



FIRST STREET MASTER PLAN ADVISORY COMMITTEE

**Wednesday, March 18, 2026
6:00 p.m.**

Snohomish Carnegie, 105 Cedar Avenue
Remote Option Available

Zoom Meeting Participation Information
Use link: <https://us02web.zoom.us/j/85240029861>
Dial in: (253) 215-8782
Meeting ID: 852 4002 9861

AGENDA

1. **CALL TO ORDER**
 - a. Roll Call
2. **APPROVE AGENDA Contents and Order**
3. **APPROVE minutes of the previous meeting(s)**
 - a. February 18, 2026 Regular Meeting Minutes
4. **ACTION ITEMS**
 - a. First Street Master Plan Recommendation to City Council
5. **STANDING UPDATES**
6. **COMMITTEE MEMBER UPDATES**
7. **STAFF MANAGER UPDATES**
8. **ADJOURN**

Specialized accommodations will be provided with 5 days advanced notice. Contact the City Clerk's Office at 360-568-3115. This organization is an Equal Opportunity Provider.



**First Street Advisory Committee
Meeting Minutes
February 18, 2026**

1. CALL TO ORDER

Chair Randolph Schemkes opened the regular meeting of the First Street Advisory Committee at 6:05 p.m. on Wednesday, February 18, 2026. The meeting was held in hybrid format with in-person attendance at the Snohomish Carnegie, 105 Cedar Avenue, Snohomish, and remote online access via Zoom.

Committee Members: Matthew Bachleda, Rachelle Cunningham, Charlie Krabach, Chris Shirley, Zane Mendez, Randolph Schemkes, Nick Gottuso, Alyssa Meals, Lucas Heber (Arrived at 6:31 pm)

Absent: Carrie Buckel

City Staff: Brooke Eidem, Planning Director
Siobhan Waltman, Public Works Project Coordinator
Ken Klein, City Administrator
Aaron Hoffman, Mayor

City Council Liaisons: Councilmember Felix Neals
Councilmember Judith Kuleta

2. APPROVE AGENDA Contents and Order

The agenda was approved as presented.

3. APPROVE minutes of the previous meeting(s)

The minutes of the November 19, 2025 and January 21, 2026, regular meeting were approved; motion by Matt Bachleda, second by Nick Gusttuso.

4. STANDING UPDATES

a. First Street Master Plan Engagement Report

5. DISCUSSION ITEMS

a. Draft First Street Master Plan

Planning Director Eidem and Project Coordinator Waltman presented the Draft First Street Master Plan. The presentation included an overview of the planning process, key infrastructure considerations, and proposed design concepts for the First Street corridor. Committee members reviewed the draft plan and discussed potential improvements, including parking configurations, pedestrian enhancements, and streetscape elements. Staff also outlined the next steps in the process, including

gathering feedback from the Advisory Committee and the public prior to presenting the final plan to the City Council for consideration of adoption.

6. COMMITTEE MEMBER UPDATES

7. STAFF MANAGER UPDATES

8. ADJOURNMENT

The meeting adjourned at 7:50 p.m.

Approved this 18th day of March 2026.



FIRST STREET MASTER PLAN ADVISORY COMMITTEE STAFF REPORT

Date: March 18, 2026

Agenda Section: ACTION ITEMS

From: Siobhan Waltman, Project Coordinator
Brooke Eidem, AICP, Planning & Development Services Director

Subject: First Street Master Plan Recommendation to City Council

SUMMARY: The First Street Advisory Committee is being asked to provide a recommendation to the City Council regarding adoption of the First Street Master Plan.

BACKGROUND & ANALYSIS:

The City of Snohomish initiated the First Street Master Plan to address aging infrastructure and develop a long-term vision for improvements along the First Street corridor. Utilities located beneath First Street are approaching 100 years in age and include metal pipes that are well beyond their intended service life. These pipes have begun to show signs of restricted water flow and weakened structural integrity. If left unaddressed, the likelihood of costly breaks or leaks increases, which could impact downtown businesses, property owners, and City services.

The need to replace underground utilities provides an opportunity for the City to coordinate broader improvements along the corridor. In addition to utility replacement, the project may include upgrades to streets, sidewalks, parking areas, lighting, street trees, crosswalks, and other public infrastructure. Existing conditions along First Street include uneven sidewalks caused by aging street trees, retaining walls, and underground voids. While sidewalk maintenance is typically the responsibility of adjacent property owners, the City's planned utility work presents an opportunity to address these issues comprehensively as part of a coordinated infrastructure improvement effort.

The First Street Advisory Committee was established to help ensure the Master Plan reflects community priorities and local stakeholder input. Committee members have worked with City staff to review planning concepts and gather feedback from residents, business owners, and property owners throughout the planning process. These discussions have helped inform design considerations and identify priorities for improvements along the corridor.

During previous meetings, the Advisory Committee reviewed conceptual scenarios intended to improve parking conditions and overall street functionality while accommodating necessary infrastructure upgrades. These concepts included evaluation of variable parking angles, potential changes to street operations such as one-way or two-way traffic, and adjustments to sidewalk widths. The committee provided feedback and recommendations to staff regarding traffic flow considerations and potential parking configurations. Staff is currently working with the engineering consultant to further analyze the potential impacts of these proposals on traffic circulation within the downtown area. Findings from that analysis will be shared with the committee for further discussion.

As part of the planning process, the committee has also evaluated a variety of design elements that contribute to the character and usability of a successful downtown street. These elements include

lighting, landscaping, bollards, paving materials, public art, wayfinding, historic preservation considerations, parks and trails connections, street furnishings, public gathering spaces, traffic calming features, bicycle accommodations, and restroom facilities. Committee members have been asked to review and rate these elements to help guide the future look and feel of First Street.

