

City of Snohomish

FIRST STREET MASTER PLAN

CAC Meeting: First Street Preferred Concepts



FEBRUARY 2026



**FIRST
FORTY
FEET**

Design Direction

- Prioritize accessibility, safety, and historic character
- Maintain and increase parking to degree possible
- Strengthen connections to parks and the riverfront
- Use restrained, durable design and be able to implement improvements incrementally



Community / FSAC input

Very Strong Agreement:

1. ADA accessibility improvements
2. Historic streetscape features
3. Parks, gathering spaces, and riverfront connections
4. Public amenities such as restrooms and seating

Strong Agreement:

1. Pedestrian-scale lighting
2. Kla Ha Ya Park enhancements
3. Intersection and corner safety improvements
4. Clear pedestrian enhancements

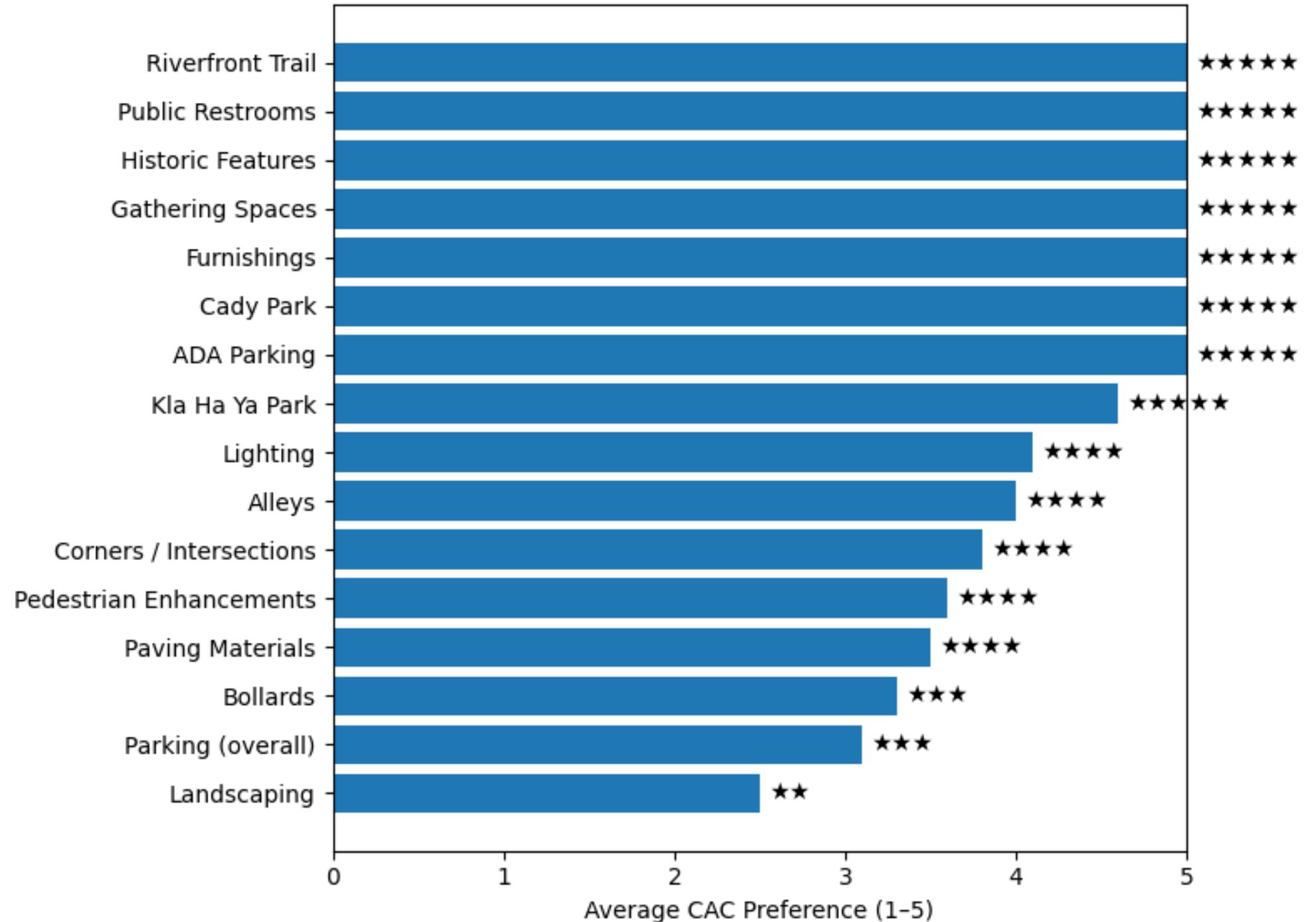
Mixed or Conditional Support:

1. Parking configuration and management tools
2. Bollards and paving materials
3. Support for trees, & concern about clutter



Design Preferences

- Strong consensus on accessibility, parks, historic features
- Moderate support for intensive paving and bollards
- Caution around cost, maintenance, and flexibility



First Street Concepts



Option 1 Traditional Enhancement

“A familiar, functional streetscape with targeted upgrades that honor First Street’s historic character.”



Option 2 Crafted Streetscape

“A richly textured, thoughtfully detailed street design that enhances walkability, greenery, and everyday experience.”



Option 3 Heritage Promenade

“A signature brick-paved promenade that transforms First Street into a fully unified, pedestrian-focused destination.”



First Street Concepts



Option 1
Traditional Enhancement

Too minimal to meet goals

“...that street scene with targeted upgrades that honor First Street’s historic character.”



Option 2
Crafted Streetscape

Best alignment with CAC priorities and scores

...thoughtfully designed street design that enhances walkability, greenery, and everyday experience.”



Option 3
Heritage Promenade

Too intensive for cost, flexibility, and maintenance

...paved promenade that transforms First Street into a fully unified, pedestrian-focused destination.”



