

Homeowner's Association of Lake Ramsey
Meeting Minutes
January 27, 2022

I. CALL TO ORDER

The meeting was called to order at 6:07 PM by Richard Simmons, President.

Board Members Present: Richard Simmons, Bruce Sofge, Maria Baronich, Malcolm Schuler, Garth Hernandez, Dimy Cossich, Kirk Songy, David Caldwell

Leslie Barrios was not in attendance.

Other Presenters: D.J. Audiburt (GNO), Lisa Kerr (Resident), David Kerr (Resident)

II. PRAYER

Prayer was offered by Richard Simmons.

III. PRESIDENTS OPENING REMARKS – *Richard Simmons, President*

- Welcome to the Lake Ramsey HOA Board and Residents meeting using Zoom technology.
- We thank GNO and Bruce for their efforts establishing this meeting
- On the Agenda we have topics of Speed Bumps, Emergency Repair of a road in 4A, Status of OCI litigation, and other HOA business.
- Talked to the family with the ADA vans and they are entering and exiting the subdivision without any issues.
- We will start a speed study with equipment installed by the Sheriff's Department on Monday, February 1.
- We received an estimate response time from the Fire Department Chief of Operations the time taken to go over the speed bumps is 8 sec and to the back of the subdivision would add 45 seconds to 1 minute in response.
- My letter to the residents on 12 or 13 January I said we would remove the new speed bumps if we could not travel over them at 25 mph. I did make a mistake and meant to say if we could not get them down by heating and raking the speed bumps to lower the speed bumps, we would have to grind the speed bumps and the contractor tell us that would destroy the integrity of the asphalt. At this time the new speed bumps are still under consideration as we will do a speed study and determine the course of action

IV. TREASURER'S REPORT - *Maria Baronich, Treasurer*

This is a cash-basis report.

Operating account bank balance on 12/1/21 was \$40,990.62.

Net deposits were \$59,877.09.

The primary source of these deposits were resident payments for the 2022 annual assessment.

Paid expenses \$32,871.07 (of which \$5,207 was entrance repairs) leaving a December 31, 2021, bank statement balance of \$67,996.64.

REMINDER TO RESIDENTS – GNO will NOT be mailing monthly statements for the 2022 assessment.

The only statement you will receive was in December for the January 1 due date.

Late fees of \$25 per month will begin on February 1, 2022, if the \$481 assessment is not paid in full.

There are no payment plan options available for the 2022 \$481 assessment.

The financial statements provided by GNO can be viewed on their webaxis site when it is available: <https://gno.cincwebaxis.com/cinc/home/>

V. **SPECIAL ASSESSMENT REPORT - *Maria Baronich, Treasurer***

As of December 31, 2021, a total of \$326,544.57 had been spent for entrance repairs.

\$11,685.69 of this amount paid out came from the flood insurance proceeds for the gatehouse.

This means \$314,858.88 was spent using special assessment funds.

The special assessment balance was due in full on November 15, 2021.

As Of December 31, 2021, unpaid special assessments = \$11,706.17

Currently, there will be a shortage of special assessment funds for the total projected cost of the entrance repair project. Regular budget funds of approximately \$5,000 will be needed until additional special assessment payments are received from residents.

VI. **MANAGEMENT COMPANY REPORT – *D.J. Audiburt***

- D.J. reviewed the transition to AMB bank from Iberia. Iberia is merging with a nationwide company. AMB specializes with Associations and are partners with the software system that we use. Financial reports will be available sooner along with daily reconciliation of the accounts. They also offer ACH (automated clearing house) at no charge. The office can help residents with set up ACH.

- We have around 70 lots that still owe this year's dues. Mail has been slow, so this may have an effect on that number. Hopefully more payments will be arriving soon.

- We have 244 residents set up on WebAxis. This is where residents would go to review their account balance and sign up for email blasts through GNO.