This agenda item provides the Advisory Committee an opportunity to continue reviewing the draft First Street Master Plan and to begin forming its final recommendations. Feedback from the committee will help ensure the plan reflects the community's vision, priorities, and preferences before it is presented to the City Council for consideration of adoption.

The Advisory Committee's recommendation will assist the City Council in determining whether to formally adopt the Master Plan as a guiding document for future planning, capital improvements, and potential partnerships along the First Street corridor.

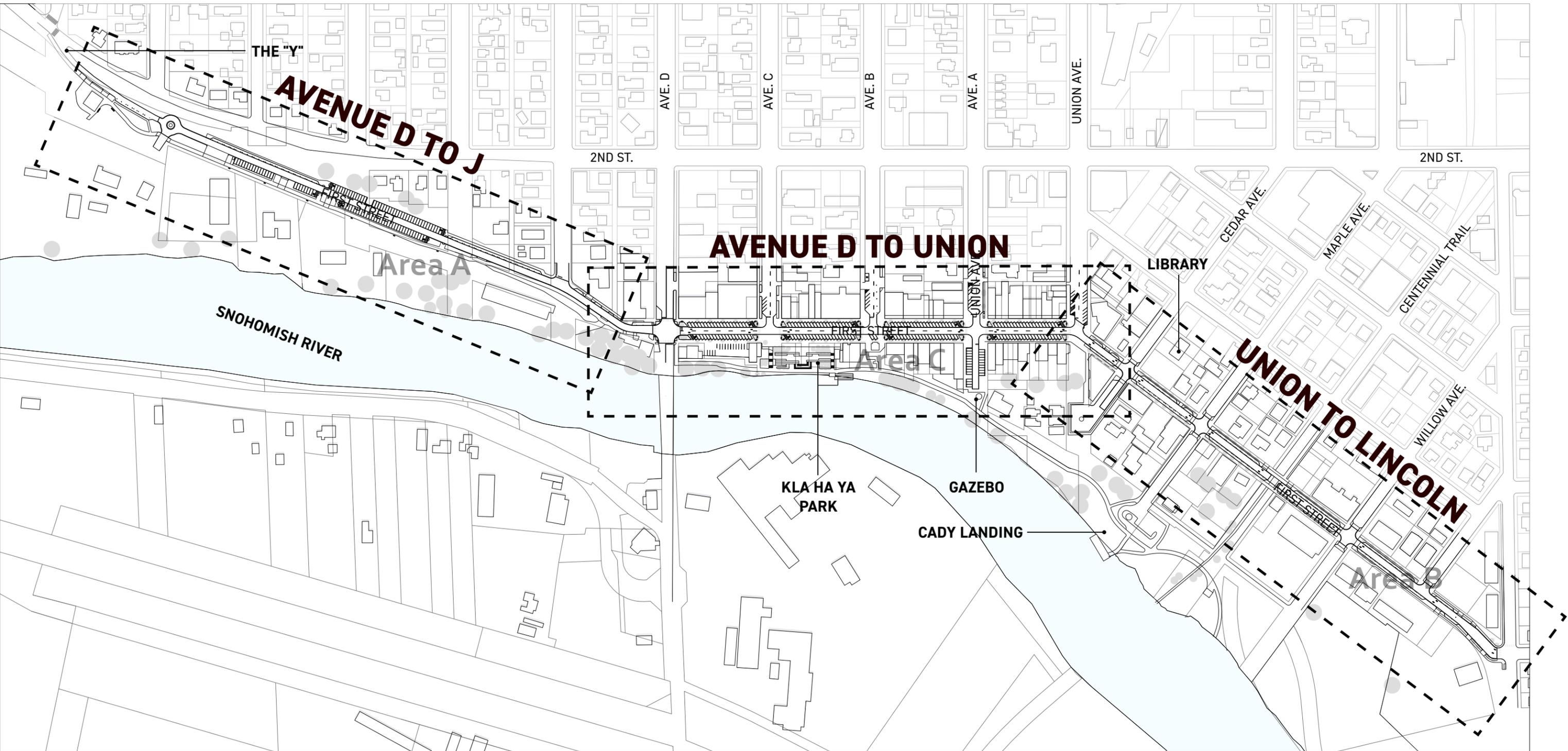
RECOMMENDATION TO COUNCIL:

Following review of the final draft, the First Street Advisory Committee will provide a recommendation to the City Council regarding adoption of the First Street Master Plan.

COUNCIL GOAL(S): City Infrastructure, Economic Vitality

ATTACHMENT(S):

Final FS Master Plan
FSAC Final Report & Recommendations



THE "Y"

