



# North Bend Downtown Master Plan



# Acknowledgements

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This plan was made possible due to the hard work and dedication of the North Bend Downtown Master Plan Task Force and citizen participants.

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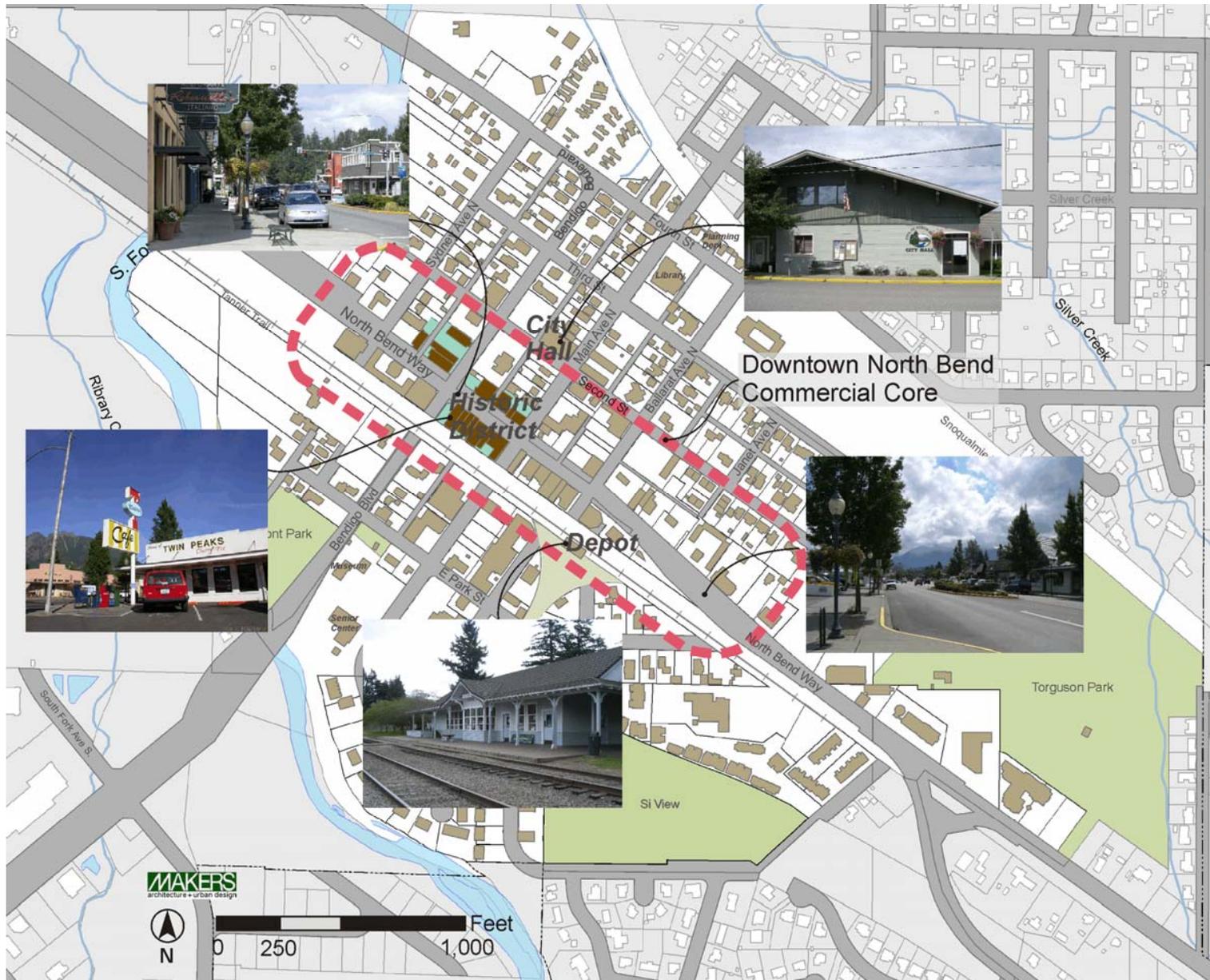


Figure 1. Downtown North Bend

# Introduction



North Bend, Washington is located approximately 30 miles east of Downtown Seattle along the I-90 corridor. The heart of downtown North Bend extends for approximately six blocks along either side of North Bend Way. Once a state highway and major through-traffic route, North Bend Way changed significantly with the completion of Interstate 90 in the 1970's. This change presented both challenges and opportunities; while the reduced through traffic impacted what were historically auto-oriented business, it has also allowed for a transformation to a more pedestrian-friendly public spine.

A number of downtown improvements have occurred in recent years; the City designated a Downtown Commercial Historic District covering 17 historic buildings in the downtown core in 2000, and several programs designed to stimulate maintenance and redevelopment of the designated structures have been implemented. Several new businesses have located downtown and renovated historic structures. To date, six of the designated historic buildings have been renovated.

The pedestrian environment downtown has also recently transformed. Wider sidewalks, street trees and pedestrian lighting have been installed along North Bend Way from just west of Sydney Avenue to East Park Street; pedestrian lighting has been installed along Ballarat Avenue north of North Bend Way, and a number of traffic and pedestrian improvement projects are planned for the downtown core.

During the development of its Comprehensive Water Plan in 1999, the City found that demand for water had exceeded the rights for withdrawal from Mt. Si spring and voluntarily went into a development moratorium to curtail any additional requests for water. The City has been continually working with the Department of Ecology (DOE) on their 1992 water right application, and is expecting to come to an agreement with the City of Seattle early in 2008 which will identify new water sources and end the moratorium.

In 2006, the North Bend Economic Development Council (EDC) developed a Market Analysis which found that there was opportunity for retail growth in North Bend. The EDC made several recommendations which will help North Bend capitalize on these growth opportunities. The Downtown Master Plan used the recommendations of the Market Analysis to guide plan development.

The recent private and public investment in commercial areas, the findings of the Market Analysis, and the expected end of the water moratorium will invariably spur new development downtown. It is at this stage that long-term planning and policy implementation are most needed to guide growth in a manner consistent with the community's vision.

# Purpose

The Downtown Master Plan is intended to guide North Bend's revitalization and economic growth for the next 20 years. It recommends short and long-term physical and economic improvements that will establish Downtown North Bend as a vibrant retail/commercial district while preserving its small town character. Plan recommendations are intended to accomplish the following goals:

- Goal 1:** Create a safe and welcoming downtown to stimulate increased activity.
- Goal 2:** Inspire new business investment in the downtown in order to improve real estate values, occupancy levels, employment opportunities and consumer activity.
- Goal 3:** Improve vehicular access to and through downtown via traffic management, street improvements, and rerouting (where practical and feasible), while maintaining North Bend's historic and small town character.
- Goal 4:** Identify "Opportunity Sites", where new, targeted development will have the most impact.
- Goal 5:** Improve parking capacities at a scale that does not negatively impact pedestrians and enhances the urban landscape.
- Goal 6:** Amend the Municipal Code where necessary to promote economic growth and new business, while maintaining North Bend's historic and small town character.
- Goal 7:** Integrate parks, open space, river access points, and pedestrian links with downtown. Encourage places for people to gather, interact and shop

- Goal 8:** Improve and create safe and welcoming pedestrian and bicycling linkages to the downtown to promote increased activity.
- Goal 9:** Establish an implementation process that ensures the Master Plan is carried out.



Figure 2. Façade and streetscape improvements in North Bend

# Process

In June of 2007 the City of North Bend hired consultants Makers architecture and urban design (urban planning) and WHPacific (traffic engineering) to assist with the development of the North Bend Downtown Master Plan. The City also formed a Task Force of key stakeholders, including City Council representatives, Planning and Economic Development Commissioners, and area property and business owners to guide the process. The Task Force, City and consultant team worked closely to confirm and clarify plan goals, identify potential development opportunity sites, and brainstorm a number of other improvement projects. The team reviewed and built on relevant reports and information, including recently updated zoning requirements, the Market Analysis Report prepared by the North Bend Economic Development Commission, and the North Bend Comprehensive Plan/Vision Plan (1992).

Two well-attended open houses were held at the start and end of the planning process. Community members;

- Identified and discussed community goals and concerns.
- Reviewed and prioritized plan recommendations.



*Figure 3. Task Force workshops and community open houses helped shape plan recommendations*

# Vision

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North Bend sits at the center of an impressive array of year-round recreational and tourism opportunities. These activities include skiing, hiking, camping, bicycling, kayaking, climbing, and—potentially—shopping and relaxing in downtown North Bend. The city is also in close proximity to the new Casino Snoqualmie and an easy 30 to 40-minute drive from the Seattle metropolitan area. In addition to its prime recreational location, North Bend is also set within an impressive visual environment of rivers, mountains, and scenic vistas.

The objective of this plan is to make those assets the backbone of an economic development strategy that will create a vibrant and economically robust downtown North Bend and encourage supporting employment opportunities just outside the core. The philosophy behind this plan is to build on existing strengths and use those strengths for the economic benefit of downtown. The downtown improvements needed to promote this strategy include:

- **Developing an Image.** Downtown needs to develop an image as an interesting place people want to visit.
- **Improving Overall Appearance.** As a complement to its impressive setting, downtown needs to be seen as equally attractive.
- **Increasing Convenience.** Healthy downtowns are convenient downtowns. Being a convenient-to-use downtown attracts customers.
- **Building Positive Momentum.** Downtown North Bend needs a positive spirit to move ahead. Building on projects the community has the resources to implement now are the core of a feasible development strategy.

- **Creating an Organization.** Develop a Downtown Advocacy Committee to pursue Plan recommendations by assisting with implementation, promotions, strategy and other downtown improvement efforts. Consider recruiting members of the existing Taskforce formed to guide the development of the Downtown Master Plan for the new Downtown Advocacy Committee.

The North Bend Downtown Plan presents a program of development components and actions that are designed to capitalize on the downtown's existing strengths and opportunities. Key project recommendations, illustrated in the Master Plan graphic in Figure 4, include:

- Strategies to redevelop key Opportunity Sites downtown.
- Projects to improve awareness of, connection to, and interest in downtown.
- Projects to improve open spaces.
- Projects to link the recreational and commercial assets of the area.
- Projects to encourage pedestrian activity and safety.
- Projects to improve vehicular circulation and access to parking.
- Strategies to encourage desired development.

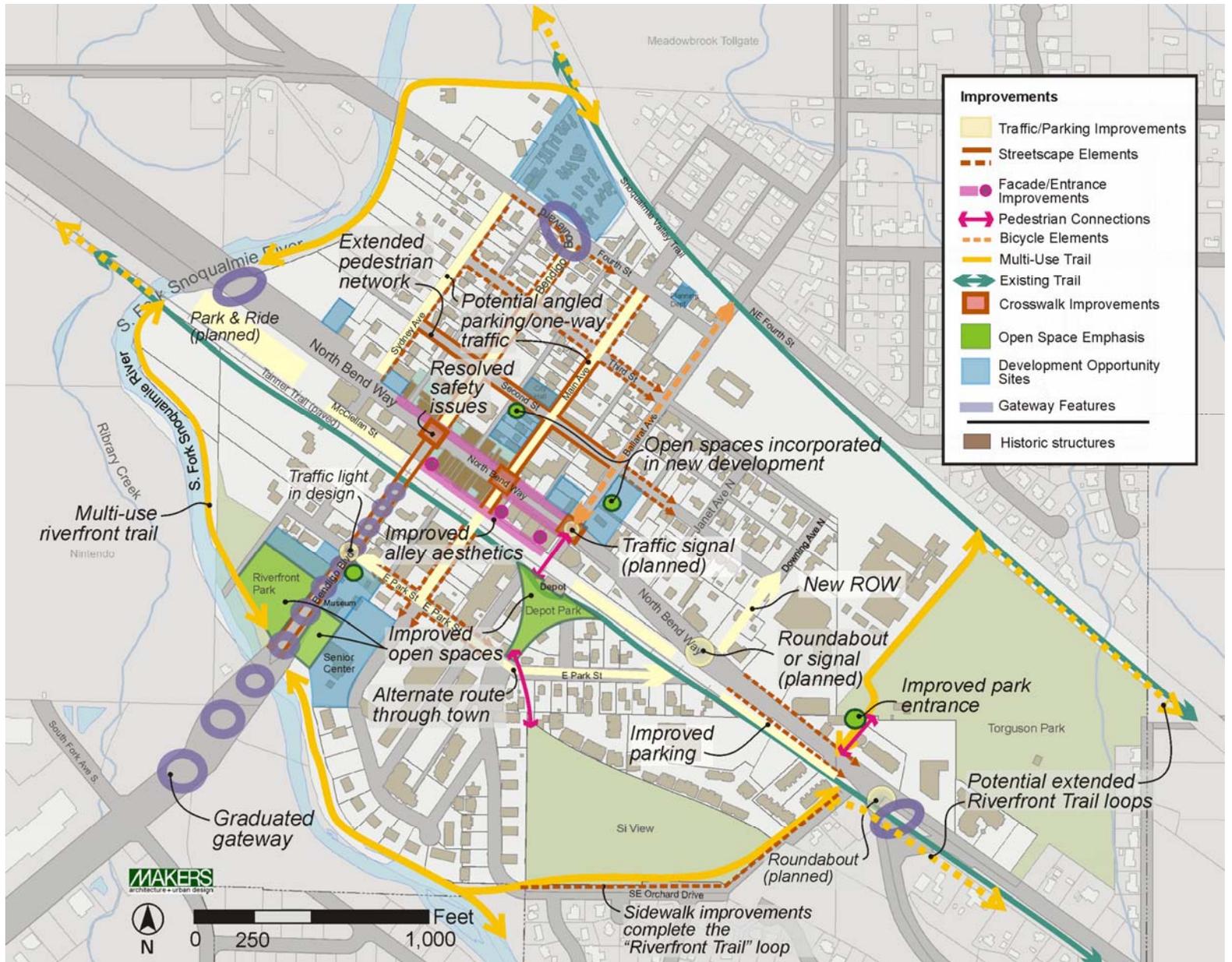


Figure 4. The Downtown Master Plan

# Recommendations

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The following section describes recommendations for the North Bend Downtown Master Plan. Recommendations are organized into five sections. Each section also includes a list of “Action Items” which will help achieve recommendations.

