

## Countryman, Ryan

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**From:** John Wolfe <stableplatform@gmail.com>  
**Sent:** Wednesday, February 12, 2020 2:48 PM  
**To:** MacCready, Paul  
**Subject:** Point Wells / BSRE variances  
**Attachments:** Comments RE 2019 Point Wells Variance application by BSRE .pdf

**CAUTION :** This email originated from outside of this organization. Please exercise caution with links and attachments.

Dear Project Manager,  
Attached is a pdf with my comments about proposed variances at Point Wells.  
I was sent a Notice of Application dated Jan 12, 2020.  
Thank you,  
John Wolfe

TO: Project Manager Paul MacCready  
Snohomish County PDS

RE: Comments on: BSRE Point Wells Urban Center Development  
Variances and Shoreline Substantial Development Permit  
11101457002VAR  
11101457003VAR  
11101457SHOR

Dear Sir,

My responses support why the variances should not be granted in any way, shape or form.

**The Four Criteria for Zoning Code Variance.**

1. Describe the special circumstances that apply to your property and / or your intended use (such as shape, topography, location or surroundings) which generally do not apply to other properties or uses in the vicinity.

**Response:** The Point Wells development is the only development within several miles that includes a FAR requirement. It is surrounded by single family zoning. The code limitation ( FAR>1.0) under which BSRE's project is vested as an Urban Center was well known to BSRE and its predecessors. The physical limitations and encumbrances (shoreline, wetland, steep slope setbacks and buffers, BNSF property, lack of a second access, lack of any mass transit capability with a half mile ) of the Point Wells site were well known to the developer / owner.

The spirit and meaning of the Urban Center zone is high density, multi use residential with readily available mass transit. The Urban Centers along I-5 are prime examples. Using the metaphor of the human body, Urban Centers are close to the spine or large bones and associated larger blood streams. Point Wells is the little toe's nail.

2. Why is this variance necessary to preserve and / or enjoy a substantial property right that others in the vicinity have, but because of special circumstances is denied to your property?

**Response:** The Point Wells Urban Center Development Concept is the only development within several miles that includes a FAR requirement. From the condominiums near the Seattle grain terminal past Snohomish County to the north there is no like zoning or residential tower as requested by BSRE's variance proposal. The code limitation ( FAR>1.0) under which BSRE's project is vested as an Urban Center was well known to BSRE and its predecessors. The physical limitations and encumbrances ( Shoreline, wetland, steep slope setbacks and buffers, BNSF property,

lack of a second access, lack of any mass transit capability with a half mile ) of the Point Wells site likewise were well known to the developer / owner.

A conclusion can be reached that changing the Point Wells zoning from Industrial to Urban Center was an enormous error by a previous Snohomish County Council.

**3.** The variance I am requesting will not be detrimental to the public welfare or injurious to the properties or improvements in the vicinity in which my property is located because:

**Response:** The Point Wells Development as conceived is detrimental to the public welfare or injurious to the properties or improvements community of Richmond Beach, the Town of Woodway, the City of Shoreline and King County.

The administrative tactics employed by the preceding Point Wells owners to gain such a dense zoning designation for this isolated property on the border of two counties and the town of Woodway and City of Shoreline are a mystery.

BSRE enters the picture and with zoning in hand **A.** Cherry picks which ever jurisdiction's design parameters were less restrictive to justify future variances. **B.** Provides apple and orange street right of way comparisons to justify, then obtain a high ADT count of 11,500 for Richmond Beach Road from the City of Shoreline. **C.** Asks for variances to sub-minimize environment setbacks and buffers that their professional consultants had already reduced by their respective analysis. **D.** Enters "discussions" with Sound Transit Rail, Metro Transit as proof that there will be future mass transit to Point Wells. There is no proof. Richmond Beach was expressly eliminated by Sound Transit as a rail station years ago. BSRE promises to provide private transit to Metro Park and Ride at 192<sup>nd</sup> and Aurora and the future Sound Transit station at I-5 and 185<sup>th</sup> which are three and four miles away respectively. Three or four miles is far outside the spirit and meaning of one half mile.

