



## Official Publication of the Hat Island Community

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3616 Colby Ave, PMB 335, Everett WA 98201

[View Point Archives](#)



## Report from the manager

### Thank You

I would like to thank Murial Place and Dave and Joan Andrews for getting the ballot ready for mailing. I also would like to thank Ron Near for cutting the greens and George Harmon for cutting the approaches while the greens keeper was getting married.

### Property Owners Schedule of Events

October 4 & 5, '03 Kingston Cove Yacht Club

### Elsie M II Repair

The total cost to repair the Elsie M was \$6263.67. Ken Baxter did not charge for his time to repair the vessel.

### Golf Clubs

The community still has the golf clubs listed last month at the starter shack. Please contact the Hat Island office to claim these clubs.

### A Reminder

All vehicles are required to have the division and lot number on the back end of the vehicle. To help expedite the removal of vehicles in the future the board will require all new vehicles to have on file a copy of the title in the office. To assist the board, property owners are requested to bring or send copies of the title for existing vehicles that are on the island to the office.

### Liens

The office has mailed out 24 intent to lien letters to property owners who are behind in their assessments. In accordance with the by-laws the board has the authority to file liens, make accounts payable in full, charge interest, and deny access to all facilities and services on the island. Please familiarize your self with Article 8 of the by-laws.

### Seattle Times Article Dated July 27, 2003

Motoko Rich of the New York Times wrote an article which appeared in the Seattle Times having to do with homeowner associations and their by-laws and rules. The article clearly shows how much power a homeowners association has. The name of this article is "Homeowner boards blur line over ownership". There is a copy in the office for property owners to review.

### HIC BOARD MEETING MINUTES

Call to Order: The regular monthly meeting was held on Wednesday, September 10th, 2003 at the Everett Elks. Board President Larry Petersen called the meeting to order at 7:16 p.m. All Board members were present.

Minutes: A motion was made and carried to accept the minutes from the August meeting as

printed in the View Point.

Treasurer's report: Linda Ebner presented the Treasurers report. The report was accepted as presented.

Golf: George Alecci reported that all golf equipment is operational.

Vessels: Merrill Balanag noted that the Elsie M had maintenance done at a cost of \$6,263.67.

The Holiday had it's out of the water inspection resulting in repairs to both propellers for dings and welding of a crack in the rudder. There was also one plank that needed replacement in the hull. The in water inspection found only minor issues to address. All of this was taken care of by Ken Baxter.

Maintenance/Equipment: Bob Cook stated that the dump truck transmission is out. There was discussion as to whether to rent or purchase a transmission jack.

Marina: Charlotte Maulsby reported that the dock ladders are ready to install but still need volunteer help to complete that task. There were more old cars removed from the island. The new vessel captain is Willie Bunce.

There was a proposal made to have occupied signs or something similar to reserve a spot on busy weekends while leaving for only a short time to check crab pots or pick up people from the other side. Although it was received well, nothing was decided. The subject of Marina Rules stating the requirement of owner stickers for boats was also discussed.

Water: Melody Smith noted that water usage over Labor Day Weekend was 155,000 gallons (a new record) compared to last years usage of 76,000 gallons. With the dry summer, the island would have run out of water without the new RO system. Once the quarterly billings goes out it should be possible to get an idea of our actual costs to produce water.

Old Business: Merrill Balanag reported that word was received back from the Department of Fisheries on the Division H access road. Fisheries stated that they would allow the use of block already on the island, but would not accept the addition of any more block. They requested the use of either piling or rock for the remaining portion of the bulkhead. The County has also voiced their agreement with this solution. The board has asked two contractors to give us bids for this type of work.

There were more break-ins and vandalism on the Island. The County Sheriff's office is working on putting an end to this.

The votes for the new Trustees were counted and resulted in Ken Baxter and Stan Krohn being elected.