## ■ **Development Opportunity Sites**

Identifies specific sites downtown for new infill development or redevelopment.

## ■ **Physical Improvements**

Includes recommendations for:

- Linkages
- Parks and open spaces
- Streetscapes and façades

## ■ **Traffic, Parking and Pedestrian Safety**

Recommends traffic, pedestrian safety and parking improvements for the downtown area.

## ■ **Regulatory Measures**

Recommends code modifications, policy and regulatory measures which will help achieve plan goals.

A discussion about economic development strategies is included in the plan's Execution chapter. Economic Development recommendations build on several key findings identified in the North Bend Economic Development Commission's Market Analysis Report.

# Development Opportunity Sites

Infill development and/or redevelopment of key locations could have a significant, positive impact on downtown North Bend. Several of these “Opportunity Sites”, illustrated in Figure 5, were identified by the City, the Taskforce and the consultant team during the planning process. They include sites located within the downtown core whose existing use may be better suited to a different location, sites with deteriorating buildings due for redevelopment, sites located along primary access routes to downtown, vacant sites, and sites under City ownership. Specific development recommendations for each Opportunity Site are discussed on the following pages. In general, development recommendations include:

- Mixed-use development with a variety of retail, restaurant, office and residential uses. Establishing new mixed-use development on these Opportunity Sites will:
  - Increase the number of residents, workers and visitors downtown
  - Increase the dollars spent downtown

Several Opportunity Sites were identified as potential locations for a consolidated City Hall and Planning Department. North Bend’s City departments currently occupy multiple facilities near the downtown core. These facilities are aging and have undersized storage space, meeting rooms and Council Chambers. A consolidated facility will improve operational efficiency. City Hall should remain downtown to catalyze redevelopment and support downtown businesses.

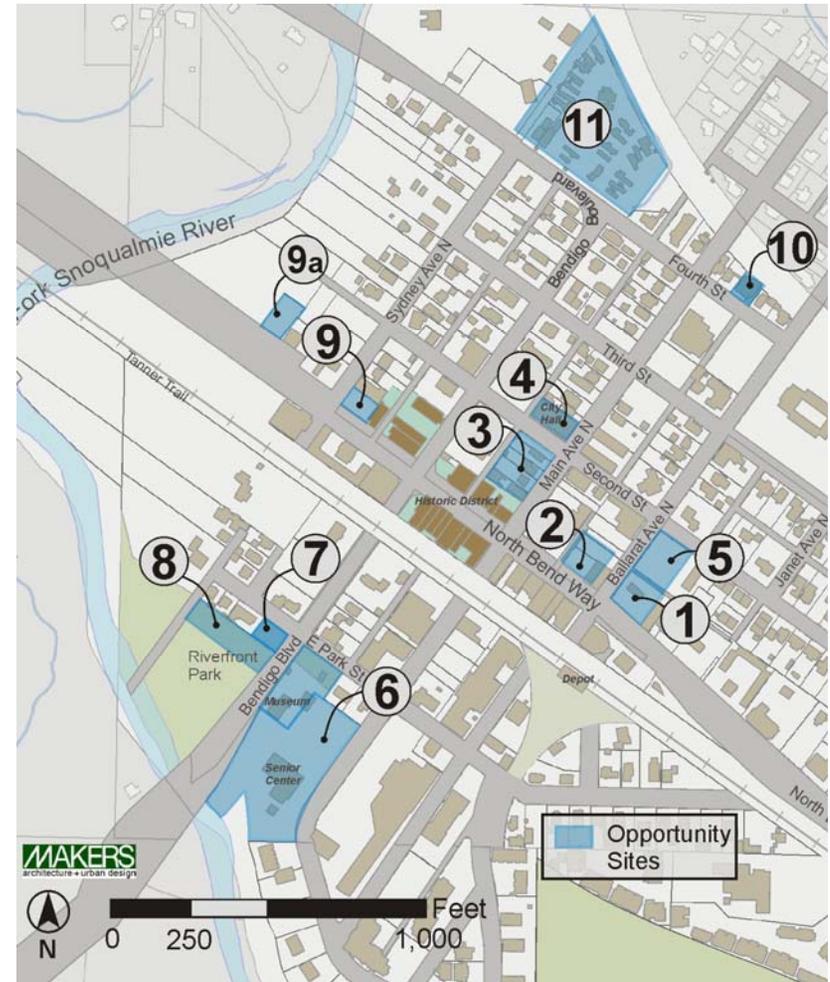


Figure 5. Development Opportunity Sites

## Opportunity Sites

### ■ Sites #1 and #2: Northeast and northwest corners of Ballarat Avenue and North Bend Way (*private property*)

The high visibility and central location of these sites make them prime candidates for redevelopment. Additionally, available alley access on these sites increases capacity, allows for rear-side access and parking, and provides space for service elements. Because the car dealership currently located on the sites (the dealership is located on both sites #1 and #2) may be better suited for a primarily auto-oriented corridor, relocation could be mutually beneficial. Recommended redevelopment for these sites includes mixed-use building(s) with ground-level retail and/or restaurant and upper-level retail, office or residential. Because the site is centrally located, a portion of the sites (away from street frontage) should be considered for public parking, perhaps in conjunction with a portion of the adjacent property to the north (Site # 5). The Traffic and Parking section of this plan discusses determining the need for public parking in more detail.

### ■ Site #3: Southwest corner of Second and Main (*private property*)

This underutilized site with alley access is strategically located in the downtown core. Redevelopment options consistent with the Master Plan vision include:

- A mixed-use building with ground-level retail and/or restaurant and upper-level retail, office or residential, or;
- A new mixed-use building with ground level retail and City Hall / Planning Department facilities located above. Associated parking could be built first, allowing public use of the lot until the new facility is constructed. Upon construction of the new building, City Hall parking could be available for public use on evenings and weekends. Public parking is discussed in more detail in the Traffic, Parking and Pedestrian Safety section of this plan.

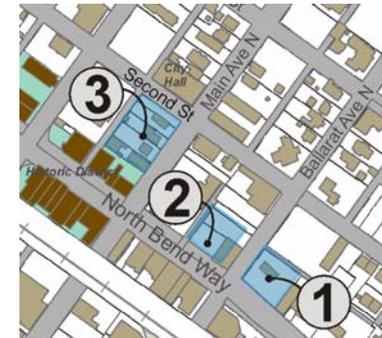


Figure 6. Location of Sites #1,#2 and #3



Figure 7. Opportunity Sites #1,#2 (top), and #3 (bottom)

■ **Site #4: Northwest corner of Second and Main (Current City Hall/ Fire Station site; City property)**

Redevelopment options consistent with the Master Plan vision include:

- Selling the site subject to an agreement to redevelop with a mixed-use building including ground floor retail and upper-level office or residential. Funding from the sale could be used to purchase a site for the new City Hall, or;
- A new mixed-use building with ground level retail and City Hall / Planning Department facilities located above. This site could be converted to public parking as an interim use. Upon construction of the new building, City Hall parking could be available for public use on evenings and weekends.

■ **Site #5: Southeast corner of Second and Ballarat (DNR property)**

This centrally located property with alley access provides an opportunity to encourage mixed-use development and associated activity along Ballarat and Second. Redevelopment consistent with the Master Plan Vision would include a mixed use building with ground floor retail/restaurant and upper level office or housing. However, because the site is both centrally located and is one block off of North Bend Way, a portion of the site (away from street frontage) should be considered for public parking, perhaps in conjunction with a portion of the adjacent site (Site #1). The Traffic, Circulation and Parking section of this plan discusses public parking in more detail.



Figure 8. Location of Sites #4 and #5



Figure 9. Opportunity Site #4, City Hall and Fire Department



Figure 10. Opportunity Site #5

■ **Site #6: South of Park Street between Bendigo and Main (City property; Senior Center / Museum site)**

This site's location between the highway and outlet mall and the Downtown core provides an opportunity to link these areas (also discussed in the Linkages section of this plan) and to increase activity south of Park Street. Recommended development for this site includes:

- Mixed-use with ground level retail or office and upper level office and/or housing, or;
- Office and retail mixed-use buildings that include new City Hall facilities.

Retail frontage along the east side of Bendigo should be encouraged. The Senior Center and/or Museum could be incorporated with new development on this site or relocated to another site identified as part of the planning process. Explore potential opportunities to partner with local Tribes in a relocated North Bend cultural center/museum. (See Action Items)

■ **Site #7: Southwest corner of Park Street and Bendigo (private property; site of the foundation of the original Glazier homestead)**

Redevelopment options for this site should be coordinated with options explored for a portion of the adjacent City Riverfront Park (Site # 8 discussed below). Redevelopment should reflect the character of the area, which is bordered by the park and a single family residential neighborhood. Uses could include a cultural/educational center or other public use (perhaps in coordination with the museum) which enhances the adjacent park and establishes a destination between the highway and outlet mall and downtown.

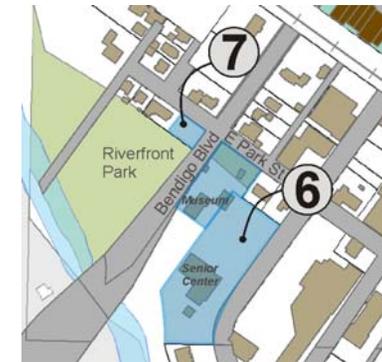


Figure 11. Location of Sites #6 and #7



Figure 12. Opportunity Site #6



Figure 13. Opportunity Site #7

■ **Site #8: Portion of Riverfront Park west of Bendigo and south of Park Street (City property)**

As discussed above, future uses of this site should consider and coordinate with plans for the adjoining Glazier Homestead site. A cultural/educational center or other public use (perhaps in coordination with the museum and/or local Tribes) which enhances the adjacent park and establishes a destination between the highway and outlet mall and the downtown may be the most appropriate use of this site.

■ **Sites #9 and #9a: Gravel lots on the northeast corner of Sydney and North Bend Way (City property) and lot just north of the Pour House on North Bend Way (private property)**

Site #9 is currently slated to be part of the grant-funded park-and-ride site. However, due to its strategic location adjacent to the historic retail core, this site has significant economic potential.

Site #9a is owned by the Pour House. There may be an opportunity to purchase—or swap property for—a portion of lot #9a for park-and-ride parking to allow the sale of Lot #9 for redevelopment.

This site provides an opportunity for the city to fund other plan improvements through a sale subject to an agreement to develop the sites with a mixed-use building with ground floor retail and upper level office or residential.

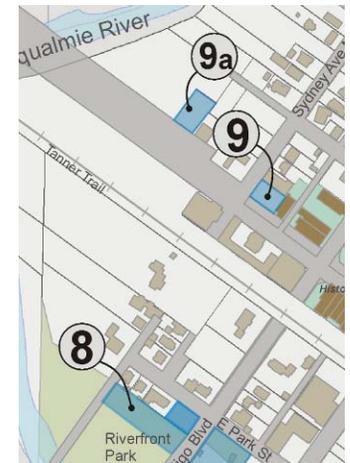


Figure 14. Location of Sites #8, #9 and #9a



Figure 15. Opportunity Site #8



Figure 16. Opportunity Site #9

■ **Site #10: Fourth Street between Main and Ballarat (current City Planning Department; City property)**

Sale of this site could also provide an opportunity for the city to fund other plan improvements.

■ **Site #11: Bendigo and Fourth Street (private property; mobile home park)**

This highly visible site could provide a long-term opportunity for redevelopment at the northern “gateway” to downtown North Bend (the “gateway” concept is discussed in the Linkages section of this plan). However, redevelopment should consider that the adjacent lot to the west is slated to accommodate future expansion of the City’s wastewater treatment plant. Depending on the treatment plant expansion design, a variety of potential uses, including affordable housing, public open space, and/or commercial space may be appropriate for long term redevelopment of Site #11. Retaining affordable housing options in North Bend is a priority.

When Site #11 redevelops, appropriate gateway features should be incorporated along Fourth and at the intersection of Fourth and Bendigo. The gateway concept is discussed in the Linkages section of this plan.