- If residents have questions concerning their account, payments or letters they received, they can call our office at 504-528-7028 or email customerservice@gnoproperty.com

VII. **OLD BUSINESS**

A. **Temporary Protection for 4A Roads – *Richard Simmons, President***

Three separate expansion joints on one of the Phase 4A roads have deteriorated to the extent that metal rebar has become exposed. This presented a significant safety situation. For this reason, asphalt was used to provide temporary patches. This was done in conjunction with the speed bumps installation to minimize costs.

B. **Speed Bumps Update – *Richard Simmons, President***

- We are here to listen to you the residents. As priority of safety we must get the speed reduced in the subdivision. We are here to listen to you remembering our primary goal and responsibility for all of us is the safety of our residents. We are listening and the speed bumps are under review.
- Your email and comments are being taking very seriously and we appreciate your comments as we review our course of action.

C. **Speed Bumps& Process for Making Decisions Like This – *David & Lisa Kerr***

The Kerr's prefaced their presentation by complimenting the Board for responding to the homeowners' complaints regarding the speed bumps as originally installed. The acknowledged the alterations made a big improvement.

- Lisa and David recognized that some residents are concerned about speeders, and that steps should be taken to address that issue. However, the solution of adding 5 additional 5-10 mph speed bumps seems out of proportion to the problem, particularly since we haven't done any speed studies or even radar-gun research to determine where, how often and how fast some people are actually speeding.
- Lots of subdivisions and municipalities have dealt with speeders, and there are many consultants who have done extensive research into various speed calming measures. We forwarded one such research summary to the board, and there are others on the internet that come to roughly the same conclusions:
 - > Speed humps (which is what we had on Riverlake before) are designed to slow traffic to 20-25 mph with minimal damage or impact on vehicles who traverse them at that speed. Speed bumps are primarily used in parking lots or at gates, since they slow

traffic down to 5-10 mph. Other speed calming measures are also available, including radar speed signs (like on Penn Mill Rd), rubber speed humps, partial speed bumps or humps (that do not cover the entire width of the road so bikes can go by) and rumble strips are the most common.

- > Every study agreed that speed bumps should never be installed on roads that are the primary or sole access for emergency vehicles, for obvious reasons. If a fire truck or ambulance has to slow to under 10 mph or come to a complete stop 10 times on the way to a fire or a heart attack those extra minutes could be life or death critical. We experienced that concern firsthand standing on our driveway watching our garage and car burn while waiting for the fire trucks. The firemen told us it took so long because they had to bring their trucks to a complete stop at each speed hump, and that was when we only had 5 less dramatic humps.
- > To test these issues ourselves, we measured and timed the distance from our house on Lake Bend Dr. near the boat launch. It is 2.3 miles from our house to the front gate, and it took us an average of 7:41 minutes to travel that distance today, slowing down to 10 mph on the 5 new bumps, 20 mph on the old humps, and 25 mph everywhere else. It turns out it is exactly the same 2.3 mile distance from our gate to Highway 25, so we timed how long it took to travel that same distance at a constant 25 mph, which is the posted speed limit in our subdivision. It took just over 5 minutes. In other words, our speed bumps are adding 2 1/2 minutes to the time it takes to reach the homes in the back half of the subdivision. Imagine watching your house burning for that extra 2 1/2 minutes before fire trucks arrive. Imagine what effect that extra 2 1/2 minutes would have on a heart attack victim, stroke victim, or victim of a serious injury waiting for an ambulance. These are very real risks that can be quantified.
- > Our previous 20-25 mph speed humps effectively stop speeders traveling over the speed limit, and it's possible we need more of them in the few locations where speeders tend to speed. But the new 5-10 mph speed bumps effectively lower our average speed limit in the subdivision to approximately 18 mph, in addition to stopping speeders. And there's not one resident we've spoken to who wants our speed limit reduced by 7 mph.
- > They also pose a problem for handicapped residents who require a low-to-the-ground van for wheelchair access, and potentially put us in violation of the Americans With Disabilities Act, which we do NOT want to mess with. One resident with a handicapped child has already complained that she bottoms out every time (Note: Richard stated in the meeting that he has spoken to that resident and hopefully resolved her issues, although there may be other residents with issues of this kind that should be reached out to).
- > On top of that, these new speed bumps make bike riding miserable, since there are no gaps for bikes to bypass the obstacle and they don't have a long ramp up and down like the old humps.

