

R.I.I.A. BOARD MEETING
Oct 20, 2017 7:00
All Saints Center, Raft Island

7:00 Introductions

Board members present: Hurley, Crain, Scea, West, VanDorn, Hirko, Cushing, Williams

Absent: Joyce, Swenson

Members present: Jon Rosendahl 133, Scott Wood 38, Jesse Stamper 104, Cliff Quisenberry 119, Steve Brown 117, Trish Burnett 67

Request to Add Agenda Items - none

Member's Request to Address Board - Jesse Stamper: 104 is now for sale or rent

Approval of minutes: Aug and Sept minutes approved. Secretary will try to get the minutes out shortly after the meeting, and get corrections and approvals early so they can be posted on the website before the next meeting. At the next meeting, they will be formally approved.

Treasurer's Report: Scea has been working with the auditors on the final audit. Big issue was making sure the auditors had all the documentation on the authority to approve the roads. Some of the old accounts we've written off keep coming up in audits. Scea has access to the bank accounts but not the books, and would like tighter cash flow control over what HOA Solutions' job is and what they're doing. Scea doesn't have access to the data which results on the monthly reports even

though the Board addressed that issue with HOA Solutions when they switched software programs, but HOA Solutions has not done anything about it. Crain and Scea will meet with HOA Solutions to discuss this again.

Hirko asked the Island Manager about the balance sheet. Janet said the auditors had a problem with it. Scea explained the auditors are hung up on the road project and what came out of reserves and what came out of operating expenses. They wanted to see a line item (which wasn't there). VanDorn recalled we were going to treat the roads as heavy maintenance, rather than a capital project, (which avoided an EIS and major permitting time and expenses). Maintenance should have come out of operating funds.

Manager's Report –

1. Delinquencies:

- a. Shultz: got caught up last month, but now they're behind again. If we have received no money at the end of the month will send them a letter telling them RIIA will begin litigation if they miss another payment.
- b. Wendtland: Hurley spoke to him. His ex-wife wasn't paying the dues while he was deployed. Two weeks ago, Wendtland said he would contact the Island Manager and make good on his debt. He has not done so to date. Will have the Island Manager send him a letter telling him RIIA will begin litigation to collect on this debt.

Scea moved to go forward with litigation against Wendtland to collect the \$20,350.02 owed to RIIA. VanDorn seconded. Passed unanimously.

2. Renewed bridge insurance: \$23,800

3. Contacted Green Effects about blowing off the bridge. Hurley will get Janet to contact them again. Need to get it done before winter so the drains don't get clogged up during the rains.

Committee Reports

1. Parks and Recreation – put up fencing on North Beach so there's a barrier from the road.
2. Roads –
 - The Board voted by e-mail, since there was no quorum at the last meeting, to proceed with the installation of 20 speed control humps.
 - Speed control humps were installed.
 - Painting chevrons on the humps: Miles subs that work out and doesn't have a date yet for painting. Meanwhile, they've put up cones to mark the humps.
 - Stripping bridge and roads: Swenson (by e-mail):
 1. There was a chance to re-paint the bridge and parking area before the weather changed when Striperite called to let him know that their painting truck was in the area. Striperite submitted a bid last spring which was used for the budget. Striping from the bridge to Kopachuck Dr. was omitted from the bid. Striping from the bridge to Kopachuck Dr. will probably cost another \$200-300. Depending on the weather and the upcoming leaves cluttering the road, there may be a chance to complete the striping and perform other work the Roads Committee recommended in their Speed Control report:
 2. Roadway Painting/Striping, raised pavement markers

3. Center lane striping – painted solid yellow line. Refer to **Section 6 Section Maps of Raft Island**.
4. The committee suggests center marking in the following areas;
 - continuous strip from the bridge at the Raft Island Drive and Madrona Drive intersection
 - Northwest corner of Raft Island Drive
 - Intersection of Madrona Drive and Park Avenue
 - Southwest corner of Fir Drive
 - Southeast corner of Raft Island Drive.
 - Additional roadway painting could include painted signs such as; “SLOW”, “15 MPH” or/and “WATCH FOR PEDESTRIANS”.

