

## EXECUTIVE SUMMARY

The history of North Bend, Washington, is closely tied to its strategic location as a gateway between Puget Sound and the Cascade Mountains. Transportation routes - early foot trails, wagon roads, railroads, and highways - have shaped its physical growth and its economy. Downtown North Bend, in particular, reflects the community's long-time role as a provider of services to the traveler.

In 1995, the City of North Bend and the King County Landmarks and Heritage Program entered into an interlocal agreement for the provision of historic preservation services to the City. State Route 202 into North Bend was designated a Scenic and Recreational Highway by the Washington State Legislature the following year. In the late summer and fall of 1997, this survey of downtown North Bend was undertaken by the City of North Bend, in partnership with the King County Landmarks and Heritage Program.

The primary objective of the survey/inventory project was to document the history of commercial properties in the heart of downtown. The survey area encompassed the original core of the downtown, roughly from Ballarat to Sydney Street along North Bend Way. These blocks contain the downtown's most cohesive concentration of historic buildings dating from the 1910s through the 1950s. The survey process revealed an authentic architectural theme associated with the heyday of the Sunset Highway hidden behind the faux-Alpine facades applied in the early 1970s.

The assembled inventory data will be used by the City of North Bend in planning for the revitalization of its downtown. Collected information will provide a historical context for discussions about authentic community identity, a way to assess threatened resources, prioritize landmark designations, and apply strategies and incentives to encourage downtown renewal. The inventory materials will also serve as a source of information for North Bend residents interested in exploring their property's history.

A total of 34 downtown properties were surveyed. In the end, 28 of these properties were selected for inclusion in the King County Historic Resource Inventory and the Washington State Inventory of Historic Places. One of these inventory entries is a potential downtown historic district.

Copies of the completed inventory forms will be housed in five locations: the WA State Office of Archaeology and Historic Preservation in Olympia, the King County Office of Cultural Resources in Seattle, the Snoqualmie Valley Historical Museum in North Bend, North Bend City Hall offices, and the North Bend Public Library.

## 1. INTRODUCTION

### **Background**

The City of North Bend is located in eastern King County in the Upper Snoqualmie River Valley, some four miles above Snoqualmie Falls. The town is situated about a half-mile north of the Interstate-90 corridor, on earlier alignments of Primary State Highway 2 and US Highway 10. North Bend remains the easternmost full-service community on the Puget Sound side of Snoqualmie Pass. From the completion of the Sunset Highway over the Pass in 1915, until the construction of the I-90 bypass in 1978, a massive volume of cross-state traffic funneled through the compact historic heart of the downtown. This three-block commercial area has been the focus of the Downtown North Bend Survey and Inventory.

Earlier surveys of historic resources in the North Bend area, in the late 1970s and early 1980s, led to the inclusion of several properties in the King County Historic Resources Inventory. Several properties in the upper Snoqualmie Valley were identified, including the site of Fort Smalley, HRI #0015; the Milwaukee Railroad Covered Bridge, HRI #0018 (now demolished); the North Bend Elementary School, HRI #0502 (now demolished); Toll Gate Farm, HRI #0749; and Si View Activity Center, HRI #0848. No properties in downtown North Bend were surveyed at that time. It was not until the mid-1990s that two new programs spurred an expanded inventory effort at the local level.

In 1995, the City of North Bend and the King County Landmarks and Heritage Program entered into an interlocal agreement through which the County would provide historic preservation services to the City. The following year, the Washington State Legislature designated State Route 202 as a Scenic and Recreational Highway, and North Bend was viewed as the eastern gateway to that corridor. Part of a citizen initiative to enhance the corridor called for an inventory of its roadside history. In the late summer and fall of 1997, this survey of downtown North Bend was undertaken by the City of North Bend, in partnership with the King County Landmarks and Heritage Program.

### **Personnel and Public Involvement**

Funding for the Historic Resources Survey/Inventory of Downtown North Bend was provided by the City of North Bend. Additional support from the National Park Service Historic Preservation Fund was awarded through the Washington State Office of Archaeology and Historic Preservation. Larry Stockton, Community Services Director for the City of North Bend, and Sara Barry, Special Projects Coordinator, provided administration and oversight. Greg Watson, Director of the Snoqualmie Valley Historical Museum, offered valuable research guidance and assistance with the museum's collection.

Further assistance was provided by interested downtown property owners and knowledgeable local historians in North Bend.

Julie M. Koler, King County Historic Preservation Officer, and Charlie Sundberg, King County Historic Preservation Planner, selected the survey boundaries. Mr. Sundberg also conducted preliminary research, gathered County Assessor's records, working maps, and entered situs data into the historic resource data base. Florence K. Lentz, Cultural Resource Specialist, conducted the survey field work, prepared the historic context statement, and completed the final inventory forms. All King County staff on the project meet the National Park Service professional qualification standards for survey personnel.

### **Inventory Repositories**

Copies of the completed inventory forms will be kept at:

Office of Archaeology and Historic Preservation  
Department of Community, Trade, and Economic Development  
420 Golf Club Road SE  
PO Box 48343  
Olympia, WA 98504-8343  
(360) 407-0752

King County Landmarks and Heritage Program  
506 Second Avenue, Room 1115  
Seattle, WA 98104  
(206) 296-7580

Snoqualmie Valley Historical Museum  
320 North Bend Blvd. S.  
North Bend, WA 98045  
(425) 888-3200

City of North Bend  
211 Main Avenue N.  
North Bend, WA 98045  
(425) 888-1211

North Bend Public Library  
Fourth and Main  
North Bend, WA 98045  
(425) 888-0554

## 2. THE SURVEY PROCESS

### **Objectives**

The primary objective of the survey/inventory project was to document the physical history of commercial properties in the heart of downtown North Bend. Neighboring residential and institutional properties were excluded from the survey. Archaeological sites, traditional cultural properties, and historic landscapes were also not within the scope of the survey.

The assembled inventory data will be used by the City of North Bend in planning for the continued revitalization of its downtown. The collected information will provide a historical context for discussions on community identity, a way to assess threatened resources, and a foundation for applying strategies and incentives to encourage downtown rehabilitation. Through its interlocal agreement with the King County Landmarks and Heritage Program, the City can use the inventory to prioritize future preservation activities downtown. These may include local landmark designations, National Register listings, facade rehabilitations, and business district revitalization.

The inventory materials will also serve as a source of information for North Bend residents and downtown property owners interested in exploring their downtown's history. This site-specific data will add to the rich collection of contextual local history materials already available at the Snoqualmie Valley Historical Museum. The historic context statement and the individual property inventory records may be further used by the City and/or the Museum to develop interpretive materials on the evolution of downtown North Bend and its colorful role in the transportation history of the region.

### **Methodology**

To define the boundaries of the project area, a windshield survey was first made of both North Bend Blvd. (historically Bendego Street) and North Bend Way (historically First Street) within city limits. These streets represent the two primary east-west arterial alignments through downtown North Bend between the 1890s and the late 1970s. King County Assessor records from ca. 1940 to ca. 1970 were collected for properties from the downtown core, out North Bend Way to just beyond the Cedar Falls Road turn-off. This data collection phase thus included a portion of the less densely-developed auto "strip" which has grown up east of the traditional downtown.

Next, the area to be intensively surveyed was scaled back to encompass the original core of the downtown, roughly from Ballarat to Sydney Street along North Bend Way. Several surviving commercial properties along North Bend Blvd. were also included. The selected survey area contains the downtown's most cohesive concentration of historic buildings dating from the 1910s through the 1950s.

To ensure that the survey data would be of greatest use in community planning, every property within the survey area was recorded, including vacant lots and structures built more recently. A total of 34 properties were surveyed. In the end, 28 of these properties were selected for inclusion in the King County Historic Resource Inventory and the Washington State Inventory of Historic Places. (correct name????)

Because the boundaries were tightly drawn for this initial survey effort, some institutional properties and some residential-turned-commercial properties at the edges of the downtown were excluded. Among these are the Moose Lodge, the old Post Office, the telephone company, City Hall, and Peter J. Maloney's house (now the Snoqualmie Valley Reporter office). It is recommended that these properties be evaluated in future survey work.

The survey team consulted a variety of primary and secondary sources to flesh out the history of the downtown. The archival collections of the Snoqualmie Valley Historical Museum were particularly valuable for their numerous photographs of the commercial core. Of key importance were the County Assessor's property data and historical photos, WA State Dept. of Transportation (DOT) right-of-way records, and local newspapers at the North Bend Library. City directories and published histories of the Snoqualmie Valley also proved useful.

Maps consulted included current County Assessor's maps; DOT right-of-way maps for the expansion of PSH 2 through North Bend (1940); Sanborn Fire Insurance Co. maps (1911, 1926, 1930); Anderson (1907), Kroll (1930), and Metsker (1940) land ownership maps; and AAA road maps (1917 - 1944).

Field work was conducted in the summer and fall of 1997. The surveyor photographed each property and recorded its architectural features. Some business owners were consulted on site, others were telephoned, and still others submitted a written response to a questionnaire about the history of their property, mailed out at the beginning of the project.

Several public presentations were given in the fall and winter to encourage public interest and involvement in the project. Audiences included the North Bend Economic Development Council, downtown property and business owners, North Bend Planning Commission, and the North Bend City Council. These presentations used a then-and-now slide show format. In the spring of 1998, owners were encouraged to review and comment on the draft inventory forms. These comments have been incorporated into the final product.

## **Expectations**

Because no previous survey work had been conducted in downtown North Bend, the survey team had few firm pre-conceptions about what might be found. There was general knowledge that First Street (now North Bend Way) had been widened to the north in 1941, but the impact of that highway widening on the downtown buildings was clearly understood by only a few of North Bend's elderly citizens. The survey has documented exactly which pre-1941 buildings were moved, and which properties underwent extensive new construction at the time.

Another factor which made preliminary assessment of building dates, styles, and condition challenging was the extensive faux Alpine face-lift applied to the entire downtown in the early 1970s. These facade cover-ups had disguised true rooflines, facing materials, and storefront configurations for some 25 years. Now, as a result of the survey, the pre-Alpine appearance and the facade restoration potential of these buildings has been documented.

Further, because of the pervasive Alpine facades, it was generally believed that downtown North Bend had no definable, historically-based architectural theme of its own. Survey field findings and contextual research has shown quite the contrary - a very strong visual theme remains associated with the heyday of the Sunset Highway, roughly the period from the 1910s through the 1950s.

### **3. HISTORIC CONTEXT FOR DOWNTOWN NORTH BEND**

*See Appendix A for full text of the Overview History of Downtown North Bend*

The history of North Bend, Washington, is closely tied to its strategic location as a gateway between Puget Sound and the Cascade Mountains. Transportation routes - early foot trails, wagon roads, railroads, and highways - have shaped its physical growth and its economy. Downtown North Bend, in particular, reflects the community's long-time role as a provider of services to the traveler.

In the mid-19th century, the future site of downtown North Bend was part of a fertile, open prairie of the upper Snoqualmie River. Native Snoqualmie people are believed to have camped here, near the confluence of the river's three forks several miles above Snoqualmie Falls. From this protected place, they hunted, fished, and foraged for berries and root crops. By the early 1860s, Euro-American settlers had discovered the prairie and its agricultural potential.

