

*Honorable Mayor Douglas Orr*

**Ward 1**  
Melvin Taylor  
Kacey Morrison

**Ward 2**  
David Gakin  
John Maki

**Ward 3**  
Liz Ellis  
Scott Prato

**Ward 4**  
Stan Sidor  
Deb Hodgkin

**Ward 5**  
Riley Carter  
Debi Pieraccini

**Ward 6**  
David Lawrence  
Sydney Newbill



## **ABERDEEN CITY COUNCIL REGULAR MEETING AGENDA**

200 E. Market Street, Aberdeen, WA 98520  
Aberdeen City Hall - City Council Chambers – 3<sup>rd</sup> Floor  
Wednesday, April 10th, 2024  
6:30 p.m.

1. CALL TO ORDER
2. ROLL CALL
3. PLEDGE OF ALLEGIANCE
4. APPROVAL OF THE AGENDA
5. PUBLIC COMMENT PERIOD

The public may comment on subjects of interest not listed on the agenda or items listed on the Consent Agenda. The City of Aberdeen requests that you provide your full name. If you reside in Aberdeen, please also include your Ward number; if you do not reside in Aberdeen, please state the city in which you live. Please limit comments to three (3) minutes to ensure all citizens have sufficient time to speak.

### 6. CONSENT AGENDA

Item on the Consent Agenda are considered to be routed by the Council and will be enacted on with a motion unless separate discussion is requested. Approval of the Consent Agenda authorizes the Mayor to implement each item in accordance with staff recommendations.

- A. Minutes from March 27th, 2024
- B. Accounts Payable
- C. Payroll
- D. March Homeless Expense Report

### 7. PRESENTATIONS

- A. North Shore Levee Market Street Alignment – Nick Bird

### 8. MAYOR'S REPORT

### 9. COUNCIL REPORTS

### 10. STAFF REPORTS

- A. City Administrator's Report
- B. Directors Reports
  1. GHC RFP for Homeless Shelter

### 11. REQUESTS FOR COUNCIL ACTION

- A. Finance
  1. Resolutions



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## Request for Council Action

Date Action is Requested: 4/10/2024  
Subject: North Shore Levee – Market Street Alignment

### COMMITTEE:

- Finance  Public Works  
 Public Safety  Special Agenda Item

### TYPE OF ACTION REQUESTED:

- Ordinance No.  Resolution No.  
 Motion  Discussion  
 No Action - Information Only  Other:

### SUMMARY OF REQUEST:

Confirm a preferred alignment for the Market Street portion of the North Shore Levee Project.

### POLICY IMPLICATIONS:

- This action is in accordance with current policies and procedures.  
 This action would require a new  policy  ordinance  resolution  other action from the Council.  
 This action requires a revision to  policy  ordinance  resolution  other.  
 Does not affect current policies and procedures.

### FISCAL IMPACT:

Costs associated with the determination will be incorporated into the appropriate phase of the project and updated at the 60% design submittal.

### BUDGETARY STATUS:

- Funds have already been authorized in this year's budget.  
 This is an extra-budget expenditure.  
 Funds will be requested for this action, if approved, in next year's budget.  
 This action will bring in additional revenue.  
 This action will require city staff time and/or labor.  
 This action has no budgetary implications.  
 This action will reduce expenditures.  
 Other: Cost distribution and financial sources are still to be determined.



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## BACKGROUND/RATIONALE:

The attached memorandum provides significantly more detail. In summary, FEMA desires a preferred alignment to be confirmed by the City before a determination is made for the process to be used for environmental review. This decision relates to the Market Street area and various alignments considered during the FEMA pre-scoping meeting held on November 14, 2023. Proceeding through the environmental review process is the current critical path for the design efforts and confirmation of a preferred alignment in this area is necessary to keep the project moving towards construction.

## RECOMMENDATION(S):

Staff recommends confirming the alignment shown in Figures 10 and 11 of the attached Memorandum.

## ATTACHMENTS:

- Memorandum – Market Street / Wishkah River Alignment Recommendation

Rick Sangder

\_\_\_\_\_  
**Director Name**

\_\_\_\_\_  
**Director Signature**

David Lawrence

\_\_\_\_\_  
**Committee Chair Name**

\_\_\_\_\_  
**Committee Chair Signature**

**This request aligns with the following City Council Values:**

- |   |   |
|---|---|
| <input type="checkbox"/> Workforce Engagement & Development | <input checked="" type="checkbox"/> Vibrant, Safe & Healthy Community |
| <input checked="" type="checkbox"/> Economic Development    | <input checked="" type="checkbox"/> Infrastructure Investment         |
| <input checked="" type="checkbox"/> Fiscal Responsibility   | <input checked="" type="checkbox"/> Communications & Outreach         |



# MEMORANDUM

**DATE:** April 3, 2024

**TO:** Douglas Orr, Mayor  
Ruth Clements, City Administrator  
Rick Sangder, Public Works Director

**FROM:** Nick Bird, P.E., City Engineer

**SUBJECT:** STORM-2016-0001, North Shore Levee;  
Market Street / Wishkah River Alignment Recommendation

## **Introduction:**

The City of Aberdeen in coordination with the City of Hoquiam and the Design Engineering Firm HDR, Inc. continues to move forward with the preconstruction activities for the North Shore Levee. Many of the design decisions are still being evaluated and selected by staff and the design team. One area of the project presents a little more challenging than others as it relates to confirming the preferred alignment location.

In September 2023, the project team confirmed a NEPA pre-scoping meeting date of November 14, 2023. The NEPA pre-scoping meeting was effectively an open house displaying the purpose, need, and alternatives being considered associated with the project and to solicit feedback about the potential impacts related to the various alternatives. Public testimony was received at the pre-scoping meeting and a public comment period of 45 days ensued, beginning a week before the November 14 event. Information was also provided in an online open house where additional public comments were received. Several comments were received and will be summarized in FEMA's scoping determination. Copies of the information we have are included in Appendix A for reference.

Prior to issuance of FEMA's scoping determination, City Staff learned in March that the EA/EIS/Cultural Resource determination will not be issued until a preferred alignment has been selected by the City. This is now impacting the project delivery schedule and is a priority to confirm.

Preparing for the scoping meeting and maintaining the project schedule necessitated a deeper analysis of the alternatives being considered for the Market Street segment of the North Shore Levee. For reference, the Market Street Alignment for the purposes of this discussion, roughly begins at D Street and ends near the Young Street Bridge. As staff considered the alternatives for this portion of the Levee, it became apparent that staff and engineers can make decisions about design elements, cost, and performance, but the selection of the alignment could have greater community impacts and thus requires collaboration from the elected representatives of the users. This is critical given the variety of options being considered.

A focus group workshop of elected representatives, staff, and design professionals was conducted on October 4 and October 5, 2023 to discuss this topic in more detail. The workgroup consisted of a total of four elected representatives of the City and four staff members. As two elected representatives no longer hold office, this process was repeated with the new Mayor and new Public Works Chair. Their results were added to the determinations of the prior group. This memorandum summarizes the approach and provides the final recommendations for Council confirmation.

**Alignment Alternatives:**

Considering a path forward for the Levee alignment along the Market Street segment had previously been addressed prior to the submission of the Conditional Letter of Map Revision (CLOMR). As the project team proceeded in preparing construction documents, a few options necessitated re-evaluation prior to investing too much time and effort in the construction documents. Staff and engineers explained the alignment alternatives to the workgroup prior to evaluating the alternatives. The six alignments considered during the workshop are as follows:

- *Market Street (North, CLOMR Alignment)*
  - This alignment keeps the original alignment defined in the CLOMR, effectively constructing a concrete floodwall along the north side of Market Street.

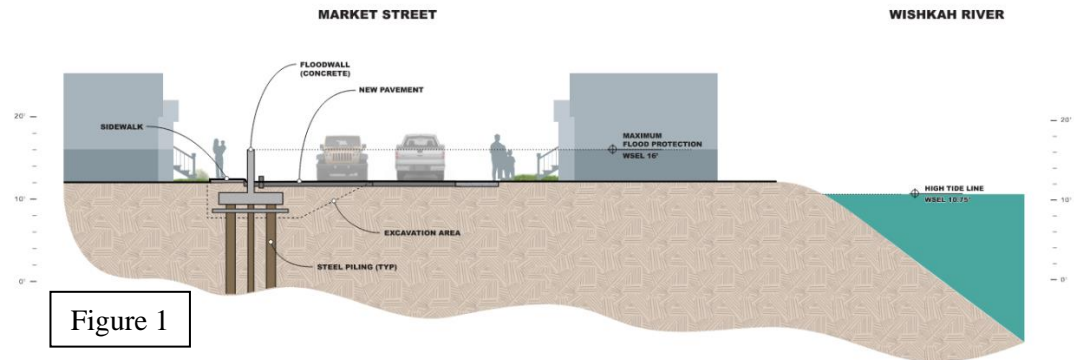


Figure 1

- Rough Order of Magnitude Cost: \$25M +/- 15%
- Advantages
  - Consistent with previous messaging
  - Only four (4) driveways impacted
  - Moderate utility relocation effort
- Disadvantages
  - 11 cross-streets, impractical to have closures at all
  - Requires permanent street closures to be cost competitive
  - Most property acquisition for Market St alignments
  - Street parking eliminated
  - Market St inaccessible prior to, during, and after flood event
- *Market Street (Center)*
  - This alignment places a concrete floodwall in the center of the roadway between the bi-directional travel lanes.