Swenson will get a bid for the additional painting.

Hirko moved to approve additional painting, as described above, up to \$1500. VanDorn seconded. Passed unanimously.

- Resident of 242, Victoria Nokelby, driving a Silver Jeep Cherokee, has been reported speeding by at least 3 residents (and flipped off two of them). Hurley will ask Island Manager to send her a letter.
- Humps:
 - Rosendahl: Regarding John Lantz’ email that the speed humps “are not in accordance with specs” (no further explanation. Rosendahl says the issue is whether they’re “drivable.” They should be

comfortably driven at 15 mph. Some humps aren't "comfortably drivable" at 15 mph.

- Wood: whether they are drivable or not depends on what vehicle you're driving.
- The feeling of the Board is that if there are only 2 or 3 people complaining, particularly John Lantz, who is the Island's most renowned speeder, the inclination is to not do anything. They got the humps they wanted, and the reason we need to have speed control devices is because of people like him.
- Several people remarked that John Lantz is one of the worst speeders on the Island.
- There has already been a complaint about people driving around the first hump on Madrona (coming up from the bridge), and coming close to hitting pedestrians who are well off to the side of the road.
- Rosendahl: there was a ballot that the island voted for that had the specs for the humps.
- Several Board members pointed out that there was not a specification on the ballot. The ballot was quoted. It used the words "***substantially similar*** in length, height and slot to the hump installed in front of Purdy Elementary School, ***approximately*** 3.5 inches high, 12 feet long and parabolic in shape." Which is not a strict specification.
- Rosendahl is concerned about a couple of the humps which can't be driven over easily at 15 mph.
- The feeling of the Board was that if you can't easily drive over the humps at 15 mph then you should slow down.
- Rosendahl: Dick Day said trying to do something about it now, will be problematic. Rosendahl stated he doesn't think we should do anything about it at this point.

- Several Board members object to Lantz' e-mail inferring nefarious actions by the Board. The Board did a lot of consultation and work on this with the group that was opposed to the speed bumps. The Board's concern has always been for safety on the Island. Lantz' comments were felt to be highly inappropriate.

Radar sign: Scea recommended the Board wait until we get the final bill for the roads before we spend anything else.

3. Bridge – Swenson (by e-mail):

- re-contacted Quigg Bros. about performing the two repairs to the bridge on the drain and bolts on the island side. Quigg said they would be out shortly to do the work. Hirko said the bolts were done, but not the drain.
- Sargent Engineers came out to inspect the bridge in July and they are waiting for some load calculations from Exeltech before completing their report. Swenson sent 3 e-mails to the two engineers on the project (Karl and Ron Smith) and neither has returned his e-mails. He finally contacted the owner last week and expects to have that info to Sargent shortly so they can complete their report and provide the 5-year letter to the Fire Department.

4. Emergency Preparedness – Hazard Mitigation Report Update – VanDorn: attended the Peninsula Emergency Preparedness Coalition monthly meeting, which is open to the public, at the Fire District HQ. He was interested to see what Fox Island has done, since they've gotten praise for their emergency plans. Do we want to move on, so we can get Relief Funds are necessary? It's important that if

we elect to do anything, we need to discuss the liability of the Board providing info to the residents. Currently, each homeowner is responsible for their own plans, the Board is responsible only for applying for funds for commonly owned property, such as the bridge, should they be needed. The info is available to everyone on the Peninsula Emergency Preparedness Coalition website.

