731 § 1 (Exh. A), 2020)

§ 18.16.080. Off-street parking – Joint use – Conditions.

The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within 500 feet of such parking facilities in addition to which:

- A. The applicant shall show that there is no substantial conflict in the principal operating hours of the two buildings or uses for which joint use of off-street parking facilities is proposed;
- B. The applicant shall present a properly drawn legal instrument to be recorded with the county auditor, executed by the parties concerned for joint use of off-street parking facilities and approved as to form and manner of execution by the city attorney, to the CED director upon application; such instrument to be filed with the building inspector upon approval by the CED director. (Ord. 336 § 4.02 (F), 1970; Ord. 1020 (part), 1997; Ord. 1256 § 1 (part), 2006; Ord. 1731 § 1 (Exh. A), 2020)

§ 18.16.090. Off-street vehicle parking – Table of minimum standards.

Required parking spaces shall be in conformance with the following table, ~~and where alternative standards prevail, the standard requiring the greater number of spaces applies in conflicting computations:~~

Table 18.16.090	
Use	Spaces Required
Residential: <u>Consistent with RCW 36.70A.622, parking that causes a violation of tree retention requirements shall be waived by the CED Director.</u>	
Multifamily housing inside of the downtown commercial (DC) zone having 2 bedrooms or more per dwelling unit	1.5 per dwelling unit. Where spaces are provided in a garage or carport, parking shall not be more than 23 spaces in depth.
Multifamily housing outside of the DC zone having 2 bedrooms or more per dwelling unit	2 per dwelling unit. Where spaces are provided in a garage or carport, parking shall not be more than 23 spaces in depth .
Multifamily housing: studio apartment and 1 bedroom apartment	1 per dwelling unit. Guest parking shall be 1 space per 5 dwelling units.

Commented [JB1]: Per RCW "shall not be more than 3 spaces in depth".. Parking spaces in tandem must count towards meeting minimum parking requirements at a rate of one space for every 20 linear feet with any necessary provisions for turning radius. For purposes of this subsection, "tandem" is defined as having two or more vehicles, one in front of or behind the others with a single means of ingress and egress;

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Table 18.16.090	
Use	Spaces Required
Adult family home, senior or assisted living apartment complexes, residential care facility	Space to accommodate 1 parking space per employee for the peak employee load, plus 1 space per dwelling unit for units allowing to have on-site storage of vehicles, and 1 space per 10 dwelling units for visitors is required
Nursing home, retirement home	1 per 3 beds
Residential, single-family	2 per dwelling unit
Residential, cottage	1.5 per dwelling unit. 1 spot dedicated to residence on site, other 0.5 spot may be located in a common parking area
Residential accessory dwelling unit and rooming houses, similar uses	1 per dwelling unit
Boarding house/ co-living, per RCW 36.70A.535	.25 per unit
Retail/Commercial/Office:	
Motor vehicles, machinery, plumbing, heating, ventilating, building supplies stores and services	1 per 1,000 square feet of gross floor area
Other retail:	
If less than 5,000 square feet floor area	1 per 300 square feet of gross floor area
If over 5,000 square feet floor area	1 per 200 square feet of gross floor area
Manufacturing uses, research, testing and processing, assembling, all industries	1 per each 2 employees on maximum shift and not less than 1 per each 1,000 square feet of gross floor area
Theaters	1 per 5 seats
Business and professional offices with walk-in customer service	1 per 250 square feet of gross floor area
Business and professional offices with on-site customer service in the DC zone and the NB-zoned properties along East and West Fourth Street from Ballarat Ave. N. to Bendigo Blvd. N.	1 per 800 square feet of gross floor area
Offices not providing walk-in customer services	1 per 800 square feet of gross floor area
Grocery/convenience store	1 per 200 square feet of gross floor area

Commented [JB2]: HB 1998/RCW 36.70A.535 (past due)

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Table 18.16.090	
Use	Spaces Required
Food and beverage places (other than fast food drive-in businesses) with sale and consumption on premises:	
If less than 4,000 square feet floor area	1 per 200 square feet of gross floor area
If over 4,000 square feet floor area	20 plus 1 per 100 square feet of gross floor area in excess of 4,000 square feet
Fast food drive-in businesses	1 per 1,000 square feet of gross floor area
Furniture, appliance, hardware, clothing, shoe, personal service stores	1 per 600 square feet of gross floor area
Industrial:	
Warehouses, storage and wholesale businesses	1 per 1,000 square feet of gross floor area
Public/Quasi-Public:	
Banquet/meeting/reception, church/religious facility, funeral home/mortuary/memorial chapel	1 per 75 square feet of gross floor area in dining/lounge areas, or 1 space per 4 persons at occupancy load, whichever is greater
Community center	1 per 300 square feet of offices, plus 1 space per 100 square feet of weight rooms/workout and/or dance rooms, plus 1 space per 150 square feet of multipurpose activity rooms, plus 1 space per 100 square feet for restaurant/cafe or snack bar, plus 1 space per employee at maximum shift, plus additional for any stadiums/arenas or other uses
Day care operations	1 per 6 attendees at maximum capacity, plus 1 space per employee
Nonprofit organizations, social services	1 per 4 persons at maximum occupancy
Recreation:	
Amusement parlors (video arcades)	1 per 200 square feet of gross floor area
Sports fields	20 per field
Sports fields , public swimming pool	1 per 3 seats (18 inches of bench is equal to 1 seat)
Gymnasium	1 per 300 square feet of gross floor area

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Table 18.16.090	
Use	Spaces Required
Health/fitness club, gym, aerobic studio	1 per 100 square feet of gross floor area of workout space (excluding pool). Retail, restaurant, etc., shall require additional parking per established standards.
Karate school/dance studio	1 per 100 square feet of gross floor area
Neighborhood park/picnic area	2 per picnic table
Shooting range	1 per practice station
Theater, live and movie	1 per 4 seats, plus 1 per employee
Tot lot/play area	1 per 100 square feet of play area
Government:	
Government office, police station, fire station	1 per 300 square feet of gross floor area
Maintenance shop	1 per employee at maximum shift
Library, museum, art gallery, post office	1 per 300 square feet of gross floor area
Schools:	
Schools, elementary and junior high	3 per classroom or 1 space per 3 seats in auditorium, whichever is greater
Schools, high	4 per classroom plus 1 space per employee and faculty member, 1 space per 3 seats in auditorium or stadium, whichever is greater
College, university, vocational/tech, or business school	1 per 400 square feet of gross floor area

(Ord. 336 § 4.02 (G), 1970; Ord. 569 § 4, 1982; Ord. 601 § 2, 1984; Ord. 750 § 1, 1988; Ord. 1020 (part), 1997; Ord. 1256 § 1 (part), 2006; Ord. 1347 § 1, 2009; Ord. 1731 § 1 (Exh. A), 2020)

§ 18.16.091. Unlisted uses.

Table 18.16.090 does not necessarily cover all possible uses requiring parking within the city. Interpretation of parking requirements may be necessary relative to any unlisted uses. The CED director may require the application of parking standards to a use that is not accounted for in Table 18.16.090 using the best available information and professional judgment.

(Ord. 1731 § 1 (Exh. A), 2020)

§ 18.16.100. Off-street parking – Plans.

The plan of the proposed parking area shall be submitted to the building inspector at the time of the application for the building or use for which the parking area is required. Said plan shall clearly indicate the proposed development, including location, size, shape, design, curb cuts, lighting, landscaping, construction details, and other features and appurtenances required:

- A. All traffic-control devices such as parking stripes designating car stalls, directional arrows or signs, bull rails, curbs, and other developments shall be installed and completed as shown on the approved plans. Hard-surfaced parking areas shall use paint or similar devices to delineate car stalls and directional arrows. Where pedestrian walks are used in parking lots for the use of foot traffic only, they shall be curbed, or raised six inches above the lot surface. All driveways, off-street parking areas and public off-street areas immediately adjacent to a service driveway which leads to a hard-surface public street shall be hard-surfaced with a minimum of two inches of asphaltic concrete, and for a driving distance of at least 50 feet from said service driveways.
- B. Minimum dimensions of off-street parking areas shall be not less than shown on the table entitled Parking Lot Design Standards¹. Except that up to 50 percent of the parking space requirement can be satisfied with spaces designed to accommodate compact cars; provided, that these spaces measure at least nine feet by 15 feet for 90-degree pull-in parking, and that the dimensions of parallel and diagonal parking spaces be proportional to this nine-by-15-foot standard. Additionally, non-ADA residential spaces are not required to exceed 8' by 20' consistent with RCW 36.70.622.
- C. Landscaping shall be included as a part of lot design, pursuant to the requirements of the landscaping ordinance, codified in Chapter 18.18 NBMC and the design ordinance in Chapter 18.34 NBMC.
- D. Screening shall be provided, pursuant to the requirements of the landscaping ordinance, codified in Chapter 18.18 NBMC and the design ordinance in Chapter 18.34 NBMC.
- E. Lighting of areas provided for off-street parking shall be so arranged to not constitute a nuisance or hazard to passing traffic, and where such lots share a common boundary with any LDR or HDR classified property, the illuminating devices shall be so shaded and directed to play their light away from the LDR or HDR classified property and shall comply with the design ordinance in Chapter 18.34 NBMC.
- F. Off-street parking uses, excluding single-family, accessory, cottage, duplex residential and commercial lots with no more than four spaces, shall not back onto the sidewalk or traveled area of public streets.
- G. ~~In the case of deed restricted affordable housing only, off-street parking requirements may be satisfied by use of parking spaces located on the public street~~

Commented [JB3]: Goes away due to exception above.

¹. ~~Editor's Note: Parking Lot Design Standards is included as an attachment to this title.~~

~~§ 18.16.100~~

~~§ 18.16.103~~

~~or alley adjoining a residential or commercial site provided the road is improved to city standards and the width is sufficient to safely accommodate the parking and traffic in the sole determination of the city engineer. The use of adjoining public streets and alleys may only count for the deed restricted affordable units within the development, not the total units of a project if only some units are deed restricted, and shall not count for more than 50 percent of the total amount of parking required.~~

~~G. Maintenance of all areas provided for off-street parking shall include removal and replacement of dead and dying trees, grass and shrubs, removal of trash and weeds, and repair of traffic-control devices, signs, light standards, fences, walls, surfacing material, curbs and railings.~~

H. Loading Areas. Commercial, Industrial and Multifamily uses shall provide proposed loading spaces for review by staff during the site plan approval. Each off-street loading space shall be shown and dimensioned and shall identify unobstructed height. The loading spaces shall be designed to accommodate the expected trucks necessary and shall be made permanently available for such purposes, shall be surfaced, improved and maintained as required above.