CRAFTED STREETScape

Key Features

Universal improvements:

- ✓ Curb extensions
- ✓ View triangles for increased pedestrian visibility
- ✓ 4 ADA spaces per block
- ✓ Curbless street for full accessibility and event flexibility

Paving & Materials:

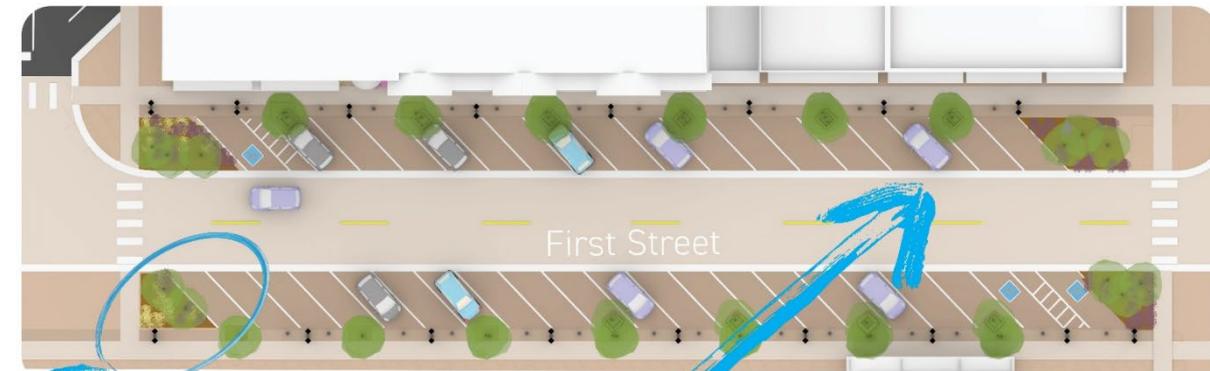
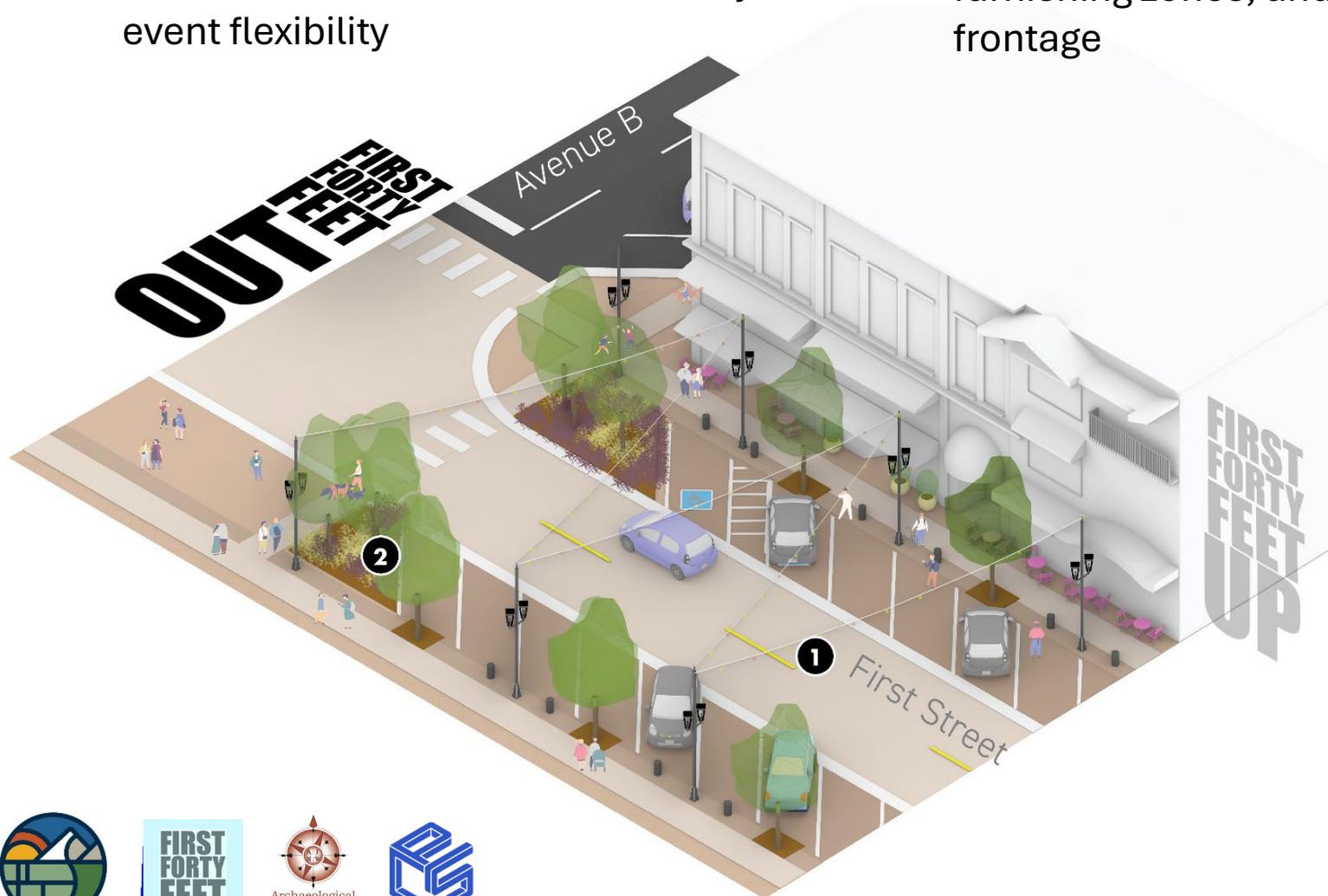
- ✓ **Scored concrete patterning** throughout the roadway, intersections, and through-pedestrian zone
- ✓ **Brick paving** in parking lanes, furnishing zones, and building frontage

Lighting & Landscape:

- ✓ **Historic-style light poles**
- ✓ **Festoon lighting** crossing the street
- ✓ **Landscape plantings** included in curb extensions
- ✓ **Street trees** along the corridor

Overall Character:

Functional, familiar, and historically compatible with targeted material upgrades.



LANDSCAPE ON CORNERS (2)

CONCRETE IN DRIVE AISLE (1)



OPTION 2: CRAFTED STREETScape



Lake Oswego, OR

CONCRETE
IN DRIVE
AISLE (1)



LANDSCAPE ON
CORNERS (2)



CRAFTED STREETScape

Key Features

Universal improvements:

- ✓ Curb extensions
- ✓ View triangles for increased pedestrian visibility
- ✓ 4 ADA spaces per block
- ✓ Curbless street for full accessibility and event flexibility

Paving & Materials:

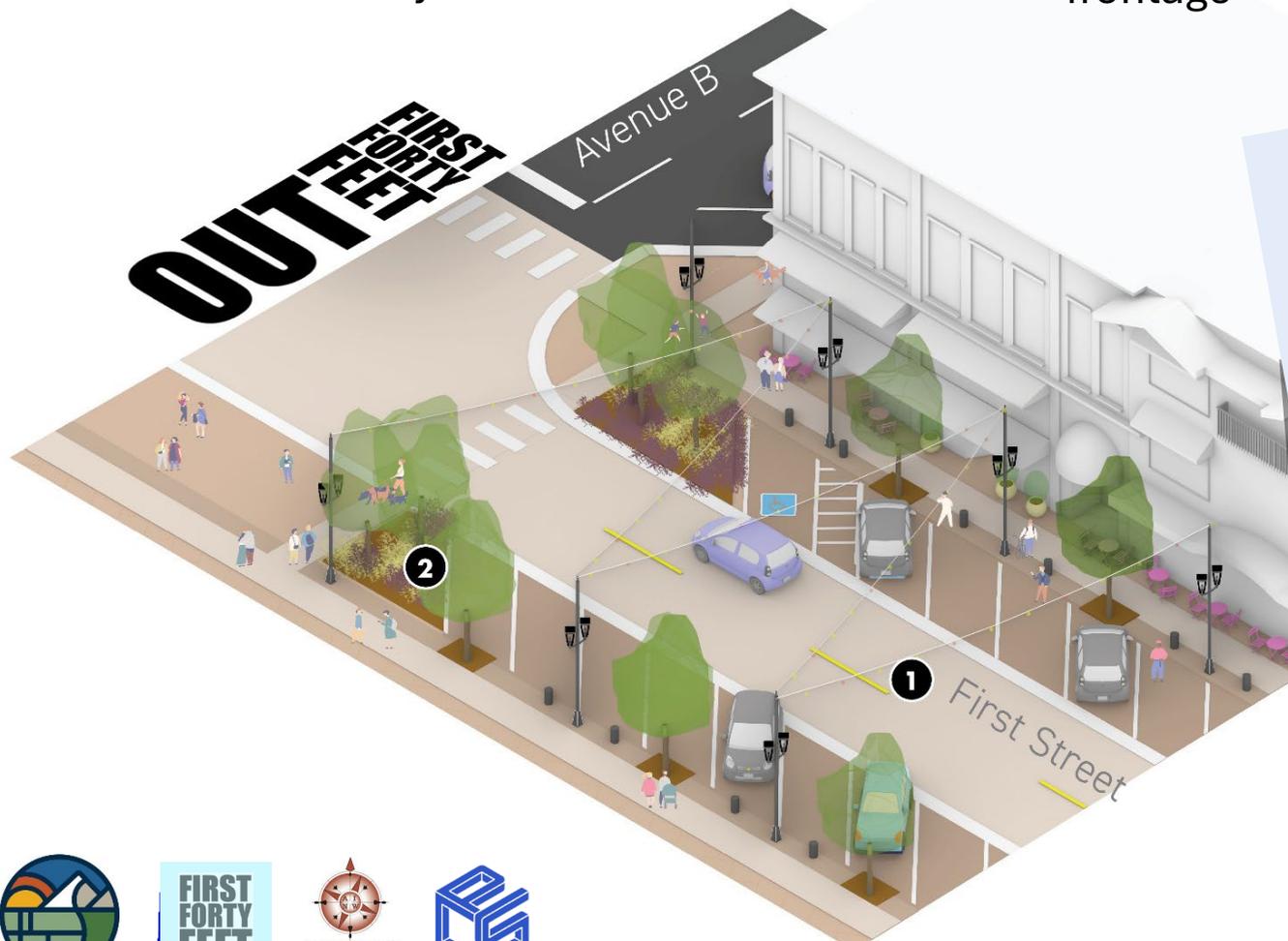
- ✓ **Scored concrete patterning** throughout the roadway, intersections, and through-pedestrian zone
- ✓ **Brick paving** in parking lanes, furnishing zones, and building frontage

Lighting & Landscape:

- ✓ **Historic-style light poles**
- ✓ **Festoon lighting** crossing the street
- ✓ **Landscape plantings** included in curb extensions
- ✓ **Street trees** along the corridor

Overall Character:

Functional, family-friendly, and compatible with



Option 2

Crafted Streetscape

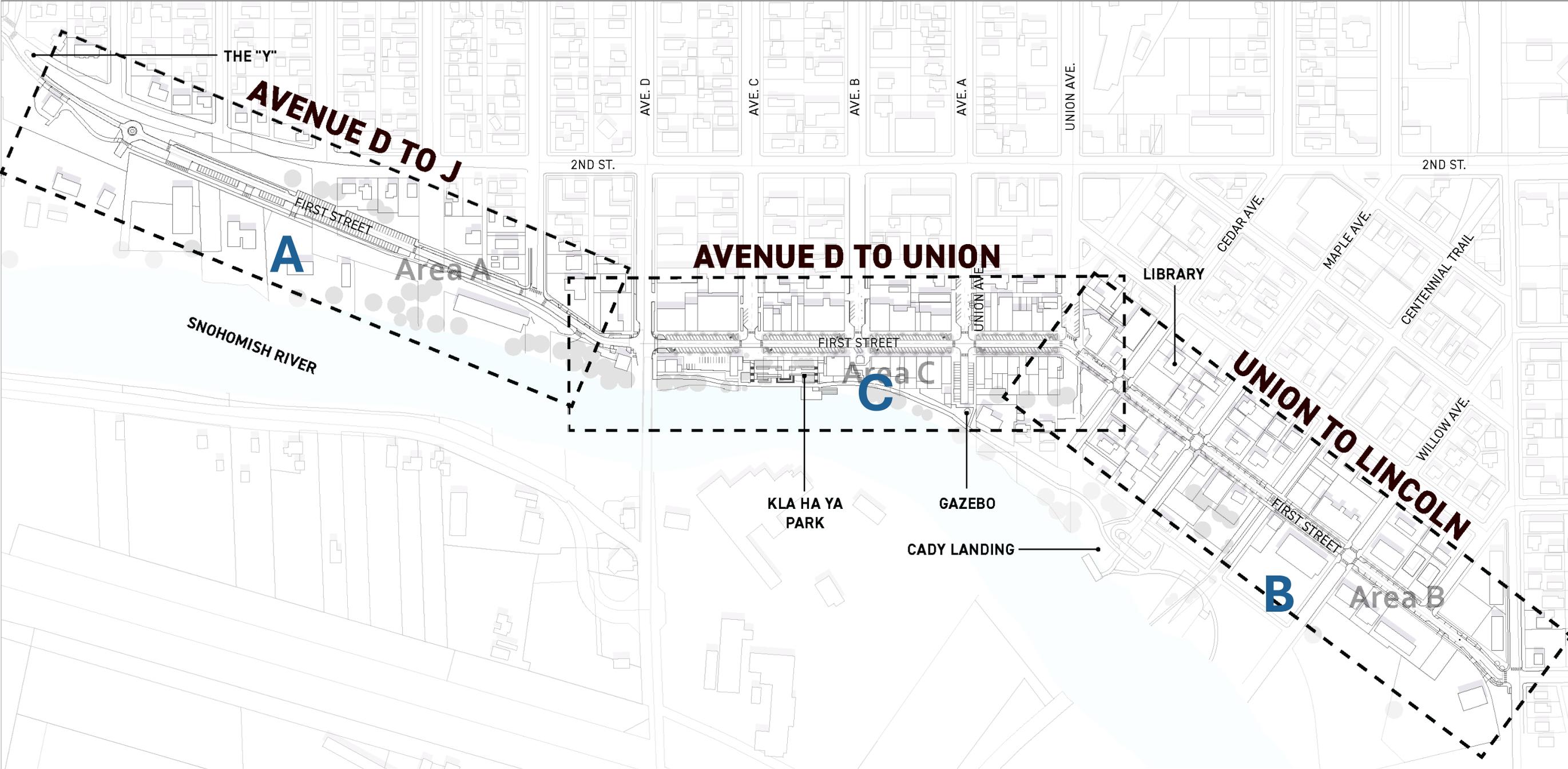
- Retains diagonal parking
- Improves ADA access and crossings
- Enhances pedestrian experience
- Uses brick selectively as an accent
- Integrates landscape at corners