The North Bend area remained largely inaccessible to commerce until the arrival of the Seattle, Lake Shore & Eastern Railroad in 1889. Early settlers William and Mary Taylor

platted the townsite - first called Snoqualmie, later Mountain View, and finally North Bend - in February of that year. First Avenue, now North Bend Way, was laid out parallel to the railroad right-of-way. By 1906 the community boasted two hotels, three general stores, two liverys, a sawmill, a Baptist church, and a graded school. Even then, North Bend enjoyed a booming business outfitting miners, loggers, and sportsmen.

In 1915, the old wagon road that had long connected North Bend to Fall City, and thence to Seattle via two alternate legs, was pushed over Snoqualmie Pass as a graveled highway. As a link on the celebrated Sunset Highway to Chicago, North Bend became the motorist's crucial last stop for food, gas, and lodging before crossing the Cascades. Like the older wagon road, the Sunset Highway entered town along the approximate alignment of today's SR 202, then turned east toward the mountain pass.

On North Bend's main streets - Bendigo and First - auto and tourist-related businesses flourished through the 1920s and '30s. A sleek new style of reinforced-concrete commercial architecture with roots in the Art Moderne sprang up, replacing the old wood-frame, western false fronts. Painted wall signs, suspended storefront signs, and large roof-mounted metal and neon signs all vied for the passing motorist's attention.

In the summer of 1941, the look of downtown North Bend changed suddenly with the completion of the Cross-State Highway, the forerunner of Interstate-90. To accommodate the new limited-access road, First Street was substantially widened to eliminate traffic bottlenecks in downtown North Bend. Buildings on the north side of the street for a distance of some eight blocks were jacked up and moved back thirty feet, courtesy of the State Highway Department. Over the next several decades, North Bend's cafes and drive-in restaurants, tourist courts and motels, gas stations and garages, spread further and further to the east along the highway. By night, neon lights illuminated the busy thoroughfare, the only central business district remaining on the cross-state corridor.

In the early 1970s, in an effort to capture a bit more of the motoring public's dollar, North Bend merchants determined to try a unified theme approach to their downtown architecture. A Swiss Alpine motif was selected. Many businesses completed major exterior renovations using projecting gables, balconies, and Alpine-styled woodwork, but others adopted more modest interpretations of the theme. Nonetheless, the inevitable bypass eventually came to be. In 1978, Interstate-90 bypassed the city a half-mile to the south. Not unexpectedly, many of North Bend's gas stations, restaurants, and motels went out of business.

By the early 1990s, new commercial development had shifted south to the I-90 interchange. A factory outlet mall opened in 1990, followed by a Nintendo distribution center. Next came the Mountain Valley Center, anchored by a Safeway supermarket. Downtown North Bend was left to re-invent itself once again as an attraction worth stopping for.

#### 4. ANALYSIS OF SURVEY RESULTS

##### Survey Findings

Survey data document several periods of development in downtown North Bend, a sequence that reveals much about the evolution of the community as a crossroads. Three historic periods are represented by extant buildings - the railroad era (1889 - 1914), the Sunset Highway era (1915 - 1941), and the Cross-State Highway era (1942 - 1960). After 1960, all new commercial development took place outside of the established business district. The only significant change to occur downtown after that date was the adoption of the Alpine theme in the early 1970s.

Only a handful of properties in the survey project area date back to the earliest phase of North Bend's physical development from 1889 to 1914, when railroads and a gravel wagon road were still the primary means of travel into the community. Early streetscapes of downtown North Bend show that, by 1900, both Bendego and First Streets were built up with wood-frame, false-fronted buildings. Two extant wood-frame buildings identified in the survey are thought to date back to this period. One is the wood-frame Marketplace health food store at 125 W. North Bend Way (map # 23), built in 1911 as a drug store. Another is the present-day Sure Shot Tavern at 101 E. North Bend Way (map # 27). Both have been extensively altered.

Toward the end of the railroad era, some of the fragile wood buildings gave way to structures of "permanent" masonry construction, perhaps owing to a fire which reputedly occurred on the south side of First Street c. 1910. The next verifiable construction date for an existing building is that of the two-story concrete Masonic Hall at 119 W. North Bend Way (map # 24), built in 1912, and now housing a "Big A" Auto parts store. The Masonic Hall is particularly noteworthy for its age, scale, and restoration potential. Despite its prominent two-story Alpine facade, the storefront and upper story features remain intact. Another significant early masonry building from the railroad era is the old Bank of North Bend at 102 W. North Bend Way (map # 5), now the Hangchow Restaurant, built of reinforced concrete in 1913. It too has been heavily remodeled, first in the 1950s and then with an Alpine facade in the 1970s.

From 1915 through 1940, the heyday of the Sunset Highway, a number of permanent commercial buildings survive. Brick buildings include the old Bellinger Bakery, now George's Bakery (map # 22), the Kelsko Meat Market, most recently Grandma's Antiques (map # 21), the Wellworth Ten-Cent Store, now the Radio Shack (map # 29), Wiesenbach's Barber Shop, now vacant (map # 7), and Lord's Radio shop, now Jaclyn Rose Antiques (map # 6). All of these buildings were a single story in height (with the exception of Lord's Radio shop, which was two) and featured decorative brick parapets and storefronts with features typical of the period - plate glass display windows,

transoms, suspended marquees, recessed entries, and bulkheads. Some of these features, if not the original brick facing, can be discerned on all of the buildings in this group.

An important new architectural type emerged in downtown North Bend during the 1920s - the large commercial building of poured concrete. Four surviving examples of this type are perhaps the most distinctive structures in the downtown. They include the old Sunset Garage (map # 19), the McClellan Hotel (map # 11); the original Thompson's Cafe, a one-story wing on the McClellan (map # 12), and the McGrath Hotel (map # 26). Streamlined, minimal in style, and "modern", these buildings are vernacular versions of the Art Moderne style. One exception is the McGrath Hotel which is a Mission Revival style. All contribute directly to a cohesive architectural character associated with the Sunset Highway, and all retain their key design features.

In 1941, when the Issaquah to North Bend cut-off was built and the highway widened through downtown North Bend, many new concrete buildings went up in a second wave of the Art Moderne. Four of these buildings were identified in the survey: the North Bend Theater (map # 14), Glazier's Furnishings, presently the Peepers, Potter and Petts store (map # 8), Lee Brothers' Groceries, now the Snoqualmie Valley Antique Co. (map # 9), and the "new" Thompson Cafe, known soon thereafter as the Mar-T Cafe (map # 20). Except for the theater, these were low-lying, single story structures, typified by very spare styling, distinctive painted wall signage, and suspended canopies over the sidewalk. Some of these features remain intact, and as a group these buildings have strong potential for restoration.

During this same era of the Cross-State Highway, infill development occurred on vacant lots or where old wood frame buildings had once stood. Single story brick-faced commercial buildings were put up in the 1950s, a number of which are still standing on the south side of North Bend Way. These storefronts are characterized by angular recessed entries, canted display windows, Roman brick, sandstone, and black structural glass facings. Some older storefronts were given this up-to-date look in the '50s.

Another survey finding pertains to the 1970s Alpine look. Most of the two-story Alpine facades are superficial. Original facing materials have, in many instances, been simply covered up without the removal of original materials, particularly on masonry facades. Storefront configurations, as it turns out, were not radically altered by the Alpine remodels, though some had received earlier face-liftings in the 1940s or '50s.

### **Potential for Local Landmark/National Register Eligibility**

Survey findings indicate the following inventory properties may be eligible for individual designation as City of North Bend Landmarks, and/or for listing in the National Register of Historic Places:

Site # 1574	Lee Brothers' Grocery	Map # 9
Site # 1576	McClellan Hotel	Map # 11
Site # 1579	North Bend Theater	Map # 14
Site # 1584	Sunset Garage	Map # 19
Site # 1585	Mar-T Cafe	Map # 20
Site # 1589	Unity Lodge #18 (designated NB Landmark April, 1998)	Map # 24
Site # 1591	McGrath Hotel	Map # 26

These buildings are pivotal structures in downtown North Bend in terms of historic significance, architectural design, and visual prominence. All have a high degree of historic integrity and are strong candidates for restoration or rehabilitation. Many represent important themes in the town's transportation-related history.

Survey findings further suggest the potential for a small Downtown North Bend landmark district. This proposed L-shaped district, as depicted on the attached inventory map, would encompass a short stretch of North Bend Way between Main Street and North Bend Blvd. Two buildings on North Bend Blvd. - the theater and the old Thompson's Cafe - would qualify for inclusion. At this time, it is unlikely that the district would be eligible for National Register listing. This situation could change over time, however, as the Alpine cover-ups are removed from the buildings' street facades.

## **5. RECOMMENDATIONS**

### **Community Preservation Issues**

Since the early 1980s, the bulk of new commercial development in North Bend has been oriented to the freeway traveler. New development has focused along North Bend Blvd. near the I-90 interchange. There is currently little to entice passing motorists and tourist into the downtown. As the community grows in population, new locally-oriented businesses are also appearing on North Bend Way southeast of downtown, along the old highway strip where gas stations, drive-ins, and motels used to be. All of these businesses have the perceived advantages of new structures, larger lots, and ample parking. These trends challenge the community to re-invigorate its downtown with viable businesses and attractive design.

Central to the issue of preservation in downtown North Bend is the continuing visual impact of the 1970s Alpine facade remodels. This fantasy theme approach, once considered innovative, now appears dated. The aging faux-facades hinder the city's ability to capitalize on its own more authentic architectural roots. Downtown streetscape improvements of recent years such as landscaped medians, street trees, and interpretive signage, have not entirely overcome North Bend's image as a fading Alpine village.

As the survey project progressed, the City of North Bend considered whether a program that encourages property owners to restore their facades would bolster the economic vitality of the downtown. Would property owners be interested? Would a return to the streetscape of the Sunset Highway era (with a range of architectural styles from the 1910s through the 1950s) have appeal to newcomers as well as long-time residents? Would the new look create a draw as successfully, or more successfully, than the Alpine approach did in the 1970s?

Over the course of the year, the City has actively worked to build a base of support for this proposed new direction. To remind citizens of what the downtown looked like before the Alpine era, city staff assembled a portable visual display using early street scenes, 1930s and '40s County Assessor photos, and old maps gathered in the survey/inventory process. North Bend's Economic Development Commission developed a pilot program to assist property owners interested in facade restoration with free architectural design services.

Through the existing interlocal agreement with King County, the North Bend Masonic Hall (map # 24) was designated as the first City of North Bend Landmark. Currently, the property owners are taking advantage of both local and county incentives to restore the street facade of this key 1912 historic building. A second facade improvement project is also underway on a more modest building (map # 21), also through the City's new facade assistance program.