AVENUE D TO J

Area A

SNOHOMISH RIVER

AVENUE D TO UNION

Area C

KLA HA YA
PARK

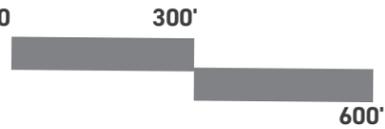
GAZEBO

CADY LANDING

LIBRARY

UNION TO LINCOLN

Area B



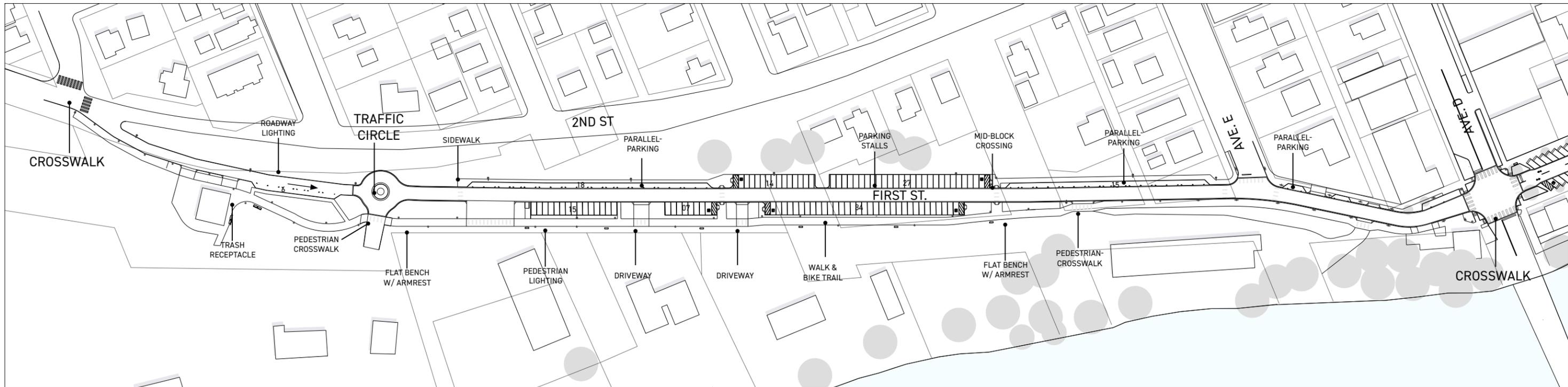
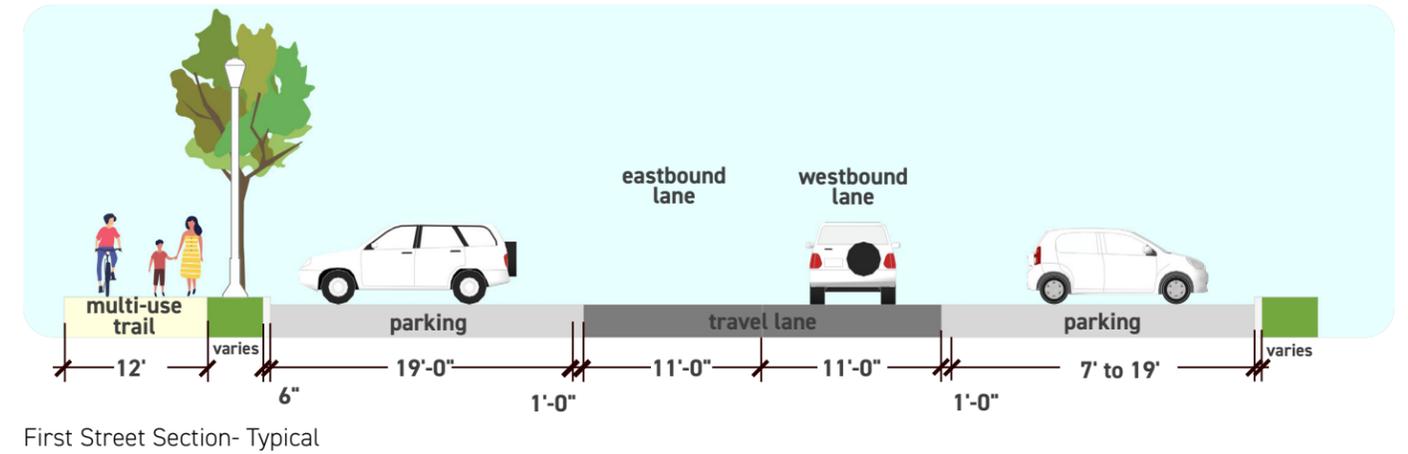
AVENUE D TO J (AREA A)

From Avenue D to Avenue J, the First Street right-of-way improvements focus on organizing movement, closing gaps in the bike and pedestrian network, and strengthening downtown access with much-needed parking. A new traffic circle is recommended to calm speeds and simplify turning movements at a key intersection, improving traffic flow while creating shorter, more predictable crossings for people walking.

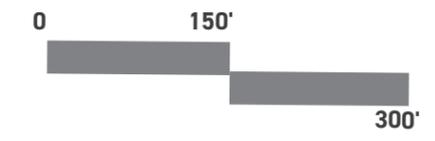
The corridor includes a completed, continuous shared bike and pedestrian path, providing a clear and comfortable block-to-block connection without forcing users into discontinuous segments or conflict areas. Access to south-side lots is

improved through refined and tightened curb cuts that better define vehicle crossing points while maintaining adequate driveway openings and a level shared-use pathway. At driveways and intersections, longitudinal bar striping signals that vehicles are entering a pedestrian- and bicycle-priority environment.

Together, these changes support safer circulation, clearer separation between motorized and non-motorized users, and improved downtown access. A key outcome is the addition of convenient parking spaces to better serve customers, visitors, and employees.



