

## Edelweiss Board Meeting Agenda 01-15-2019

**Call to Order:** The meeting was called to order at 6:01 PM by President John Kirner. In attendance were John Kirner, Nicki McCullough, Alan Fahnestock, Sern Watt, Steve Ralph, Pete Speer. Also, in attendance were Dick Volckmann and Craig Hook. Absent: Chuck Timchalk, Chuck Armstrong, Kirk Schumacher.

**Determination of a Quorum:** Present in the affirmative.

**Review of minutes of October 15 Board Meeting and October 27, 2018 Budget Meetings:** Pete Speer for Chuck Timchalk. Motion by Alan to approve minutes of October 15 meeting, Nicki 2<sup>nd</sup>, approved unanimously. Motion by Alan to approve minutes of October 15 meeting, Sern 2<sup>nd</sup>, approved unanimously.

**President's comments:** Discussion of staff salaries and review of staff performance.

**Treasurer's Report:** Sern Watt

Presentation of 2018 Financial wrap-up, P&L, Balance Sheet, Budget vs Actual, and Receivables (see below). Current bank balance as of January 15, 2019: \$11,144.25. Capitol One Business Savings accounts: Common Reserve Fund \$32,255.67, Water Fund \$6,745.34, Road Reserve Fund \$30,492.86, Legal Reserve Fund \$11,181.24, Pool Reserve Fund \$411.08, Drain Field Reserve Fund \$189,343.24. Discussion of sending out single-subject bulletins on a ¼ly basis to convey status of community finances over the course of the year.

**Manager's Report:** Dick Volckmann

Summary of the costs of last year's upgrade of water pipes and power lines on Highland Meadow and Homestead Roads was presented (see below). Plans to conduct similar work along Highland and Quaking Aspen Roads in 2019 (see below).

Discussion of the mailbox move (see below). There is some concern over locks on the boxes freezing due to snow melt, and how best to resolve.

Discussion of sewer line replacement along Highland Meadow Road continuing into the upper meadow (see below). Consensus was to wait for Okanogan County to present a plan/options.

Discussion of Speed Bumps and Illegal/Unsafe Parking (see below).

Discussion of a possible land swap involving the lot at the hairpin turn on Highland with an EMC-owned lot or approaching the owner for a direct buyout. Edelweiss would use that lot to load fill from road projects and widen that portion of Highland. Consensus to move forward.

Discussion of a request to build a small 16 x 20 structure on a lot and avoid construction fees. Consensus was to deny an exception to the architectural guidelines and all associated fees.

**Additional Topics Discussed:**

Steve Ralph presented a synopsis of recent interactions with the Dept. of Ecology regarding community water rights, along with guidelines going forward to maintain our good standing.

Alan Fahnestock announced his intention to resign as of May 2019 Annual Meeting. Along with his departure, three Board members terms expire in 2019: Armstrong, Watt and Kirner.

**Discussion of cougars in the community.** Discussion of collaring a cat in order to track the animals for scientific purposes. General consensus was in support of collaring.

**Board Called into Executive Session**

**Adjournment of Meeting**

**General Manager's Report  
Edelweiss Board Meeting  
January 15, 2019**

**By Dick Volckmann**

**Water System –**

Re-piping project on Highland Meadow Road/Homestead Road 2018 - By the beginning of October 2018, the water system piping project, in concert with OCEC and all the individual connections along the way, was completed to the intersection of Homestead Road and the eastern entrance to Cassal Road.

In addition to the re-piping, as earlier reported, it was decided to connect to the 6” line in East Fawn Creek Road which has been inactive for the past 8 years or so. This abandoned the 4” line parallel to East Fawn Creek Road, which had been leaking for many years. In addition, the service connection was made to the Konen’s cabin (lot 429) on East Fawn Creek Road.

The total cost for the work, including the cutting and removal of several large trees and the work on East Fawn Creek Road, was \$97,687.02. The extra work on East Fawn Creek was approximately \$8,000 (it’s virtually impossible to separate out the costs precisely). Therefore the actual cost of the re-piping project was \$89,687. We had hoped that EMC’s share of the cost with OCEC would be in the neighborhood of 60K-70K, however the complexity and difficulty of excavation caused the project to exceed that cost considerably.

