



PLANNING COMMISSION MEETING

Monday, July 20, 2026, at 7:00 PM

Snoqualmie City Hall, 38624 SE River Street & Zoom

COMMISSIONERS.

Chair: Ashleigh Kilcup

Vice Chair: Luke Marusiak

Commissioners: Simon Hurley, Darrell Lambert, Tanya Lavoy, VACANT and VACANT.

This meeting will be conducted in person at Snoqualmie City Hall and remotely using Zoom.

Join by Telephone: To listen to the meeting via telephone, please call **253.215.8782** and enter Webinar ID **864 8750 2701** and Password **1900040121** if prompted.

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- 1) Click this [link](#)
- 2) If the Zoom app is not installed on your computer, you will be prompted to download it.
- 3) If prompted for Webinar ID, enter **864 8750 2701**; Enter Password **1900040121**

CALL TO ORDER & ROLL CALL.

AGENDA APPROVAL.

PUBLIC COMMENT - *Public comment will be accepted by in-person attendees. Remote attendees may submit written comments to the staff liaison.*

MINUTES.

- [1.](#) Approval of the minutes dated June 15, 2026

NEW BUSINESS.

- [2.](#) Historical Design Review Application.
- [3.](#) Land Capacity Analysis - BERK.
4. Land Use and Housing Issues and Options - BERK.
5. Potential Zone Changes - BERK.

OLD BUSINESS.

ADJOURNMENT.



PLANNING COMMISSION MEETING

Monday, June 15, 2026, at 7:00 PM

Snoqualmie City Hall, 38624 SE River Street & Zoom

This meeting was conducted in person at Snoqualmie City Hall and remotely using Zoom.

CALL TO ORDER & ROLL CALL.

Chair Ashleigh Kilcup called the meeting to order at 7:03pm.

Commissioners: Tanya Lavoy, Luke Marusiak, Simon Hurley, Darrell Lambert, and Ashleigh Kilcup.

Executive: Mayor James Mayhew.

Council Liaison: Councilmember Daniel Murphy.

City Staff: Associate Planner Allison Kirk and Legal Assistant Robert Thrall.

AGENDA APPROVAL.

The agenda was unanimously approved as presented.

PUBLIC COMMENTS.

No public comments were made.

MINUTES.

The meeting minutes of June 1st, 2026 were approved as presented.

NEW BUSINESS.

1. Food Truck Discussion and Staff Presentation.

Associate Planner Allison Kirk presented on mobile food vendors including the definition of mobile food units, past practice on how the city has authorized mobile food units, the need for updated regulations, and regulatory mechanisms. Commission discussion followed.

Motion: A motion was made to consider regulating mobile food vendors in two categories; special events with a quick permitting process and long-term locations with both business licensing and permitting process. Commission discussion followed.

Motion to Amend: A motion to amend was made to have staff investigate the mobile food vendor ambiguity, as it currently exists, and address the exclusive long-term location presence at this time. The motion was seconded. Commission discussion followed.

Motion to Withdraw the Motion to Amend: A motion was made to withdraw the amended motion, and it was seconded. The motion to withdraw the amended motion was unanimously approved.

Motion to Withdraw: A motion was made to withdraw the motion to consider regulating mobile food vendors in two categories; special events with a quick permitting process and long-term locations with both business licensing and permitting process. The motion was seconded and unanimously approved.

Motion: A motion was made for staff to conduct further research and stakeholder outreach regarding the development and implementation of formal regulations for mobile food vendors. The motion was seconded and unanimously approved.

COUNCIL LIAISON REPORT.

Councilmember Murphy briefed on the following items:

- A new City Administrator, Andrea Lehner was appointed and will begin working in early July.
- Council received a presentation on a potential new dog park at Stellar Park, the Street Tree and Urban Forestry program, and the Class IV Work Program.
- First readings of ordinances on covered loads and revising the animal cruelty code.
- Council discussion on data centers.

Commission discussion followed.

DEPARTMENT REPORT.

No report was made.

FUTURE AGENDA TOPICS.

2. Storage Containers.

The commission requested that a discussion on storage containers be brought to the July 6th, 2026 Planning Commission Meeting.

3. Discussion on Data Centers.

The commission requested that a discussion on data centers be brought to the July 6th, 2026 Planning Commission Meeting.

ADJOURNMENT.

Motion: A motion to adjourn was made and seconded. The motion was unanimously approved.

The meeting was adjourned at 7:53pm.

Minutes prepared by City Clerk Kimberly Agfalvi

Recorded meeting audio is available on the city website after the meeting.



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TYPE I HISTORICAL DESIGN REVIEW STAFF ANALYSIS

To: Planning Commission
(serving as the Historical Design Review Board per SMC 17.35.055)

From: Mona Davis, Community & Economic Development Director

Date of Report: June 29, 2026

Date of 1st Meeting: April 20, 2026

Date of 2nd Meeting: July 20, 2026

Project Name: 8050 Shipping Container

Site Address: 8050 Railroad Ave SE

Parcel Number: 7849200496

Project Number: DRB2026-0004

BACKGROUND:

The City of Snoqualmie ("City") received an application for Type I Historical Design Review, dated March 17, 2026. The City determined the application to be complete on April 7, 2026, pursuant to SMC Section 14.30.050. The project is located at 8050 Railroad Ave SE and is within the Downtown Historic Overlay District ("Overlay District") and the Historic Downtown Commercial Landmark District ("Landmark District").

The project was initially presented to the Historic Design Review Board on April 20, 2026. In response to the Board's request, staff prepared this revised report to incorporate detailed consistency analysis, formal findings and staff conclusions, as well as recommended conditions if approved.

PROJECT DESCRIPTION:

This historical design review permit is for the placement of a shipping container located to the rear of the lot behind the existing building ("non-contributing" or non-historic). The shipping container received approval for temporary placement under building permit COM2025-016. The applicant is applying for Historical Design Review to allow the structure to be permanently placed on the property to be used as an ancillary use to the primary business. The shipping container is located less than ten feet (10') from the primary structure, pursuant to SMC 17.55.060.B.4, the structure is considered an addition to the primary structure.

The container will be outfitted with large commercial style windows, double entry doors, window/door trim, and exterior lighting. The rear façade of the existing building and the shipping container will be painted consistent with the Approved Exterior Color Palette. Exterior lighting will be installed to match the existing

lighting on the primary façade of the building. A cedar fence will be installed along the property line and will help screen the structure from Falls Avenue SE.

The following materials are provided in support of the Historical Design Review application: Application form (Attachment 1); Design Review Proposal (Attachment 2); Downtown Snoqualmie District and Overlay Map with Landmarks (Attachment 3); Approved Exterior Color Palette (Attachment 4).

OTHER PERMITS REQUIRED:

In addition to this Historical Design Review approval, permanent placement of, and improvements to, the shipping container will require a building permit. If any new signs are proposed in the future, the applicant will need to submit materials for Historical Design Review again and obtain a Sign Permit. Fencing shall be installed consistent with SMC 17.55.130. Fencing taller than 6' will require a building permit. The construction of commercial buildings under 10,000 sq. ft. is exempt from SEPA in accordance with Washington Administrative Code ("WAC") Subsection 197-11-800(1)(b)(iv) and SMC 19.04.110.A.3.

BUILDING HISTORY AND CONTEXT¹:

The existing structure on the site was constructed in 1953 and is designated a "non-contributing," or *non-historic*² structure. The building has been altered somewhat since that time. Shortly after the building's construction, a partial second story was added for an apartment. The original porch canopy had a flat roof; the current hipped roof was a later addition. Assessor's records indicate that the wood siding on the 1953 building may have originally been vertical rather than horizontal wood. Originally, a two-story wooden building with a false front (1901) stood on this site. Archibald Dry Goods occupied the building from c. 1908 until 1921, when it was purchased by F. Harding and operated as Harding's Dry Goods. In 1953, Harding's son tore down the 1901 building and constructed the current building. Harding's store continued in business in this location until 1994. Two shop spaces have since been created.

The property owners received a Type-I administrative Historic Design Review approval on June 23, 2025 for improvements to the exterior façade on Railroad Avenue (DRB2025-0003).

¹ Source: City of Snoqualmie Historic Commercial Landmark District Registration Form

² SMC 17.35.040(Y) defines "noncontributing building or site" as any building or site not specifically designated as a contributing building or site in a landmark district.

SCOPE OF AUTHORITY:

The Overlay District and the Landmark District are two separate (but overlapping) districts established in Chapter 17.35 SMC – Historic Overlay Zones and Landmarks. SMC 17.35.150(A) allows the director to refer review of a Type I project to the Historical Design Review Board. SMC 17.35.055 authorizes the Planning Commission to serve as the Historical Design Review Board.

PROJECT LOCATION:

The site is located between Railroad Avenue SE and Falls Avenue SE. The site and existing structure are considered “non-contributing,” or *non-historic*. Figure 1 below shows the sites location in relation to the Overlay District and the Landmark District.

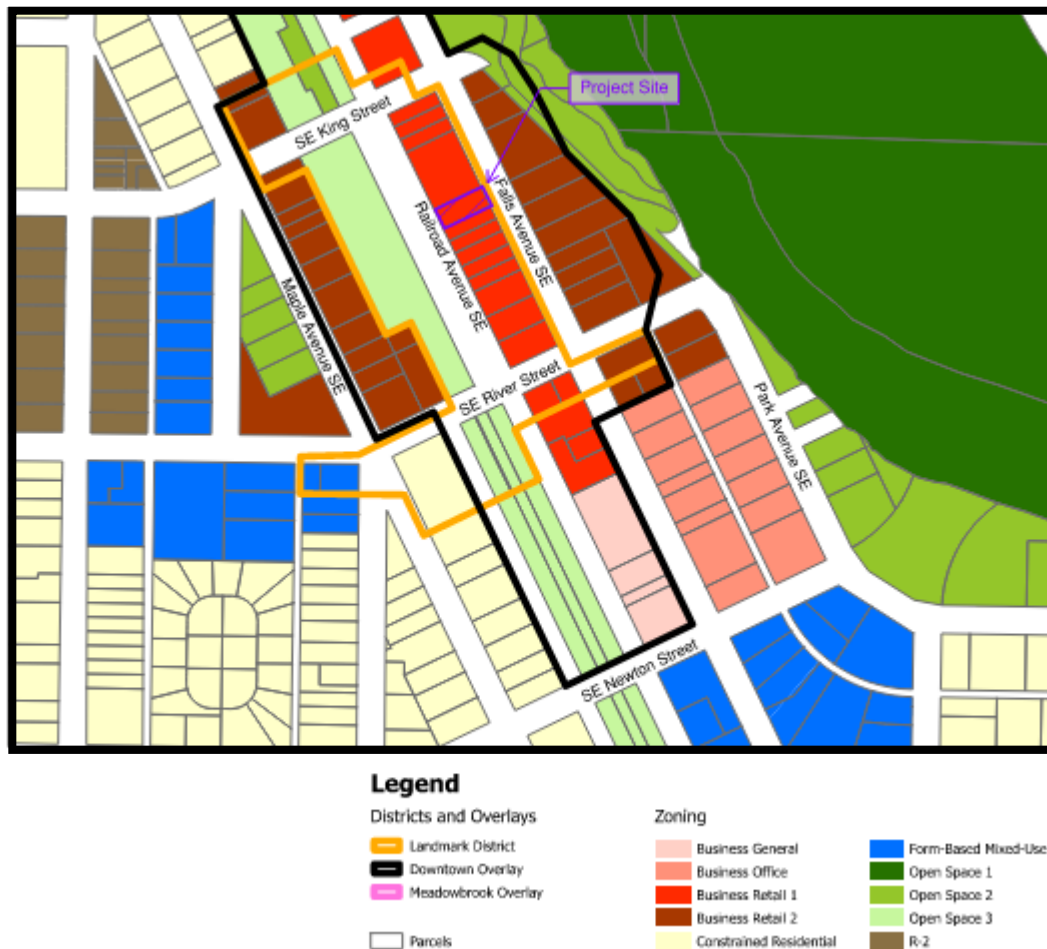


Figure 1: Map of the Snoqualmie Historic Downtown Commercial Landmark District

REVIEW CRITERIA

Use, Bulk and Dimensional Regulations:

The Site is located within the Business Retail 1(BR-1) zoning district. Pursuant to SMC 17.55.020, the existing use, Retail Sales, is permitted within the district. The proposed addition will provide ancillary office space and storage for the primary retail use. Dimensional standards for commercial districts are provided in SMC 17.20.040. The following dimensional standards apply to all new structures and additions within the BR-1 zoning district; the proposal complies with the standards as proposed.

	Standard	Proposed
Minimum Front Yard	0'	N/A
Minimum Side Yard Setback	0'	0'
Minimum Rear Yard Setback	0'	3'
Maximum Height of Structure	35'	9' 6"
Maximum Impervious Surface	100%	100%

Historic Design Review:

As noted above, because the proposed storage container is located less than 10 feet from the primary structure, it is considered an “addition” to the existing structure on the property. Pursuant to SMC 17.35.120.A.5, all additions to noncontributing buildings or structures require Type I Historical Design Review. Under SMC 17.35.130, no work may be commenced on a project for which Historical Design Review is required until Historical Design Review approval is obtained, and no building permit may be issued for building, grading, or demolition.

Type I projects are evaluated against the purposes of the historic districts as described in SMC 17.35.020; the objectives and principles of Historic Design Review as described in SMC 17.35.180; the general standards provided in SMC 17.35.190; and the architectural design standards set forth in SMC 17.35.210. The purposes, objectives, principles, and standards within these subsections are established to ensure that development activities meet the objectives and principles of the Overlay District and Landmark District. Many of the standards provided in these subsections apply to the maintenance, modification, and construction of contributing buildings. Yet the objectives and standards that apply to non-contributing buildings remain vitally important to the purposes of SMC Chapter 17.35. They aim to ensure that construction activities are designed to enhance, but not mimic, the historic character of the downtown, by using forms, details, colors and materials similar to those of contributing buildings or structures. SMC 17.35.180.C. New additions and exterior work must be designed so that they are “differentiated from the old, while remaining compatible with the massing, size, scale and architectural features of the old sections.” SMC 17.35.190.J. The overall objective is to preserve historic buildings and the unique sense of place that make Snoqualmie distinctive and attractive. SMC 17.35.180.A.

Staff Response: The rear façade of the existing building, along with the shipping container addition, will be painted with colors selected from the Approved Exterior Color Palette (rear façade: Rookwood Dark Green – SW 2816; and accent/trim: Black – BM 2132-10). The proposed shipping container will not alter the existing roof line. These elements of the applicant’s proposal are consistent with some of the principles found in SMC 17.35.190.C, which provides that any changes to post-1940 buildings shall reflect, to the extent possible, the features and character of the surrounding structures and overall historic overlay zone, such as through roof configuration, window and door type and placement, and color selection.