(Ord. 336 § 4.02 (H), 1970; Ord. 450 §§ 1, 2, 1977; Ord. 643 § 1, 1985; Ord. 1020 (part), 1997; Ord. 1256 § 1 (part), 2006; Ord. 1347 § 2, 2009; Ord. 1731 § 1 (Exh. A), 2020)

§ 18.16.101. Off-street parking on city-owned property – Generally.

When the CED director deems it to be in the best interest of the city, the CED director may authorize the use of the city-owned real property to satisfy all or a portion of the off-street parking requirement set forth in this chapter. Said use of city-owned property shall be authorized and allowed only in accordance with the provisions set forth in this chapter.

(Ord. 706 § 1, 1986; Ord. 1020 (part), 1997; Ord. 1256 § 1 (part), 2006; Ord. 1731 § 1 (Exh. A), 2020)

§ 18.16.102. Off-street parking on city-owned property – Application.

An applicant shall submit to the CED director a written request for use of city-owned property for off-street parking purposes. The plan shall be prepared in accordance with the provisions of NBMC § 18.16.100 and shall include a statement as to the number of parking spaces the applicant needs to locate on city property in order to meet off-street parking requirements. The CED director, building inspector and city engineer shall review said plan and the CED director shall make an informed decision for approval or disapproval of the application subject to certain conditions. The CED director may condition any such approval on the payment of an appropriate in-lieu fee.

(Ord. 706 § 2, 1986; Ord. 1020 (part), 1997; Ord. 1256 § 1 (part), 2006; Ord. 1731 § 1 (Exh. A), 2020)

§ 18.16.103. Off-street parking on city-owned property – Approval or disapproval.

The CED director shall review the application and the written recommendations of the planning commission, building inspector and city engineer. If the CED director finds that the application will promote the public interest and further the general purposes of the city zoning ordinances, then the city council may approve the request of the applicant.

If the city council finds that the application will not promote the public interest or will

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not further the general purposes of the city zoning ordinances, then the city council shall disapprove the application, or offer an in-lieu fee as an alternative.

(Ord. 706 § 3, 1986; Ord. 1020 (part), 1997; Ord. 1256 § 1 (part), 2006; Ord. 1731 § 1

(Exh. A), 2020)

§ 18.16.104. Off-street parking on city-owned property – Nonexclusive use.

The CED director's approval of the applicant's request for use of city-owned property for off-street parking shall not constitute a grant to the applicant of the right to exclusive use of said real property or a relinquishment, in whole or in part, of the city's right to use any of said real property for public purposes².

(Ord. 706 § 4, 1986; Ord. 1020 (part), 1997; Ord. 1256 § 1 (part), 2006; Ord. 1731 § 1 (Exh. A), 2020)

§ 18.16.105. Off-street parking on city-owned property – Number of spaces required to be improved or in-lieu fee to be applied.

An applicant whose request is granted shall be required to develop and improve upon the city property the following number of parking spaces according to the following formula:

$$TS = (NS * 2)$$

IC

Definitions:

TS = Total number of spaces to be built on city property (TS shall be rounded to the nearest whole number)

NS = Number of spaces needed to be built on city property to satisfy requirements of this chapter

If the CED director deems a fee in lieu of parking spaces created on public land is more appropriate than the parking itself, a fee shall be applied at a rate determined by the following formula:

$$IF = LC + IC$$

IF = Fee in lieu of parking spaces created on public land

LC = Land cost per parking space

IC = Improvement cost per parking space

For purposes of this formula, the "improvement costs" submitted by the applicant shall be reviewed and approved by the city engineer and shall be based upon prevailing wages, equipment and material costs at the time of review. The "land cost" shall be determined by the city engineer and approved by the CED director and shall be based upon a real estate appraisal prepared by a licensed appraiser at the sole expense of and at the direction of the applicant.

(Ord. 706 § 5, 1986; Ord. 1020 (part), 1997; Ord. 1256 § 1 (part), 2006; Ord. 1731 § 1

2. Editor's Note: Parking Lot Design Standards is included as an attachment to this title.

(Exh. A), 2020)

§ 18.16.106. Off-street parking on city-owned property – Improvements required.

An applicant whose request is approved to create parking on public lands shall install all improvements necessary to conform with the provisions of the North Bend zoning ordinances, and design and construction standards, including but not limited to paving, striping, landscaping, screening and installing storm drainage and lighting facilities, by either of the following:

- A. By actual installation of the required improvements at the sole expense of the applicant, and to the satisfaction of the city engineer; or
- B. In lieu of the actual construction of some or all of the required improvements, the CED director, in their discretion, may require payment to the city of an amount equal to the cost of said improvements.

(Ord. 706 § 6, 1986; Ord. 1020 (part), 1997; Ord. 1256 § 1 (part), 2006; Ord. 1731 § 1 (Exh. A), 2020)

~~§ 18.16.110. Loading areas.~~

~~Each off-street loading space shall measure not less than 30 feet by 12 feet and shall have an unobstructed height of 14 feet six inches, and shall be made permanently available for such purposes, and shall be surfaced, improved and maintained as required in NBMC § 18.16.100. Required loading spaces shall be in conformance with the following tables:~~

~~Department stores, freight terminals, hospitals, sanitariums, industrial or manufacturing establishments, retail or wholesale stores or storage warehouses or any similar use which has or intends to have 10,000 square feet or more shall provide complete off-street truck loading or unloading berths:~~

Square feet of aggregate gross floor area	Required number of berths
10,000 to 15,999	1
16,000 to 39,999	2
40,000 to 65,000	3
For each additional 16,000	1 additional

~~Auditoriums, convention or exhibit halls, sports arenas, hotels, office buildings, restaurants or similar uses which have or intend to have an aggregate gross floor area of 40,000 square feet or more shall provide complete off-street truck loading or unloading berths:~~

Commented [JB4]: Replaced with condition above in .100. Due to business needs these standards can vary and change.

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City of North Bend, WA

~~§ 18.16.110~~

~~§ 18.16.110~~

Square feet of aggregate gross floor area	Required number of berths
40,000 to 59,999	1
60,000 to 99,999	2
100,000 to 160,000	3
For each additional 60,000	1 additional

§ 18.16.120. Bicycle Parking.

A. Applicability.

- Bicycle parking requirements shall apply to all commercial, office, industrial, mixed-used, and multifamily developments.
- Any construction, renovation, or alteration of an existing use above 20% of the assessed building valuation shall bring the property into conformance with these regulations.
- On multi-tenant sites, bicycle parking shall be computed separately and shall be provided in accordance with standards in NBMC 18.16.120.
- Short-term bicycle parking is defined as parking intended for visitors, customers, or temporary visitors that is accessible to the public at large.
- Long-term bicycle parking is defined as parking intended for residents, tenants, or employees that require a designated stall for at least four hours.

Commented [CH5]: This is aligned with our nonconforming use code.

B. Exemptions

- Other than as identified in Table 18.16.120, no short term or long-term parking is required in the following instances:
 - Nonresidential spaces with less than 2,500sf.
 - Nonresidential uses that are unattended or do not have on-site staff, such as but not limited to gas station, parking lots without valet service, self-service laundromats.
 - Home occupations
 - Food trucks or mobile vendors
 - Car Washes

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- f. Automated kiosks, such as an ATMs or vending machines.

C. Short-Term Bicycle Parking Standards.

1. Required short-term bicycle parking shall be located:
 - a. Outside of a building;
 - b. On-site;
 - c. Maintain an accessible pedestrian route and uninterrupted flow of traffic;
 - d. Be placed within 100ft of the main entrance to a building;
 - e. In a visible area with lighting; and
 - f. Short-term bicycle parking may be provided within the right-of-way if an accessible pedestrian route can be maintained. A request to place parking in the right-of-way requires approval from the Public Works Director.
2. Multitenant Sites: For multi-tenant sites, parking may be provided in clusters in several locations on-site within 100ft of a building entrance.
3. Downtown Commercial zone: For adjoining businesses within the Downtown Commercial zone, bike parking may be provided in clusters and on city property or right-of-way. Approval from the Public Works Director is required for placement of bicycle parking and may require a maintenance easement.

D. Long-Term Bicycle Parking Standards.

1. Required long-term bicycle parking shall be:
 - a. Located in a secured room or enclosed area with a locked gate and limited access for only users securing a bicycle;
 - b. Shall be covered;
 - c. Shall not encroach on any walkway, pedestrian pathway, or travel lanes of bicycles or vehicles;
 - d. Shall be accessible to each owner without the relocation of other bicycles; and
 - e. Residential uses shall provide access to a power source for electrical vehicle charging. One power source shall be provided for every 10 bike parking stalls.
2. Bicycle parking provided within a dwelling unit shall not count towards long term parking requirements for residential uses.

3. Multitenant Sites: For multi-tenant sites, parking may be provided in clusters in several locations on-site within 100ft of a building entrance.
4. Long-term parking provided in an outdoor enclosure shall meet fence design standards in NBMC 18.18 and the Commercial/Mixed Use/Industrial Design Standards and Guidelines.