Plan View

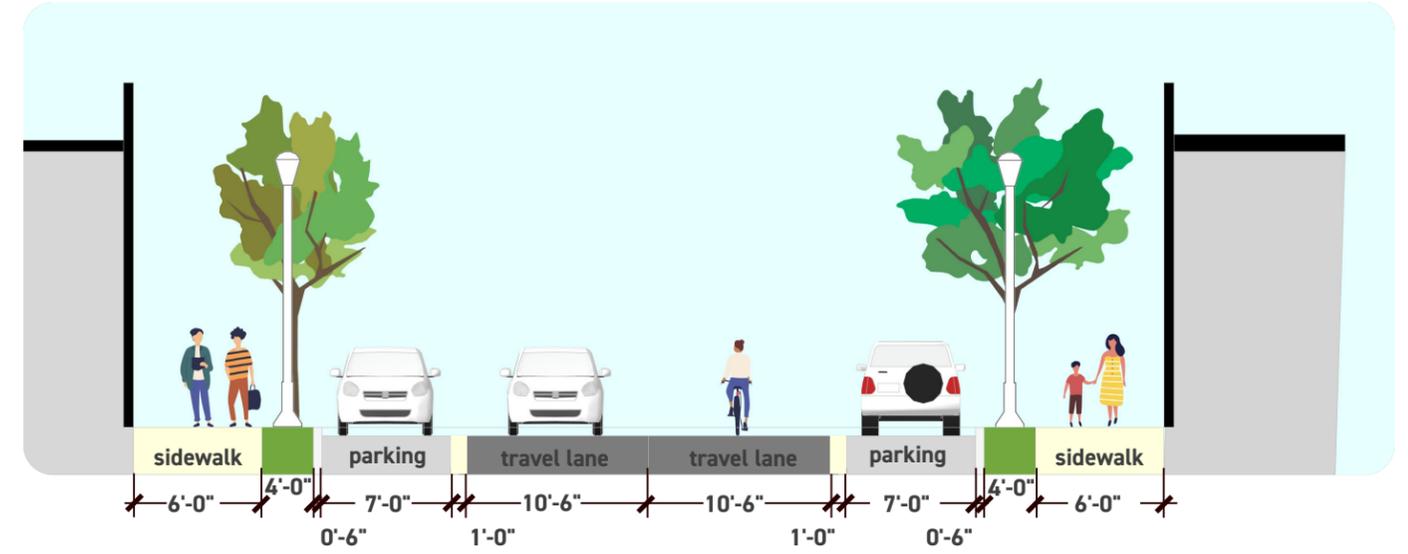


UNION TO LINCOLN AVE. (AREA B)

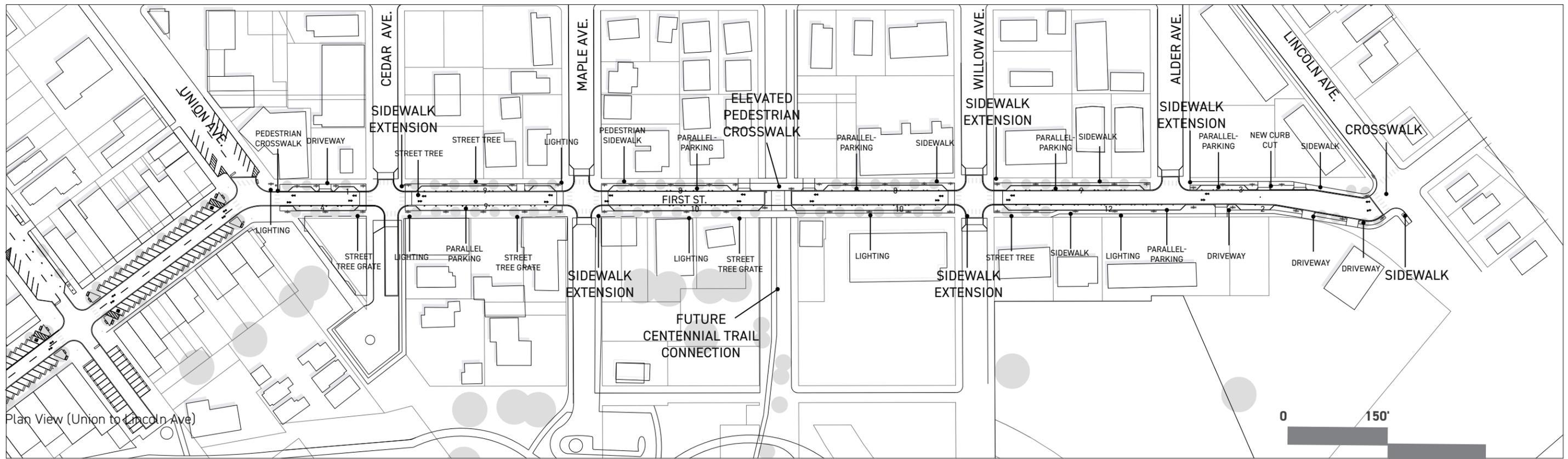
From Union Avenue to Lincoln Avenue, the First Street right-of-way recommendations focus on creating a continuous, pedestrian-first downtown experience by addressing gaps in safety, comfort, and streetscape character. Curb extensions at intersections shorten crossing distances, improve visibility, and slow turning movements—helping intersections function as downtown spaces rather than high-speed corners. Missing crosswalks are added to complete the walking network and align crossings with natural pedestrian routes between parking, storefronts, and civic destinations, improving predictability and reducing informal crossings.

Where landscaping is limited, new planting strips and street trees are introduced to provide shade, buffer pedestrians from traffic, and establish a consistent downtown canopy that strengthens the corridor's identity and day-to-day comfort.

The Centennial Trail crossing is enhanced to be more visible and intuitive, recognizing its importance as a regional asset and strengthening the connection between downtown and the broader trail network. At Lincoln Avenue, pedestrian-focused improvements reinforce a sense of arrival and clearly signal entry into a walkable downtown, using stronger crossing treatments and streetscape cues to create a slower, people-centered environment.