- What we decide to do in large part depends on the disaster. The Board should have some underlying thought as to what the board would do in a disaster.
- The feeling of most Board members was that they will be fully occupied dealing with their own families and property and it is not the purpose of the Board to personally provide emergency services for the Island residents.
- VanDorn: two things from the meeting: NOAA said if there was a 9 quake, the tsunami on Fox Island would only be 9 inches; but if there is an earthquake, city and county resources will be overwhelmed quickly and we're on our own for an indefinite amount of time. Raft Island's two biggest risks are the bridge and slides on the Island.
- Hurley will have the Island Manager send an e-mail soliciting members for an emergency committee to brainstorm possible scenarios and actions.

5. Security – cameras are up and functional. No IP address yet. Mail theft and vehicle break-ins were drug related. The Puyallup police caught someone with a stolen credit card from Raft Island. Addicts are doing this all-over Pierce County. The reason the cameras didn't help with the mail theft issues was that no one knew what they were looking for. He encouraged everyone to put up cameras.

5. Communication – Newsletter should come out after the November meeting, can get articles to BJ after Thanksgiving.

6. Investment – submitted the quarterly report:

- \$229,665.23 in the Bridge Replacement Fund;
- \$189,489.24 in the general fund;
- USDA reserve: goal \$86,300 have \$94,840.98
- Returns: Overall 6.6% on BRF; 8.5% on stocks, bonds and investments in general fund.
- Board is responsible for investments and committee makes recommendations.

Quisenberry – volunteered to be on the investment committee next year.

Old Business – bus shelter: Hurley spoke to Peninsula School District about whether the bus, would come onto the Island. Only 3 people called the School District about this issue, which is apparently not enough to change the bus route. Will build the bus shelter at the current bus stop.

New Business –

- request from Quisenberry to repair Alder Lane (see attached letters)
- The map shows Maple lane coming through to Alder and Quisenberry was going to put a drain field where the map shows Maple coming through, but that road has been abandoned.
- Quisenberry wants a portion of Alder Lane included in any future paving plan. He has discussed with his neighbors and they'd like to have part of the road paved
- Steve Brown requested the ditch on Alder be repaired back to below Mike Hirko's property, #113. In 2013/14

RIIA had the ditch cleaned, which made the problem worse.

- Brown requests to have Alder paved down to Quisenberry's primary driveway.
- Brown stated the solution is to put a drain in because the ditch can't handle a heavy rain event. They can hold off on the catch basin they requested to drain through the North Beach (which they don't have an easement for), but they need the ditch repaired.
- At some point Wilson, a previous owner, built a concrete drive over the ditch, which they jackhammered out because Brown's place would have been flooded. The current residents need the ditch restored. They lined the ditch on both sides with pieces of concrete to keep the road from deteriorating. The backhoe guy who did the work in 2014 took that out and now it is filling up with silt. They are asking for two things:
 - 1) They want the ditch repaired back to the way it was, they want concrete on the upper side of the road, and want the road repaired.
 - 2) Want the top of the road paved.
- Everyone in attendance on the Board understood, from Steve Brown's statement at a prior meeting, that the residents of Alder did NOT want the road paved at all. Brown stood up at the annual meeting when paving Maple and Cedar was being discussed and stated that Alder didn't want to be paved because paving it would increase their already bad water problem.
- Apparently, there was a communication problem, because in his earlier March letter to the board he asked for the top of Alder Lane, to the drive at 119, be paved, but at the later Annual Meeting he stated to everyone in attendance that he did NOT want Alder paved.
- The Board previously asked the residents of Alder to get

bids for what they wanted done and if they had easements to go over property they did not own, they need to get the easements before the board will consider letting them drain through the North Beach, which is already saturated. The residents of Alder never came back with bids or easements. The drains they want are not on RIIA property. RIIA can't go across someone's property and cannot force some residents to give other residents an easement.