However, the proposed shipping container addition is inconsistent in several important ways from other objectives, principles, and standards for Historic Design Review. Although the shipping container addition is proposed to include windows, window and door trim, and lighting consistent with the style of the existing building's primary façade, other elements of the project fail to meet the intent and objectives of the downtown historic overlay zone. Key concerns regarding the shipping container project include the following:

- 1) Incompatible materials and texture
 - The exposed corrugated steel is a distinctly industrial material that does not align with the historic material palette of the district.
 - Even if painted, the form and texture remain visually discordant, drawing attention rather than blending with the historic fabric.
- 2) Failure to meet "compatible but differentiated" standard
 - While differentiation is appropriate, the design reads as an industrial object attached to a historic building, not as a compatible addition.
- 3) Window pattern and proportions conflict with historic character
 - Cut-in container windows typically lack the vertical proportion, alignment, and rhythm found in historic structures.
 - This disrupts the visual coherence that the code seeks to preserve.
- 4) Adverse impact on the integrity of the contributing structure
 - The addition introduces a competing visual element that diminishes the historic building's prominence.
- 5) Precedent risk within the Landmark District
 - Approval would establish an expectation that industrial-style additions could be approved in Historic Design Review despite being inconsistent with the district's preservation goals.
 - Over time, a succession of similar additions risks eroding the cohesive historic character the municipal code is intended to protect.
- 6) Availability of feasible, less impactful alternatives
 - Additions can be designed in ways that are clearly modern, while still compatible with the historic context.
 - Because viable alternatives exist, this design represents an unnecessary departure from applicable standards.

A mitigating factor for these incompatibilities is that the proposed addition is located at the backside of the existing building and is not visible from the primary street frontage (Railroad Avenue). The proposed fence will reduce the visibility of the shipping container along Falls Ave SE; however, the ability to screen the proposed shipping container is not a reason to support its approval under Historic Design Review. Screening may be allowed and even encouraged for certain elements of a historic site, but the ability to fence around certain necessary uses or elements of a site that "tend to be unsightly" is not a mark in favor of approving incompatible development. See SMC 17.35.200.D.6.

Other design review standards found in SMC 17.35.190 are not applicable to this application, except where noted below:

- A. Retain and preserve the historic character of contributing buildings. Avoid removal of historic materials or alteration of the features that characterize the property.*

Staff Response: Not applicable. The proposed improvements are to a non-contributing building.

- B. Make changes to any building or structure constructed prior to 1940 as authentic as possible, based upon that building's own history and materials. Preserve pre-1940 era changes to an original building if such changes have historic significance of themselves or are good examples of that era. For buildings constructed prior to 1940, changes should reflect the building's earlier appearance as shown in pre-1940 photographs. Materials, style and detailing should reflect this period as much as possible.*

Staff Response: Not applicable. According to the City of Snoqualmie Historic Commercial Landmark District Registration Form (hereby referred to as the "registration form"), the building was built in 1953.

- C. Any changes to a post-1940 building shall reflect to the extent possible the features and character of the surrounding structures and overall historic overlay zone in which it is located. This shall be accomplished through size, massing and setback, roof configuration, window and door type and placement, materials and color.*

Staff Response: See discussion above.

- D. Prior to maintenance or repair work, each building's historic features shall be identified, and a plan developed to retain, maintain and repair such historic features. The identification of historic features shall be based upon the use of photographs from different periods, if possible, to understand the historic development of the building, its style and features and its uses.*

Staff Response: Not applicable.

- E. Repair rather than remove or replace deteriorated historic features. If replacement is necessary, use a new feature that matches the old feature in design, texture, color and other visual qualities, and where possible, matches the original materials.*

Staff Response: Not applicable.

- F. Avoid changes that create a false sense of history, such as the addition of architectural features from another era. Respect the physical record of each building's own time, place and past uses. If a feature is missing, replace it only if there is physical or historical evidence demonstrating the original appearance.*

Staff Response: Not Applicable.

- G. Preserve distinctive features, finishes or examples of craftsmanship or construction techniques that are characteristics of the property.*

Staff Response: Not applicable. The project does not contemplate any changes to distinctive features, finishes, or examples of craftsmanship or construction techniques that are characteristic of the existing site.

- H. Use the gentlest means possible to clean all surfaces. Avoid irreversible damage by improper cleaning of historic materials, such as sandblasting of brick.*

Staff Response: Not applicable.

- I. Preserve a building's character even if its interior use changes. If property is no longer used for its historic use, adopt methods to ensure that the new use minimizes changes to the building's defining characteristics and surroundings.*

Staff Response: Not applicable.

- J. Design new additions and exterior alterations to preserve historic materials. New work shall be designed so that it is differentiated from the old and is compatible with the massing, size, scale and architectural features of the old sections.*

Staff Response: The proposed addition will not be structurally attached to the existing building and will not alter/remove any existing materials. Limited compatibility is achieved through a shared scale, height, and massing profile, but cut-in container windows typically lack the vertical proportion, alignment, and rhythm found in historic structures. Even though the modern materials provide the necessary differentiation to prevent the addition from being mistaken for the original historic structure, the proposed shipping container addition reads as an industrial object attached to a historic building, not as a compatible addition. The exposed corrugated steel is a distinctly industrial material that does not align with the historic material palette of the district.

- K. Design new additions or alterations such that, if they were to be removed in the future, the essential form and historic integrity of the property would be unimpaired.*

Staff Response: The lack of compatibility would be partially mitigated by the fact that the proposed shipping container addition will not be structurally attached to the existing building and could be removed from the site in the future with no impact to the 1953 building.

The other architectural design standards found in SMC 17.35.210 are not applicable to this application, except where noted below:

- A. Construct new or replacement structures to be similar to but not mimic other existing contributing structures in the district. Use architectural styles and materials representative of the pre-World War II era.*

Staff Response: Not applicable. The project involves an addition to an existing non-contributing structure within the Landmark District. No new or replacement structures are proposed.

- B. Continue the pattern of massing, height, bulk and setbacks established by the existing pre-World War II structures. All new commercial or industrial structures shall relate specifically in style, massing, materials and fenestration to at least one contributing structure, preferably to one in close proximity to the new structure.*

Not applicable. Not applicable. The proposed addition is to an existing non-contributing structure within the Landmarks District. No new commercial or industrial structures are proposed.

- C. Building height shall be governed by applicable zoning standards in SMC 17.20.040.*

Staff Response. The proposed addition will be consistent with the maximum building height for the BR-1 zone. Maximum building height is 35'.

- D. Organize commercial building facades with the three-part horizontal division and vertical columns typically found in Snoqualmie's pre-World War II structures. Primary facades should have a clear base, middle and top. Box-like designs should be avoided.*

Staff Response: Not applicable. The existing building is not a pre-World War II structure.

- E. Emphasize primary building entrances with a recessed entry and transom windows.*

Staff Response: Not applicable.

- F. Break up street-facing walls more than 30 feet wide with recesses, columns, bays or entryways. Avoid long uninterrupted walls.*

Staff Response: Not applicable.

- G. Design and maintain rooflines to reflect traditional commercial roof configurations and pitches found in contributing buildings. These configurations include gabled, flat and shed-roof styles, usually with a decorative parapet wall.*

Staff Response: Not applicable. There are no proposed changes to the primary roofline of the building.

- H. Accent the roofline with a dominant parapet wall in one of the styles commonly found in Snoqualmie. The most common styles include pediment, cornice molding, cresting and stepped front.*

Staff Response: Not applicable. There are no proposed changes to the primary roofline of the building

- I. Make details on each building appropriate to its style. Most buildings are simple in style with minimal detailing.*

Staff Response: This criterion is met in some respects, but not in others, as discussed above.

- J. Use traditional finish materials found in the Snoqualmie historic area, including brick, stucco, and horizontal or vertical wood siding. Modern materials and synthetic substitutes are to be avoided where they are easily visible from the street.*

Staff Response: Corrugated steel is not a traditional finish material, even though it can be found on some neighboring structures, such as the Railroad Building (8125 Falls Ave SE) and 100 Falls Avenue. The applicant proposes to paint the container to match the building's rear façade to better disguise the corrugated steel's lack of harmony with the primary building. Additionally, a proposed fence along the rear property boundary would provide visual buffering to reduce visibility from Falls Avenue.

- K. *If synthetic siding is used where it is not easily visible, it shall conform to the existing siding in dimension, profile and relationship to corner boards, window trim and other architectural details. Trim or details shall not be permanently removed.*

Staff Response: Not applicable. Synthetic siding materials are not being proposed for this shipping container addition.

- L. *On Railroad Avenue, include an awning or other sidewalk covering suitable to the style of the building, consistent with the awning and canopy standards set forth in the next section.*

Staff Response: Not applicable.

- M. *Choose paint and material colors appropriate to the style and setting of the building. Colors should coordinate with the entire facade and not conflict with adjacent buildings. Color schemes should be simple, in keeping with the community's history. The historic design review board shall establish an approved color palette, which shall be maintained by the historic preservation officer and be available for public inspection and use.*

Staff Response: As noted above, the project adheres to the updated Approved Exterior Color Palette. Both the existing rear façade and the proposed new addition will be finished in the following approved tones:

- o Rear Façade: Rookwood Dark Green (SW 2816)
- o Accent/Trim: Black (BM 2132-10)

- N. *Assure that rooftop mechanical equipment is not visible from the street.*

Staff Response: As conditioned, this criterion is met. The project will be required to screen all new roof top mechanical equipment. Consistency with this standard will be reviewed under the subsequent building permit. All screening materials shall be installed prior to final inspection.

- O. *Retain original window and door openings, keeping the original placement, size and spacing. Whenever possible, repair and re-use original openings and trim, including glass, sash, lintels and sills, steps, doors and hardware.*

Staff Response: Not applicable.

- P. *Retain original types and styles of windows, such as doublehung, casement or large commercial. Avoid modern window styles.*

Staff Response: Not applicable. The Project does not propose to replace or eliminate windows on the existing or proposed structures.

- Q. *Provide generous amounts of clear glass for the ground floor of buildings facing sidewalks to allow passersby to see into the building. Include windows on the second floors of street-facing facades. Alignment, proportions and groupings of windows should relate to the first floor building elements. Windows should have detailing suitable to the building's style and materials.*

Staff Response: The Project cannot meet this architectural standard because the proposed addition is located on the backside of the property with a cedar fence screening the shipping container from the sidewalk on Falls Avenue. Passersby will not be able to see into the proposed addition from the street.

- R. *Avoid the use of vinyl or other synthetic materials, or anodized aluminum, on window or door frames on the principal facade.*

Staff Response: Not applicable. No changes are proposed to the primary façade of the building.

- S. *Use replacement glass when needed of similar size, color and reflective quality as the original.*

Staff Response: Not applicable.

- T. *Design exterior lighting to enhance the building design, with fixtures of a design and size suitable to the building's style. Excessively bright or colored lighting is prohibited, except for temporary holiday decorations.*

Staff Response: The proposed lighting will be consistent with the fixtures approved under DRB2025-0003 along Railroad Avenue.

STAFF SUMMARY AND CONCLUSIONS:

For the foregoing reasons, Staff finds that the application, on balance, does not satisfy the municipal code's requirements to preserve the historic character and ensure compatible additions to historic structures within the Overlay District and Landmark District described by SMC 17.35. Therefore, Staff cannot recommend a favorable decision to allow the shipping container addition at 8050 Railroad Avenue SE under permit DRB2026-0004.

The Historical Design Review Board may approve, approve with conditions, or deny the proposed development. If approved with conditions, the Historical Design Review Board may require that such conditions be fulfilled prior to the issuance of a building or occupancy permit, where appropriate.

The Historical Design Review Board may deny the proposed development plans if they do not satisfy the requirements of Chapter 17.35 SMC.

If, however, the Board disagrees with staff's conclusions and determines that the Historical Design Review should be approved, Staff recommends imposing the following conditions:

1. If any additional work to the front or rear structures is proposed, a building permit is required. No work onsite shall take place until approval of all associated permits.
2. If any new signs are proposed in the future, the applicant will need to submit materials for Historical Design Review and obtain a Sign Permit.
3. Fencing shall be installed consistent with SMC 17.55.130. Fencing over 6' tall shall obtain a building permit prior to installation.
4. Rooftop mechanical equipment shall be screened from view. The screening materials shall be reviewed and approved by the Community Development Director. All screening materials shall be installed prior to final inspection.

DESIGN REVIEW BOARD DECISION:

— *The Historical Design Review Board adopts the staff report above as its findings and conclusions for this project, DRB2026-0004, and therefore **DENIES** the application.*

— *The Historical Design Review Board adopts the staff report above as its findings and conclusions for this project, DRB2026-0004, and therefore **APPROVES** the application with the following recommended conditions:*

1. If any additional work to the front or rear structures is proposed, a building permit is required. No work onsite shall take place until approval of all associated permits.
2. If any new signs are proposed in the future, the applicant will need to submit materials for Historical Design Review and obtain a Sign Permit.
3. Fencing shall be installed consistent with SMC 17.55.130. Fencing over 6' tall shall obtain a building permit prior to installation.
4. Rooftop mechanical equipment shall be screened from view. The screening materials shall be reviewed and approved by the Community Development Director. All screening materials shall be installed prior to final inspection.

Ashley Kilcup
Chair, Planning Commission
(sitting as the Historical Design Review Board per SMC 17.35.055)

Date

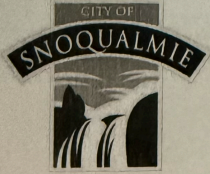
APPEAL:

Pursuant to SMC 17.35.170, The findings and decision of the historic preservation officer for a Type I project, and the findings and decision of the historical design review board for a Type II or Type III project, may be appealed to the hearing examiner by filing a notice of appeal as specified in Chapter 14.40 SMC. The hearing examiner shall render their decision on the appeal per Chapters 2.14 and 14.40 SMC.

Pursuant to SMC 14.10, all appeals shall be filed within 14 days of the Notice of Decision. Appeals must be received by the community development department prior to 5:00 p.m. on the last day of the appeal period.

Attachments.