First Street Section (Union to Lincoln Ave)- Typical

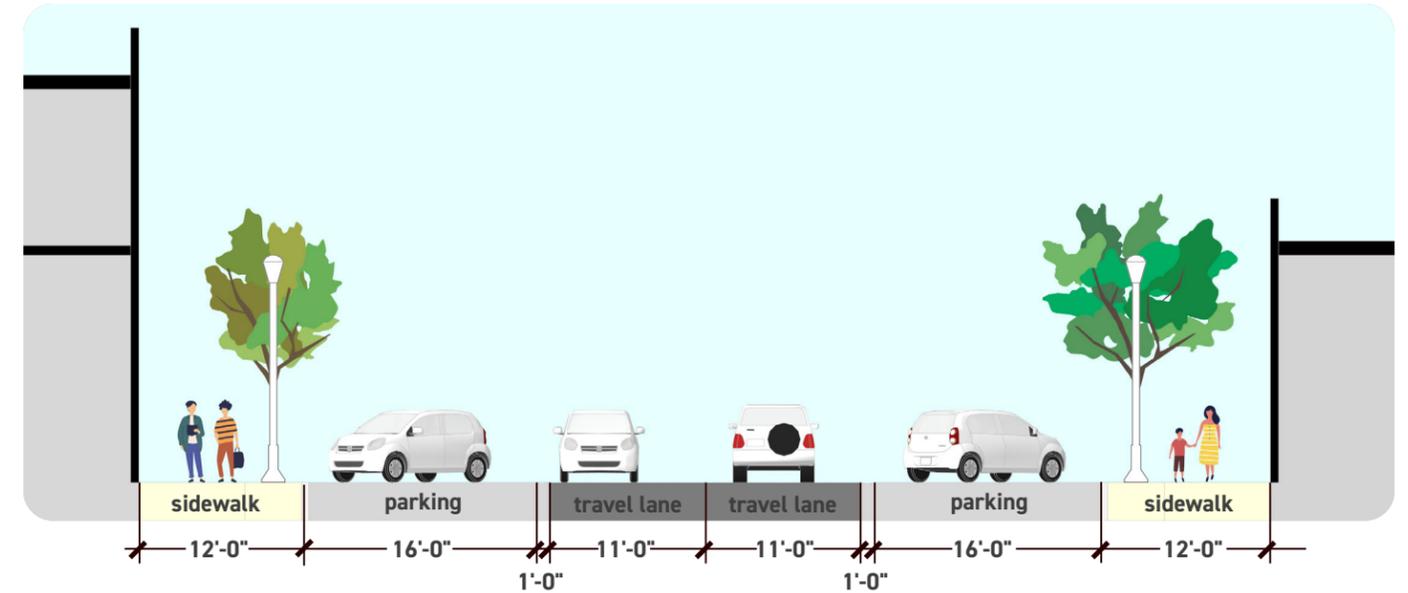


Plan View (Union to Lincoln Ave)

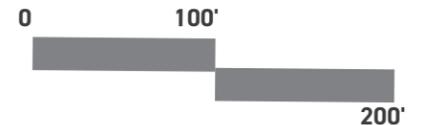
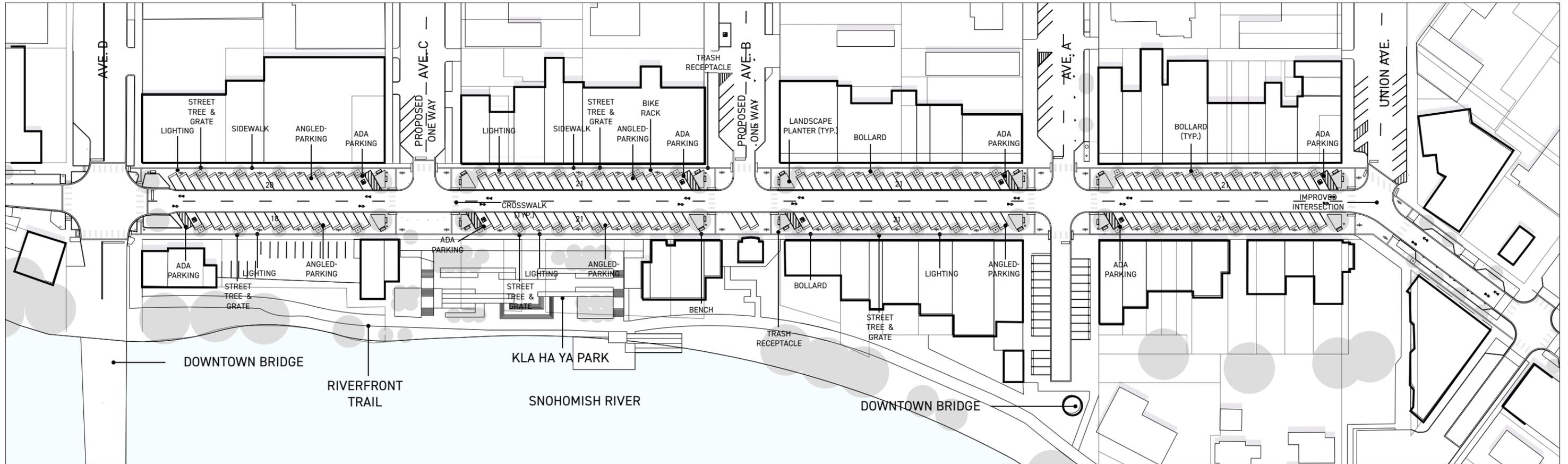
AVENUE D TO UNION (AREA C)

First Street's streetscape upgrades reinforce Snohomish's historic main street character through the details people experience every day. A coordinated set of historic-style elements—including new benches, pedestrian-scale lighting, and trash and recycling receptacles—creates a consistent, comfortable downtown feel. Street trees add shade and seasonal interest, while bollards help define pedestrian zones, protect corners, and allow flexibility during events.