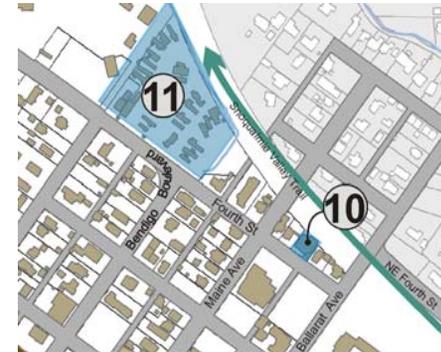


Figure 17. Location of Sites #10 and #11



Figure 18. Opportunity Site #10



Figure 19. Opportunity Site #11

## Action Items

The following actions will help achieve recommendations:

1. Coordinate with property owners and tenants to actively pursue desired development on identified Opportunity Sites:
  - Work with property owners of Sites #1 and #2 (Chaplin's Chevrolet) to determine the viability of relocation; work to make relocation mutually beneficial.
  - Meet with the property owner of Site # 3 to determine a plan and timeline for redevelopment.
  - Meet with DNR to determine future plans for their property (Site # 5). If possible, work to identify alternate locations for DNR to make Site # 5 available for redevelopment.
  - Develop a master plan for the Riverfront and "Village Green" (Gardiner Weeks Park/Senior Center) Park sites (Site #6) that establishes a vision for future development, right-of-way improvements, park amenities, and cultural center opportunities. These projects are discussed further in the Parks and Open Space portion of this Plan.
  - Work with the Senior Center and Museum to explore redevelopment opportunities and identify the best future location for these facilities. Consider partnership opportunities with local Tribes.
  - Work with the property owner of Site # 7 to explore recommended redevelopment opportunities in conjunction with part of the City's park property (Site # 6).
  - Work with the property owners of Site #9a to determine the viability of a land swap or purchase that is mutually beneficial.
2. Develop a City Hall facility Master Plan that includes an analysis of location options, develops a facility program, identifies potential partnerships, estimates cost and identifies funding.
3. Pending the outcome of the City Hall facility Master Plan and discussions with property owners, identify the new City Hall site and begin working with private developers or other interests to construct a signature city hall/ mixed-use building.
4. Establish standards for the sale of City property to private development.
5. Establish the type of gateway features (discussed in the Linkages section of this plan) to be included when Site #11 is redeveloped.

# Physical Improvements

A summary of recommended physical improvements, including Linkages, Parks and Open Spaces, and Streetscapes and Facades, are described below and illustrated in Figure 20.

## Linkages

Establishing clear, safe and inviting links between downtown North Bend and other area destinations will improve both visitor and community awareness of and access to the commercial core. Linkages can be improved through:

- Well placed way-finding signage for the commercial core, parking, parks, trails and other downtown destinations (signage is also addressed in the Streetscapes and Facades section).
- Gateway features located at the “four corners” of the downtown core (the east and west ends of North Bend Way, the north and south ends of Bendigo) that establish a sense of arrival. Potential gateway locations are illustrated in Figure 20.
- Improved pedestrian links to key locations and additional pedestrian and bicycle paths to, through, and around downtown that encourage exploration of the area.



Figure 20. Recommended gateways, trails, and connection improvements

## Gateways

Recommended gateway features are intended to draw people in and establish a sense of arrival downtown. Recommended gateway features include:

- **A Graduated Gateway.** Implement a graduated gateway along Bendigo Boulevard south of downtown that uses intensifying landscape elements, fixtures, and color to signify the approach to the downtown core. This gateway should incorporate tall streetscape elements such as lighting, banners, and vertical art statements that will help draw focus toward downtown. Figure 23 illustrates the graduated gateway concept. Specific elements should include:
  - Signage for historic downtown North Bend at the outlet mall and Highway 90 exit 31.
  - A signature art element at the corner of South Fork and Bendigo. This could be inspired by North Bend's gateway signs, climbing wall at Torguson Park, or other local theme.
  - West side sidewalks from South Fork to East Park Street.
  - Wide sidewalks on both sides from East Park Street to North Bend Way.
  - Widely spaced street trees and seasonal landscaping (daffodils, shrubs with fall color), and pedestrian-scale lighting from South Fork Avenue to the Snoqualmie River on both sides of Bendigo. Plantings should also be included in medians, where appropriate. Ensure that adequate landscaping maintenance funding is provided.
  - Increasing street tree and pedestrian lighting frequency from the river to East Park Street.
  - Increasing frequency of street trees and lighting between East Park Street and North Bend Way; seasonal plantings could be transferred to hanging baskets to allow wider sidewalks and to signal the transition to the downtown core.
- Improved views of Mount Si and the existing North Bend gateway marker (pictured in Figure 21) by clearing vegetation, pruning trees and incorporating lighting.
- Cleared out overgrowth and non-native vegetation along the roadway and in Riverfront Park.
- Retail frontage along the east side of Bendigo approaching North Bend Way (see Opportunity Site #6) where viable. All improvements should consider the flooding, access, and parking challenges along this corridor.

- **Other Gateways.** Gateway features at the east and west ends of North Bend Way and at the corner of Bendigo Boulevard and Fourth Street which mirror the elements included in the graduated gateway along Bendigo. Features could include similar seasonal landscaping and gateway markers incorporated into a roundabout (at the east end of North Bend Way), or along the shoulder of the road (at the west end of North Bend Way and the corner of Bendigo Boulevard and Fourth Street).



*Figure 21. Seasonal plantings and gateway markers will signify the approaching downtown core*



*Figure 22. Seasonal foliage or other gateway features can be incorporated into the planned roundabout (without signage)*

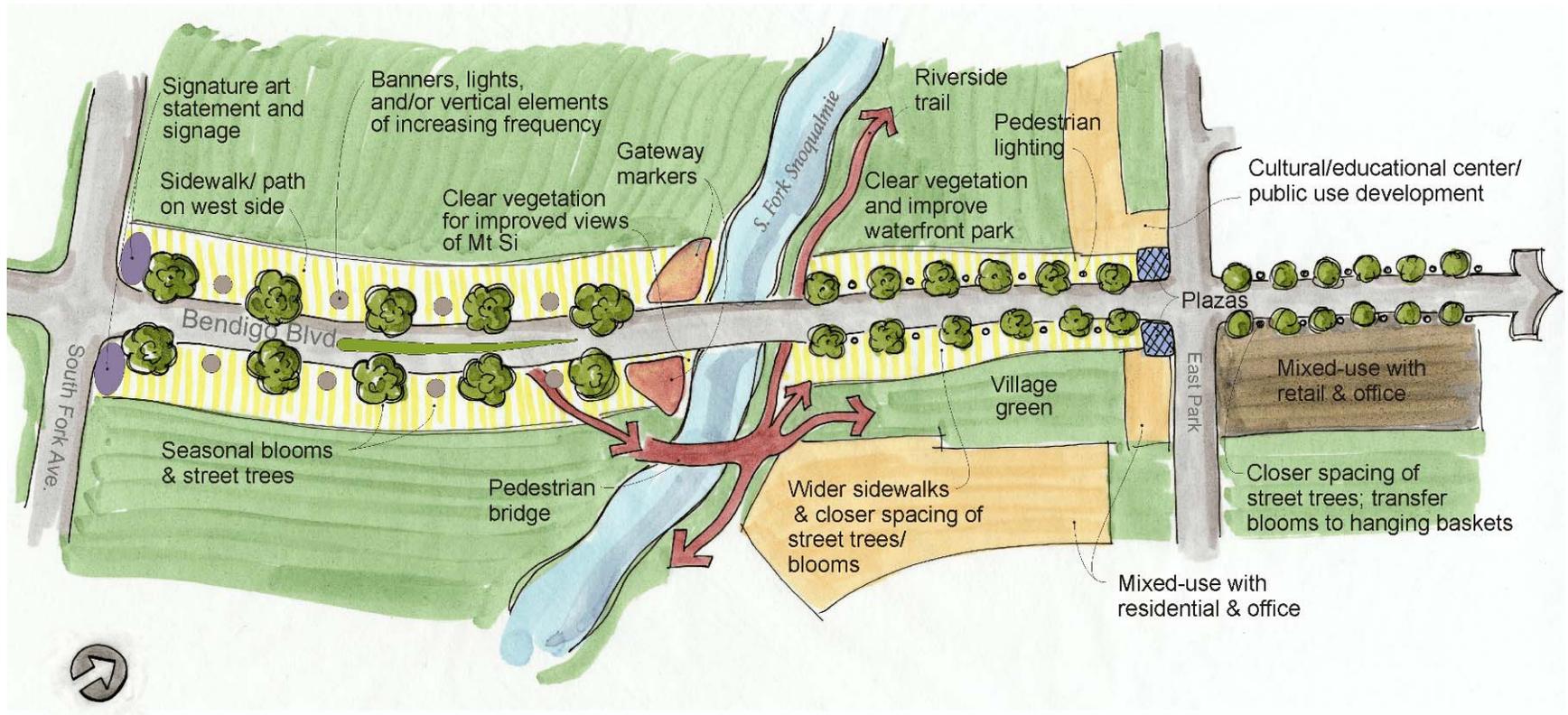


Figure 23. The Graduated Gateway along Bendigo will both visually and physically generate interest along the approach to downtown

## Trails and Paths

Providing safe, enjoyable trails and paths to and through Downtown and between the commercial core and surrounding destinations will encourage visitors and community members to explore downtown on foot and by bike. Trail and path recommendations are illustrated in Figure 20 and include:

- Separate pedestrians and bicycles from automobiles along Bendigo. As development occurs along Bendigo, providing safe and inviting connections between the south side of the Snoqualmie River and the north side will become a greater priority. To link the two areas;
  - Provide clearly marked bike lanes.
  - Add a sidewalk or path along the southbound lanes.
  - Install a railing or barrier to separate the sidewalk and bike lanes from traffic lanes over the bridge.
  - In the mid and long term, consider construction of a pedestrian bridge to the west of Bendigo. The bridge could provide access to new development along Park Street and to the proposed Riverside Trail discussed below.
- Develop a multi-use Riverside Trail loop around the Downtown Core. The recommended route illustrated in Figure 20 is approximately two miles; coordinate this with longer, “outer loop” options to achieve a five-kilometer route extending down the Snoqualmie Valley and Tanner Trails and/or west through Tollgate and Meadowbrook Farms. A gravel trail is an affordable option and could be used by walkers, joggers, and mountain bikes.
- Improve the pedestrian link between the Train Depot and North Bend Way (on Ballarat). Consider textured pavement and streetscape improvements - such as pedestrian lighting, street furniture and public art - south of North Bend Way.
- Connect the Depot Park to the north end of the Si View recreational area. Develop a clearly marked pathway with way-finding signage.



*Figure 24. Improving the pedestrian environment between the north and south sides of the Snoqualmie River will strengthen the link between the two areas*



*Figure 25. Strengthening the link between North Bend Way and the train Depot (on Ballarat) and park could increase awareness of and activity in these areas.*



*Figure 26. Example of a gravel multi-use trail*

- Improve the pedestrian link from North Bend Way to Torguson Park. Use signage and painted or textured paving.
- Link the recommended multi-use Riverside Trail loop to the Tanner Trail and Torguson Park. Construct sidewalk improvements and stripe a bicycle lane along Orchard Drive. These recommendations are also discussed in the Streetscapes/Facades and Traffic, Parking and Pedestrian Safety sections of the plan.
- Provide safe bicycle links between the Snoqualmie Valley Trail and Downtown. Incorporate a bicycle lane along Bendigo.

## Action Items

The following actions will help achieve recommendations:

### Signage

1. Develop a signage plan that will design, identify funding for, and install signage along primary routes from Interstate 90 (exits 31 and 32) to downtown, at the outlet mall, and throughout the core.
  - Signage should identify “Historic” North Bend.
  - Signage should be readable from a distance and visible at night (well-lit).

### Gateways

1. Work with WSDOT to develop proposed improvements along Bendigo.
2. Develop a gateway plan with specific design elements for all gateways.
3. Where possible, coordinate gateway design and construction with planned/proposed traffic improvements, such as the roundabout planned at North Bend Way and Cedar Falls.
4. Continue to monitor interest in a pedestrian bridge to the west of Bendigo.

5. When Bendigo is repaved or restriped, incorporate a bicycle lane to connect the Snoqualmie Valley Trail to the downtown core.

## Trails and Paths

1. Develop sections of the proposed Riverfront Trail Loop which are on property owned by the City (fronting the Riverfront Park and Senior Center sites, e.g.). Work with developers and private property owners to complete the loop. Though often a long process, establishing a clear plan and identifying ways which the project can benefit the private property owner (city funded maintenance of the trail right of way and adjacent riverbank, improved access to the river, etc.) as well as the community can result in success in the long term.
2. Investigate and pursue grant funding options for the Riverfront Trail Loop and pedestrian bridge near Bendigo. The Recreation and Conservation Office is a state agency that administers several grant programs for recreation and habitat conservation purposes. Grants are awarded based on a public, competitive process which weighs the merits of proposed projects against established program criteria.
3. Work with property owners and businesses to develop the links between Torguson Park and North Bend Way, the Depot and North Bend Way, and Depot Park and Si View recreation area.



*Figure 27. A graduated gateway along Bendigo will connect visitors to downtown.*

## Parks and Open Spaces

Improving parks and open spaces in and around the downtown core will promote use and increase overall activity in the area. Improving open space between the outlet mall and downtown will also help to connect the two areas. Recommended actions include:

- Clear vegetation and create open, usable areas at Riverfront Park.
- Improve awareness of and access to the Depot Park, both from Ballarat Avenue and its easternmost side, where North Bend Way meets McClellan.
- Work with property owners to improve the northwest Torguson Park entrance and parking area off North Bend Way. Screen dumpsters, formalize parking, and provide landscaping and signage.
- Develop a “village green” on Gardiner Weeks Park and the Senior Center (City property) with a lawn area where community gatherings, picnics and other activities can be held.
- Where appropriate, encourage new development to include small gathering spaces, such as plazas. Opportunity Sites #3, #5 and #6 may be suitable sites.