Linda Ebner announced the intention of the Board to request the rollover of the Special Assessment, which ends this year. She reviewed what was accomplished over the last eight years and what could still be done. Her presentation will be published in the View Point.

New Business: There was discussion of whether there could be someone to monitor the golf course like either one of the vessel employees or volunteers to increase those revenues.

Announcements: Larry Petersen and the Board thanked the outgoing Trustees, Bob Cook and Charlotte Maulsby, for their service on the Board.

The meeting was adjourned at 8:21 p.m.

Respectfully submitted,  
Merrill Balanag, Secretary

## **Response to previous letters**

August 22, 2003

Skip Stienstra  
Hat Island Community, Incorporated  
3616 Colby Avenue, PMB 335  
Everett, Washington 98201

SUBJECT: Bulkhead Protection of Division H Access Road

Dear Mr. Stienstra:

This letter is in response to the Division H request for consideration of allowing an engineered cement block bulkhead to extend some 800 feet past the 350-foot section of bulkhead rebuilt last year. Concrete blocks have been used in the past to protect this roadway, and much of it has suffered catastrophic failure. Some disadvantages of concrete blocks are that they are of a lower density and are softer than rock, and they must be placed in a very specific manner to form a wall. If

the construction is not done correctly, as was the case here in the past, the wall will have a catastrophic failure. These failures are difficult to repair, property damage occurs, and it can be a severe impact to the beach as hundreds of large concrete blocks are scattered across the beach.

This beach is documented to have sand lance spawning, which occurs in the upper portion of the beach. Because the sand lance spawn in the upper tidal area, bulkheads threaten their spawning habitat through direct filling, by scour, and by a loss of beach nourishment materials. Therefore, bulkhead construction here needs to be conducted in a manner that preserves the sand lance spawning habitat. That means minimizing intrusion onto the beach with any structures and eliminating the bulkhead failures that have scattered concrete blocks and quarry rock on top of sand lance spawning areas in the past. In addition, over-hanging vegetation is needed for microclimate control, which aids in successful incubation, and the addition of suitable substrate is necessary to make up for the loss of aggregate contribution when the bank is hardened.

Log piling bulkheads have the advantage of making only a small imprint on the beach. They are also made of natural materials that do not cause harm to the shoreline if the bulkhead fails, and so they are a preferred option. Log piling bulkheads usually have some flexibility that allows some energy dissipation so that beach scour from wave refraction is less than with concrete. Quarry rock bulkheads have the advantage of using a dense, strong material (unlike concrete) that is less susceptible than concrete to movement or erosion. Its angular form allows the construction of a stable bulkhead that dissipates wave energy better than concrete. The rock bulkhead can deform around changes in the beach and shore without suffering catastrophic failure of the bulkhead, and they are normally easier to construct and repair than a concrete block wall.

In theory, it is possible that a concrete block bulkhead can be constructed that will withstand the waves. The toe of the bulkhead needs to be buried deep enough that exposure of the toe will not occur during extreme storm events. The blocks need to be placed at a stable angle, drain rock needs to be placed behind the blocks, and all the blocks need to be anchored in place. Rock should not be placed in front of the wall, as it fills in the beach. This construction is a very exact engineering method that must be conducted by trained, experienced professionals.

A requirement of the Hydraulic Project Approval issued June 7, 2002 is that the bulkhead as it existed on May 15, 2002 will be replaced with an appropriately designed bulkhead within 10 years. The plans approved in that HPA can be considered to show an appropriately designed bulkhead if the bulkhead constructed per these plans does not fail before June 7, 2012. Any portion of the concrete block bulkhead that does fail is an inappropriate design and will need to be replaced with a bulkhead that does not use concrete blocks.