1. Application form, dated 03/17/2026
2. Design Review Proposal, revised 4/24/2026
3. Downtown Snoqualmie District and Overlay Map with Landmarks
4. Approved Exterior Color Palette (2025)



Community Development Department

City of Snoqualmie
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Snoqualmie, Washington 98065
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Attachment 1

DESIGN REVIEW APPLICATION

Project Name: 80SD Storage container	
Brief Description of Project: attach storage container to back of 80SD for retail storage/office for mini T.	
Applicant/Agent Name: Zhanna Bogomaz	
Applicant/Agent Address (City, State, Zip): 1550 Redmond Fall City Rd. NE Redmond WA	
Phone Number: 425-231-9434	Email: Zhanna@bogomaz2LLC.com
Parcel Address(es): 80SD 80SD Railroad Ave SE	
Parcel Number(s): 7849200496	
Legal Owner(s): Submit notarized documentation that all property owners agree to the proposed land use action. Note: The following information is the be completed if property owner is different from applicant.	
Property Owner(s): same ↑	
Phone Number:	Email:
Property Owner Address (City, State, Zip):	

By my signature, I certify that I have reviewed all submittals for completeness and accuracy.

Signature of Applicant: [Signature] Date: 3/15/26

Signature of Property Owner: [Signature] Date: 3/15/26

8050 Railroad Ave

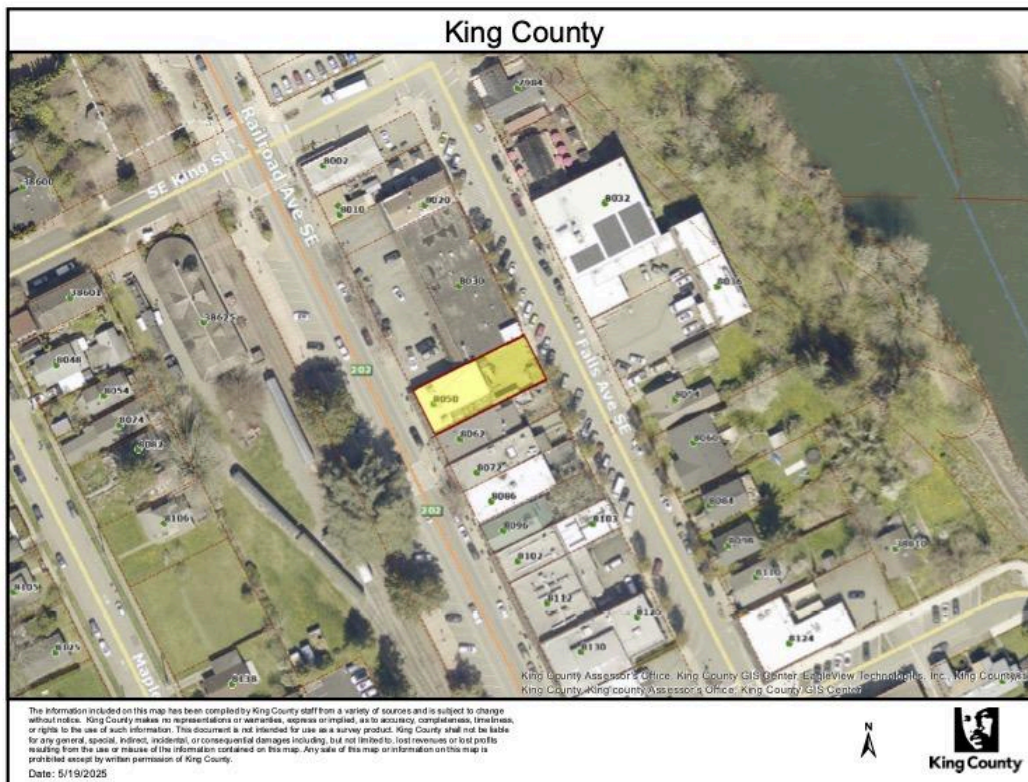
March 15, 2026

OVERVIEW

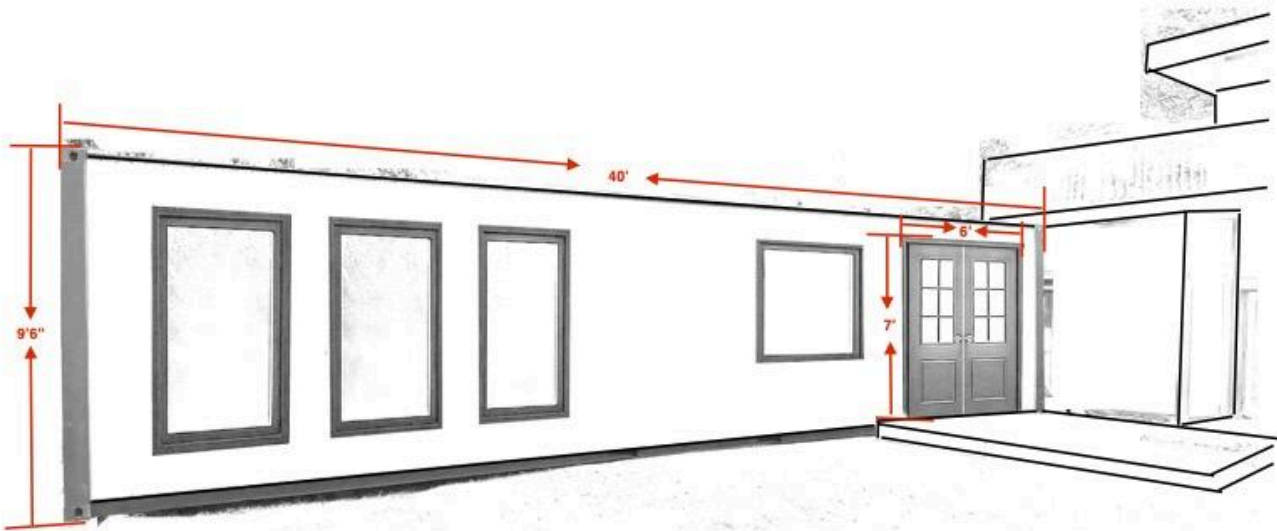
We are submitting an application for the design board review TYPE I. This is a proposal to use this addition as temporary for the next couple of years. We hope to build out the building to abut Falls and that will mirror the front of the current 8050 front facade. We also hope to add a second story with more housing units.

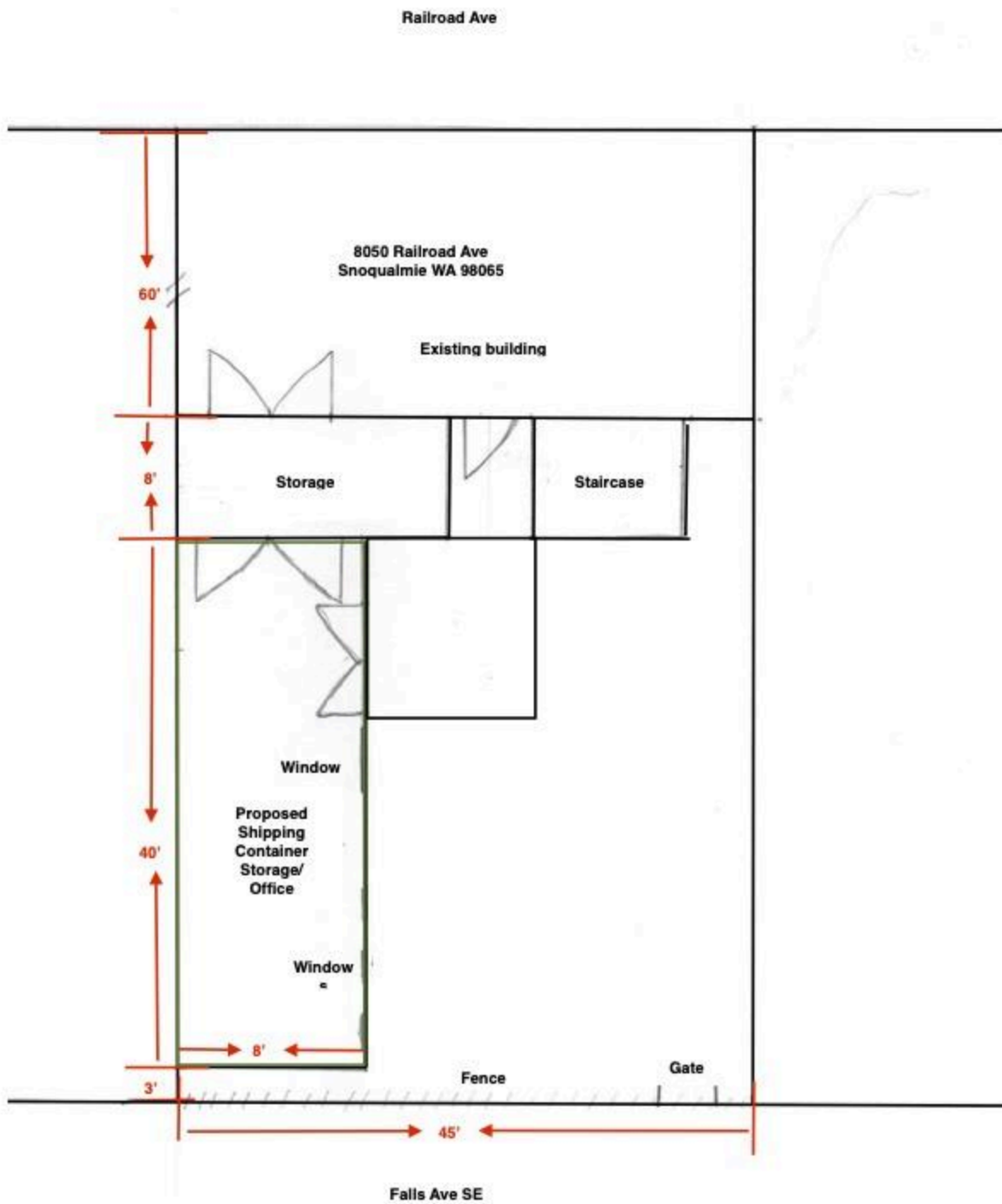
- Place an outfitted container on the gravel back lot for storage and back office space to Mini Treehouse..

SITE PLAN



ELEVATION: 9'6 high. See details. The container will attach to the existing building.





MATERIAL

Building: Painted container from approved color palette (Rookwood DarkGreen (SW 2816), with approved black trim (Black(BM 2132-10)

We will also make windows and doors with black trim windows as the current front of 8050. Lighting the same as previously approved for front of 8050. Photo of light at the end of this report.

The existing fence will be reinstalled along the property line. Cedar fencing.



CONTAINER for Storage

Placed on the back gravel lot. 10x40



LIGHTING: Will Add lighting to the exterior of the container.



SMC 17.35.190 Standards of General Applicability

The following standards apply to all regulated improvements:

- A. *Retain and preserve the historic character of contributing buildings. Avoid removal of historic materials or alteration of the features that characterize the property.*

Not applicable.

- B. *Make changes to any building or structure constructed prior to 1940 as authentic as possible, based upon that building's own history and materials. Preserve pre-1940 era changes to an original building if such changes have historic significance of themselves or are good examples of that era. For buildings constructed prior to 1940, changes should reflect the building's earlier appearance as shown in pre-1940 photographs. Materials, style and detailing should reflect this period as much as possible.*

Not applicable.

- C. *Any changes to post-1940 building shall reflect to the extent possible the features and character of the surrounding structures and overall historic overlay zone in which it is located. This shall be accomplished through size, massing and setback, roof configuration, window and door type and placement, materials and color.*

Applicant Response: We are staying consistent with the existing structure and will maintain window type, entry doors, light fixtures to match the existing structure. We will use approved color palette and will make sure the addition matches the existing.

Furthermore, the project adheres to the updated Approved Exterior Color Palette established by Resolution No. 1721. Both the existing rear façade and the new addition will be finished in the following approved tones to ensure visual harmony with the historic district:

- Rear Façade: Rookwood Dark Green (SW 2816)
- Accent/Trim: Black (BM 2132-10)

- D. *Prior to maintenance or repair work, each building's historic features shall be identified, and a plan developed to retain, maintain and repair such historic features. The identification of historic features shall be based upon the use of photographs from different periods, if possible, to understand the historic development of the building, its style and features and its uses.*

Not applicable.

- E. *Repair rather than remove or replace deteriorated historic features. If replacement is necessary, use a new feature that matches the old feature in design, texture, color and other visual qualities, and where possible, matches the original materials.*

Not applicable.

- F. *Avoid changes that create a false sense of history, such as the addition of architectural features from another era. Respect the physical record of each building's own time, place and past uses.*

If a feature is missing, replace it only if there is physical or historical evidence demonstrating the original appearance.

Not Applicable.

- G. Preserve distinctive features, finishes or examples of craftsmanship or construction techniques that are characteristics of the property.*

Applicant Response: We are incorporating commercial style windows, doors and finish that align with the characteristics of the property. Most rear buildings along Falls Ave actually do not have windows or doors. Most are concrete walls, wood siding, and even garage doors/industrial back doors.

- H. Use the gentlest means possible to clean all surfaces. Avoid irreversible damage by improper*

Not applicable.

- I. Preserve a building's character even if its interior use changes. If property is no longer used for its historic use, adopt methods to ensure that the new use minimizes changes to the building's defining characteristics and surroundings.*

Not applicable.

- J. Design new additions and exterior alterations to preserve historic materials. New work shall be designed so that it is differentiated from the old and is compatible with the massing, size, scale and architectural features of the old sections.*

Applicant Response: The existing structure will not be altered but compatible with the addition. Again, using commercial windows, matching trim profiles and lighting.

- K. Design new additions or alterations such that, if they were to be removed in the future, the essential form and historic integrity of the property would be unimpaired.*

Applicant Response: This structure is meant to be temporary. We have plans to develop this site within the next couple of years. We hope to extend the building to mirror the current Railroad frontage as well as add housing units upstairs to create more housing in town. A section of this space will be used as the back office room and storage for Mini Treehouse, therefore the container will be removed when the construction of the site starts. We hope to start working with an architect late this year to start figuring out the design and steps forward. Because the investment is substantial, the project will take a couple of years to complete. We are looking at 2-4 years for completion.

The temporary addition will work as office space and storage for the current retail store Mini Treehouse. Currently, the store has no back office or any storage at all.

SMC 17.35.210 Architectural Design Standards

The following architectural design standards are established in order to ensure that remodeling, new construction and other alterations enhance the district's pre-World War II building fabric and sense of place:

- A. *Construct new or replacement structures to be similar to but not mimic other existing contributing structures in the district. Use architectural styles and materials representative of the pre-World War II era.*

Not applicable.

- B. *Continue the pattern of massing, height, bulk and setbacks established by the existing pre-World War II structures. All new commercial or industrial structures shall relate specifically in style, massing, materials and fenestration to at least one contributing structure, preferably to one in close proximity to the new structure.*

Not applicable.

- C. *Building height shall be governed by applicable zoning standards in SMC 17.20.040.*

Applicant Response: We are consistent with building height.