## Action Items

1. Develop a master plan and design improvements for Riverfront Park and the “Village Green” (Gardiner Weeks Park / Senior Center). Desired amenities include family picnic areas and rest stop facilities. The proposed improvements to Riverfront Park should consider parking needs and ingress/egress difficulties. There is no safe way to make a left turn from Bendigo into the park area due to a grade change that blocks the visibility of ongoing traffic. Additionally, ensure that any access/parking located along Park Street west of Bendigo does not negatively impact the adjacent single-family neighborhood.
2. Work with adjacent property owners to improve the northwest Torguson Park entrance. Explore opportunities to acquire an access easement in this location.
3. Remove and manage invasive vegetation along roadways and in parks. Identify and pursue grant opportunities to help fund as needed.
4. As parks and open spaces are improved, promote community activities, including;
  - Outdoor concerts/theatre
  - Food, craft and art fairs
  - Community competitions and other events



Figure 28. Recommended parks and open space improvements

## Streetscapes/Facades

Downtown North Bend has already implemented a number of streetscape and building façade improvements along North Bend way and portions of Ballarat. Improvements have included wider sidewalks, pedestrian lighting, street trees, landscaping, street furniture and upgraded building facades partially funded through the City's Façade Assistance Grant Program. Recommendations for additional improvements include:

- Establish wide sidewalks along both sides of key pedestrian streets in the downtown core (identified below). Sidewalks should be a minimum of six feet when feasible.
- Expand the existing network of street trees, pedestrian lighting, street furniture, hanging baskets, planters and façade improvements on key streets in the downtown core to help spread the pedestrian-friendly feel established along North Bend Way.
- Incorporate public art along pedestrian streets and in parks and open spaces. Creative public art provides visual interest, creates an identity, and provides an opportunity to describe North Bend's unique history.
- Incorporate way-finding and informational signage for key destinations and public parking facilities in the Downtown Core. Consider how the signage theme coordinates with recent improvements and is consistent with valley-wide signage themes. (Signage is also discussed in the Linkages section.)



Figure 29. Coordinated landscaping, including pots, planting strips and hanging baskets, help to visually unify commercial districts



Figure 30. Public art provides visual interest and can reinforce a unique community identity

## McClellan

Improving the alleyway (McClellan) located between the train Depot and North Bend Way, in combination with an improved marketing strategy (addressed in the Plan Execution / Economic Strategies section), may increase interest in the Snoqualmie Valley Railroad that travels between Snoqualmie and the Depot. A more inviting streetscape along with an improved link between North Bend Way and McClellan (also discussed in the Trails and Paths portion of the Linkages section) will also encourage increased activity at the Depot and Depot Park. Recommendations for improvement include:

- Encourage/ assist with rear façade improvements, including lighting, landscaping, painting, street furniture, and public art elements.
- Relocate utilities underground.
- Install bicycle parking near the Train Depot.
- Eliminate or screen visible dumpsters.
- Create a plaza/road on Ballarat from North Bend Way to McClellan. Elements may include colored and/or textured paving, street furniture, pedestrian lighting, informational signage, and public art elements
- Consider relocating the angle parking at the North Bend Bar and Gill to the other side of Ballarat (to face the back of the gas station) to improve the pedestrian feel of the streetscape adjacent to the Bar and Grill entrance.

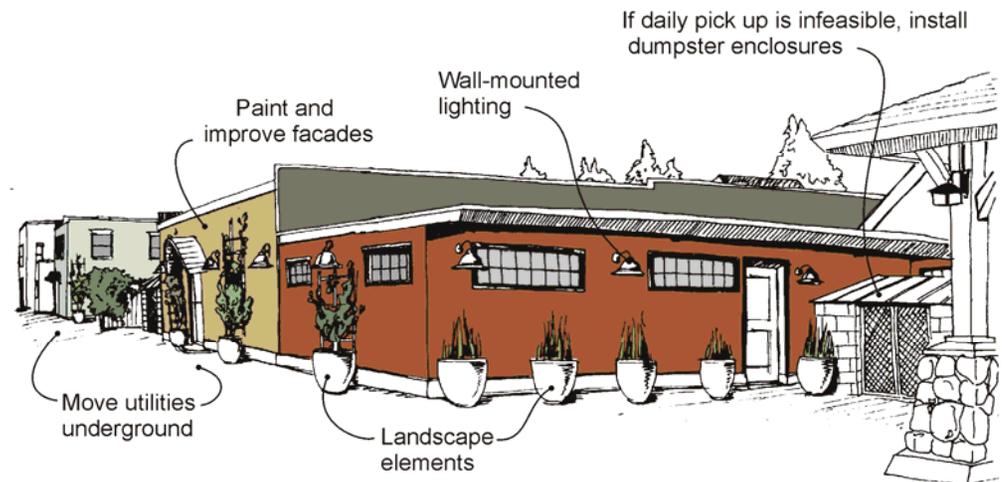


Figure 31. Existing conditions along McClellan (above) and vision sketch illustrating proposed improvements (below)

## Pedestrian Streets

Improving key pedestrian streets within the downtown core will help establish the community's vision for the area and attract new development. It is recommended that improvements be implemented beginning with areas where new development will most likely occur and radiating outward as development takes place. Figure 32 identifies these "first priority" streets.

- Extend the existing street trees, pedestrian lighting, and street furniture along Bendigo (in addition to the specific streetscape elements identified in the Linkages/Gateways section of the plan), North Bend Way south of Ballarat to Orchard Drive, Main north of the railroad tracks to Third Street, and along Second Street between Sydney and Ballarat. Include minimum six-foot-wide sidewalks where needed.
- In the long term, assess the progress of new development and activity in the downtown core, and expand streetscape improvements along Park Street, Third Street, Fourth Street, Sydney, north and south along Main, and east along North Bend Way and Second. Provide sidewalk improvements along Orchard Drive as part of the proposed Riverfront Trail loop discussed in the Linkages section of the plan.

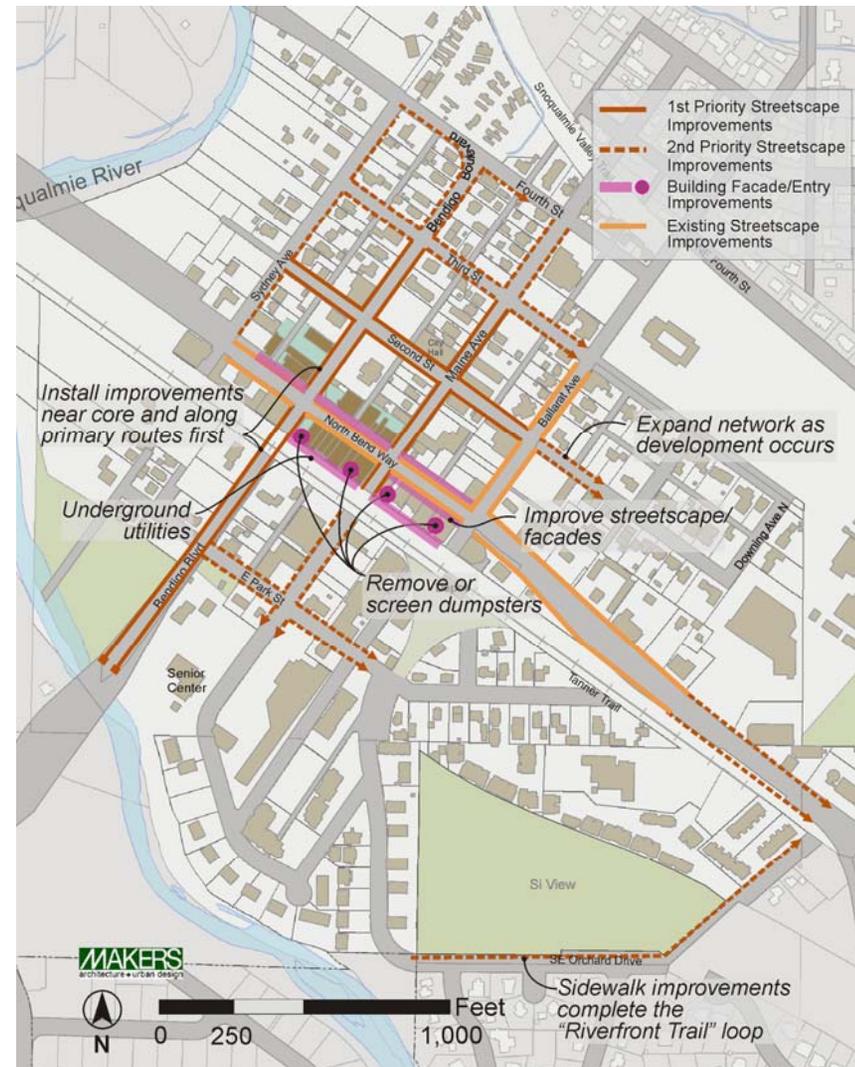


Figure 32. Proposed pedestrian and facade improvements

## Action Items

1. Work with property owners to implement daily garbage collection and eliminate the dumpsters along McClellan (the alley). The City may consider subsidizing daily pick-up to make implementation more feasible. If daily garbage collection is infeasible, work to design and develop enclosures that collect and screen dumpsters.
2. Develop a timeline to underground utilities along McClellan. Work with Puget Sound Power and Light (electric) and Pacific Telecom, Inc. (phone), and pursue grant funding opportunities.
3. Work with business owners to develop uniform planters to incorporate into streetscapes along pedestrian streets in the downtown core.
4. Work with building and business owners to improve the appearance of buildings along McClellan. Create or expand the existing facade assistance program to include aesthetic improvements such as painting.
5. Design, develop and install way-finding signage.
6. Develop design standards for all streets with identified improvements.
7. Adopt codes that require compliance with selected streetscape design elements and ensure installation as properties develop and redevelop.
8. Work with the owner of the North Bend Bar and Grill to relocate angled parking to the other side of Ballarat.

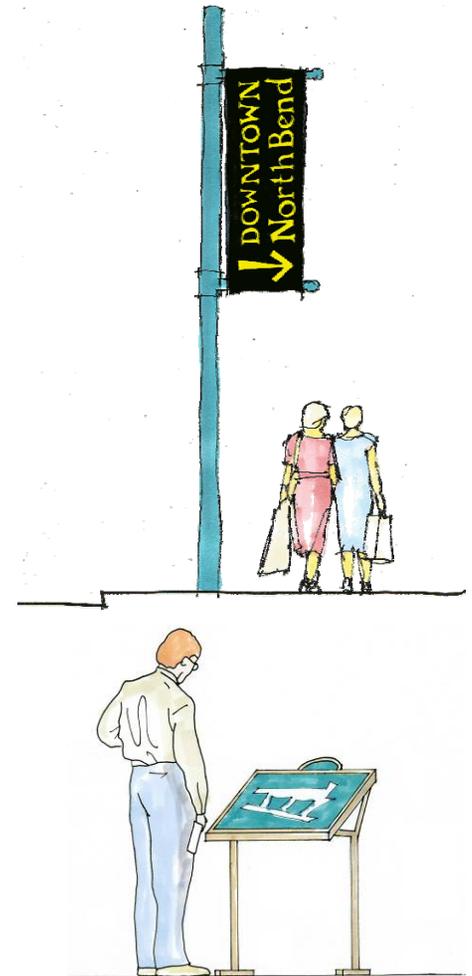


Figure 33. Way-finding and informational signage will guide visitors to downtown amenities

# Traffic, Parking and Pedestrian Safety

One of the primary concerns for the community and City is the impact of the ever-increasing number of vehicles on the downtown core. During peak travel times, including weekends and weekday commutes, congestion on North Bend Way slows traffic and negatively impacts the pedestrian environment. Additionally, there are safety concerns about pedestrian street crossings in the downtown core, particularly at the intersection of North Bend Way and Bendigo.

One of downtown's greatest assets is its grid system and alley network north of North Bend Way. The City has several planned traffic improvement projects that build on this grid system and help address parking and congestion issues and pedestrian safety concerns. Planned improvements plus recommendations identified during the planning process are discussed below and summarized in Figure 44. Recommendations include measures that will:

- Build on North Bend's grid street system
- Improve vehicle circulation and decrease congestion, especially along North Bend Way.
- Provide traffic calming to slow traffic and increase safety.
- Improve pedestrian safety
- Address parking issues

## Vehicle Circulation and Congestion Relief

North Bend Way is the main thoroughfare through downtown, used by motorists both traveling to the downtown core and passing through. Congestion on North Bend has become more significant as traffic volumes in the area have increased. Providing an alternate route for local through traffic, and implementing other improvements that build on the existing grid system, such as one-way street conversions, could help reduce traffic volumes on North Bend Way.

Establishing an alternate route along Park Street (illustrated in Figure 34) will relieve congestion by reducing the traffic volumes along North Bend Way. Projects 1 through 4, described in the following section, will develop an alternate route along Park Street. After these projects are complete and traffic has adjusted, evaluate a number of other projects that could further relieve congestion in the downtown core.

- **Project #1: Park Street / Bendigo Boulevard Traffic Signal.** This project is scheduled for construction in 2008. Due to high traffic volumes, it is difficult to make a left turn from Park Street onto Bendigo Boulevard. The installation of a traffic signal will improve this condition.
- **Project # 2: Park Street / Main Avenue Intersection.** Replace the existing 4-way stop at the intersection of Park Street and Main Avenue with a 2-way stop intersection on Main Avenue. Removing the stop signs on Park Street will allow for free through movement.
- **Project #3: Downing Avenue Extension.** The City is evaluating the purchase of Right-of-Way needed to extend Downing Avenue to the south, connecting it with the North Bend Way / Park Street Intersection. If the City purchases Right-of-Way and completes an extension of Downing Avenue, traffic may begin to use Downing Avenue and Second or Third Streets to access State Route 202. This may reduce traffic on North Bend Way; but will also increase traffic and activity on Second and Third Streets. These streets may require roadway improvements if significant increases in traffic are anticipated.