SO WHAT DO WE DO?

1. RESEARCH the problem and get feedback from residents before doing something that will significantly affect every resident every day, and will affect the people who aren't as concerned about speeding far more than the residents who do. Where are people speeding? How fast? Is it just a handful of drivers, or a broader problem? (Richard stated in the meeting that he has requested a speed study from law enforcement)
2. INVESTIGATE other possible solutions: speed humps, rubber speed bumps, radar speed signs, rumble strips, more speed limit signs, more enforcement.
3. Run proposed solutions by residents for FEEDBACK. The current speed bump solution is solving a problem that some residents in the front half of the sub are having by inconveniencing and adding risk the the back half of the sub. Is the proposed solution going to cause more problems and risk that it solves? Do residents have other ideas that might work better?

We are grateful that the board has tabled the speed bump issue pending a police speed

test and additional feedback from residents. We're confident we can find a solution that stops the speeding issue that some residents have without causing unnecessary risk or inconvenience for many other residents.

D. HALRI vs. OCI Update – *Richard Simmons, President*

- Currently our next court date is February 18, 2022. This litigation is to determine who owns the roads in 4A.
- Additional discussion, negotiating, and litigation to follow.

VIII. NEW BUSINESS

A. Gate Access Cards / Recommended Limits per Household - *Maria Baronich, Treasurer*

For consideration - how many gate cards should be issued to each household? Several new gate cards were requested when the gates were recently closed, and while there is a record of every card number assigned to a household, there is no written policy for how many cards should be issued per household.

Options could be one card per household vehicle, perhaps with one extra for out-of-town visitors; or one card per driving age resident in a household, etc. Since several residents have multiple gate cards, there are perhaps more cards in circulation than are actually needed by the residents. Resident input is welcome as we develop a policy.

B. Deterring Vehicles from Turning Between Center Median - *Maria Baronich, Treasurer*

The irrigation pipes are being damaged between the gates and the brick walls. Pipes run approximately 2 feet to the outside of the paved road. As is evident by the current damage, vehicles are not staying in the lane as it curves towards the brick walls. Also, vehicles that enter realize there are gates and attempt to u-turn between the two center medians. This area is too narrow for most vehicles to u-turn without going off of the pavement. Remedies include large boulders at the turn-a-around area, some type of curbing, a raised grass berm, relocate the pipes (which still leaves damaged grass areas), etc. Closing the area between the medians would prohibit exiting vehicles from turning around to come back into the subdivision and would result in vehicles turning around at the end where the lanes are not sufficiently wide to prevent damaging the area beyond the road. Cost and effectiveness are the major factors in a solution and resident input is welcome.

IX. COMMITTEE UPDATES and Status of Plans for the Year.

A. Gate Operation & Maintenance - *David Caldwell*

- The front gates should be repaired and functional within the next several weeks.

B. Streets & Drains - *David Caldwell*

- There have been no repairs to streets or drains since our last board meeting.

C. Lake – *Dimy Cossich*

- We are getting a price from McElroy, our lake consultant, for an updated survey of the lake.
- Billy Abbott is helping to get the Christmas trees secured around the Southern end of the island to help with erosion.

D. Architectural Control - *Maria Baronich, Treasurer*

ACC approvals since last meeting:

Sofge – pool and fence

Bailey – pool and fence

Bucola - fence

ACC denials since last meeting:

Simmons – new home construction

Williams – enclosed patio

E. *Community Improvement & Relations - Maria Baronich, Treasurer*

The dirt located at the exit lane near the gate needs to be moved, some more around the base of the oak trees and to the low areas at the playground and pond shoreline on Lake Bend Drive. We are waiting for decent weather to ask again for resident volunteers.

F. ADJOURNMENT

The meeting was adjourned at 6:48 PM.