E. Required bicycle parking shall be in conformance with the following table:

<u>Table 18.16.120</u>		
<u>Use</u>	<u>Short-Term</u>	<u>Long-Term¹</u>
<u>Residential</u>		
<u>Detached Single Family Homes, and other single-unit developments-</u>	<u>None</u>	<u>None</u>
<u>Duplex / Triplex/ Fourplex</u>	<u>None</u>	<u>None</u>
<u>Townhome and Cottage Developments</u>	<u>1 stall per 10 units</u>	<u>1 stall per 4 units, unless units are provided with a garage</u>
<u>Other Multifamily Housing greater than 5 units</u>	<u>1 stall per 10 units</u>	<u>1 stall per 5 units</u>
<u>Special Service Housing</u>	<u>1 stall per 20 units</u>	<u>1 stall per 20 units and 1 stall per 10 employees²</u>
<u>Commercial</u>		
<u>Retail, less than 5,000sf</u>	<u>None</u>	<u>None</u>
<u>Retail, more than 5,000sf</u>	<u>1 stall per 5,000sf</u>	<u>1 stall per 5,000sf or 1 stall per 10 employees²</u>
<u>Theaters, live and movie</u>	<u>1 stall per 10 seats</u>	<u>1 stall per 10 employees</u>
<u>Business and professional offices with or without walk-in customer service</u>	<u>1 stall per 5,000sf</u>	<u>1 stall per 10,000sf or 1 stall per 20 employees²</u>
<u>Grocery/convenience store</u>	<u>1 stall per 5,000sf</u>	<u>1 stall per 5,000sf or 1 stall per 10 employees²</u>
<u>Food and beverage places</u>	<u>1 stall per 2,000 sf of indoor floor area</u>	<u>1 stall per 4,000sf</u>
<u>Hotel, Motel, Campsites, or other Lodging</u>	<u>1 stall per 20 units</u> <u>For Campsites, 1</u>	<u>1 stall per 10,000sf or 1 stall per 20 employees²</u>

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	stall per 5 <u>campsites.</u>	<u>No long term parking is required for campsites</u>
<u>Health/Fitness club, gym, fitness class/studio, or other privatized indoor recreational facility</u>	<u>1 stall per 1,000sf or 1 stall per 20 seats</u>	<u>1 stall per 5,000sf</u>
<u>Industrial</u>		
<u>Warehouses, storage, and wholesale businesses</u>	<u>None</u>	<u>1 stall per 15,000sf</u>
<u>Public/Quasi Public</u>		
<u>Banquet/meeting/reception, church/religious facility, funeral home/mortuary/memorial chapel</u>	<u>1 stall per 10 seats</u>	<u>1 stall per 10 employees</u>
<u>Community Center</u>	<u>1 stall per 2,000sf. At least 50% of bike parking shall be covered.</u>	<u>1 stall per 5,000sf</u>
<u>Day Care or Childcare</u>	<u>1 stall per 5,000sf</u>	<u>1 stall per 5,000sf or 1 stall per 5 employees²</u>
<u>Nonprofit organizations, social services</u>	<u>1 stall per 2,000sf</u>	<u>1 stall per 5,000sf or 1 stall per 5 employees²</u>
<u>Schools – Public, Private, Vocational, University</u>	<u>1 per 10,000 sq ft. At least 50% of bike parking shall be covered.</u>	<u>1 stall per 10,000sf or 1 stall per 10 employees²</u>
<u>Recreation</u>		
<u>Outdoor Sports Field</u>	<u>1 stall per 20 seats</u>	<u>None</u>
<u>Swimming Pool, indoors or outdoors</u>	<u>1 stall per 20 seats</u>	<u>1 stall per 10 employees</u>
<u>Public Park</u>	<u>1 stall per 10,000 sf of net lot area</u>	<u>None</u>
<u>Government</u>		
<u>Government office, police station, fire station</u>	<u>1 stall per 2,500sf. Government offices</u>	<u>1 stall per 5,000sf or 1 stall per 10 employees²</u>

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	<u>shall provide at least 50% of bike parking shall be covered.</u>	
<u>Maintenance shop</u>	<u>None</u>	<u>None</u>
<u>Library, museum, post office, or other government structure</u>	<u>1 stall per 4,000sf</u> <u>At least 50% of bike parking shall be covered.</u>	<u>1 stall per 5,000sf or 1 stall per 10 employees²</u>
<u>Utilities</u>		
<u>Any major/minor utility facility</u>	<u>None</u>	<u>None</u>

1. All commercial, industrial, public/quasi-public, and recreation facilities (other than Outdoor Sports Field and Public Parks) shall provide at least one long-term parking stall.

~~F~~2. Standards that include a ratio based on square feet or number of employees, the ratio that results in the higher standard shall be administered.

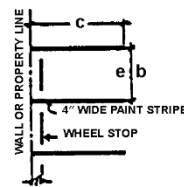
(Ord. 336 § 4.03, 1970; Ord. 1020 (part), 1997; Ord. 1256 § 1 (part), 2006)

ZONING

18 Attachment 1

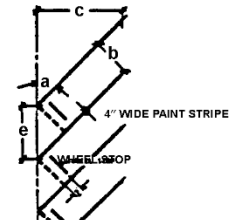
PARKING LOT DESIGN STANDARDS

a	b	c	d	e	f ¹	f ²	*d	*f ¹
stall angle	stall width	stall to curb	aisle width	curb length	center to center width of two-way with access road between			
					curb-to-curb	overlap c-to-c		
0°	9'0"	9.0	12.0	23.0	30.0		20.0	38.0
	9'6"	9.5	12.0	23.0	31.0		20.0	39.0
	10'0"	10.0	12.0	23.0	32.0		20.0	40.0
20°	9'0"	15.0	13.0	26.3	41.0	32.5	20.0	50.0
	9'6"	15.5	13.0	27.8	42.0	33.1	20.0	51.0
	10'0"	15.9	13.0	29.2	42.8	33.4	20.0	51.8
30°	9'0"	17.3	14.0	18.0	45.6	37.8	20.0	54.6
	9'6"	17.8	14.0	19.0	46.6	38.4	20.0	55.6
	10'0"	18.2	14.0	20.0	47.4	38.7	20.0	56.4
40°	9'0"	19.1	15.0	14.0	50.2	43.3	20.0	58.2
	9'6"	19.5	15.0	14.8	51.0	43.7	20.0	59.0
	10'0"	19.9	15.0	15.6	51.8	44.1	20.0	59.8
45°	9'0"	19.8	16.0	12.7	52.6	46.2	20.0	59.6
	9'6"	20.1	16.0	13.4	53.2	46.5	20.0	60.2
	10'0"	20.5	16.0	14.1	54.0	46.9	20.0	61.0
50°	9'0"	20.4	17.0	11.7	52.8	47.0	20.0	60.8
	9'6"	20.7	17.0	12.4	53.4	47.3	20.0	61.4
	10'0"	21.0	17.0	13.1	54.0	47.6	20.0	62.0
60°	9'0"	21.0	19.0	10.4	60.0	55.5	20.0	62.0
	9'6"	21.2	19.0	11.0	60.4	55.6	20.0	62.4
	10'0"	21.5	19.0	11.5	61.4	56.0	20.0	63.0
70°	9'0"	21.0	21.0	9.6	61.0	57.9	20.0	62.0
	9'6"	21.1	21.0	10.1	60.9	57.7	20.0	62.4
	10'0"	21.3	21.0	10.6	60.4	57.0	20.0	62.4
80°	9'0"	20.3	24.0	9.1	64.3	62.7	24.0	64.3
	9'6"	20.4	24.0	9.6	64.4	62.7	24.0	64.4
	10'0"	20.5	24.0	10.2	65.0	63.3	24.0	65.0
90°	9'0"	19.0	24.0	9.0	62.0		24.0	62.0
	9'6"	19.0	24.0	9.5	62.0		24.0	62.0
	10'0"	19.0	24.0	10.0	62.0		24.0	62.0
90° *TWO-WAY CIRCULATION	9'0"	18.5	20.0	9.0	57.0		20.0	57.0



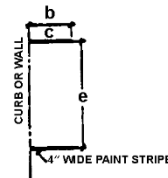
PERPENDICULAR

Non ADA residential spaces are not required to exceed 8' by 20'.

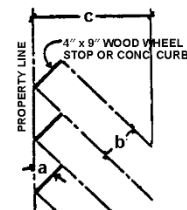


ANGLE

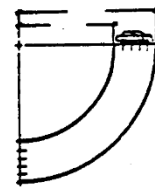
SB 6015/RCW 36.70A.622



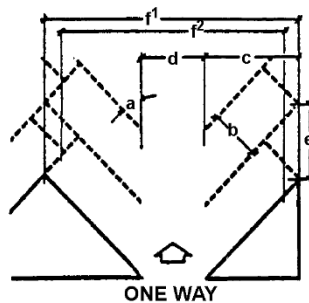
PARALLEL



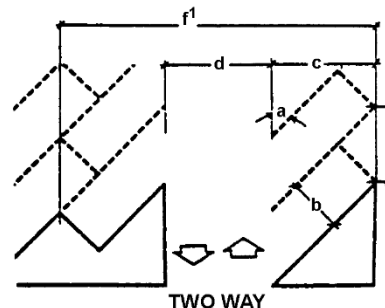
GRAVEL



TURNING CLEARANCES



ONE WAY



TWO WAY

FIGURE 1

Community and Economic Development Department Staff Report



Proposal: 2026 Amendments to the Capital Facilities Element of the North Bend Comprehensive Plan

Date: For introduction at the August 5, 2026 Planning Commission Meeting

Proponent: City of North Bend

Staff Recommendation:

A motion to recommend Council approval of the proposed amendments to the Capital Facilities Element of the Comprehensive Plan.

A. PROPOSED AMENDMENTS:

Amendments are proposed to the City of North Bend Capital Facilities Element. Amendments have been prepared to address several items, with key revisions summarized as follows:

1. General Updates to information and data has been added throughout, reflecting current status of facilities serving the city, including completed updates to the wastewater treatment plant, sewer and water line extensions, numbers of residents served by various utilities, etc.
2. Dockets received from the Snoqualmie Tribe. In October 2025 as a part of the annual docket process, the Snoqualmie Tribe submitted dockets on multiple elements of the North Bend Comprehensive Plan, including to the Economic Development Element. Amendments have been prepared to various policies and sections of the Capital Facilities Element responsive to some of the Snoqualmie Tribe's docket requests.
3. Amendments to Section B1 Water System noting the Water Supply Agreement and intertie between the City and Sallal Water Association.
4. Amendments to Section B2 Sewer Facilities adding information on National Pollution Discharge Elimination System (NPDES) permitting requirements and noting recent updates to the wastewater treatment plant.
5. Amendments to Section B3 Stormwater and Surface Water Facilities noting a planned update to the City's Stormwater Comprehensive Plan including addressing anticipated NPDES Phase 2 requirements, adding information concerning particular pollutants from stormwater and their impact on aquatic life, and updating the stormwater system level of service standard.
6. Amendments to Section B5 Municipal Buildings, to add the North Bend Branch Office of the King County Sherriff's office, and the Project Belay proposal for a community center for climbing and mountain-related adventure activities.