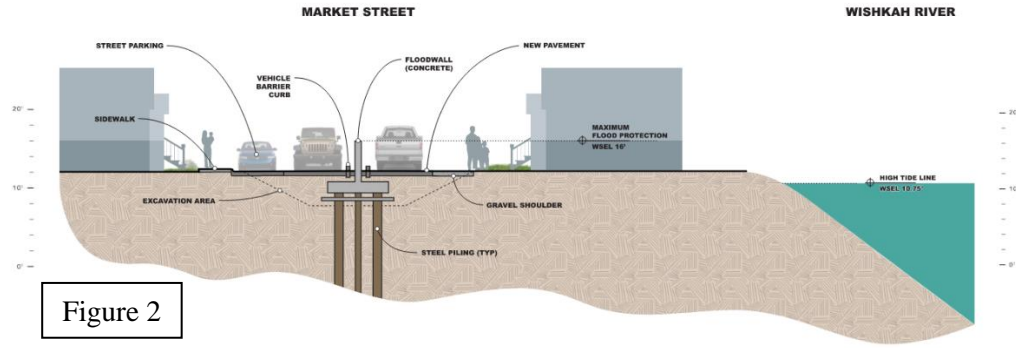


Figure 2

- *Market Street (Center) – Continued*
  - Rough Order of Magnitude Cost: \$25M +/- 15%
  - Advantages
    - Lowest Right of Way Impacts
    - Minimizes closures
    - Least significant utility impacts of Market options
    - Easy access for operation/maintenance
  - Disadvantages
    - Crossings require intersection control
    - U-turns required to access homes/side streets
    - Street parking impacted

- *Market Street (South)*
  - This alignment places a floodwall along the southern side of Market Street.

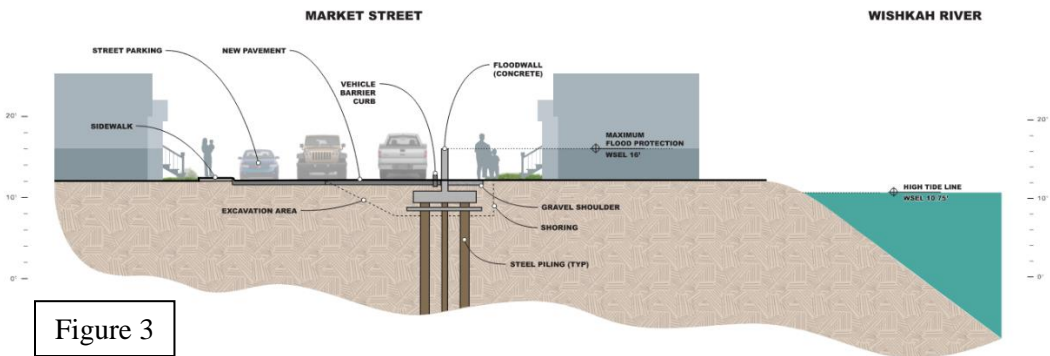


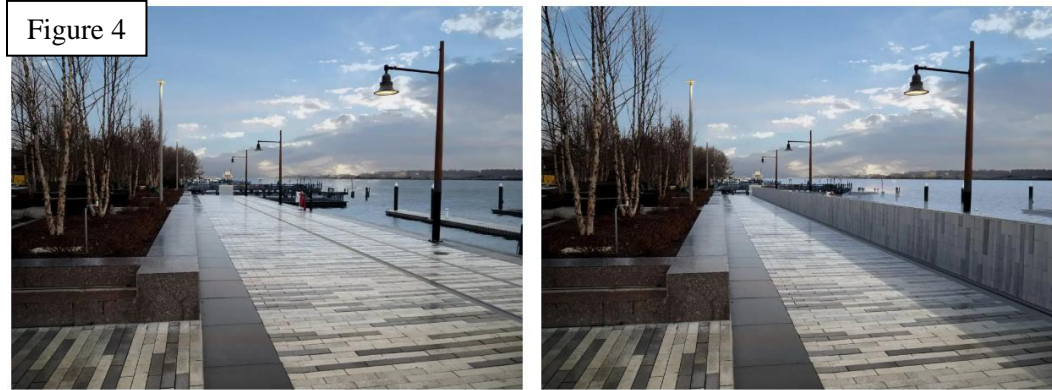
Figure 3

- Rough Order of Magnitude Cost: \$25M +/- 15%
- Advantages
  - Access at intersections maintained
  - Larger street width open during flood event
- Disadvantages
  - 22 driveways, 3 cross-streets, impractical to have gates at all
  - Most significant utility relocation effort
  - Moderate property acquisition requirement
  - Street parking impacted
  - Potential for accidents when backing out of driveways



- *Market Street (South, Freeview)*

- Using a passive FloodBreak product called FreeView, a barrier system can serve as a pedestrian pathway along the southern side of Market Street.



Rendering of a waterfront application

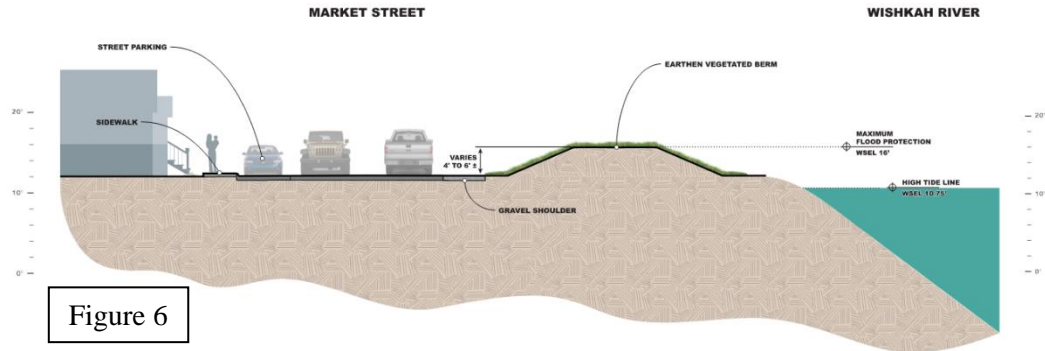


City of Indianapolis @ White River

- Rough Order of Magnitude Cost: \$32M +/- 15%
- Advantages
  - Minimal visual impact
  - Automatic operation (less O&M burden)
  - Can function as sidewalk
- Disadvantages
  - Prior applications are pedestrian – driveways need to be reviewed
  - Parked cars need to be moved for system to operate
  - Durability after 25+ years

- **Relocation Option**

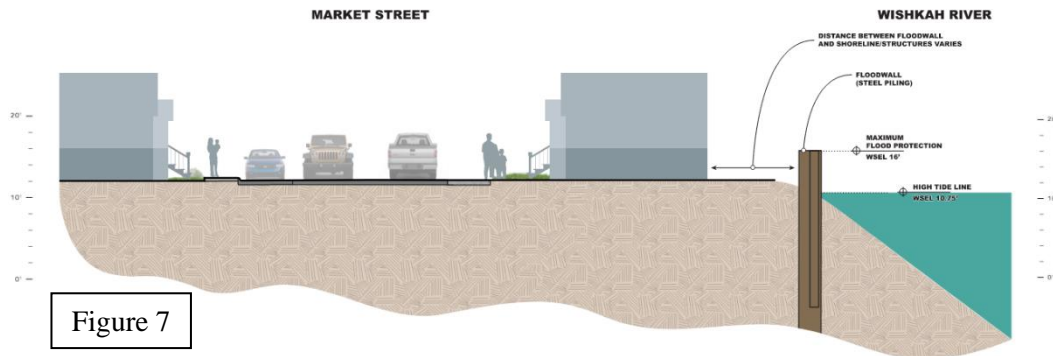
- This alignment constructs an earthen vegetated berm south of Market Street.



- Rough Order of Magnitude Cost: \$28M +/- 15%
- Advantages
  - Minimizes unprotected properties
  - Minimizes disruption to Market St
  - Provides opportunities for public amenities/access
  - Provides opportunities for env. mitigation
  - Lowest operation/maintenance burden
  - Simple construction and no utility impacts
- Disadvantages
  - Longer schedule
  - Complex negotiations
  - Short-term public acceptance
  - Property acquisition and relocation will be required

- **Wishkah River Alignment**

- This alignment constructs a sheet pile flood wall along the shoreline.



- Rough Order of Magnitude Cost: \$35M +/- 15%
- Advantages
  - Property access maintained and protection provided to almost all properties along river.
  - Marine construction already required so equipment mobilized.



- *Wishkah River Alignment Continued*
  - Disadvantages
    - Environmental impacts – needs to be reviewed with USACE/WDFW/Ecology (Substantial mitigation for impacted wetlands and adjacent habitat)
    - Property owner docks and water access will be impacted. A few small stoplog structures are accounted for dock access. Wall is about 4 to 5 ft higher than yards.
    - Greater ROW acquisition required along the shore – wall and maintenance access.
    - Longer schedule and higher potential for construction costs to escalate due to permitting and in water work.

**Decision Making Approach:**

Staff had initiated the use of a Multi-Criteria Decision Analysis (MCDA) to support the decision while considering the options, advantages, and disadvantages in relation to what is important to the workgroup and the community. A MCDA is a systematic and structured decision-making tool often used to evaluate complex and diverging components. A frequently used MCDA method is the Weighted Sum Model which provides for the opportunity to weight criteria to coincide with the importance associated with that criterion. This approach is regularly used by the Engineering Division to make decisions such as selecting consultants or when evaluating project alternatives as is being done in this case.