LANDSCAPE ON CORNERS (2)

DRIVE AISLE (1)



Preferred Concept (Draft)



Preferred Concept (Draft)



Ave J to Ave D

1. Enhance pedestrian corridors and expand/improve parking options
2. Develop connections to the future park planned at the City Operations and Maintenance site (1801 First Street)
3. Establish linkages to the Riverview Wildlife Refuge Trail

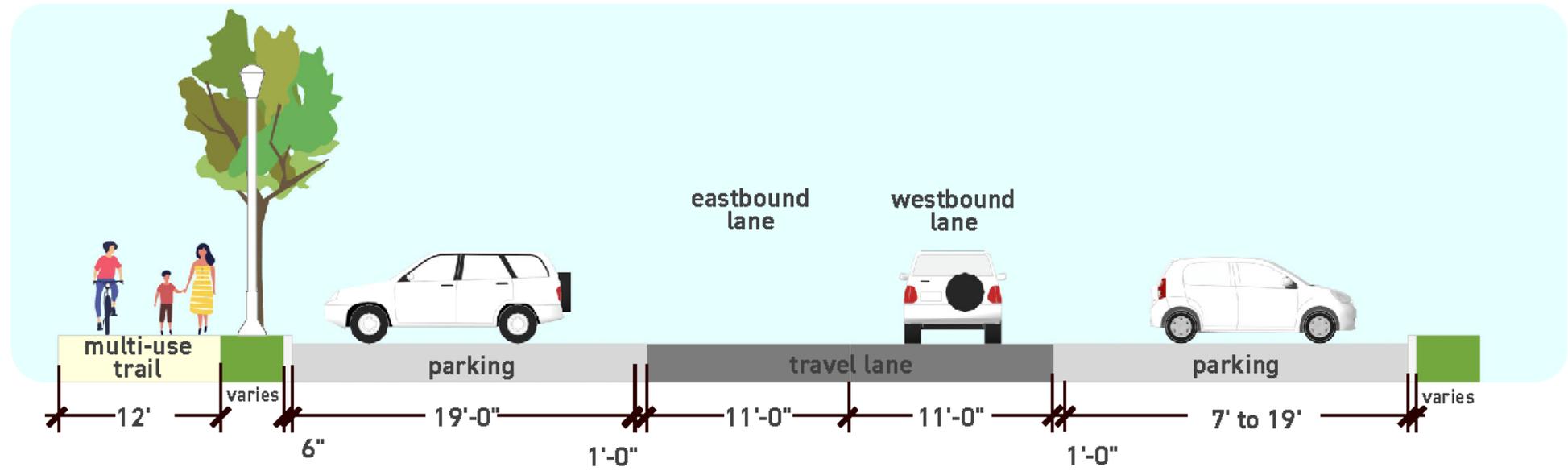
Ave D to Union

1. Enhance the pedestrian experience and place-making
2. Strengthen Kla Ha Ya Park and Cady Landing connections
3. Improve pedestrian accessibility and activate the gazebo

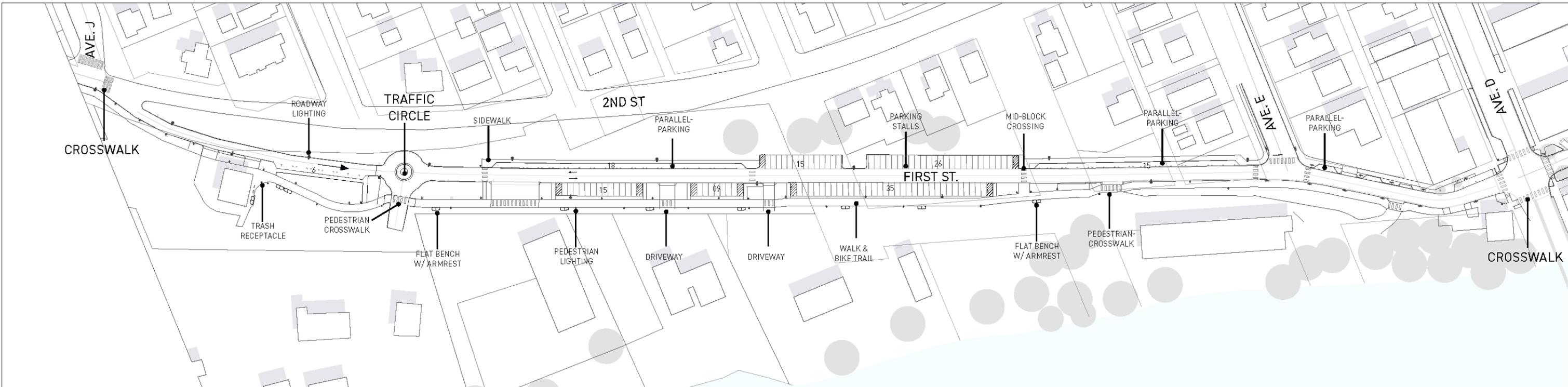
Union to Lincoln

1. Improve pedestrian connectivity to existing and planned walk, bike & roll routes

Avenue J to Avenue D (Area A)



First Street Section- Typical



Plan View

0 150'