7. Amendments to Section B7 Police Service, reflecting the new contract with the King County Sherriff's office for police services within North Bend.
8. Amendments to section E5 Bonds, providing further information on types and use of bonds for financing capital improvements.

The draft Capital Facilities Element is attached as Exhibit A, with proposed amendments shown in redline/track changes format.

B. FINDING AND ANALYSIS:

1. **Public Hearing:** A public hearing is scheduled the September 2, 2026 Planning Commission Meeting. Any written comments received will be added to Exhibit B.
2. **Comprehensive Plan and Municipal Code Amendment Process:** Amendments to the North Bend Comprehensive Plan and Municipal code are governed by NBMC 20.08.070 through 20.08.110, evaluated below.
 - a. **Impacts of Proposed Amendment**
 NBMC 20.08.070 and .080 requires that municipal code amendments be evaluated for their environmental, economic and cultural impacts, as well as impacts to surrounding properties. These impacts are evaluated below.
 - i. **Impact upon the City's comprehensive plan and zoning (consistency).** The proposed amendments are consistent with other Elements of the Comprehensive Plan and the North Bend zoning regulations. The amendments reflect and are consistent with updates to the Water System Plan and the new Police Service Contract with the King County Sherriff's Office.
 - ii. **Adjacency Impacts.** The proposed amendments are not specific to any particular properties. Impacts from specific capital projects implemented consistent with the Capital Facilities Element and the respective Capital Facilities Plans will be evaluated at the time of application through applicable permitting and public notification processes.
 - iii. **Efficiency Impacts.** The proposed amendments will not have a significant impact on efficiency of municipal operations. Projects consistent with the Capital Facilities Element will be implemented on a staffing-available and funding-available basis (depending largely on awarded grant applications).
 - iv. **Fiscal and Economic Impacts.** The amendments themselves are not anticipated to have fiscal and economic impacts, but reflect updates to the police services contract, which has already been adopted, and required updates to various system plans, necessary for conformance to state requirements. Implementation of such plans will have fiscal and economic impacts to the City, which are more fully evaluated in those specific system plans.
 - v. **Environmental Impacts.** Negative environmental impacts are not anticipated from the proposed amendments. Future capital improvements developed

consistent with the Capital Facilities Element will be reviewed for environmental impacts as a part of the permitting process for such improvements, when proposed. Implementation of system improvements consistent with the Capital Facilities Element and its associated system plans will have positive environmental impacts by way of expanding the city's sewer system to serve properties currently utilizing septic systems, addressing system leaks, and addressing environmental protection requirements for wastewater and stormwater treatment.

- vi. **Equity Impacts.** Negative impacts to equity are not anticipated from the proposed amendments. Associated equity policies in section M (Equity) of the Energy and Sustainability Element require consideration of equity impacts in locating municipal facilities and public improvements.
- vii. **Cultural Impacts.** Positive cultural impacts are anticipated from the proposed amendments. The amendments include specific amendments requested by the Snoqualmie Tribe, including a policy addition noting the need for tribal coordination in the planning for capital facility improvements.

- b. **Alternatives to Proposed Amendment.** No specific alternatives are being considered to the proposed amendments.

3. Consistency with NBMC 20.08.100

Pursuant to NBMC 20.08.100, the City Council shall consider the proposed amendment against the criteria in NBMC 20.08.100 (B). A staff analysis is provided in italics under each criterion below.

1. Is the issue already adequately addressed in the Comprehensive Plan?
The amendments are not currently adequately addressed in the Comprehensive Plan.
2. If the issue is not addressed in the Comprehensive Plan, is there a need for the proposed change?
Yes. As further described in Section A above, the amendments are necessary based on public input from the Snoqualmie Tribe (received through the 2026 Docket process) and to address updates to the police services contract and updates to various system plans adopted under the Capital Facilities Element.
3. Is the proposed change the best means for meeting the identified public need?
Yes. The draft amendments are the best means to meet the identified needs.
4. Will the proposed change result in a net benefit to the community?
Yes. The draft amendments will result in a net benefit to the community by ensuring up-to-date information concerning capital facility planning needs within the City.

C. SUMMARY FINDINGS

- 1) Pursuant to RCW 36.70A.106, the draft amendments to the Parks Element were forwarded to Commerce - Growth Management Services on July 29, 2026.
- 2) The Planning Commission considered the proposed draft amendments at their August 5 and September 2 meetings, and held a public hearing on September 2, 2026.
- 3) (...ADD ANY FINDINGS BASED ON PLANNING COMMISSION REVIEW ON AUGUST 5.)

- 4) Comment received at the hearing are further described in section B2 above and attached as Exhibit B. (TO BE COMPLETED FOLLOWING HEARING).
- 5) A State Environmental Policy Act Determination will be processed as a part of the broader 2026 Comprehensive Plan Amendments (also anticipated to include amendments to the Capital Facilities Element and Economic Development Element) prior to Council action to approve such amendments.
- 6) The proposed amendments are consistent with the procedures established in NBMC 20.08, *Comprehensive Plan and Development Regulations Amendment Procedures*. The Planning Commission and Parks Commission find that the proposed amendments are consistent with the criteria in NBMC 20.08.100(B) and would result in a net benefit to the community.

D. RECOMMENDATION

Staff Recommendation

The proposal is consistent with the Comprehensive Plan and development regulation amendment procedures in NBMC 20.08 and is supported by policies within the Comprehensive Plan. Staff recommends approval of the draft amendments to the Capital Facilities Element of the Comprehensive Plan.

Planning Commission Recommendation

(....TO BE CONSIDERED FOLLOWING SEPTEMBER 2 PUBLIC HEARING)

Based on the findings above and after consideration of the public comment received at the public hearing, the North Bend Planning Commission recommends **approval** of the proposed amendments to The Capital Facilities Element of the Comprehensive Plan.TBD.....

Exhibits:

Exhibit A: Draft Capital Facilities Element Amendments

Exhibit B: Written comment (to be added if received)

CHAPTER 6: CAPITAL FACILITIES ELEMENT

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CHAPTER 6: CAPITAL FACILITIES ELEMENT



Figure 1 Wastewater Treatment Plant (2024)

A. INTRODUCTION

The Capital Facilities Element ensures that “capital facilities” (i.e. structures, improvements, infrastructures, land or other major assets), that have a useful life of at least 10 years, are in place and performing at the appropriate level of service standards and are developed concurrently with future development specifically for: streets, pedestrian, water, storm, and sewer, schools, police, fire, parks, and recreational facilities.

The Capital Facilities Element is developed in accordance with the Growth Management Act, RCW 36.70A.070(3), WAC 365-196-415 (Capital Facilities Requirements), and the King County Countywide Planning Policies per RCW 36.70A.210 and WAC 365-196-304(3).

To fulfill requirements set forth by the Washington Growth Management Act, the Capital Facilities Element includes the following information:

1. An inventory of existing capital facilities owned by public entities, showing the locations and the capacities of the public facilities;
2. A forecast of the future needs for such capital facilities;
3. The proposed locations and capacities of expanded or new capital facilities;
4. At least a six-year plan to finance such capital facilities within projected funding capacities that clearly identify sources of funds for such purposes;
5. A requirement to reassess the land use element if probable funding falls short of meeting needs and to ensure that the land use element, capital facilities element, and financing plan within the capital facilities element are coordinated and consistent; and
6. A statement that no local Comprehensive Plan or development regulation may preclude the siting of essential public facilities.

The Growth Management Act also requires that the Comprehensive Plan include a process and criteria for siting of essential public facilities (RCW 36.70A.200). Goals and policies for the siting of essential public facilities are included in this element.

The purpose of the Capital Facilities Element is to determine the availability of existing capital facilities, forecast future needs for such facilities based upon the projected growth in the community described in

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the Land Use Element including future annexations within the Urban Growth Area considered subject to section I of the Land Use Element, and determine how such facilities will be financed. Future needs should also be planned to maintain a locally determined level of service to be provided by those facilities. This concept of maintaining level of service standards throughout the planning period is embodied within Goal 12 of the Growth Management Act. Goal 12 states that public facilities and services necessary to support development shall be adequate to serve the development at the same time the development is available for occupancy, or within six years for transportation facilities, and the level of service should not be below local minimum standards. This concept is known as "concurrency." In North Bend, concurrency applies to transportation, water, sewer, and stormwater facilities. Specific standards and procedures to implement concurrency are addressed in concurrency regulations adopted pursuant to the Growth Management Act and the policies of the Capital Facilities Plan. Service levels are established in the Capital Facilities Plan for water, sewer, and stormwater, plus fire, schools, police, and libraries. Impacts to these facilities may be mitigated by following concurrency and/or impact mitigation regulations adopted pursuant to this Plan.

B. CAPITAL FACILITY INVENTORY AND CAPACITY

This section discusses each facility and contains information about the facility provider, existing facilities, and current service. Functional plans provide further details for a number of these capital facilities and are incorporated by reference into this Capital Facilities Element.

B.1 Water System

Water facilities serving the City of North Bend are developed and maintained by the City water utility and Sallal Water Association. Potable water is supplied through a combination of groundwater and local springs, both privately and publicly owned. In 2020 the City approved a water conservation ordinance to encourage water conservation for our environment and for future generations. The sources are as follows:

- City of North Bend Water System – The City maintains a water distribution system of ~~almost 38~~approximately 41 miles of pipe ranging from 1 to 20 inches in diameter. The City water system serves approximately ~~2,992,346~~ connections in a service area of about ~~8.59~~ square miles including certain adjoining areas in unincorporated King County. About 30% of the City's distribution system is asbestos cement (AC) pipe, much of which is undersized and is nearing the end of its useful life. The other major distribution components are ductile ~~iron~~ (DI), PVC, HDPE, and/or Cast Iron (CI). Although capital improvements are fully shown in the City's current Water Comprehensive Plan (2020, or as amended), which is incorporated by this reference, system priorities include replacing aging and leaking water pipes to reduce breaks and protect water quality. City water sources include the following:
 - Mt Si Springs is the City's senior water right and primary source; use of the spring is limited by the need to provide 3 cfs (cubic feet per second) discharge to the Snoqualmie River.
 - The Centennial Well is the City's groundwater supply which requires mitigation for impacts to surface water flows based on instream flow regulated downstream from Snoqualmie Falls.
 - Mitigation water, which replaces ground water that would have otherwise entered the Snoqualmie River system, is purchased from Seattle Public Utilities from a spring near Rattlesnake Lake or from the Sallal Wells, located near Rattlesnake Lake and ~~is both~~ are discharged into Boxley Creek when necessary.
- Sallal Water Association - Sallal Water Association serves the City of North Bend and its Urban Growth Area east of SE 428th Street. The Sallal Water Association is a private cooperative

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system that borders the City of North Bend's current service area on the southeast. As of 2024, the Sallal Water Association provides approximately 2,026 service connections. In June 2023, the City of North Bend and Sallal Water Association entered a Water Supply Agreement allowing the wholesale transfer of domestic water to Sallal and mitigation water to the City with two system interties.