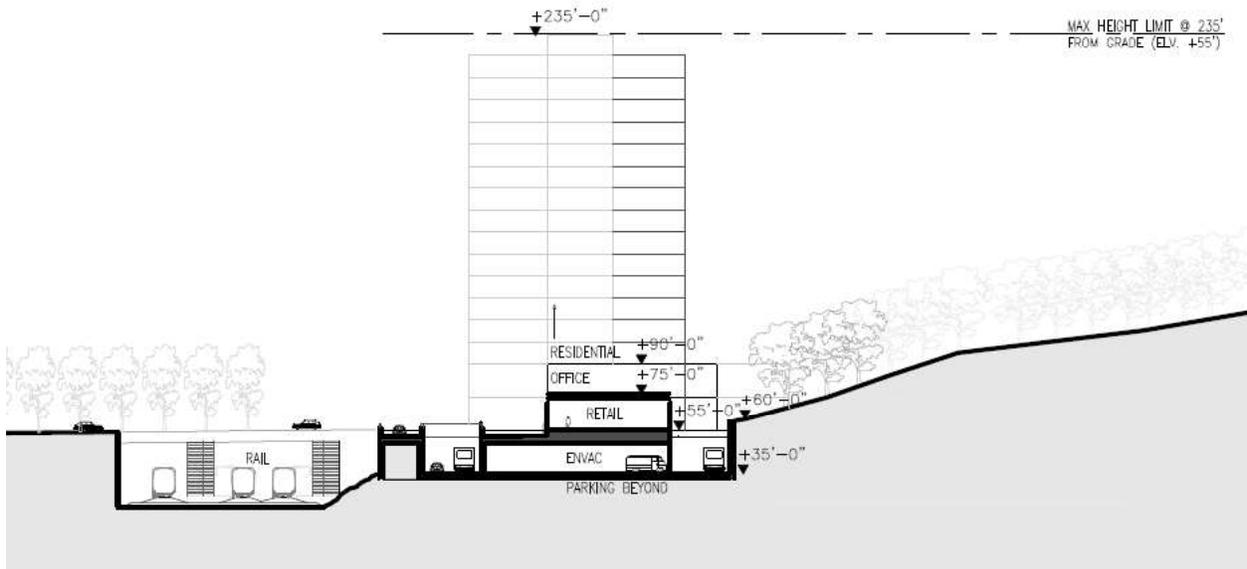
Western Washington recently received roughly twice the normal amount of rainfall from January 1<sup>st</sup> to February 6<sup>th</sup>. A lot of it came from the northwest rather than the southwest which may become the new normal.

Screenshots of the named items follow the next two paragraphs.

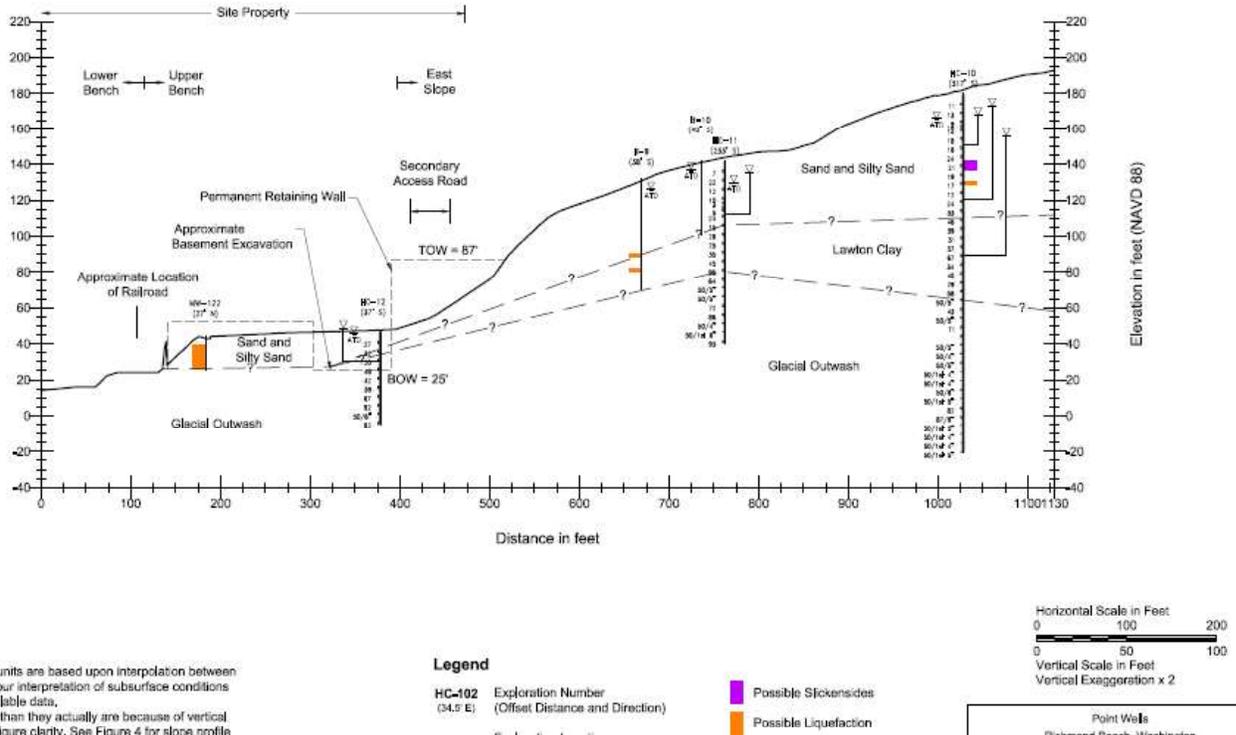
BRSE submittal item 16, Subsurface Conditions Report Addendum figures 9a and 22a by Hart Crowser, compared with Item 6 Perkins / Will Point Wells Plan, section 2 page A/ 310 alongside, show the engineering required to justify their variance.