In order to sustain this activity, North Bend will need to ensure that there is an adequate planning framework for local preservation activity. Having entered into an interlocal agreement with King County in 1995, the City can now designate and protect local landmarks in collaboration with the King County Landmarks and Heritage Program. Procedures for landmark designation, landmark design review, and access to available incentives should be simple, user-friendly, and clearly set forth in the City Code. North Bend's new design guidelines (now underway) should reinforce the preservation approach and serve to strengthen the historic character of the downtown. City-provided incentives, such as a permit fee reduction for historic building restoration work, should be formalized.

### **Recommendations for Future Work**

Future preservation activity in North Bend should include:

#### Identification/Evaluation

- Use the North Bend Downtown Inventory to prioritize local landmark designation efforts, in coordination with the King County Landmarks and Heritage Program.

- Build support among downtown property owners for a landmark district, as delineated on the inventory map. Prepare a district nomination.
- Nominate key properties to the National Register, so that owners can take advantage of IRS investment tax credits and other available incentives.
- Conduct another phase of survey/inventory work that focuses on the oldest residential and transitional neighborhoods adjacent to the downtown.

#### Protection and Enhancement

- Ensure that the City's new design guidelines enhance and protect the character-defining features of the early 20th-century downtown.
- Continue to develop, coordinate, and market local incentives programs, such as facade design assistance, permit fee reductions or waivers, and building code flexibility for downtown properties.
- Encourage landmark owners to take advantage of preservation incentives now in place in King County: Special Valuation, Current Use Taxation, Landmark Restoration Loans, and Landmark Stabilization and Restoration Grants.
- Oversee continuing facade restoration efforts to incrementally return North Bend's downtown to its authentic architectural theme.
- Continue with on-going plans to better link the historic downtown with the I-90 interchange.
- Promote heritage tourism in coordination with other Snoqualmie Valley cities, nonprofits, and projects, especially the City of Snoqualmie, the Snoqualmie Valley Museum, the Cascade Valleys Corridor (SR 202), and Meadowbrook Farm.

## **Appendix A:**

# **OVERVIEW HISTORY OF DOWNTOWN NORTH BEND**

## **INTRODUCTION**

The community development of North Bend, Washington, has been shaped by its strategic location in the Upper Snoqualmie River Valley. Located just 24 miles west of Snoqualmie Pass in the Cascade Mountains, and 32 miles east of the city of Seattle, North Bend serves as a gateway to the Puget Sound region. Its setting is a backdrop of forested mountains, framed by Mt. Si and Rattlesnake Mountain. The North, Middle and South Forks of the Snoqualmie River converge just down river to the north of town. With a wet and windy climate, North Bend still retains a rural, edge-of-the-wilderness feeling.

Transportation, more than any other factor, has influenced the physical evolution of North Bend. From the foot trails of indigenous peoples to Interstate-90, routes of travel through the area have defined the town's patterns of growth. Commercial activity, in particular, has directly reflected these ever-changing corridors. The story of downtown North Bend is thus closely connected to the phases of its transportation history.

This report identifies four phases of community development. For each phase, land use patterns and building types are linked to major shifts in transportation networks.

The four phases are:

### **1. Pre-Contact and Early Settlement (through 1888)**

This section outlines the presence of Native peoples in the Upper Snoqualmie Valley prior to contact with Euro-American newcomers, and summarizes the earliest years of settlement and agricultural activity in the Upper Valley. River, trail, and wagon road transportation characterized this era.

### **2. Railroad Era (1889 through 1914)**

The coming of the Seattle, Lakeshore & Eastern Railroad to North Bend in 1889 triggered the platting of the town and its first commercial development. The pace quickened in 1911 with the arrival of the Chicago, Milwaukee, & St. Paul. This section focuses on the businesses and buildings of downtown North Bend in the logging and mining years.

### **3. Sunset Highway (1915 through 1940)**

The completion of a graveled automobile road over Snoqualmie Pass in 1915 ushered in a new era of commercial activity in downtown North Bend. This section describes the

architectural and functional transformation of the community to meet the gas, food, and lodging needs of the motorist.

#### **4. Cross-State Highway (1941 through 1960)**

The impact of automobile traffic through downtown North Bend intensified with the straightening and realignment of the Cross-State Highway in 1941. This final section traces the continuing evolution of the downtown prior to the I-90 bypass - from the widening of main thoroughfare in 1941, to the expansion of the commercial strip to the southeast, to the early 1970s efforts of local merchants to create a unified Alpine theme downtown.

### **PRE-CONTACT AND EARLY SETTLEMENT (through 1888)**

#### Native Occupation

Ethnographic literature records the presence of native peoples on the Snoqualmie River from North Bend down to the junction of the Skykomish River. These indigenous people spoke the Nisqually dialect of Lushootseed, the Puget Salish language. The Snoqualmie Tribe made their homes along the river and its tributaries, but they roamed widely in their seasonal rounds for roots, berries, and game. To encourage the growth of berries, camas, tiger lilies, and other useful plants, the natives periodically burned the valley floor between Snoqualmie Falls and Mt. Si, creating what the settlers called Snoqualmie Prairie.

Above the falls, three Snoqualmie village sites are noted in ethnographic literature: one village of eight houses on the Prairie proper, one village of five houses between the South and Middle Forks of the Snoqualmie River, and a third village a mile below North Bend, on the west side of the South Fork.<sup>1</sup>

The Snoqualmies had well-established trade and travel routes linking their territory with Puget Sound groups and with their kinsmen, the Yakama Indians, east of the Cascades. They utilized the river itself as a means of travel, portaging canoes around Snoqualmie Falls. Trans-mountain travel routes included a "foot trail" over Snoqualmie Pass and a "horse trail" over Yakima Pass. The Snoqualmie Pass route followed the South Fork of the river, leading through what is now the community of North Bend. From there was relatively easy access up over Rattlesnake Prairie five miles to the southeast, into the Cedar River drainage, and thence up to Yakima Pass or down to Puget Sound.<sup>2</sup>

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<sup>1</sup> Hollenbeck, Jan. *A Cultural Resource Overview: Prehistory, Ethnography, and History, Mt. Baker Snoqualmie National Forest*. USDA Forest Service, August 1987. pp. 170-173.

### Euro-American Settlement

Prospectors, railroad scouts, and military men were the first non-natives to explore the area around North Bend. During the Indian Wars of the mid-1850s, rudimentary blockhouses were erected at strategic points along the river, including Fort Smalley at the present site of Tollgate Farm. Some of the militiamen returned to the valley to settle after the Indian unrest.

The first permanent settler to Snoqualmie Prairie was Jeremiah Borst, who arrived in 1858, fresh from the California gold fields. Borst used the Fort Alden blockhouse at Meadowbrook as his cabin. With his Indian wife Mina, and later Kate Kanim, he began farming potatoes, onions, vegetables, and fruit trees. Over time, Borst acquired over 900 acres in the upper Snoqualmie Valley, including the homestead of Matts Peterson, the future townsite of North Bend.<sup>3</sup>

In the spring of 1880, young William Taylor returned to the Snoqualmie Valley from the mines in California to purchase the Matts Peterson place from Jerry Borst. Here Taylor and his wife Molly Beard farmed the land and opened a small trading post. Stories tell of William packing in supplies on his back overland from Seattle. Cattle drives over Snoqualmie Pass from eastern Washington stopped at the Taylor place to graze and rest the stock. Another family enterprise was the cutting of hop poles for the Snoqualmie Hop Ranch at Meadowbrook. In 1888, the Taylors and their six children moved to Fall City when William was elected King County Commissioner. During that time, the Taylors leased their prairie farm to local entrepreneurs Gustin and Tibbetts.<sup>4</sup>

Because of its strategic location, the North Bend area continued to serve as a travel crossroads for early settlers, as it had for native inhabitants. The Cedar River Pack Trail - the most direct land route to the upper valley from Seattle - led from the adjacent Cedar River Valley down into the future townsite of North Bend. The old Indian foot path over Snoqualmie Pass emerged from the woods and crossed over William Taylor's property at what is now downtown North Bend. Here it continued as a rough wagon road to the Hop Ranch, and down the steep grade to "Falls City" at the base of Snoqualmie Falls. This road forded the south fork of the Snoqualmie River, and later spanned the stream over a toll bridge, just northwest of North Bend at what is now Tollgate Farm.<sup>5</sup>

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<sup>2</sup>Hollenbeck, pp. 176-178; Watson, Greg. *28 Historic Places in the Upper Snoqualmie Valley*. Snoqualmie Valley Historical Museum, 1992. Article #1.

<sup>3</sup>Bagley, Clarence. *History of King County, Washington*. S.J. Clarke Publishing, Seattle, 1929. pp.782-784.

<sup>4</sup>Hill, Ada S. *History of the Snoqualmie Valley*. 1970, pp. 37-46.

<sup>5</sup>Bagley, p. 790; Lentz, F.K. "Dairy Farm Properties of the Snoqualmie Valley," 1993, p. E-7.

## **RAILROAD ERA (1889 - 1914)**

### Coming of the Railroads

The founding of North Bend is directly tied to the arrival of the Seattle, Lakeshore, and Eastern Railroad. The Seattle-based line had reached Issaquah from Woodinville in 1888, and was pushed on to Fall City by the autumn of 1889. From there, the tracks climbed up the southwest shore of the river to the Snoqualmie Prairie. In July of 1889, citizens of North Bend reportedly celebrated the arrival of the first train with a community picnic, inviting all of the passengers as guests.<sup>6</sup>

The SLS&E Railroad never achieved the intended crossing of Snoqualmie Pass, stopping instead at Sallal Prairie just east of North Bend. But the line proved critical to the opening of Upper Snoqualmie Valley agriculture, mining, logging, and town-building.<sup>7</sup> Just one year after its completion, in 1890, the SLS&E line was purchased by the Northern Pacific Railroad.

A second rail line reached North Bend by 1911. The main line of the Chicago, Milwaukee, and St. Paul Railroad had been constructed up the Cedar River Valley and over Snoqualmie Pass in 1909. Soon a branch line from Everett to Cedar Falls was built to handle the logging and agricultural produce of the Snohomish and Snoqualmie Valleys. North Bend boomed during these years of construction. The new CM&SP depot, just north of the downtown, was in place by January of 1912, when North Bend Masons first met there to organize a local lodge.<sup>8</sup>

### North Bend Takes Shape

On February 16, 1889, at the urging of the SLS&E Railroad, William and Mary Taylor hurriedly platted a portion of their prairie farm as the townsite of "Snoqualmie." Shortly thereafter, real estate speculators assembled parcels of land near the falls, and dubbed their settlement Snoqualmie Falls. When the railroad protested the similarity of names, "Mountain View" was chosen for the upper settlement. Soon afterward, the community permanently agreed upon the name North Bend.<sup>9</sup>

North Bend's original town plat was laid out in a nine block grid, bordered by the South Fork of the Snoqualmie River to the west, and the railroad right-of-way to the south.

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<sup>6</sup>Hill, p. 151.

<sup>7</sup>Watson, Greg. Article #9.

<sup>8</sup>"Unity Lodge #198 F & AM." Collected articles on Lodge history - 1937, 1962, 1988.

<sup>9</sup>Hill, p. 46.

