FIRST STREET MASTER PLAN

City of Snohomish

CONTENTS

EXECUTIVE SUMMARY

The City of Snohomish's historic downtown, centered on First Street, is a cherished community asset facing challenges related to walkability, public space, parking management, and aging infrastructure. Narrow sidewalks, inadequate gathering spaces, inefficient parking utilization, and limited amenities along the riverfront trail hinder First Street's potential as a vibrant, accessible, and economically thriving heart of the city.

The Snohomish First Street Master Plan aims to address these issues through a comprehensive redesign of the streetscape, public spaces, and connectivity. The plan recommends widening sidewalks, creating a central plaza, implementing parking management strategies, enhancing pedestrian and bicycle infrastructure, and improving the riverfront trail. These interventions are designed to prioritize pedestrian comfort and safety, support local businesses, celebrate Snohomish's unique character, and foster community interaction.

The plan recognizes the diverse stakeholders invested in First Street's future, including residents, business owners, property owners, employees, and visitors. Understanding their interests, priorities, and concerns is essential to crafting a vision that balances competing needs and garners broad support. The plan's recommendations aim to address stakeholder input by enhancing quality of life, supporting economic vitality, preserving historic character, and improving access for all users.

By transforming First Street into a more walkable, engaging, and resilient downtown core, the plan will enhance quality of life for residents, bolster economic vitality, and solidify the area as a regional destination. The redesigned streetscape will invite people to linger, shop, and connect with their community. Improved parking management will ensure convenient access while minimizing vehicle dominance. Enhanced trail amenities and flood-resilient design will unlock the potential of the riverfront as a recreational and ecological asset. Ultimately, the plan will create a downtown that reflects Snohomish's values of historic preservation, environmental stewardship, and small-town charm.

Implementing the First Street Master Plan is crucial to realizing the vision outlined in the City's comprehensive plan and community-driven goals. By investing in this central public space, Snohomish can create a downtown that serves as a source of pride, catalyzes economic growth, and improves daily life for all users. The plan's success will require ongoing stakeholder engagement, phased implementation, and integration with citywide policies and projects. With this collaborative approach, First Street can become a model for vibrant, people-centered downtown revitalization.

VISION

Balancing enjoyment of place and community resilience with efficient transportation needs and practical street design.

GOALS

Expanded public space
Parking redistribution
Multi-modal transportation
Riverfront trail
Local business support
Snohomish character
Improved infrastructure

DESIGN FRAMEWORK

In devleoping this Plan, the Design Team seeks to enhance and preserve the historic character of First Street in the City of Snohomish with improved walkability, expanded public open space, and efficient parking management. Shopping, dining, and socializing comprise the primary experiences of First Street. Safe and welcoming pedestrian mobility throughout the street is vital for encouraging these activities. Currently, over 40% of the street right-of-way is dedicated solely to vehicle storage; a future First Street would allow for a harmonious balance of parking and public space, giving visitors and businesses more space for an enhanced and satisfying experience.

Balancing public space and private needs will more strategically support a flourishing environment with more public space for residents and visitors alike, while still supporting economic development. Specifically, we propose a First Street Plaza south of the intersection of Avenue A and First Street to activate the social and commercial potential of Snohomish's entire Historic Business District. With the addition of improved sidewalks, crosswalks, and access points, this plaza will seamlessly interconnect First Street to the iconic Snohomish Carnegie Building, the picturesque riverfront, and the multi-modal Centennial Trail.

As the City strives to imrpvoe and enhance the conditions and livability of First Street, additional community and stakeholder engagement is needed to ensure that the design process continues to be inclusive and reflective of community priorities. This will ensure that the future of First Street is exciting, representative, and propsperous for the region and its visitors.

The City of Snohomish's policies and stated goals in its 2022 Comprehensive Plan commit to preserving and restoring ecosystems, improving water quality, and "providing the facilities and compact, walkable, and transit-compatible urban form necessary to reduce greenhouse gasses and other emissions as well as providing for residents' health and wellbeing" (City of Snohomish Comprehensive Plan, 2022, 4-i).

In 2013, City of Snohomish adopted Imagine Snohomish: Promoting Vitality and Preserving Character, a document sharing "hopes and desires for the future of the community" compiled from public meetings and strategic planning among City Council and Snohomish residents (City of Snohomish Proposed Budget 2023-2024). Key values of the Snohomish community included retaining small-town character (strong connection to neighbors, historic preservation, a vibrant local business scene), environmental stewardship, and heritage (with a focus on high quality public spaces, schools, nature connections, and local business support). This vision also emphasized Snohomish as a tourist destination. These community-developed goals are still used in city planning processes and are reflected in current plans and budgets.

STAKEHOLDER PROFILES

Understanding First Street as a dynamic system with many moving parts, our studio aimed to consider the variety of stakeholders and users involved in the redesign. Stakeholders (including property owners, business owners, and preservationists) will be impacted by changes to First Street and may voice priorities or concerns throughout the planning and consruction processes. Similarly, a wide range of users will be impacted by design decisions; priorities and potential issues of different user groups are considered on the following pages.

SNOHOMISH RESIDENTS

INTERESTS: town character, healthy environment, personal livelihood

PRIORITIES: access, vibrant public space, quality of life, stability

POTENTIAL ISSUES: traffic congestion, parking availability

CITY OF SNOHOMISH

INTERESTS: economic development, historic preservation, community resilience

PRIORITIES: infrastructure updates, preservation-oriented development

POTENTIAL ISSUES: budget, community pushback

PRESERVATIONISTS

HDSA, Snohomish Historical Society

INTERESTS: historic character

PRIORITIES: design choices that are consistent with historic design guidelines

POTENTIAL ISSUES: anything that challenges historic preservation or distracts from small town character

First Street PROPERTY OWNERS

INTERESTS: rental occupancy, property value, economic and community vibrancy

PRIORITIES: well-maintained attractive surroundings, pedestrian safety, public space

POTENTIAL ISSUES: construction disruptions, changes in propery taxes, upzoning

TOURISTS

INTERESTS: unique and memorable experiences

PRIORITIES: public amenities, safe and interesting pedestrian spaces, unique activities and businesses

POTENTIAL ISSUES: navigation ease, congestion and crowds

First Street BUSINESS OWNERS

INTERESTS: business growth and profitability

PRIORITIES: high foot traffic, accessible storefronts, nearby amenities, attractive surroundings

POTENTIAL ISSUES: construction disruptions, parking availability

EMPLOYEES on First Street

INTERESTS: personal livelihood, healthy work environment

PRIORITIES: safe/quick commute, active business district,

POTENTIAL ISSUES: traffic congestion, noise, inconsistent/far/ expensive parking

VISITORS from Seattle

INTERESTS: unique experiences, day trip activities

PRIORITIES: quick and easy access from Seattle, varied activities, small town character and charm

POTENTIAL ISSUES: traffic congestion, parking availability

BUSINESS OWNERS elsewhere in Snohomish

INTERESTS: personal livelihood, healthy work environment

PRIORITIES: safe/quick commute, active business district,

POTENTIAL ISSUES: traffic congestion, noise, inconsistent/far/ expensive parking

EMPLOYEES elsewhere in Snohomish

INTERESTS: access to amenities, efficient transportation

PRIORITIES: reliable and efficient multi-modal routes, avaiability of amenities

POTENTIAL ISSUES: parking availability, impacts on traffic and alternate transit options

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MASTER PLAN

The Master Plan presents a comprehensive view of the connecting elements, resources, and amenities of Downtown Snohomish and First St. This plan aims to identify these key resources within the area and the various ways that locals and visitors can connect to First St. through different mobility modes. In identifying key locations in the community and within proximity to First St., we aimed to address two priorities: parking and connectivity.

Parking. Future sections of this Plan present design changes to the existing conditions of First Street, including parking. As a result, the Master Plan identifies alternative options to serve as supplemental parking including the High School and Elementary School (during non-school hours), the parking found on the intersecting Avenues A, B, C, and D, and primarily, the overflow parking area to the West of First Street. With the proposed design changes to this particular site, parking is expected to experience minimal impacts.

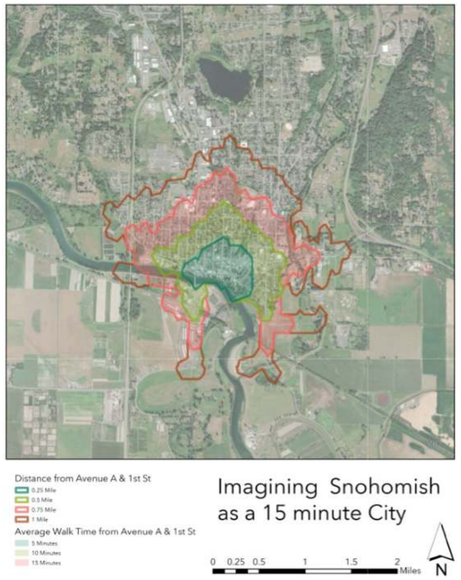
Connectivity. As the City of Snohomish strives to enhance connecitivty and multi-modal transportation options, the Master Plan also identifies different routes that offer safe connections to and from First St., particularly for users of the Park 'n Ride service to the North, public transit riders, students, and users of the Aquatic Center, Senior Center, Public Library, Averill Field, and the Boys & Girls Club.

The City of Snohomish will continue to grow, making regional connectivity and safety a top priority now and into the future. New design interventions, policies, and programming will hopefully aid in this effort.

CIRCULATION MAPS

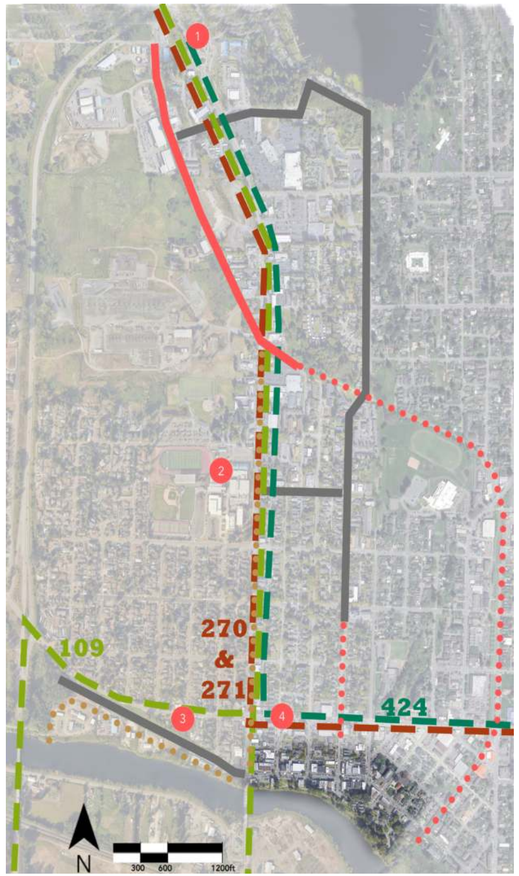
Snohomish is a beautiful city with much to offer residents and visitors alike. The First Street Historic District's built environment includes some of Washington's best antique shops, and numerous other small businesses and restaurants. Immediately to the south of First Street is the lovely Snohomish River, Kla Ha Ya Park, the RiverFront Trail, and Cady Park. Two blocks east of the Carnegie Library is the trailhead of the 30-mile Snohomish County Centennial Trail. 600 feet to the West of the Historic District is a municipal parking lot. Currently, the only downside is these above-mentioned spaces lack optimal connectivity to one another, and favor vehicles over cyclists and pedestrians.

The parking lot to the west of the Historic District has great potential for expansion and improved access to the rest of town (Please see the parking section for more information). There is also a Second Street Master Plan currently in progress, which calls for pedestrian improvements and added parking along that corridor, which will greatly complement our design proposals for First Street once completed. Moreover, we propose several important interventions to improve multimodal circulation in and around the First Street Historic District.



First, connecting the Centennial Trail to Cady Park via the existing rail right-of-way will create a continuous greenway for pedestrians and cyclists to access the Historic District from the trail. Second, adding an additional connector trailhead spur to the riverfront trail at Cedar Street will interconnect Cady Park and the river to the Carnegie Library and souring greenspace where many city events are currently held. Third, among other aesthetic improvements, some parking could be added at Cady Park for visitors to the Historic District. To the west of Avenue D the sidewalk could be widened to a multimodal path, effectively creating another extension of the River Front and Centennial Trail. This would make parking to the west of the Historic District more inviting to visitors. Lastly, please reference the Streetscape and Site Plan chapters for information on widening the sidewalks and updating parking along First Street to understand how circulation can be improved there as well. For major events the Snohomish High School Parking Lot and Park & Ride near Blackman's Lake could be utilized if the city invested in a shuttle service long-term.

An additional circulation question is the Union and First Street intersection. We see two possible options to improve this corridor to make The Carnegie Library and surrounding greenspace feel more connected to the rest of the Historic District and the future Avenue A Plaza. First, adding a small traffic circle in the middle of the intersection and raised crosswalks will make the area safer for pedestrians and motorists alike and go a long way to "bridging" those two parts of the Historic District together. Another course of action would be to permanently close the approximately 200 feet of Union Avenue between Glen Avenue and First Street. This is one of the few areas of the First Street Historic District, which could be permanently closed to vehicular traffic and turned into a beautiful and economically productive pedestrian mall with minimal impact to current vehicle circulation. This is because Avenues A, B, C and D provide a viable alternative route for such traffic to the West of Union Avenue and First Street. Likewise, Glen Avenue, Cedar Avenue, Pearl Street, and Union Avenue north of Glen Street all provide alternative vehicular circulation to the North and East of this intersection. A pedestrian mall would not only greatly improve the sense of connectivity between the Carnegie Library and the proposed Avenue A Plaza by prioritizing pedestrians in this corridor, Union Avenue between Glen Avenue and First Street would also be the optimal site for a pedestrian mall due to the existing built form, as this corridor already has all street facing businesses and is adjacent to the city's town hall making it a de-facto town center.