We do not recommend the use of concrete blocks for a bulkhead, but will allow the limited use of concrete blocks in the 800 feet now under discussion only per the following criteria: a concrete block bulkhead is already in existence; the roadway width is reduced to 20 feet; a design similar to the design approved June 7, 2002 is fully followed, except no rock is to be placed in front of the bulkhead and the bulkhead toe must be buried below any potential scour; only concrete blocks existing within the bulkhead may be used, no new concrete blocks are to be brought to

the site or to be used. The existing blocks may not be sufficient to provide a bulkhead along this entire reach. A log or rock bulkhead may be constructed to finish the protection of this section of roadway. Additional mitigation, such as beach nourishment, the planting of trees, and the removal of old pilings and other debris on the beach, may be required.

Any proposed project must get approval from Snohomish County. Their requirements may add additional restrictions upon the type and manner of work that can be conducted at Division H. Prior to our making a permit determination, we will need full plans and specifications, including mitigation measures for the proper protection of fish life.

Doug Thompson is the Area Habitat Biologist now assigned to permit review on Hat Island. Doug can be reached at (360) 466-4345 extension 251.

Sincerely,  
Richard E. Johnson  
Assistant Region 4 Habitat Program Manager

## Your point of view

I hope I got everyone's attention with my article in the August Viewpoint.

Please support the board and our community by voting "yes" to make the \$84/year assessment for dedicated funds A PERMANENT ASSESSMENT.

NOW,

I have another issue. It's the 2000 feet of frontage road a Division H. No issue with road down to Sunset Park. It's the road from the bottom of the hill to Division H. This section of road serves Division H, exclusively.

We have already set a precedent at Division N where it states the roads at Division N serve that division exclusively; therefore the community will do normal grading, but any repair or reconstruction of the road from water related damage will be the responsibility of the Division N property owners.

PEOPLE, WE HAVE SET A PRECEDENT.

How can we give special privileges to Division H?

I have asked the board to let the community decide by a 3-choice vote.

Community assumes all cost of the sea wall or road

Community assumes ½ the cost of the sea wall or road

Community assumes NO responsibility of the Division H frontage road

Now the board is being very, very generous with your money in proposing a vote to pay ½ of the costs up to \$200,000 or \$250,000 and all the costs beyond those figures.

AND WHAT ABOUT FUTURE COSTS?

Be careful, now. By vote of the people they are taking responsibility for the future.

NO! NO!

It still isn't right, based on the precedent set, but

In an effort to be very generous, the best I could accept would be

The Community pays ½ and no more than ½ of the costs of the sea wall and road restoration, WHATEVER THE COST.

Division H property owners pay their ½.

AND THIS IS A ONE-TIME FIX. In the future the responsibility for the sea wall and road would be DIVISION H RESPONSIBILITY. (Like Division N)

People keep referring to a time past when the board worked with PUD to put power down to Division H. This would only benefit Division H, no one else. The board made an agreement with PUD to keep roads open for PUD trucks.

The board represented Division H only, no one else; therefore the responsibility for this agreement lies with Division H. Further, it was only board action and can be changed or responsibility allocated by a future board. Furthermore, the board is limited to spending no more than \$10,000 without a note of the community. THEY CANNOT ENCUMBER THE COMMUNITY IN AN AGREEMENT THAT WILL OR COULD COST MORE. This action was illegal because it did not have a vote of the people.

People of HAT ISLAND be careful what you vote for. It's good we pay dues to maintain all our amenities on the island, the things we all use. BUT in the past over \$200,000 has been spent cleaning slides-sea walls , etc., at Division H. Our community could have used this money in better ways.

We are being threatened by huge fines by Stacy Abbot, Code Enforcement office, over Division H problem.

SOLUTION: Close the road until it is properly repaired.

IF THIS IS NOT RESOLVED THE BOARD MAY HAVE TO ABANDON THE FRONTAGE ROAD. NO OTHER CHOICE. WE CANNOT AFFORD \$100 PER DAY FINES.

ODGERS

### View Point Editor

**Eleanor Bruegeman**

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To contact the island management call the HIC office at (360) 444-6611.

To submit articles, information or ads e-mail [hioffice@hatisland.com](mailto:hioffice@hatisland.com)

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