- Project #4: Park Street / North Bend Way Improvements.**

There are plans to evaluate a formal intersection control at the intersection of Park Street and North Bend Way and Ballarat and North Bend Way. Alternatives for Park and North Bend Way may include a no-build option, a traffic signal, or a roundabout. It is recommended that this be implemented after drivers have adjusted to Projects #1 and #2, as traffic patterns may change as local drivers adjust to the improvements on Park Street. For example, if left turn volumes from North Bend Way onto Park Street increase significantly, a longer left-turn storage pocket may be appropriate. Intersection control at Ballarat and North Bend Way would resolve sight distance issues (at this intersection).

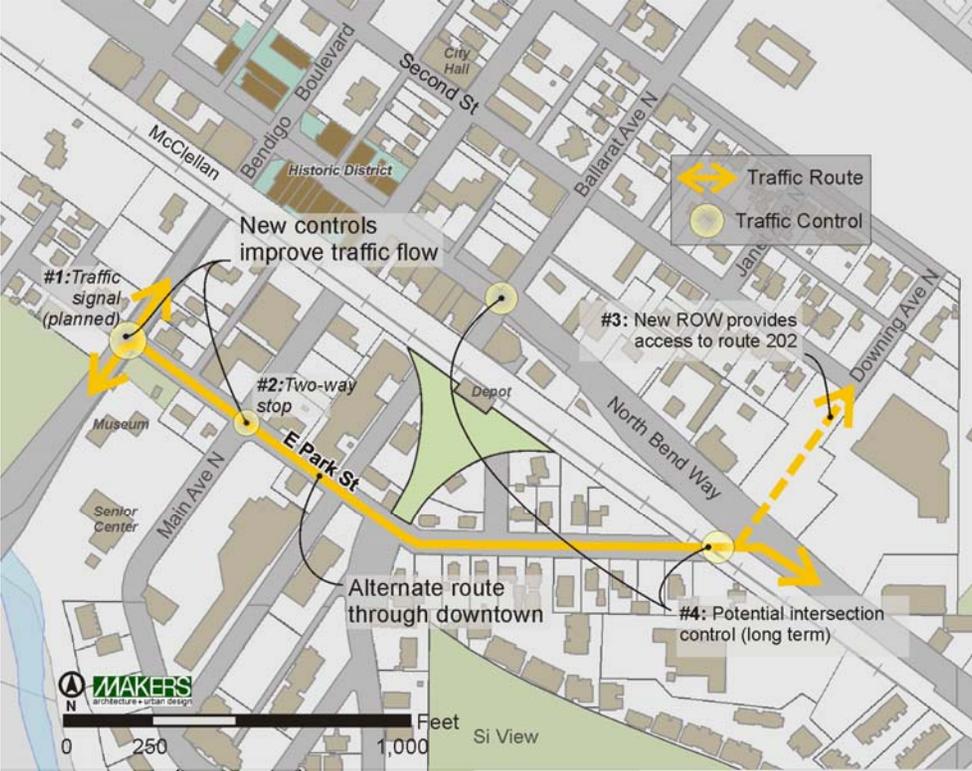


Figure 34. Projects #1, #2, #3 and #4

Additional roadway improvement projects should also be evaluated to help relieve congestion in the downtown core. This may include the following:

- **Project #5: Bendigo Boulevard (202)/ Fourth Street Intersection.** The location of Fourth Street makes it a convenient alternate route for motorists traveling to and from State Route 202. However, the existing intersection layout can be confusing. This intersection should be evaluated for an alternate alignment or form of intersection control.
- **Project #6: Main Avenue and Sydney Avenue One Way Street Conversion.** A traffic study should be performed to evaluate the impacts of converting Main Avenue and/or Sydney Avenue to one-way streets, on the north side of North Bend Way. This will consolidate left-turns at several locations and increase on-street parking alternatives.<sup>1</sup>
- **Project # 7: Evaluate Traffic Flow on North Bend Way.** During peak traffic hours, vehicles waiting to turn left from North Bend Way create backups when the left-turn pocket length is exceeded. Left-turn volumes should be evaluated after Park Street improvements are complete.
  - If left turn volumes are creating significant backups on North Bend Way, consider the pros and cons of reducing or eliminating median islands.

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<sup>1</sup> The City of North Bend's 2004 Comprehensive Plan proposed the conversion of 2<sup>nd</sup> Street and Park Street to one way couplets in order to relieve congestion or the conversion of north Bend Way into a one way street to provide space for additional angled parking. These concepts were discussed by the planning team, Taskforce and City during the development of the North Bend Downtown Master Plan; however it was determined that converting main arterials through town to one way streets may result in too much traffic by passing downtown and could contribute to a decrease in downtown business activity. Lower volume side streets may be more appropriate for one-way conversions and are also safer for on street parking maneuvers associated with angled parking.

- Intersection sight distance from Main Avenue and Ballarat Avenue should be verified. Drivers may be having a difficult time with left turns onto North Bend Way because of limited sight distance. If this is due to median plantings, they should be replaced with low-growing species that will not obstruct sight distance at maturity.



Figure 35. Median islands along North Bend Way



Figure 36: Projects #5, #6 and #7

## Traffic Calming Measures

North Bend Way currently has a posted speed limit of 25 mph. East of Ballarat Avenue, vehicle speeds have been observed in excess of the speed limit. The following actions are recommended to help reduce vehicle speeds and increase safety.

### ■ Project # 8: North Bend Way / Cedar Falls Way Roundabout.

This is a current City project that is anticipated for construction in 2008. The roundabout will help slow traffic headed westbound into downtown North Bend. This round-about has been designed using a design speed of 20 mph.

■ **Project # 9: Reduce Pavement Width.** West of Ballarat Avenue, the roadway section consists of sidewalks with street trees, on-street parking, bulbouts, and center medians. These items all convey an urban feel and encourage low vehicle speeds. To the east of Ballarat, the roadway section includes wide pavement with a center turn lane, and wide paved shoulders. Vehicle speeds here should be calmed by reducing the available pavement width, and creating a roadway section more similar to the section of North Bend Way west of Ballarat. The following improvements are recommended:

- **Medians.** If a roundabout is selected as the preferred intersection control at North Bend Way and Park Street, a continuous median between North Bend Way / Park Street and North Bend Way / Cedar Falls Way could be implemented. This would help control speed and also increase safety by restricting left turn access. Access to properties on the left side of the street would be accomplished through U-turns at the roundabouts.
- **Bulb-Outs.** The roadway width can be narrowed in select areas by constructing bulb-outs. Between bulb-outs, the on-street parking could be striped to formalize the parking stalls. If additional on-street parking in this area is not needed (the Parking section discusses determining the

need for parking), the existing wide shoulders could be eliminated and replaced with wider sidewalks, street trees, a landscaped planting strip, or other treatment.

- **Landscaping.** Trees should be planted in medians and along the roadside, which can improve safety, pedestrian comfort, and aesthetics while helping to control vehicle speeds.



Figure 37: North Bend Way, west (above) and east (below) of Ballarat Avenue

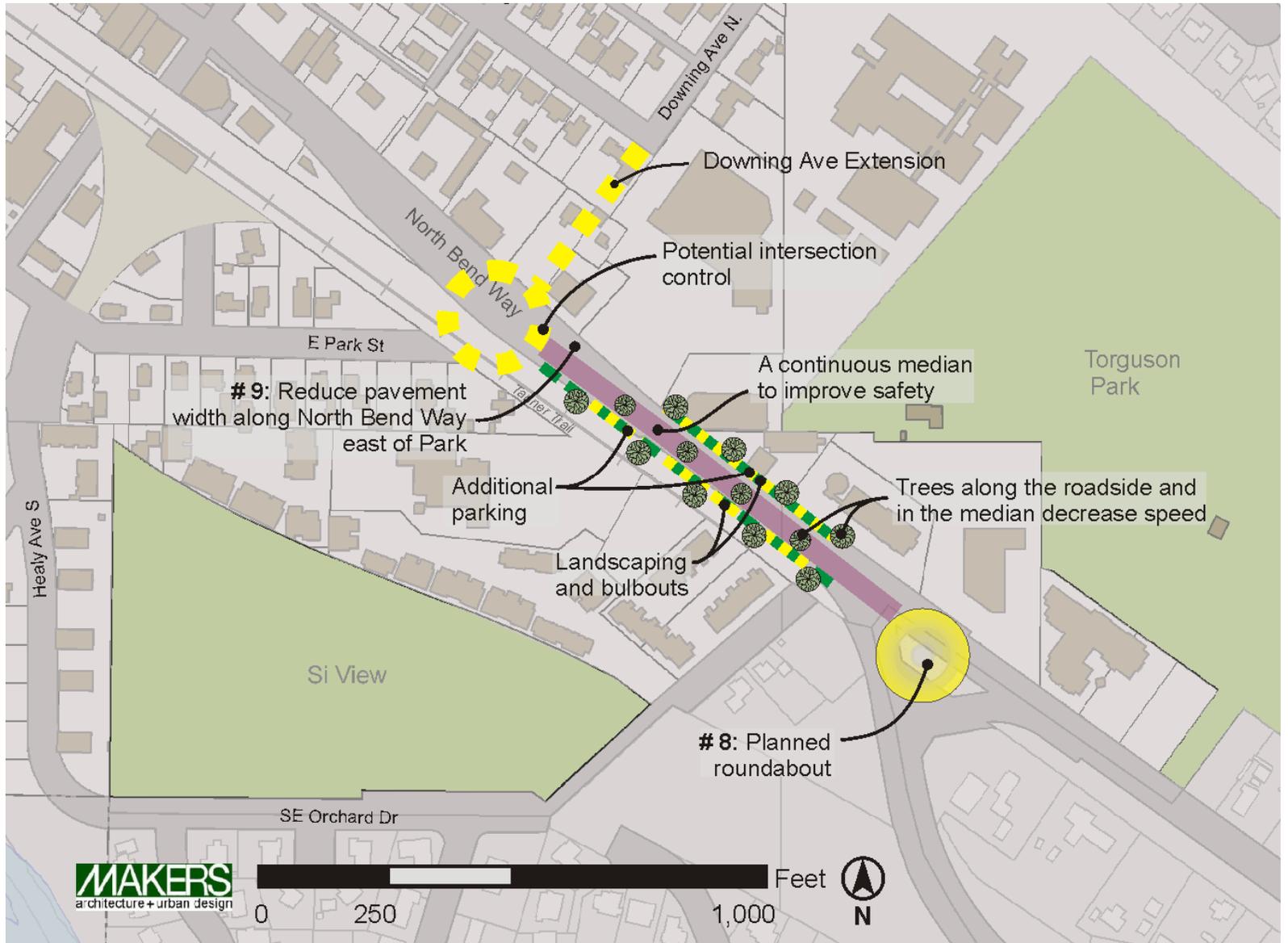


Figure 38: Projects #8, #9

## Pedestrian Safety

Improved pedestrian safety will encourage more pedestrian activity. The following recommendations will improve pedestrian safety to and through the downtown core.

- **Project #10: Landscaped Planting Strips.** Along high traffic routes, such as Bendigo and North Bend Way, landscaped planting strips and/or street trees and tree grates should be provided between the sidewalk and the roadway where possible. This will improve safety by increasing the separation distance between pedestrians and vehicles.
- **Project #11: Crosswalks.** Crosswalks across North Bend Way at Bendigo Avenue, Main Avenue, and Ballarat Avenue may be enhanced by using textured or colored crosswalks.
- **Project #12: Light-Emitting Diode (LED) Crosswalk.** The current North Bend Way/Cedar Falls Way Project (roundabout) will implement a lighted flashing LED crosswalk. This may be appropriate on other high-use, non-signalized crosswalks, such as at Main Avenue and North Bend Way. Roadway installation should be considered for the LEDs.
- **Project #13: Improved Link to Torguson Park.** Complete the link between Si View Park and Torguson Park. Currently, upon leaving Si View Park, pedestrians can use a sidewalk on the west side of Orchard Drive until North Bend Way. After crossing North Bend Way, pedestrians walk through a private lot to access Torguson Park. As recommended in the Linkages section of the plan, a clear link should establish the route from North Bend Way into Torguson Park. This may be completed by obtaining a permanent easement through the private lot. If this is not feasible due to parking and access needs, the pedestrian link should be incorporated when redevelopment occurs.

Safety on the Orchard Drive sidewalk may be improved by adding a planter strip to separate pedestrians from traffic. A sidewalk on the east side of Orchard Drive should also be

considered, as it accesses many of the residential neighborhoods to the southeast. This sidewalk should be constructed in conjunction with new development on the east side of Orchard Drive.