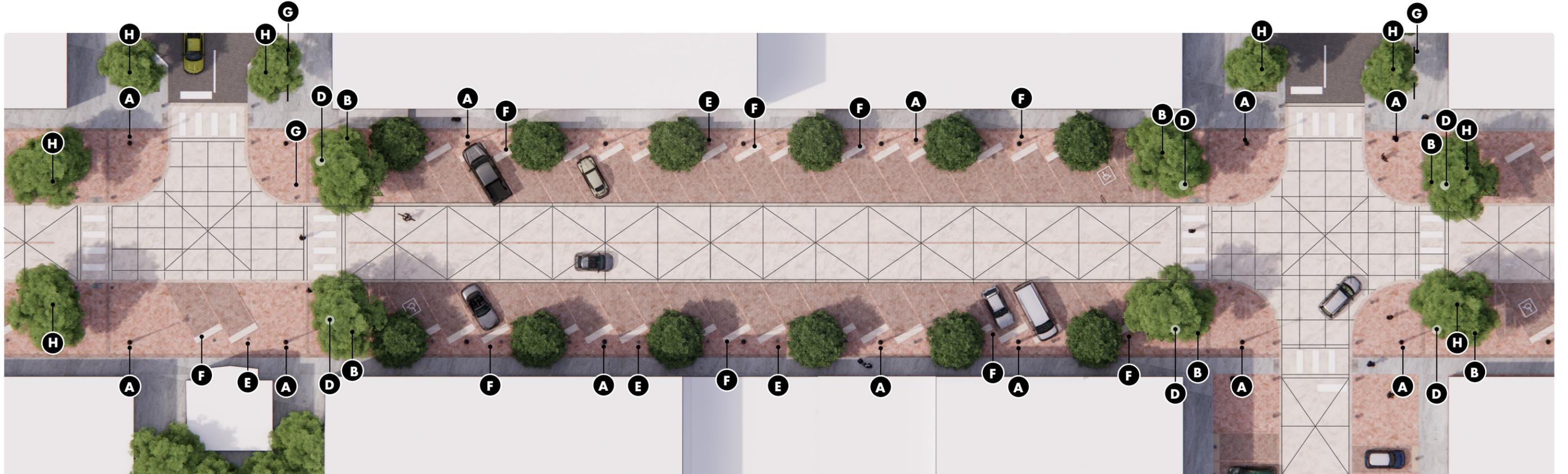
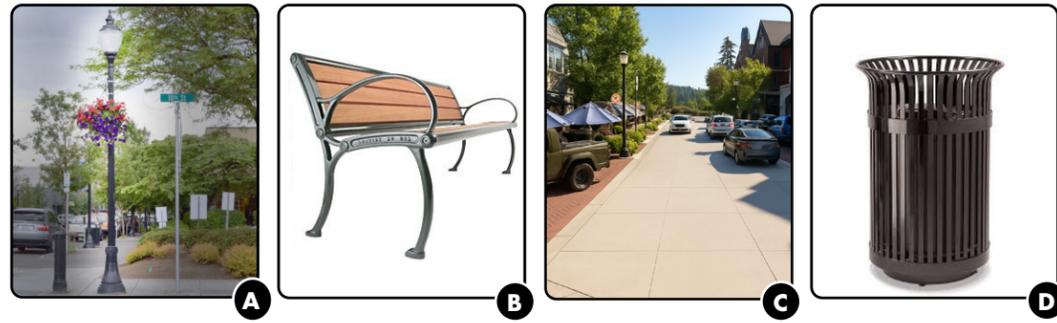
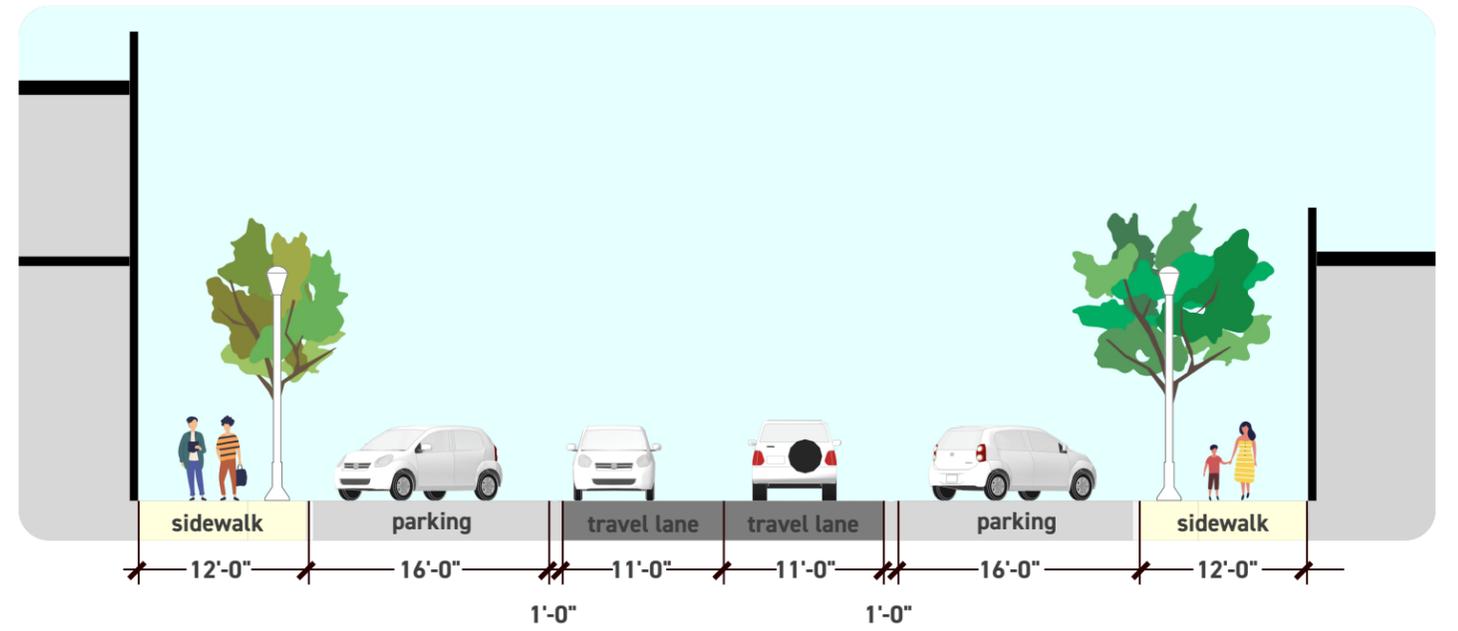
Material upgrades further support this identity. Brick sidewalks and parking areas add warmth and continuity along storefronts, while scored concrete drive lanes provide durability for vehicles. Valley gutters replace traditional curbs to maintain drainage while creating a more adaptable, curbsless street—supporting festivals, parades, and temporary closures without compromising daily function.



