

VIII: CAPITAL FACILITIES PROGRAM

Overview:

The recommended Parks Capital Facilities Program has been developed by staff and the North Bend Parks Commission in consideration of the level of service standards identified in this plan and in consideration of the public input provided to the Parks Element update process, including survey information, and the public workshop.

It is recommended that the Park Capital Improvement Program be reviewed annually in conjunction with revenue projections and that necessary adjustments be made if park revenue projections increase or other fund sources become available.

Project Descriptions:

Downtown Civic Plaza: A public plaza, associated with the proposed City Hall and Civic Center in the downtown core, will provide space for public events such as art walks, farmer's markets, and outdoor concerts.

Torguson Park Landscaping w/ Picnic Tables: To compliment the recreational fields, supplemental landscaping will be provided to enhance/beautify the park. Areas to be landscaped include around the soccer field, the tot-lot area, the climbing structure area, in and around the parking lot, and along the Snoqualmie Valley Trail. In areas of lawn or along trails, picnic tables will be provided.

Torguson Park Backstops and Training Area: The backstops and fencing for the 5 most westerly ball fields needs to be replaced and larger canopies placed over the home plate. Training areas would also be added around the baseball fields consisting of batting and pitching cages of a more permanent nature, including fencing and netting.

Torguson Park New Restroom and Concession Building: A new restroom and concession building should be built within the center of the four western quad fields to enable easier restroom access for ballfield users.

Torguson Park Trail: A multi-purpose loop trail is to be constructed through the park, providing connection to the Snoqualmie Valley Trail and the various entrances to the park, consistent with the layout established in the 2010 Torguson Park Master Plan. The trail is to be constructed of asphalt to allow the use of bicycles, strollers, wheelchairs, etc. A later phase of the project should also include seeking an easement across the adjacent business property to provide an improved pedestrian connection to align with Orchard Drive SE to complete the "Downtown Loop" envisioned in the Downtown Master Plan.

Torguson Park Plaza and Sidewalk Improvements: At the northern end of the parking lot, a concrete or brick paver plaza area should be provided, with concrete sidewalks connecting to the restroom building, parking lot, tot lot and the proposed picnic shelter, consistent with the conceptual design in the 2010 Torguson Park Master Plan.

Torguson Park Picnic Shelter: A picnic shelter is to be provided in the park for family and group events and gatherings, as are often associated with athletic fields. The shelter would be located at the northern end of the parking lot, immediately east of the tot lot and proposed plaza area. The shelter should include basic picnic facilities such as tables, barbeque stands, water faucets (or sinks) and lighting.

Torguson Park Turf Improvements: The existing westerly five fields are to be refurbished and upgraded to a sand base to eliminate trip hazards and uneven surfaces through stripping, re-grading, re-seeding, etc. and the fields installed with irrigation and drainage systems.

Torguson Park Skate Park Improvements: The existing skate park is a popular and heavily used facility, and should be expanded or improved with additional features and facilities to accommodate increased usage from new growth.

E.J. Roberts Park Bridge: A new pedestrian bridge is needed to replace the existing bridge, which has deteriorated beyond the ability to provide repairs.

E.J. Roberts Park Picnic Shelter: A picnic shelter is needed for this popular park for group picnic events. The shelter would be constructed similar to the one proposed for Torguson Park.

Tanner Trail Right-of-Way Acquisition: Tanner Trail, Phase 1 was constructed in 2002 and begins at Bendigo Blvd, proceeds along the abandoned BN Railroad right-of way, and terminates at Orchard Street. Additional BNR right-of-way is available out to 436th Avenue SE for further extension of the trail system and interconnection with the Snoqualmie Valley Trail. This will complete the preservation of the proposed trail system through the southerly portion of the city with links to regional facilities. This system will also provide for the pedestrian needs along the south side of North Bend Way in lieu of requiring a sidewalk next to or close to the street on that side.

Tanner Trail Construction: A paved or gravel trail will be constructed within the Tanner Trail right-of-way adjacent to North Bend Way, described above.