Streets ran parallel and perpendicular to the railroad tracks. Those first streets consisted of Ballarat, Main, Bendego, and Sydney Avenues, and First to Fourth Streets. The starting point for Taylor's survey is said to have been an old spruce tree at Ballarat and First, a feature which shows in many of the earliest photographs of downtown.<sup>10</sup> The SLS&E depot anchored the foot of Bendego Avenue on the north side of the tracks.

In June of 1890, Taylor platted land surrounding the original townsite in an addition filed as Taylor's Snoqualmie Prairie Acre Tracts. At that time he donated three-quarters of a block in the original plat for construction of a grade school and church. Subsequent railroad-era additions included Taylor's First Supplemental Plat of Snoqualmie (1901), Kelly's Subdivision (1910), and WH Taylor's Park (1911). Residential development occurred in these new additions, but North Bend's commercial district remained physically contained within the original town plat, aligned along Bendego Avenue and First Street.<sup>11</sup>

#### Growth and Economic Development

Rail transportation encouraged the development of North Bend's resource industries. In the late 1890s, and through the first decades of the 20th century, mining, logging, milling, and agriculture sustained the town's economy. North Bend boomed with lumbering and railroad construction activity between 1905 and 1909, when the main line of the Chicago, Milwaukee, & St. Paul Railroad was built seven miles to the south of town.<sup>12</sup> North Bend's population reached 550 in 1908, and the town incorporated as a city of the fourth class in March of 1909.<sup>13</sup>

City directories for the period referred to gold, silver, and lead mining activity in the vicinity of North Bend. Several of the nearby mines were named in a 1906 promotional booklet titled *North Bend, Washington: its History, Resources and Possibilities*. These included the Horseshoe, the Clipper, and the Carmach.

In its June 1909 issue, *The Coast* magazine described North Bend's thriving timber industry:

...Logging camps flourish in abundance and the vast amount of timber is fast being reduced. Each camp works from one hundred to two hundred men. Supplies for these camps are obtained through the dealers at North Bend, King County, Washington....Two large saw mills are in the near vicinity, one under the Northwest Lumber C., the other, the South Fork Lumber Co.

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<sup>10</sup>Snoqualmie Valley Museum Photo #308-13-A

<sup>11</sup>Plat Maps, King County Assessor's Office.

<sup>12</sup>Catching, E. "North Bend, Washington." *The Coast*. June, 1909. p. 393.

<sup>13</sup>Bagley, p. 802; Polk, R.L., *Oregon & Washington Gazetteer and Business Directory*, 1907-08.

The North Bend Lumber Company, founded by R.W. Vinnedge and W.C. Weeks in 1904, was a long-lived local business concern. The company's large sawmill at Edgewick employed 170 men in 1906, with a payroll amounting to \$11,000 per month. Throughout this period, the mill specialized in wooden staves for the pipelines of the City of Seattle's Cedar River water supply system.<sup>14</sup>

Farming continued to sustain the community of North Bend through the railroad era. As the cultivation declined at the close of the 19th century, dairying came to the fore. Vegetables, grain, and dairy products were marketed to the growing population centers on Puget Sound, as well as to local logging and mining camps.<sup>15</sup>

Despite the town's underlying reliance on resource industries, a surprising number of downtown North Bend businesses catered to the tourist and the outdoor adventurer. City directories, promotional materials, and historic photos document this early-day focus on the traveler. The 1906 promotional booklet cited above boasted:

...this summer North Bend will be the mecca of Western Washington's sport loving population. Here are combined grand scenery, splendid fishing and hunting.... Trout abound in the many streams, while game of every variety can be found in the mountains nearby. The visitor will find the best of hotel accommodations, pack horses, saddle horses or mountain wagons at his command, and guides are always procurable.

Many downtown businesses were geared to outfitting, to overnight accommodations, to dining or libation, to livery needs, or to general merchandise. Catching's General Merchandise boasted the largest stock of supplies outside Seattle, and regularly outfitted mining parties headed into the Cascades. Maloney's North Bend Livery offered tents and camping outfits in addition to general teaming, pack and saddle horses, single or double driving rigs, feed and grain. Mead and Dano sold fishing tackle, rods, and salmon eggs as well as Edison phonographs, cigars, boots and shoes. The Cascadia Hotel accommodated 100 guests, had its own livery stable, and furnished pack horses and freighting outfits. The Good Eats restaurant offered meals at all hours, home cooking, and first class service.<sup>16</sup>

### Physical Fabric of the Town

Turn of the century streetscape photographs depict the rough appearance of downtown North Bend in the railroad era.<sup>17</sup> First Street evolved as the primary commercial arterial, parallel to, but not fronting the railroad tracks. Raised sidewalks built of wood, and

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<sup>14</sup>*North Bend, Washington: Its History, Resources and Possibilities*. 1906.

<sup>15</sup>Lentz, p. E-7.

<sup>16</sup>*North Bend, Washington: Its History, Resources and Possibilities*; Polk, R.L., *King County Directory*, 1911-1912, 1914-1915.

<sup>17</sup>Snoqualmie Valley Museum Historic Photo Collection.

muddy, unimproved streets remained in place until about 1910. Modest, one or two-story wood frame buildings lined the several blocks from Second and Bendego, around to First and Ballarat. Common features included vertical proportions, false fronts (some with stepped parapets), wood shingle roofing, rustic horizontal siding, painted wall signage, and storefronts with large-paned display windows. Some of the buildings had shed-roofed canopies, others sported canvas awnings.

Several pivotal wood-frame buildings from that period (now demolished) were William Taylor's General Store, also known as North Bend Mercantile (where the Mar-T Cafe now stands), Maloney's North Bend Livery (where the old Sunset Garage is now), and the Cascadia Hotel (the site of the present McClellan Hotel). All were imposing structures and all anchored that key corner at First and Bendego, now North Bend Way and North Bend Blvd. A fourth key building was the Odd Fellows Hall, which stood at the end of First Street where it met Ballarat. The Hall essentially bordered the original town plat, and its location required all east-west traffic through town to jog a block south toward the railroad tracks.

Toward the close of the railroad era, North Bend made certain progressive improvements in its business district. By 1911, city streets were graded, graveled, and guttered. Sometime around 1910, a fire reportedly broke out on the south side of First Street, destroying some of the old wooden buildings between Bendego and Main Avenues.<sup>18</sup> Two important new buildings, constructed in reinforced concrete, still survive as remnants of the town's transition to a more permanent commercial architecture. One was Sylvester's Bank, soon known as the Bank of North Bend (map # 5), now the Hangchow Restaurant. The other was the North Bend Masonic Hall, or Unity Lodge #198 (map # 24). The new buildings marked the end of the pioneer period, and symbolized the maturity and growing stability of North Bend as a community.

## **THE SUNSET HIGHWAY (1915 - 1940)**

### Opening of the Sunset Highway

King County citizens had repeatedly pushed for the construction and maintenance of a good wagon road over Snoqualmie Pass, from the late 1850s through the 1880s.<sup>19</sup> With the completion of the transcontinental rail lines through the Cascades, however, road building throughout the state had stagnated. It was not until the advent of gasoline-powered motorized vehicles in the early 20th century that the impetus for highway improvements gained momentum once again. In 1905, the Washington State Legislature established the Washington Highway Department and created a State Highway Fund.

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<sup>18</sup>Snoqualmie Valley Museum Photo # 308-12-A.

<sup>19</sup> Bagley, pp. 260-279.

Moneys from the Highway Fund were apportioned to twelve key routes, some of which were named as Primary State Roads.

The Sunset Highway – Primary State Highway 2 - was officially added to the state highway system in 1909. The new route would connect Seattle and the Snoqualmie Valley with Ellensburg, Wenatchee, Spokane, and points east to Chicago. An attempt was made that year to clear Snoqualmie Pass for motorists en route to the much-anticipated Alaska-Yukon-Pacific Exposition in Seattle. Auto clubs from King and Kittitas Counties continued to work on the Cascades segment of the route through 1912.<sup>20</sup> In 1913, King County engineers re-surveyed the road using the best engineering skills available. Finally, the State Legislature appropriated sufficient funds for its construction. On July 1, 1915, Governor Ernest Lister dedicated the newly graded and graveled automobile road over Snoqualmie Pass as a link on the Sunset Highway.<sup>21</sup>

In 1915, the Sunset Highway from Seattle followed two old territorial routes into the Snoqualmie Valley. The favored route wound around the south shore of Lake Washington through Renton, Issaquah, and Preston, down to Fall City. A secondary route ran around the north end of Lake Washington, through Redmond, and into Fall City. From there, the road followed the steep grade up past Snoqualmie Falls on the east side of the river, crossed at Meadowbrook, traversed the Prairie along what is now Boalch Avenue, spanned the south fork at Tollgate, and entered North Bend.<sup>22</sup>

During the late 1920s, the Sunset Highway was straightened and widened. Its blind curves were removed, and some sections were paved. Between Fall City and North Bend, a new alignment passed through downtown Snoqualmie, and began to approximate the route of today's SR 202. From 1933 through 1935, the length of the highway between Seattle and Snoqualmie Pass was paved and widened to two lanes.<sup>23</sup>

In North Bend, eastbound motorists entered town on Fourth Street, and turned onto Bendego Avenue, entering the downtown. The highway turned left onto First Street, North Bend's main thoroughfare, then jogged around the Odd Fellows Hall at Ballarat, continuing east into the forested mountains. In the early 1920s, local businessmen fought to keep the highway running through the heart of downtown, by arranging for the

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<sup>20</sup> Prater, Yvonne. *Snoqualmie Pass – From Indian Trail to Interstate*. Seattle: The Mountaineers, pp.47-55.

<sup>21</sup> Buerge, David. "The Old Original Sunset Road." *Greater May Valley Safety News*. October, 1993.

<sup>22</sup> Anderson Atlas of King County, 1907; Auto Club of Western Washington road maps, 1917-1924.

<sup>23</sup> Prater, pp. 55, 64; Kroll Map Co. Atlas of King County, 1930; Charles F. Metsker's King County Atlas, 1940; Doyle, T.P. "Paving Snoqualmie Pass...A Major Washington Project," *Western Construction News*, August, 1935.

removal of the bothersome dog-leg around Odd Fellows Hall.<sup>24</sup> 1926 Sanborn Co. fire insurance maps indicate the building had been entirely removed, and First Street extended.

#### Commercial Development in the Auto Age

The Sunset Highway corridor from Seattle to Snoqualmie Pass was soon dotted with services for the motoring public, including gas, food, and lodging. Road maps published by the Western Washington Automobile Club and AAA of Washington, from 1917 through 1924, show accommodations for motorists at the Raging River Lodge, Snoqualmie Falls Lodge, Camp Delight at Meadowbrook, Maloney's Grove in North Bend, Hubbard's Ranch, and the "Bide-a-Wee" auto camp, later called Camp Mason, further up river near Bandera.