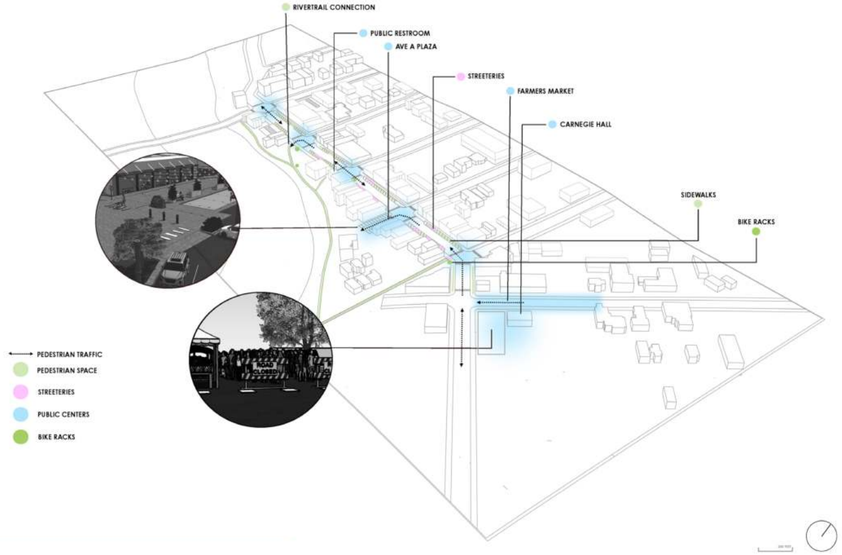


EXISTING CONDITIONS

We identified three key areas for improvement in the First Street area. First, we aim to enhance existing pleasant features such as the gazebo, the downtown's historic character, and diverse businesses, which will continue to bring vibrancy and serve as activity hubs. Second, significant transformations are needed for safety, particularly at street intersections and crosswalks and the public restroom. Third, general improvements are necessary for the sidewalk, overflow parking areas, roadways, and public spaces along the riverfront trail.

Beyond these specific issues, we observed that First Street is primarily a mono-functional shopping area tailored for adults, with limited public spaces. Despite high foot traffic, especially during holidays, there is a lack of space that invites diverse user groups to gather and linger, especially after business hours. Addressing safety, inclusivity, comfort, and connectivity issues will be crucial to balancing pedestrian traffic throughout the day.

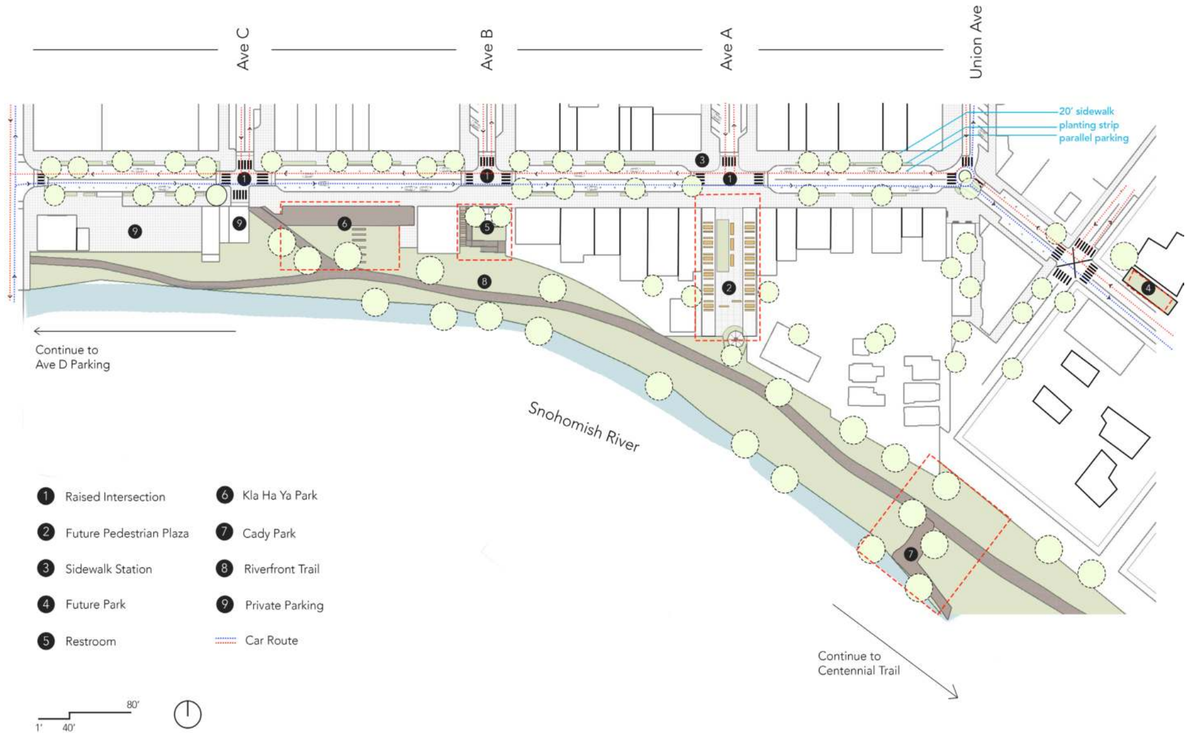
PUBLIC SPACE CONNECTIVITY

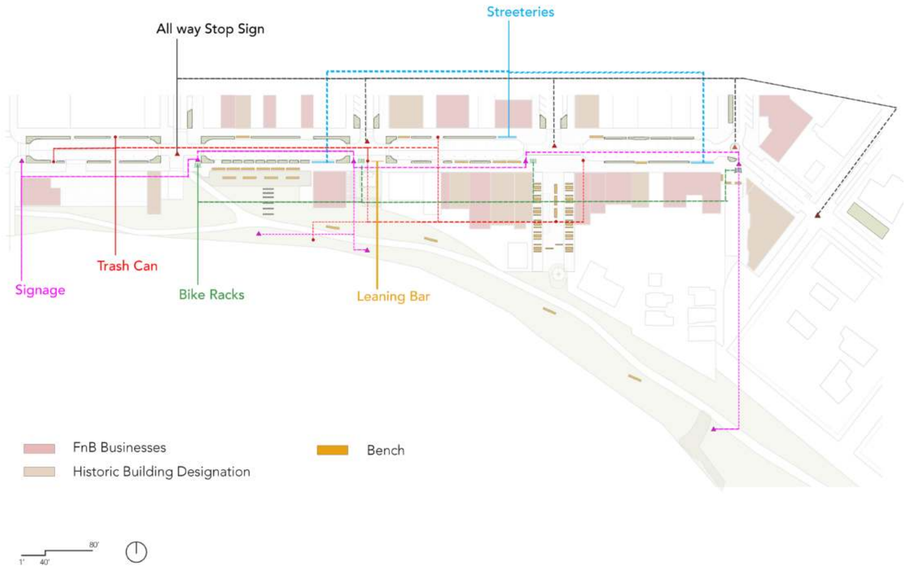


The current layout of public space is disjointed and lacks cohesiveness along First Street. The street surrounding our proposed public plaza should enhance the space and create a more intentional pedestrian experience. The existing river trail connections also lack intentional design and clear signage. In our design proposals, we also address comments regarding the connectedness of the farmers market on Cedar Ave and the plaza on Avenue A. Our strategies for addressing these goals include adding designs of repetition that create a connected experience. This includes streeteries along the street, flexible seating, plants, signage, trash and lighting - emphasizing these design guidelines in areas that lack connectivity. We also propose updating the existing public restroom to align with the design standards and existing surrounding area. These recommendations will help create a more consistent feel of public amenities, encouraging and facilitating more mobility.

SITE PLAN


All way Stop Sign
Streeteries
Historic Building Designation
Bench
80'
1'
40'

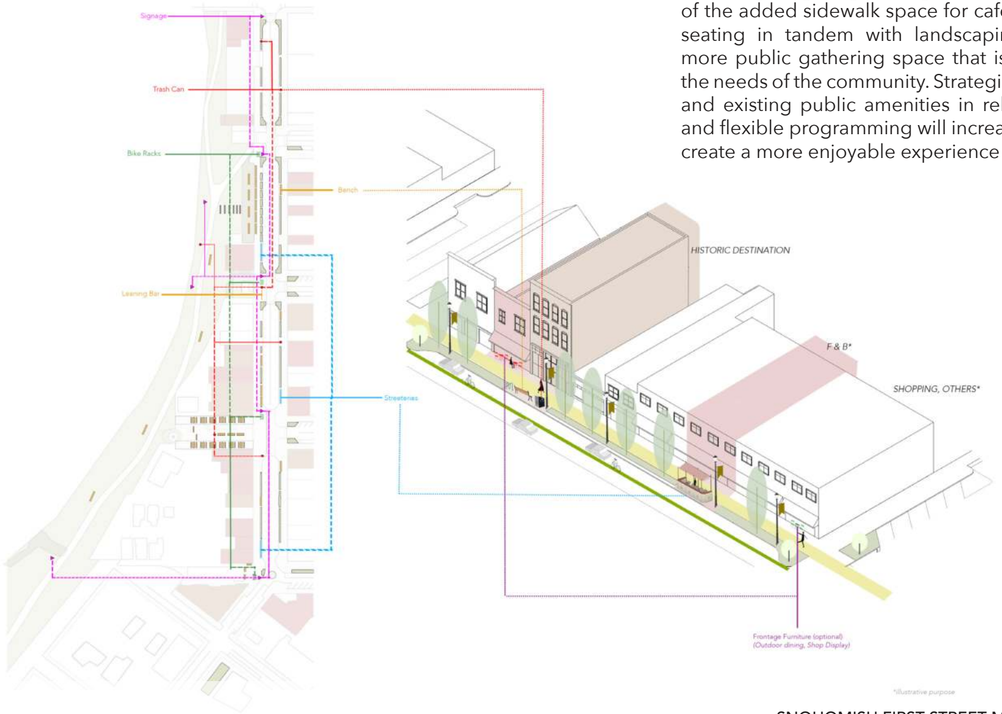

Ave C
Ave B
Ave A
Union Ave
20' sidewalk
planting strip
parallel parking
Continue to
Ave D Parking
Snohomish River
Continue to
Centennial Trail
1 Raised Intersection
2 Future Pedestrian Plaza
3 Sidewalk Station
4 Future Park
5 Restroom
6 Kla Ha Ya Park
7 Cady Park
8 Riverfront Trail
9 Private Parking
Car Route
80'
1'
40'



Design interventions at the site scale enhance multi-modal safety, convenience, and quality of experience, while also incorporating practical and efficient design solutions that serve mutual needs of First Street's many stakeholders. The pedestrian space is increased and enhanced to accommodate high foot traffic and diverse business needs and to invite visitors to gather and linger.

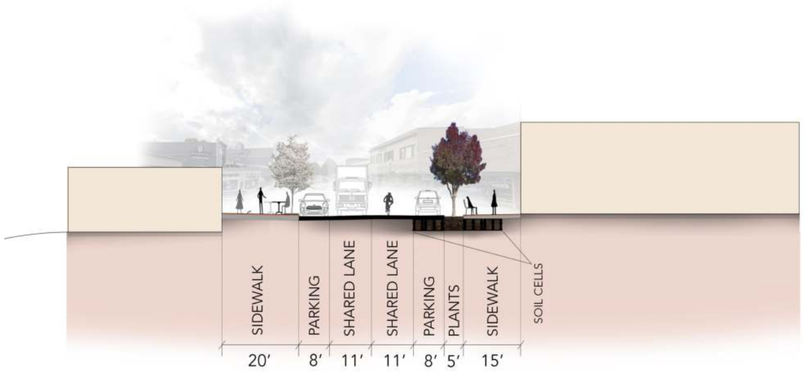
Proposed design interventions include: widening the sidewalk to allow more flexible use, landscaping and adding green infrastructure, reconfiguring circulation routes, raising intersections to improve pedestrian safety, and connecting existing public spaces through addition of wayfinding elements, street furniture, lighting, and greenery. These elements will improve safety and efficiency of activities along First Street and the riverfront while updating infrastructure to respond to flooding concerns and adhere to Americans with Disabilities Act (ADA) standards.

Part of the historic district, First Street is full of diverse businesses and character. Our goal is to complement and enhance the existing charm. We recommend adding a variety of public amenities to further engagement with the historic character and encourage lingering. Strategies include utilizing some of the added sidewalk space for cafe/dining, adding seating in tandem with landscaping, and adding more public gathering space that is built to handle the needs of the community. Strategic location of new and existing public amenities in relation to diverse and flexible programming will increase lingering and create a more enjoyable experience for more users.



