Supplemental Staff Recommendation Response

II.A. Failure to document feasibility and code compliance of second access road:

a) Drainage Facilities (page 33) - With the Revised Application, the Applicant has not resolved issues related to the method of drainage and locations of existing and proposed drainage facilities. The drainage facilities on the Second Access Exhibit dated December 12, 2019, (Exhibit V-13) do not match the drainage facilities proposed on the civil construction plans (Exhibit V-6, Sheets C-000 to C-503).

b) The Applicant has failed to provide an adequate proposal for how the project would drain the base of the tall retaining wall that would support the second access road, which was one of the grounds for denial of the landslide hazard deviation request by Snohomish County’s Chief Engineering Officer. (Exhibit X-2). As documented in that decision, these failings are substantial conflicts with SCC 30.23.110(21)(b) [2010], SCC 30.62B.320(1)(a)(i) and (1)(a)(iii), SCC 30.63B.130 [2010], SCC 30.62B.340(3)(d) and (3)(e) [2007].

c) The Applicant’s new proposal to convey some of the water from Chevron Creek in a pipe mounted on the retaining wall above the Urban Plaza service drive (Sheet C-300) does not comply with Snohomish County Engineering Design and Development Standards (EDDS), which does not authorize wall mounted pipes (EDDS 5-05 [2010]). The plans show buildings and portions of the site without any drainage facilities, such as South Village Towers 2 and 3 plus the retail space between them (Sheet C-303). The plans contain several curved pipes, including the wall-mounted pipe, without cleanouts (catch basins or manholes), contrary to the requirements of EDDS 5-05(f)(2)(b)(7) [2010]. Many of the cleanouts that are depicted by the Applicant conflicts with EDDS requirements. In many places the plans do not provide for the required pipe slope (e.g. too flat to drain or too steep to be maintainable) (EDDS 5-05(A) [2010]). The application remains in substantial conflict with SCC 30.23.110(21)(b) [2010], SCC 30.62B.320(1)(a)(i) and (1)(a)(iii), SCC 30.63B.130
As per exhibit G23, the intent of the exhibit is to show that the second access road can be constructed to meet the SCC 30.53A.512 and does not include drainage design. The exhibit provides roadway grade (min. 15% slope), roadway width (min. 20 ft clear), height clearance (min. 13 ft 6 in) and turning radius (min. 20 ft interior, 40 ft exterior) and materials (asphalt or concrete). The second access to 116th Ave W is included in the stormwater conveyance design and hydraulic model and the pollution generating surface is accounted for in the water quality facility design.

There are multiple options to collect and convey wall drainage from conveying to the swale along the rails at elevation 22 to collecting the ground water in a sump and pumping to one of the conveyance systems. The requested level of detail is typically provided with the building permit application.

This is a new review comment. The 2011 urban center application identified the pipe mounted on the retaining wall. The plans identify intercepting Chevron Creek at elevation 59 and conveys the flow to the existing pipe structure No. 16 at elevation 26.93. The 30 feet of elevation drop provide opportunities in providing a minimum of 0.5% slope. Similar to the EDDS deviation for private roads, a deviation request for alignment may also be discussed if required as these are not public roads. Another option will be to locate the pipe system behind the wall and providing a drop structure under the wall further south along the alignment. See below exhibit for potential alignment. The plaza level storm water is included within the stormwater basin analysis and hydraulic modeling of exhibit V-9 Targeted Stormwater Site Plan report. A building connection is shown on sheet C-300.
New Conflicts (page 35)

Conflict with SCC30.53A.512 Fire Apparatus Access for failing to address two EDDS 3-01(B)(5) [2010] design requirements. First, the materials provided by the Applicant fail to meet a requirement that private roads include pavement cross-section designs consistent with that required for public roads. Second, the proposed new fire only access from the Urban Plaza to the second access road does not meet turning radius requirements, resulting in a need to redesign the proposed access and retaining wall system supporting it.

Response to comment:

1. Per section 2/C5.01 a 26’ road, 5.5 planter and 7’ sidewalk is proposed for the second access within Snohomish County. Per Exhibit V-17 EDDS deviation request, C.3 “The request is to deviate from the requirement for public roads. In lieu of public or private roads, alternative project specific standards will comply with both fire code and ADA requirements. See C-300 and C-500 series for access and circulation plan and typical sections. Also see attached Two-Way ADT interior Circulation Volumes exhibit by DEA dated 2018-04-25.”
2. Per C-23 Fire Turning Movements, the aerial fire truck is able to turn within the designed roadway at the Urban Plaza fire access route.

Conflict with SCC 30.24.080 [2009], which requires adequate pedestrian facilities. The revised plans have removed pedestrian facilities from the second access road (see Exhibit V-13).

Response to comment:
Second access provides a 5’ walkway consistent with other Woodway roadways.

Conflict with SCC 30.24.060 [2009] Public and Private Roads for revising the second access road in a manner that: (1) fails to propose a private second access road that could meet public road standards if reconstruction were necessary (related to conflict with SCC 30.53A.512) and (2) fails to propose stormwater drainage facilities along this road in accordance with sound engineering practices.

Response to comment:
See Exhibit A-30 and V-17 EDDS deviation request for roadway design. Sheet C-300 and C-501 provide a plan and sections that include vehicle roadway as required for fire access per SCC 30.53A.512. Also, See C-300, the second access road is crowned and with catch basins located on both the north and south side of the roadway.