Throughout the Sunset Highway era, North Bend capitalized on its strategic location as the last full service community west of Snoqualmie Pass. The town advertised itself as "North Bend on the Great Sunset Highway.... Gateway to the big Outdoors! The Summer Mountain Playground! The Winter Sports Paradise!"<sup>25</sup>

Historic photos, city directories, and newspaper advertisements document many changes in the commercial activity of downtown North Bend during this period. Increasingly, old businesses adapted to meet the needs of motorists, and new businesses emerged to handle the growing numbers of cross-state travelers.

Maloney's North Bend Livery typifies the functional, economic, and architectural transition of North Bend's downtown from the horse to the horseless carriage. Soon after the opening of the Sunset Highway in 1915, owner John Maloney added a one-story concrete garage to his false-fronted wood-frame stable. By 1918, the business had been converted completely to the sale and servicing of automobiles. In 1929, the old wood livery stable building came down, and was replaced with a modern, two-story automobile dealership of reinforced concrete. Typical of the other small town dealerships of the period, the Sunset Garage (map # 19) combined a sales business with a repair service, and sold gasoline from two pumps located under the corner drive-through, now enclosed.

Other automotive service stations sprang up both in the downtown proper, and at the edge of the business district. The great majority are no longer extant. Among these were Pike's Garage (later the North Bend Garage), two Standard Oil stations, Quackenbush's Richfield Station, Peterson's Texaco Gas Station, the Sunset Service Station, and

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<sup>24</sup> "Early Settlers Were Devoted Workers For Town of North Bend," Snoqualmie Valley Record, September 25, 1952.

<sup>25</sup> The Seattle Sunday Times, June 10, 1934.

Gilmore & Suke's Tire Service Shop. In 1940, there were six garage/service stations in the downtown proper, and five along the highway southeast of Ballarat.<sup>26</sup>

Lodging and restaurant establishments thrived in downtown North Bend. In 1918, just three years after the opening of the Sunset Highway, proprietors Mary and Bill McClellan were able to rebuild after a major fire destroyed the old Cascadia Hotel. The new McClellan Hotel (map #11) of reinforced concrete was well-equipped and modern.<sup>27</sup> A hotel dining room was housed in the one-story wing on Bendego Avenue, later to become the first location of Thompson's Café (map #12). Thompson's menu featured fried chicken dinners for 45 cents, hamburgers for 35 cents, sandwiches, and beer.

The McGrath Hotel (map # 26), another large new hostelry, opened in 1922. The hotel offered 45 rooms, a tavern, and two cafes. In 1923, proprietor Jack McGrath advertised in the local newspaper a 16-foot soda fountain, a dining room and a dance floor. The McGrath Café became a popular gathering spot for local teenagers who enjoyed music and dancing there in the evenings.<sup>28</sup> The downtown McGrath and McClellan hotels competed economically with local auto and tourist camps, such as the Mt. Si Auto Court and Maloney's Grove on the outskirts of town.

Gradually, the Sunset Highway vied with North Bend's resource industries as the mainstay of the town's economy. While local logging and milling declined in the 1920s and '30s, the highway sustained the community during the Depression years. In 1934, a series of articles in *The Seattle Sunday Times* featured improvements on the Sunset Highway. A small piece on North Bend reminded would-be tourists of the town's attractions:

Rendezvous for sportsmen and vacationists, North Bend is an important link on the Snoqualmie Sunset cross-state highway....Modern business men and establishments join in urging the highway traveler to include at the earliest possible moment in his itinerary a visit to the falls and to the many beauties beyond opened up by the Sunset Highway.

Among the leading North Bend merchants are Suke's Tire Service Shop, Camp Delight Auto & Picnic Park, North Bend and Cascade Garages, Triple XXX Thirst Station, McClellan Hotel, Snyder's Sunset Garage, Lee Bros. Grocery, Phillip's Jewelry, North Bend State Bank, Charles Kelsko's Meat Market, Edgerly's "People's" Drug Store, Glaziers' Dry Goods, Hill Mercantile Grocery &

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<sup>26</sup> Washington State Highway Department Right-of-way Maps, 1940.

<sup>27</sup> "Mary McClellan Never Looked Back in a Busy Lifetime of 86 Years," Snoqualmie Valley Record, August 25, 1960

<sup>28</sup> North Bend Post, June 29, 1923, September 7, 1923.

Hardware Company, Maloney's Grove Auto & Picnic Park, McGrath Hotel and Cafe.<sup>29</sup>

### Physical Fabric

After 1915, all of the substantial new commercial structures in downtown North Bend were built of reinforced poured concrete. The first of the town's concrete buildings - the 1913 Bank of North Bend (map #5), and the 1912 Unity Lodge #198 (map #24) had simple Colonial Revival detailing. During the Sunset Highway period, this style was discarded for a new aesthetic. McClellan's Hotel, built in 1918, was spare, geometric, and utilitarian. McGrath's Hotel, completed in 1922, boasted a more decorative Mission Revival mode – perhaps an indication of its slightly more prosperous clientele. With the completion of the Sunset Garage in 1929 (map # 19), North Bend began to express a preference for Art Moderne, an aesthetic appropriate to the auto age.

A more modest category of commercial building also appeared in the 1920s. This consisted of one or two-story brick masonry structures with decorative parapets at the roof line, simple contrasting trim of terra cotta or tile, and traditional storefronts with recessed entries. Some had suspended wood canopies to shelter pedestrians. Five examples of this building type survive, and include the Wellworth Ten-Cent Store, 1929 (map #29), Keith Lord's Radio Shop, 1929 (map #6), Fred Weisenbach's Barber Shop, 1928 (map #7), Kelsko's Meat Market, 1920 (map # 21), and the Bellinger Bakery, 1928 (map # 22).

During the heyday of the Sunset Highway, at least two significant storefront remodels occurred in a lively, local interpretation of the Art Deco style. King County Assessor records from 1940 document these alterations on the Unity Lodge building, and Gilbert's Tavern at the corner of First and Main (map # 27).

Commercial signage in downtown North Bend grew more competitive, and signage became an increasingly prominent aspect of the downtown streetscape. Historic photos record a wide range of signage types, some new held over from earlier decades. Painted wall signage on parapets remained, such as that on Edgerly's "Peoples" Drug Store. Unity Lodge #198 took advantage of its two-story height to advertise the hay, feed, and flour sold in the ground floor mercantile below. Some businesses, such as Thompson's Café in its first location on Bendego, showed a tendency for maximum coverage of the exterior walls. Distinctive painted window signs, as seen on the windows of the McGrath Café, added color and variety. Traditional suspended signs at storefront entries remained but, through the 1920s and '30s, photographs show an increasing number of mounted wall signs. Most were large metal constructions, enlivened with the new neon lettering. The overall result, as evidenced in historic streetscape images, was a colorful jumble of sign types, all jostling for the attention of the Sunset Highway traveler.

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<sup>29</sup>"North Bend, Near Snoqualmie Falls, Attracts Tourists," The Seattle Sunday Times, June 19, 1934.

In 1940, Washington State Highway Department maps show that North Bend's commerce was no longer as compactly contained within the original townsite plat. A handful of auto-oriented businesses had begun to stretch out along the highway beyond Ballarat Avenue to the southeast. These businesses included five service stations, one auto court (the North Bend Auto Camp), one café, and one store. Downtown North Bend was soon to undergo a dramatic transformation that would escalate the density and the intensity of its highway-oriented commerce.

### **THE CROSS-STATE HIGHWAY (1941 - 1960 and Beyond)**

#### The New "Cross-State Highway"

In July of 1940, a floating pontoon bridge named for Highway Department director Lacey V. Murrow opened for automobile traffic across Lake Washington and Mercer Island. Workers began construction on a four-lane, fully-paved express highway that would shorten by three hours the travel time from Seattle to Spokane. Part of the new highway system involved straightened alignments between Issaquah and North Bend. The new "cut-off" represented a major change to the old familiar, winding route of travel between Puget Sound and the Cascades. For the first time, Fall City, Snoqualmie Falls, and the Upper Valley town of Snoqualmie would be left off the highway corridor. When completed in the summer of 1942, the "Cross-State Highway" (U.S. Route 10) was hailed as a vital link in the nation's military defense program.<sup>30</sup>

When plans for the Cross-State Highway first emerged, North Bend business men were worried. According to one report in the Seattle Post-Intelligencer, "It looked very much as if a new route would have to bypass the town. North Bend virtually lives off the Sunset Highway, and the relocation of the road would have meant oblivion for many of its merchants."<sup>31</sup> To avert this crisis, North Bend citizens approached the Highway Department with a proposition. They promised to relinquish their property for a widened right-of-way, without resistance or price haggling, if the State would align the new highway straight through the heart of downtown. The offer was accepted. North Bend would remain the last provider of services to the motoring public between the mountains and the sound.<sup>32</sup>

#### The Make-Over of Downtown North Bend

The cut-off from Preston was to approach North Bend from the west, slicing through the forest, spanning the south fork of the Snoqualmie River south of the old crossing at

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<sup>30</sup>Batthey, Dave. "Past and Present: the Cross-State Highway," article for the Snoqualmie Valley Record, 1990.

<sup>31</sup>Welch, Doug. "Town's Face Lifted in Unusual Project," Seattle Post-Intelligencer, April 21, 1941.

<sup>32</sup>Ibid.

Tollgate, and entering town on First Street. The earlier entrance into downtown via Fourth Street and Bendigo Avenue would be sacrificed. To avoid complications with the existing Northern Pacific Railroad right-of-way, it was decided to move all of the buildings along the north side of First Street back a distance of some thirty feet. This would make way for the required four lanes through town.

The Highway Department began negotiations with north side property owners in 1940. Official right-of-way records - including vouchers, deeds, and maps - for the "Widening of Primary State Route 2, North Bend Vicinity," reveal some details of each owners' arrangement with the State. In most instances, the Highway Department bought the right-of-way frontage, deducting the cost of acquiring adjacent land to the north. The State also paid for building relocations, for the loss of business, and for the labor and expense of moving merchandise and residential belongings. The documents suggest that while some owners themselves hired private contractors for the actual relocations, to be reimbursed by the State afterward, others may have been moved by Highway Department crews.<sup>33</sup>

The highway widening and building relocations seem to have had the immediate effect of revitalizing downtown North Bend. Several interesting situations arose. The McClellan Hotel (map # 11), a massive concrete building on the northwest corner of First and Bendigo, was simply cut apart. The 30-foot section closest to the highway was picked up, rotated 90 degrees, and placed behind the hotel, with its narrow side fronting the new highway (see map #15). The Highway Department then paid for the repair and rehabilitation of both buildings to new uses.<sup>34</sup> Rather than relocate their old wood-frame structures, some owners chose to build anew, with sleek, clean-lined storefronts in the Art Moderne style. Property owners on the south side of the street, like Jack McGrath, joined in on the improvement project with voluntary facade remodels.

The local newspaper reported:

Glaziers' Dry Goods and Lee Bros. Grocery, with keen foresight, had erected new buildings in the rear of their old places of business, and now are all set to tear down and dismantle their former stores and move into the fine new locations at the back. All they need to do is build a front and put up necessary signs, and they will be out of the way of the invading highway crews.