Tanner Trail / Snoqualmie Valley Trail Junction Improvements: The junction of the Snoqualmie Valley Trail, Tanner Trail, and North Bend Way is an important junction for both local and regional trail users and is also an important corridor for elk and other wildlife crossing under I-90 at this location. Improvements would be made to make the Snoqualmie Valley Trail crossing of North Bend Way more visible and safe for pedestrians and motorists. A small parking lot would be built for trail users with formalized trailheads to the Snoqualmie Valley Trail and Tanner Trail. Native landscape improvements would be provided to enhance wildlife cover for the crossing area. The project is anticipated as a joint city/King County project. Additional planning and coordination with King County needs to be done and a site plan developed with cost estimates before this facility can be formally placed in the capital facilities plan.

Dahlgren Family Park:

Upon dedication to the City, the 2.5-acre park to be dedicated through the Tanner Landing Master Plan Overlay District Regulations in NBMC 18.10.025 should be developed with park and picnic facilities. Park facilities should be designed consistent with that provided by King County in the adjacent Tanner Landing Park such that the two adjacent parks work as one cohesive whole.

Tollgate Farmhouse Restoration: Purchased as part of the Tollgate Farm, the farmhouse is in need of repair and restoration. In 2003, a restoration plan was developed by Tonkin Hoyne Architects. The first item to be addressed was the sealing of a large hole in the roof and subsequent re-roofing of the entire structure. This prevented water from entering through the top of the house. However, additional exterior improvements are needed to keep the structure sound. These include reconstructing the foundation, repairing the outside, painting the exterior, and installing windows and secure doors. Further phases include interior reconstruction and exterior entry improvements.

Tollgate Farm On-Site Trails & Pasture Fencing: The Master Plan for Tollgate calls for the development of a trail system in the Central Meadow that would link to roadway sidewalks on North Bend Way and SR202. This trail would eventually tie into a connection to the Snoqualmie Valley Trail. Additionally, fencing would be installed along the trail to keep separation between pedestrians and livestock allowed to graze in the fields.

Tollgate Farm Athletic Fields, Play Structure, Trees: Per the Tollgate Master Plan, the athletic fields and tot lot would be graded and constructed at the west end of the central meadow. Work would include necessary backstops, fencing, ground preparation, seeding, irrigation, drainage and bleachers. A tot lot would also be developed to accommodate the younger crowd, including a slide, swings, climbing facilities, etc. Additionally, the heirloom apple trees along North Bend Way would be restored through proper pruning, thinning, fencing for protection, and clearing of the areas around the trees.

Tollgate Water & Sewer Extensions/Connections: To adequately serve the site, water and sewer mains and services need to be extended to the site. The extension would proceed under the railroad tracks and under West North Bend Way to the Tollgate site. The main would then proceed east along West North Bend Way and tie into the existing main at the intersection of West North Bend Way/Sydney Avenue. Sewer would be extended from the main to be installed on NW 8th Street and then proceeding along West North Bend Way to the site of the bathrooms at the Tollgate athletic fields. The utility extensions are anticipated to occur through a ULID for both water and sewer, formed to assist in financing the facilities in the general area with other contributing property owners.

Tollgate Farm Restrooms, Parking, & Picnic Area: To support the proposed athletic fields and make the Tollgate farm area more accessible to the general public, a parking lot will be constructed per the Tollgate Master Plan. This will include grading, base construction, paving, curb, gutter, drainage, runoff controls and treatment, striping, signage, landscaping, bike racks, gating, and other amenities to compliment the athletic fields. Restrooms and maintenance building would also be built to accommodate the players and attendees to the park and to store maintenance equipment/supplies. The restrooms would be served by City water and sewer. Picnic facilities around the athletic area would be developed with the inclusion of benches and tables.

Tollgate Farmstead Improvements: The Tollgate Farm Master Plan anticipates the area around the Tollgate Farmhouse as an interpretive and multi-use farmstead area that can be used as a venue for activities and events such as the North Bend Farmers Market, weddings and other small-scale outdoor gatherings. The site is also anticipated for a pea-patch garden and/or demonstration garden and a small interpretive apple orchard. Additional facility planning and a site plan with cost estimates needs to be developed before this can be formally added to the Capital Facilities Plan.