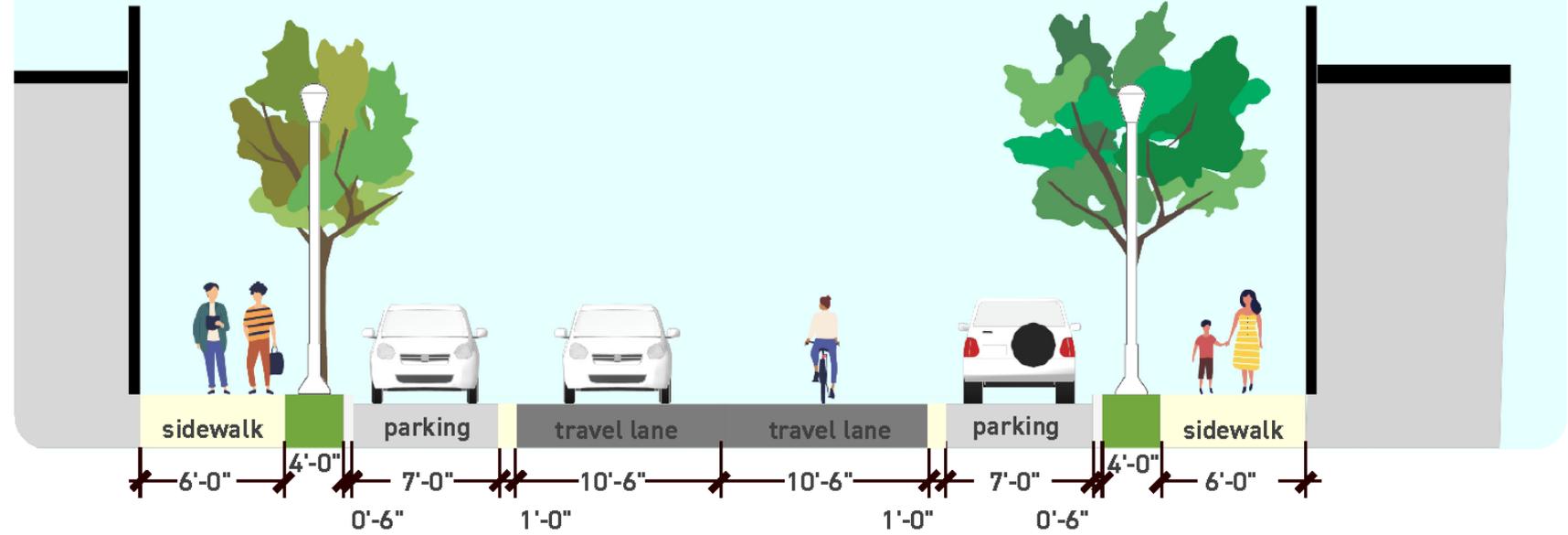


Area A Summary: Avenue J to Avenue D

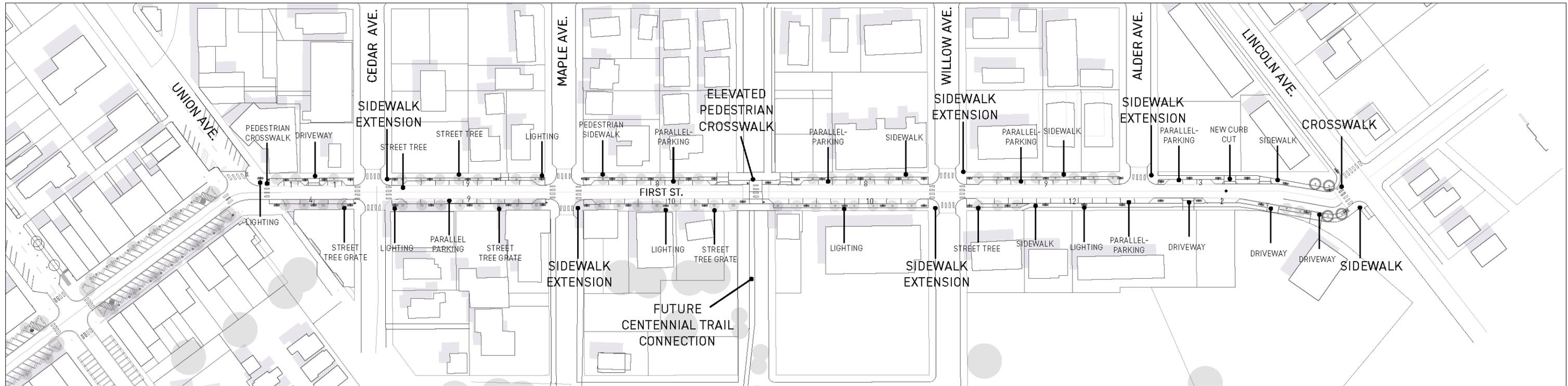
- One-way eastbound at Ave J
- Traffic circle at Public Works driveway
- 12-foot walk and bike trail
- Two-way between traffic circle and Ave D
- Mid-block crossings and curb extensions
- Roadway and pedestrian lighting
- 142 parking spaces



Union Avenue to Lincoln Avenue (Area B)



First Street Section (Union to Lincoln Ave)- Typical



Plan View (Union to Lincoln Ave)