- Private Wells - Approximately 85 private wells provide water to homes and other uses within the City and Urban Growth Area. It is anticipated that as development occurs, many of these wells will be decommissioned as new homes and other uses are required to connect to public water (either the City's water system or Sallal Water Association, depending on the location of the use).

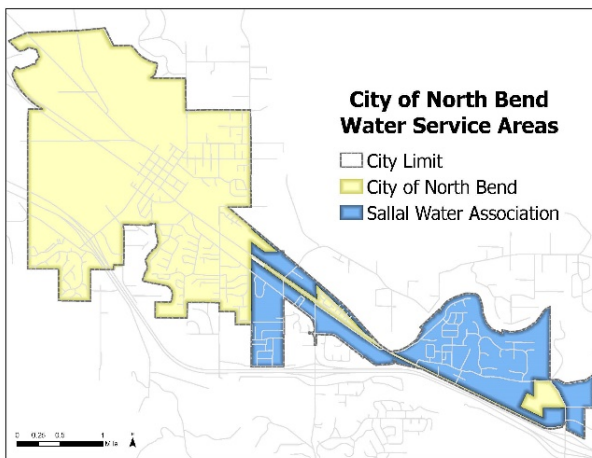


Figure 2 Water Service Area (2024)

Level of Service

The following level of service (LOS) standards shall be used to determine the adequacy of water resources and services (from *City of North Bend Water System Plan*, December 2020, or as updated):

- A. Water Supply and Mitigation: Water rights certificates and/or permits issued by Washington State Department of Ecology
- B. Conveyance: Water System Design Manual, Washington State Department of Health; and
- C. Storage: Water System Design Manual, Washington State Department of Health

Adopted Plans

City of North Bend Water System Plan, 2020, or as updated. (An update to the Water System Plan is currently underway as of 2026, expected to be adopted in 2027.)

B.2 Sewer Facilities

Through its sewer utility, the City of North Bend is the sole sewer service provider within City limits. ~~Some~~ As of 2026, approximately 80% of the properties in the City are served by the municipal sewer system, with the remainder utilizing private septic systems. The City's current Wastewater System

Facilities Plan, which is incorporated by this reference, provides a detailed description of the sewer facilities and systems.

The City owns and operates a municipal sewage collection and treatment system with associated force mains and a water reclamation facility that consistently meets National Pollutant Discharge Elimination System (NPDES) discharge requirements and is capable of producing ~~reuse quality effluent and~~ Class B biosolids. The collection system currently serves approximately ~~2,422,370~~ customers comprised of residences and businesses. Capital improvements to the wastewater treatment facility completed in 2025 allows the facility to serve up to a population equivalent of 17,500 additional customers. The wastewater treatment plant is located at 400 Bendigo Boulevard North, North Bend, Washington. The National Pollutant Discharge Elimination System (NPDES) permit allows the City to discharge treated wastewater to the South Fork of the Snoqualmie River. Following the parameters of the NPDES Permit is essential to protecting the water quality and temperature of the South Fork Snoqualmie River and associated downstream water bodies, and the terrestrial and aquatic species that rely on them.

In the next 20 years, the wastewater flow rate to the city's treatment plant and the Biological Oxygen Demand (BOD) and Total Suspended Solid (TSS) loading from residential, business/commercial, and industrial sources are anticipated to increase as growth occurs within the City's Urban Growth Area (UGA). The City will continue to make investments in capital improvements to meet this anticipated growth and conduct regular rate studies to ensure that sufficient funding exists for such improvements.

Capital improvements, focused on providing additional capacity for expected development with the City of North Bend and its UGA, are fully articulated in the City's current Wastewater System Facilities Plan.

Level of Service

See the Wastewater System Facilities Plan, 2017 or as updated, which establishes sewer system levels of service. The following level of service (LOS) standards shall be used to determine the adequacy of sewer resources and services:

- A. Wastewater Treatment Plant: Monthly maximum carbonaceous biochemical oxygen demand (five-day) in influent pounds/day;
- B. Pump Station: Criteria for Sewage Works Design, Washington State Department of Ecology, August 2008; and
- C. Conveyance: Criteria for Sewage Works Design, Washington State Department of Ecology, August 2008.

Adopted Plans

City of North Bend Wastewater System Facilities Plan, 2017, or as updated

B.3 Stormwater and Surface Water Facilities

The North Bend Department of Public Works manages drainage systems, stormwater facilities and surface water systems for the City. The current City of North Bend Stormwater Comprehensive Plan ("Stormwater Comprehensive Plan") is adopted herein by this reference and provides a detailed description of the City's stormwater system, as well as a Stormwater Capital Improvements Plan and funding mechanisms. Currently the City of North Bend is preparing an update to this plan which is anticipated to become effective in 2027. The plan which is being prepared by the City's consultant G&O Inc. will incorporate a new chapter that discusses the regulatory requirements for when the City is required to become an NPDES Phase II municipality. Once Washington State Department of Ecology requires the City to become a phase II municipality, several new staff positions will need to be created to meet permit and maintenance requirements.

Commented [MM1]: Added text responsive to Snoqualmie Tribe docket. Intentionally keeping description here short, as this is principally a reference to the Wastewater System Plan where the details are located.

The City of North Bend is situated within the Three Forks area of the Upper Snoqualmie River Valley Floodplain in King County. The City lies between the Middle and South Forks of the Snoqualmie River. Local flooding may occur as a result of the flatness of the City's topography, large amounts of rain, surfacing groundwater and inadequate storm drain infrastructure in certain areas. Improperly managed stormwater runoff negatively impacts water quality, including impacts from elevated flows, temperature, turbidity (suspended particles), dissolved solids (minerals and salts), chemical and nutrient load, and imbalanced pH. Poor stormwater quality negatively impacts the health of the Snoqualmie River and the terrestrial and aquatic species that rely on it. Improvements to the City's stormwater system guided by the Stormwater Plan aim to moderate stormwater flows and provide treatment measures to protect water quality and reduce in-stream temperatures. Pollutants such as 6PPD-quinone (6ppd-q), a toxic compound from tire wear, is lethal to coho salmon in small doses and also harmful to other fish and wildlife. The King County Surface Water Design Manual (KCSWDM) is working to address this through the development of specific water quality treatment best management practices in upcoming amendments to the manual.

Due to the outwash soils in North Bend, the KCSWDM requires infiltration as the primary flow control treatment option where feasible. As a result, most new development within the City infiltrates its stormwater runoff into the ground after prescribed water quality treatment. The net effect is that this reduces stormwater surface runoff from developed sites to local area creeks and streams and provides groundwater recharge to the aquifer below the City.

A stormwater utility has been created to provide a funding source, to supplement special fees, Capital Facilities Charges (CFCs), special grants and loans, and debt when needed to implement the Stormwater Plan. The utility is currently comprised of 2,714 ~~2,860~~ ratepayers as of 2026. In addition to the Stormwater Plan, the City also developed a separate Flood Hazard Management Plan which evaluates and describes system improvements to reduce flood hazards from the Snoqualmie River ("Hazard Plan"), which is incorporated by this reference.

Level of Service

~~The following level of service (LOS) standards shall be used to determine the adequacy of stormwater resources and services (See North Bend Comprehensive Stormwater Management Plan.):~~

- ~~A. Surface Water Design Manual, King County, Washington, except that off site system capacity shall be analyzed and sized for conveying the 25-year peak flow runoff from contributing areas for the quarter-mile downstream reach from the developing site.~~
- ~~B. Runoff detention with discharge flows controlled to match pre-developed flows for 50% of the 2-year through the 100-year storm events.~~
- ~~C. A. An 80% removal of total suspended solids for a typical rainfall year assuming typical pollutant concentrations between 30 and 100 mg/l. The level of service standard for stormwater is discussed in North Bend Municipal Code section 20.12.060(4)(A). The level of service standard is the current edition of the King County Surface Water Design Manual which provides design requirements for new development as well as operation and maintenance requirements for existing stormwater flow control, water quality, collection and conveyance facilities. As each new version of the manual is adopted, City of North Bend retroactively adopts the most current version to ensure stormwater facilities are being designed and maintained based on best available science.~~

Adopted Plan

City of North Bend Stormwater Comprehensive Plan, December 2013 or as updated

Commented [MM2]: Added text responsive to the Snoqualmie Tribe docket. Snoqualmie Tribe also requested that the City incorporate parameters regarding 6PPD-Q (toxic chemical that forms when tire-preservative 6PPD reacts with ozone) into its LOS Standards. Staff do not recommend addressing that, which should be regulated on a regional rather than local basis. The City adopts and implements the King County Surface Water Design Manual, which would be a more appropriate place to develop regulations addressing 6PPD-Q impacts.

B.4 Transportation Facilities

The Transportation Element of this Plan provides a detailed discussion of the transportation facilities in North Bend, including an inventory of facilities, street functional classifications, levels of service, accident analyses, and a 20-year project list of capital improvements. The City prepares and adopts a six-year Transportation Improvement Plan (TIP) as part of the Capital Improvement Plan (CIP) each year. The TIP lists both street and non-motorized projects and can include both funded and unfunded projects. Funding for the transportation projects are set forth in the TIP. This plan is prepared for transportation project scheduling, prioritization and grant eligibility purposes. Both the current Transportation Element and the TIP are adopted by reference as part of this Capital Facilities Element.