The breakdown of labor/equipment and materials is as follows:

Labor and equipment (excavator/bulldozer, etc.)- - - -	61,284.50
Material (pipe, fittings, valves, tracer wire, etc.) - - - -	29,241.97
Bedding sand -	5,699.10
Gravel -	<u>1,461.45</u>
Total -	97,687.02
East Fawn Creek work - - - - - - - - - - - - - - - - - -	<b>-8,000.00</b>
Total Re-piping project - - - - - - - - - - - - - - - - -	89,687,02

**Booster pump and well system –** Additional costs for the water system included:

Booster pump repair - - - - - - - - - - - - - - - - - -	4,053.00
Digital upgrade of the booster pump relay system - - - -	11,930.00
Replace well pump starter panels - - - - - - - - - - - -	<u>4,148.00</u>
Total booster system cost - - - - - - - - - - - - - - -	20,131.00

Re-piping project for 2019 – We need to have more discussion with OCEC on the plans for their power line upgrade and our re-piping plans. However, recent discussion indicate that we are hoping to combine with OCEC

on water and power along Highland Road with it's intersection with Crab Apple to the 'no-name road' across to Quaking Aspen, and from there to the intersection of Quaking Aspen with Highland Road, a total of about 2500 feet. Part of the route contains no power lines, so we will be on our own, financially, for that section. However, because we will not have to be concerned with hitting a power line, the digging should be easier and faster. In addition, we will not be concerned with avoiding a sewer line, nor will it be necessary to pass under a culvert anywhere along the route. I predict that the cost will not be more that the costs incurred in 2018.

**Mailboxes –**

We were able receive the new Cluster Box Units (CBUs) and install them before winter, including moving the initial CBUs. The old mailbox array was delicately disassembled by Craig and subsequently burned. Ten of the usable mailboxes were taken to the Post Office for use by mail-box-deprived postal customers. The rest were recycled.

Final cost for the installation of the four new CBUs, plus moving the two CBUs from the old mailbox cluster came to:

Four CBUs with 2 extra pedestals - - - - -	5,961.82
Pour and level cement pad - - - - -	<u>1,200.00</u>
Total cost - - - - -	7,161.82

We have collected (or will collect) \$5,432.00.

Total cost to Edelweiss was \$1789.82.

We had originally calculated that moving the mailboxes and installing the new CBUs would cost Edelweiss over \$5,000, so we were pleased to come in under that figure.

**Sewer Line Replacement** - Okanogan County Dept. of Public Works soon will be replacing the sewer line along Highland Meadow Road and continuing into the upper meadow. This excavation and replacement – along the same route as our water line replacement last summer – will undoubtedly create more disruption along the road. The county intends to begin the project as soon as possible in the spring. The cost could well be spread among the current properties associated with the community sewer system. I have requested that John Burdick, the county's representative, to keep me informed as to when the project will begin, and the cost to the property owners affected.

In a related matter, the county appears to have made an attempt to get funding from Edelweiss for the sewer line, as they were unable to determine that the original transfer of the sewer system to the county had been officially recorded. We were able to show that the transfer had indeed been recorded (in 2012), which takes Edelweiss off the hook for the cost of the sewer line replacement.

**Speed Bumps –** At a recent board meeting, the subject of speed bumps was discussed as a way to control the constant problem of speeding on Edelweiss roads. I have contacted 'Rubberform', a company in Lockport NY, who manufactures 3-foot long rubber speed bumps (\$138,43 ea., plus shipping) designed to be put down on gravel roads. The rubber strips are nailed down with 24" rebar spikes. In order to extend across 18 feet of roadway, we would need 6 3-foot sections at a cost of \$830.58 (plus shipping). Nailing the strips down would be an herculean task, (in some places impossible) and getting them back up before winter's plowing would be even worse. Given that, in order to be at all effective, we would need many areas in need of the strips and given the trouble of dealing with them, I believe it would be a waste of money and a non-starter.

**Illegal (unsafe) parking** – I have contacted Classic Towing from Twisp, with regard to the Board’s resolution that a car parked in an unsafe manner on an Edelweiss roadway can be subject to towing. The owner of the towing company has assured me that if a car is obstructing, or otherwise impeding traffic, we have the right to have the car towed, and that they will do so if asked. Of course, we will be responsible for the cost, and will have to bill back the car’s owner in order to recoup that cost. I’m am extremely hopeful that we do not have to report to that action, as I can see it turning into a legal nightmare. But if we have to . . . . .

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