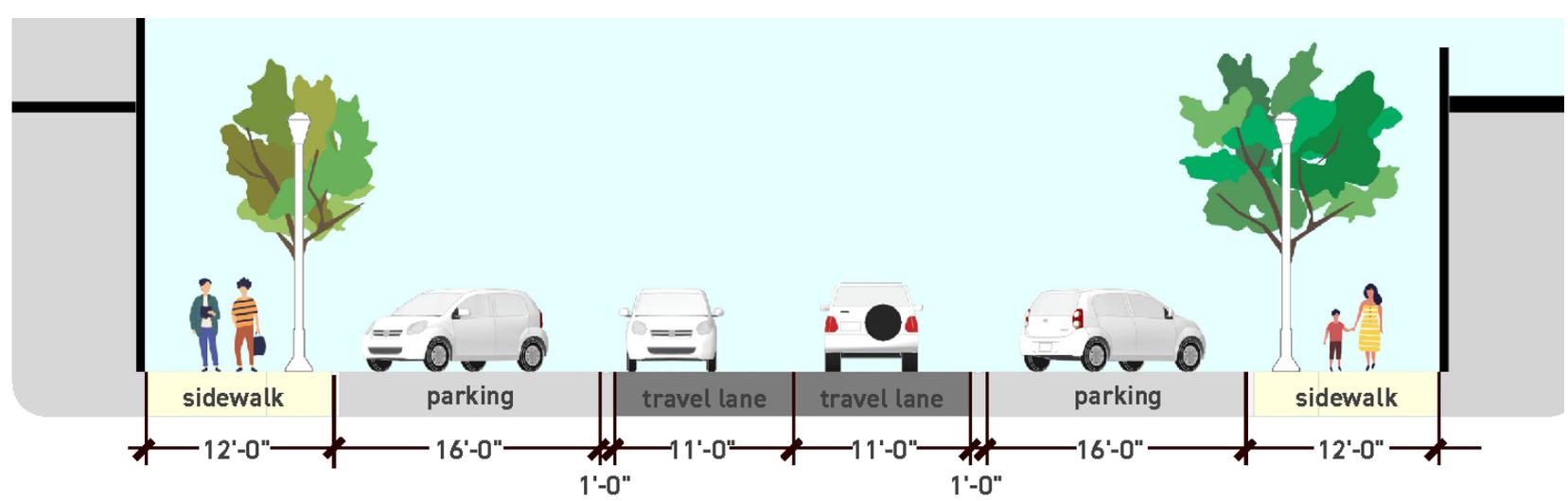


Area B Summary: Union Avenue to Lincoln Avenue

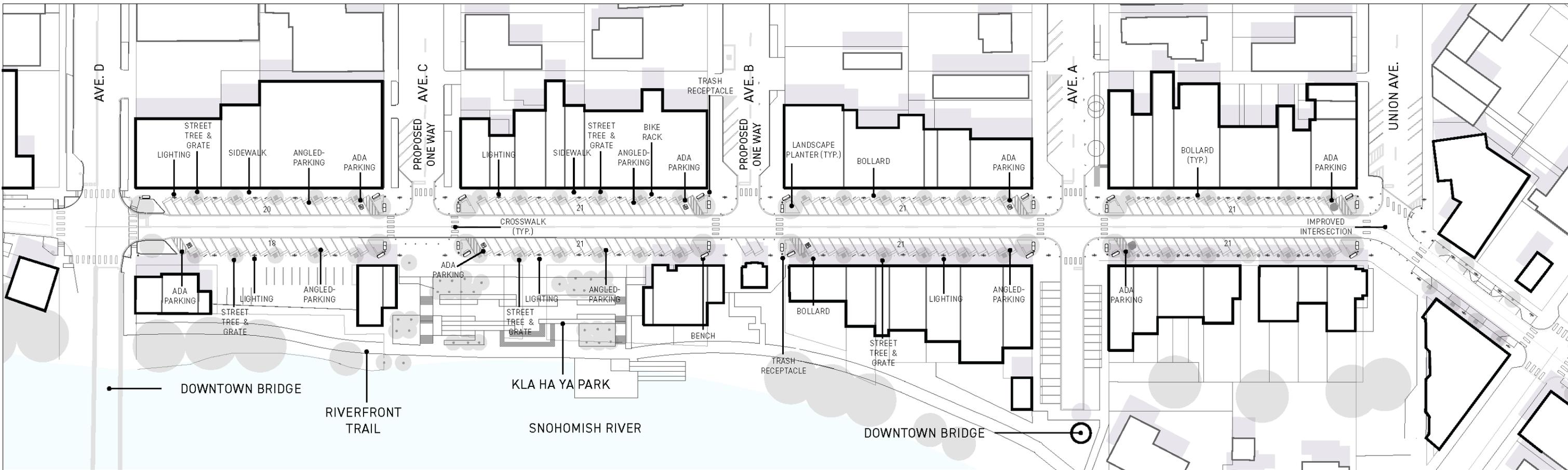
- New sidewalks
- Landscape buffer and street trees
- Pedestrian lighting
- Curb extensions and crosswalks
- 86 parking spaces
- Centennial Trail crossing



Avenue D to Union Avenue (Area C)



First Street Section (Avenue D to Union)- Typical



Plan View (Union to Lincoln Ave)

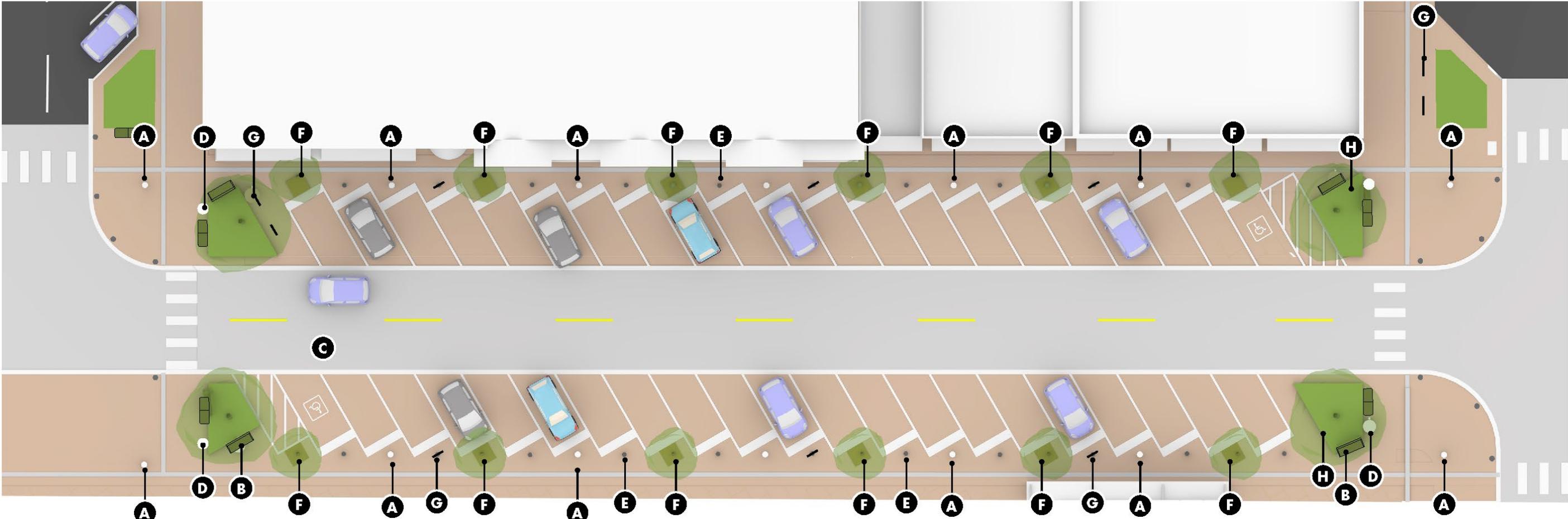
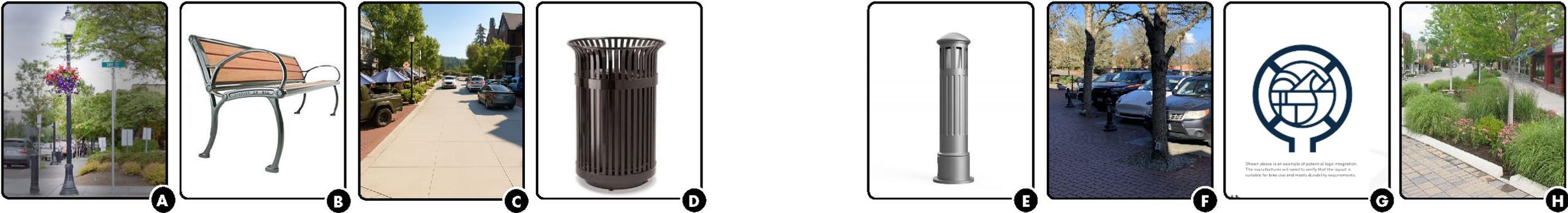