- D. *Organize commercial building facades with the three-part horizontal division and vertical columns typically found in Snoqualmie's pre-World War II structures. Primary facades should have a clear base, middle and top. Box-like designs should be avoided.*

Applicant Response: the addition is not primary therefore no impact.

- E. *Emphasize primary building entrances with a recessed entry and transom windows.*

Not applicable

- F. *Break up street-facing walls more than 30 feet wide with recesses, columns, bays or entryways. Avoid long uninterrupted walls.*

Not applicable.

- G. *Design and maintain rooflines to reflect traditional commercial roof configurations and pitches found in contributing buildings. These configurations include gabled, flat and shed-roof styles, usually with a decorative parapet wall.*

Not applicable.

- H. *Accent the roofline with a dominant parapet wall in one of the styles commonly found in Snoqualmie. The most common styles include pediment, cornice molding, cresting and stepped front.*

Not applicable.

- I. *Make details on each building appropriate to its style. Most buildings are simple in style with minimal detailing.*

Applicant Response: We are very simple in style with minimal detailing.

- J. *Use traditional finish materials found in the Snoqualmie historic area, including brick, stucco, and horizontal or vertical wood siding. Modern materials and synthetic substitutes are to be avoided where they are easily visible from the street.*

Applicant Response: Steel is used on multiple building on Falls and Railroad therefore it's an established material. We will paint the container to match the facade of existing building as well as plan to build a fence and gate so that material is not easily seen from Falls.

- K. *If synthetic siding is used where it is not easily visible, it shall conform to the existing siding in dimension, profile and relationship to corner boards, window trim and other architectural details. Trim or details shall not be permanently removed.*

Applicant Response: We are proposing the vertical steel to match the siding on the existing building.

- L. *On Railroad Avenue, include an awning or other sidewalk covering suitable to the style of the building, consistent with the awning and canopy standards set forth in the next section.*

Not applicable.

- M. *Choose paint and material colors appropriate to the style and setting of the building. Colors should coordinate with the entire facade and not conflict with adjacent buildings. Color schemes should be simple, in keeping with the community's history. The historic design review board shall establish an approved color palette, which shall be maintained by the historic preservation officer and be available for public inspection and use.*

Applicant Response: The color schemes are consistent with the approved color palette.

- N. *Assure that rooftop mechanical equipment is not visible from the street.*

Applicant Response: No mechanical equipment will be visible from the street.

- O. *Retain original window and door openings, keeping the original placement, size and spacing. Whenever possible, repair and re-use original openings and trim, including glass, sash, lintels and sills, steps, doors and hardware.*

Not applicable.

- P. *Retain original types and styles of windows, such as doublehung, casement or large commercial. Avoid modern window styles.*

- Q. *Provide generous amounts of clear glass for the ground floor of buildings facing sidewalks to allow passersby to see into the building. Include windows on the second floors of street-facing facades. Alignment, proportions and groupings of windows should relate to the first floor building elements. Windows should have detailing suitable to the building's style and materials.*

Applicant Response: The fence will be right up against the addition. Placing a window right into the fence seems like an unnecessary expense especially since this will be piled high with storage boxes. The other side of the addition does have windows and doors and lots of glass.

- R. *Avoid the use of vinyl or other synthetic materials, or anodized aluminum, on window or door frames on the principal facade.*

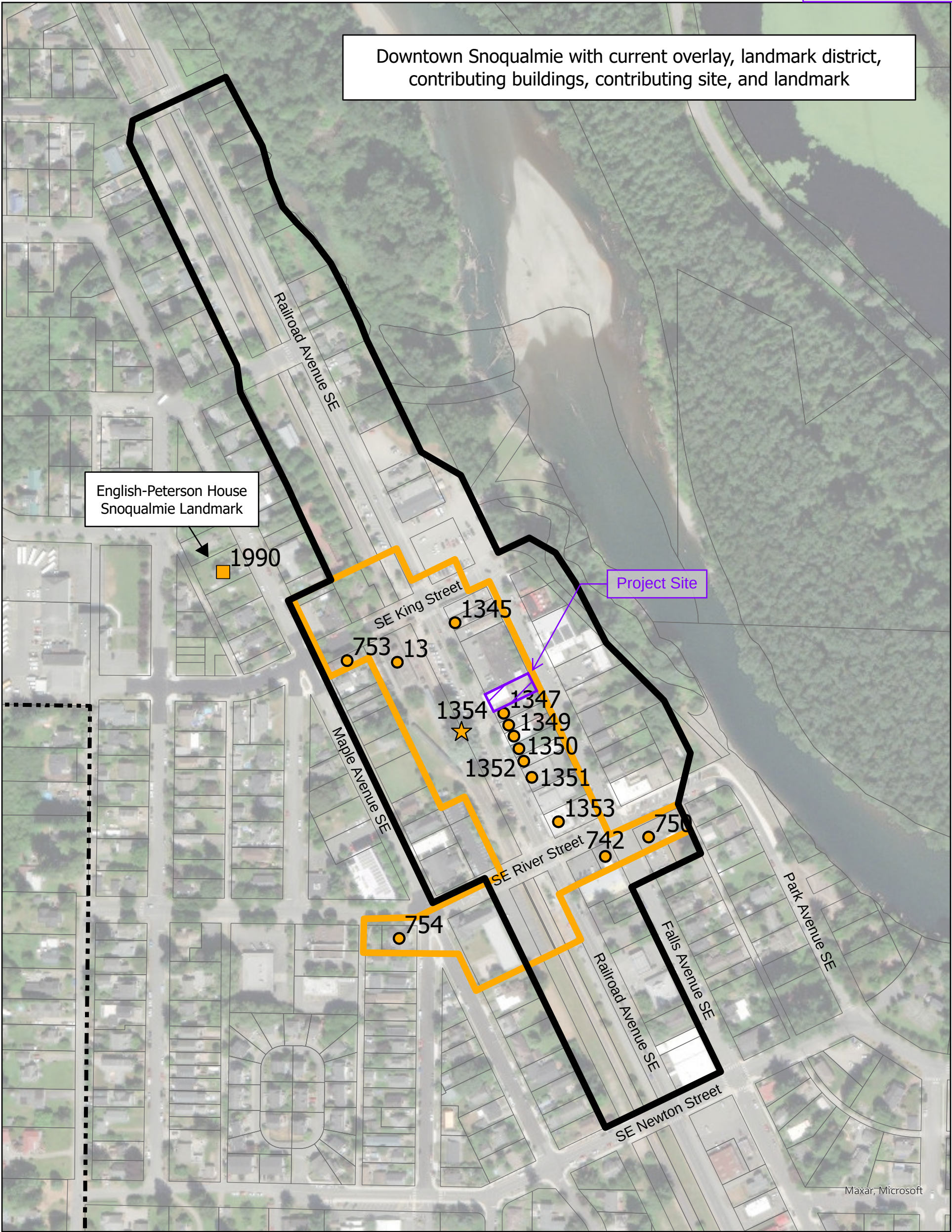
Applicant Response: The windows will be aluminum as this is what most windows are in historic district now. Wood windows are insanely expensive and this has been approved on multiple buildings as a substitute.

- S. *Use replacement glass when needed of similar size, color and reflective quality as the original.*

Not applicable.

- T. *Design exterior lighting to enhance the building design, with fixtures of a design and size suitable to the building's style. Excessively bright or colored lighting is prohibited, except for temporary holiday decorations.*

Applicant Response: We will use the same lighting as the front of the building, a photo is provided in my application packet.



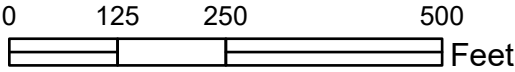
Legend

Districts and Overlays

-  Landmark District
-  Downtown Overlay
-  City Limits
-  Parcels

Landmark Type

-  Contributing Building
-  Contributing Site
-  Landmark





APPROVED EXTERIOR COLOR PALETTE

as applicable in Chapter 17.35 SMC

Attachment 4

Item 2.

Basic
Building
Shell

Trim and/or
Accent
Max. 10% of Facade

BROWNS, GRAYS, & NEUTRALS



Renwick Rose Beige
(SW 2804)
RGB: 175, 136, 113
Hex Value: #AF8871



Downing Sand
(SW 2822)
RGB: 203, 188, 165
Hex Value: #CBBCA5



Downing Earth
(SW 2820)
RGB: 136, 123, 103
Hex Value: #887B67



Downing Stone
(SW 2821)
RGB: 166, 163, 151
Hex Value: #A6A397



Downing Straw
(SW 2813)
RGB: 202, 171, 125
Hex Value: #CAAB7D



Renwick Beige
(SW 2805)
RGB: 195, 176, 157
Hex Value: #C3B09D



Rookwood Brown
(SW 2806)
RGB: 127, 97, 74
Hex Value: #7F614A



Rookwood Medium
Brown (SW 2807)
RGB: 110, 82, 65
Hex Value: #6E5241



Rookwood Dark
Brown (SW 2808)
RGB: 95, 77, 67
Hex Value: #5F4D43



Rookwood Antique
Gold (SW 2814)
RGB: 165, 130, 88
Hex Value: #A58258



Renwick Olive
(SW 2815)
RGB: 151, 137, 106
Hex Value: #97896A



Rookwood Clay
(SW 2823)
RGB: 154, 126, 100
Hex Value: #9A7E64



Decatur Buff
(BM HC-38)
RGB: 193, 167, 125
Hex Value: #C1A77D



Renwick Golden Oak
(SW 2824)
RGB: 150, 114, 76
Hex Value: #96724C



Renwick Heather
(SW 2818)
RGB: 139, 125, 123
Hex Value: #8B7D7B



Downing Slate
(SW 2819)
RGB: 119, 127, 134
Hex Value: #777F86



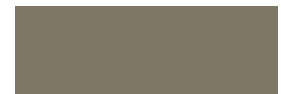
Kendall Charcoal
(BM HC-166)
RGB: 103, 102, 98
Hex Value: #676662



Ozark Shadows
(BM AC-26)
RGB: 182, 180, 172
Hex Value: #B6B4AC

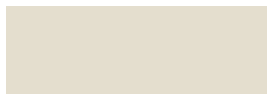


Hampshire Gray
(BM HC-101)
RGB: 144, 137, 114
Hex Value: #908972

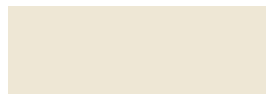


Cromwell Gray
(BM HC-103)
RGB: 127, 119, 102
Hex Value: #7F7766

WHITES & OFF-WHITES



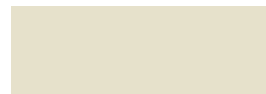
Sail Cloth
(BM OC-142)
RGB: 228, 222, 206
Hex Value: #E4DECE



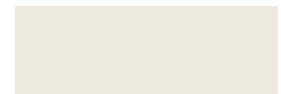
Navajo White
(BM OC-95)
RGB: 238, 231, 213
Hex Value: #EEE7D5



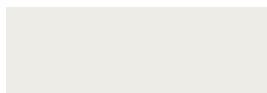
Edgecomb Gray
(BM HC-173)
RGB: 217, 211, 196
Hex Value: #D9D3C4



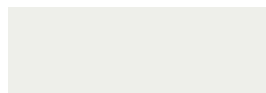
Lancaster Whitewash
(BM HC-174)
RGB: 230, 225, 203
Hex Value: #E6E1CB



Alabaster
(SW 7008)
RGB: 237, 234, 224
Hex Value: #EDEAE0



Pure White
(SW 7005)
RGB: 237, 236, 230
Hex Value: #EDECE6



Extra White
(SW 7006)
RGB: 238, 239, 234
Hex Value: #EEEEFEA



APPROVED EXTERIOR COLOR PALETTE

as applicable in Chapter 17.35 SMC

Attachment 4

Item 2.

Basic
Building
Shell

Trim and/or
Accent
Max. 10% of Facade

DARK SATURATED COLORS



Hodley Red
(BM HC-65)
RGB: 119, 77, 74
Hex Value: #774D4A



Rookwood Terra
Cotta (SW 2803)
RGB: 151, 88, 64
Hex Value: #975840



Rookwood Red
(SW 2802)
RGB: 98, 47, 45
Hex Value: #622F2D



Rookwood Dark Red
(SW 2801)
RGB: 75, 41, 41
Hex Value: #4B2929



Rookwood Amber
(SW 2817)
RGB: 192, 134, 80
Hex Value: #C08650



Rookwood Jade
(SW 2812)
RGB: 151, 159, 127
Hex Value: #979F7F



Rookwood Blue
Green (SW 2811)
RGB: 115, 132, 120
Hex Value: #738478



Rookwood Sash
Green (SW 2810)
RGB: 80, 106, 103
Hex Value: #506A67



Yorktowne Green
(BM HC-133)
RGB: 70, 90, 93
Hex Value: #465A5D



Rookwood Dark
Green (SW 2816)
RGB: 86, 92, 74
Hex Value: #565C4A



Newburyport Blue
(BM HC-155)
RGB: 70, 85, 102
Hex Value: #465566

EXTREMELY DARK COLORS



Rookwood Shutter
Green (SW 2809)
RGB: 48, 59, 57
Hex Value: #303B39



Essex Green
(BM HC-188)
RGB: 39, 54, 46
Hex Value: #27362E



Night Horizon
(BM 2134-10)
RGB: 75, 67, 61
Hex Value: #4B433D



Black Satin
(BM 2131-10)
RGB: 49, 52, 53
Hex Value: #313435



Black
(BM 2132-10)
RGB: 49, 49, 50
Hex Value: #313132



APPROVED EXTERIOR COLOR PALETTE

as applicable in Chapter 17.35 SMC

Basic
Building
Shell

Trim and/or
Accent
Max. 10% of Facade

PASTELS



Queen Anne Lilac
(SW 0021)
RGB: 192, 182, 180
Hex Value: #C0B6B4



Orchid
(SW 0071)
RGB: 188, 156, 158
Hex Value: #BC9C9E



Studio Mauve
(SW 0062)
RGB: 198, 185, 184
Hex Value: #C6B9B8



Dutch Tile Blue
(SW 0031)
RGB: 154, 171, 171
Hex Value: #9AABAB



Festoon Aqua
(SW 0019)
RGB: 160, 187, 184
Hex Value: #A0BBB8



Copen Blue
(SW 0068)
RGB: 194, 204, 196
Hex Value: #C2CCC4



Classical Yellow
(SW 2865)
RGB: 248, 212, 146
Hex Value: #F8D492



Belvedere Cream
(SW 0067)
RGB: 240, 205, 160
Hex Value: #F0CDA0



Sunbeam Yellow
(SW 0078)
RGB: 240, 211, 157
Hex Value: #F0D39D



Rachel Pink
(SW 0026)
RGB: 232, 185, 174
Hex Value: #E8B9AE



Cabbage Rose
(SW 0003)
RGB: 197, 159, 145
Hex Value: #C59F91



Pink Shadow
(SW 0070)
RGB: 222, 195, 185
Hex Value: #DEC3B9

BRIGHT COLORS



NOTES:

BM = Benjamin Moore

SW = Sherwin-Williams

Screens and printers change the appearance of the color swatches. Please use the name and number of Benjamin Moore or Sherwin-Williams paint to achieve the correct color. Most other paint brands are able to color match to Benjamin Moore or Sherwin-Williams name or number.