- Brown: the ditch needs to be repaired. The Island did the ditch work, because there was a request to address the water issue from the residents. The ditch was lined with rock for about 2/3 of its length. The rocks are too small and the guy who fixed the ditch last time didn't do a good job.
- Wood: The work was done in 2014 at the request of the property owners.
- Brown's father in law put the ditch in to collect the spring water from the hillside. They put in several catch basins, which are insufficient.
- Board stated that the Alder residents need to have a detailed specification for what they want done and some bids.
- Brown: The bank needs to be built up and there needs to be riprap in the ditch. The water needs to be slowed down or it will blow the catch basin.
- There was discussion of the confusion regarding whether the Alder Lane residents had requested to have the top of their road paved. Brown stated he made the request in writing in March. The Board remembered him standing up at the Annual Meeting in May and stating that the residents of Alder didn't want Alder paved.
- Brown: they didn't want it paved past Quisenberry's, 119, because the rest of it is private property. If it's private

property below #119, why isn't it private property from the top of Alder Lane to #119. Real property records show that all of Alder Lane is private. There are multiple reasons they don't want the lane paved further down: it's a waste of association money and it is a drainage issue. The Alder residents feel they haven't been treated fairly about the road. Brown didn't communicate well at the meeting, their intent was never to exclude the top of the road, and they thought it was going to be paved. It's Island water coming down the lane and the Island needs to fix it.

- Cushing: Washington law is that water is a common enemy and RIIA has no responsibility to them regarding water runoff. None of Alder is owned by RIIA.
- VanDorn explained that the issue for the Board is spending association money to improve private property (Alder Lane).
- Brown: it was done for Maple and Cedar.
- The Board explained that the residents of Maple and Cedar signed a petition and requested an Island vote.
- West: if you ask RIIA to pave Alder and do any ditch work, RIIA is going to require a release of liability, including from water drainage and any work done.
- Brown: do they need a petition, which they thought the letter was?
- West: the letter was not signed by 10 residents eligible to vote, so it was not a petition.
- VanDorn: they can submit a petition to the Secretary, asking for a vote of the membership to pave their road. As it did with Maple and Cedar, RIIA will ask for a release of liability.
- Brown: in March they wrote a letter and requested, as part of solving the storm drain issue, the top portion of Alder Drive from the intersection of Raft Island Drive to

the primary driveway of lot 119 be replaced/repared as needed. Further, they believe the maintenance of Alder Drive directly in front of properties 119, 117 and 115 is the responsibility of the property owners.

- Board: However, at a later meeting, Brown said just the opposite: That the residents of Alder did not want their road paved. Therefore, their request wasn't included in the vote to pave Maple and Cedar.
- Brown: what do they need to do, since a letter isn't sufficient?
- They can submit a petition to the Secretary and request a special meeting and Island vote. Since Alder Lane is private property, the Island needs to vote to spend Island money improving private property.

Background on Alder Lane repairs received after the meeting: Swenson attached a 9/29/17 letter from the residents of Alder Lane asking for repair to the ditch along Alder from #113, to the end of Alder, and repair Alder Lane from Raft Island Drive to the top of Lots 115-119.

RIIA spent \$4,000 to do repairs and rip rap dams a couple of years ago. Dick Day (the road consultant) doesn't think this area is a problem unless a 100 year storm hits, as long as the ditch above their properties is cleaned out.

Putting in a catch basin and tight line to the bay through the North Beach catch basin would be problematic. It would require an easement from Fillbach which Fillbach is not willing to give. And it is in a terrain that is steep and slide vulnerable.

These properties have had water problems since they were developed many years ago. Swenson is not convinced RIIA is responsible for the volume or the speed of the water running into the ditch on Alder and doesn't think RIIA did anything to exasperate or cause the water runoff.

There is an invoice in the Road Committee file dated 2013.04.22-23 from Speedy Excavating: “dug out and repair hillside drainage along Alder, riprap and dams were installed.” RIIA paid \$4,723.00

KEN KESSLER AND STEVE BROWN
117 AND 115 ALDER DRIVE NW
GIG HARBOR, WA

TO: Board of Directors, Raft Island Improvement Association

RE: Proposal For Directing Storm Water and Repair of Alder Drive

Dear Ladies and Gentlemen:

Thank you for considering this plea for diversion of dangerous storm water and Alder Drive road concerns repairs during heavy rain events.