Area C Summary: Avenue D to Union Avenue

- New concrete sidewalks
- Curbless street
- Pedestrian lighting
- Curb extensions and crosswalks
- Brick at curb extensions
- 2 ADA spaces per block
- Pedestrian lighting
- Street trees in tree grates
- Bollards at intersections and parking lanes
- 187 parking spaces
- Study to locate loading and limited time spaces for deliver/pick-up



Avenue D to Union Avenue (Area C)



Avenue D to Union Avenue

BEFORE....

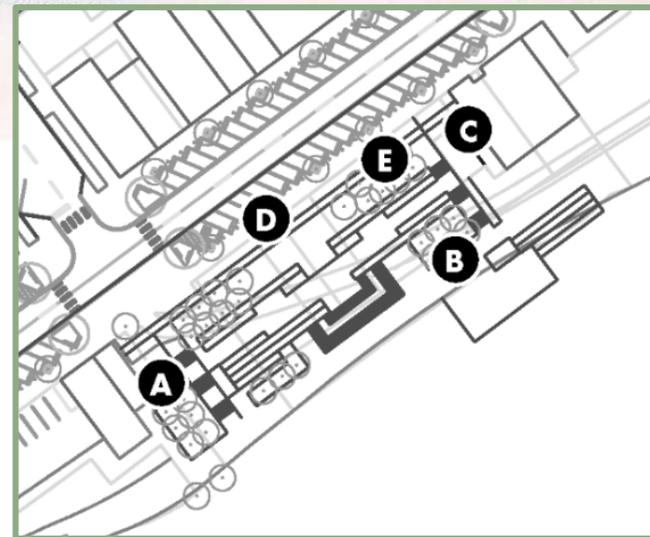
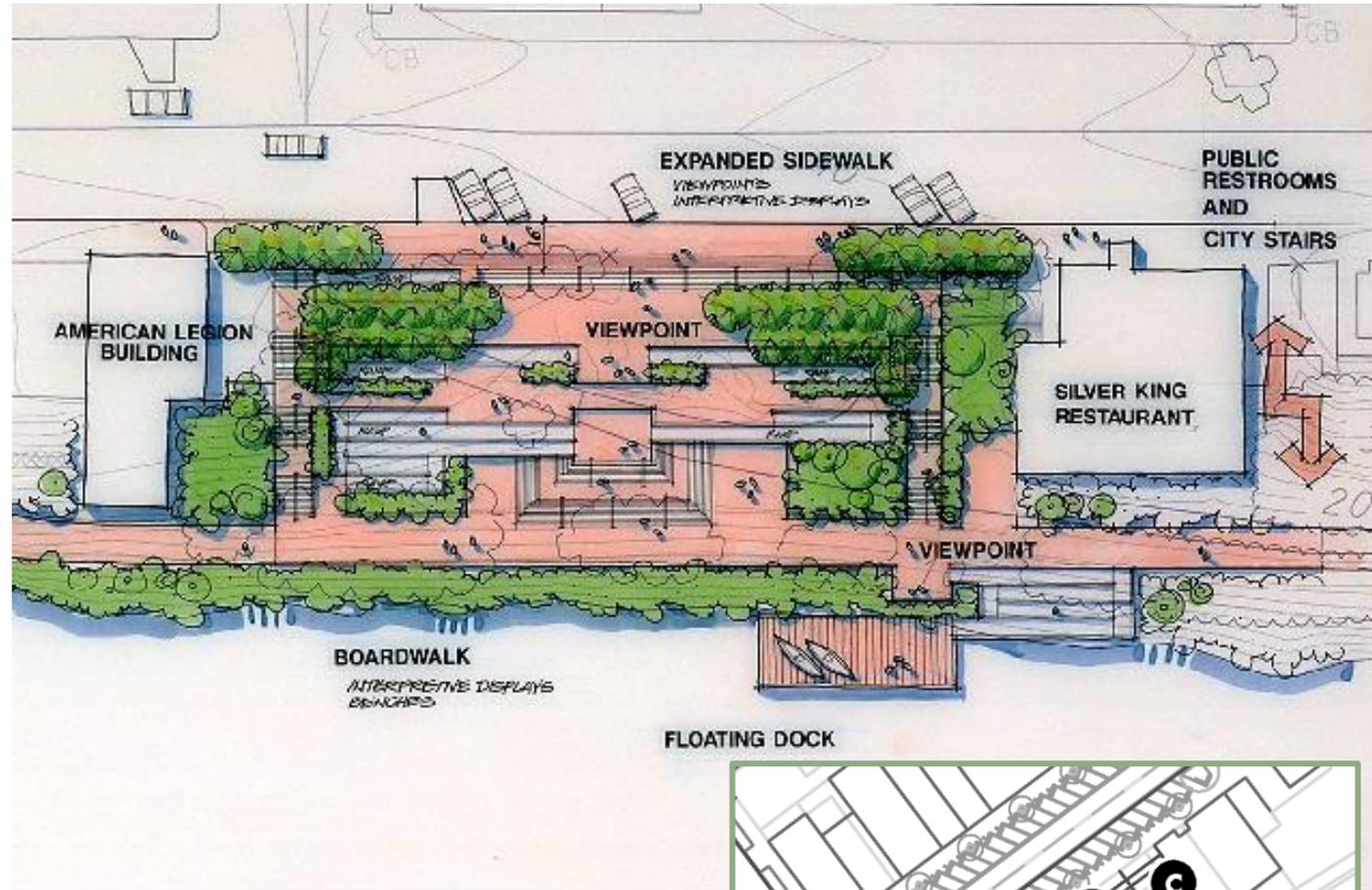


AFTER....