APPROVED EXTERIOR COLOR PALETTE

as applicable in Chapter 17.35 SMC

ADDITIONAL REGULATIONS

- A. The referenced muted and dark saturated colors, browns, grays, whites, or other neutral colors shall be utilized for the primary background of buildings/building shell.
- B. The referenced extremely dark colors and pastels shall be limited to trim and accents, generally no more than 10 percent of the facade.
- C. Bright, neon, florescent, or day-glow colors of any shade are prohibited.
- D. Contrasting colors shall be utilized for trim. For example, where a dark background color is used for the shell of the building, white trim works particularly well. Darker trim colors can be effective where lighter colors are used for the basic building shell.
- E. Consideration shall be given to contrasting the colors of new or remodeled buildings with the colors of the existing buildings in its vicinity.
- F. Avoid painting factory colors of stone and brick. Stone and brick provide naturally durable colors and finishes that would be lost or damaged if painted. Painting or staining of stone and brick is prohibited.
- G. All finished natural wood tones are permitted.
- H. Exception: If a historic color is found to have been used on an individual Snoqualmie Landmark or a contributing building within the Landmark District through the use of laboratory testing, this color shall be permitted in a similar manner.



TYPE I HISTORICAL DESIGN REVIEW

**Project Name: Mini Treehouse
Shipping Container
Site Address: 8050 Railroad Ave SE
Project Number: DRB2026-0004**

**Presented by Mona Davis, CED Director
July 20, 2026**



Background

Item 2.

December 1, 2025

- Applicant introduces the project to the Historic Design Review Board prior to the formal submittal of a design review application.

April 20, 2026

- Staff presented initial report and recommendations.
- DRB requests revised findings to support the project.

July 20, 2026

- Revised Staff Findings and Recommendations.
 - Detailed consistency analysis completed by staff and the applicant.
 - Formal findings.
 - Revised conditions of approval.



Site Plan

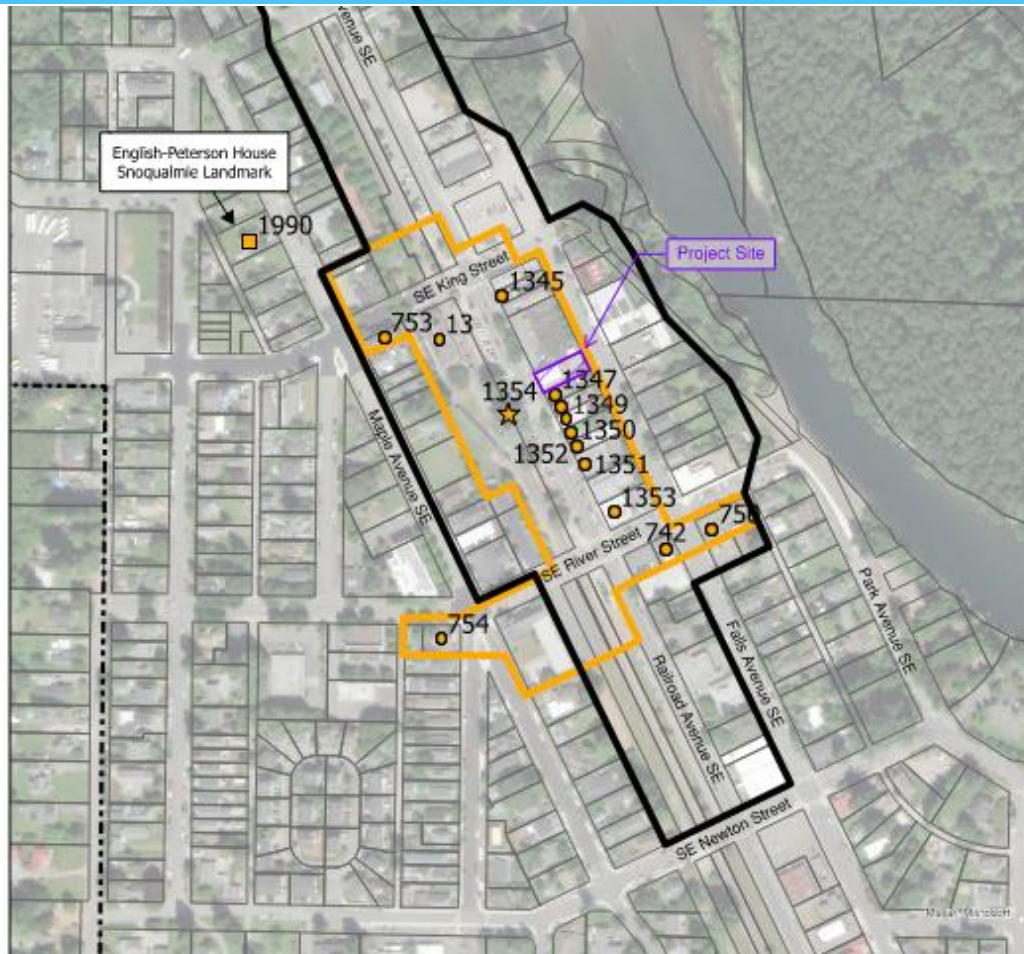
Item 2.





Historic Designation Map

Item 2.



Legend

Districts and Overlays

- Landmark District
- Downtown Overlay
- City Limits
- Parcels

Landmark Type

- Contributing Building
- Contributing Site
- Landmark



Existing Conditions

Item 2.





Proposed

Item 2.



Rookwood Dark
Green (SW 2816)
RGB: 86, 92, 74
Hex Value: #565C4A



Black
(BM 2132-10)
RGB: 49, 49, 50
Hex Value: #313132

Conclusions & Next Steps



Staff concludes that the application, on balance, does not satisfy the Municipal Code's requirements to preserve the historic character and ensure compatible additions to historic structures within the Overlay District and Landmark District described by SMC 17.35. Therefore, Staff cannot recommend a favorable decision to allow the shipping container addition at 8050 Railroad Avenue SE.

The Historical Design Review Board may approve, approve with conditions, or deny the proposed development if the proposal doesn't satisfy the requirements of Chapter 17.35 SMC.

If approved or approved with conditions, the Historical Design Review Board may require that such conditions be fulfilled prior to the issuance of a building or occupancy permit, where appropriate.



Thank You

Questions?

Contact: mdavis@snoqualmiewa.com

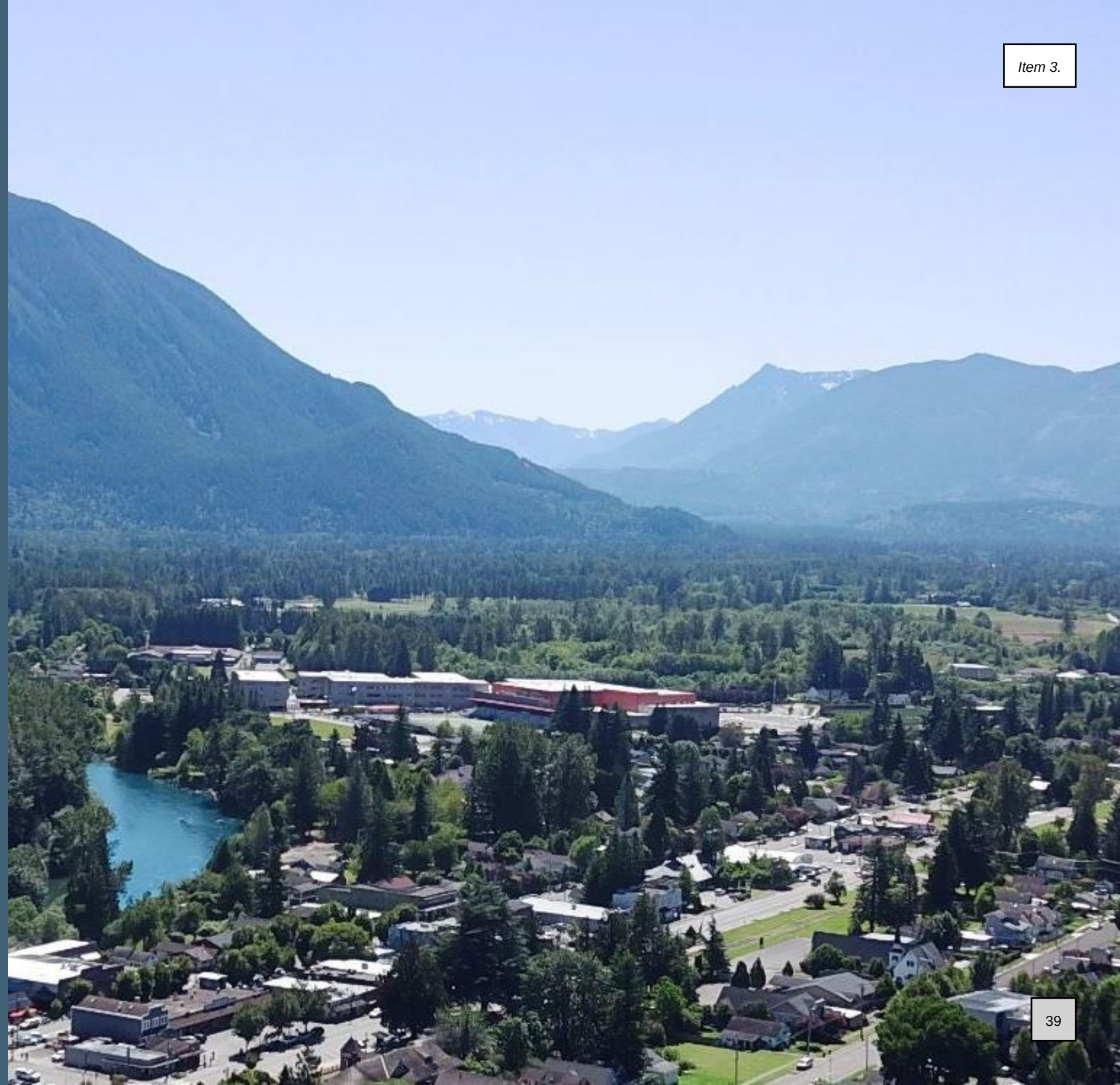
www.snoqualmiewa.gov



2026 Comprehensive Plan Updates

City of Snoqualmie

July 20, 2026



Agenda

- Comprehensive Plan audit - issues and options
- Land capacity analysis and zoning concepts
- Snoqualmie Ridge zoning map
- Public outreach



Issues and Options

Issues and Options from Audit

Key Issues

- Policy language needs update
- Deficit in land capacity for housing under current zoning (specifically for housing for 0-50% AMI / apartments)
- Land use and zoning code gaps

Options

- Update policy language and include additional analysis in plan / supporting documents
- Add clarity about allowed uses under residential zoning
- Adjust zoning to ensure adequate land capacity to meet housing targets for all incomes (including applying R-3 zoning)
- Consider updating R2 and R3 minimum lot size from 6000 sq-ft to ~ 2000 sq-ft to allow attached housing types
- Consider unit lot subdivisions per state requirements.
- Apply City zoning designations to Snoqualmie Ridge (using housing types from Development Agreement and Design Standards)
- UGA and potential-pre annexation planning. Mix of future land uses in the UGA (includes zoning and future land use maps)

Land Capacity Analysis

Land Capacity Analysis

Item 3.

City of Snoqualmie Housing Target and Capacity, 2020 - 2044

Income Bands	Housing Types	Growth Target (2020-2044)	Buildable Land Capacity (2026)	Net new permitted and completed units 2020- 2026	Surplus or Deficit
0-50% AMI	Apartments*	735	156	0	-579
50-80% AMI	Apartments*, ADUs	16	0	165	149
80-120% AMI	Multiplexes	0	1,426	15	1,441
120%+ AMI	Single-family detached	0	10	65	75

*Apartments that have already been permitted are not subsidized and therefore are not expected to serve below 50% AMI. Capacity for future apartment development is included under Buildable Land Capacity for the 0-50% AMI band based on its potential to serve this group.

Source: King County, 2025; BERK Consulting, 2026.

Land Capacity Analysis

Land Capacity Methodology and Assumptions

- Excludes lands with restrictions such as critical areas (including floodways) or conservation easements
- Excludes public purpose, ROW, market factors
- Includes public parcels that have potential for development
- Considers maximum density per acre in the high-density zones
- FBMU zoning assumes 70/30 residential and commercial use
- Commercial areas that allow upper story residential assume 50/50 residential/commercial

Land Capacity Analysis

Additional review was performed resulting in little or no capacity

- Review of all vacant sites near public facilities unencumbered by critical areas
- Density bonus for religious organizations
- Expanded FBMU zoning near the existing zone