Simply put, using the MCDA Weighted Sum Model approach requires a few steps:

- Identify the alternatives,
- Identify the criteria,
- Weight the criteria,
- List the Options, and
- Rate the options.

A great 4 minute video summary of the MCDA Weighted Sum Model can be watched at:

<https://www.youtube.com/watch?v=7OoKJHvsUbo>

(Note: only the first 2 minutes and 30 seconds are applicable to this work)

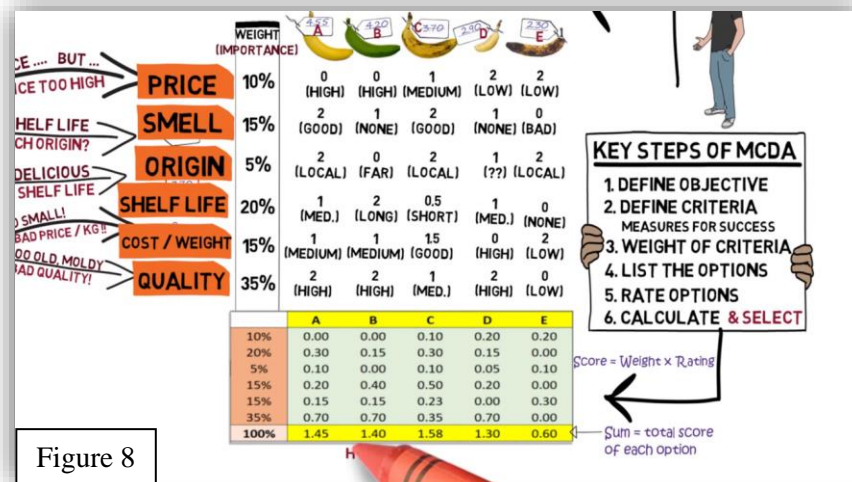


Figure 8

### **Decision Criteria Selection & Weight:**

A total of 10 criteria were presented and discussed with the workgroup. The 10 criteria are summarized below. Each workgroup participant from the elected and staff groups weighted the criteria by distributing 100 points across their preferred criteria. The combined score was then averaged to create a combined average weight.

- Cost Effective – This criterion relates to the capital cost to construct the alternative.
- Schedule – This criterion is associated with how the alternative is going to impact the design, permitting, and construction timeline.
- Parcels Protected – This item relates to how many parcels will remain unprotected.
- Traffic Movement – This element is intended to create a comparison between alternatives during normal day to day operations and how it impacts vehicular and pedestrian traffic during these normal day to day activities.
- O&M – This item is intended to compare the level of effort to conduct annual operational inspections and repairs as needed.
- Emergency Services – This criterion relates to the ability to move traffic and provide emergency services during an event requiring activation of the closures.
- Consistent Messaging – This item is associated with continuity of historic communication of the alternatives.
- Environmental Impacts – This element relates to the probability for adverse environmental impacts and associated mitigation requirements.
- Property Acquisition – This criterion is associated with the type and quantity of property acquisition needs associated with the alternative.
- Risk of Change – This item is associated with scope, schedule, and/or budget risk in the permitting, right-of-way, and/or construction phases of the specific alternative.

Discussion of the decision criteria was a lengthy process. After there was a general understanding of the decision criteria, the elected group was asked to weight the criteria as it related to their priorities and their perceived impacts to the community. The evening of Day 1 culminated with revealing the weights for each elected participant and discussion of the associated scores.

Day 2 of the workshop began the presentation of staff scoring and an opportunity to revise the elected participant scores after having some time to think about the conversation the previous evening and seeing the staff distribution. Minor adjustments were made by some of the elected group, however it did not substantially change the weighted distribution. All eight weights for each of the 10 categories were averaged to create a composite weight of both elected and staff representatives. As noted previously, two additional elected representatives were added in March of 2024 to accurately reflect current seated representatives. Table 1 displays the elected and staff weighting and the composite weight.

**Table 1  
Composite Weight Summary**

Weight	Criteria	E-1	E-2	E-3	E-4	E-5	E-6	S-1	S-2	S-3	S-4
18.00%	Cost Effective	10	40	15	25	15	15	20	15	10	15
15.00%	Schedule	10	20	15	15	10	15	15	15	20	15
13.00%	Parcels Protected	20	5	15	15	15	10	15	10	10	15
9.50%	Traffic Movement	15	0	10	5	20	10	10	10	5	10
7.50%	O&M	10	5	5	10	5	10	5	5	5	15
11.50%	Emergency Services	15	5	10	5	15	15	10	15	20	5
6.50%	Consistant Messaging	5	20	5	5	0	5	10	5	10	0
6.00%	Env. Impact	5	0	5	5	5	10	5	10	5	10
6.50%	Property Acquisition	5	0	10	10	10	5	5	10	5	5
6.50%	Risk of Change	5	5	10	5	5	5	5	5	10	10

### **Decision Criteria Scoring:**

Once the composite weight was determined, the next step was to score the alternatives. To mitigate influencing the outcome, the composite scoring was specifically hidden so the workgroup could focus on scoring each criteria independently. The scoring of each alternative ranges from the lowest score of 1 to highest score of 5.

This section is intended to summarize the scoring for the individual criteria as agreed to by the workshop participants.

- **Cost Effective** – The first category scored was Cost Effective, which was based on the rough order of magnitude cost for each alternative. The Wishkah River Alignment was the highest cost at +/- \$35M and therefore received the lowest score of 1. The Market Street (South, Freeview) option was the second highest cost at +/- \$32M and received the second lowest score of 2. The Relocation option was the third highest cost at +/- \$28M, receiving the third lowest score of 3. The remaining Market Street alternatives all tied at +/- \$25M and all received a score of 4. A score of 5 was not used in this category as the difference between each alternative did not warrant a wider distribution between scores.

- **Schedule** – The second category scored was based on anticipated impacts to the current schedule. As noted in the summary information, the Wishkah River option will significantly increase the permitting schedule and delay construction activities. Currently, permitting is the driving factor defining when construction can be initiated. Increasing that length of time is not desirable for various reasons, therefore the Wishkah River option received the lowest score of 1. The remaining four alternatives received a score of 4, as it is believed all alternatives will not impact the critical path schedule currently defined by permitting efforts.
- **Parcels Protected** – The third category scored was based on how many parcels will remain unprotected. All four of the Market Street options received a score of 2, as the roadway based options provide protection to the north side of Market Street, but residents on the south side of Market remain unprotected and uncompensated. The Relocation alternative received a score of 4 as property owners south of Market Street would be compensated in accordance with the Uniform Relocation Act. The highest score applied to this category was provided to the Wishkah River alternative, as all properties theoretically would be protected.
- **Traffic Movement** – The fourth category scored is intended to create a comparison between alternatives during normal day to day operations and how it impacts vehicular and pedestrian traffic during these normal day to day activities. The Relocation and Wishkah River alternatives received a score of 5 as no significant impacts were identified impacting day to day activities. The Market Street (South, Freeview) received a score of 4 as the alternative will be slightly more impactful than the Relocation and Wishkah alternatives due to the sidewalks required for the FloodBreak system. The lowest scored alternative was the Center of the road, receiving a score of 1. This alternative eliminates left turns and requires U-turns throughout the corridor. The North Side will require permanent side street closures to remain cost competitive and received a score of 2. The Market Street (South) does not require street closures or create significant impacts to traffic patterns, however access to the southern properties will need to be restricted with closures and received a score of 3.
- **O&M** – The fifth category compared the level of effort to conduct annual operational inspections and repairs. The simplest alternative to maintain is the earthen levee associated with the Relocation option and received a score of 5. The most challenging alternative to maintain is the Market Street (South, Freeview) option which received a score of 1. The Market Street North and South options received a score of 2 principally due to their proximity to the roadway and the frequency of residential access points. With more access points, the higher the risk is for vehicle/floodwall conflicts. The Market Street (Center) option received a 4 as access to inspect and conduct repairs is relatively unimpeded. Similarly, the Wishkah River option also received a score of 4 as sheet pile and pile caps do not require substantive maintenance when located outside of hazard areas such as the traveled roadway, although access through private property will be required to conduct annual inspections.
- **Emergency Services** – The sixth category was scored based on the alternatives ability to move traffic and provide emergency services during an event requiring activation of the closures. Both the Relocation and Wishkah River options received a 5 in this category as post construction the roadway will be unimpacted by flood events, preparations for events, or annual exercises. Both South Side alternatives received a score of 3, as the roadway will be unimpeded during events and exercises, however access to properties south of the flood protection structure will be eliminated. Similar to the South Side alternatives, the Market Street (Center) alternative will

eliminate access to the southern properties during events and exercises, in addition to impacting the eastbound travel lane. Based on this information, the Market Street (Center) received a score of 2. The lowest score of 1 was assigned to the Market Street (North) alternative, as during events and exercises both travel lanes are blocked in addition to the southern properties.