The second access road's grade is kept to 15% or less by the massive retaining wall holding back saturated soils further compressed by up to 30' of fill.

Hart Crowser feels their analysis is very conservative. In light of changing events I hope that they carefully reconsider the subsurface cracking near the top of slope shown in figure 9a.

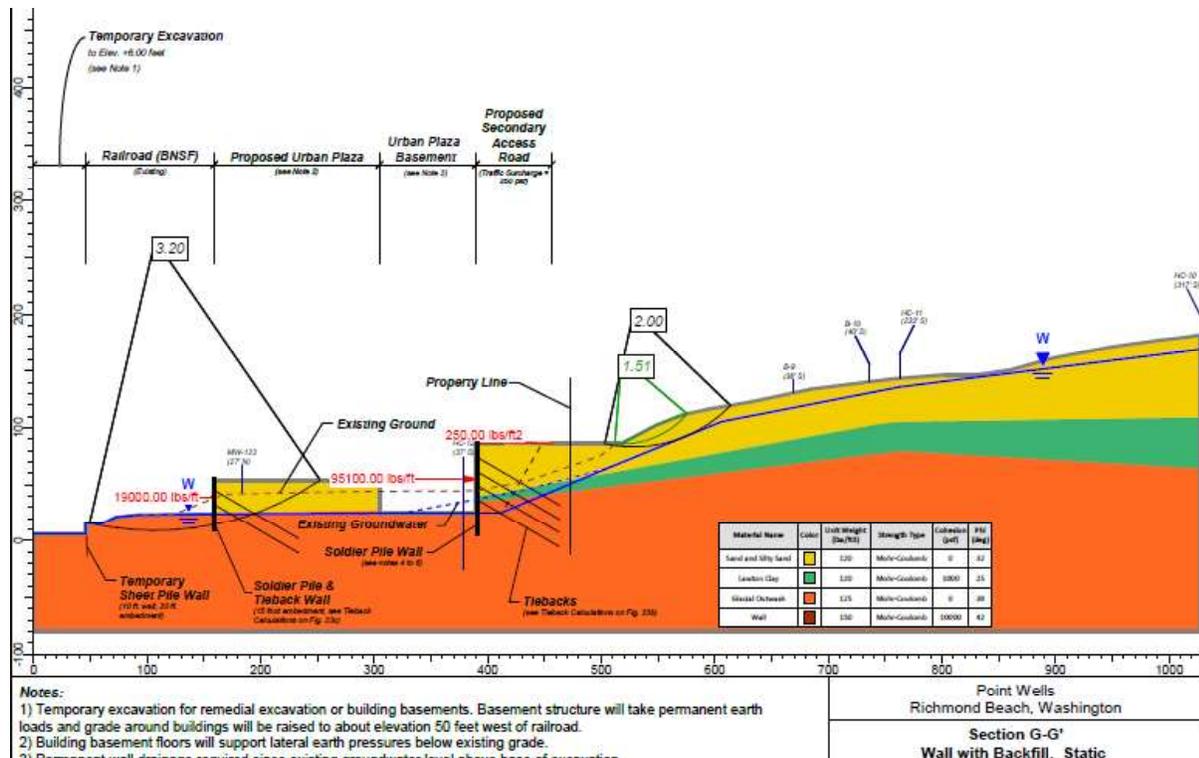


Detail of section architectural sheet 2/A.310 Perkins/Will  
Near section G-G Hart Crowser Figures 9a, 22a.