STREET SECTION

STREET SECTION: EXISTING



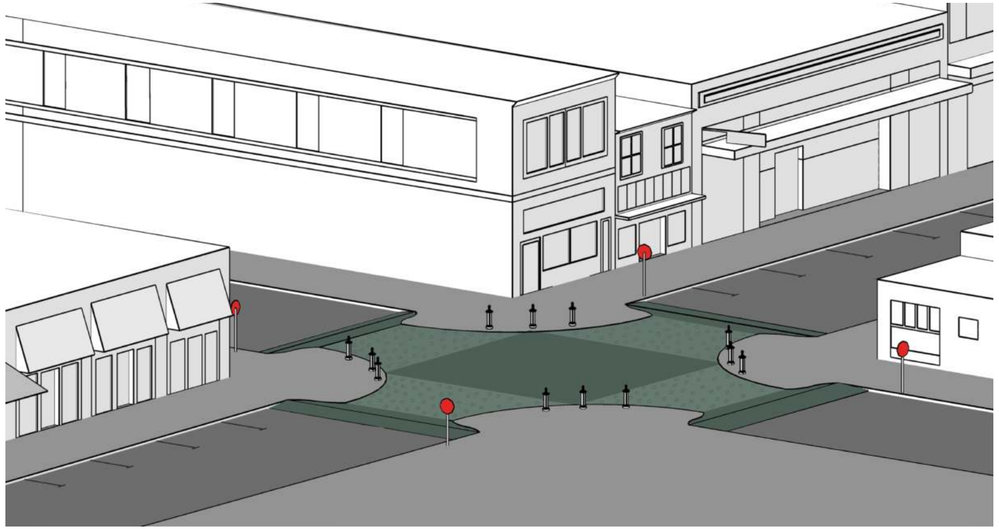
STREET SECTION: PROPOSED

First Street is currently dominated by the street itself; with about 55′ of asphalt and just 24′ of sidewalk, the street favors vehicle traffic over pedestrians and is almost entirely impervious surface.

We propose redistributing the functions of the street to create more safe and enjoyable space for pedestrians. This includes widening sidewalks to 20′ on each side (40′ total), which creates space for flexible programming, seating, use by local businesses, and 5′ planting strips for shade trees and ornamental plants. Infrastructural improvements could include adding soil cells under the pavement to help with healthy tree growth and maintenance and minimize future damage to sidewalk and street paving.

INTERSECTION PLAN 1

All intersections on First Street should be improved to prioritize pedestrians. Four-way stops and raised intersections slow traffic, creating safer conditions for cyclists and safer crossings for pedestrians. Bollards along curved corners can provide additional visual guidance for drivers and safety for sidewalk users, improving comfort and character of sidewalk space.



PROPOSED POLICIES

CONNECTIVITY: OUR STRATEGIES CONSIST OF ADDING MORE SIGNAGE AND REPETITIVE DESIGNS INDICATING A CONTINUOUS EXPERIENCE.

Goal We also recommend multiple areas of gathering space extending throughout the street.

Logic Existing public spaces are enhanced and integrated with the design interventions to create a cohesive experience. Streeteries facilitate connectivity along First Street, linking Cedar Avenue to Ave A with cohesive designs that unify the area.

SAFETY: WE RECOMMEND INCLUDING MORE LIGHTING TO FULLY LIGHT THE STREET, ESPECIALLY IN AREAS THAT ARE TYPICALLY DARKER.

Goal We also suggest clearly defined bike lanes, pedestrian spaces, bollards and raised intersections to affirm the notion of a shared street.

Logic Implementing raised intersections at key pedestrian crossings will slow vehicle speeds and improve pedestrian visibility. Additionally, redesigning transportation routes will help reduce traffic congestion. Extending sidewalk widths will foster a vibrant street life and encourage walking.

INCLUSIVITY

Logic Our designs are created with thoughtful consideration of the types of users, by ensuring that all public space designs comply with the Americans with Disabilities Act (ADA) standards.

PLACEMAKING: THE IDENTITY OF THE STREET IS AFFIRMED WITH SIGNAGE AND VARIOUS CONSIDERATIONS TO DESIGN.

Goal The types of street furniture, colors and textures align with the Snohomish historic guidelines.

Logic Develop public plazas at strategic locations to serve as gathering spots, support local businesses, and promote social interaction. Additionally, update the existing restroom to align with the new design standards.

ECOLOGICAL

Logic Integrate green infrastructure to help absorb pollutants, provide shade, and enhance the aesthetic appeal of the streetscape. Enhance riverfront trails by incorporating flood-resilient designs based on historic flood data.

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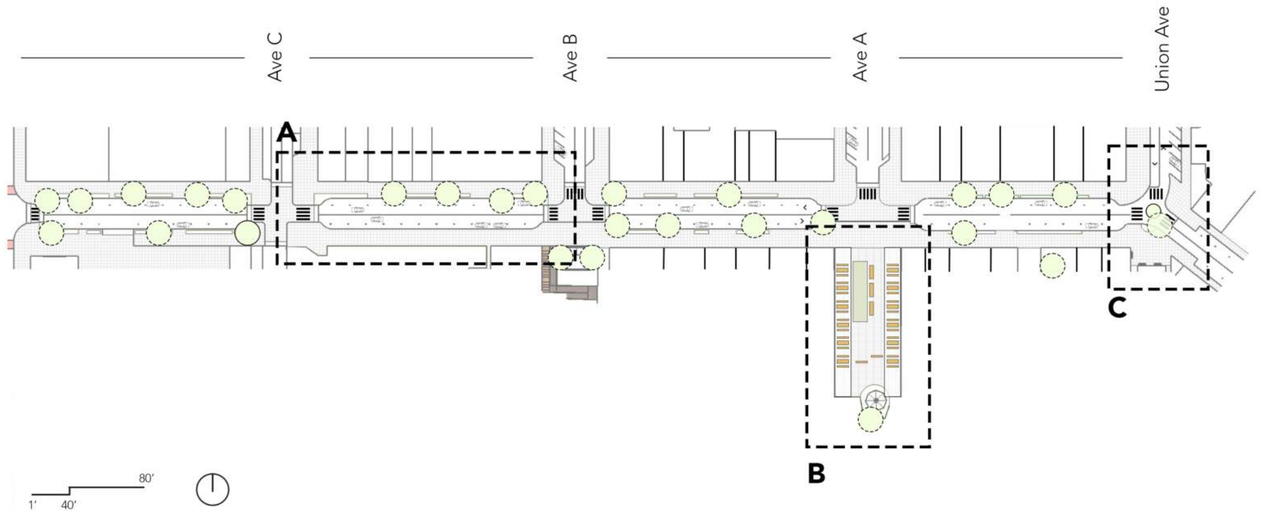
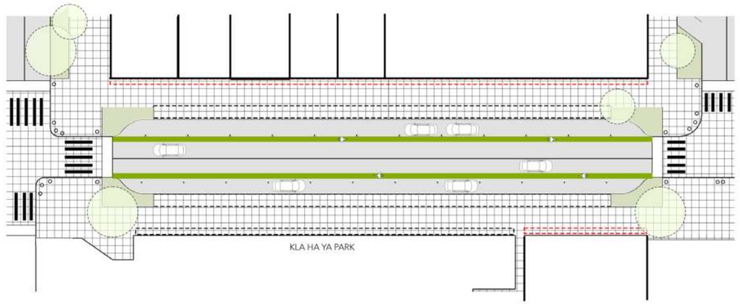
STREETSCAPE PLAN

This section goes deeper into recommended design interventions across specific zones of First Street: pedestrian space between Avenues B and C (Zone A), a new public plaza where Avenue A meets the gazebo (Zone B), and the intersection at Carnegie Library (Zone C).

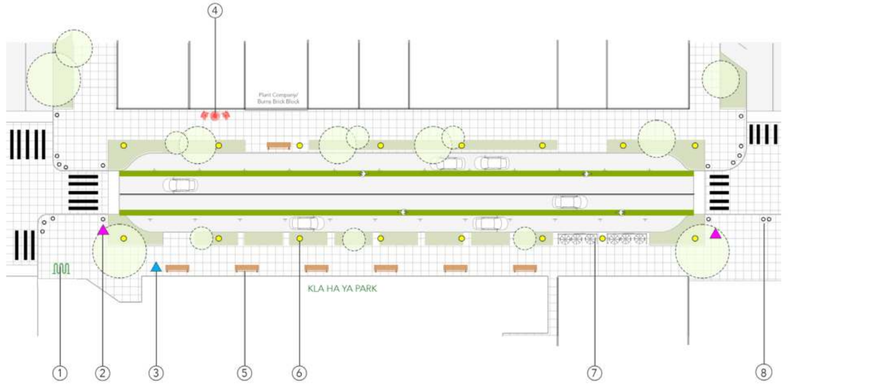


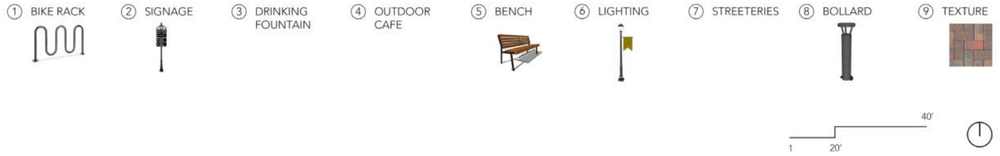
Zone A: Between Avenues B and C

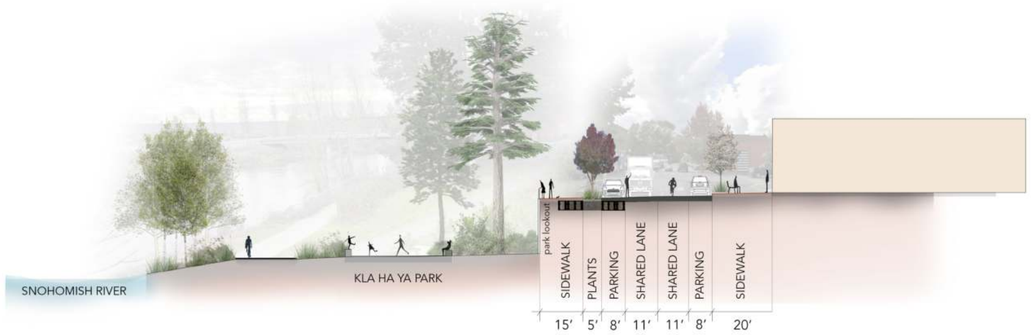
Our general concept of the sidewalk is based on connectivity and balance. The current state of the street lacks adequate space for pedestrians to feel safe walking, lingering, and gathering. We're proposing amenities in the pedestrian space to aid in an enjoyable experience. To achieve this idea, we've strategized zones for various usage. These include a public amenities zone, which will have waste bins, lighting, wayfinding, and landscaping. The building zone is utilized by guests who may be enjoying food at an outdoor cafe, shopping at outdoor racks, or relaxing on a bench. These zones collectively would comprise the pedestrian zone.



There are also zones for different uses on the road, which consist of parking, bike lanes or sharrows, and the roadway. Design recommendations such as raised intersections and four-way stops reduce vehicular speeds to make space for cyclists and improve safety. The use of bollards and a distinct bike lane or sharrow color will caution drivers to slow down even more.







The streetscape design prioritizes active public space over car traffic, safe and comfortable pedestrian areas (with shade and buffers from the street), visually interesting spaces to linger (with ornamental plants and views to the river), and connections to other nearby public spaces, encouraging community gathering and more prolonged stays along First Street

Our team collectively made recommendations on the specific type and appearance of design interventions. Thoughtful analysis of the design, color and textures were compiled to create a design that matches the historic design standards. Our designs also further support nature and character of the city, while also elevating the look to achieve a newer and more attractive design. The street plan details include the specifics of the bike racks, signage, benches, lighting, bollards and pavement textures. The design features the updates to the landscaping, with trees foliage intertwined with seating on the street. The render also displays the allocation of loading on side streets, an addition in response to loading needs. These updates will achieve our goal of a replenished historic street to match the unique character.

PUBLIC PLAZA

ZONE B: Avenue A Plaza

First Street Plaza is a proposed community space situated at the intersection of First Street and Avenue A, which would replace an existing parking lot. The vision for this space is to provide a central gathering area for Snohomish's historic district, helping foster community amongst its residents.

The design process for this space was very intentional in creating multigenerational appeal as well as connectivity to the surrounding areas. Access to the alleys behind the buildings along First Street and the office building east of the gazebo is maintained via a twenty foot wide access road.

The plaza includes picnic table seating on the right side and café-style seating on the left side. Metal coverings provide shade and protect the seating on both sides from inclement weather conditions. Additionally, electric heaters are attached to the posts for comfort and string lighting runs across, providing ambience and enclosing the space.

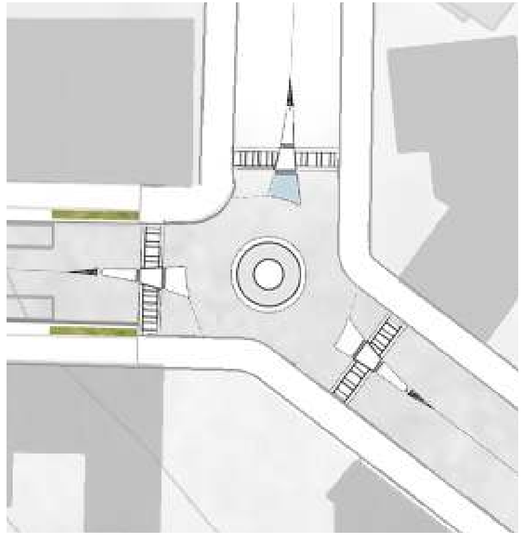
A small green space offers oppurtunities to relax and play, complete with a slide, pet waste station, and bench seating. At the back of the plaza, there is additional seating as well as open space for community events, such as outdoor movies/concerts, flea markets, holiday celebrations, etc.

The ground elevation of the plaza is consistent with the elevation of the sidewalks and intersection, allowing for seamless mobility between the spaces.
Additionally, this provides an oppurtunity to extend the usable space of the plaza by activating the intersection. This space could be used for small markets, food & beverage festivals, and other community events.