- **Consistent Messaging** – The seventh category evaluated is associated with continuity of historic communication of the alternatives. As the Relocation option had not been previously discussed, it was assigned a score of 1. The Market Street (North) alternative is consistent with the draft plans prepared for the Conditional Letter of Map Revision (CLOMR) that was submitted in 2017 and received a score of 5. The remaining Market Street alternatives received a score of 4, as many recalled the intent of the previously selected preferred alternative was Market Street. The Wishkah River alignment received a score of 3, as the alignment had previously been discussed, but the historic objective was to avoid in water work and previous decisions were made to utilize Market Street as this sections alignment location.
- **Environmental Impacts** – The eighth scoring criteria reviewed relates to the probability for adverse environmental impacts and associated mitigation requirements. The Wishkah River alternative received the lowest score of 1 due to the significant anticipated impacts of conducting such a large amount of work waterward the ordinary high water mark. All four of the Market Street alternatives received a score of 5 given most of the work is conducted in existing right-of-way and construction activities would not be substantively different than a typical transportation project. The relocation alternative received a score of 3 given the presumed Environmental Justice impacts that are anticipated.
- **Property Acquisition** – The ninth category evaluated is associated with the type and quantity of property acquisition needs associated with the alternative. The Market Street (Center) is anticipated to have by far the fewest temporary and permanent impacts to private property and received a score of 5. Conversely, the Relocation option received a score of 1 due to the large amount of permanent property impacts and anticipated relocation efforts. Both the Market Street (South) and (South, Freeview) alternatives received a 3 due to the anticipated impacts east of A Street where the existing right-of-way narrows from 100-feet to 60-feet. The remaining alternatives, Market Street (North) and Wishkah River, received a score of 2. The Market Street (North) alternative will significantly impact parking and accessibility to the adjacent properties in addition to likely needing extensive temporary construction easements. The Wishkah River alignment will need permanent acquisition of property along most of the alignment sufficient for maintenance activities in addition to access easements for conducting annual inspections and facilitating repairs as needed.
- **Risk of Change** – The last scoring criteria evaluated was associated with scope, schedule, and/or budget risk in the permitting, right-of-way, and/or construction phases of the specific alternative. The Wishkah River alternative received a score of 1, as risk was prevalent in all phases of the alternative. All four of the Market Street options received a score of 3 as each alternative had varying degrees of risk in each project phase at a sufficient level. The Relocation option received the highest score of 4, as construction and permitting risk is negligible, however right-of-way acquisition increases the risk for this alternative.

**Preliminary Preferred Alternative Selection:**

Upon review of the composite scoring summary, the preferred option of the workshop participants was the Relocation Option, followed by the South Side (Standard) and Center Road Options. Several participants started the workshop with their own alternative preferences, but through the discussion and weighting of the various categories as well as scoring each criterion for all alternatives, all users came to a similar conclusion. The composite scoring summary is shown below in Table 2.

**Table 2  
Composite Scoring Summary**

Weighting	Alternatives	Alternative Evaluation										Composite Scoring
		1 Cost Effective	2 Schedule	3 Parcels Protected	4 Traffic Movement	5 O&M	6 Emerg. Services	7 Consistant Mesg.	8 Env. Impact	9 Prop. Acq.	10 Risk of Change	
		18.0%	15.0%	13.0%	9.5%	7.5%	11.5%	6.5%	6.0%	6.5%	6.5%	
1	North Side	4	4	2	2	2	1	5	5	2	3	2.99
2	Center Road	4	4	2	1	4	2	4	5	5	3	3.29
3	South Side (Standard)	4	4	2	3	2	3	4	5	3	3	3.31
4	South Side (Freeview)	2	4	2	4	1	3	4	5	3	3	2.97
5	Relocation Option	3	4	4	5	5	5	1	3	1	4	3.66
6	Wishkah River	1	1	5	5	4	5	3	1	2	1	2.78

Note: Weighting scores shown above are shown as rounded figures, however the actual figure used in the composite scoring is the composite weight shown in Table 1.

To verify any anomalies, Table 3 was prepared to evaluate the distribution of the composite scoring summary by group. This review confirms that the Relocation Option consistently scores as the preferred alternative within the focus group.

**Table 3  
Composite Scoring Summary by Group**

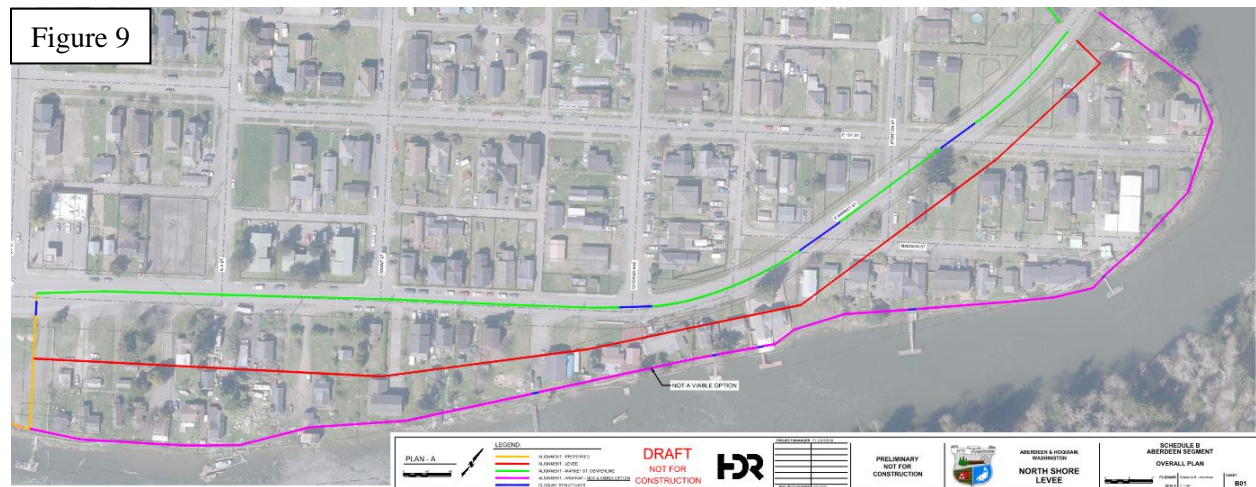
Alternatives	Combined 6 Elected (All) 4 Staff	Original 4 Elected (2023) 4 Staff	Current 4 Elected (2024) 4 Staff	Elected Only 6 Elected (All) 0 Staff	Current 4 Elected (2024) 0 Staff	Staff Only 0 Elected 4 Staff
	1 North Side	2.99	3.04	2.93	2.99	2.88
2 Center Road	3.29	3.33	3.28	3.29	3.25	3.3
3 South Side (Standard)	3.31	3.33	3.29	3.3	3.26	3.33
4 South Side (Freeview)	2.97	2.96	2.99	2.93	2.95	3.04
5 Relocation Option	3.66	3.61	3.69	3.63	3.69	3.69
6 Wishkah River	2.78	2.71	2.8	2.79	2.84	2.76



**Preferred Alternative Development:**

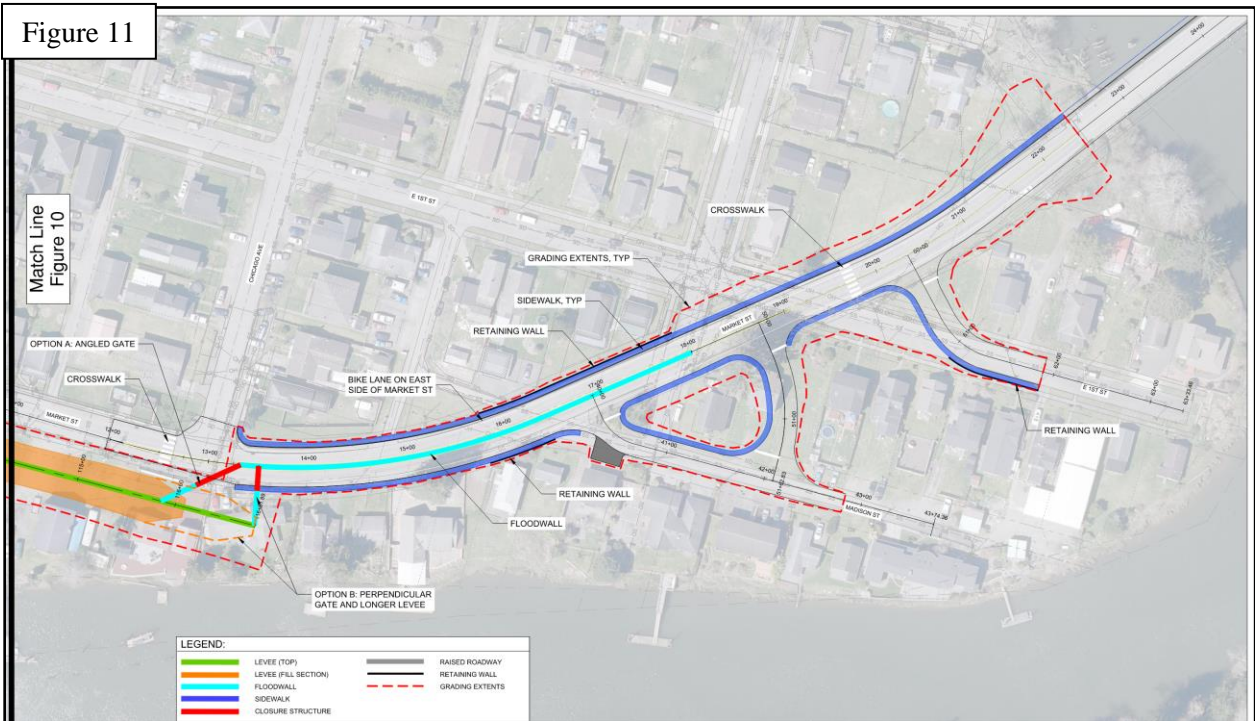
The rough framework of the preliminary preferred alternative was a starting point, but it needed to be developed further to conceptually confirm the preferred alternative alignment. Based on the selected alternative, the design team began evaluating conceptual layouts in order to progress permitting efforts and trying to balance the need for relocation, the impacts to properties planned to be protected, and coordinate with the North Aberdeen Bridge project.