Jack McGrath has let a contract for the complete remodeling of the front of his building along lines which will be modern to the last degree....If the traveling public does not stop at the hotel, it will not be because he does not have the latest in signs and the most arresting of exterior finish.<sup>35</sup>

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<sup>33</sup>Washington State Highway Dept. Right-of-way Records.

<sup>34</sup>Highway Dept. Right-of-Way Records; Battey, "Past and Present: The Cross-State Highway."

<sup>35</sup>"North Bend's Face-Lifting Operations Under Way," Snoqualmie Valley Record, April 17, 1941.

Upon completion, the town of North Bend received much favorable press about the splendid expanse of its new, 80-foot wide arterial, and its fresh, new look:

The bustling little foothill town of North Bend peeled off the last of its beauty clay last week and took its first delighted look at its new visage - a \$100,000 piece of facial surgery by the doctors of the state highway department.

The tourist who hasn't driven through North Bend since last fall is due for a shock on his next call. First St., formerly one of the outstanding urban bottlenecks on the Sunset Highway, a cluttered little thoroughfare jammed with trucks and passenger cars from curb to curb, has grown to a magnificent street eighty feet in width.

...Meanwhile many of the merchants on the untouched south side of the highway had their own fronts remodeled, and the town today looks as if it were conceived and built only a few months ago.

"The thing worked," said Jack McGrath, the town's leading booster and a hotel and restaurant man, "because we cooperated. Nobody tried to make himself rich."<sup>36</sup>

### Commercial Prosperity

As highway travel increased in the post-war years, North Bend's business district prospered. Strip development beyond the bounds of the traditional downtown occurred to the southeast and, to a much lesser extent, to the west of town along the highway corridor. Existing conditions land use maps from a 1949 planning study of North Bend show commercial activity as far east as Mt. Si Road. The plan points out that "Common to most unplanned settlements, there is a 'String Development' along the highway, a feature undesirable and hazardous to motorist and pedestrian alike."<sup>37</sup>

Feature articles in the Seattle newspapers from the 1940s and '50s continued to hail North Bend as a sportsman's paradise and a gateway to the Cascade Mountains. Birdseye aerial views accompanying these articles depict an unchanging downtown, and a continuing growth of commerce to the southeast. The economic importance of the highway to the town was repeatedly recognized:

On the state's most heavily traveled east-west highway [North Bend] derives much of its business from motor tourists and truck lines.<sup>38</sup>

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<sup>36</sup>"Town's Face Lifted..."

<sup>37</sup>General Engineering Company, Inc., Report (of the) Regional Planning Survey for the North Bend Chamber of Commerce, 1949.

<sup>38</sup>"Charmed Land Cities - North Bend," Seattle Post-Intelligencer, May 29, 1946.

More than 4,200 persons go through North Bend daily, on a yearly average. The town...is known to truck drivers, skiers, fishermen and tourists alike. To please its transient visitors, the town has eleven gasoline stations, eight restaurants, two hotels and two motels, although its population is only 950.<sup>39</sup>

North Bend is an open invitation. It has been so ever since U.S. Highway 10, busiest of the cross-state thoroughfares, became its main street....It is a highway-minded town, glittering with service stations, modern motels and hotels, and clean, attractive restaurants, all inviting the traveler to tarry. The highway business is big business.<sup>40</sup>

During the Cross-State Highway era, improvements in the downtown reflected the general prosperity of the business community. Besides the streamlined new Lee Bros. Grocery (map # 9) and Glazier's Dry Goods building (map # 8) on the north side of First, substantial new construction occurred within and on the edges of the compact downtown. In the first decade, this included the North Bend Theater, a 1941 Art Moderne-styled building on Bendego Avenue (map # 14); the Sunset Motel, built in 1947 at the west end of the new corridor into town (map # 18); and the new Thompson Cafe, erected in 1941 on the corner of First and Bendego, in the same sleek Art Moderne mode (map # 20). During the 1950s, infill construction projects occurred on First Street, including the Thomas Furniture Store, 1950 (map # 31); Consolidated Cleaners Launderite, 1952 and '55 (map # 30); and a small building sandwiched between the McGrath Hotel and Unity Lodge #198 (map # 25).

Older downtown buildings received updates during this period as well. The old North Bend Timber Co. office, a tidy log building set back from the street like a dwelling, was greatly remodeled and converted to a restaurant in 1944 (map # 33). A number of storefronts were modernized with 1950s elements such as canted fronts, Roman brick or structural glass bulkheads, and aluminum-framed display windows.

Altogether, the widening of First Avenue, the modern new construction, and the various facade remodels resulted in a new look for downtown North Bend. There was an increasing preponderance of plain concrete and stuccoed surfaces, curved horizontal lines, and detailing of aluminum, black tile, and glass brick. Suspended canopies over the sidewalk emphasized this highway-oriented, streamlined effect. Neon signage grew even more prominent, with the most famous being the massive "North Bend's Famous McGrath's Cafe" sign, mounted from the rooftop and upper story of the hotel. Another

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<sup>39</sup>"North Bend: Cascades Gateway," The Seattle Sunday Times, April 10, 1949.

<sup>40</sup>Russell, Charles, "North Bend - Sports Paradise; Highway is Her Life," Seattle Post Intelligencer, August 19, 1956.

equally characteristic signage type downtown, however, were painted wall signs in crisp, sleek letters against smooth concrete surfaces.

### Later Development Phases

During the 1960s, the population of North Bend expanded dramatically from 945 to 1625 residents. Still, little physical change occurred downtown over the course of that entire decade. The bulk of new commercial development, all highway-oriented, took place along the expanding strip to the southeast of town. The neon-illuminated corridor was visible from miles away in the foothills east of the city. As early as the 1950s, the sheer volume of cross-state traffic through town had become a problem for the community.<sup>41</sup> Despite its four lanes and lack of a single traffic light, by the mid-1960s, downtown North Bend had become an infamous bottleneck.

In the early 1970s, downtown North Bend merchants considered ways to transform the town into a regional destination point. The theme town approach to economic development was a strategy in vogue at the time, and had successfully taken hold in the Cascades town of Leavenworth on U.S. Highway 2 in the 1960s. Leavenworth had chosen a Bavarian theme, and North Bend businessmen reasoned that a Swiss Alpine look would find favor with mountain recreationists. An architect was hired to prepare facade designs for willing participants. The entire project was organized and championed by the downtown merchants themselves, with no official participation by the City.<sup>42</sup>

In the spirit of the day, many business owners chose to remodel their streetfronts with faux-alpine architectural details. Alterations ranged from full facades with gables, balconies, and false-timbering, to minor details of painted floral motifs. The first business to commit to the new theme was the Bank of North Bend (map # 5). On February 12, 1970, the local newspaper reported:

Hugo Loveland's bank building took on a new shape last week as Loveland proceeded to carry out architect's designs to renovate the building in a Swiss Style. It may be the first of many North Bend building changes if other store owners join in with the Swiss Theme.<sup>43</sup>

The effort was continued by other property owners over the next few years. Participation was, however, not universal. No regulatory mechanisms were ever put into place to require owner compliance. Although the outcome was only a partial success economically, most of the Swiss facades remain in place today, nearly 30 years later.

The inevitable bypass of downtown North Bend took place in 1978 with the completion of Interstate 90 a half mile to the south. Gas stations, restaurants, and motels along the strip and in the downtown went out of business. The community struggled through the

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<sup>41</sup>Ibid.

<sup>42</sup>Various conversations with North Bend residents and downtown merchants.

<sup>43</sup>Photo caption, Snoqualmie Valley Record, February 12, 1970.

1980s as the area's ongoing logging industry declined. In 1990, a factory-outlet mall opened at the I-90 interchange. Then followed the Nintendo of America distribution center, and the Mountain Valley Center, anchored by a Safeway supermarket.

Though the I-90 interchange developments may have drawn some business away from the downtown, the tax revenues generated there have revived the City's overall economy.<sup>44</sup> Each year, some of these funds are set aside for reinvestment in the downtown. Recent streetscape improvements - including a planted median strip, street trees, light standards, and interpretive signage - have set the stage for major downtown revitalization. Since the mid-1990s, the City of North Bend has led the way toward uncovering the downtown's authentic character using a combination of tools and techniques rooted in historic preservation.

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<sup>44</sup>Howser, Tamyra. "Turning Back to its True Identity," The Seattle Times, July 27, 1998.



**King County  
Office of Cultural Resources**

**Arts Commission  
Landmarks and Heritage Commission  
Public Art Commission**

506 Second Avenue, Room 1115  
Seattle, WA 98104-2311

**(206) 296-7580**  
(206) 296-8629 FAX  
(206) 296-7580 V/TDD

March 15, 1999

Greg Watson, Director  
Snoqualmie Valley Museum  
P.O. Box 179  
North Bend, WA 98045

  
Dear Mr. Watson:

Enclosed you will find a survey report and copies of the inventory forms for the Survey and Inventory of Downtown North Bend conducted by Flo Lentz in 1997-1998. Additional sets of forms will be housed at the City of North Bend, and with the King County Landmarks and Heritage Program as part of its county-wide Historic Resource Inventory.

The research assistance and images provided by the Snoqualmie Valley Museum were of great help in completing this project, and I thank you for your time and interest. We have found that in a sense, survey projects of this type are never done. New information about the buildings studied and the historic themes which with they are associated tends to keep surfacing. We hope you will add to these files any information about these properties that comes to your attention. We would greatly appreciate it if you would send us a copy of any significant new information you find so we can update our records as well.

If you have any questions about the project or these records, please call me at (206) 296-8682.