Figure 39. Stamped asphalt crosswalk



Figure 40. Imprinted thermoplastic crosswalk



Figure 41. Orchard Drive link to Torguson Park

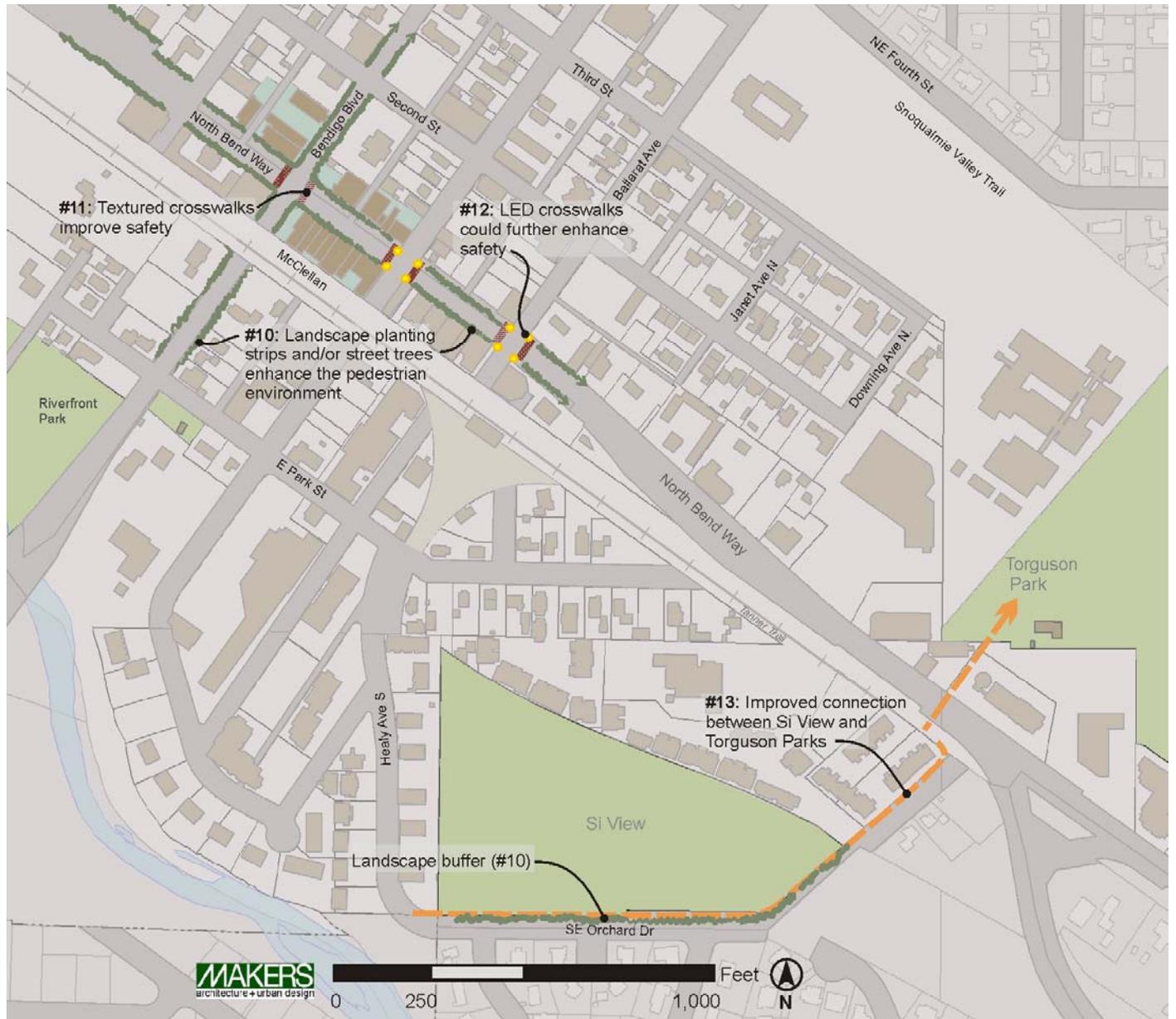


Figure 42. Projects #10, #11, #12, and #13

## Parking

Parking in the downtown core consists of on-street parallel parking on North Bend Way and along side streets, angled parking on McClellan Street, and a gravel parking strip east of the Train Depot. However, many public parking assets are not clearly identified, paved, or striped, and existing time limits are not consistently enforced. Recommendations to maximize and improve parking assets include;

- **Project # 14: Conduct Parking Utilization Study and Develop Management Strategy.** Conduct a parking utilization study to see how the existing parking is being utilized, and determine the quantity of additional parking stalls that are needed. Develop a parking management strategy to enforce Downtown parking restrictions. A key concern is that downtown employees and business owners may be parking in valuable customer parking spaces. If needed, identify additional public parking lot locations.
- **Project # 15: Stripe Additional On-street Parallel Parking.** As needed, stripe parallel parking on North Bend Way, between Park Street and Cedar Falls Way. The existing pavement is wide enough to accommodate on-street parking. Although this is outside of the main retail core of downtown, striping stalls may encourage people to park here if the stalls closer to the retail shops are full. These areas may also be used by downtown employees and business owners, rather than the more valuable stalls located on McClellan Street.
- **Project # 16: Stripe Angled Parking on Main Avenue, Sydney Avenue.** If the additional stalls are still needed, evaluate roadway widths on Main Avenue and Sydney Avenue. Consider re-striping as angled parking if possible. If a one-way traffic system can be implemented, consider developing angled parking to both sides of the street.

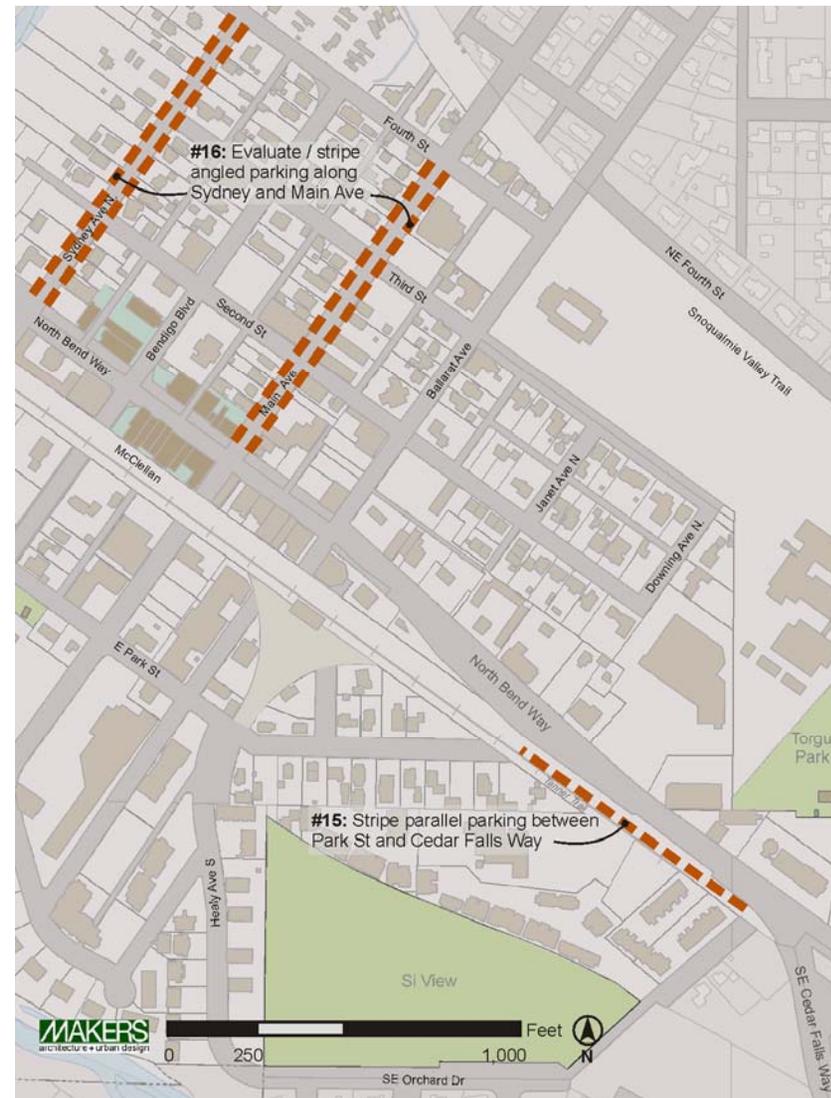


Figure 43. Projects #15 and #16

## Action Items

Because so many of the circulation, congestion, pedestrian safety, and parking issues and recommendations addressed in this section are interrelated, it is recommended that the following projects be performed in the following order.

1. As the City updates its transportation plans citywide, ensure that projects are consistent with the goals and vision of the Master Plan.
2. Pursue the following planned traffic improvement projects:
  - Park Street / Bendigo Boulevard traffic signal
  - Replace 4-way stop at Park Ns Main with 2-way intersection
  - Roundabout at North Bend Way and Cedar Falls Way
  - Purchase of Right-of-Way to extend Downing Avenue
3. Begin implementing the pedestrian safety improvements, starting with the proposed crosswalk improvements. Coordinate installation of landscape planting strip elements with new development where possible.
4. Evaluate a formal intersection control at the intersection of Park Street and North Bend Way after the above projects are completed.
5. Evaluate a formal intersection control at the intersection of North Bend way and Ballarat Avenue.
6. Evaluate options to improve the intersection of 4th Street and Bendigo Boulevard (State Route 202).
7. Perform a comprehensive parking, circulation, and traffic study that simultaneously evaluates existing and projected parking demand, the viability of implementing one-way traffic systems along Main Avenue, and Sydney Avenue, and left turn volumes and pocket lengths on North Bend Way Projects #6, #7, #14). Consider the impact of the Snoqualmie Casino, optimizing the existing grid street system, and development resulting from the lifting of the water moratorium.

8. Establish a parking management strategy that enforces existing time limits and works with local businesses to identify parking areas for employees outside the downtown core (leaving more core-area parking for customers) and requires employees to park in designated locations. Perform recommended parking improvement projects (#15 and #16) as necessary.
9. Coordinate elements of project #9 (reduced pavement width on North Bend Way east of Ballarat) with projects #15 and #16.

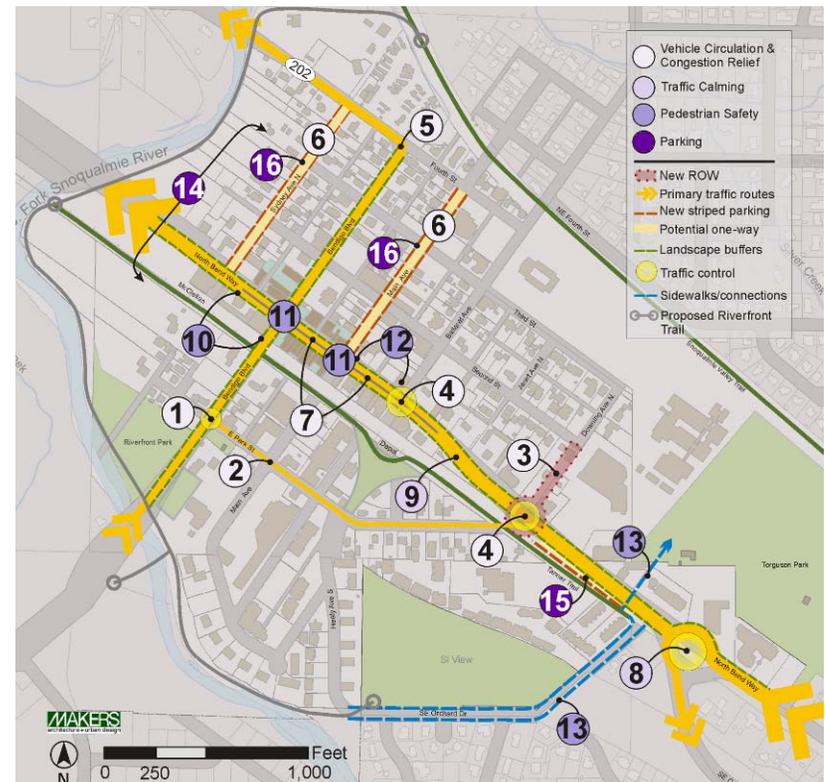


Figure 44. Summary of Traffic, Parking and Pedestrian Safety projects

# Regulatory Measures

North Bend has already begun developing zoning regulations, design standards and other regulatory measures that ensure new development downtown is consistent with the community's vision for the area. During the planning process, several additional regulatory recommendations were identified. In general, the City should:

- Tailor zoning and policy to promote desired development. Consider a standard quarter-mile walking distance (illustrated in Figure 45) from the center of downtown in all directions to guide policies and regulations. Encouraging development north and south of North Bend Way will support the vision of a walkable village and will help integrate area parks and trails.

Specific regulations relating to development and visual image and character are summarized below.

## Development

- Designate a “Core Commercial District”, where exclusive ground floor residential is prohibited. Assess District boundaries over time to determine whether the area should be expanded. Encourage desired uses on the ground level (retail / restaurant) in the Core Commercial District through the following incentives:
  - A streamlined permitting process
  - Information packets (design guidelines, permitting and parking requirements, etc.) for identified Opportunity Sites (Addressed in the Physical Improvements / Development section)
  - Allow developers to contribute to a “fee-in-lieu” fund to meet a portion of retail and/or office parking requirements. This fund can then be used to develop public parking facilities
  - Review existing code and permit process to ensure it encourages the type of development that is desired; simplify and update the code as necessary

- Encourage area merchants to establish a Business Improvement District (BID) to help fund coordinated marketing efforts, clean-up, landscaping installation and maintenance, and public parking improvements (as needed). BIDs are districts in which business owners agree to pay into a fund to provide improvements within the district's borders. These improvements typically promote economic development.