First Street Section (Avenue D to Union)- Typical



AVENUE D TO UNION



TYPICAL BLOCK D TO UNION

BEFORE....



AFTER....





First Street Master Plan

First Street Advisory Committee

Final Report & Recommendations

Executive Summary

The First Street Master Plan is an infrastructure improvement project to address aging utilities. It presents an opportunity to improve transportation safety, enhance pedestrian and cyclist access, and support long-term economic growth in the downtown area.

The First Street Advisory Committee (FSAC) recommendations represent a collaborative, community-focused vision for the future of downtown Snohomish. Through months of discussion, evaluation, and thoughtful deliberation, the FSAC provided clear direction rooted in lived experience, technical understanding, and respect for First Street’s historic identity. The recommendations reflect a careful balance between improving safety and accessibility, supporting economic vitality, and preserving the character that makes downtown Snohomish unique.

Rather than prescribing a single design solution, the committee emphasized flexibility, incremental implementation, and context-sensitive decision-making. Block-by-block evaluation, coordinated design elements, and integrated curbside management emerged as guiding principles that allow the City to adapt to changing needs while maintaining a cohesive streetscape. This approach recognizes that First Street must continue to function as a working main street—serving businesses, residents, employees, and visitors—while evolving to meet accessibility and infrastructure standards.

The community engagement, planning process, and many discussions held by the FSAC formed general consensus around the topics of traffic circulation, parking strategies, pedestrian strategies, streetscape materials, parks and connectivity, and overall design and character.

Advisory Committee

The City Council passed Resolution 1487 on May 6, 2025, to establish the First Street Advisory Committee. The Resolution dictated that membership includes representation from Historic Downtown Snohomish Association (HDSA), the Park and Forestry Board (PFB), and the Design Review Board (DRB), in addition to those with knowledge of business operations, transportation, tourism, architectural design, urban planning, special events, or similar. The Resolution required diversity of membership in experience, background, age, and expertise. The City received 19 applications, and ten members were selected based on their applications, including three project area business owners.

Committee Members

- Carrie Buckel
- Rachelle Cunningham
- Nick Gottuso
- Lucas Heber
- Zane Mendez
- Randolph Schemkes
- Chris Shirley
- Alyssa Meals, HDSA
- Matthew Bachleda, PFB
- Charlie Krabach, DRB

City Council Liaisons

- Felix Neals
- Judith Kuleta

Project Goals and Planning Context

The primary purpose of the First Street Master Plan project is to address aging infrastructure and improve ADA accessibility while preserving the historic character and economic vitality of downtown Snohomish. Because roadway and sidewalk reconstruction is required, the project presents an opportunity to consider how First Street functions and feels for all users. The FSAC were focused on serving the best interests of the public, promoting tourism and economic activity, reinforcing the Historic District's character, while protecting public safety and welfare, and ensuring consistency with the City's Comprehensive Plan.

Work Plan

The Committee's schedule was laid out to keep the work on track and moving towards a recommendation to the City Council while maintaining transparency with the public and integrating input from engagement efforts. Community engagement was conducted prior to, and concurrent with the meeting schedule, so that Committee members could report back throughout the process and revisions could be made in real time.

Date	Agenda Item
June 18, 2025	Roles, Responsibilities, Goals, and Objectives
	The Planning Process and the First Street Project
	OPMA/PRA Training
July 16, 2025	Election of Officers
	Community Engagement Update
	Opportunities Identification Work Session
August 20, 2025	Community Engagement Update
	Traffic Circulation and Parking Strategies
September 17, 2025	Community Engagement Update
	Traffic Circulation and Parking Strategies
October 15, 2025	Community Engagement Update
	What Makes a Great Street?
November 19, 2025	Public Survey Results
	What Makes a Great Street?
January 21, 2026	What Makes a Great Street?
February 18, 2026	First Street Master Plan Engagement Report
	Draft First Street Master Plan
March 18, 2026	Recommendation to City Council

Community Engagement

The FSAC received frequent updates on community engagement efforts and reviewed results in both summary and verbatim format. The community engagement summary is contained in a separate report, published in February, 2026.

First Street Master Plan Recommendations

Traffic Circulation

The FSAC discussed traffic flow on First Street and its connecting side streets, primarily focusing on the core project area of Avenue D to Union, and the area west of Avenue D. Discussions focused on travel lane widths, parking configurations, and overall circulation efficiency, with the goal of improving safety, access, and downtown functionality.

Recommendations:

- Convert Avenues B and C to one-way operation between First Street and Second Street to increase street parking capacity on those streets.
- Design First Street travel lanes to support slow, predictable vehicle speeds consistent with a pedestrian-oriented downtown corridor.
- Incorporate traffic-calming strategies that maintain steady flow without encouraging speeding or cut-through traffic.
- Coordinate First Street project elements with Second Street project elements for consistency and cohesion.
- Convert the turn to First Street from Second Street to one-way eastbound leading to a traffic circle at the current City Shop site, where it returns to two-way operation.