In December 2023, the design team presented to FEMA the then current top two alternatives, Center of Road (green line in Figure 9) and the Relocation Option (red line in Figure 9). The Wishkah River alignment (purple line in Figure 9) was shown for context but was determined to not be a viable option due to the magnitude of the environmental impacts. The first draft used in discussions with FEMA is shown below.



In all alternatives for this portion of the levee alignment, the intent is to begin around B Street and transition into the preferred alignment. The Centerline alignment would require a minimum of four closure structures to maintain the traffic mobility through the corridor during normal operations. The design team realized a solution would be necessary to adequately address the bi-directional needs of properties on both the north and south side of Market Street as either going home or leaving would require U-turns for all properties adjacent to Market Street. The Levee alignment (Relocation Option) tentatively displayed the maximum extent of the earthen levee. Two closure structures would be required for the Levee alignment to maintain access to the unaffected properties on Madison Street and E 1<sup>st</sup> Street.

At the beginning of 2024 the design team paused additional concept development to wait for the scoping analysis determination to be finalized by FEMA. While work was paused, ways to mitigate some of the perceived challenges and comments received through the scoping process were still being developed and discussed. In February 2024, a blended concept of the two alternatives provided a creative solution the quantity of closures, left turn limitations, impacts to the properties on Madison Street and E 1<sup>st</sup> Street, and most importantly allow access to and from Madison Street and E 1<sup>st</sup> Street during conditions when the closure structure is in place. The refined preferred alignment is shown in Figure 10 and 11.



By elevating Market Street beginning between Chicago Ave and N Stanton to roughly the North Aberdeen Bridge, in addition to a floodwall in the center of Market Street from N Stanton to Chicago

Ave, a creative way to mostly maintain normal operations and emergency access emerged. Two closure structures are required with this preferred layout, one at Chicago Ave. and the other located near B Street to provide access to the waterward side of the levee. During normal operations, only 3-4 abutting residences are impacted by the center median floodwall. These residences will have relatively easy access to southbound Market Street by accessing the modifications to Madison Street. During emergency operations or maintenance testing, i.e. the closure structure is closed, temporary work zone signals will be placed providing alternating one lane, two way traffic to use Market Street. This provides the ability to access the remaining unprotected properties on Market Street, Madison Street, and E 1<sup>st</sup> Street at all times, which is a significant advantage that is not possible to provide in any other alternative.

**Market Street Alignment Confirmation:**

As noted previously, FEMA will not continue the environmental review process until a preferred alignment has been confirmed by the City of Aberdeen. Based on the evaluation documented herein, staff and the design team recommend proceeding with the alignment as shown in Figures 10 and 11, specifically with the angled gate noted in Option A.

# Appendix A

Public Comments On File  
Received: 11/14/23 – 12/17/23

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## North Shore Levee Project

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### PUBLIC COMMENT FROM OPEN HOUSE

November 14, 2023

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**Federal Emergency Management Agency (FEMA)**

**Cities of Aberdeen and Hoquiam**

**NORTH SHORE LEVEE PROJECT**

**PUBLIC COMMENT from OPEN HOUSE**

**Held**

**November 14, 2023**

**Rotary Log Pavilion  
1401 Sargent Blvd  
Aberdeen, Washington**

**Pages 1 - 10**

**CERTIFIED  
TRANSCRIPT**

**Reported By:**

**Connie Church, RPR, CRR, CRC, CCR #2555**

**Certified Stenographic Court Reporter**

**for**

**Capitol Pacific Reporting, Inc.**

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1 PUBLIC COMMENT

2  
3  
4 KIM ABEL: I'm going to start with the  
5 banks. Banks currently are not requiring flood insurance  
6 on anyone in flood zone X. I was changed from flood zone  
7 AE to X, and now no flood insurance is required. So  
8 that's currently already happening with that.

9 Where will the water go? Because it does have to go  
10 somewhere. And I've not seen that anywhere as part of  
11 the plan. So I'd like to see where the water will go as  
12 part of the plan.

13 Has there been any consideration given to a Wishkah  
14 River mouth tidal gate or similar to be used the two or  
15 three times per year that the flood control is actually  
16 needed?

17 I would like to know if the cities are still issuing  
18 building permits in at risk flood areas. And how will  
19 cities pay for ongoing maintenance should this project be  
20 completed? In 2016, that question was asked and it was  
21 answered with they were -- it was under consideration how  
22 that would be paid for. That's what they're still  
23 saying.

24 Option 3, buyout and build an earthen berm, does not  
25 meet FEMA's published recommendations. FEMA says that



1 buyouts are only approved after property has been flooded  
2 repeatedly, which I don't believe has happened. And it  
3 also states that any land then -- bare land created must  
4 be used forever -- as functional floodplain forever. The  
5 berm does not meet that requirement. I know I'm one  
6 house there. We've not flooded ever. So I don't think  
7 that that would suffice.

8 Also latest research has shown that with sea levels  
9 rising around the world, that building walls is not best  
10 current practice because you cannot stop water. And  
11 cities have terrible records of being able to maintain  
12 any facilities that are built over the long haul. Newest  
13 research shows there needs to be an increase in  
14 floodplain area and green space to absorb water rather  
15 than try to create walls to keep it out.

16 I'm going to leave it there, let somebody else have  
17 a word.

18  
19 CAROL AND ED COYLE: All right. We live on  
20 East Market next to the river. And we are in favor of  
21 option 2, the flood wall, because we feel that if they  
22 build the flood wall along Market Street, we are going to  
23 be trapped in our home with the water coming in. That's  
24 our big concern.



1 JOANN PURCELL: First thing is I think it  
2 was a very big miscommunication about whether this was a  
3 presentation or not. I'm disabled and I would have  
4 brought my wheelchair had I known. But I'm not mad like  
5 some other people that are screaming about it.

6 My other thing -- my other thing is I live at  
7 1611 Young Street. In front of my house is two street  
8 drains that flow to the Wishkah River by the Curt Cobain  
9 Bridge. During the king tides or a very high tide with  
10 rain that's not a king tide, the river comes up those two  
11 street drains and flows right into our property, flooding  
12 our house.

13 And also -- I don't know how you're going to type  
14 this -- this is my house. Here's the street drains.  
15 Right here is a city easement, and it's a ditch that goes  
16 out to like a branch off of the Wishkah. And when it's  
17 king tides, we also -- that branch-off comes up and  
18 floods our property too.

19 And my husband just passed away in June. And we've  
20 lived there since October of 2020, and it flooded three  
21 weeks after we moved in. And we've been calling the  
22 city, talking to them about what to do with that ditch  
23 and about those storm drains not being at an adequate  
24 level for when -- they shouldn't be below the river I  
25 would think. And I feel like that should have been



1 disclosed at some point, that that happens.

2 So somebody over there that does a presentation said  
3 to make sure that those things are addressed. So if  
4 somebody could get back to me about how will the -- first  
5 off, the street drains need to be not the way they are.  
6 And then when they do the -- if they do levee, the person  
7 over there was saying he thinks it's going to make it  
8 worse on my property because the river -- the levee's on  
9 the south side and we're on the north side, so the  
10 water's going to back up even more than it already does  
11 every single king tide that it's rained at the same time.  
12 So I wanted to know how it would affect my side for sure.  
13 He said he couldn't tell me for sure but put that in the  
14 questions.

15  
16 MARIA CASTRO: Basically I bought my house  
17 last October and I got to know it in the last year. So  
18 the backyard floods so bad that I'm almost knee deep in  
19 water walking through it to the alley. There's a good  
20 six weeks that I couldn't take my trash bin to the alley  
21 because I couldn't get to it because, like, it was in the  
22 backyard and I was sinking when I went to try to go get  
23 to it to take it -- to take the trash can out. So I'd  
24 definitely like something, you know, to help with that,  
25 whatever that may be. The front yard does flood but not



1 as much as the back yard. It gets like little pools in  
2 it. But the whole backyard is like a huge swamp or lake.  
3 It's cold so I guess it's not a swamp.

4 And then parts of my house are sinking. So if I  
5 could -- I don't know -- get some options on that. I've  
6 called to find out if I can get it raised, and nobody  
7 will, like, come look at it. I think because it's on  
8 brick pedestals maybe is why they don't do that I guess.  
9 It's not on a cement slab or anything. My house, as of  
10 yet, doesn't flood. But I mean if it keeps sinking,  
11 there's going to be a day where it probably might do  
12 that.

13 So those are the two things I'm really trying to  
14 tackle.

15  
16 MICHAEL DICKERSON: I would like a lot more  
17 clarification as to the levee proposed between Market and  
18 the upper end of -- at Wishkah and the bridge. A lot of  
19 people believe this levee will eliminate the need for  
20 flood insurance. In talking to the people from FEMA, all  
21 of them have said that it simply reduces the process of  
22 insurance; everyone should still maintain some. And they  
23 should clarify that so people aren't misinformed as to  
24 what the benefits of this program will be.

25 The maps were much too small. You couldn't see the



1 detail.

2

3

RICHARD CATTERALL: I'm Richard Catterall,  
4 1123 East Market. And I'm the one that has the docks in  
5 front of it. I don't know if you're familiar with it.  
6 I got boats that dock there. And I think it's -- as the  
7 options go, I think I'd be in favor of the sheet piling  
8 going by my place. I think that would be better for me  
9 rather than down the middle of Market Street. Because  
10 then, you know, to head towards town, you'd have to go  
11 out and around it I'm sure to get back.