Level of Service

(See Transportation Element)

Adopted Plans

*Transportation Element of the Comprehensive Plan 2024, or as updated
6-Year Capital Improvements Plan, as updated annually*

B.5 Municipal Buildings

The City's primary building infrastructure includes City Hall, the Public Works facility, the City Hall Annex, the Fire Station (owned jointly with Fire District 38 and described separately under the Fire Protection section of this Element), and the Wastewater Treatment Plant (described under the Wastewater section of this Element).

The Public Works Facility was constructed in 2002 and houses public works staff, including public works administrative staff, streets, stormwater, and parks staff. No additional building facility needs are anticipated at the Public Works facility within the 6-year timeframe.

The previous City Hall Annex, located at 126 E. 4th St, was originally built in 1958 as the North Bend Library. When the new library was constructed in 1994, the building became a municipal office, and currently used as the North Bend Branch Office of the King County Sheriff's Office, as well as rental offices for other government agencies. A deed on the property requires that the building be used solely for municipal purposes.

A new City Hall was completed in 2019, located at 920 SE Cedar Falls Way, and is a 14,183 square foot facility. The Building currently houses administration, finance, public works, and community and economic development staff. No additional building facility needs are anticipated at the City Hall facility within the 6-year timeframe.

Project Belay: In addition to the above existing facilities, the City wishes to establish a world-class outdoor adventure and community center for education, training and community events to provide a growing mountain community with a gathering and launch point for adventure in the central cascades. The facility would be developed as a public/private partnership, with the City contributing to the public aspects of the proposal. A city contribution of approximately \$75,000 would be provided to the project, anticipated from Park Impact Fee revenue.

B.6 Parks and Open Space

The Parks Element of the Comprehensive Plan provides a detailed description of the City's park and recreational facilities system, including an inventory of existing facilities, level of service standards, and a forecast of anticipated future needs to meet levels of service standards. The Parks Element also includes a 20-year Parks Capital Facilities Program for long-term improvements to the City's park, recreation and open space facilities, and a 6-year Parks Capital Facilities Plan with anticipated funding sources. The Parks Element is incorporated by reference as a part of the City's Capital Facilities Element.

Level of Service

(See Parks Element)

Adopted Plan

Parks Element of the Comprehensive Plan, ~~2024, 2026~~, or as updated.

B.7 Police Service

Following the conclusion of contract agreements with the City of Snoqualmie for Police Services lasting from 2012 through March 2026, the City of North Bend ~~In May 2019, the Cities of North Bend and Snoqualmie entered into an Interlocal Agreement (ILA) with the City of Snoqualmie the King County Sheriff's Office (KCSO) to provide Police services to North Bend. The agreement lasts through December 2024. The agreement renews automatically year-to-year, subject to termination provisions.~~

Commented [MM3]: Significant update reflecting the contract with the King County Sheriff's Office for police services.

The KCSO provides law enforcement services to North Bend, including dispatch, traffic safety, community policing, accident and crime investigation, crime prevention, and public education. Jail service is provided through contract by the Issaquah Police Department; inmate management services are contracted with the City of Issaquah, King County, and the City of Sunnyside.

Per the ILA, the KCSO staffs North Bend with between 1 to 4 officers over the course of each 24-hour day, depending on the time of day, with an average of 2.4 officers per shift, and subject to an amendment in 2023 for additional service, Snoqualmie has hired eight additional full time equivalent police officers, one additional records administration person, and acquired four additional fully equipped patrol vehicles to provide a minimum of two officers on duty within North Bend city limits at all times for 18 hours a day, and a minimum of 1 officer at all other times of the day. These officers, as with the rest of the Police Department, are stationed at the Snoqualmie Police Station at 34825 SE Douglas Street in Snoqualmie, though spend substantial time on patrol in North Bend.

The Snoqualmie/North Bend Police Department provides law enforcement services to both Cities including traffic safety, community policing, accident and crime investigation, crime prevention, and public education. The department presently employs 14 officers and 3 support staff. The police station can accommodate up to 21 personnel at any given time if offices are shared during a shift, or roughly 39 for occupation throughout the day. Dispatch and jail service is provided through contract by the Issaquah Police Department; inmate management services are contracted with the City of Issaquah, King County, and the City of Sunnyside.

In 2026, the North Bend Annex Building at 126 E. 4th Street was remodeled to serve as the KCSO North Bend Branch Office, with space for on-duty officers, as well as providing rental offices for the Washington State Department of Fish and Wildlife. In addition, the KCSO operates a police sub station at the North Bend Premium Outlet Mall, 661 South Fork Ave SW, which serves as a local hub for North Bend officers to have a consistent presence in this area of the City.

No further expansion or modification of these offices the Police Station is are anticipated within the next six years, though depending on call service growth and priority call response times that necessitate

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additional police staff, ~~the station may need~~ additional work space may be needed within the next 15 years. ~~The facility was designed for a future expansion via a 3,360 square foot ground-level addition, which would accommodate an additional 21 officers and support staff. Alternative scenarios include a second-story expansion over the current station parking lot, or construction of a new police station on the municipal campus location next to the Fire Station on the SE Snoqualmie Parkway. Barring expansion or relocation, the police station's estimated replacement year is 2047. The Police Department's patrol vehicles are shared among the officers, with a vehicle assigned to every two officers. Patrol vehicles are on a 5-year rotational replacement schedule.~~

In 2024, the Snoqualmie/North Bend Police Department opened a Police sub station at the North Bend Premium Outlet Mall, 661 South Fork Ave SW, which will serve as a local hub for North Bend officers to have a consistent presence in this area of the City.

In ~~2024~~2026, the ~~Snoqualmie~~KCSO/North Bend Police Department operates ~~10-1~~ dedicated patrol vehicle for North Bend. In 2027, an additional 11 patrol vehicles will be added for the North Bend fleet. ~~s (including 4 for North Bend), 1 jail transport vehicle, and 2 supervisory/patrol vehicles.~~

Level of Service

Average response time for police emergencies: Call to arrival 5 minutes; Dispatch to arrival 3 minutes.

Adopted Plan

~~Police Service Contract Snoqualmie/North Bend Police Department, September 2012~~Interlocal Agreement Between King County and the City of North Bend Relating to Law Enforcement Services, January 20, 2026, or as updated. ~~Reevaluation of the Contract should be a priority to ensure community needs continue to be met. Current contract was initiated in 2019 and due expire on December 31, 2024. Prior to expiration an extension agreement or new contract will be executed.~~

B.8 Fire Protection

The City of North Bend has its fire protection provided by Eastside Fire & Rescue (EF&R), which was formed in 1999 as the consolidation of a number of Eastside fire departments to create a new fire and emergency medical service agency. A board of directors consisting of elected officials representing each of the agencies served governs the department. This includes a board member, and one alternate Board member, from the North Bend City Council. In 2020, the Board of Directors achieved a significant long-term milestone by successfully completing the formation of EF&R into a governmental Non-Profit Organization.

A North Bend Fire Station (station 87) was built in 2013, located at 500 Maloney Grove Ave. SE. Station 87, owned jointly by the City of North Bend and Fire District 38, is a 13,166 ~~Square~~square foot facility with five apparatus bays, one of which is a double length bay that can accommodate two vehicles or one longer ladder truck. The building is anticipated to accommodate the staffing and facility needs over the 20-year planning period. The station currently houses one of each: engine, tender, aid car, wildland brush truck and medic unit.

Eastside Fire & Rescue staffs the station with three Firefighter/EMTs 24 hours a day throughout the year. Bellevue Fire Department, under contract with King County EMS, additionally staffs a Medic Unit with two Firefighter/Paramedics 24 hours a day throughout the year at the station. .

The services provided to the City of North Bend by Eastside Fire & Rescue include an all-hazards response: fire protection and suppression, emergency medical service consisting of both advanced life support and basic life support, technical rescue, hazardous material mitigation, public education, mobile

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integrated healthcare, emergency management, and a fire prevention division. Emergency radio dispatch service is provided by North East King County Regional Public Safety Communication Agency (NORCOM), which is tied into the King County 9-1-1 system.

In addition to these services, special operation teams provide technical rescue, swiftwater rescue, and wildland firefighting capabilities. The fire prevention division includes review of development proposals and construction plans, construction site inspections, and fire safety (fire code enforcement) inspections. The fire prevention division also provides basic fire investigation, while arson investigation is through a contract with King County. Public education programs include fire station tours, school programs, and informational and educational presentations on a variety of subjects such as home and business safety, CPR and First Aid Training, and emergency preparedness.

All fire department agencies in King County Washington have an automatic mutual aid agreement in place. In essence, this agreement means that any fire department within the county that needs additional resources due to a particular emergency incident or multiple incidents can request resources from other agencies within the county. This mutual aid assistance is provided automatically and without cost to the requesting agency. The City of North Bend / Eastside Fire & Rescue falls under this automatic mutual aid agreement.

While this section addresses planning for the capital facility needs of fire protection agency services, note that broader wildfire prevention and mitigation measures and policies (as land use issues) are addressed in the Natural Hazards Preparedness and Mitigation section of the Energy and Sustainability Element.

Level of Service

Average response time –6 to 8 minutes

Adopted Plan

Eastside Fire and Rescue Interlocal Agreement, October 8, 2020, or as updated

B.9 Public Schools

The Snoqualmie Valley School District #410 serves the City of North Bend. School District facilities within the City include North Bend Elementary School, Opstad Elementary School, and Two Rivers Alternative School. The District does not have plans currently to construct additional school capacity within the City of North Bend and does not currently own undeveloped property located within the City. The District owns property located in unincorporated King County and just outside of the City's Urban Growth Boundary adjacent to Twin Falls Middle School, with that property identified as permissible a future school site development pursuant to the 2012 School Siting Task Force Recommendations as adopted as a part of the King County Comprehensive Plan.

In 2015, voters approved a 20-year Snoqualmie Valley School District bond for district-wide improvements to existing school facilities, the construction of a new Elementary School in Snoqualmie (on Snoqualmie Ridge), a major reconstruction and expansion of the Mount Si High School, and conversion of the Mount Si Freshman campus back to a Middle School.