None of the structures within the plaza are affixed to the buildings on either side; the space has its own physical presence within the area. First Street Plaza will serve as the anchor for Snohomish's historic district, and will breathe new life into the community.


First Street
Plaza

UNION INTERSECTION PLAN



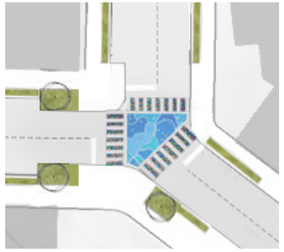
UNION AVE INTERSECTION: TRAFFIC CIRCLE

ZONE C: Union Avenue Intersection

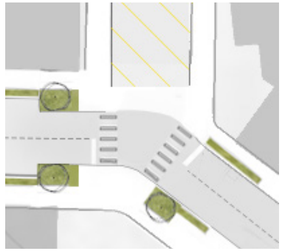
The intersection of Union Ave and First Street was identified as a difficult and potentially dangerous intersection for all modes of transportation. Alongside adding stop signs for all directions, we recommend adding a traffic circle to help direct cars safely and efficiently, improve visibility, and create a more comfortable pedestrian experience.

A traffic circle or roundabout would additionally allow space for a welcome sign or iconic 'entry' into historic downtown Snohomish - options may include public art (a sculpture and/or street paint), native and/or flowering plants, lighting, or directional signage.

Other options to improve safety at this intersection without a physical barrier would be creating a traffic circle through paving only (i.e. with patterned or painted pavers), extending curbs, or closing off the Union Ave block to pedestrians only, creating a two-way intersection.



EXTENDED CURBS + PAINTED CROSSWALKS



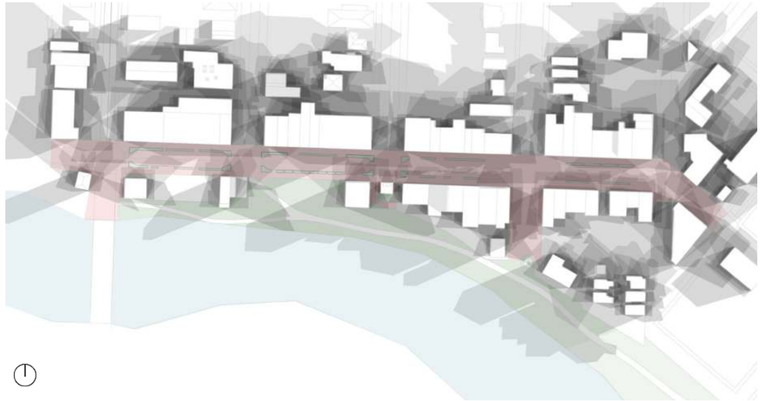
TWO-WAY INTERSECTION
PEDESTRIANIZED BLOCK OF UNION AVE.

PAVED TRAFFIC CIRCLE CREATES DRAMATIC ENTRYWAY
(SOURCE: DETROIT LAKES TRIBUNE)

MINI ROUNDABOUT
(SOURCE: NACTO)

SIGNAGE AND LANDSCAPING
(SOURCE: OFFICIAL WILMINGTON NC)

PLANTING PLAN

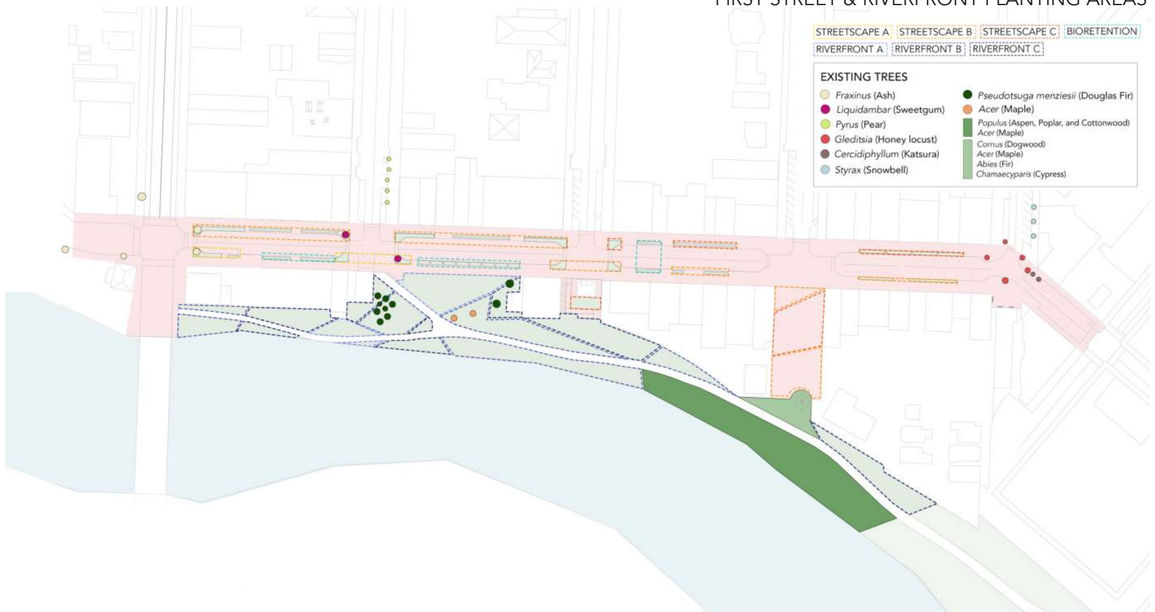


SHADE AND SHADOW STUDY

Plant choices for First Street should consider the harsh urban, largely paved environment, heavy pedestrian use, historic design standards, and increasing risk of both heavy flooding and drought.

Understanding of sun and shade patterns (image to the left) and soil type is also essential. The soil type surrounding First Street is the Tokul series: a gravelly medial loam, somewhat acidic, typical of Douglas Fir forests. The soil has high water capacity and is moderately well-drained, so it is generally resistant to erosion and helps reduce runoff. Trees that natively grow in this soil include Douglas fir (Pseudotsuga menziesii), western hemlock (Tsuga heterophylla), western redcedar (Thuja plicata), Bigleaf maple (Acer macrophyllum), and Red alder (Alnus rubra). Native understory plants include Vine maple (Acer circinatum), Red huckleberry (Vaccinium parviflorum), Salmonberry (Rubus spectabilis), Trailing blackberry (Rubus ursinus), Oregon Grape (Mahonia sp.), Western swordfern (Polystichum munitum), Deer fern (Blechnum spicant), Ladyfern (Athyrium filix-femina), Salal (Gaultheria shallon), and Pacific trillium (Trillium ovatum).

FIRST STREET & RIVERFRONT PLANTING AREAS



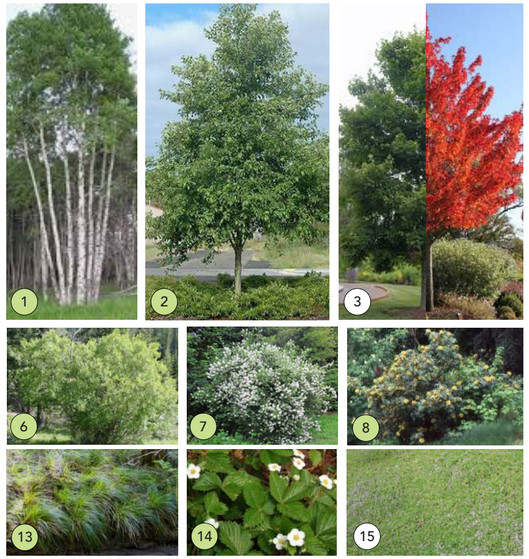
Upon analysis of the site conditions, categorized plantings areas were determined to assist with choosing the right plants for the right places along First Street and the Riverfront trail. Streetscape Areas require hardy plants that do well in heavily trafficked urban environments and require minimal maintenance while providing consistent visual interest across all four seasons, maintain sightlines to contribute to comfort and safety, and enhance (and do not detract from) the historic character of the town. Riverfront Areas could benefit from additional native plants which provide habitat for wildlife and pollinators while stabilizing soil and mitigating flood risk.

Plant suggestions on the following pages reflect these needs and include both evergreen and perennial plantings which create visual interest year-round as well as plants that satisfy sun/shade requirements. Plants in Areas A (in both Streetscape and Riverfront) should be sun-loving, while those in Areas C should thrive in shade. More detailed information on plant recommendations and a sample planting plan and schedule can be found in the Appendices to this document.

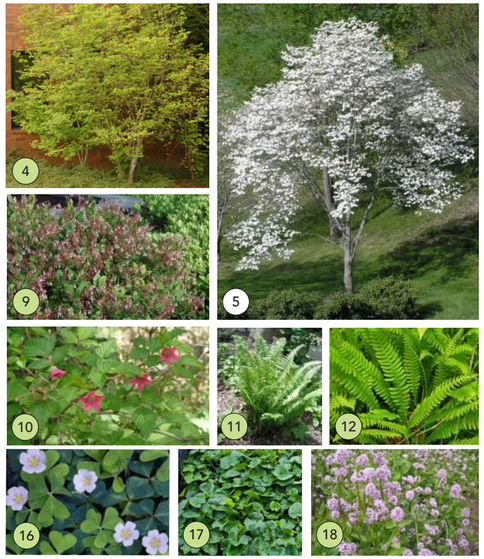
RIVERFRONT PLANTINGS

native to Washington State

SUN (Riverfront Areas A/B)



SHADE (Riverfront Areas B/C)



TREES AND SHRUBS

1. Quaking Aspen — *Populus tremuloides*
2. Red alder — *Alnus rubra*
3. Red maple — *Acer rubrum*
4. Vine maple — *Acer circinatum*
5. Flowering dogwood — *Cornus florida*
6. Scouler willow — *Salix scouleriana*
7. Wild mock orange — *Philadelphus lewisii*
8. Tall oregon grape — *Mahonia aquifolium*
9. Salal — *Gaultheria shallon*
10. Salmonberry — *Rubus spectabilis*

FERNS AND GROUNDCOVERS

11. Western swordfern — *Polystichum munitum*
12. Deer fern — *Biechnum spicant*
13. Slough sedge — *Carex obnupta*
14. Wild strawberry — *Fragaria vesca*
15. Creeping thyme — *Thymus praecox arcticus*
16. Redwood sorrel — *Oxalis oregana*
17. Wild ginger — *Asarum caudatum*
18. Seablush — *Plectritis congesta*

STREETSCAPE PLANTINGS

native to Washington State

TREES

1. Black hawthorn
   Crataegus douglasii
2. Greenspire Linden
   Tilia cordata ‘Greenspire’
3. Rocky mountain maple
   Acer glabrum

SHRUBS AND GRASSES

evergreen

4. David vibernum
   Viburnum davidii
5. Lenten rose
   Helleborus orientalis
6. Idaho fescue
   Festuca idahoensis

perennial + semi-evergreen

7. Stella D’Oro Daylily
   Hernerocallis ‘Stella D’Oro’
8. Alumroot / Coral Bells
   Heuchera micrantha ‘Purple Palace’
9. Foerster’s Feather Reed Grass
   Calamagrostis x ocutiflora

LOW SHRUBS AND GROUNDCOVERS

evergreen

10. Creeping oregon grape
    Mahonia repens
11. Wild stonecrop
    Sedum ternatum
12. Beach strawberry
    Fragaria chiloensis

perennials

13. Purple Coneflower
    Echinacea purpurea
14. Black-eyed susan
    Rudbeckia hirta
15. Foamflower
    Tiarella trifoliata

BIORETENTION PLANTINGS

TREES AND WOODY SHRUBS

1. Cascara buckthorn
   Frangula purshiana
   ZONES 2-3
2. Japanese zelkova
   Zelkova serrata
   ZONES 1-3
3. Dwarf red twig dogwood
   Cornus sericea ‘Kelseyi’
   ZONES 1-3
4. Pacific ninebark
   Physocarpus capitatus
   ZONES 2-3

GRASSES AND PERENNIALS

5. Common rush
   Juncus effusus
   ZONE 1
6. Spreading rush
   Juncus patens
   ZONES 1-2
7. Slough sedge
   Carex obnupta
   ZONES 1-2
8. Douglas Aster
   Symphyotrichum subspicatum
   ZONES 1-3
9. River lily
   Hesperantha coccinea
   ZONES 2-3
10. Western wallflower
    Erysimum capitatum
    ZONES 2-3
11. Sunrose
    Helianthemum nummularium
    ZONE 3

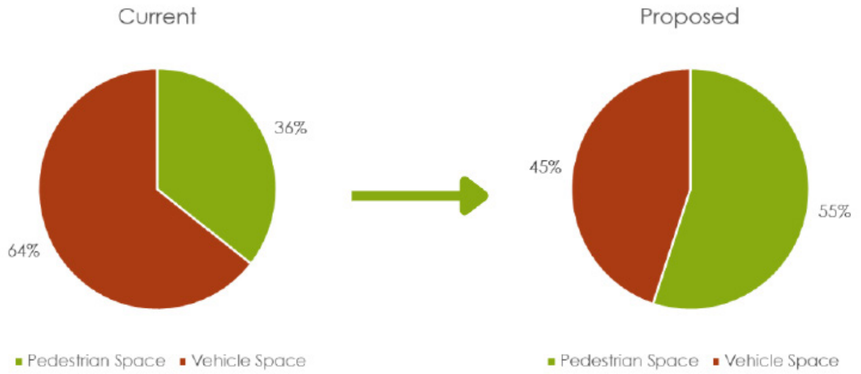
GROUNDCOVERS

12. Marsh marigold
    Caltha palustris
    ZONE 1
13. Inside-out flower
    Vancouveria hexandra
    ZONES 2-3
14. Wild ginger
    Asarum caudatum
    ZONES 2-3
15. Kinnikinnick
    Arctostaphylos uva-ursi
    ZONE 3

PARKING PLAN

To improve the experience of arriving at and staying in historic Snohomish, this master plan prioritizes a balanced approach to parking design and policy. This parking plan offers ideas for maximizing parking while recognizing the economic and cultural value of First St as a destination for staying. Currently, only 36% of the street right of way on First St and neighboring avenues is a welcoming and safe environment for people walking and rolling. By switching First St angled parking to parallel parking and thus doubling the sidewalk width to 20 ft, along with curb extensions and bulbs at intersections and the proposed Avenue A plaza, this proposal increases the amount of pedestrian-friendly space to 55%. This is a far more balanced use of the historic downtown's valuable and limited public space.