12

13

FRED ABEL: One of my concerns is on the  
14 sheet piling. The groundwater runoff is visible on the  
15 riverbank at low tide. There are several little streams  
16 I'll call them, approximately maybe the size of like a  
17 garden hose running that runs all year. And my concern  
18 again is if the sheet piling is put down, these  
19 underground little streams will continue to run and back  
20 up because they cannot go into the river because of the  
21 sheet piling. Thus, over time, the ground underneath  
22 your house turns to mush because it's inundated with all  
23 the groundwater.

24

And I've mentioned that to FEMA. I mentioned it to  
25 the city. And neither one of them has taken it into

Page 7





1 consideration. And as far as I know, there's no way to  
2 address that because it's not really random, but it's  
3 there. I have one comes out underneath my house. But  
4 you can only see it at low tide because, you know, the  
5 bank of the river. But it drains all year regardless.

6  
7 BUCK GILES: I would like to see recreation  
8 be a primary like by-product of the levee project.  
9 Wherever applicable, feasible, put in paths, multiuse  
10 paths for recreation and multiuse paths for just  
11 community connectivity between Hoquiam and Aberdeen,  
12 around Aberdeen, around Hoquiam.

13 So I understand the earthen embankments is one  
14 option, and I believe that should be pursued wherever  
15 feasible because of that opportunity to put a path right  
16 on top.

17 We are a tragically underserved community for those  
18 recreation opportunities, cycling specifically. And  
19 doing that purposely for the levee project could  
20 radically improve our community health, our community  
21 focus, recreation.

22 The second item is specifically with Hoquiam and  
23 specifically with the Riverside Bridge. The intersection  
24 of Riverside Avenue and Levee Street becoming Lincoln  
25 Street at the same time as this project, having a traffic



1 study done to pursue the re-evaluation of the couplet,  
2 the traffic couplet, coursing through Aberdeen and  
3 Hoquiam I think could be an effective use of resources if  
4 a traffic study can be incorporated into this project.

5  
6 (Conclusion of Public Comments.)  
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C E R T I F I C A T E

I, CONNIE CHURCH, a Certified Stenographic Court Reporter in and for the State of Washington, residing at Montesano, do hereby certify:


That the foregoing proceedings were reported by me and thereafter reduced to a typed format under my direction; that the transcript, consisting of pages 1 - 10, is a full, true and complete transcript of said proceedings;

That as a CCR in this state, I am bound by the Rules of Conduct as Codified in WAC 308-14-130; that court reporting arrangements and fees in this case are offered to all parties on equal terms;

That I am not a relative, employee, attorney or counsel of any party to this action, or relative or employee of any such attorney or counsel, and I am not financially interested in the said action or the outcome thereof;

That upon completion, the original transcript will be securely sealed and served upon the appropriate party.

IN WITNESS WHEREOF, I have hereunto set my hand this 20th day of November, 2023.

  
\_\_\_\_\_  
Connie Church, CCR No. 2555  
Certified Stenographic Reporter



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My name is Lori Berken. I have lived at 1301 Madison Street for over 37 years.

In 1985, my visionary, future husband, Scott Berken, purchased a simple little bungalow on the Wishkah. When we married in '88 we decided that we loved living there and wanted to build our lives on the muddy banks of that river.

Over the subsequent years, we reconfigured and expanded this home to take advantage of its unique and beautiful setting. Along with our downriver neighbor, Fred Abel, we secured permits from the Army Corps of Engineers and other entities to install docks in front of each of our homes.

We moored our tug boat, sail boats, commercial fishing boats and other recreational boats on our docks. During one heavy rain event, we watched helplessly as the raging river poured water over the dock and washed away a canoe. We awoke one morning to a 70 foot Spruce tree crashing into our dock and lodging itself against a piling. Later that day, in order to prevent further damage downriver to docks and the bridges, the tree had to be towed away from our dock and escorted downriver through the Wishkah and Heron street bridges.

More recently Fred had serious damage to his dock when another huge Spruce slammed into it shearing off BOTH pilings.

We've had water in our yard multiple times over 37 years. It's even flowed underneath our house a few of times. But we've never been concerned about water entering our house. Until now.

Living on the river has risks. We understood that when we chose to invest our lives here. We live at the mercy of Mother Nature, and we accept that. She has challenged us, but never handed us anything we couldn't manage on our own. We do what we need to do to protect our homes. AND we've done it at our own expense without grants, tax breaks, or public assistance.

And that's a little history of where we live. The real purpose of my input today is to address the impact of the "three options for the portion of the alignment along Market Street and the Wishkah River" as noted in the Cities of Aberdeen and Hoquiam Flood Risk Mitigation Project Fact Sheet.

Suffice it to say, there is no good option for those of us on the river.

All of us in this area are faced with the biggest threat ever thrown our way. And what makes this threat so pernicious is that it's not nature made but rather, manmade. Only man could levee this type of destruction. Because that's exactly what it means for any property owner from the Bridge, to the School. DESTRUCTION.

The myopic leadership of BOTH Aberdeen and Hoquiam see water spilling over the river banks as the biggest impediment to Economic Development. They are presenting this issue as an altruistic opportunity in saving homeowners millions of dollars in flood insurance. FEMA, in its infinite wisdom and power has handed them a silver spoon by removing the property along

Market Street up to Robert Gray Elementary from the flood map and redesignating it ZONE X thereby enabling the city of Aberdeen to accomplish its goals so long as they acquire sacrificial lambs, all in the name of "the greater good."

No matter how you slice it, this levee will either 1) forever alter our lives and homes, or 2) totally obliterate both.

OPTION 1: Install a sheet pile wall down the river bank and you've destroyed our views, impacted access to our docks, and required us to allow access to our properties by city personnel.

OPTION 2: Put the floodwall down the center of Market and we're on the wrong side of it. Our property values are destroyed. What happens to us when the 15 foot king tide with heavy rain, low pressure - including wind arrives, the gates are closed and people outside of the levee can't, for one reason or another escape? What happens to our insurance rates? You want to protect your city, but where's OUR security? I foresee several law suits against the city of Aberdeen happening with this scenario.

OPTION 3: Placement of an earthen berm requiring the removal of all structures between Market Street and the Wishkah river is the only solution that eliminates the burden those structures present to BOTH cities from achieving their goal of keeping the water out.

Fine. You can have my property. Through this process you've already devalued it to a fraction of its worth. But you'll need to compensate me for the 37 years of investments we've made to improving the land and the neighborhood. You'll need to compensate me for denying access to my dock and its ability to host my boat which enables me to access the open sea. You'll need to compensate me for denying me the pleasure of nature because I will never again find a place where I can sit in my yard and watch the family of 5 otters that daily run across my dock,

- or the Great Blue Herons that FISH off my dock,
- or the eagles that sit on the snag on the far side of the river and devour their kill,
- or the seals that wander up river following the salmon,
- or the deer, or cougars, or coyotes that wander down the hillside to the river's edge. It's not only MY life that will be impacted but THEIRS as well. Who will speak for these creatures and the impact this intrusion will force upon them?

And

- **who** will you determine fair and equitable compensation value for my home?
- And **what** criteria will be used to determine those values?
- And **where** can you find similar scenarios?
- And **WHEN** will this be determined?

- And most importantly, **WHY** is this being done? **WHY** are you throwing us under the bus? Do you honestly believe that a levee is going to resurrect Aberdeen and Hoquiam? That ship sailed a long time ago.

Whatever you choose to do, you will destroy our little haven that we have loved, nurtured, and cherished for 37 years - and my neighbors even longer. Others, I'm sure, will enjoy this length of river once you provide all that public access expounded upon in your "Plans". But they will never understand the sacrifice that we were forced to make on their behalf.

You have offered us minimal communication or involvement in development of your options. The last public discussion we had was in 2018. And don't blame it on Covid. You all continued to work, get paid, conduct surveys along Market Street, and collect soil samples. But there was no communication with our neighborhood.

Our mayor was interviewed on KXRO last Friday. When asked about this upcoming meeting, the first words out of his mouth were "we have to do it. We're required to have this meeting." Yeah, Mr. Mayor, it's about time you let us know what you've been up to over the past 5 years.

It's unfortunate that more communication could not have been made with the true stakeholders. But here we are. This forum has turned into exactly what I wanted to avoid and it could have been avoided with a little more interaction.

Yes, we are **ANGRY**, and we are completely dumbfounded that after decades of living on the river, we are now faced with it all being taken away. I hope you all sleep well tonight.

# Hoquiam-Aberdeen North Shore Levee Project

Please provide your thoughts, ideas, and concerns about the:

- Proposed project's **purpose and need**
- Possible **alternatives** to addressing the purpose and need
- **Resources** that could be **impacted**
- Ways to **avoid, minimize, or mitigate** the impacts of alternative

**Scoping Comment Form**  
**Submit by December 21, 2023**

Comments submitted by **December 21, 2023**, will help the Federal Emergency Management Agency (FEMA) determine what to study in the environmental document. Proposed project information can be found at

<https://www.ezview.wa.gov/?alias=1775&pageid=34768>.

Comments may be left here at the public meeting, in the virtual meeting room, mailed, or emailed to the contacts listed below. Feel free to take an extra form for additional comments or to share with friends and neighbors. All comments will become part of the project record. **Comments must be submitted by December 21, 2023**, to be considered.

Name maria Castro Organization (if applicable) \_\_\_\_\_

Address 1006 W. Wachtel St.

