

## Countryman, Ryan

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**From:** stsoming <stsoming@frontier.com>  
**Sent:** Friday, January 24, 2020 4:44 PM  
**To:** MacCready, Paul  
**Subject:** BSRE Variance Applications for Point Wells: 11101457LU, 11101457002VAR, 11101457003VAR, 11101457SHOR -

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

Dear Mr. MacCready,

Pursuant to Ms. Mumma's email notice regarding BSRE's variance applications for Point Wells as referenced above, I as a homeowner in Shoreline, WA in the Hillwood neighborhood, wish to register my support for Mr. and Mrs. Krepick's email sent on 1/24/2020 in opposition to granting requested variance applications as shown below:

To: Mr. Paul MacCready

cc: Snohomish County Executives, Senator Jesse Salomon

cc: All taxpayer "Parties of Record" for the BSRE Point Wells project

From: Bill and Donna Krepick – concerned taxpayers of Woodway, WA

Subj: Our opposition to BSRE's most recently requested variances from building height restrictions for its proposed Point Wells development project

Dear Mr. MacCready,

My wife and I are totally opposed to the County approving any of BSRE's code variance applications (see public notice below) dealing with building height restrictions for its massively out-of-scale Point Wells development. Taxpayers from the neighboring communities of Shoreline (Richmond Beach) and Woodway have for 10 years voiced their opposition to the Point Wells development for a variety of reasons including environmental impact, traffic, safety, landslides, land setbacks, mean tide setbacks, and impingement of views. BSRE has had a history of ignoring the near unanimous taxpayer opposition and they have consistently failed to process County permit applications diligently and failed to address the issues raised by the Snohomish County Planning and Development Department. In May 2018, the taxpayers who are Parties of Record showed up in force at a public hearing and urged the Hearing Examiner to deny further application extensions to BSRE and asked him to terminate the project. The Examiner did just that in June 2018 and we felt vindicated that taxpayer input had been heard and that reason had prevailed.

Unfortunately BSRE appealed the June 2018 decision and was somehow able to get yet another extension for their application. Instead of modifying their application to scale down the project and address the issues that have been raised by the taxpayers and SnoCo Planning,

BSRE has come back and asked for variances to allow them to build 180 ft and 90 ft condo towers that would house 3,000 residents. This is essentially no change from what they have proposed for the last 10 years. This is absolute lunacy and an affront to taxpayers of both Snohomish and King Counties.

Nowhere on the Puget Sound coastline north of Seattle are there any buildings approaching 90 ft tall. We believe the tallest buildings north of Seattle on the Sound are 40-50 feet tall, and there are very few of those. Why does BSRE believe that they can construct such behemoth skyscrapers right next to two residential communities comprised entirely of single family homes? BSRE has ignored all land and water setback codes. BSRE's proposed development is an outright assault on neighboring residents. BSRE's development would provide no benefits to neighboring residents. It would infringe on public safety, destroy the environment, and overload existing streets. It would require a new access road to be built on landslide prone terrain. It would harm the fragile Puget Sound ecosystem. It would ruin views of hundreds of residents. It would totally destroy the ambience and character of both Woodway and Richmond Beach.

BSRE argues that the skyscraper buildings would be served by mass transit. That is simply not true. There is no mass transit at Point Wells. The BNR railroad is not capable of supporting mass transit with departures and arrivals every 10-15 min during the day. Trains on the BNR tracks can never run as frequently as light rail – due to conflicting demands on the tracks for freight railcars. Water taxis are a joke – again not capable of true mass transit. The only true mass transit in the region are the buses on Route 99 (Aurora Ave) and the future light rail that will connect Lynnwood and Northgate and Seattle. High rise buildings can be supported on those corridors – not on Puget Sound. A variance for 90 ft or 180 ft buildings is not justified.

With the overwhelming taxpayer opposition to this project, and with all the downsides and issues surrounding this project, we hope that you and the SnoCo Planning executives will deny any and all variances that are requested by BSRE unless and until they submit a new application and scale back the project to a reasonable design (500 residents and no buildings taller than 4 stories). Even better, we would urge Snohomish County to terminate the BSRE application and adopt an even more environmentally and taxpayer friendly strategy – and find a way to convert the land into a public recreation area – akin to Carkeek Park or Richmond Beach.

Thank you for looking out for the interests of your neighbors!

Sincerely,

*Donna and Bill*

Donna and Bill Krepick

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Sincerely,

Susanne Tsoming, 20024 2nd Ave NW, Shoreline, WA 98177