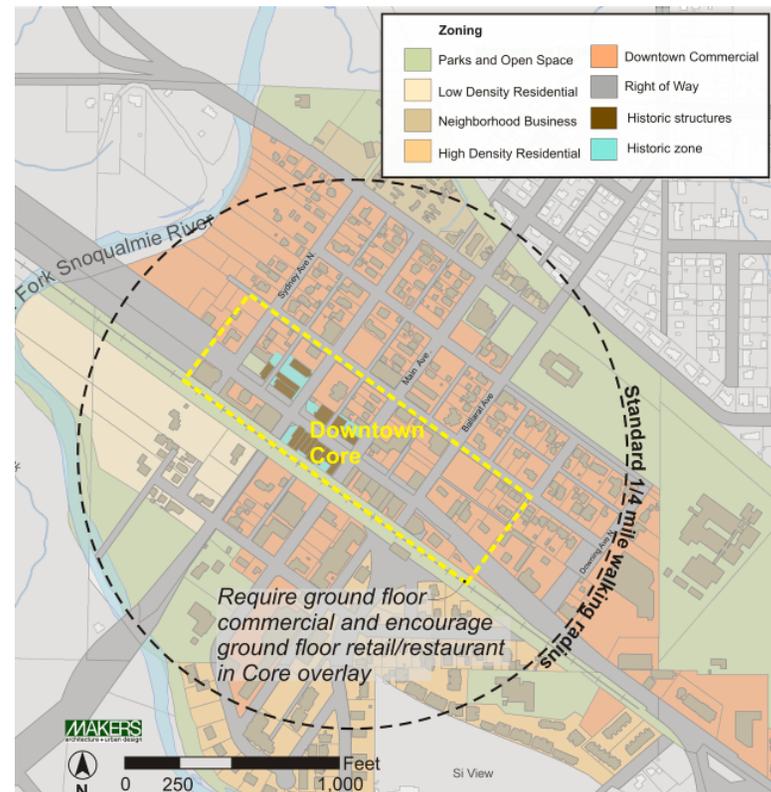


Figure 45. A quarter-mile walking radius is a common planning standard used to guide pedestrian-oriented development

## Visual Image and Character

- Continue to promote the existing facade improvements matching program, and consider a similar program to address façade improvements of non-historic structures in the Core and along key streets and alleys.
- Promote diversity and character in the areas surrounding the Commercial Core by retaining the Low Density Residential neighborhood west of Bendigo.
- Implement a policy that dedicates 1% of the City's major annual capital expenditures to the promotion of public art in the Core Commercial District. Funds could support the acquisition and/or commissioning of public art pieces including sculptures and murals and promotion of events like art walks.
- Simplify the City's existing design guidelines; be sure they are flexible, yet still promote development reflective of North Bend's existing character.
  - Simplify the language
  - Provide ample illustrations and examples
  - Allow applicants to pick elements from a menu of options
  - Allow for departures
  - Clarify the process
  - For both existing businesses and new development, require screening for dumpsters/service elements visible from the street in the Commercial Core overlay
  - Encourage façade improvements on secondary entrances (allow applicants to select from a menu of options)

## Action Items

1. Modify zoning code and design guidelines.
2. Work with City Council to establish the 1% for Public Art initiative.
3. Compile information / permitting packets for Opportunity Sites.

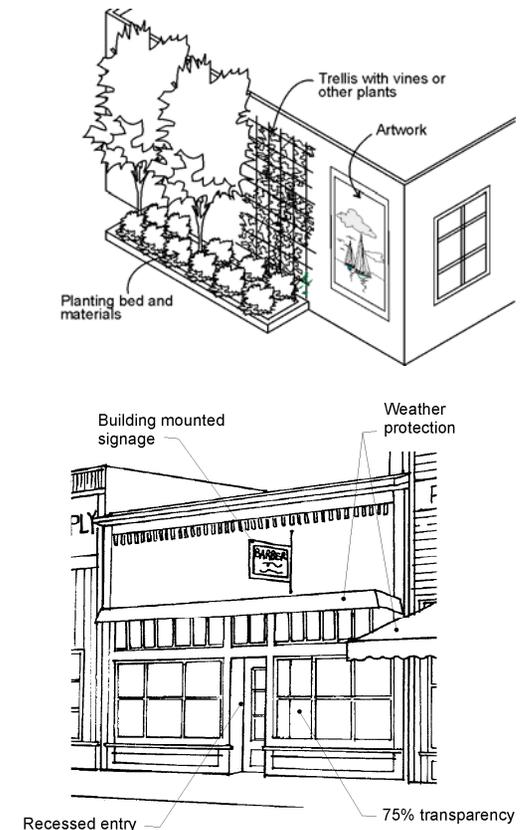


Figure 46. Using simple illustrations in lieu of complex explanations can streamline and clarify design guidelines

# Execution

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This section outlines organizational and management strategies to implement the Plan's physical and regulatory recommendations.

A great Master Plan is useless if its recommendations are not implemented. To help ensure the recommendations identified in the North Bend Downtown Master Plan are carried out and that the specific Action Items are pursued, the City should:

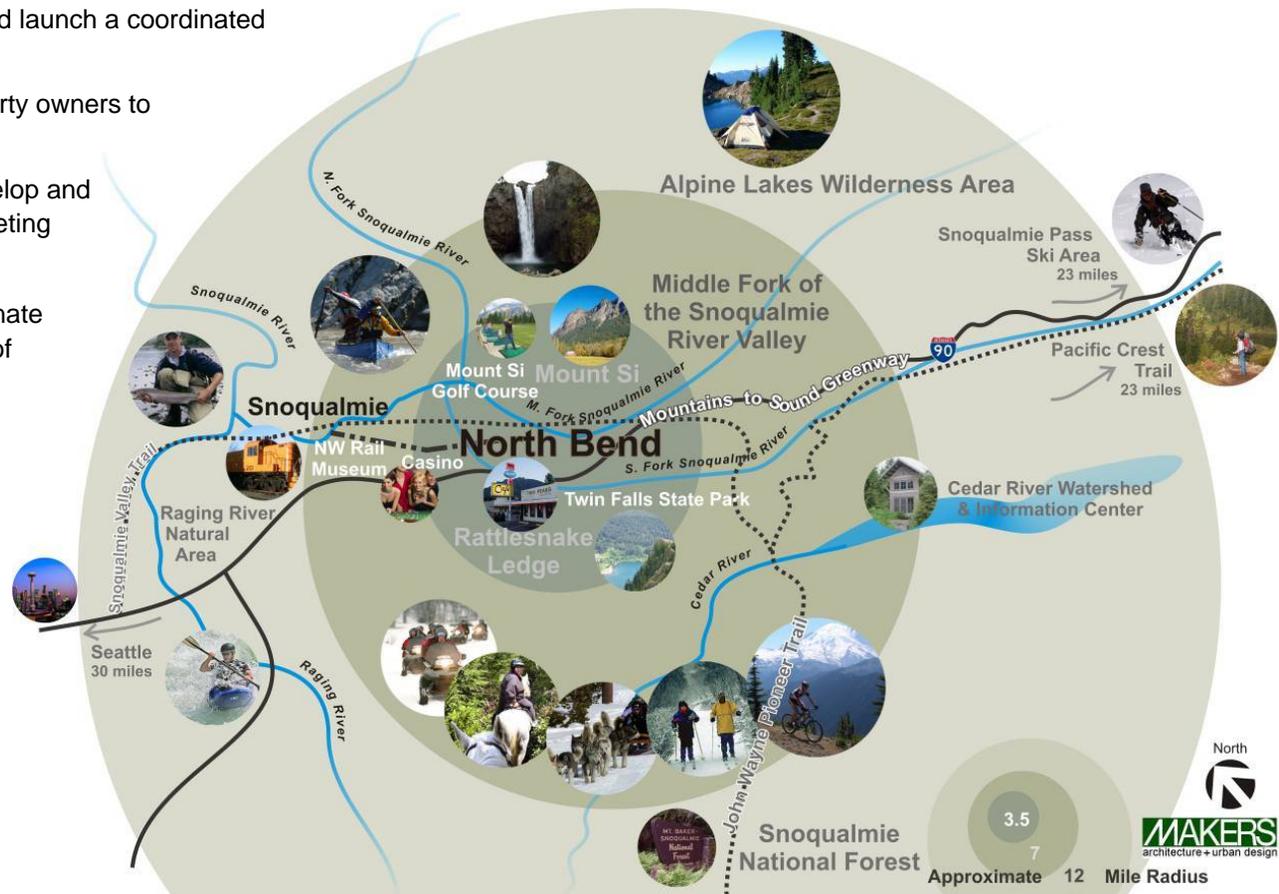
- Build on the momentum generated by planned traffic projects, the existing façade improvement program and the Downtown Master Plan and begin implementation upon plan approval.
- Form a Downtown Advisory Committee tasked with carrying forward the Plan's recommendations. Consider transitioning current Taskforce members to the new Downtown Advisory Committee. The committee will:
  - Create sub-committees as necessary to address organizational, design, economic and promotional elements
  - Work with property / business owners, tenants, agencies and City staff
  - Monitor the Plan and ensure Plan goals are continually pursued over time
  - Manage formation of the BID and allocation of funds
  - Review design elements for signage, gateway, City Hall master plan and other future plans
  - Generate community participation and excitement
  - Identify and pursue alternate funding sources, including grants and private investment, for eligible projects

# Economic Development Strategies

Economic data gathered for the 2006 Market Analysis indicates that North Bend's location near several regional urban centers as well as several of the state's primary recreational destinations provides multiple opportunities for economic growth. The recommendations of this plan will all help promote economic vitality. Specific steps that may be taken to spur economic development include:

- Working with the Chamber of Commerce and downtown business owners to develop and launch a coordinated marketing strategy.
  - Work with downtown property owners to establish a BID
  - Use BID funds to help develop and launch a coordinated marketing effort
- Explore opportunities to coordinate marketing efforts with the City of Snoqualmie.
- Use proceeds from the sale of identified City properties (discussed in the Physical Improvements / Development section of this plan) to fund recommended physical improvements.

Figure 47. Develop a marketing strategy that builds on North Bend's proximity to Seattle and central location among some of Washington's biggest outdoor recreational draws.



- Actively pursue desired development on identified Opportunity Sites.
  - Create informational/permitting packets for identified “Opportunity Sites” (also addressed in the Regulatory Measures section of this Plan)
  - Partner with the development community to develop the recommended signature mixed-use building to accommodate both City Hall facilities and commercial development
- Create a special budget fund to ensure that increased tax revenues from new development are leveraged to pursue implementation of Plan recommendations.

# Implementation Timeline

The following table organizes recommendations and action items into near, mid and long term timeframes. Categorizations are based on top priority projects (see Appendix) identified by the City, Taskforce and Community, as well as on planning team recommendations that consider time and financial requirements for the planning, design, and construction of proposed improvements.

Near term projects include those that can be accomplished in a relatively short period of time with less budgetary impact, projects that have the potential to create the greatest impact, and necessary first phases of several mid-term projects.

As discussed on page 38, the first step will be to form a Downtown Advisory Committee with carrying these recommendations forward.

Project / Recommendation	Action Items	Opportunity Sites	Linkages	Parks/Open Space	Streetscapes	Traffic/Safety /Parking	Regulatory
<b>Near-Term Projects/Actions: 1-5 Years</b>							
Pursue planned Roundabout at North Bend Way / Cedar Falls (planned)						●	
Develop Signage Plan	<ul style="list-style-type: none"> <li>Implement way-finding and informational signage per plan recommendations</li> </ul>		●				
Develop Gateway Plan	<ul style="list-style-type: none"> <li>Implement gateway elements per plan recommendations</li> <li>Begin with graduated gateway features</li> </ul>		●				
Develop a master plan and design improvements for Riverfront Park and a "Village Green" at Gardiner Weeks Park	<ul style="list-style-type: none"> <li>Identify and pursue grant opportunities for invasive vegetation removal and parks improvements</li> </ul>			●			
Tailor zoning/policy to encourage desired development	<ul style="list-style-type: none"> <li>Establish an Overlay District in the Core</li> <li>Develop information packets for developers</li> <li>Update design guidelines</li> <li>Work with City Council to establish 1% for Public Art</li> <li>Review and revise code if necessary</li> </ul>						●

Project / Recommendation	Action Items	Opportunity Sites	Linkages	Parks/Open Space	Streetscapes	Traffic/Safety /Parking	Regulatory
Develop an alternate route through Downtown	<ul style="list-style-type: none"> <li>• Install Park Street / Bendigo traffic signal (planned)</li> <li>• Purchase ROW /pursue Downing Ave extension (planned)</li> <li>• Replace the 4-way stop at Park and Main with 2-way stop</li> <li>• Evaluate intersection control at Park and North Bend</li> </ul>					●	
Install Crosswalk pavement improvements	<ul style="list-style-type: none"> <li>• Select and install colored/textured pavement in signalized crosswalks along North Bend Way</li> </ul>					●	
Promote and potentially expand the façade improvement program	<ul style="list-style-type: none"> <li>• Work with Downtown Core business owners to fund façade improvements</li> </ul>				●		
Pursue Improvements along McClellan and begin first steps to improve the pedestrian link from the Depot to North Bend Way	<ul style="list-style-type: none"> <li>• Provide daily garbage pick-up or design, site and install screening</li> <li>• Develop matching fund for rear façade improvements</li> <li>• Pursue grants to underground utilities</li> <li>• Work to relocate angled parking at the North Bend Grill to the other side of Ballarat</li> </ul>				●		
Begin pursuing development on identified opportunity sites	<ul style="list-style-type: none"> <li>• Begin discussions with property owners of sites #1, #2, &amp; #3</li> <li>• Develop City Hall Master Plan</li> <li>• Develop incentive packets</li> </ul>	●					
Begin pursuing Riverfront Trail loop	<ul style="list-style-type: none"> <li>• Present plan to the public</li> <li>• Work with property owners</li> <li>• Pursue grant funding</li> </ul>		●				
Perform a parking /traffic study to evaluate parking demand, one-way traffic systems along Main and Sydney, and left turn volumes/ pocket lengths on North Bend	<ul style="list-style-type: none"> <li>• Develop and implement a parking management strategy</li> </ul>					●	