HISTORY

This letter regards the following property and their chronological owners since 2000:

115 Alder Dr; owned by Sutherland – Brown

117 Alder Dr: owned by Kessler

119 Alder Dr.: owned by Wilson – Jones - Quisenberry

A small ditch was dug by Steve Brown's father- in- law Russ Sutherland in approximately 1962. This ditch was designed for only the weeping of water off the hillside above. We have attached sketch #1 showing the location of the ditch and its limitation as to length versus the new length.

At some point the Island repaired the road above (Raft Island Blvd) and built culverts and pipes that diverted water directly to Russ Sutherland's ditch.

I, Ken Kessler, purchased our site at 117 Alder in approx. 2001. In 2003 through 2006, our area experienced heavy rains during the November and December periods. During these events, whether during the day or night, Steve Brown and I **HAD** to be at the property directing overflow or we would have literally lost our property.

After these rain events Brown, Kessler, Sutherland and Wilson built up the capability of the ditch by:

- A. Mr. Wilson removing a driveway entrance over the ditch to the south of his property;

- A. The ditch itself was expanded slightly with small cement slabs being laid in the sides and base of the ditch;
- B. A pipe was laid to the south of the road at 117 Alder to make sure that water from the ditch would reach a catch basin at the boundary of 115 Alder and 117 Alder;
- C. The catch basin at the boundary of 115 Alder and 117 Alder which was installed in 1986 was enhanced;
- D. The catch basin and pipe to the bay installed at the western boundary of 115 Alder was beefed up.
- E. A stainless steel screen was established at the boundary of 117 Alder and 119 Alder to protect the catch basin;
- F. The pipe from the both catch basins (between 115 and 117 Alder and the western boundary of 115 Alder) to the bay was beefed up;
- G. An additional catch basin and pipe to the bay was built on the south side of the road along the boundary of 117 Alder and 119 Alder to the bay;

(See sketch #2 showing the location of these repairs)

It was after the additional catch basin was established that we realized that we still could not handle all the water in a big rain event and that our ditch and catch basins are handling up to 1/6th of the storm water of the island. We see that our ditch system drains at a minimum the following parcels:

4995000760
4995000770
4995000791
4995000720
4995000730
4995000740
4995000760
4995000770
4995000810
4995000760
4995000941
4995000841
4995000190
4995001190
4995000820
4995000800
4995100621
4995100600
4995100381
4995100370
4995000841
4995001190

4995100630
4995100590
4995100360
4995100290
4995100300
4995100310

The Islands “repairs” and road improvements have in effect directed the water from these parcels down our ditch at an increasing volume and speed.

THREAT

Our system is not capable of handling a large rain event. The Island continues to exacerbate the problem.

With good intentions, the Island dug out the ditch thereby growing the size of the ditch and getting rid of our small cement slabs. This action has increased the speed of water going down the ditch and allowed scouring out where the cement slabs provided protection.

With good intentions the Island is also going to improve the road and thereby the water infrastructure which means that our ditch will receive more water at a greater speed. Our catch basins and pipes are incapable of the present volume in a large rain event let alone greater volume.

ALDER DRIVE ROAD ISSUES

The top portion of Alder Drive to the primary roadway/driveway of property 119 (Quisenberry) is failing due to improperly installed asphalt, excessive water runoff and to a lesser degree, installation of utility vaults. Further, the roadway will need to be repaired after the necessary pipelines are set to bring the water to the Park.

This portion of Alder was paved at approximately the same time as Cedar and Maple Lanes; the property owners on Alder were assessed just as the property owners on Cedar and Maple were.

SOLUTION

We request as part of solving the storm drain issue the top portion of Alder Drive from the intersection of Raft Island Drive to the primary driveway of lot 119 be

replaced/repared as needed. Further, we believe the maintenance of Alder Drive directly in front of properties 119, 117 and 115 is the responsibility of the property owners.

