

# SECTION 5: APPENDICES

# Appendix A: Resolution on Recommendations for the Levee Design

## RESOLUTION CONCERNING THE LEVEE DESIGN RECOMMENDATIONS Resolution No. 212

**WHEREAS**, BNSF plans to rebuild the levee on the Skykomish River west of the 5th Avenue bridge as part of the cleanup process and is currently developing levee design documentation; and

**WHEREAS**, the Town of Skykomish has engaged in a community input process that included a public workshop and several public meetings to develop a draft Vision for Skykomish that includes a design recommendation for the levee; and

**WHEREAS**, the Town of Skykomish seeks to recommend elements, developed during the Vision process, to be included in, but not limited to, the design of the rebuilt levee;

### **NOW, THEREFORE, BE IT RESOLVED THAT THE TOWN OF SKYKOMISH:**

1.) Recommends the following nine elements be included in the final design of the levee:

1. In addition to the requirements for flood control, the final design for the Skykomish River flood protection levee should include aesthetic, habitat, educational, and recreational considerations. Thus, the construction of the levee should be treated as the opportunity to create a unique place in Skykomish in addition to its function as a structure providing flood control. To achieve this, the final design of the levee should be completed by a multi-disciplinary team of both engineers and landscape architects.

2. West River Road from 6th Avenue to the end of the school grounds should be removed, and the school grounds expanded to the edge of a retaining wall along the south face of the levee, providing additional playground space. A right of way west of the school grounds, which will be cleared during the construction of the levee, should be opened permanently to provide access to residences at the south end of West River Road.

3. Direct water access should be provided at 5th Avenue, just west of the bridge, where the bank slopes gently and the river is calmer at a “natural” eddy area. The access point shall facilitate hand launching of boats and kayaks, as well as fishing and nature viewing.

4. A trail should be provided along the length of the top of the levee for foot travel, extending from the end of the levee just west of the school grounds, and culminating at the river access area at the eastern tip of the levee near the 5th Avenue bridge.
5. Access to the levee trail should be provided at a minimum of three points – at the west end of the levee just beyond the school property, at the north end of 6th Avenue, and at the eastern end of the levee adjacent to the 5th Avenue bridge. The trail access from the end of 6th Avenue should include a ramp, meeting ADA accessibility standards.
6. A landscape buffer, consisting of small shrubs and grasses should be planted along the edges of the levee trail. The buffer shall function both to protect trail users from the steep slope of the river side of the levee, as well as the edge of the levee on the town side. Shrubs and tall grasses should be used to enable unobstructed views both north and south from the trail (of the river and town, respectively), while maintaining a strong ground presence to maintain the safety of trail users. Trees should be planted selectively to enhance landscaping, while maintaining view corridors.
7. Seating should be provided at occasional points along the levee trail for reflecting on and enjoying the natural beauty of the area.
8. An outlook should be created along the levee trail, at the 6th Avenue intersection. This structure should provide an outlook to allow users views across and down the river, as well as provide the opportunity for environmental education through the use of signs or displays.
9. West River Road should be maintained between 5th and 6th Avenues. At the point where West River Avenue bends southward, the street should be widened to at least 20 feet to allow for vehicles to pass and drop off users of the river access. A retaining wall should be used from the eastern edge of the levee to the point where West River road narrows, in order to accommodate the widening of the road.

This resolution was passed by motion on this \_\_\_11\_\_\_ day of \_\_\_July\_\_\_\_\_ 2005.