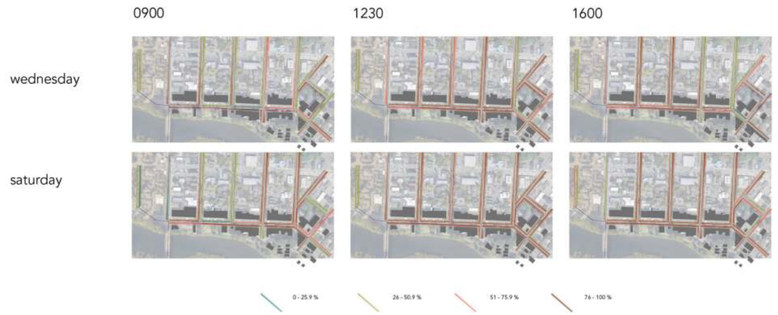
As demonstrated through the parking study–which found low turnover rates and a high volume of haphazard and illegal parking–parking availability can be maximized through strong policies, infrastructure, and enforcement. These tools recognize that increasing efficiency is often more powerful than simply increasing the number of parking spaces. While the proposed changes to the streetscape result in the loss of 72 parking spaces on and around First St, the following recommendations and policies would result in an overall enhanced parking experience for all users of First St.



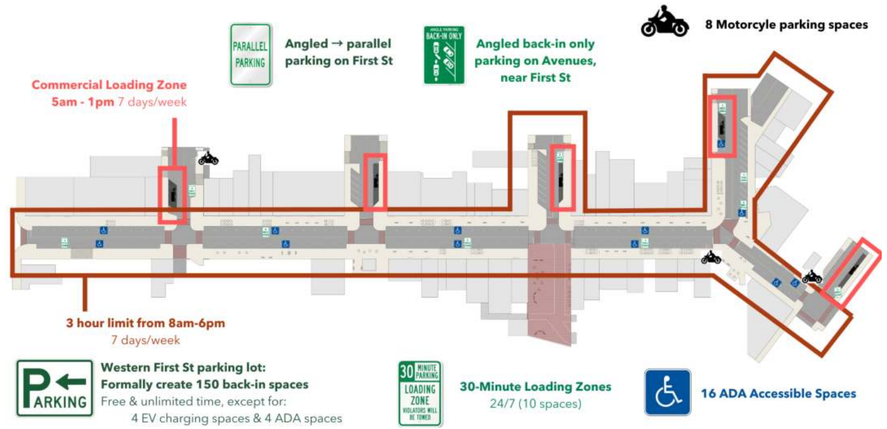
	Current	Proposed	Change
First St parking spaces	155	106	-49 | -32%
Total parking spaces	468	396	-72 | -15%
Total including new lot	589	546	-43 | -7%
Total pedestrian space	57,800 sf	87,400 sf	**+51%**

Overall, utilization was higher within our study area on the weekend study date (67.97%) compared to that on the weekday (52.8%). Additionally, along First Street alone, excluding side-street parking and the public lots west of Avenue D, utilization was much higher on both the weekend and weekday again, at 88.39% and 69.33% respectively. This contributes to a perception of limited parking specifically along First Street itself, while there is capacity on surrounding streets and the additional lot parking beyond the main commercial area as needed.

The aggregated results of the parking study reveal high utilization rates of the current parking inventory and suggest a need to increase the supply. However, mapping the rates at a finer granularity concerning time and block location shows that it is more an issue of policy, management, and enforcement. As shown in Figure [parking_util_heatmap], the utilization of the existing parking spaces increases and holds steady only on the blocks along First Street. Considering this, the relatively low turnover rate, and the reported use of such spots by local business employees, policies geared towards discouraging long term use of these prime parking spaces (ie. near First Street) would improve the efficiency of current inventory. Such policies should move employee parking off First Street to ensure First Street parking is available for the comparatively quicker turnover characteristic of visitor parking. In sum, enforcing a parking policy that manages the short term parking needs of visitors and long term parking needs of employees can reduce conflict.



PARKING: PROPOSED POLICIES



PROPOSED PARKING POLICIES

3-HOUR TIME-LIMITED PARALLEL PARKING

Along First St (between Ave D and Cedar Ave), Union Ave (between First St & Second St) and Glen Ave (between Union Ave & Second St)

Goal Increase the turnover rate of parked cars, thus maximizing how many people can park in town

Logic Presently, parking along First St and adjacent avenues is regularly occupied by employees of adjacent businesses and those businesses' commercial vehicles. In a downtown as vibrant and active as Snohomish, parking closest to businesses ought not be used for all-day car or long-term vehicle storage but rather be available as a constantly flowing commodity. High parking turnover rates have been shown to increase business traffic and thus boost economic revenue. A 4-hour limit might still allow employees to park and a 2-hour limit would hinder full shopping and dining opportunities for visitors; 3 hours is a fair balance.

FORMALIZE AND DESIGN THE WESTERN FIRST ST. PUBLIC PARKING LOT

Goal Encourage using the very close and large public parking area on First St west of Avenue D.

Logic Currently the public gravel parking area on First St is underutilized. By paving and striping the area as a parking lot–with back-in perpendicular parking on both sides of the street there could be an added 150 spaces. A new sidewalk on the north side of the street along with crosswalks, street lighting, and wayfinding signage for drivers to get to the parking lot and pedestrians to get to town would all strongly encourage visitors to use this lot.

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Goal Create dedicated space for vans, trucks, and semi-trucks delivering goods to businesses on and around First St.

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CREATE SHORT-TERM LOAD/UNLOAD ZONES (24/7, 30-MINUTE)

Goal Provide dedicated short-term parking for the general public.

Logic In addition to the commercial loading-only spaces, these 24 new 30-minute spaces would allow for easy food pickup, furniture loading, and other activities that necessitate only a short parking stay. They are spaced evenly along First St.

CREATE NEW ADA-COMPLIANT PARKING SPACES

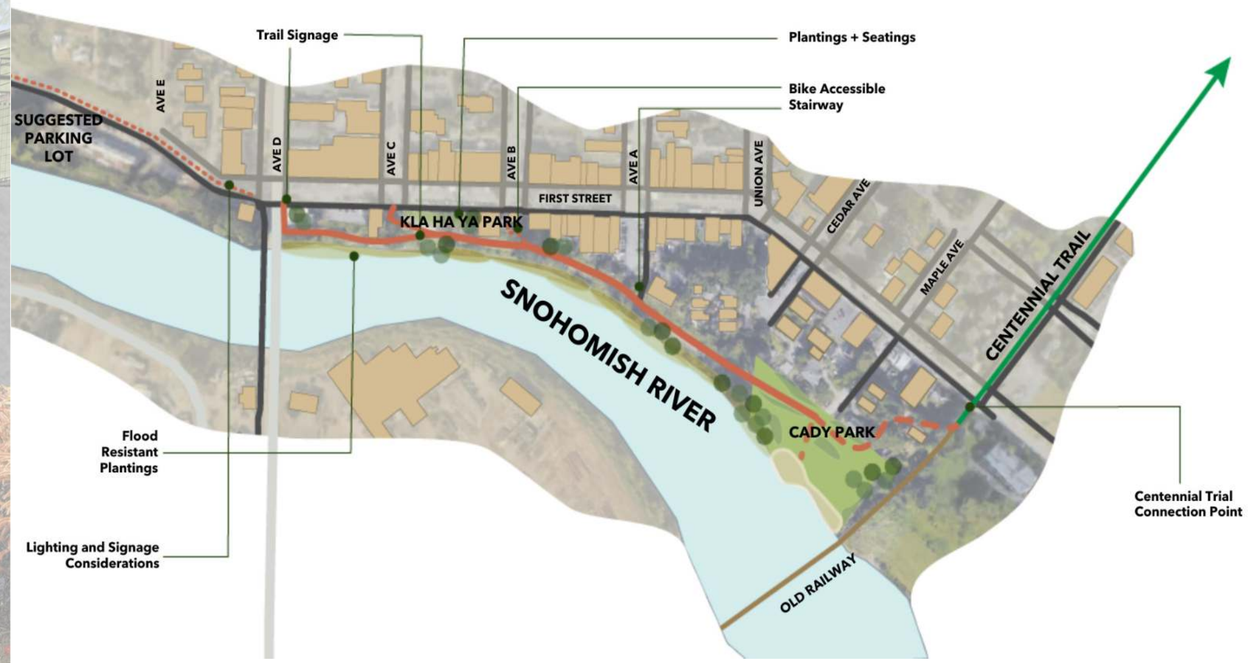
Goal Increase accessibility of First St to more people with disabilities.

Logic Locate ADA spaces along First St close to destinations, two on each block, one on each side of the street. Ensure the sidewalk adjacent to ADA spaces is paved to allow wheelchair ramps to extend from vehicles. Total of 16 ADA spaces (7 spaces added).

ALLOCATE SPECIFIC SPACES FOR MOTORCYCLE-ONLY PARKING

Logic Locate motorcycle parking spaces at the ends of parking rows where there is room for motorcycles but not a full parking space for efficient utilization of space.

RIVERFRONT SITE PLAN



The Snohomish Riverfront Trail is a pivotal community space located along the Snohomish River, aimed at fostering accessibility, preservation and interaction with nature. The trail spans approximately 1,760 feet, connecting to the Centennial Trail via a 660-foot pathway. Featuring a roughly 15-min walk, the Snohomish Riverfront Trail currently has multiple access points, with ramps on both ends and stairs midway through.

While the trail space is beautiful as is, it is currently underused and with some accessibility concerns; For example, the access point to the public restroom currently is stairs only, and if people with disability were to access the restroom from the trail, they would need to go all the way to the ends of the trail for ramp access to the first street, then go to the restroom. Thus, our primary design intent is to 1) increase accessibility/visibility of the trail and 2) foster pedestrian interaction all based on 3) the principle of preservation (with improvements) of the existing features.

FLOODING MAP

Flooding consideration is one of the most fundamental aspects that informs the design decisions of the overall Site Plan. Referencing to the simplified version of the flood map, the entire section of the Riverfront Trail is expected to be impacted heavily under a 100-year flood, which is more likely as climate change worsens. For this reason, the proposed infrastructure improvements are primarily focused on the Kla Ha Ya Park and Cady Park, whereas infrastructure updates along the trail in this site plan are kept at a minimum. Additionally, the proposed materials primarily consist of concrete and treated woods for their resilience to damage from floods.

PROGRAMMING

COMMUNITY PARTICIPATION

The Snohomish Riverfront Trail was originally a place created by community efforts. Therefore, community involvement is advocated as an alternative approach to revitalize the riverfront trail area without major infrastructure updates or significant capital investment.

FLOOD DAMAGE & VANDALISM

As mentioned previously, the riverfront trail section is very susceptible to flood damage, and based on the feedback from the previous meeting with the city council, the area is also prone to frequent vandalism. While this section does not address flood and vandalism at the root of cause due to the complexity of the issues, we aim to at least alleviate the financial burden here in the process of post-damage restoration. As a form of community involvement, it is recommended to organize periodic events within the community to clean up the area and restore the damaged infrastructure either by vandalism or flood. The clean up events can be broadcast through social media or through some form of announcement within the area; this way we achieve the goals of 1) raising awareness of the issue of vandalism, 2) restoration/maintenance of the damaged infrastructures at a lower cost, and 3) promoting a sense of community and belonging.

BEAUTIFICATION PROJECTS (PUBLIC ART)

This subsection of community involvement proposes the idea of beautification projects that involve local artists or local residents, or both. The beautification projects can take the form of public arts or others; the essential idea here is an official chance to allow the community to add meaning to the space, creating a bond between the community and the place itself. Additionally, this form of art is, although not immune, in general less susceptible to vandalism, as it is created, enjoyed, and maintained all by the community itself.

PUBLIC RESTROOM ACCESS POINT

OVERVIEW

The public restroom point located at the intersection of Avenue B and First Street Downtown Snohomish serves as a vital infrastructure for the area and a connectivity point to the riverfront trail. This facility is equipped with a wooden stairs. Hence, the enhancement proposal aims to improve the user experience and ensure inclusive accessibility of all residents and visitors.

DESIGN PROPOSAL

The design proposal offers improved ADA Accesibility, featuring a public ramp, terraced seating, and bike ramps to provide equitable access for pedestrians and cyclists in the area. Anti-slip and low-maintenance materials, such as concrete with anti-slip grain finish, are incorporated in order to prevent damage from flooding and ensure safety.

KLA HA YA PARK

OVERVIEW

Kla Ha Ya Pak is one of the major public space in the Historic Downtown Snohomish, situated between First Street and the Snohomis Riverfront trail. This park offers a distinctive view of the river and direct access from First Street, featuring existing benches and complimentary facilities. Recognizing the park's critical position and visibility, the enhancement plan aims to improve wayfinding, accessibility and connectivity from the First Street, as well as to create new facilities that encourage vibrant activities and community building encompassing the park and the overall trail.