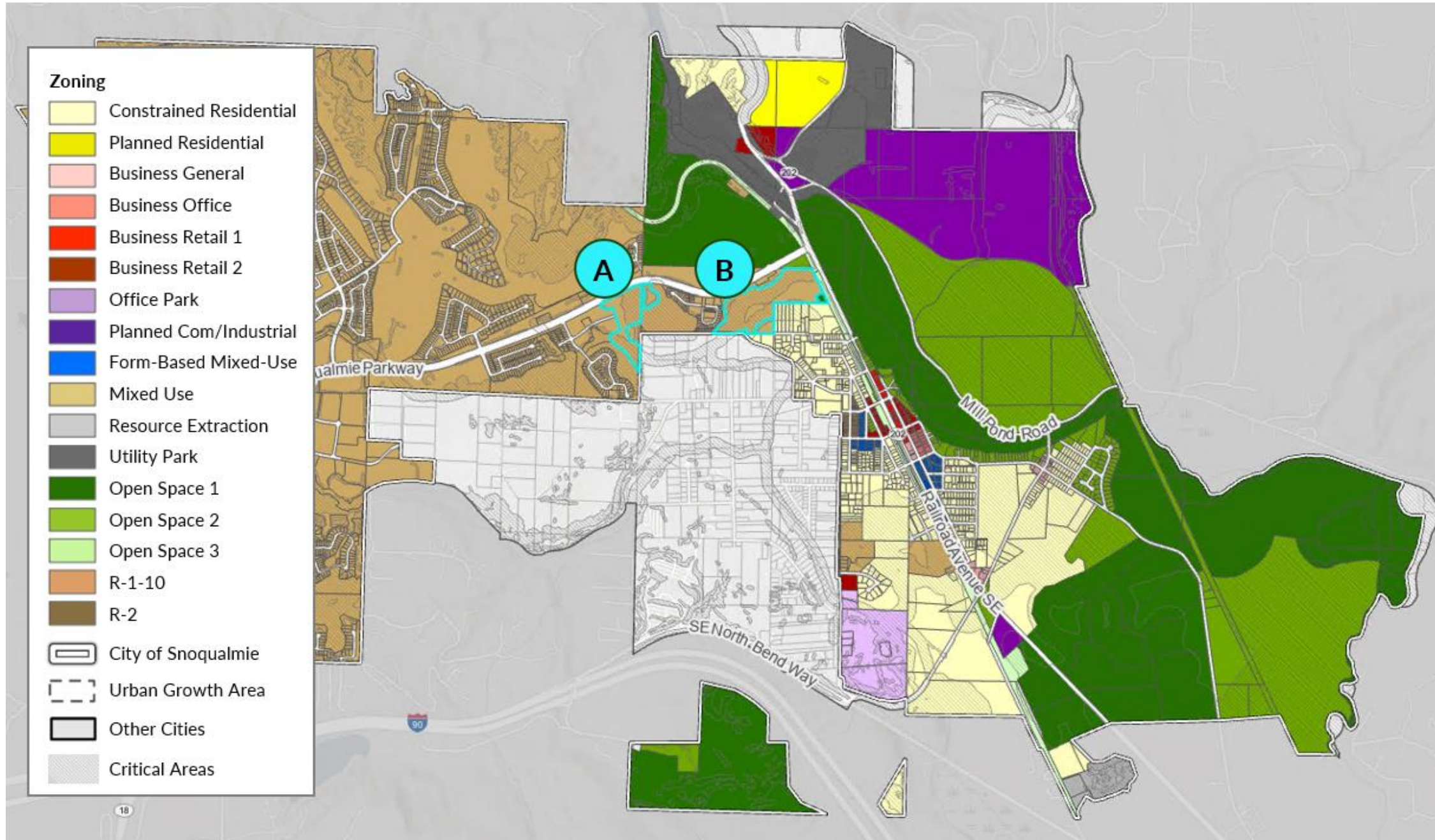
Initial Findings

- Deficit of capacity for 579 units for 0-50% Area Median Income band (setting the regulatory environment to make low-rise apartment buildings possible for development)
- Options to rezone to add capacity

Rezoning Options

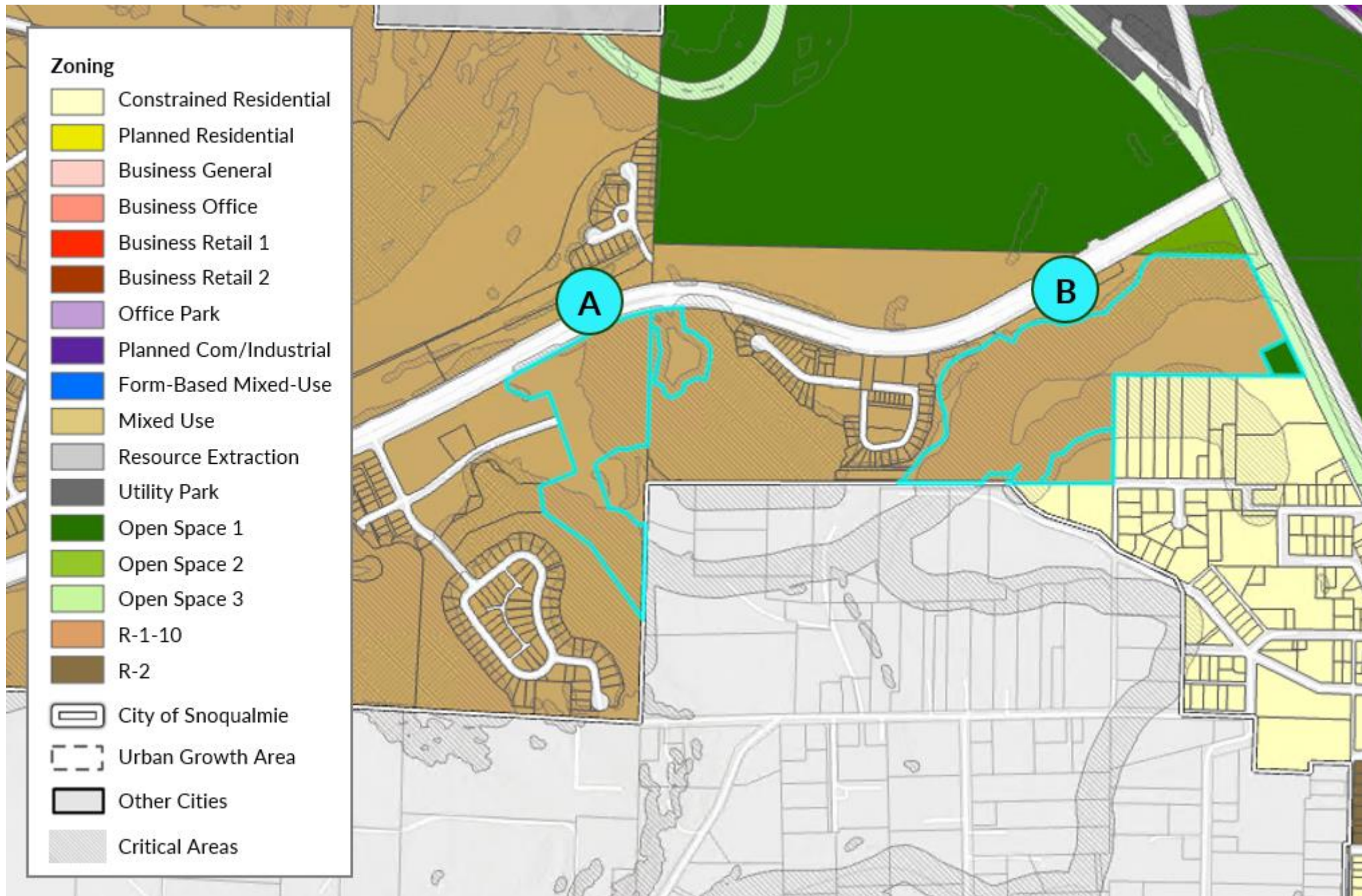
Land Capacity Analysis: Rezoning Options

Item 3.



Land Capacity Analysis: Rezoning Options

Item 3.



Areas A and B

- Area A:
 - MU to R-3
 - Potential capacity for **22 units**
- Area B:
 - MU to BG
 - Potential capacity for **91 units**

Other Options to Increase Capacity

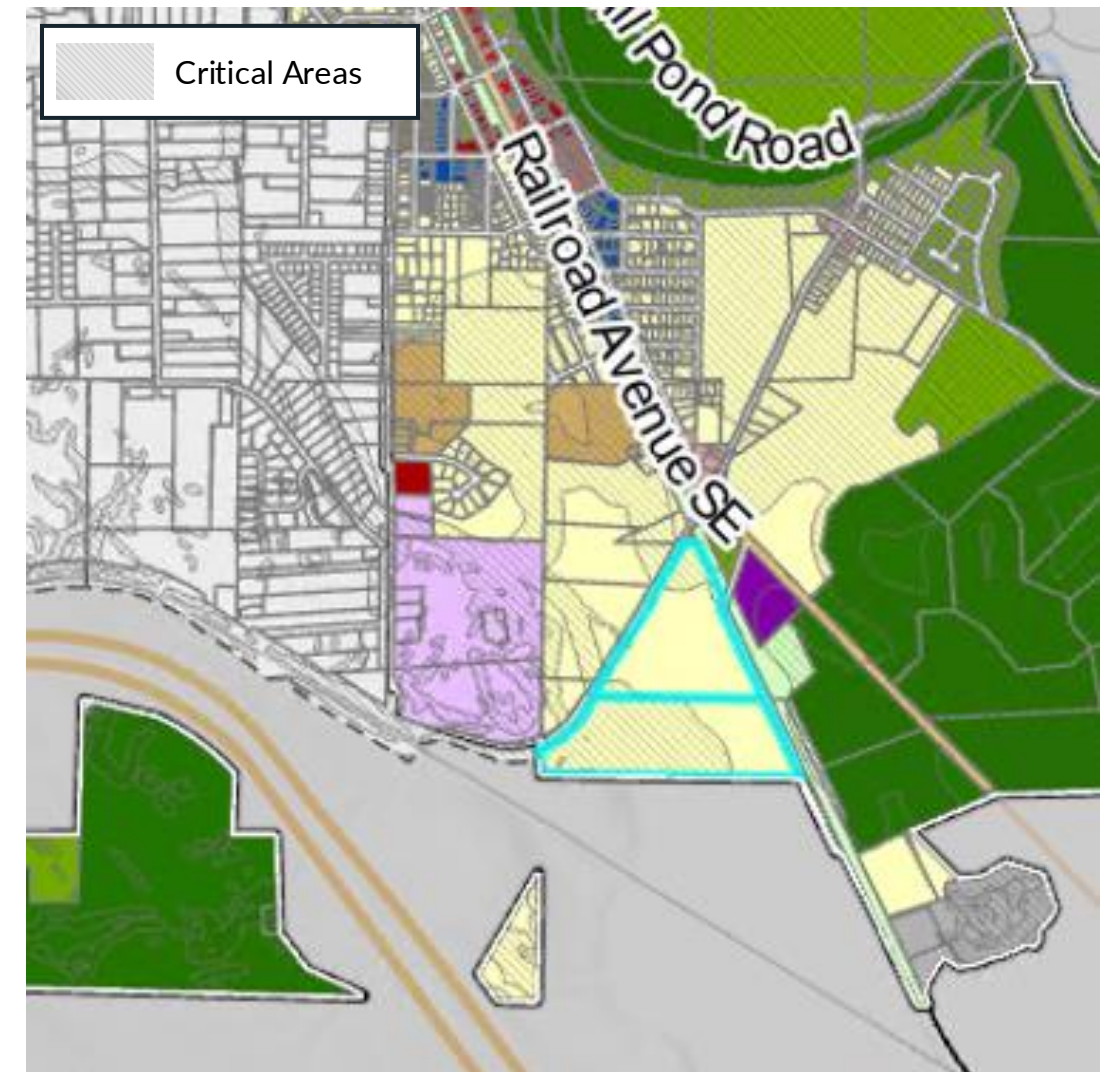
Increased Heights

Another strategy the City could use to increase capacity for multifamily housing would be increasing height limits in zones that allow multifamily housing (FBMU, BR, BG, BO).

The current height limit is 35 feet (up to three stories). If height limits were raised to 45-50 feet and four stories were possible, capacity for approximately 75-100 units could be added.

Changes to Residential Constrained Zoning

- The RC zone is applied to much of the west half of the city
- Within the floodplain, some sites have critical areas such as steep slopes or wetlands
- Allows very limited residential development (large lot single family and ADUs only)
- Other zones in the floodplain allow more intense development and upper story residential (BR, BO, BG, FBMU)
- Some sites in RC zone may be suitable for innovative approaches to multifamily if not fully encumbered by critical areas (see mapped example)



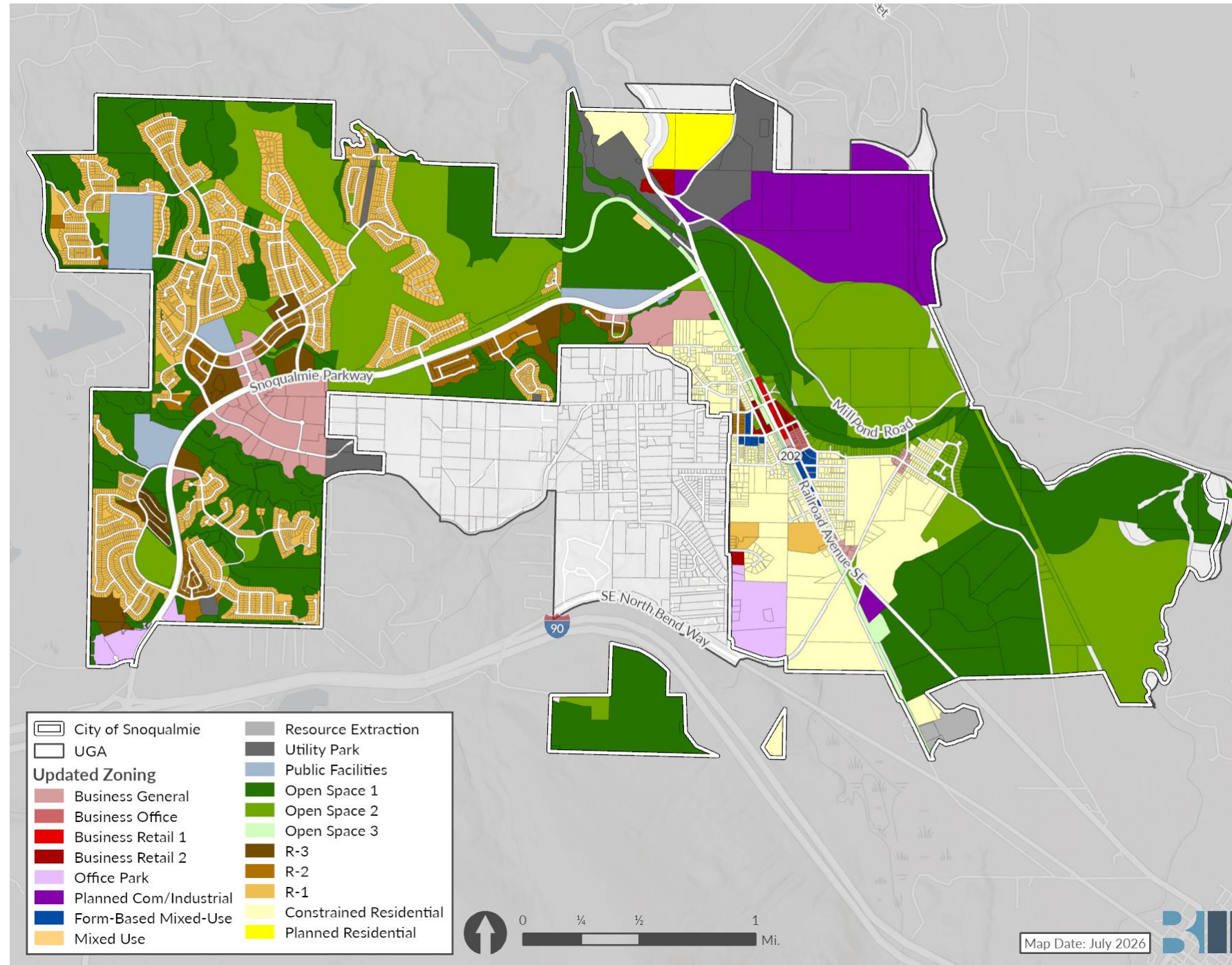
Snoqualmie Ridge Mixed Use Zone Change

Overall Approach

- Based on density identified in the Snoqualmie Ridge Development Agreement
- Based on existing critical areas
- Uses on the ground such as parks, schools etc. and uses planned for, e.g. hospital
- Match with the City's zoning
- Some code adjustments may be needed for consistency

Updated Zoning Map

Item 3.