Sincerely,



Clo Copass  
Interlocal Program Coordinator for North Bend

cc: Charlie Sundberg, Preservation Planner



*View looking west on North Bend Way, c. 1930, Ellis photo 3101  
Collection of the Snoqualmie Valley Museum*

# **Historic Resource Survey Downtown North Bend, Washington**

Florence K. Lentz, Landmarks and Heritage Program  
King County Office of Cultural Resources

September, 1998

# Historic Resources Survey/ Inventory of Downtown North Bend, WA

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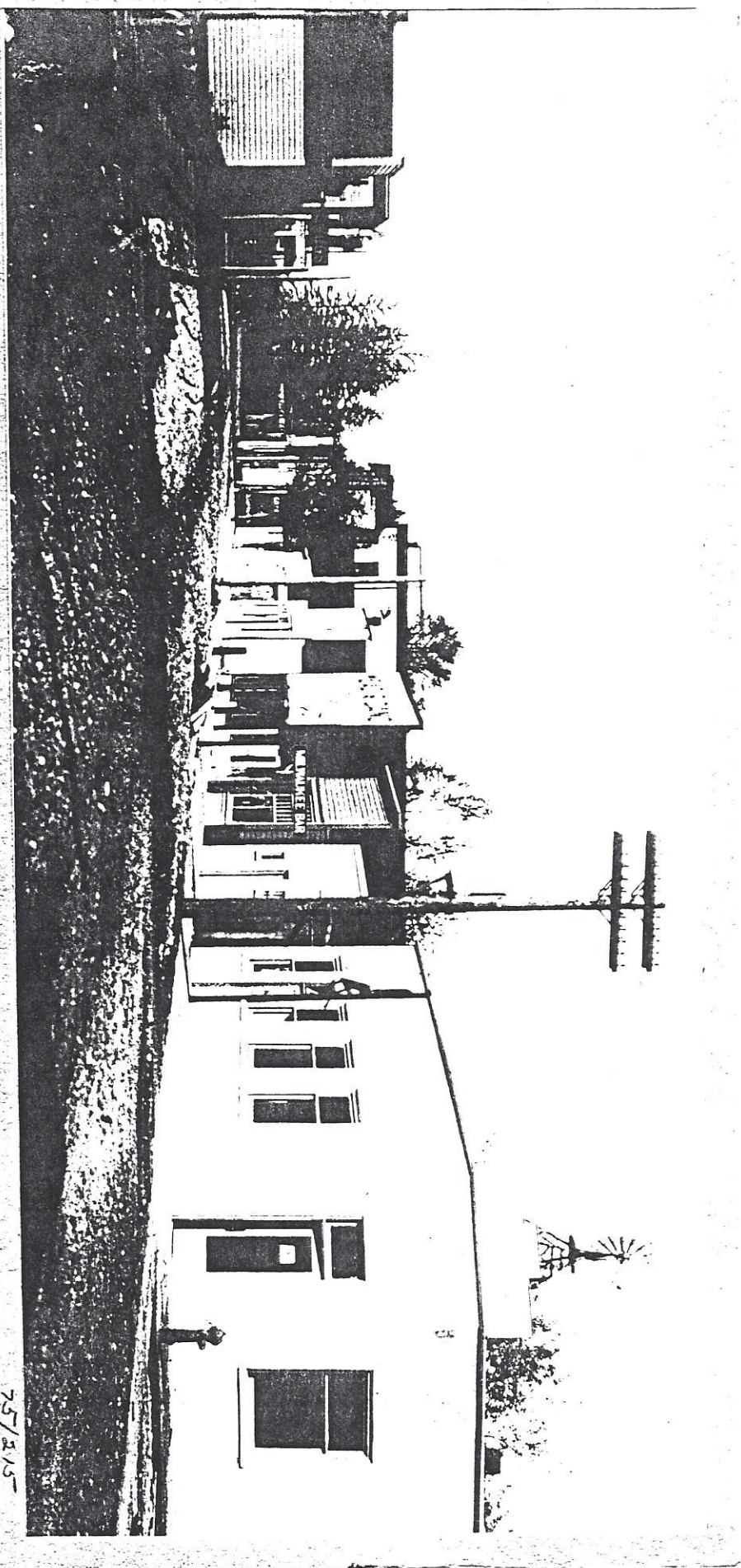
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# Appendix C

## North Bend Downtown Historic Resource Inventory Sites Listed by Theme

<u>Theme</u>	<u>Address</u>	<u>Parcel #</u>	<u>Historic Name</u>	<u>Site #</u>	<u>NR</u>
commerce	113 NORTH BEND BL N	7846700805	McClellan Hotel - Thompson's Cafe	1577	
commerce	101 E NORTH BEND WY	8571900070	Gilbert's Tavern	1592	
commerce	111 E NORTH BEND WY	8571900055	Wellworth Ten-Cent Store	1594	
commerce	125 E NORTH BEND WY	8571900045	Consolidated Cleaners Launderite	1595	
commerce	131 E NORTH BEND WY	8571900035	Thomas Furniture	1596	
commerce	137 E NORTH BEND WY	8571900025	Lewis Market	1597	
commerce	101 W NORTH BEND WY	8571900075	McGrath Hotel	1591	yes
commerce	102 W NORTH BEND WY	7846700706	Bank of North Bend	1570	
commerce	108 W NORTH BEND WY	7846700695	Keith Lord Radios	1571	
commerce	110 W NORTH BEND WY	7846700696	Fred Wiesenbach Barber Shop	1572	
commerce	111 W NORTH BEND WY	8571900076	[Twin Falls Hydro Co.]	1590	
commerce	112 W NORTH BEND WY	7846700705	Glazier's Dry Goods	1573	
commerce	116 W NORTH BEND WY	7846700715	Lee Brothers' Grocery	1574	yes
commerce	125 W NORTH BEND WY	8571900105	Edgerly's Drugs	1588	
commerce	127 W NORTH BEND WY	8571900110	Bellinger Bakery	1587	
commerce	129 W NORTH BEND WY	8571900115	Kelsko Meat Market	1586	
commerce	137 W NORTH BEND WY	8571900120	Thompson's Cafe - Mar-T Cafe	1585	yes
commerce	201 W NORTH BEND WY	8571900135	Sunset Garage	1584	yes
commerce	202 W NORTH BEND WY	7846700810	McClellan Hotel	1576	yes
commerce	227 W NORTH BEND WY	8571900155	Sunset Motel	1583	
commerce	228 W NORTH BEND WY	7846700826	McClellan Hotel	1580	
commerce	301 W NORTH BEND WY	8571900195	Johnson's Building Supply	1582	
commerce	multiple	multiple	[North Bend Downtown Hist. Distr.]	1567	
commerce, manufacturing/industry	145 E NORTH BEND WY	8571900015	North Bend Timber Co. Office	1598	
entertainment/recreation	125 NORTH BEND BL N	7846700790	North Bend Theater	1579	yes
social organization	119 W NORTH BEND WY	8571900095	Unity Lodge #198	1589	yes
transportation	100 E NORTH BEND WY	7846700605	[North Bend Quick Lube]	1569	
transportation	150 E NORTH BEND WY	7846700590	Quackenbush Richfield Station	1566	
	119 approx NORTH BEND BL N	7846700800	[vacant lot]	NB98-13	
	107 approx E NORTH BEND WY	8571900065	[vacant lot]	NB98-22	
	120 approx E NORTH BEND WY	7846700606	[vacant lot]	NB98-03	
	140 approx E NORTH BEND WY	7846700591	[vacant lot]	NB98-02	
	104 approx W NORTH BEND WY	7846700716	[vacant lot]	NB98-10	
	240 approx W NORTH BEND WY	7846700825	[vacant lot]	NB98-16	

# Appendix C

## North Bend Downtown Historic Resource Inventory Sites Listed by Address

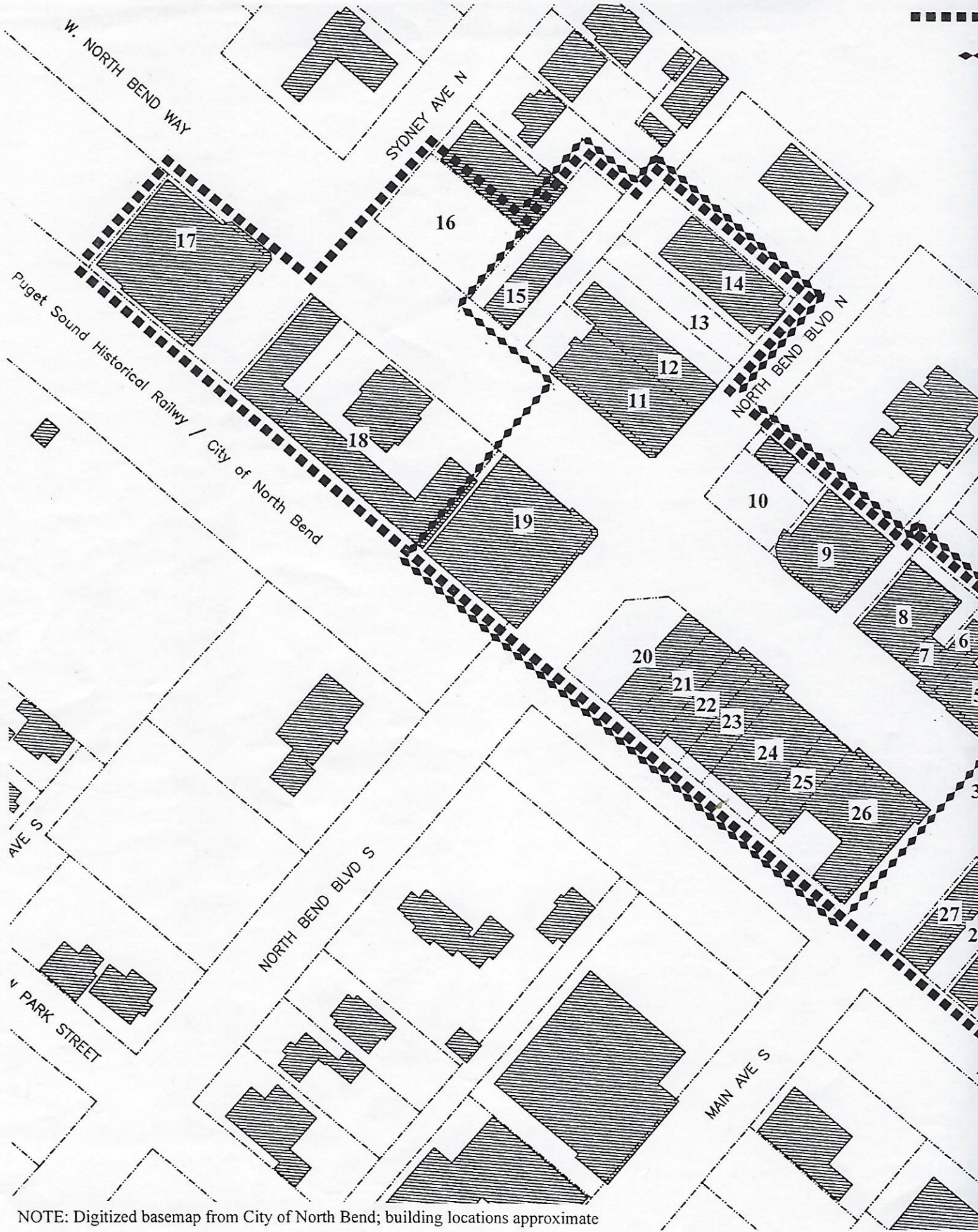
<u>Address</u>	<u>Parcel #</u>	<u>Theme</u>	<u>Historic Name</u>	<u>Site #</u>	<u>NR</u>
100 E NORTH BEND WY	7846700605	transportation	[North Bend Quick Lube]	1569	
113 NORTH BEND BL N	7846700805	commerce	McClellan Hotel - Thompson's Cafe	1577	
125 NORTH BEND BL N	7846700790	entertainment/recreation	North Bend Theater	1579	yes
101 E NORTH BEND WY	8571900070	commerce	Gilbert's Tavern	1592	
111 E NORTH BEND WY	8571900055	commerce	Wellworth Ten-Cent Store	1594	
125 E NORTH BEND WY	8571900045	commerce	Consolidated Cleaners Launderite	1595	
131 E NORTH BEND WY	8571900035	commerce	Thomas Furniture	1596	
137 E NORTH BEND WY	8571900025	commerce	Lewis Market	1597	
145 E NORTH BEND WY	8571900015	commerce, manufacturing/industr	North Bend Timber Co. Office	1598	
150 E NORTH BEND WY	7846700590	transportation	Quackenbush Richfield Station	1566	
101 W NORTH BEND WY	8571900075	commerce	McGrath Hotel	1591	yes
102 W NORTH BEND WY	7846700706	commerce	Bank of North Bend	1570	
108 W NORTH BEND WY	7846700695	commerce	Keith Lord Radios	1571	
110 W NORTH BEND WY	7846700696	commerce	Fred Wiesenbach Barber Shop	1572	
111 W NORTH BEND WY	8571900076	commerce	[Twin Falls Hydro Co.]	1590	
112 W NORTH BEND WY	7846700705	commerce	Glazier's Dry Goods	1573	
116 W NORTH BEND WY	7846700715	commerce	Lee Brothers' Grocery	1574	yes
119 W NORTH BEND WY	8571900095	social organization	Unity Lodge #198	1589	yes
125 W NORTH BEND WY	8571900105	commerce	Ederly's Drugs	1588	
127 W NORTH BEND WY	8571900110	commerce	Bellinger Bakery	1587	
129 W NORTH BEND WY	8571900115	commerce	Kelsko Meat Market	1586	
137 W NORTH BEND WY	8571900120	commerce	Thompson's Cafe - Mar-T Cafe	1585	yes
201 W NORTH BEND WY	8571900135	commerce	Sunset Garage	1584	yes
202 W NORTH BEND WY	7846700810	commerce	McClellan Hotel	1576	yes
227 W NORTH BEND WY	8571900155	commerce	Sunset Motel	1583	
228 W NORTH BEND WY	7846700826	commerce	McClellan Hotel	1580	
301 W NORTH BEND WY	8571900195	commerce	Johnson's Building Supply	1582	
multiple	multiple	commerce	[North Bend Downtown Hist. Distr.]	1567	
119 approx NORTH BEND BL N	7846700800		[vacant lot]	NB98-13	
107 approx E NORTH BEND WY	8571900065		[vacant lot]	NB98-22	
120 approx E NORTH BEND WY	7846700606		[vacant lot]	NB98-03	
140 approx E NORTH BEND WY	7846700591		[vacant lot]	NB98-02	
104 approx W NORTH BEND WY	7846700716		[vacant lot]	NB98-10	
240 approx W NORTH BEND WY	7846700825		[vacant lot]	NB98-16	