The Kla Ha Ya Park design proposal enhances the excellent park's potential by installing multi-spots and elongated benches, chessboards, public art, improved signage and streelights, and rejuvenated landscape. These facilities are designed with low-maintenane and flood-safety principles to withstand the annual flooding that affects the entire Riverfront Trail along First Street in Snohomish.

CADY PARK

OVERVIEW

Cady Park provides valuable connections to the Snohomish River, the eastern terminus of the Snohomish Riverfront Trail, and close proximity to the southern end of the 30-mile, multiuse Centennial Trail. Improvements for Cady Park were determined based on the goals of increasing user enjoyment, as well as providing both spatial and experiential connection to both the Snohomish Riverfront Trail and Centennial Trail, through amenities upgrades and wayfinding features.

The park offers several amenities, including a kayak launch and kayak rack, parking, and picnic tables. To provide a more pleasant waterfront experience, some physical upgrades will allow the site to better serve pedestrians and cyclists of the Riverfront Trail, as well as provide continuity as a connection point to the Centennial Trail. (Image Source: Google Maps).

BEFORE

DESIGN PROPOSAL

Recognizing the need for vehicle access to the park, the proposed design retains necessary parking and vehicle access, but reduces the amount of paved surface to improve the user experience of the park and create a more cohesive greenspace connection to the existing terminus of the Snohomish Riverfront Trail and nearby Kla Ha Ya Park. Suggested new amenities at Cady Park include features such as bike racks, improved kayak storage, waste receptacles, lighting, public bike repair stands, and improved signage.

AFTER

WATERFRONT TRAIL

WATERFRONT DESIGN PROPOSAL

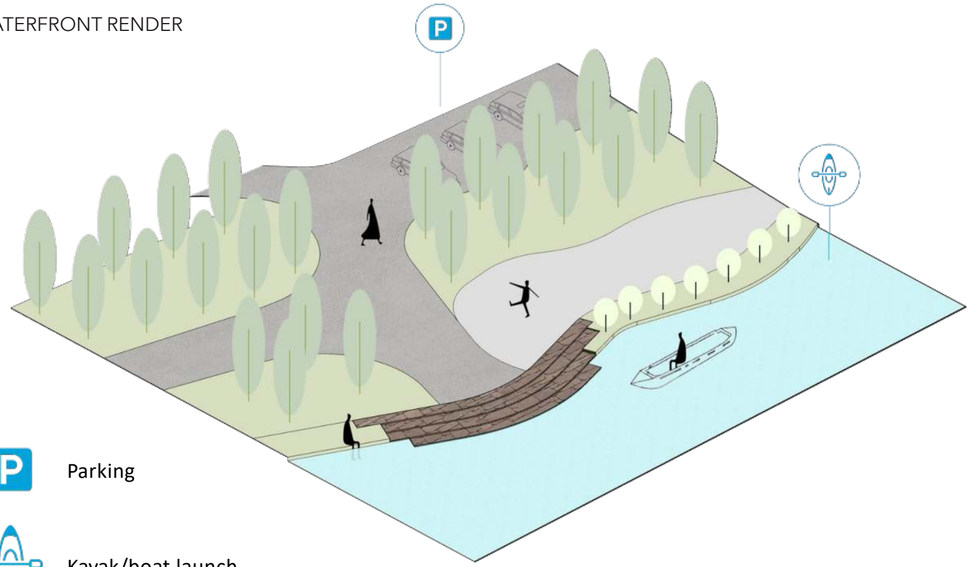
Cady Park's current kayak launch area offers basic kayak and beach access, but could be improved to allow for more comfortable waterfront usage, and enjoyment of waterfront scenery. Further, the current beachfront area can be improved by creating formalized seating that offers flexible use of the space for a variety of users. The proposed design implements a concrete stair structure along the waterfront where the existing kayak launch is, and additional vegetation along the surrounding beachfront for both visual interest and flooding mitigation. The concrete stair seating also ensures efficient cleanup and minimal damage in flooding events.

WATERFRONT AFTER

The suggested design interventions of the Cady Park waterfront allow for users to enjoy the space and water views while also ensuring proper function and minimal cleanup in flooding events through the use of concrete stair seating. The design also maintains parking access, but reduces the overall paved area.

The current water access point has limited amenities for users to enjoy the space. (Image source: Google Maps).

WATERFRONT RENDER



Parking

Kayak/boat launch

CENTENNIAL TRAIL CONNECTIVITY

DESIGN PROPOSAL

By focusing on practical investments in amenities such as bike racks, lighting, waste receptacles, these amenities assist in both improving the physical experience of Cady Park, while also encouraging biking and walking along the Snohomish Riverfront and broader Centennial Trail network.

These investments can be augmented by exploration of creating a formalized connection point to the Centennial Trail through the existing former railroad access area. This connection will further coincide with broader regional trail goals, including supporting the recently acquired southern trail corridor extension part of the Eastrail project. Prioritizing regional network connectivity and utilizing the existing Snohomish Riverfront trail has the opportunity to both amplify the experience of the Snohomish Riverfront along First Street, while also providing easier access for visitors and residents traveling to the area on foot or bike.

SIGNAGE & WAYFINDING

To supplement the amenity additions to the Snohomish Riverfront Trail, signage improvements can also support the placemaking of the area and provide users with clear connections to nearby destinations on First Street, and Centennial Trail trailheads. Signage can also emphasize safety responsibilities to ensure proper use of the multiuse trail. By implementing QR codes with further information on Historic Downtown Snohomish, trail updates and more, visitors can learn about the recreation opportunities available to them as well as Eastrail expansion progress.

LEFT: Informational Signage to help users navigate the surrounding trail network and amenties, and ensure proper trail use. (Image sources: ULINE and City of Roseville, CA.)

RIGHT: Sample trail map signage, highlighting trailhead access, and amenities at trailheads and along First Street.

PROPOSED POLICIES

FLOOD ADAPTATION POLICY RECOMMENDATION

Goal To adapt to annual and severe flooding in the Snohomish area.

Logic Situated in a floodplain, the Snohomish Riverfront Trail and its surrounding area suffer severe damage to homes, businesses, accessibility, and infrastructure due to storms, heavy precipitation, high winds, and dike failures. To address this, flood-proof and low-maintenance materials should be established along the trail, natural vegetation should be planted, and a bioretention system implemented for water absorption. Additionally, increasing community involvement to organize clean-up events after flooding is essential.

VANDALISM MITIGATION POLICY RECOMMENDATION

Goal To address vandalism through community involvement.

Logic Vandalism, a form of property destruction that diminishes property values, must be addressed to enhance the Snohomish area's potential as a vibrant, safe, and sustainable community. This can be achieved through beautification projects involving local artists and improving public awareness about the harm of vandalism via signage, stickers, news, and digital media.

SIGNAGE AND WAYFINDING IMPROVEMENT POLICY RECOMMENDATION

Goal To improve connectivity by providing wayfinding for accessibility and safety, particularly to the Centennial Trail and multiple amenities surrounding the Riverfront Trail

Logic Enhancing the existing potential of the Snohomish Riverfront Trail and its connections between Downtown and other major trails will boost accessibility and tourism. This can be achieved by improving signage to emphasize connectivity maps and multi-use trails for safety, implementing placemaking efforts with QR codes for information on Historic Downtown Snohomish, trail updates, and notices, and increasing signage explaining natural history, flooding events, and ecology.

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POLICY RECOMMENDATIONS, REFERENCES & APPENDICES

POLICY RECOMMENDATIONS

CONNECTIVITY: OUR STRATEGIES CONSIST OF ADDING MORE SIGNAGE AND REPETITIVE DESIGNS INDICATING A CONTINUOUS EXPERIENCE.

Goal We also recommend multiple areas of gathering space extending throughout the street.

Logic Existing public spaces are enhanced and integrated with the design interventions to create a cohesive experience. Streeteries facilitate connectivity along First Street, linking Cedar Avenue to Ave A with cohesive designs that unify the area.

SAFETY: WE RECOMMEND INCLUDING MORE LIGHTING TO FULLY LIGHT THE STREET, ESPECIALLY IN AREAS THAT ARE TYPICALLY DARKER.

Goal We also suggest clearly defined bike lanes, pedestrian spaces, bollards and raised intersections to affirm the notion of a shared street.

Logic Implementing raised intersections at key pedestrian crossings will slow vehicle speeds and improve pedestrian visibility. Additionally, redesigning transportation routes will help reduce traffic congestion. Extending sidewalk widths will foster a vibrant street life and encourage walking.

INCLUSIVITY

Logic Our designs are created with thoughtful consideration of the types of users, by ensuring that all public space designs comply with the Americans with Disabilities Act (ADA) standards.

PLACEMAKING: THE IDENTITY OF THE STREET IS AFFIRMED WITH SIGNAGE AND VARIOUS CONSIDERATIONS TO DESIGN.

Goal The types of street furniture, colors and textures align with the Snohomish historic guidelines.

Logic Develop public plazas at strategic locations to serve as gathering spots, support local businesses, and promote social interaction. Additionally, update the existing restroom to align with the new design standards.

ECOLOGICAL

Logic Integrate green infrastructure to help absorb pollutants, provide shade, and enhance the aesthetic appeal of the streetscape. Enhance riverfront trails by incorporating flood-resilient designs based on historic flood data.

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Along First St (between Ave D and Cedar Ave), Union Ave (between First St & Second St) and Glen Ave (between Union Ave & Second St)

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Logic Enhancing the existing potential of the Snohomish Riverfront Trail and its connections between Downtown and other major trails will boost accessibility and tourism. This can be achieved by improving signage to emphasize connectivity maps and multi-use trails for safety, implementing placemaking efforts with QR codes for information on Historic Downtown Snohomish, trail updates, and notices, and increasing signage explaining natural history, flooding events, and ecology.

REFERENCES

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Opening sketch created by Rebecca Zaragoza
Second and closing sketches created by Claire Niu

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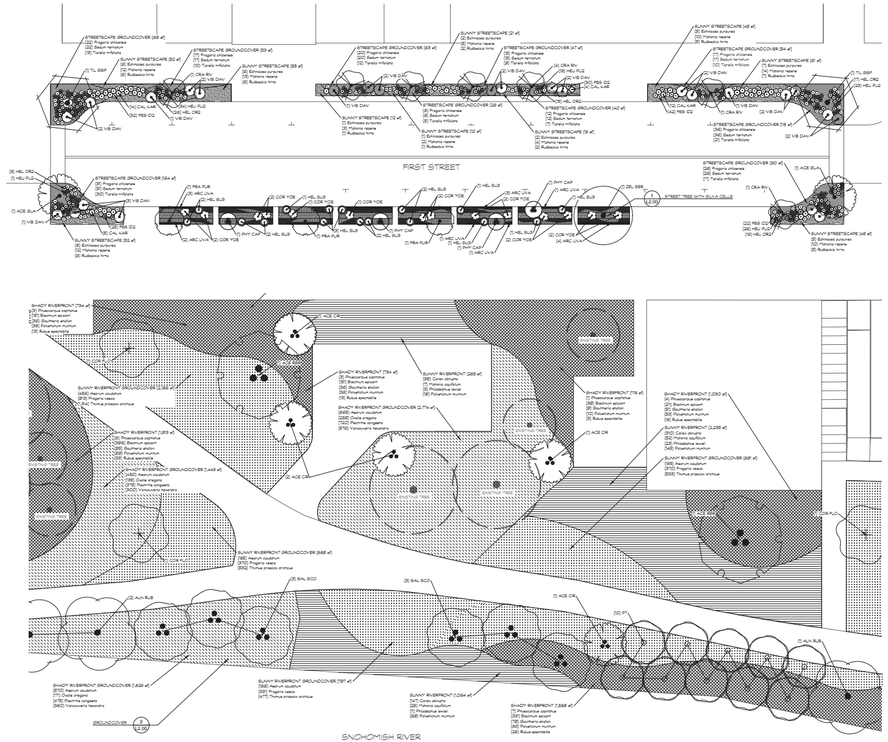
APPENDICES