- Includes Snoqualmie Ridge changes from Mixed Use zone to specific zoning designations for residential, commercial and public uses
- Includes potential changes in other areas where zoning is proposed under the land capacity analysis
- Mostly built out

Annexation

- The City could consider annexation of the unincorporated UGA if all options within City limits have been reviewed and deemed infeasible to meet the targets
- A land capacity analysis is being analyzed for the unincorporated UGA to understand potential capacity in that area
- The City may also consider changes to the land use map and pre-annexation zoning

Affordability Requirements

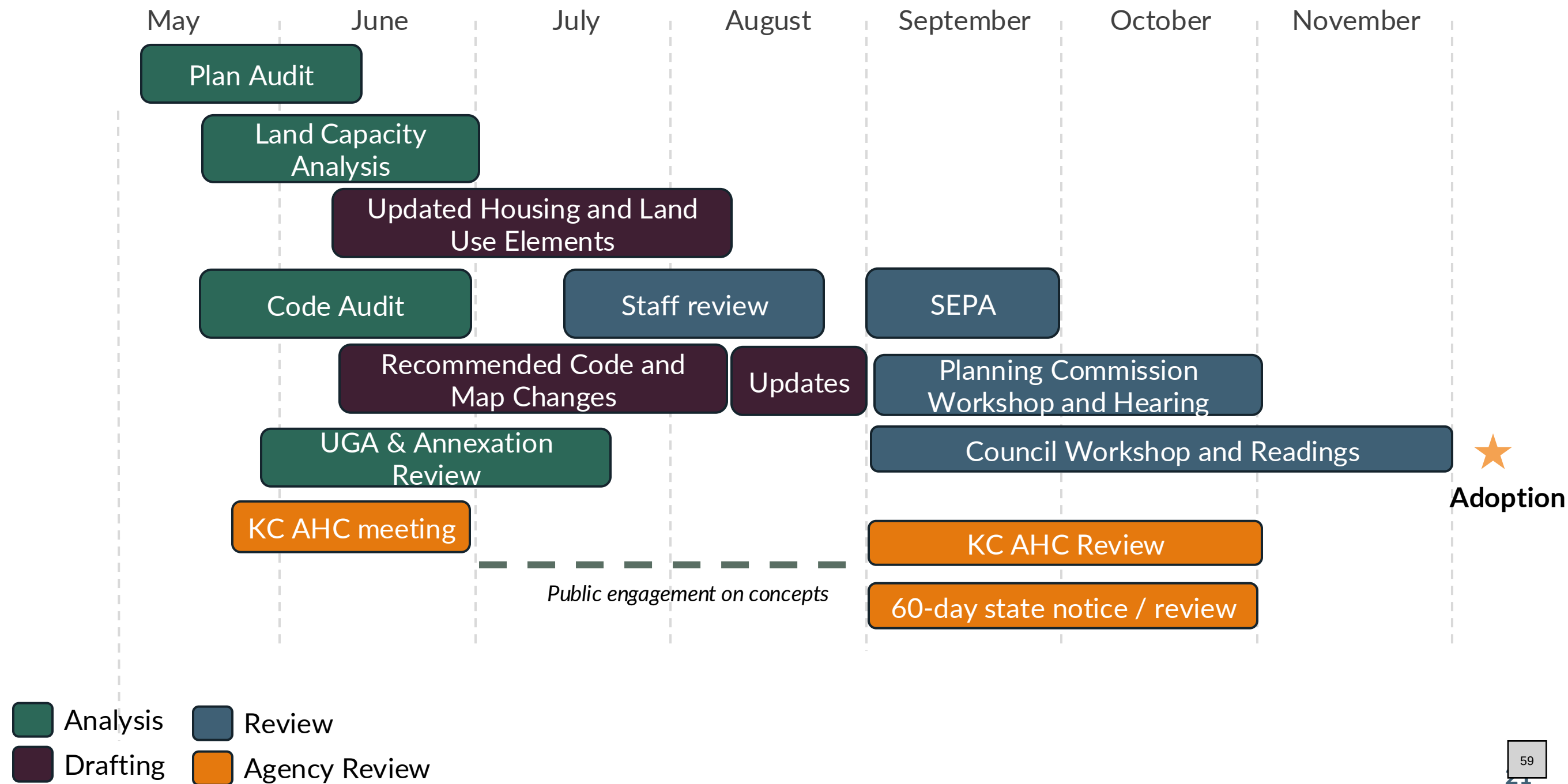
- The City could consider adding an affordability requirement to certain zones (for example, "10% of units in the FBMU have to be dedicated affordable to below 80% AMI")
- **Note:** imposing affordability requirements does not help with demonstrating capacity (it is already assumed in capacity analysis that low-rise apartments could potentially serve lower incomes). However, **strategies to improve affordability are still needed to reduce barriers.**
- **Pros:**
 - Dedicated affordable units
 - City's affordable units get distributed across multiple sites instead of concentrated in a few non-profit/public developments
- **Cons:**
 - May not "pencil" for developers and could create barriers to developing multifamily at all
 - Could result in higher rents for non-affordable units in same development
- This could be paired with Multi Family Tax Exemption
- An alternative option would be incentives for affordable units (ex. Height, density, or other flexibility)

Next Steps and Schedule

Next Steps

- Finalize Land Capacity Analysis
- Housing and Land Use Elements drafts
- Draft Development regulations
- Annexation preplanning
- Submit to King County

Schedule and Legislative Review



Snoqualmie Land Capacity Findings and Options

July 20, 2026

Land Capacity Analysis Preliminary Findings

King County has adopted housing targets for Snoqualmie for 2020-2044 for which the City must demonstrate sufficient land capacity in order to meet state requirements. Targets were determined through an allocation process that was conducted in 2021 and later adjusted (see [King County GMPC Motion 25-1](#)). The allocation process is based on guidance from the Washington State Department of Commerce and is determined in part by each city's share of total countywide housing stock in 2020.

These housing targets are broken into needs for different income bands. As shown in Exhibit 1: Housing Targets and Capacity, the City's housing target of 751 units is entirely for households making incomes under 80% of Area Median Income (AMI) and mostly for households making incomes under 50% AMI.

A Land Capacity Analysis was completed in 2024 to understand the City's capacity to meet its housing targets. This analysis has since been updated and the preliminary 2026 Land Capacity Analysis has found that Snoqualmie has a capacity deficit of approximately **579 units for incomes between 0-50% Area Median Income** (AMI) (see Exhibit 1) under the existing zoning. Because of zoning, most of the city's capacity is available for unit types such as single-family homes and duplexes, which are considered by the Washington State Department of Commerce to be affordable to higher income bands. Apartments, for which there is minimal zoned capacity, have potential to serve the 0-80% AMI income band.

Accessory dwelling units have potential to serve only 50-80% AMI, so apartments are still the main housing type that the City needs more capacity for given that most of the gap is in the 0-50% AMI range.

BERK reviewed various options to add capacity for new apartment construction within the city limits discussed under the section Other Options Considered. Most of these options showed limitations such as areas being built out, or too little land inventory in certain zones. Therefore, to address the deficit, the City is required by the State to consider options for updated zoning designations and development regulations. After considering feasible changes in the city limits, the City will need to plan for the future land uses and pre-annexation zoning in the Snoqualmie potential annexation area (PAA), in consultation with King County, to add capacity for apartments if there is still a gap in meeting the city's target.

Exhibit 1: City of Snoqualmie Housing Targets and Capacity, 2020 - 2044

Income Bands	Housing Types	Growth Target (2020-2044)	Buildable Land Capacity (2026)	Net new permitted and completed units 2020-2026	Surplus or Deficit
0-50% AMI	Apartments*	735	156	0	-579
50-80% AMI	Apartments*, ADUs	16	0	165	149
80-120% AMI	Multiplexes	0	1,426	15	1,441
120%+ AMI	Single-family detached	0	10	65	75

*Apartments that have already been permitted are not subsidized and therefore are not expected to serve below 50% AMI. Capacity for future apartment development is included under Buildable Land Capacity for the 0-50% AMI band based on its potential to serve this group.

Source: King County, 2025; BERK Consulting, 2026.

Options for Adding Capacity

Potential Rezones

Current City zones that allow apartments include R-3 (which is in the City's code but is not yet applied anywhere on the zoning map), Form Based Mixed Use (which is applied to an area near the historic downtown), and business zones including Business General, Business Office, and Business Retail 1 and 2. Exhibit 2 shows existing zoning designations and housing types allowed in assumed affordability levels.

Exhibit 2: Residential and Mixed Use Zoning Designations

Zone	Description	Housing Types Allowed	Assumed Affordability Level
Residential Constrained	Large parcels with significant environmental constraints (Note that not all parcels with this designation are fully covered by critical areas)	Single family homes Accessory dwelling units	120%+ AMI
R-1	Single-family detached district	Single family homes Accessory dwelling units	120%+ AMI
R-2	Two and three family districts	Single family homes	80-120% AMI

		Accessory dwelling units	
		Duplexes/multiplexes	
R-3	Multiple family district (Note that this district is not applied anywhere on the zoning map)	Three-and fourplexes Townhouses Low-rise apartments	0-80% AMI
Planned Residential	Master planned primarily residential district	Range of housing types depending on master plan	80-120% AMI
Form-Based Mixed Use	Mix of uses with various intensities and walkable development	Upper story apartment residential	0-50% AMI
Mixed Use	Mix of uses, applied to Snoqualmie Ridge area	Single family homes Accessory dwelling units Duplexes/multiplexes and other multifamily in some areas per Snoqualmie Ridge final plan (expired)	80-120% AMI
Business General, Business Office, Business Retail 1, Business Retail 2	Commercial district but allows upper story residential	Upper story apartment residential	0-50% AMI

Note: **Bold and purple** indicates housing types that serve the 0-50% AMI income band. Accessory dwelling units only serve 50-80% AMI.

Source: City of Snoqualmie, 2026; BERK, 2026.

The following parcels shown in Exhibit 3 can be considered for rezoning. Based on the land capacity analysis assumptions in Exhibit 7, this will add capacity for apartment units. The total capacity after rezoning these parcels will be approximately 113 units. Site-specific constraints would be identified in more detail at the time of a development proposal so actual capacity could change.

Exhibit 3: Potential Capacity with Zoning Changes

Map Label	Parcel Number	Ownership	Description	Proposed Change	Potential Capacity	Notes
A	2524079033 / 3024089092	City	South of Snoqualmie Parkway	MU to R-3	1.0 acre ~22 units	Considered for R-2 rezone in previous 2024 analysis. Site-specific wetland inventory found only one acre is developable.
B	3024089017 / 3024089100 / 3024089106	City	Between Snoqualmie Parkway and Railroad Ave SE, just south of Gateway Park	MU to BG	9.1 acres ~91 units	Some of the site is encumbered by wetland buffers, but a large portion to the south and east is not. Critical areas would buffer around existing single family uses in area for the north portion of the site.

Source: BERK Consulting, 2026.