Pedestrian Trail from City to Tollgate Farm: From the west end of the West North Bend Way bridge over the South Fork Snoqualmie River, along West North Bend Way, and then to the driveway entrance to the parking lot, with an intermediate connection to the on-site trail, a sidewalk would be extended for pedestrian access from downtown to the farm/athletic fields. Work would include approximately 3,300 linear feet of curb, gutter, landscape strip, street trees, and 8-foot wide concrete sidewalk for the entire length of the improvement.

Meadowbrook Farm Trail, Phase 2 Snoqualmie Valley Trail Connector: A trail would be constructed east across Meadowbrook Farm from the Meadowbrook Farm Interpretive Center building and Boalch Avenue Trail to the Snoqualmie Valley Trail. The trail would provide connectivity of the interpretive center to the heavily used Snoqualmie Trail, and would allow fieldtrips and groups at the Interpretive Center access to the trail to the big cedar, located east of the Snoqualmie Valley Trail.

Meadowbrook Farm Elk Viewing Area and Swing Rock Interpretive Site: The site of the original Meadowbrook Barn, adjacent to the Swing Rock west of SR-202 and just south of the city limit line between North Bend and Snoqualmie, is anticipated as an area for elk viewing and interpretation of the Swing Rock, a location of great significance in the origin story of the Snoqualmie Tribe, and interpretation of the history of the Meadowbrook Dairy Farm. The project is anticipated as a joint project of the Cities of North Bend and Snoqualmie, the Snoqualmie Tribe, and the Meadowbrook Farm Preservation Association. Improvements anticipated include a small parking area, elk viewing platform (likely atop the old silo foundation), a trailhead

crossing under SR-202 through the existing cattle underpass, interpretive signage, and native landscape improvements. Additional facility planning and a site plan are needed with cost estimates before this facility can formally be placed in the capital facilities plan.

William H. Taylor Park Improvements: A new platform/track crossing and park entry would be constructed at the terminus of Ballarat Avenue, in association with the proposed right-of-way improvements at that location, creating a more visible and direct access to the depot from Ballarat and McLelland, and improving pedestrian access and safety. In association with the new crossing, the platform plaza area would be extended from the depot to the new crossing, and the landscaping in this area (west of the depot) would be reconfigured to improve visibility and create a terminal viewpoint into the park from Ballarat Avenue (providing a better connection to the downtown). The proposal would include a veteran's memorial flagpole in association with the landscape improvements. Improvements to the park would also be made at Park Street to improve pedestrian access and safety and better link the park with Si View Park to the south.

Additionally, a covered outdoor enclosure may be constructed, immediately east of the terminus of the existing tracks and within the railroad corridor, to house a locomotive or other railroad artifact, similar to the log pavilion in Snoqualmie. The Northwest Railway Museum would secure the funding for the design and installation, and be responsible to maintain the railroad-related enclosure. The design shall be approved by the City. The City and the Northwest Railway Museum would partner on funding the platform and outdoor enclosure improvements, and would enter into an ILA agreeable to both parties for the outdoor enclosure.

North Bend Way Roundabout Re-landscaping: Terracing would be added to the roundabout to create a stepped, naturalistic landscape design in the roundabout, reflecting North Bend's mountain-culture atmosphere. Project components would include placing granite boulders, areas of river cobble, terraced mounds of soil, and additional trees and shrubs characteristic of the Cascade Mountains.

Riverfront Park Improvements and South Fork Snoqualmie Right Bank Levee Trail: Improvements to Riverfront Park would be minimal in nature to maintain the natural, forested character of the site. Small clearings could be made to provide spaces for picnic tables, a restroom, a minimal parking area, and small-scale recreational features such as trail exercise stations or other such low-impact but interactive installations. In addition, improvements would be provided to formalize the trail along the levee between Bendigo Boulevard and W. North Bend Way, including graveling, bollards, signage, and benches. Additional facility planning and a site plan are needed with cost estimates before this facility can be formally placed in the capital facilities plan.

South Fork Snoqualmie Left Bank Levee Trail: The existing informal levee trail between Bendigo Boulevard and W. North Bend Way would be improved with a gravel surface. In addition, approximately 500 feet of new trail would be constructed around the private property on the southern end of the route.