Project / Recommendation	Action Items	Opportunity Sites	Linkages	Parks/Open Space	Streetscapes	Traffic/Safety /Parking	Regulatory
Establish a Business Improvement District (BID)	<ul style="list-style-type: none"> <li>• Work with Downtown business owners</li> </ul>						●
Begin improving the link between the Depot and North Bend Way	<ul style="list-style-type: none"> <li>• Work with property /business owners to determine elements</li> </ul>		●				
Begin Torguson Park entrance improvements	<ul style="list-style-type: none"> <li>• Work with adjacent property owners; explore opportunities to acquire an access easement</li> </ul>			●			
<b>Mid-Term Projects/Actions: 6-10 Years</b>							
Continue to implement gateway elements	<ul style="list-style-type: none"> <li>• Coordinate additional graduated gateway and other “four corners” gateway elements with new development and roadway / traffic improvements</li> </ul>		●				
Separate bikes and pedestrians from autos on Bendigo	<ul style="list-style-type: none"> <li>• Provide sidewalks on both sides of the street from South Fork to the Core</li> <li>• Add bike lanes as road is restriped/paved</li> <li>• Install barrier between autos and bike lanes/sidewalks over the bridge</li> </ul>		●				
Pursue pedestrian bridge	<ul style="list-style-type: none"> <li>• Work towards developing a pedestrian bridge across the Snoqualmie River near Bendigo</li> </ul>		●				
Install intersection control at Park and North Bend Way as necessary	<ul style="list-style-type: none"> <li>• Determine appropriate intersection control at the intersection of Park Street and North Bend Way upon completion of Alternate Route improvements along Park</li> </ul>					●	
Continue to pursue Riverfront Trail loop	<ul style="list-style-type: none"> <li>• Continue to work with property owners and developers</li> <li>• Develop portions of trail on City property and other available sites</li> </ul>		●				
Pursue Riverfront Park / Village Green improvements	<ul style="list-style-type: none"> <li>• As parks and open spaces are improved, promote community activities</li> </ul>			●			

Project / Recommendation	Action Items	Opportunity Sites	Linkages	Parks/Open Space	Streetscapes	Traffic/Safety /Parking	Regulatory
Evaluate options to improve the intersection of Fourth street and State Route 202						●	
Install LED crosswalks at non-signalized crossings						●	
Install street trees, pedestrian lighting, and street furniture along Bendigo and Main from Park to 3 <sup>rd</sup> and on 2 <sup>nd</sup> between Sydney and Ballarat	<ul style="list-style-type: none"> <li>• Incorporate improvements as new development / roadway &amp; traffic improvements occur</li> </ul>				●		
Improve the link between the Depot and North Bend Way, both from Ballarat and Park	<ul style="list-style-type: none"> <li>• Install selected streetscape elements</li> </ul>		●				
Connect Depot Park Si View Recreation area	<ul style="list-style-type: none"> <li>• Install signage and pathway elements as appropriate</li> </ul>		●				
Continue to improve link between Torguson Park and North Bend Way	<ul style="list-style-type: none"> <li>• Implement signage and pathway improvements</li> </ul>		●				
Continue to pursue desired development	<ul style="list-style-type: none"> <li>• Work with private developers to establish mixed use development on priority sites #1, #2, #3, #6, #8, #9, #9a</li> <li>• Encourage plazas / gathering spaces where appropriate</li> </ul>	●					
Develop additional parking along North Bend Way between park and Cedar Falls as necessary	<ul style="list-style-type: none"> <li>• Coordinate with other identified traffic improvement elements along North Bend Way (long term roadway narrowing projects)</li> </ul>					●	
Begin to install planting strips to improve the pedestrian environment along high traffic routes	<ul style="list-style-type: none"> <li>• Coordinate with new development where possible</li> </ul>					●	

Project / Recommendation	Action Items	Opportunity Sites	Linkages	Parks/Open Space	Streetscapes	Traffic/Safety /Parking	Regulatory
<b>Long-Term Projects/Actions: 11+ Years</b>							
Continue to pursue desired development	<ul style="list-style-type: none"> <li>• Work with private developers to establish mixed use development on priority sites #4, #5, #7, #10, #11</li> <li>• Encourage plazas / gathering spaces where appropriate</li> </ul>	●					
Continue to pursue gateway elements	<ul style="list-style-type: none"> <li>• Coordinate development of gateway elements as long term opportunity sites develop and long term traffic projects are implemented</li> </ul>		●				
Continue to pursue Riverfront Trail loop	<ul style="list-style-type: none"> <li>• Develop remaining segments of trail</li> </ul>		●				
Complete pedestrian bridge	<ul style="list-style-type: none"> <li>• Construct pedestrian bridge across the Snoqualmie River near Bendigo</li> </ul>		●				
Link Riverfront Trail to Tanner Trail/Torguson Park	<ul style="list-style-type: none"> <li>• Pursue sidewalk, bike lane and landscape improvements as new development occurs</li> </ul>		●			●	
Provide bicycle links between Snoqualmie Valley Trail and Downtown	<ul style="list-style-type: none"> <li>• Incorporate bike lanes when Ballarat is repaved/restriped</li> </ul>		●				
Install streetscape improvements along Park, Sydney, 3 <sup>rd</sup> 4 <sup>th</sup> , Main and North Bend	<ul style="list-style-type: none"> <li>• Incorporate improvements as new development / roadway &amp; traffic improvements occur</li> </ul>				●		
Continue projects to reduce pavement width along North Bend east of Ballarat	<ul style="list-style-type: none"> <li>• Select appropriate width reducing measures (determined by near-term parking/traffic study)</li> </ul>					●	
Add angled parking as needed along Main and Sydney						●	
Continue to install planting strips along high traffic routes (pedestrian environment)	<ul style="list-style-type: none"> <li>• Coordinate with new development where possible</li> </ul>					●	



# Appendix

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# Priority Projects

The following matrix summarizes plan recommendations, identifies which plan goals (listed below) each recommendation meets, and highlights projects identified by the City, Task Force and Community as top priorities.

- Goal 1:** Create a safe and welcoming downtown to stimulate increased activity.
- Goal 2:** Inspire new business investment in the downtown in order to improve real estate values, occupancy levels, employment opportunities and consumer activity.
- Goal 3:** Improve vehicular access to and through downtown via traffic management, street improvements, and rerouting (where practical and feasible), while maintaining North Bend’s historic and small town character.
- Goal 4:** Identify “Opportunity Sites”, where new, targeted development will have the most impact.
- Goal 5:** Improve parking capacities at a scale that does not negatively impact pedestrians and enhances the urban landscape.

- Goal 6:** Amend the Municipal Code where necessary to promote economic growth and new business, while maintaining North Bend’s historic and small town character.
- Goal 7:** Integrate parks, open space, river access points, and pedestrian links with downtown. Encourage places for people to gather, interact and shop
- Goal 8:** Improve and create safe and welcoming pedestrian and bicycling linkages to the downtown to promote increased activity.
- Goal 9:** Establish an implementation process that ensures the Master Plan is carried out.

	Goal #1	Goal #2	Goal #3	Goal #4	Goal #5	Goal #6	Goal #7	Goal #8	Goal #9	PRIORITY PROJECTS:
<b>Development Opportunity Sites</b>										
• Sites #1 & #2	●	●		●						✓
• Site #3	●	●		●						✓
• Site #4	●	●		●						
• Site #5	●	●		●						
• Site #6	●	●		●						✓
• Site #7	●	●		●						
• Site #8	●	●		●						✓

	Goal #1	Goal #2	Goal #3	Goal #4	Goal #5	Goal #6	Goal #7	Goal #8	Goal #9	PRIORITY PROJECTS:
• Site #9/#9a	●	●		●						✓
• Site #10	●	●		●						
• Site #11	●	●		●						
<b>Physical Improvements</b>										
• Establish a City-wide signage plan; develop and install	●	●	●					●		✓
• Develop a gateway plan	●	●						●		✓
• Create a graduated gateway along Bendigo	●	●						●		✓
• Develop other gateways (North Bend Way, Bendigo & 4th)	●	●						●		
• Separate bikes and pedestrians from autos on Bendigo	●	●					●	●		
• Develop a Riverside Trail loop	●	●					●	●		✓
• Improve the link between the Depot and North Bend Way	●	●					●	●		✓
• Connect Depot Park and Si View recreational area	●	●					●	●		
• Improve link from North Bend Way to Torguson Park	●	●					●	●		
• Link proposed multi-use trail to Tanner Trail/Torguson Park	●	●					●	●		
• Provide bicycle links from Snoqualmie Valley Trail to Downtown	●	●					●	●		
• Improve Riverfront Park	●	●					●			✓
• Increase awareness of and access to Depot Park	●	●					●	●		✓
• Improve Torguson Park entrance (off North Bend Way)	●						●	●		
• Develop a Village Green at Gardiner Weeks Park and the Senior Center site	●	●					●			
• Incorporate plazas/gathering spaces with new development	●	●					●			

	Goal #1	Goal #2	Goal #3	Goal #4	Goal #5	Goal #6	Goal #7	Goal #8	Goal #9	PRIORITY PROJECTS:
<ul style="list-style-type: none"> <li>Improve the appearance of McClellan (the alley) <ul style="list-style-type: none"> <li>Relocate utilities along McClellan underground</li> <li>Eliminate/screen dumpsters along McClellan</li> <li>Improve rear building facades/entrances</li> </ul> </li> </ul>	●	●						●		✓
<ul style="list-style-type: none"> <li>Extend street trees, lighting, furniture along Bendigo &amp; Main to 3<sup>rd</sup>, and on 2<sup>nd</sup> between Sydney and Ballarat</li> </ul>	●	●						●		
<ul style="list-style-type: none"> <li>Extend streetscape improvements along Park, Sydney, 3<sup>rd</sup>, 4th, Main and North Bend Way as development occurs</li> </ul>	●	●						●		
<b>Traffic, Parking and Pedestrian Safety</b>										
<ul style="list-style-type: none"> <li>Develop an Alternate route through the Downtown Core <ul style="list-style-type: none"> <li>Park Street/Bendigo Traffic Signal (planned)</li> <li>Park Street/Main Ave Intersection (stop signs)</li> <li>Downing Ave ROW/extension (planned)</li> </ul> </li> </ul>	●	●	●							✓
<ul style="list-style-type: none"> <li>Evaluate Park Street / North Bend Way intersection control (planned)</li> </ul>			●					●		
<ul style="list-style-type: none"> <li>Bendigo (202) /Fourth Street intersection evaluation</li> </ul>			●							
<ul style="list-style-type: none"> <li>Evaluate one way conversions along Main &amp; Sydney</li> </ul>			●		●					✓
<ul style="list-style-type: none"> <li>Evaluate traffic flow/left turn pockets along North Bend Way</li> </ul>			●							
<ul style="list-style-type: none"> <li>North Bend Way / Cedar Falls Way roundabout</li> </ul>	●		●					●		
<ul style="list-style-type: none"> <li>Reduce pavement width on North Bend Way west of Ballarat <ul style="list-style-type: none"> <li>Median from Cedar Falls Way to Park Street</li> <li>Bulbouts, parking and/or wide sidewalks</li> <li>Landscaping</li> </ul> </li> </ul>	●		●					●		✓
<ul style="list-style-type: none"> <li>Install planting strips on high-traffic routes</li> </ul>	●	●	●					●		
<ul style="list-style-type: none"> <li>Install colored/textured crosswalks at key intersections</li> </ul>	●	●						●		✓
<ul style="list-style-type: none"> <li>Install LED crosswalks at non-signalized crossings</li> </ul>	●	●						●		

	Goal #1	Goal #2	Goal #3	Goal #4	Goal #5	Goal #6	Goal #7	Goal #8	Goal #9	PRIORITY PROJECTS:
• Improve link from Si View to Torguson Park (as part of Riverfront Trail): add sidewalk/landscaping along Orchard Dr	●	●					●	●		
• Conduct a parking study /develop a management strategy		●			●					✓
• Add parallel parking (as needed) along North Bend Way between Park Street & Cedar Falls Way		●			●					
• Add angled parking (as needed) along Main and Sydney		●			●					
<b>Regulatory Measures</b>										
• Establish a Downtown Advisory Committee									●	✓
• Establish a Core Commercial District overlay prohibiting ground floor residential; encourage desired uses through: <ul style="list-style-type: none"> <li>- Streamlined permitting process</li> <li>- Information packets for Opportunity Sites</li> <li>- Allow "Fee-in-lieu" to meet some parking req.</li> </ul>	●	●				●			●	✓
• Establish a Business Improvement District (BID)	●	●				●			●	
• Promote / expand the façade improvement program	●	●				●			●	✓
• Dedicate 1% annual capital expenditures to public art in the Commercial Core District	●	●				●				✓
• Simplify existing design guidelines	●	●				●				✓
<b>Total Number of Project Goals</b>	<b>41</b>	<b>41</b>	<b>9</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>13</b>	<b>23</b>	<b>4</b>	