The School Board recently accepted a long-range facilities recommendation from a Citizens' Facility Advisory Committee, which identified the rebuild and expansion of North Bend Elementary, Fall City Elementary and Snoqualmie Middle schools as the highest priorities within the district. The School Board is working with the community to identify options for future bond/capital levy planning related to these recommendations.

Commented [MM4]: Added cross reference responsive to Snoqualmie Tribe docket.

King County Code Title 21A.43 refers to “standard of service” that each school district must establish in order to ascertain its overall capacity. The standard of service identifies the program year, the class size, the number of classrooms, students and programs of special need, and other factors determined by the District that would best serve its educational program needs.

The Snoqualmie Valley School District Capital Facilities Plan includes the standard of service as established by the Snoqualmie Valley School District’s Board of Directors. The Capital Facilities Plan serves as the basis for the City’s collection of School Impact Fees on behalf of the School District. The City of North Bend adopts by reference the Snoqualmie Valley School District’s Capital Facilities Plan as a part of this Capital Facilities Element. The City Council could, in a given year, decline to adopt the District’s updated Capital Facilities Plan and, in such case, the City would not have a basis for collecting school impact fees on behalf of the District.

Level of Service

Please refer to the current adopted version of the Snoqualmie Valley School District Capital Facilities Plan which provides standards of service for class size.

Adopted Plan

(Adopted by Snoqualmie Valley School District): *Snoqualmie Valley School District Capital Facilities Plan*, as updated annually

B.10 Solid Waste Plan Summary

The City’s Solid Waste Management Plan and waste contracts are guided by RCW 70.95 Solid Waste Management – Reduction and Recycling. This statute establishes a comprehensive statewide program for solid waste handling, and solid waste recovery and/or recycling which will prevent land, air, and water pollution and conserve the natural, economic, and energy resources of the State of Washington.

King County’s ~~2013-2019~~ *Comprehensive Solid Waste Management Plan* presents the County’s strategy for managing the solid waste systems, garbage, and recycling services over the next 20 years.

To comply with the State of Washington RCW 70.95 (Solid Waste Management – Reduction and Recycling) and the King County *Comprehensive Solid Waste Management Plan*, the City of North Bend has a contract with Recology as the service provider for the collection of curbside recyclables, compost, and garbage (mixed municipal solid waste). The City allows Recology to bill the customers directly for the contracted waste collection service. North Bend also has a signed agreement with King County for the ~~dumping-transfer and disposal~~ of the solid waste. Contracts with solid waste providers shall consider management of wildlife and residents and how they can be buffered from conflicts.

Level of Service

Routine waste collection and disposal program, including curbside waste, recycling, and compost (yard/food waste) for all single-family residences.

Adopted Plan

City Contract with Recology, May 12, 2023, or as updated.

B.11 Affordable Housing

The Housing Element of the Comprehensive Plan provides a detailed description of the City’s housing needs, including affordable housing needs, level of service standards, and a forecast of anticipated future needs to meet levels of service standards. Affordable Housing funds may be used to develop affordable

housing. The Housing Element is also incorporated by reference as a part of the City's Capital Facilities Element.

Adopted Plan

6-Year Capital Improvements Plan, as updated annually.

C. GUIDELINES AND CRITERIA FOR SITING ESSENTIAL PUBLIC FACILITIES

The Growth Management Act and the King County Countywide Planning Policies (CPPs) require that each city and county establish a process for identifying and siting all essential public facilities, including federal, state, regional, or local proposals. The CPPs state that the Growth Management Planning Council shall establish a process by which all jurisdictions shall cooperatively site public capital facilities of a countywide or statewide nature. The process should include the following six steps:

1. A definition of the facilities;
2. An inventory of existing and future facilities;
3. Economic and other incentives to jurisdictions receiving facilities;
4. A public involvement strategy;
5. Assurance that the environment and public health and safety are protected; and
6. Consideration of alternatives to the facility, including decentralization, demand management, and other strategies.

C.1 Criteria for Siting Essential Public Facilities

Per RCW 36.70A.200, essential public facilities are those facilities that are typically difficult to site such as airports, state education facilities, and state or regional transportation facilities as defined in RCW 47.06.140, state or local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020. No local comprehensive plan or development regulation may preclude the siting of essential public facilities.

Criteria for siting public facilities shall include the following components:

- The State shall provide a justifiable need for the public facility and its location in North Bend based upon forecast needs and a logical service area.
- The State shall establish a public process by which residents of North Bend have an opportunity to participate in a meaningful way in the site selection process.

The City of North Bend will continue to work with King County and other jurisdictions in the decision making process for the siting of county, regional, or state public capital facilities. The City will be a strong advocate for early involvement and broad public participation in the process for siting essential public facilities, and will not preclude the siting of essential public facilities within its boundaries. For the siting of local public capital facilities, the City will follow a process that includes the six steps as outlined above.

D. GOALS AND POLICIES

CF - Goal 1: Provide adequate capital facilities and services necessary to serve the community's existing and future development while maintaining adopted level of service standards.

Chapter 6 – Capital Facilities Element 2026 Update (Res. ~~2119~~....., Exhibit A)
North Bend Comprehensive Plan 2024 (Ord. 1824)

Policies:

CF - 1.1 Ensure new development meets the required level of service through a concurrency test consistent with the City's concurrency regulations.

CF - 1.2 Work to ensure facility costs do not exceed the projected revenue. If facility costs exceed revenue then consider alternatives: reduce the level of service to be provided, reduce the cost of proposed facilities, and/or revise the Land Use Element of the Comprehensive Plan to balance the demand for facilities with revenue sources.

CF - 1.3 Require that development proposals be reviewed for available capacity to accommodate development and needed system improvements by the various providers of services, such as sewer, water, streets, flood protection, police, fire department, parks, general governmental services, and schools.

CF - 1.4 Ensure ample public input opportunity and tribal coordination to participate in the planning for capital facility improvements.

Commented [MM5]: Addressing Snoqualmie Tribe docket.

CF - Goal 2: Ensure that the Capital Facilities Plan anticipates and provides for the ongoing maintenance and operation.

Policies:

CF - 2.1 Emphasize the following concepts in the management of capital facilities:

- a. Provide preventative maintenance and provide cost-effective and timely replacement of aging elements;
- b. Plan for the orderly extension and upgrade of capital systems while recognizing that system extensions associated with new development should be the responsibility of those desiring service; Regularly inspect systems to ensure conformance with design standards; and
- d. Reduce the potential for service rate increases through effective fiscal management and fair and equitable rate structures.

CF - 2.2 Identify established priorities and replace existing sewer lines that are in poor condition in order to reduce inflow and infiltration and to increase the availability of capacity in the sewage treatment system.

CF - 2.3 Establish and maintain a regular backflow prevention device inspection program to prevent contamination of the water system.

CF - 2.4 Establish and maintain a regular inspection and maintenance program for catch basins, oil and water separations, and detention ponds to keep the storm damage system functioning properly.

CF - 2.5 Establish and maintain a sewage pretreatment program for users that contribute heavy metals to the wastewater treatment plant.

CF - 2.6 Establish and maintain an affordable housing capital facilities program.

CF - Goal 3: Develop Capital Facilities in a manner that minimizes adverse impacts, encourages public participation, and maximizes opportunities.

Policies:

CF - 3.1 Implement best management practices available to ensure discharge of wastewater is handled to the highest environmental standard available ensuring river health~~1~~, including, but not limited to, prioritization of investments in which make progress to support water quality and temperature improvement. Where feasible, the City will make low impact development (LID) the preferred approach to site development. LID is a stormwater and land use management strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning and distributed stormwater management practices that are integrated into a project design.

Commented [MM6]: Addressing Snoqualmie Tribe docket and earlier addition to the Wastewater Section noting importance of addressing temperature impacts.

CF – 3.2 Support and encourage the joint development and use of cultural and community facilities and co-location of facilities with other governmental or community organizations where these are areas of mutual concern and benefit.

CF – 3.3 Promote high quality design and site planning for the construction of capital facilities, taking into consideration future climate related stressors.

CF – 3.4 Provide outreach and notification to solicit and encourage the involvement of citizens, tribes, and agencies in the siting of capital facilities.

Commented [MM7]: Edits responsive to Snoqualmie Tribe docket.

CF – 3.5 Require that new capital facilities, including road improvements, are designed to enhance adjacent community assets such as parks, landmarks, and historic sites.

CF – 3.6 Encourage the multiple-use of corridors for major utilities, trails, habitat corridor linkages, and transportation rights-of-way.

CF – 3.7 Investigate the opportunity to use an exclusive utility franchise agreement to work with the local utility providers to develop a plan that will eliminate overhead utility lines.

CF – 3.8 Ensure opportunities are available to incentivize citizens to address failing septic systems and increase awareness of existing programs to residents, especially those bordering sensitive areas.

Commented [MM8]: Note: Snoqualmie Tribe docket requested requiring replacement of rather than just incentivizing failing septic systems. Regulation of septic systems including replacement are not addressed by North Bend but by King County Health. The City requires King County health approval prior to reliance on any existing septic system for proposed building revisions, but otherwise is not involved in inspection, certification, or required corrective actions for existing systems. The City has an replacement incentive program in NBMC 13.28 which offers loans to low-income qualifying households.

CF – 3.9 Investigate opportunities to convert properties on septic system to sewer as funding becomes available.

CF – 3.10 ~~Support and encourage~~Incorporate long term planning for climate change scenarios and climate change adaptations in capital facilities planning. Where possible, seek locations for locate critical infrastructure and essential public services out of potential future hazard areas, including the 500-year floodplain, high fire danger areas, and steep slope or landslide hazard areas, away from the 500-year floodplain to minimize potential future hazards.

Commented [MM9]: Edits responsive to Snoqualmie Tribe docket.

CF – 3.11 Collaborate with WSDOT, King County, and neighboring jurisdictions to plan and prioritize public and private culvert upgrades to ensure fish passage barrier removal, adequate projected stormwater passage, and continued climate-related adaptations to handle water passage into the future.

CF - Goal 4: Finance North Bend's needed capital facilities in the most economic, efficient, and equitable manner possible.

Policies:

CF - 4.1 Ensure that the burden for financing capital improvements is borne by the primary beneficiaries of the facility.

CF - 4.2 Consider long-term borrowing appropriate for financing capital facilities that benefit more than one generation of users.