- Work with Community Transit to add a bus stop to Avenue D between First and Second Streets.

Parking Strategies

Parking was consistently identified as a critical concern for both businesses and visitors along First Street, with strong emphasis placed on retaining existing parking inventory and adding more stalls wherever possible. Diagonal parking was the preferred orientation.

Recommendations:

- Use diagonal parking to maximize parking. Parallel parking should only be used in constrained areas or where required by other street design elements.
- Evaluate parking and curbside changes on a block-by-block basis, accounting for street width, building setbacks, land use, and operational needs.
- Implement clearly designated, shared-use loading zones in areas with frequent delivery activity, allowing conversion to other parking needs outside delivery hours.
- Site ADA parking stalls at the end of the blocks, allowing access aisles to be located within sight triangles.

Pedestrian Strategies

The committee discussed a range of crosswalk and pedestrian safety improvements with an emphasis on balancing enhanced safety with preservation of downtown Snohomish's historic character.

Recommendations:

- Prioritize pedestrian safety improvements that are compatible with the historic character of downtown Snohomish.
- Implement high-visibility and reflective crosswalk markings to improve pedestrian and driver awareness.
- Design curb extensions with geometry that shortens crossings, improves visibility, calms traffic, and integrates stormwater management and street maintenance needs.
- Incorporate directional pavers and tactile wayfinding elements for visually impaired pedestrians.
- Use contrasting colors or textures in crosswalk and pedestrian areas to enhance visibility and delineation.
- Consider imbedded, push-button-activated flashing crosswalk lights in locations where they can be designed to fit the historic context.
- Analyze the feasibility and traffic impacts of a pedestrian-only signal phase at the Avenue D and First Street intersection, with specific attention to reducing conflicts between turning vehicles and pedestrians.

Streetscape Materials

The committee emphasized that streetscape materials and design should be simple, durable, and consistent with the historic character of downtown Snohomish.

Recommendations:

- Use flat curb designs and grade the roadway to cast-in-place concrete gutter pans located between travel lanes and parking areas.
- Vehicular travel lanes between Avenue D and Union Avenue Roadway should be surfaced with brick pavers (made of concrete) or stained, scored concrete.
- Construct sidewalks using durable concrete with saw-cut scoring.
- Implement landscaping at corners, gateways, and gathering areas, prioritizing low-maintenance species that protect utilities and preserve visibility.
- Install appropriate street trees throughout the project area that will create shade without damaging infrastructure.
- Install pedestrian-scale, historic-style lighting, ensuring fixtures minimize glare. Lighting infrastructure should accommodate future needs, including festoon lighting, banners, flags, planters, Wi-Fi, and built-in power.
- Preserve and highlight historic sidewalk light wells; where damaged, replace with modern safety glass that replicates historic appearance.
- Coordinate bollards, street furniture, receptacles, and other materials so they are visually cohesive, durable, and compatible with the historic downtown setting.
- Encourage art and murals in locations that complement the historic character.
- Install small placards using traditional materials that highlight building history.
- Restore the existing historic clock as a signature element of First Street.

Parks and Connectivity

The committee identified parks and trail connections as essential components of First Street's role as both a community gathering place and a connector to the riverfront and surrounding neighborhoods. Committee members emphasized strengthening pedestrian connections between the park and downtown while maintaining open sightlines, flexible gathering space, and a design approach that avoids over-programming.

Recommendations:

- Use the 1998 City Council adopted master plans for both Kla Ha Ya and Cady Parks.
- Use vegetation and physical features as safety barriers between the river and park or trail areas. Incorporate safety features along the Riverfront Trail to reduce fall risks near the river.
- Improve pedestrian connections between Kla Ha Ya Park and First Street to reinforce the park's role as a downtown gateway.
- Install historic-style lighting in Kla Ha Ya Park consistent with fixtures used along First Street.
- Implement a terraced design at Kla Ha Ya Park that incorporates seating, a slide or other children's play element, and an ADA accessible walkway from First street to connect to the Riverfront Trail.
- Improve connectivity to the river by enhancing view corridors and vegetation management strategies with low-maintenance, native vegetation that protect the riverbank.

- Improve bicycle and pedestrian connections between First Street, Cady Park, and the Riverfront Trail.
- Include design elements that encourage bicycle use and improve trail functionality.
- Add selective seating and viewpoints in Cady Park oriented toward the river.
- Implement lighting improvements in Cady Park focused on safety rather than night-time activation.
- Balance hardscape and landscape elements in Cady Park to preserve its natural character.
- Strengthen Riverfront Trail connections to First Street, downtown businesses, and adjacent parks through clear wayfinding signage.
- Improve trail surfaces to support accessibility and year-round use.
- Install lighting at key trail access points using fixtures compatible with the historic downtown style.
- Provide interpretive signage focused on river ecology and local history.

Overall Design and Character

The FSAC consistently emphasized that improvements along First Street and its connected parks and trails should feel intentional, coordinated, and restrained. Individual elements—such as lighting, signage, bollards, landscaping, and street furniture—were viewed as components of a unified system rather than standalone features.

Recommendations:

- Select streetscape, park, and trail elements as part of a cohesive design palette rather than independent installations.
- Prioritize functionality, simplicity, and historic compatibility in all design decisions.
- Use consistent materials, colors, and finishes across First Street, parks, and trail connections.
- Choose durable, low-maintenance materials that support long-term stewardship and ease of replacement.
- Implement improvements incrementally while maintaining overall design consistency and clarity.