

Minutes – 2022 KFAMA Inc. Special Meeting and Annual Meeting

October 23, 2022

Location – Chestnut Hill United Methodist Church, 2pm Sunday October 23rd

Attending – 18 total, including Board Members

Meeting start – Just after 2pm business began with a welcome to those attending and an introduction to each Board Member.

Special Meeting Business commenced with a Special Meeting, where the count of ballots certified that the requisite number of votes (representing 60% of all owned lots) needed for a Bylaws amendment had been reached. The number of ballots in the affirmative came to **446.5 of the 738 total current units**. The amendment allows an expansion of the number of officers on the Board from five (5) to seven (7). Updated Bylaws reflecting the change were signed by Susanne Koenig, President. Special meeting concluded at 2:30pm.

Annual Meeting

Treasurer's Report & Financials

Financials. An overview of the current financial report and 2023 budget proposal was presented by Treasurer, Jody Rosier. (The report is posted on the KFAMA.org website.) Ms. Rosier briefly explained about the Accounts Receivable category, an amount totaling \$50,690 of unpaid road fees owed to the association. Each judgement sought for payment of an overdue road fee has been awarded in favor of KFAMA. In December the ongoing legal process to recover this amount will resume.

2023 Budget. 2023 budget figures are projections closely based on 2022 expenditures. The paving season will end shortly, meaning that road project funds allocated for this year will carry over to next year.

Review of 2022 Association Activities

Administrative. Routine procedures continue on a regular schedule: monthly Board meetings provide budget update reports and discussion regarding road concerns or other KFA issues are summarized in the Minutes (also posted on KFAMA.org). Summer mowing and winter plowing are contracted out to maintain care of roadsides, common areas and roads during wintry conditions.

Common Areas – 1) field by Keyes Gap Lake was mowed periodically; dead trees were removed; and an illegally dumped mattress, bike and TV were removed from the nearby lake.

New key and lock system. In the attempt to restrict river shore access for KFA lot owners or residents, a lock with proprietary key system is being implemented. Vice President James Nelson will oversee key distribution, which will be carefully monitored. Access to the river cannot be completely controlled but this helps prevent abuse involving a vehicle by unauthorized users.

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Election for three expired terms and two new additional vacancies filled

Re-elected - Board members Jody Rosier, James Nelson and Susanne Koenig were returned to office. Bryan Sutherland and Curt Mueller were elected to the two new positions to form a Board served by seven officers.

2022 Major Road Projects – roadside maintenance primary focus

Scarlet Oak Drive. The most substantial road upgrade project included enlarging/replacing culverts at the intersection with White Dogwood Road; the hillside roadbed was built up to improve drainage then was graded and a layer of stone spread to dramatically improve road surface for driving and future maintenance. During the same project, at the crest of Wagon Trail Road, a protruding bed of shale was chipped down with a hydraulic breaker to help smooth the roadbed.

Runoff management projects. A key to prolonging road quality is managing proper water runoff. This involves projects which aren't obviously visible, such as ditch and culvert repair. Significant projects involved clearing a ditch leading to a culvert at **Jeanie G and Kelly Dr.** (since re-filled); clearing the ditch and culvert at **Old Chestnut Rd. and Burkett** (since dammed by someone blocking the outflow ditch); and major excavation to clean ditches and two culverts at **Wagon Trail and White Dogwood Road.**

Road surfacing projects deferred. Late in summer, Vice President James Nelson was introduced to a road surfacing process (called Tar & Chip) used successfully by neighboring Blue Ridge Acres. They directed us to a Winchester company that performs the process which has since given quotes for various roads. The cost is significantly less than asphalt paving the same sections. Meeting attendees familiar with the process (not a new process, just new to some of us), offered comments in favor of Tar & Chip surfacing. To maintain such roads after being surfaced, water runoff management is crucial, therefore requires a commitment to prior roadside preparation. Roadside prep can get under way even though this season's paving has ended, including improvements to the road surface and spreading additional stone.

Questions and comments. There was an appeal to hold monthly meetings at a time convenient for greater general participation. A question as to whether outreach had been attempted to those owing back road fees was answered by the assurance that the Treasurer has conscientiously contacted people and attempted to work out payment plans. The time-consuming effort has returned limited success, so such dedicated outreach will taper off in future. A couple of comments expressed approval for the improvements to roads since the roads maintenance association started.

Meeting concluded

The meeting adjourned at 3:45pm.