CF - 4.3 Determine which services or facilities are most cost-effectively delivered by the City and which services should be contracted.

CF - 4.4 Where possible, use special assessment, revenue, and other self-supporting bonds instead of tax-supported general obligation bonds.

CF - 4.5 Adopt impact fees when legally authorized to mitigate the costs of existing or future new public facilities to serve economic impacts of development.

CF - 4.6 Review the growth projections and capital facilities plans at least every other year before the City budget process to ensure that development does not out-pace the City's ability to provide and maintain adequate public facilities and services.

CF - 4.7 Ensure adequate staffing to enable the City to provide improvements necessary to the City's capital facilities to maintain adopted level of service standards.

CF - 4.8 Phase the development of capital facilities to provide sufficient lead-time in financing, planning, and construction in order to provide the facilities when needed.

CF - 4.9 Coordinate the City's land use and public works planning activities with an ongoing program of long-range financial planning to conserve fiscal resources available to implement the Capital Facilities Element.

CF - 4.10 Ensure that fiscal policies to direct expenditures for capital improvements are consistent with other Comprehensive Plan elements.

CF - 4.11 Ensure that all city departments review changes to the Capital Facilities Element.

CF - 4.12 Monitor annually school, fire, police, park, waste disposal, and other capital facilities to ensure that existing and future needs are met.

CF - 4.13 Annually consider adoption by reference the Snoqualmie Valley School District Capital Facilities Plan. The City of North Bend shall collect on behalf of the District the most current school impact fee.

CF - 4.14 Achieve a bond rating of A+ or better to lower the cost for securing funding for capital improvements.

CF - Goal 5: Provide a full range of cost-effective services to residents within North Bend City boundaries and the Urban Growth Area as annexed.

Policies:

CF - 5.1 Coordinate with water districts and surrounding jurisdictions to ensure that requirements for future water supply and water quality will be met.

CF - 5.2 Provide an adequate water supply and distribution system at all times for all domestic use and for fire flow and fire protection, and while protecting water quality by allowing sufficient water flows.

CF - 5.3 Develop a long-range capital facilities program that anticipates the extension of public sewer and water to all residential areas of the City of North Bend.

CF - 5.4 Extend utility service to the North Bend UGA only pursuant to a pre-annexation agreement. .

CF – Goal 6: Provide a full range of cost-effective services to commercial and industrial uses within North Bend City boundaries.

Policies:

CF – 6.1 Coordinate with Water districts to ensure that requirements for future water supply and water quality will be met for non-residential users.

CF – 6.2 If a moratorium is declared by the Sallal water district, the city shall consider assumption of services.

CF – 6.3 If Sallal water district is unable to serve water to a property owner, the City shall consider support of application for City service.

CF - Goal 7: Protect the interests of the City and its residents in the siting of essential public facilities as defined in RCW 36.70A.200.

Policies:

CF - 7.1 Base decisions for siting of essential public facilities upon criteria including, but not limited to, the following:

- a. Justification of need and location in area of North Bend;
- b. Specific facility requirements (acreage, transportation access, etc.);
- c. Land use compatibility;
- d. Potential environmental impacts;
- e. Potential traffic impacts;
- f. Consistency with the Comprehensive Plan;
- g. Public process for meaningful participation of the residents of North Bend;
- h. Essential public facilities that are countywide or statewide in nature (e.g., solid waste and/or hazardous waste facilities) must meet existing state law and regulations requiring specific siting and permitting requirements; and
- i. Impact on public health, safety, welfare, and property values by siting of essential public facilities.
- j. Consider future climate conditions during siting and design of capital facilities, including changes to temperature, rainfall, and flooding to help ensure they function as intended over their planned life cycle.

Commented [MM10]: Edits responsive to Snoqualmie Tribe docket.

CF – 7.2 Participate in regional processes for determining the location of essential facilities.

E. SIX-YEAR FINANCING PLAN

Under the Growth Management Act (GMA), the Capital Facilities Element is required to address all public facilities except transportation which is addressed separately in the Transportation Element. According to the GMA, public facilities and services shall be adequate to serve the development without decreasing the level of service described in the Comprehensive Plan. This section includes a discussion of existing and potential revenue sources, debt capacity, options for using debt financing to fund needed improvements, and an overall Capital Facilities summary of the finance plans for individual facilities. North Bend uses a number of different financing sources to pay for capital projects. The following paragraphs contain a summary of ~~such potential~~ the following existing and potential funding sources: grants; loans; taxes; endowments; special improvement districts; bonds; capital facility charges; and impact fees.

E.1 General Fund Taxes

General fund taxes may be used to pay for construction of public facilities not financed by other dedicated funds. Streets, police buildings, and general governmental buildings such as a City Hall, are often funded in part by general fund taxes.

E.2 Special Improvement Districts

Road Improvement Districts, Business Improvement Areas, Utility Local Improvement Districts, and Special Assessment Districts are used to finance projects within a specific geographic area, as opposed to those that will serve the entire city. These projects are paid by assessments against the properties benefited by the improvements. For instance, Utility Local Improvement Districts (ULID) financing is tool that is frequently applied to water or sewer system extensions. Typically, ULIDs are formed by the City at the written request of the property owners within a specific area. Upon receipt of a sufficient number of signatures on petitions, the local improvement area is defined, needed improvements are identified, and an assessment system is designated for that particular area in accordance with state law. Each separate property in the ULID is assessed in accordance with the special benefits the property receives from the system improvements.

E.3 Special Revenue Funds

Special revenue funds account for revenues derived from specific taxes, grants, loans, or other sources that are designated to finance particular activities of the City. An example is the Real Estate Excise Tax which is assessed upon the sales price of ~~taxes~~ real estate transactions.

E.4 Washington State Public Works Trust Fund Loans

Public Works Trust Funds are also considered special revenue funds for capital projects. They are loans from the State Department of Community, Trade, and Economic Development.

E.5 Bonds

As of ~~2015-2026~~ the city has earned an AA+ bond rating on its general obligations bonds and an AA- ~~bond rating on its revenue bonds, which allows the City to secure lower rates on loans and bonds.~~ The City should endeavor to maintain or improve this rating. Such bonds include:

General Obligation Bonds

General Obligation (GO) Bonds are backed by the full faith and credit of the City, including its taxing authority and available sources of revenue, value of the property within the jurisdiction (its full faith and

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~~credit~~). There are two types of General Obligation Bonds: voter-approved ~~(or unlimited tax general obligation bonds, UTGO)~~ and councilmanic ~~(or limited tax general obligation bonds, LTGO)~~, which ~~can~~ be approved by the City Council without voter approval. ~~Voter-approved UTGO bonds must be approved by 60 percent of voters, with principal and interest debt service payments supported by a dedicated excess property tax levy will increase the property tax rate with the increased revenues dedicated to paying principal and interest on the bonds. In contrast, LTGO bonds do not provide for any additional revenue to fund debt service payments. Debt service payments must be paid from existing revenue sources, and as a result, will not be available for other government operations. The North Bend City Council could approve councilmanic bonds without the need for voter approval. Principal and interest payments for councilmanic bonds come from general government revenues without a corresponding increase in taxes. This method does not use a dedicated funding source. As a result, general fund moneys required for pay-back will not be available for other government operations.~~

Revenue Bonds

Revenue bonds may be issued to finance projects for any enterprise that is self-supporting, such as the City's water, sewer, or stormwater utility system. ~~The revenue received from the utility for which the bonds are issued finances the capital facility or infrastructure.~~ A portion of the utility charge is set aside to pay off the bonds as well as capital facility charges designated for each utility.

E.6 Grant and Loan Programs

North Bend may use various grants and loans to fund facilities. Potential sources are as follows:

- Community Development Block Grants
- Interagency Committee for Outdoor Recreation (IAC)
- Farmers Home Administration (Water & Wastewater Development Program; Community Facilities Program)
- Community Economic Revitalization Board
- ~~Centennial Clean Water Fund Program~~
- Drinking Water State Revolving Fund
- Non-Point Water Quality Grants Program
- ~~Transportation Improvement Board~~
- Surface Transportation Funds

E.7 Facility Connection Charges

State law allows Cities to charge a fee for connection to a sewer, water, or storm drainage system which the City presently does. ~~These fees are generally referred to as a general facility charge (GFC).~~ The ~~fee~~ GFC may be calculated based on reimbursement for a share of the cost for facilities already constructed and facilities that the utility will need to construct in the future.

E.8 Impact Fees

The Growth Management Act (GMA) authorizes cities to impose certain types of impact fees on new development. These fees should pay for the development's proportionate share of the cost of providing the public facilities needed to serve the development. Impact fees are collected for schools, transportation projects (including streets and sidewalks), bicycle facilities and trails, parks and open space, and fire protection.

E.9 SEPA Mitigation

The State Environmental Policy Act authorizes cities to identify project impacts and require mitigation consistent with adopted policies and standards as a condition of development approval. This mechanism is commonly used where specific facility charges and impact fees do not adequately address mitigation of development impacts.

E.10 Endowments

Capital facilities can be funded with a grant of money from donors set aside specifically to fund the construction of particular designated facilities.

E.11 Limitations on Municipal Indebtedness

The Washington State Constitution places limits on the amount of general obligation debt that any city may incur. As prescribed by ~~statutes of the State of Washington~~ RCW 39.36.020, the unlimited tax general obligation indebtedness permitted for cities, subject to an approving 60 percent majority vote of registered voters at an election at which 40 percent of those who voted at the last general election cast a ballot, is limited to 2.5 percent of assessed value for general purposes, 2.5 percent for certain utility purposes and 2.5 percent for open space, park facilities and capital facilities associated with economic development. Within the 2.5 percent of assessed value for general purposes, a city may, without a vote of the electors, incur general obligation indebtedness in an amount not to exceed 1.5 percent of assessed value. Additionally, within the 2.5 percent of assessed value for general purposes, a city may, also without a vote of the electors, enter into leases if the total principal component of the lease payments, together with the other non-voted general obligation indebtedness of the city, does not exceed 1.5 percent of assessed value. The combination of unlimited tax and limited tax general obligation debt for general purposes, including leases, cannot exceed 2.5 percent of assessed value, and for all purposes cannot exceed 7.5 percent of assessed value. The City intends to always pursue the highest bond rating possible, therefore reducing indebtedness is a priority.