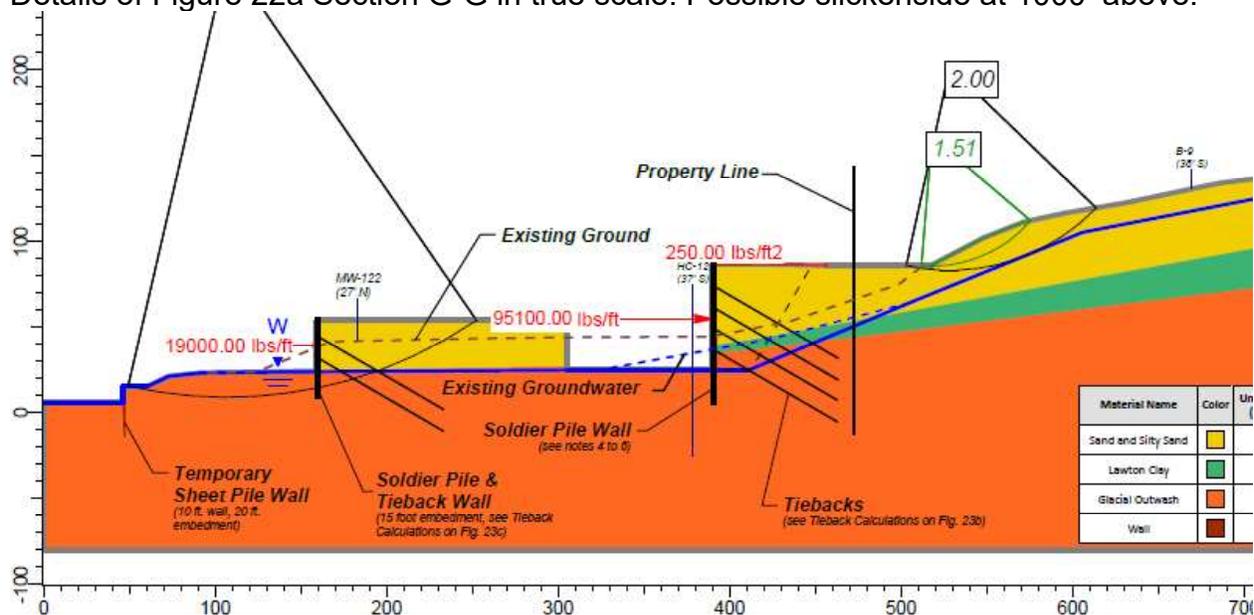
units are based upon interpolation between our interpretation of subsurface conditions (table data), than they actually are because of vertical figure clarity. See Figure 4 for slope profile

Detail of figure 9a Section G-G Vertical scale is exaggerated.  
Item 16 Subsurface conditions report addendum.  
Purple is possible slickenside approximately at top of slope  
Orange is possible liquefaction.



Details of Figure 22a Section G-G in true scale. Possible slickenside at 1000' above.

Details of Figure 22a Section G-G in true scale. Possible slickenside at 1000' above.



4. Why would variance approval not adversely affect the comprehensive plan?

**Response:** These variances should not be approved. Approving these variances would weaken the comprehensive plan, crippling Snohomish County's ability to deny change of use up-zoning applications to the higher density Urban Center designation at likewise unfavorable locations. Granting these variances provides the precedent for more bad decisions in the future. This is the first of its kind, nip it in the bud.

BSRE's variances should not be approved. There is no other like designation near them to which they can say "How come they can and we can't?" The types of environmental and transportation issues they seek to solve with incredible feats of engineering, and reducing buffers to wetlands, steep slope and setback to residential zones diminishes the value and desperate need for those very setbacks and buffers.

This is an Urban Center designated property in exactly the wrong place. Please deny all variances.

Sincerely,

John Wolfe  
20207 23<sup>rd</sup> Ave NW  
Shoreline, WA 98177