City Aberdeen State WA ZIP 98520

Email (optional) \_\_\_\_\_

**Please use the space below to provide comments**

Feel free to send additional pages.

**Purpose and need for the project**

Stop my yard from flooding. Did my flood insurance

**Alternatives presented or other ways to address the purpose and need**

**Community resources in the project area (e.g., businesses, residences, historic resources, shoreline access)**

**Natural resources (e.g., wetlands, water quality, fish/wildlife habitat)**

**Other (use back or attach pages)**

Written comments must be postmarked, e-mailed, or submitted on-line by **December 21, 2023**.

Mail: FEMA, Attn: Ms. Science Kilner, Regional Environmental Officer,

130 - 228th Street SW, Bothell, WA 98021

Email: [fema-r10-ehp-comments@fema.dhs.gov](mailto:fema-r10-ehp-comments@fema.dhs.gov)



FEMA





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Name Alicia Henderson Organization (if applicable) n/a  
Address 1254 North L Street  
City Aberdeen State WA ZIP 98520  
Email (optional) [REDACTED]

**Please use the space below to provide comments**

Feel free to send additional pages.

**Purpose and need for the project**

*I'm so disappointed there was no presentation*

**Alternatives presented or other ways to address the purpose and need**

*I don't have enough information on this to comment*

**Community resources in the project area (e.g., businesses, residences, historic resources, shoreline access)**

**Natural resources (e.g., wetlands, water quality, fish/wildlife habitat)**

**Other (use back or attach pages)**

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**FEMA**



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Name Charles Mace Organization (if applicable) \_\_\_\_\_  
Address 274D Queets \_\_\_\_\_  
City Hoquiam State WA ZIP 98550  
Email (optional) \_\_\_\_\_

**Please use the space below to provide comments**

Feel free to send additional pages.

### Purpose and need for the project

To raise the walls & levees for this area is a real need  
The economic impacts if no project happens are extremely harsh. <sup>The project</sup> <sub>will</sub> allow for some economic relief.

### Alternatives presented or other ways to address the purpose and need

Rice Job

### Community resources in the project area (e.g., businesses, residences, historic resources, shoreline access)

Flood Plains are a large impact.

### Natural resources (e.g., wetlands, water quality, fish/wildlife habitat)

care should be taken near the rivers for run off and underground flows.

### Other (use back or attach pages)

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130 - 228th Street SW, Bothell, WA 98021

Email: [fema-r10-ehp-comments@fema.dhs.gov](mailto:fema-r10-ehp-comments@fema.dhs.gov)



FEMA





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- Possible **alternatives** to addressing the purpose and need
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Name \_\_\_\_\_ Organization (if applicable) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Email (optional) \_\_\_\_\_

**Please use the space below to provide your comments.**  
Feel free to send additional pages.

**Purpose and need for the project**

**Alternatives presented or other ways to address the purpose and need**

**Community resources in the project area (e.g., wetlands, water quality, fish/wildlife habitat, shoreline access)**

Alternative suggestion - raise houses and build berm underneath

**Natural resources (e.g., wetlands, water quality, fish/wildlife habitat)**

**Other (use back or attach pages)**

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130 - 228th Street SW, Bothell, WA 98021

Email: [fema-r10-ehp-comments@fema.dhs.gov](mailto:fema-r10-ehp-comments@fema.dhs.gov)



**FEMA**





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- **Resources** that could be **impacted**
- Ways to **avoid, minimize, or mitigate** the impacts of alternative

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Name Lorraine & Kevin Olson Organization (if applicable) N/A  
Address 1230 E. 2nd St  
City Aberdeen State WA ZIP 98520  
Email (optional) [REDACTED]

### Please use the space below to provide comments

Feel free to send additional pages. We live 2 doors down from the Kurt Cobain Memorial

**Purpose and need for the project**

**Alternatives presented or other ways to address the purpose and need**

**Community resources in the project area (e.g., businesses, residences, historic resources, shoreline access)**

The Kurt Cobain Memorial

**Natural resources (e.g., wetlands, water quality, fish/wildlife habitat)**

Harbor Seals / Salmon + Birds

We invite Engineer Joel out to our house: 206-473-0604

**Other (use back or attach pages)**

Written comments must be postmarked, e-mailed, or submitted on-line by **December 21, 2023**.

Mail: FEMA, Attn: Ms. Science Kilner, Regional Environmental Officer,

130 - 228th Street SW, Bothell, WA 98021

Email: [fema-r10-ehp-comments@fema.dhs.gov](mailto:fema-r10-ehp-comments@fema.dhs.gov)



FEMA



# Hoquiam-Aberdeen North Shore Levee Project



Please provide your thoughts, ideas, and concerns about the:

- Proposed project's **purpose and need**
- Possible **alternatives** to addressing the purpose and need
- **Resources** that could be impacted
- Ways to **avoid, minimize, or mitigate** the impacts of alternative

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Name TRISH THOMPSON Organization (if applicable) \_\_\_\_\_  
Address 423 1/2 E HERON ST PO BOX 1500  
City ABERDEEN State \_\_\_\_\_ ZIP 98520  
Email (optional) \_\_\_\_\_

**Please use the space below to provide comments**

Feel free to send additional pages.

**Purpose and need for the project**

*Flooding on 7 ST - if levee is on 7 ST - what protection do businesses have on EAST side of levee? Would prefer pilings along the water vs levee wall and street*

**Alternatives presented or other ways to address the purpose and need**

**Community resources in the project area (e.g., businesses, residences, historic resources, shoreline access)**

**Natural resources (e.g., wetlands, water quality, fish/wildlife habitat)**

**Other (use back or attach pages)**

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Email: [fema-r10-ehp-comments@fema.dhs.gov](mailto:fema-r10-ehp-comments@fema.dhs.gov)



**FEMA**





## Nick Bird

---

**From:** Nick Bird  
**Sent:** Tuesday, November 28, 2023 4:54 PM  
**To:** FEMA-R10-EHP-Comments  
**Subject:** FW: Market/FEMA project

Science,

Please see the comments below that we received before Thanksgiving. I wanted to pass them along in the event the individual providing comment does not.

Thank you,  
Nick

### NICK BIRD, PE | CITY ENGINEER

City of Aberdeen Public Works Department  
200 E Market St, Aberdeen, WA 98520  
O: 360.537.3218 | C: 360.472.3604 | [NBird@aberdeenwa.gov](mailto:NBird@aberdeenwa.gov)

---

**From:** Angela Drake <[REDACTED]>  
**Sent:** Sunday, November 19, 2023 5:57 PM  
**To:** Nick Bird <NBird@aberdeenwa.gov>  
**Subject:** Market/FEMA project

You don't often get email from [REDACTED]. [Learn why this is important](#)

My name is Angela Drake and my husband and I own the property at 1321 E 1st Street. I was wondering how all this would affect our property? We had to fight to get a SBA disaster loan to move out of a flood damaged home that was damaged in the 2015 flooding/slides. We were in the worse of it under Beacon Hill in Hoquiam. The only thing that separated us from the slides was a row of houses and Queets st. We had 3ft of water surrounding our home (which exposed conditions to our home that our inspector did not document) and our home settled at different rates causing it to contort and rip itself apart. It took us several years after we moved to be rid of the house and it's issues. We thought we were going to take a loss on it but because of covid and the housing craze we actually made money which went to the principal of the new house. I am asking this because my husband and I cannot have another flood zone/damaged home. We moved here because we have an extremely good interest rate that allowed us to buy a nicer house for our money which was out of the flood zone and required no flood insurance since its in a X flood zone as of now. It has made our life easier because we aren't having to pay the \$2300+ a year to FEMA for flood. I am disabled and moving was difficult. We cannot take a loss or have a higher interest rate. Zillow has our house listed at like \$290,000.00 - \$350,000.00 but tax assessment is much lower and house prices are no where near what we can get for tax price.

## Nick Bird

---

**From:** LeAnne Kirkwood <[REDACTED]>  
**Sent:** Saturday, December 2, 2023 5:44 PM  
**To:** fema-r10-ehp-comments@fema.dhs.gov  
**Cc:** Brian Shay; Nick Bird  
**Subject:** North Shore Levee Comments  
**Attachments:** NSL ALIGNMENT RECONSIDERATION.docx; 22-07-26\_Markup\_NSL\_Cobain Memorial\_Levee(1).pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

You don't often get email from [REDACTED]. [Learn why this is important](#)

Attention: Science Kilner



[NSL protest](#)

## RECONSIDERATION REQUESTED FOR LEVEE ALIGNMENT

I previously suggested (on numerous occasions) to locate the levee wall along Stanton Street to connect with the levee at Market Street. This would avoid impacting several properties. There are no driveways or walkways along the west side of Stanton St. There are however, several along E 2<sup>nd</sup> St.

I have included my previous (2018) letter to the Aberdeen City Engineer. To date, I have not received a response.

## PROPERTY VALUES | HISTORIC PRESERVATION

I own two homes along the Wishkah River – 1308 E 2<sup>nd</sup> Street and 1408 Roosevelt – both of which will be OUTSIDE of the current levee alignment.

Per the current 60% levee design plans, a concrete flood wall will be located in the right of way in front of my home at 1308 E 2<sup>nd</sup> Street (**Damitio House c. 1910**). \*The top of the levee is proposed to be at elevation 15.2 feet, which is about 3 feet higher than the street.

The presence of a concrete wall fronting my property will negatively impact the **historic integrity** of my home and will decrease its resale value.