Steve and I have investigated the existing catch basins and lines. There is a catch basin and line at the North Park property that utilizes an approx 14" line that drains to Puget Sound through the Park. See sketch #3.

Our proposal regarding the storm volume is to simply catch approximately 3/4 of the water that flows towards our property from the pipes installed underneath Raft Island Boulevard in a man-made catch basin installed in the ditch on Alder Drive. Once this water is captured it will be taken by a line underneath Alder Drive, to the existing catch basin at the Park and then down to Puget Sound.

As to approvals, it looks from maps that the Raft Island Association will be the determining body as to whether an easement for the line is granted since the association owns the park and the neighbor at 4995000800 has agreed to such a line.

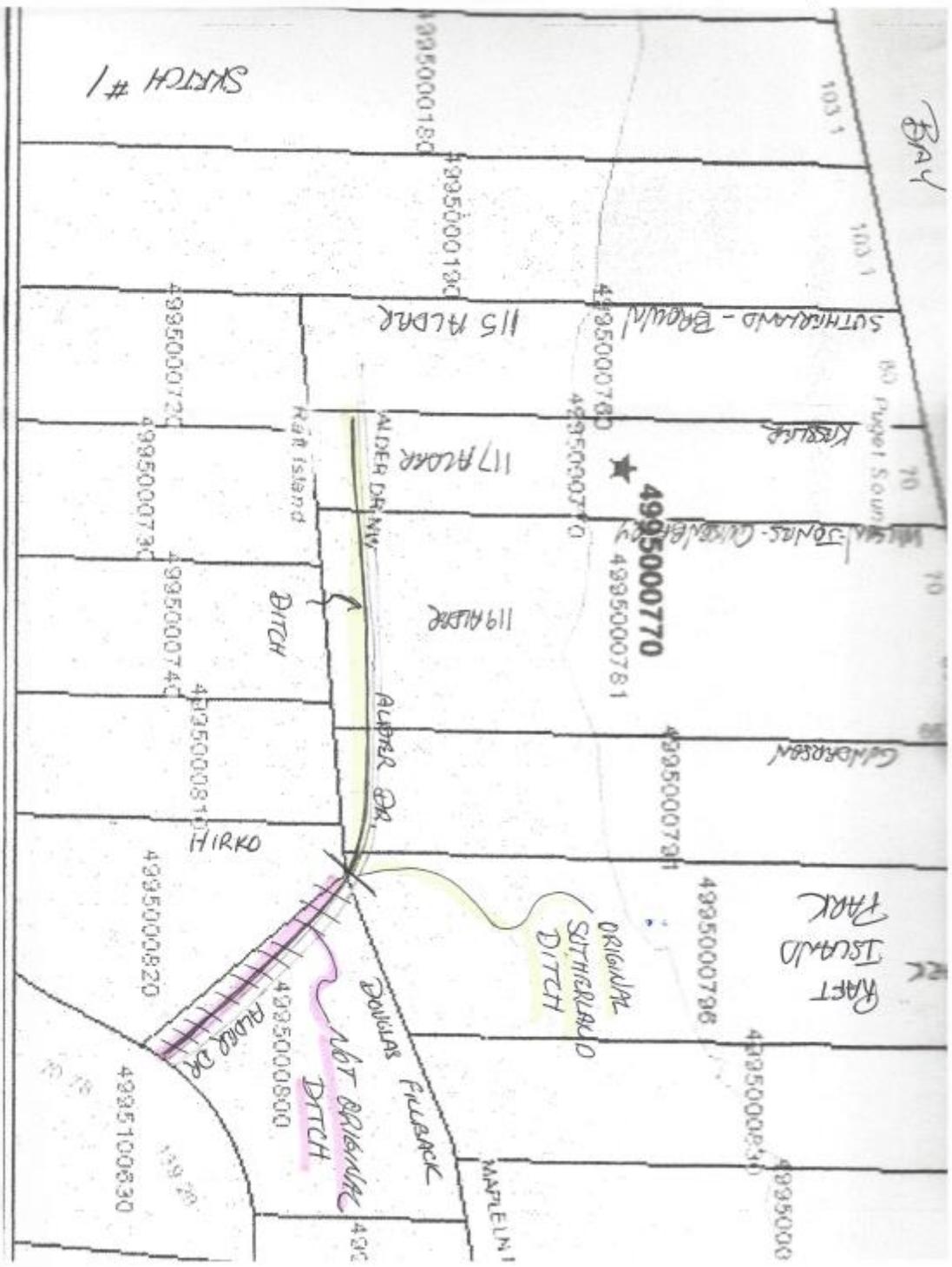
As we read the law, when a party changes the natural flow of water, that party becomes responsible for the outcome of the changes.