# Appendix C

## North Bend Downtown Historic Resource Inventory

### Sites Listed by Parcel Number

<u>Parcel #</u>	<u>Theme</u>	<u>Address</u>	<u>Historic Name</u>	<u>Site #</u>	<u>NR</u>
7846700590	transportation	150 E NORTH BEND WY	Quackenbush Richfield Station	1566	
7846700591		140 approx E NORTH BEND WY	[vacant lot]	NB98-02	
7846700605	transportation	100 E NORTH BEND WY	[North Bend Quick Lube]	1569	
7846700606		120 approx E NORTH BEND WY	[vacant lot]	NB98-03	
7846700695	commerce	108 W NORTH BEND WY	Keith Lord Radios	1571	
7846700696	commerce	110 W NORTH BEND WY	Fred Wiesenbach Barber Shop	1572	
7846700705	commerce	112 W NORTH BEND WY	Glazier's Dry Goods	1573	
7846700706	commerce	102 W NORTH BEND WY	Bank of North Bend	1570	
7846700715	commerce	116 W NORTH BEND WY	Lee Brothers' Grocery	1574	yes
7846700716		104 approx W NORTH BEND WY	[vacant lot]	NB98-10	
7846700790	entertainment/recreation	125 NORTH BEND BL N	North Bend Theater	1579	yes
7846700800		119 approx NORTH BEND BL N	[vacant lot]	NB98-13	
7846700805	commerce	113 NORTH BEND BL N	McClellan Hotel - Thompson's Cafe	1577	
7846700810	commerce	202 W NORTH BEND WY	McClellan Hotel	1576	yes
7846700825		240 approx W NORTH BEND WY	[vacant lot]	NB98-16	
7846700826	commerce	228 W NORTH BEND WY	McClellan Hotel	1580	
8571900015	commerce, manufacturing/industr	145 E NORTH BEND WY	North Bend Timber Co. Office	1598	
8571900025	commerce	137 E NORTH BEND WY	Lewis Market	1597	
8571900035	commerce	131 E NORTH BEND WY	Thomas Furniture	1596	
8571900045	commerce	125 E NORTH BEND WY	Consolidated Cleaners Launderite	1595	
8571900055	commerce	111 E NORTH BEND WY	Wellworth Ten-Cent Store	1594	
8571900065		107 approx E NORTH BEND WY	[vacant lot]	NB98-22	
8571900070	commerce	101 E NORTH BEND WY	Gilbert's Tavern	1592	
8571900075	commerce	101 W NORTH BEND WY	McGrath Hotel	1591	yes
8571900076	commerce	111 W NORTH BEND WY	[Twin Falls Hydro Co.]	1590	
8571900095	social organization	119 W NORTH BEND WY	Unity Lodge #198	1589	yes
8571900105	commerce	125 W NORTH BEND WY	Edgerly's Drugs	1588	
8571900110	commerce	127 W NORTH BEND WY	Bellinger Bakery	1587	
8571900115	commerce	129 W NORTH BEND WY	Kelsko Meat Market	1586	
8571900120	commerce	137 W NORTH BEND WY	Thompson's Cafe - Mar-T Cafe	1585	yes
8571900135	commerce	201 W NORTH BEND WY	Sunset Garage	1584	yes
8571900155	commerce	227 W NORTH BEND WY	Sunset Motel	1583	
8571900195	commerce	301 W NORTH BEND WY	Johnson's Building Supply	1582	
multiple	commerce	multiple	[North Bend Downtown Hist. Distr.]	1567	



NOTE: Digitized basemap from City of North Bend; building locations approximate

# City of North Bend

## Downtown Historic Resource Inventory

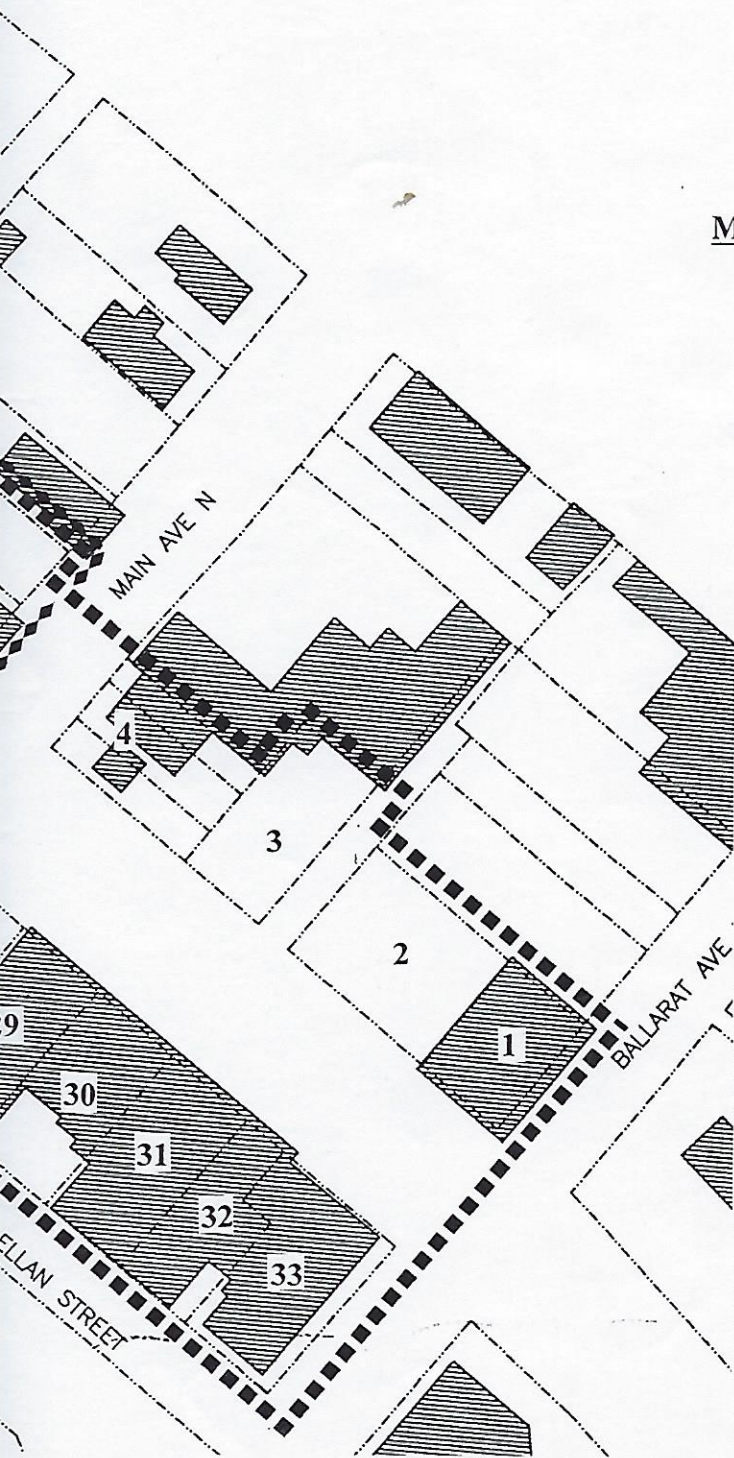
9/98

■ Area Surveyed...

◆ Potential District



Scale



Map #	Site #	Historic Name	Date
1	1566	Quackenbush Richfield Station	1924
2	NB98-02	[vacant lot]	
3	NB98-03	[vacant lot]	
4	1569	[North Bend Quick Lube]	1970
5	1570	Bank of North Bend	c1910
6	1571	Keith Lord Radios	1929
7	1572	Fred Wiesenbach Barber Shop	1928
8	1573	Glazier's Dry Goods	1941
9	1574	Lee Brothers' Grocery	1941
10	NB98-10	[vacant lot]	
11	1576	McClellan Hotel	1918
12	1577	McClellan Hotel/Thompson's Cafe	1925
13	NB98-13	[vacant lot]	
14	1579	North Bend Theater	1941
15	1580	McClellan Hotel (moved section)	1918/41
16	NB98-16	[vacant lot]	
17	1582	Johnson's Building Supply	1938
18	1583	Sunset Motel	1947
19	1584	Sunset Garage	1929
20	1585	Thompson's Cafe - Mar-T Cafe	1941
21	1586	Kelsko Meat Market	1920
22	1587	Bellinger Bakery	1928
23	1588	Edgerly's Drugs	1911
24	1589	Unity Lodge #198	1912
25	1590	[Twin Falls Hydro Co.]	1954
26	1591	McGrath Hotel	1922
27	1592	Gilbert's Tavern	c1910/49
28	NB98-22	[vacant lot]	
29	1594	Wellworth Ten-Cent Store	1929
30	1595	Consolidated Cleaners Launderite	1952/55
31	1596	Thomas Furniture	1950
32	1597	Lewis Market	1914
33	1598	North Bend Timber Co. Office	1924
34	1567	[N Bend Downtown Hist. Distr.]	c1910-55