Will there be compensation for owners when their property values decrease due to the levee installation?

Will the concrete flood walls be graffiti proof? A concrete wall in front my home with graffiti certainly will make resale of my home difficult.

Why is the levee alignment located between my home and the riverbank versus the street in front of my house?

## RIVERBANK EROSION

The riverbank behind my home on the south bank of the Wishkah River is on a meander bend and subject to erosion. I am concerned the levee will increase the erosion rate of the riverbank due to increased flow velocities associated with the proposed levee at its current alignment. **I am also concerned that it will negatively impact my existing wooden pilings that were installed to mitigate erosion.**

Will the stability of the riverbank behind my home be monitored and repaired if the erosion rate increases due to the levee construction at its current alignment?

## EMERGENCY ACCESS

How will Fire/Police/EMT access my home and others located OUTSIDE of the levee during a flood emergency that requires closure of flood gates? Please provide a PRINTED version of the plan.

## SEA LEVEL RISE

I am concerned that the flood elevation outside of the levee will increase over current conditions. The hydraulic modelling performed does not appear to consider future sea level rise; however, the 60% levee design plans include freeboard to account for a 1.2-foot sea level rise. Shouldn't the hydraulic modelling consider sea level rise and the proposed levee crest elevation of 15.2 feet? What would happen if the flood elevation rose to elevation 15.2 feet? Wouldn't that cause much greater flooding outside of levee than current conditions?

In the event of severe flooding, a levee wall in front of my home would not allow for flood waters to disperse naturally but would back up and remain on my property causing greater damage.

## **PARK ACCESS**

Adjacent to my home is Kurt Cobain Park, which is visited daily by tourists/fans from all over the world. Over the past several years, there has been severe erosion of the riverbank inside the park footprint.

How will the park be accommodated within the levee project?

## **ADDITIONAL QUESTIONS:**

What is the actual number of properties located within the NSL alignment that have CURRENT (active) Flood Insurance policies?

When these properties are removed from the flood maps, will current flood insurance policy holders with riverfront properties expect to see an INCREASE in yearly premiums?

What is the number of properties along the banks of the Wishkah River that will remain on the OUTSIDE of the NSL?

How will the NSL (when built) impact properties along the Wishkah River in North Aberdeen – especially during very high tides?

How will the current NSL alignment impact the North Aberdeen (aka Young Street) Bridge when replacement/repair begins? Are the two project leads collaborating?

Why not use the funding to raise the foundations of properties located in the west end of Aberdeen? It appears those of us located near the Wishkah River in the east end of town will suffer greatly to accommodate property owners to the West.

I appreciate your consideration and await your reply.

LeAnne Kirkwood  
1308 E 2<sup>nd</sup> Street  
Aberdeen, WA 98520  
[REDACTED]

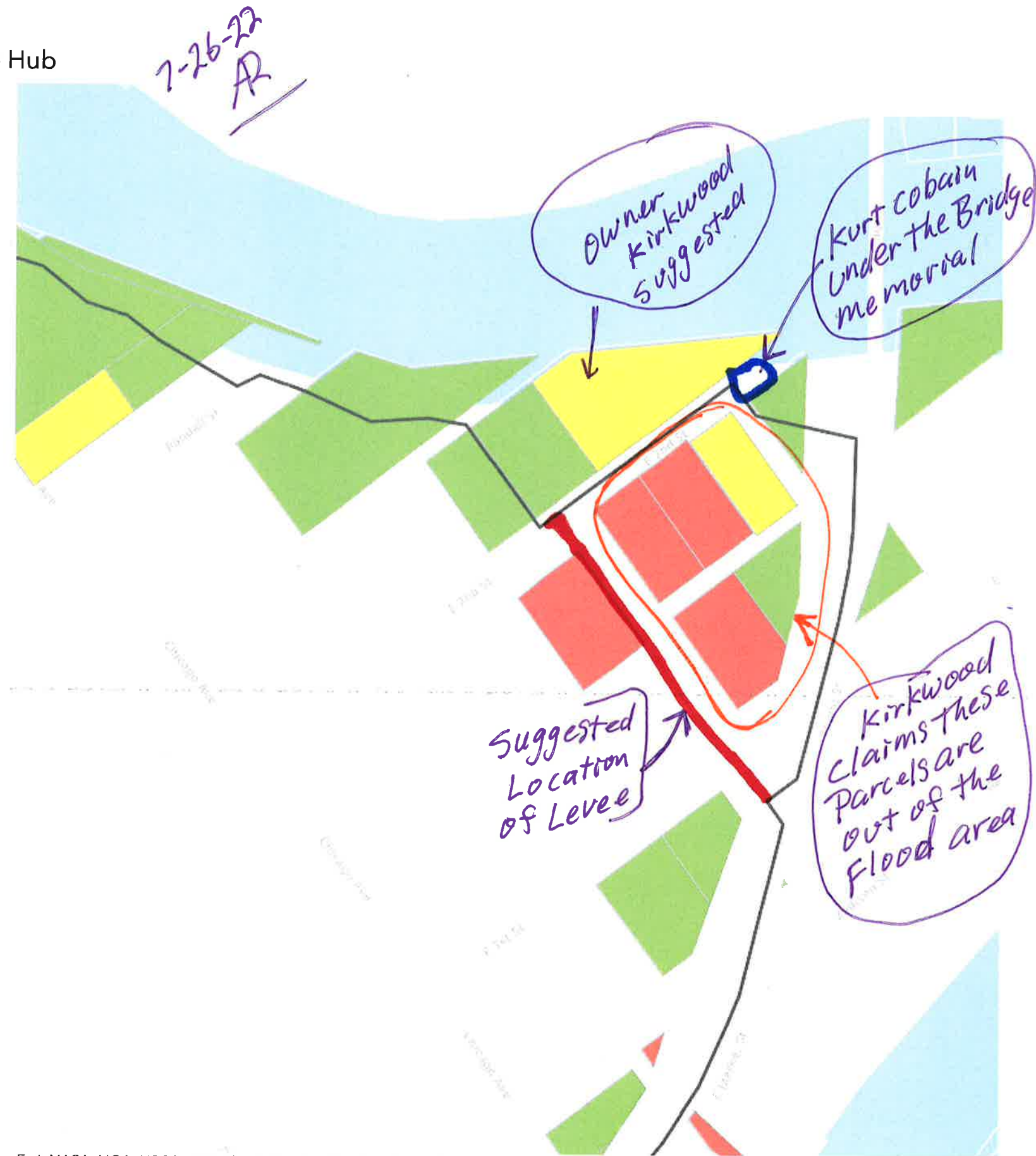


# Hoquiam North Shore Levee West Segment and Aberdeen North Shore Levee Hub

- 028400200300
- 200 MYRTLE STREET LLC
- ABEL FRED JR
- ABEL FRED S JR
- ABEL MICHAEL G & KIMBERLY A
- ABERDEEN NEIGHBORHOOD HOUSING
- ABERDEEN SCHOOL DISTRICT #5
- ABERDEEN SELF STORAGE LLC
- ABLE MICHAEL G & KIMBERLY A
- AGUILAR IRENE
- ANDASOL SERVELLON ANGEL & PEREZ\*
- ANDASOL SERVELLON ANGEL A
- ANDERSON PAIGE
- ANIRAM PROPERTIES LLC
- ARELLANO GONZALEZ MIGUEL A
- ARIAS CORREA ERNESTO
- ARTHUR STREET APARTMENTS LLC
- AXTELL MARK A
- B & D ELLIOTT PROPERTIES LLC
- BACON RONALD E
- BALDWIN GREG & JOAN M
- BARRIOS ROMEO
- Beck Pete and Doris

- Disturbance
- 015000501001 ROE Approved with Surface Disturbance
- 015000602300 ROE Approved - No Surface Disturbance
- 015000600100 ROE Approved with Surface Disturbance
- 015000602100 ROE Approved with Surface Disturbance
- 015000501002 ROE Approved - No Surface Disturbance
- 015000400600 ROE Approved - No Surface Disturbance
- 015000601900 ROE Approved with Surface Disturbance
- 015000400100 ROE Approved with Surface Disturbance

Selection required on one or more elements





## Nick Bird

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**From:** Mike Abel <[REDACTED]>  
**Sent:** Sunday, December 17, 2023 9:01 PM  
**To:** FEMA  
**Cc:** Nick Bird  
**Subject:** North shore levee

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To whom it may concern...

As residents of the area affected, We have a few questions and statements.

- First and foremost, if levees and sheet piling are utilized, where will the water go? Have there been any studies utilizing computer or scale models?

Has there been any structural damages to homes in the area due to flooding?

Are the findings available to those affected?

Have all of the tide gates and catch basins been inspected and approved by the city?

Has there been any consideration of any other alternatives such as a tidal barrier at the mouth of the Wishkah river, or contracting to raise those homes that would be affected?

A few notes:

As residents on the river for 45 years, this is what we have observed:

Tidal occurrences that cause concern occur occasionally during the spring tide cycles of November and December, and not necessarily annually. Those of us residing along the river are well aware of these occurrences, and have not been negatively affected.

It should be noted that during a period of high tides and heavy rains, the river never exceeds ~ +15 ft. At this point, it fails to rise any further, but is dispersed upstream in various existing flood plains.

In conclusion, We ask that you please give the utmost consideration as to the validity of this project, and how it will affect the property owners in the area.

Thank you for the opportunity to comment on the project .

Regards,

Mike Abel

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Aberdeen WA 98520

Sent from my iPhone