Exhibit 4: Potential Rezone Areas

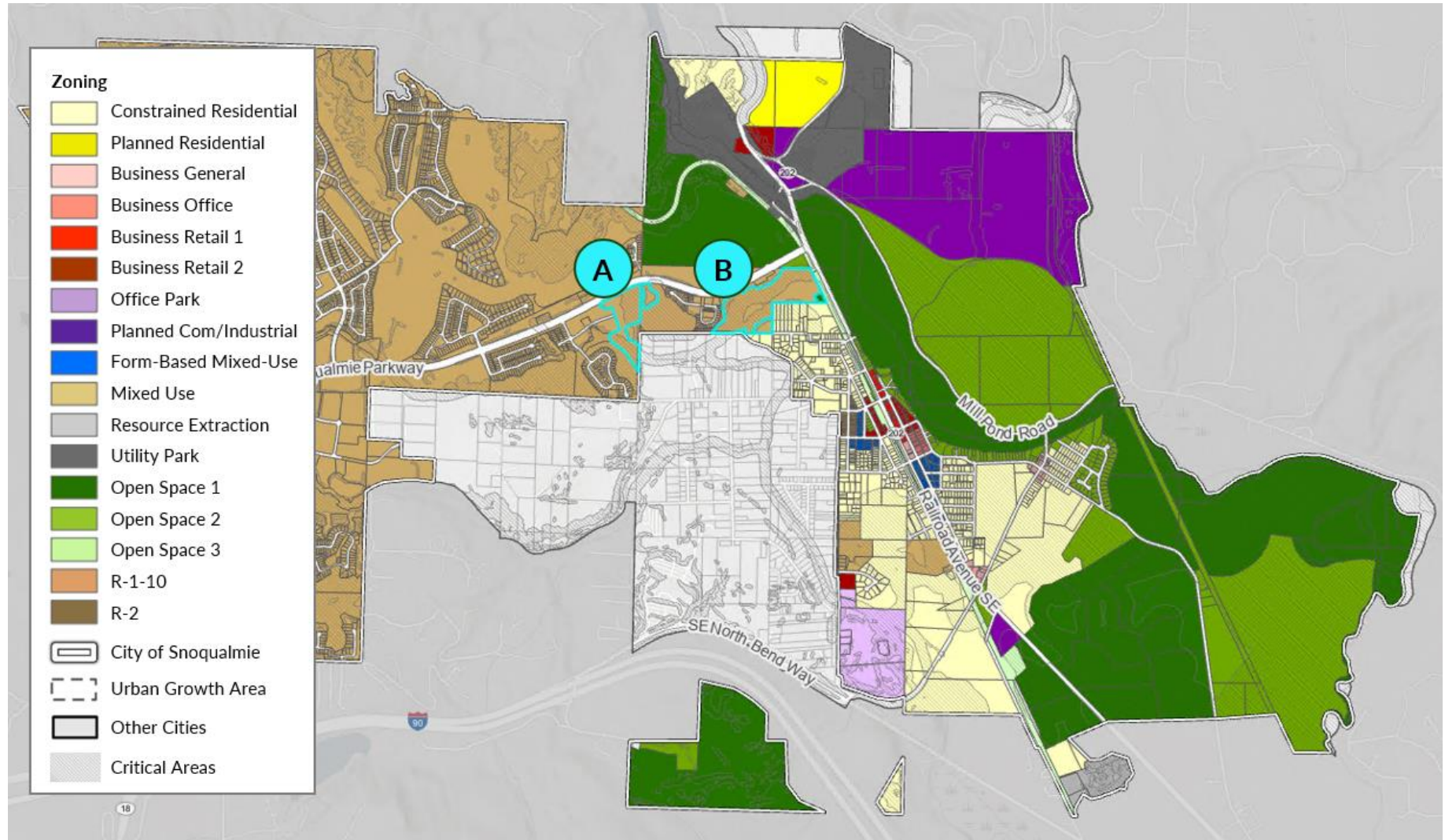
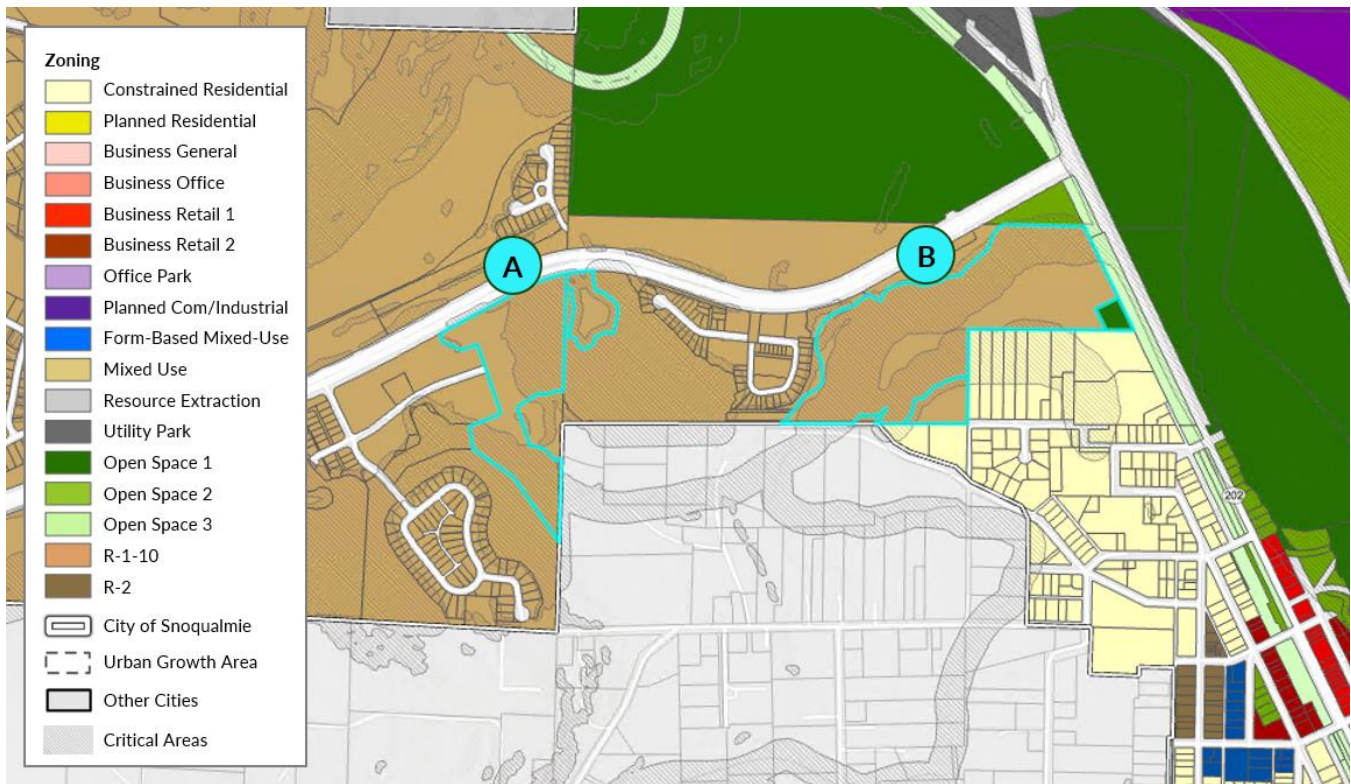


Exhibit 5: Areas A and B



Other Strategies¹

The City could also pursue the following strategies to increase capacity and address the deficit.

Increased Heights

If heights were increased in the FBMU, BR, BG, and BO zones to 45-50 feet to make a four-story building possible, approximately 75-100 units of multifamily capacity could be added.

Zoning and ADU Changes to Snoqualmie Ridge

Snoqualmie Ridge is currently zoned Mixed Use. The City is updating zoning to be more specific in alignment with existing land uses. Minimal capacity is expected to be added through this process as most of Snoqualmie Ridge is built out.

Increased allowances for ADUs in Snoqualmie Ridge could add some capacity but this increase is not expected to be significant, due to HOA deed restrictions and available area.

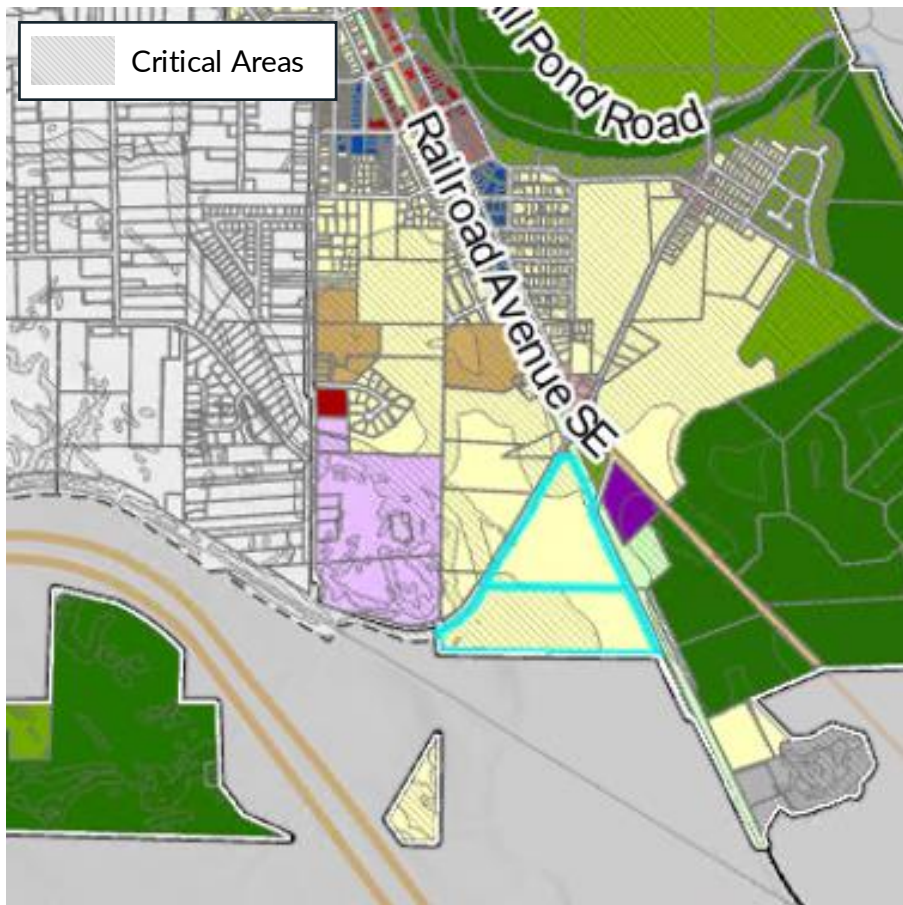
Consider Changes to Residential Constrained Zoning

The Residential Constrained (RC) zone is applied to much of the west half of the city. This area is within the floodplain and some sites also have critical areas such as steep slopes or wetlands. The RC zone allows very limited residential development, including single-family homes and accessory dwelling units. However, other zones in the floodplain allow more intense development and upper story residential, including Business Retail, Business Office, Business General, and Form-Based Mixed Use.

Some sites in the RC zone may be suitable for innovative approaches to multifamily residential development, where the buildings could be sited to avoid critical areas and be designed for flood resiliency. Any site with critical areas will need to develop under the City's critical areas regulations. The parcels shown below in Exhibit 6, for example, are likely only partially covered by wetlands and other critical areas according to best available City data. While the rest of the site is still in the floodplain, there could theoretically be capacity for more housing if rezoned to a higher density.

¹ Note that mandatory affordability is not considered here as an option for addressing the capacity gap. This is because capacity for low-rise apartments is already assumed to potentially serve the 0-50% AMI range. However, there are other reasons the City may pursue this or other affordability measures, including to address barriers to housing affordability and "adequate provisions" (another State and King County requirement). **Pros of mandatory affordability:** dedicated affordable units, affordable units get distributed across multiple sites citywide. **Cons:** May not "pencil" for developers and could create barriers to developing multifamily at all, could result in higher rents for non-affordable units in same development. The City could consider incentives for affordable units as an alternative.

Exhibit 6: Example of sites with potential capacity



Annexation of Unincorporated Urban Growth Area

The City must first review options for adding housing capacity within city limits before considering annexation as a strategy. Since the current analysis indicates limited capacity within the city limits, an annexation planning would provide options for additional housing capacity. Some capacity for multifamily units is expected to be available in the unincorporated urban growth area (UGA) if the City were to annex it and apply zoning aligned with the 2024 Future Land Use Map. The land use designation “Innovative Mixed Use” in the unincorporated UGA may have capacity for housing. A land capacity analysis for the UGA is under development.

Other Options Considered

These additional options were considered and analyzed but ultimately not included as feasible options:

- **Review of all vacant sites near public facilities unencumbered by critical areas.** Although this showed potential at the beginning, a further review identified future housing development infeasible due to land ownership (e.g. conservation easement, future school and hospital sites, lack of access, etc.).

- **Density bonus for religious organizations.** This strategy does not appear to work well in Snoqualmie because the church sites with vacant property are also in critical areas or are too small for multifamily development.
- **Expanded FBMU zoning near the existing zone.** Properties in this area appear to be too small or too built out to add significant capacity.
- **Other rezones.** Analysis was performed for additional properties but was ultimately excluded due to access concerns, critical areas, parcel sizes, and land use transition concerns.

Land Capacity Analysis Assumptions

The following assumptions in Exhibit 6 underpin the 2026 Land Capacity Analysis.

Exhibit 8: Land Capacity Assumptions

Topic	2024 LCA	2026 Baseline LCA
Accessory Dwelling Units	8% participation rate, 1.25 ADUs per eligible lot. Not including on parcels with an ROA.	8% participation rate, 1.25 ADUs per eligible lot. Not including on parcels with an ROA. Adjusted method to account for lot sizes (only applicable to lots greater than the minimum, but less than double the minimum).
Public Parcels	Analyzed but not included in LCA calculations	Identify public parcels with housing capacity (based on zoning)
Religious Organizations	Not analyzed	Not analyzed
Tribal Owned Properties	Not analyzed	Exclude properties in trust from capacity calculations
Form Based Mixed Use Zone	130 dua maximum density	~25 dua maximum density, before applying the mixed use split of 70% residential (only three story multifamily is allowed)
Business General, Business Office, and Business Retail	Not analyzed for housing capacity	25 dua maximum density, before applying a mixed use split of 50% residential (upper story residential is allowed in these zones)
Snoqualmie Ridge/Mixed Use Zone	Middle housing allowed ("moderate density" / moderate income capacity)	Middle housing allowed ("moderate density" / moderate income capacity)
Permit Pipeline	Through 2023 (not specified but assumed)	Through May 2026
2026 Comprehensive Plan Docket	N/A	N/A (the City has not received any requests)
Other	Existing zoning	Existing zoning

Topic	2024 LCA	2026 Baseline LCA
UGA	Translated UGA zones to City zoning	Using match of likely City zone to City future land use map (taking lower density where there is a range)
Critical Areas Reduction	Excluded wetlands, streams, steep slopes, channel migration zones, and floodway (but not floodplain)	Excluded wetlands, streams, steep slopes, channel migration zones, and floodway (but not floodplain)
Public Purpose Discount	5% for Constrained Residential, Planned Residential, R-1-10, R2 10% for SRI, SRII, FBMU	5% for Constrained Residential, Planned Residential, R-1-10, R2 10% for SRI, SRII, FBMU, BG, BO, BR
Market Factor Discount	Constrained residential – 75% Planned residential and R2 – 1% R-1-10 – 35% SRI, SRII and FBMU: 5%	Constrained residential – 75% Planned residential and R2 – 10% BG, BO – 15% BR 1 – 25% BR 2 – 15% R-1-10 – 35% SRI, SRII and FBMU: 10%

Date	Meeting	Comprehensive Plan Amendments & Zoning Map Update	Comprehensive Plan & Zoning Text Amendments - Data Centers	Action
13-Jul	City Council	☐	☒	Public Hearing
20-Jul	CD Committee	☐	☐	
	Planning Commission	☒	☐	Planning Commission Discussion
27-Jul	City Council	☐	☐	
3-Aug	CD Committee	☐	☐	
	Planning Commission	☐	☐	
10-Aug	City Council	☐	☐	
17-Aug	CD Committee	☐	☐	
	Planning Commission	☐	☐	
24-Aug	City Council	☒	☐	City Council and PC Joint Roundtable Presentation
8-Sep	CD Committee	☐	☐	
	Planning Commission	☐	☐	
14-Sep	City Council	☐	☐	
21-Sep	CD Committee	☐	☐	
	Planning Commission	☐	☐	
28-Sep	City Council	☒	☐	City Council and PC Joint Roundtable Presentation
5-Oct	CD Committee	☐	☐	
	Planning Commission	☒	☐	Planning Commission Public Hearing
12-Oct	City Council	☐	☐	
19-Oct	CD Committee	☐	☐	
	Planning Commission	☒	☐	Planning Commission Review Final Draft/Recommendation
26-Oct	City Council	☐	☐	
2-Nov	CD Committee	☐	☐	
	Planning Commission	☐	☐	
9-Nov	City Council	☐	☐	
16-Nov	CD Committee	☒	☐	CD Committee Review Final Draft/Recommendation
	Planning Commission	☐	☐	
23-Nov	City Council	☒	☐	Ordinance First Reading
7-Dec	CD Committee	☐	☐	
	Planning Commission	☐	☐	
14-Dec	City Council	☒	☐	Ordinance Second Reading/Adoption
21-Dec	CD Committee	☐	☐	
	Planning Commission	☐	☐	
28-Dec	City Council	☐	☐	
4-Jan	CD Committee	☐	☐	
	Planning Commission	☐	☐	
11-Jan	Council	☐	☐	
18-Jan	CD Committee	☐	☐	
	Planning Commission	☐	☐	
25-Jan	City Council	☐	☐	