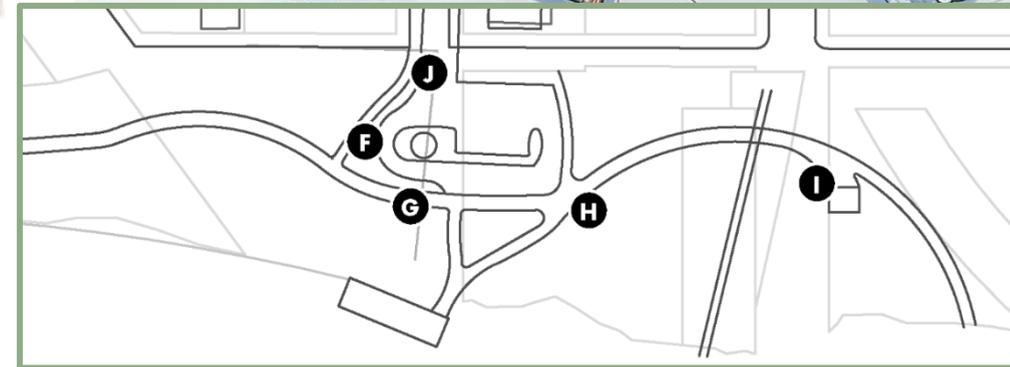
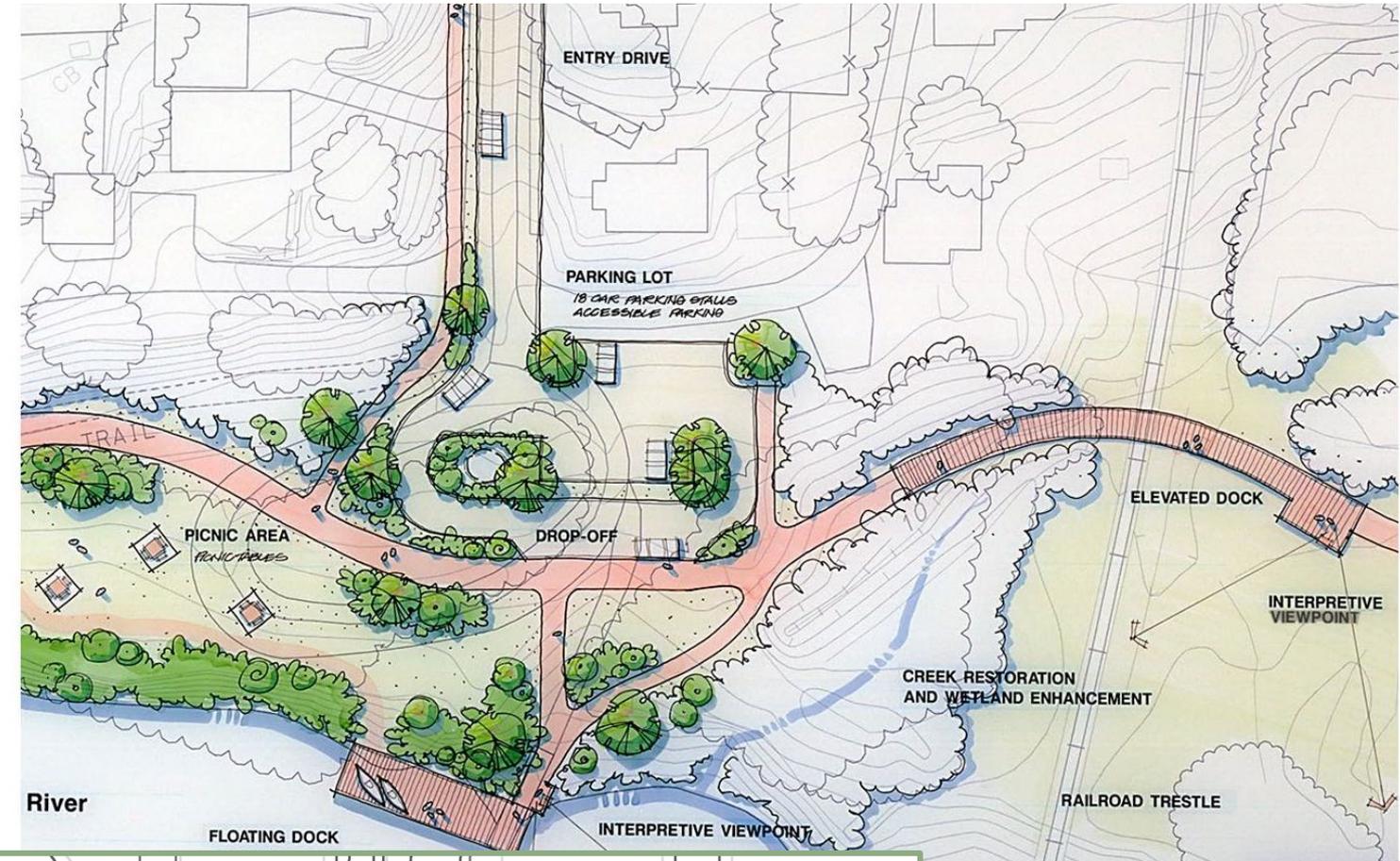


Kla Ha Ya & Cady Parks

Kla Ha Ya Park 1998 Plan



Cady Park 1998 Plan



Archaeological
Investigations
Northwest, Inc.



Kla Ha Ya & Cady Parks



FIRST
FORTY
FEET



Archaeological
Investigations
Northwest, Inc.



Kla Ha Ya & Cady Parks

Kla Ha Ya Park Design Elements

- Expanded sidewalk at First Street
- Stepped terrace and seating areas
- ADA accessible ramping
- Trees and landscaping
- River platform
- Widen trail to 12 feet

Cady Park Design Elements

- Paved entry and parking area
- Non-motorized boat access
- Outdoor seating
- River steps and seating walls
- Extend riverfront trail to Centennial trail
- Widen trail to 12 feet



Next Steps

- Tonight: discuss draft plan and gather comments
- Collect written comments from meeting attendees
- March 3: Present draft to City Council
- March 18: Present revised Master Plan for FSAC to make final recommendation to City Council
- April: City Council adoption