PLANT INFORMATION

		location		plant type		habit	size	spacing	conditions	maintenance	soil	bloom time	notes	
Crataegus douglasii	Western/Black hawthorn	streetscape		deciduous tree	native	multi-stemmed, upright to spreading	20' height, 15' spread	15-20' (requires min. 6' strip)	full sun to shade		prefers moist, open areas. tolerant of drier sites	may to june	also good for riverfront	URBAN FORESTRY PLAN
Tilia cordata 'Greenspire'	Greenspire Linden	streetscape		deciduous tree	nonnative	pyramidal shape, symmetrical	40-50' height, 20-30' spread	25'	part sun	remove dead/damaged branches in late winter-early spring	tolerant of many types, prefers moist/well-drained	june to july		2ND STREET PLAN
Acer glabrum	Rocky Mountain Maple	streetscape		deciduous small tree	nonnative	multi-stemmed with spreading crown	15-30' height, 10-20' spread	20' (requires min 4' strip)	full sun to partial shade	remove dead/damaged branches in late winter-early spring	prefers well-drained, moist and slightly acidic soils but tolerant of many types (including drought and poor soil)	may to june		
Vibernum davidii	David vibernum	streetscape		evergreen shrub	nonnative	low spreading shrub with round form , dense and mounding	2-3' height, 3-4' spread	3-4' OC	full-partial sun	prune in late winter/early spring, avoid overwatering	well-drained, slightly acidic	may to july	generally drought tolerant once established	
Helleborus orientalis	Lenten Rose	streetscape		evergreen shrub	nonnative	clumping/mounding	1-2' height, 1-2' spread	18-24" OC	partial to full shade	add mulch/organic matter to promote growth; prune in late winter/early spring; deadhead spent flowers to prolong blooming period	prefers rich, well-drained soil	feb to april		
Festuca idahoensis	Idaho Fescue	streetscape		grass (evergreen)	native	dense clumps, upright growth habit	1-2' height, 12-18" spread	12-18" OC	full sun to partial shade (prefers full sun)	light pruning to promote growth	well-drained soil that retains moisture		drought-tolerant once established	
Calamagrostis x acutiflora 'Karl Foerster'	Foerster's Feather Reed Grass	streetscape		perennial grass	nonnative	narrow/upright clumps	3-5' height	2' OC TYP	full-partial sun	cut clumps to the ground in late winter just before the new spring shoots appear	average/rich, medium to wet	may to feb		2ND STREET PLAN
Hemerocallis 'Stella D'Oro'	Stella D'Oro Daylily	streetscape		perennial	nonnative	compact clumping, dense grassy foliage	18" height and spread	18" OC TYP	full sun-part shade	daylilies should be divided every 3-4 years in either fall or spring; deadhead spent flowers to prolong blooming	average, medium moisture, well-drained soil. tolerates a range of soils but prefers deep fertile loams	may to aug	long-blooming	2ND STREET PLAN
Heuchera micrantha 'Purple Palace'	Coral Bells	streetscape		semievergreen perennial	nonnative	mounding or clumping,	12-18" height and width	12-18" OC	part-full shade	prune in winter/early spring, avoid overwatering	well-drained, moderate moisture, organic matter	late spring to early summer	many different cultivars with variable tolerances to sun and different color foliage. alternate: 'Obsidian'	RAINGARDEN HANDBOOK
Echinacea purpurea	Eastern purple coneflower	streetscape		herbaceous perennial	nonnative	clumps with upright stems	36-48" height, 24" spread	18-24"	sun	deadhead spent flowers; avoid excessive pruning or thinning	well-drained	mid-summer to late fall	flowering sometimes continues through frost; many cultivars available; drought tolerant once established	RAINGARDEN HANDBOOK
Rudbeckia hirta	Black-eyed susan	streetscape		perennial	nonnative	upright habit, sturdy stems and clumping foliage	12-36" height and spread	18-24"	sun, can tolerate partial shade	divide clumps every 3-4 years; deadhead spent flowers to prolong blooming	tolerant to many soil types	june to october	orange-yellow flowers with dark centers, attractive to bees; relatively drought tolerant once established	RAINGARDEN HANDBOOK
Fragaria chiloensis	Beach strawberry	streetscape		evergreen groundcover	native	dense spreading mats, shiny foliage with large white flowers	6-10" height, 36" and spreading	12-18"	sun	prune in dormant season; divide clumps every 3-4 years	well-draining, good moisture retention, slightly acidic or netural	summer	great for weed control	RAINGARDEN HANDBOOK
Sedum ternatum	Wild stonecrop	streetscape		evergreen perennial groundcover	native	low-growing dense mats	4-6" height, spreading	12-18"	part-full shade	pruning to control spreading if needed	prefers moist, well-drained	late spring to early summer	drought-tolerant once established, shade tolerant	RAINGARDEN HANDBOOK
Mahonia repens	Creeping oregon grape	streetscape		evergreen low-growing shrub	nonnative	spreading shrub with tidy, compact form	3' height, 3' width and spreading	18-24"	sun to shade, best in part day sun/shade	avoid excessive pruning or thinning; prune selectively in late winter if shaping is required	tolerant and adaptable to main soil types; prefers moist, well-draining soil	april to june		2ND STREET PLAN, RAINGARDEN HANDBOOK
Tiarella trifoliata	Foamflower	streetscape		semievergreen groundcover	native	dense clumps	12" height and spread	12-18"	part-full shade	remove spent flowers after blooming to encourage continued flowering; divide clumps every few years in early spring/late summer	moist, well-draining	early to mid summer	showy sprays of creamy/white flowers, foliage persistent somewhat through winter	RAINGARDEN HANDBOOK
Zelkova serrata		bioretention	zones 1-3	deciduous tree	nonnative	vase-shaped silhouette with broad canopy	45' height, 40' spread	20' (requires min. 6' strip)	full sun to light shade		moist and well-draining, loamy soil, slightly acidic to neutral	n/a	extensive root system - soil cells would be beneficial; moderately drought-tolerant once established	2ND STREET PLAN, URBAN FORESTRY PLAN
Frangula purshiana	Cascara buckthorn	bioretention	zones 2-3	deciduous tree	native	narrow form, glossy foliage	15'-30' height / 10' spread	min 10'	full sun to shade		well-draining soil, even moisture	april to may	seasonal interest- orange/yellow folliage in Fall; moderately drought-tolerant once established	RAINGARDEN HANDBOOK
Cornus sericea 'Kelseyi'	Dwarf Red Twig Dogwood	bioretention	zones 1-3	deciduous shrub	nonnative (dwarf form of native variety)	upright-spreading, dense and mounded growth habit	2-3' tall/wide	2' OC TYP	sun-shade	pruning not required. optional: remove 20-25% of old stems annually in early spring to stimulate growth, or prune all stems close to the ground in early spring every 2-3 years	organically rich, fertile, consistently moist. often grows in wet/swampy areas, wetland margins, river edges	may to june	clusters of white berries ripen in late summer/fall - attract birds and other wildlife	2ND STREET PLAN
Hesperantha coccinea	River Lily / Crimson Flag	bioretention	zones 2-3	semievergreen flowering perennial	nonnative	grassy clumps, rhizomatous; tall wiry flower stalks	1-2' height, 12-18" spread	12-18" OC	full sun to partial shade		well-drained	late summer / early fall	evergreen or semievergreen in mild climates; relatively drought tolerant once established	RAINGARDEN HANDBOOK
Helianthemum nummularium	Sunrose	bioretention	zone 3	semievergreen small low-growing shrub	nonnative	low-growing woody-stemmed subshrub	6-24" height, 36" spread	18-24" OC	sun to part sun (prefers full sun)	remove spent flowers to promote continuous blooming; water during dry periods	moist, well-drained soil	may to july	many varieties available for flower color variation	RAINGARDEN HANDBOOK
Carex obrupta	Slough sedge	bioretention	zones 1-2	evergreen perennial grass	native	densely tufted, shiny foliage, long creeping rhizomes	1-3' height / 4' width, spreading	18" OC	full sun-mostly shady	prune selectively if desired (not needed for maintenance); divide clumps every few years in early spring or fall	wet (sloughs, wet meadows, along shorelines, riparian areas)	april to july	grows well in disturbed areas	2ND STREET PLAN, RAINGARDEN HANDBOOK
Juncus patens	Spreading rush	bioretention	zones 1-2	evergreen perennial grass	native	upright, slow spreading	12-24" height, 18-24" width and spreading	18" OC	full sun		year-round moisture	n/a		2ND STREET PLAN, RAINGARDEN HANDBOOK
Juncus effusus	Common Rush	bioretention	zone 1	semievergreen perennial grass	native	strongly tufted, spreading upright basal clumps, rhizomatous	2-4' height, 1-3' spread	12-18" OC	full sun (tolerates part shade)	old foliage should be cut back in spring	moist to wet soil	june to aug	foliage remains evergreen in warmer winter climates	2ND STREET PLAN
Erysimum capitatum	Western wallflower	bioretention	zones 2-3	semievergreen perennial shrub	nonnative	compact clumps or mounds	6-24" height, 12-24" spread	12-18" OC	full to part sun	typically does not require pruning or fertilization	well-drained	spring to fall	many cultivar options for different heights, fragrance, flower color	RAINGARDEN HANDBOOK
Physocarpus capitatus	Pacific ninebark	bioretention	zones 2-3	large deciduous shrub	native	upright and spreading, dense branching structure	8-13' height, 6-10' width	6-8' OC	full sun to shade, best in part-shade	occasional pruning to remove dead/damanged branches	moist, well-drained soil	may to june	another cultivar: P. opulifolius	RAINGARDEN HANDBOOK

		location		plant type		habit	size	spacing	conditions	maintenance	soil	bloom time	notes	
Caltha palustris	Marsh marigold	bioretention	zone 1	perennial groundcover	native	clumping, dense mats	1-2' height and spread	12-18" OC	full sun to partial shade	avoid excessive pruning; can be divided every few years to prevent overcrowding	damp, boggy; sufficient moisture retention	march to april		
Asarum caudatum	Wild ginger	bioretention	zone 2-3	evergreen groundcover	native	low-growing, rhizomatous	4-6" height, 36" and spreading	12-18" OC	part sun to shade		moist, well-drained soil	april to june	unique dark purple/red/brown three-lobed blooms; leaves with ginger fragrance when crushed	
Symphyotrichum subspicatum	Douglas aster	bioretention	zones 1-3	herbaceous perennial	native	upright, clumping, bushy, rounded, multi-stemmed, slender wiry stems	6-36" height, 36" width and spreading	12-18" OC	full to part sun, prefers full sun	deadhead spent flowers to prolong blooming; divide every few years in early spring if needed	moist, well-drained; tolerant to many soil types	june to september	blue/purple flowers with yellow center; relatively drought tolerant once established	RAINGARDEN HANDBOOK
Vancouveria hexandra	Inside-out flower	bioretention	zones 2-3	herbaceous perennial groundcover	native	spreading and clumping, delicate foliage	8-12" height, 12-36" spread	6-18" OC	part sun to shade	deadhead spent flowers to prolong blooming; divide every few years if needed	moist, well-drained soil, rich in organic matter	spring	blends well with other native groundcovers, foliage is persistent through winter	RAINGARDEN HANDBOOK
Arctostaphylos uva-ursi	Kinnikinnick	bioretention	zone 3	evergreen groundcover	native	low-growing, dense mats with leathery leaves	6-12", 24-36" width and spreading	12-18" OC	full sun to partial shade	do not over-water	well-drained soil; prefers gravelly/sandy soil	march to june	easy care once established; pink buds open to bell-shaped white flowers, red berries; leaves turn bronze/reddish in winter	RAINGARDEN HANDBOOK
Salix scouleriana	Scouler willow	riverfront		tree / large shrub	native	upright, multi-stemmed and spreading	15-30' height and spread	10-20' OC	full to part shade, best in sun		most soils ok including intermittent flooding, prefers damp heavy soil	early spring	valuable to stabilize riverbanks, provide habitat	URBAN FORESTRY PLAN
Populus tremuloides	Quaking aspen	riverfront		deciduous tree	native	straight trunk, narrow crown	20-80' height	15-20'	full sun to part shade		moist, well-drained	n/a	excellent soil binder; brilliant red-orange fall color	
Acer rubrum	Red maple	riverfront		deciduous tree	nonnative	upright, rounded crown; can be single or multi-stemmed	40-60' height, 25-45' spread	20-30'	full sun to part shade, adaptable		adaptable but prefers moist to wet soils	feb to april	fast-growing; drought-tolerant once established; vibrant fall foliage	2ND STREET PLAN
Alnus rubra	Red alder	riverfront		deciduous tree	native	upright, pyramidal growth habit, central leader and ascending branches; rounded crown when mature	50-100' height and width	20-30'	full to part shade, prefers sun		moist, well-drained soils	feb to april	valuable stabilizing soil and preventing erosion; fast-growing; small, inconspicuous flowers but provides early source of pollen	
Acer circinatum	Vine maple	riverfront		large shrub / small tree	native	multi-stemmed, round crown	15-20' height, 15-20' spread	10-15'	part sun to shade			early spring		URBAN FORESTRY PLAN
Cornus florida	Flowering dogwood	riverfront		deciduous tree	nonnative	broadly pyramidal or rounded crown, horizontal to slightly ascending branches, open and irregular growth habit	15-30' height and spread	20'	partial shade to full sun, should be protected from hot sun		moist, well-drained soil with a slightly acidic to neutral pH	early spring		
Rubus spectabilis	Salmonberry	riverfront		deciduous shrub	native	spreading, dense thicket-forming	5'-10' height, 10' width and spreading	3-6'	part shade to full sun (prefers dappled sun)		moist, well-drained soil rich in organic matter (loamy or sandy)	february to april	magenta flowers, yellow/orange fruits; good soil binder	RAINGARDEN HANDBOOK
Polystichum munitum	Western swordfern	riverfront		evergreen fern	native	stately, large	36-48" height, 36-60" width	2-3' OC	part to full shade, prefers shade			n/a		RAINGARDEN HANDBOOK
Blechnum spicant	Deer fern	riverfront		evergreen fern	native	long, narrow, dark glossy leaves and wavy edges; relatively low-growing	12-36" height, 24" spread	1-2' OC	part to full shade, avoid sun exposure		tolerant of shallow flooding	april to may		2ND STREET PLAN, RAINGARDEN HANDBOOK
Carex obrupta	Slough sedge	riverfront		evergreen perennial grass	native	densely tufted, shiny foliage, long creeping rhizomes	1-3' height / 4' width, spreading	18" OC	full sun-mostly shady	prune selectively if desired (not needed for maintenance); divide clumps every few years in early spring or fall	wet (sloughs, wet meadows, along shorelines, riparian areas)	april to july	grows well in disturbed areas	2ND STREET PLAN, RAINGARDEN HANDBOOK
Fragaria vesca	Wild strawberry	riverfront		perennial groundcover		low-growing compact mounds	6-12" height / 12-18" and spreading	12-18" OC	part to full sun				avoid waterlogged areas	
Asarum caudatum	Wild ginger	riverfront		evergreen groundcover	native	low-growing, rhizomatous	4-6" height, 36" and spreading	12-18" OC	part sun to shade		moist, well-drained soil	april to june	unique dark purple/red/brown three-lobed blooms; leaves with ginger fragrance when crushed	
Oxalis oregana	Redwood sorrel	riverfront		deciduous groundcover	native	low-growing, spreading, dense mats	6-8" height, 12" and spreading	6-8" OC	part to full shade		moist to wet, well-drained rich soil	march to may		
Plectritis congesta	Seablush	riverfront		perennial	native	low-growing with ascending stems, flowers in terminal clusters	8-20" height and width	12-18" OC	part to full shade		moist to wet, well-drained rich soil	may to june		
Philadelphus lewisii	Wild mock-orange	riverfront		deciduous flowering shrub	native	thicket-forming	5-10' height, 5-10' width	4-6' OC	full sun to part sun		moist, well-drained soils	june to july	fragrant white flowers	RAINGARDEN HANDBOOK
Mahonia aquifolium	Tall Oregon Grape	riverfront		evergreen shrub	native	rounded or mounded growth habit, will spread if unpruned	3-6' height and spread	3' OC	part to full sun	minimal pruning needed unless a specific shape is wanted (prune after flowering in late spring)	adaptable to many soils; prefers moist, well-drained soil rich in organic matter	march to may		
Gaultheria shallon	Salal	riverfront		evergreen shrub	native	dense, spreading habit, low and creeping stems	1-4' height and spread	2-4' OC	part to full shade	minimal pruning required, avoid excessive pruning	adaptable to many soils; prefers moist, well-drained soil rich in organic matter	may to july		
Physocarpus capitatus	Pacific ninebark	riverfront		large deciduous shrub	native	upright and spreading, dense branching structure	8-13' height, 6-10' width	6-8' OC	full sun to shade, best in part-shade	occasional pruning to remove dead/damanged branches	moist, well-drained soil	may to june	another cultivar: P. opulifolius	RAINGARDEN HANDBOOK
Thymus praecox arcticus	Creeping Thyme	riverfront		evergreen perennial groundcover	nonnative	low-growing, dense mats; trailing stems	1-2" height, 12-18" and spreading	12" OC	full sun to partial shade		well-drained soil, adaptable to many soil types	may to june		
Vancouveria hexandra	Inside-out flower	riverfront		herbaceous perennial groundcover	native	spreading and clumping, delicate foliage	8-12" height, 12-36" spread	6-18" OC	part sun to shade	deadhead spent flowers to prolong blooming; divide every few years if needed	moist, well-drained soil, rich in organic matter	spring	blends well with other native groundcovers, foliage is persistent through winter	RAINGARDEN HANDBOOK