Finally, as to the funds that the Island is willing to spend on roads and ditches, we would hope that sufficient funds are directed towards the Storm Water problem. We take this position in order to emphasize the potential for serious damage if this water runoff is not addressed. Better to take these steps to stop serious danger versus other needed repairs that, nonetheless, will not cause severe enough damage to lose a house or a road.

Despite the rather explicit language, we do appreciate the volunteered time you are devoting to our water and road problems.

Ken Kessler
Phone: 253 444 1555
e-mail: kessler@kesslerconstruction.biz

Steve Brown
Phone: 253 318 6282
e-mail: cassie976@comcast.net



SKETCH #1

BAY

103 1

103 1

80 Page 1 South

KIRKLAND

115 ALDER

117 ALDER

119 ALDER

Kraft Island

ALDER DR NW

DITCH

ALDER DR

HIRKO

DOWLING

NBT BRIDGEMAN DITCH

FULLBACK

MAPLE LN 1

KRAFT ISLAND PARK

ORIGINAL SUTHERLAND DITCH

★ 4995000770

4995000180

4995000180

4995000760

4995000770

4995000781

4995000791

4995000796

4995000830

4995000

4995000720

4995000730

4995000740

4995000810

4995000820

4995100830

49950

**KEN KESSLER, STEVE BROWN AND CLIFF QUISENBERRY
117, 115 AND 119 ALDER DRIVE NW
GIG HARBOR, WA**

TO: Board of Directors, Raft Island Improvement Association

RE: Proposal For Repair of Ditch and Repair of Alder Drive

Dear Ladies and Gentlemen:

In March 2017, Ken and Steve requested in writing to RIIA board members that the association repair or replace the top portion of Alder Drive during the recent road repaving **and** most importantly mitigate further flooding of our properties by installing a catch basin with a drain to the bay in the top portion of the ditch adjacent to Alder. At this time for a variety of reasons, the board believes that the installation of a catch basin at that location is problematic. However, it is still our position that an additional catch basin with a drain to the bay is the necessary solution to this island storm water issue.

Our written request in March for the repair of Alder Dr was apparently was overlooked or ignored.

PROPOSAL-DITCH REPAIR AND ALDER DR REPAIR

1) We are requesting that the association **repair** the damage done to the ditch, when with good intentions in 2013-14 the island dug out the ditch thereby growing the size of the ditch and getting rid of our small cement slabs. (see item B below) Unfortunately, this action has increased the speed of water going down the ditch and allowed scouring out where the cement slabs provided protection. This scouring is beginning to undermine Alder Dr. and the removal of the concrete slabs at the base of the hill has allowed additional silt to enter the ditch. Because of this, there are now portions of the ditch that are just slightly below road grade, greatly increasing storm flooding potential.

2) We are requesting that the top portion of Alder Drive from the intersection of Raft Island Drive to the primary driveway of lot 119 be **replaced/repared** as needed. Further, we believe the maintenance of Alder Drive directly in front of properties 119, 117 and 115 is the responsibility of the property owners.