SAMPLE PLANTING PLAN AND SCHEDULE



PLANT SCHEDULE FIRST STREET

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CAL
TREES				
	ACE GLA	2	Acer glabrum / Rocky Mountain Maple	2"
	CRA RIV	7	Crataegus douglasii / Douglas Hawthorn	2"
	FRA PUR	3	Frangula purshiana / Cascara Buckthorn	1.5"
	TIL GSP	2	Tilia cordata 'Greenspire' / Greenspire Littleleaf Linden	2.5"
	ZEL SER	1	Zelkova serrata / Japanese Zelkova	2"

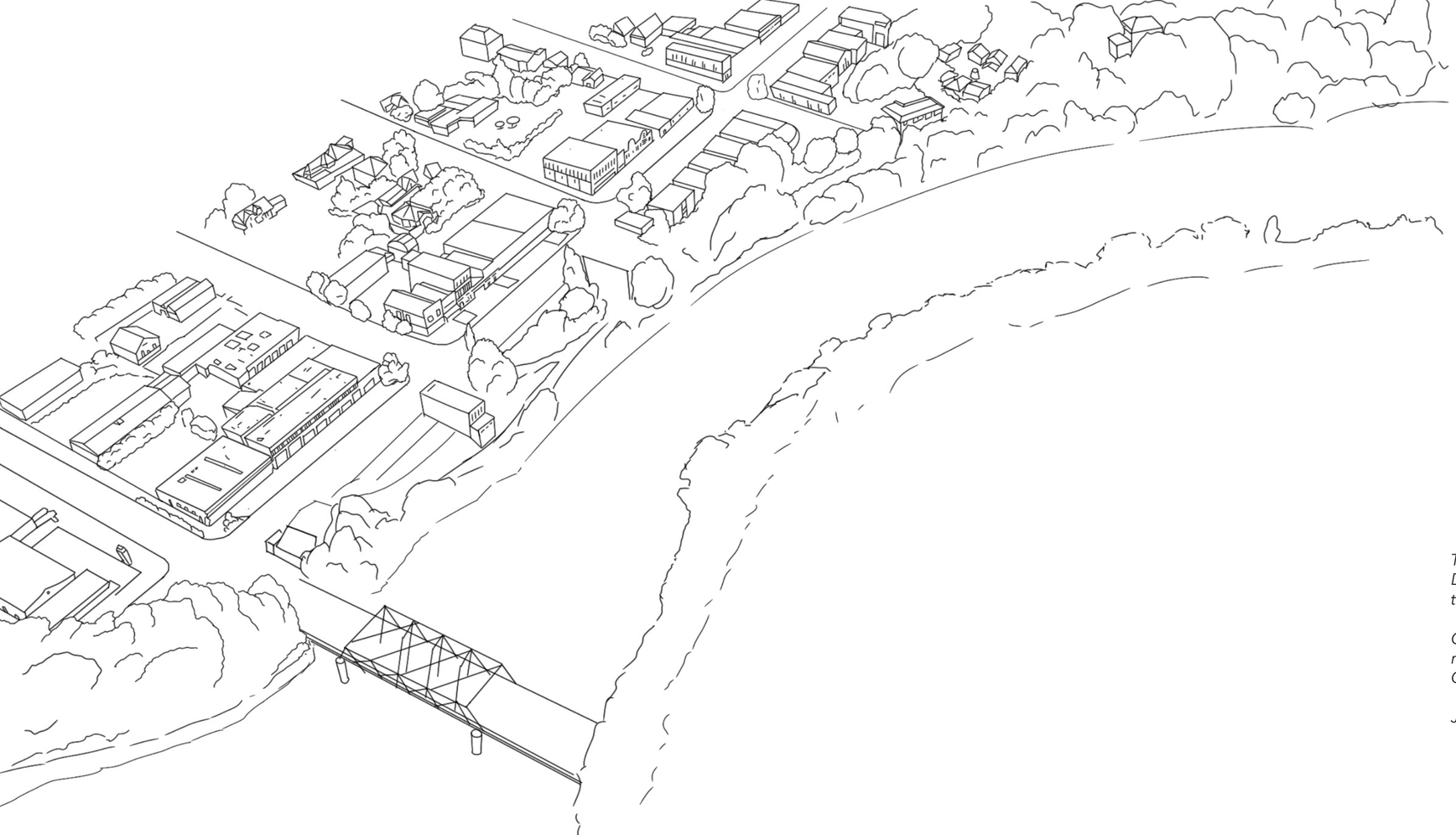
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING
ANNUALS & PERENNIALS					
	CAL KAR	38	Calamagrostis x acutiflora 'Karl Foerster' / Karl Foerster Feather Reed Grass	2 GAL	24" o.c.
	COR YOE	14	Cornus sericea 'Kelseyi' / Kelsey's Dwarf Red-Osier Dogwood	1 GAL	36" o.c.
	HEL SU3	16	Helianthemum nummularium / Sunrose	4" POT	36" o.c.
	HEU PU2	116	Heuchera micrantha 'Palace Purple' / Palace Purple Crevice Alumroot	4" POT	18" o.c.
	PHY CAP	4	Physocarpus capitatus / Pacific Ninebark	1 GAL	72" o.c.
EVERGREEN					
	FES ID2	152	Festuca idahoensis / Idaho Fescue	1 GAL	18" o.c.
	HEL OR2	83	Helleborus orientalis / Lenten Rose	4" POT	18" o.c.
	VIB DAV	25	Viburnum davidii / David Viburnum	1 GAL	48" o.c.

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING
SHRUB AREAS		378 sf	SUNNY STREETSCAPE		
	ECH PUR	42	Echinacea purpurea / Coneflower	3" POT	25% @ 18" o.c.
	MAH REP	87	Mahonia repens / Creeping Mahonia	4" POT	50% @ 18" o.c.
	RUD HI2	42	Rudbeckia hirta / Black-eyed Susan	3" POT	25% @ 18" o.c.
		195 sf	BIORETENTION BORDER		
	ERY CAP	40	Eryisimum capitatum / Douglas Wallflower	1 GAL	20% @ 12" o.c.
	HES COC	63	Hesperantha coccinea / Crimson Flag	1 GAL	30% @ 12" o.c.
	JUN PAT	27	Juncus patens / California Gray Rush	1 GAL	30% @ 18" o.c.
	SYM DOU	38	Symphyotrichum subspicatum / Douglas Aster	1 GAL	20% @ 12" o.c.
GROUND COVERS					
	ARC UVA	26	Arctostaphylos uva-ursi / Kinnikinnick	4" POT	24" o.c.
		721 sf	STREETSCAPE GROUNDCOVER		
	FRA CHI	226	Fragaria chiloensis / Beach Strawberry	4" POT	30% @ 12" o.c.
	SED TER	226	Sedum ternatum / Wild Stonecrop	2.5" POT	30% @ 12" o.c.
	TIA TR	134	Tiarella trifoliata / Threeleaf Foamflower	1 GAL	40% @ 18" o.c.
		196 sf	LOW-GROW BIORETENTION		
	ASA CAU	102	Asarum caudatum / Wild Ginger	4" POT	50% @ 12" o.c.
	VAN HEX	102	Vancouveria hexandra / White Inside-out Flower	4" POT	50% @ 12" o.c.
		199 sf	BIORETENTION ZONE 1		
	CAL PL2	13	Caltha palustris / Marsh Marigold	4" POT	10% @ 15" o.c.
	CAR OBN	31	Carex obnupta / Slough Sedge	1 GAL	35% @ 18" o.c.
	JUN EF2	31	Juncus effusus / Soft Rush	1 GAL	35% @ 18" o.c.
	SYM DO2	10	Symphyotrichum subspicatum / Douglas Aster	1 GAL	20% @ 24" o.c.

PLANT SCHEDULE RIVERFRONT

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CAL
TREES				
	ACE CR	5	Acer circinatum / Vine Maple	2"
	ACE RBR	2	Acer rubrum / Red Maple	3"
	ALN RUB	3	Alnus rubra / Red Alder	2.5"
	COR FLO	3	Cornus florida / Flowering Dogwood	1.5"
	PT	10	Populus tremuloides / Quaking Aspen	1.5"
	SAL SCO	6	Salix scouleriana / Scouler's Willow	1.5"

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING
SHRUB AREAS		5,444 sf	SHADY RIVERFRONT		
	PHY CAP	23	Physocarpus capitatus / Pacific Ninebark	1 GAL	15% @ 72" o.c.
	BLE SPI	1,128	Blechnum spicant / Deer Fern	4" POT	20% @ 12" o.c.
	GAU SHA	270	Gaultheria shallon / Salal	1 GAL	30% @ 30" o.c.
	POL MUN	283	Polystichum munitum / Western Sword Fern	1 GAL	20% @ 24" o.c.
	RUB SPE	95	Rubus spectabilis / Salmonberry	5" POT	15% @ 36" o.c.
		3,584 sf	SUNNY RIVERFRONT		
	CAR OBZ	496	Carex obnupta / Slough Sedge	1 GAL	30% @ 18" o.c.
	MAH AQU	84	Mahonia aquifolium / Oregon Grape	1 GAL	20% @ 36" o.c.
	PHI LW2	37	Philadelphus lewisii / Wild Mock Orange	2 GAL	25% @ 60" o.c.
	POL MUN	233	Polystichum munitum / Western Sword Fern	1 GAL	25% @ 24" o.c.
GROUND COVERS		7,211 sf	SUNNY RIVERFRONT GROUNDCOVER		
	ASA CAU	1,489	Asarum caudatum / Wild Ginger	4" POT	20% @ 12" o.c.
	FRA WOO	2,997	Fragaria vesca / Woodland Strawberry	4" POT	40% @ 12" o.c.
	THY ARC	4,315	Thymus praecox arcticus / Creeping Thyme	4" POT	40% @ 10" o.c.
		6,045 sf	SHADY RIVERFRONT GROUNDCOVER		
	ASA CAU	1,885	Asarum caudatum / Wild Ginger	4" POT	30% @ 12" o.c.
	CNA RED	565	Cwalia oregana / Redwood Sorrel	4" POT	25% @ 20" o.c.
	PLE SHO	1,570	Plectritis congesta / Shortspur Seablush	4" POT	25% @ 12" o.c.
	VAN HEX	1,256	Vancouveria hexandra / White Inside-out Flower	4" POT	20% @ 12" o.c.



This plan was developed at the request of the City of Snohomish and as part of the Department of Urban Design and Planning graduate studio course URBDP 507B at the University of Washington.

Chandan Brar, Luke Cassidy, Sarah Cohn, Lela Cooper, Russell Corbin, Zachary Drennan, Siska Dewanti, Melaina Harris, Gareth Jiang, Katherine Magee, Husna Mulyani, Claire Niu, Beau Sisemore, Riya Venkatesh, Rebecca Zaragoza

June 2024