

PINE MEADOW RANCH HOME OWNERS ASSOCIATION
ANNUAL MEMBERSHIP BOARD MEETING
IN PERSON & VIA ZOOM VIDEO CONFERENCE
SONS OF UTAH PIONEERS BUILDING
SALT LAKE CITY, UT
November 11, 2025

In Attendance: George Sears, President; John Adams, Vice President; Andrew Pagel, Treasurer; Justin Call, Secretary; Pam Slaughter (Area 1); Marty Hansen (Area 2); Joe Pagel (Area 3); Katie Winters (Area 4); Shaun Baker (Area 5).

Excused: Michael Teranes (Area 6); Jody Robinson, Ranch Manager

Opening Remarks and Introductions

Mr. George Sears called the Pine Meadow Ranch HOA annual meeting to order at 6:33 PM. He introduced himself as the current HOA President and welcomed attendees. Mr. Sears proceeded with introductions of the present board members: Marty Hansen (Area 2 Rep), John Adams (Vice President), JD Call (Secretary), Shaun Baker (Area 5 Rep), Katie Winters (Area 4 Rep), and Pam Slaughter (Area 1 Rep, joining online). Mr. Sears noted Area 6's representative was absent due to a personal obligation. He recognized November 11th as Veterans Day and expressed appreciation to any veterans in attendance.

HOA Membership Statistics and Construction Impact

Mr. Sears shared statistical updates: 803 total owners with 297 owning land only, 313 part-time residents, and 193 full-time residents. He noted a shift over the past year with increasing new builds—5 new homes averaging 4,257 sq ft (totaling 21,287 sq ft) and 8 other builds (additions/garages/barns, etc.) totaling 16,370 sq ft. He emphasized that construction impact fees are not part of the annual budget but are critical for road grading and repairs, giving the HOA flexibility during the road maintenance season.

Property Assessment and Ownership Trends

He reviewed county-assessed property values: \$280 million in 2022 vs. \$377 million in 2025. Mr. Sears discussed the implications of rising property values on taxes and highlighted a notable trend—a slight reduction in full-time owners, possibly due to challenges of winter living or conversion of homes into rentals. The county count of 805 owners was close to the HOA's 803, confirming accuracy.

Approval of Prior Meeting Minutes

Mr. Sears mentioned the need to approve the previous year's meeting minutes. Minutes are available QR code for reference before the vote to approve.

Board Elections

Mr. Sears outlined upcoming elections for Treasurer (Andrew Pagel), Area 2 (Marty Hansen), Area 6 (Austin Boyce or Alan Levar), and Area 7 (Alex Buller or Amy Leach). He stressed the importance of area reps in representing local concerns and encouraged owners to engage with them. Ballots would be mailed and due by December 1.

Tollgate Canyon Road Engineering and Permitting Issues:

Mr. John Adams reviewed the history and current status of Tollgate Canyon Road repairs. Following the 2023 flooding, 330 feet of concrete culverts were installed. Horrocks Engineering was contracted to develop a long-term plan, which was finalized in August. Recommendations included:

- 520 ft of new culverts
- 1.1 miles of road widening and repair
- 1.1 miles of protected drainage ditches (geotech and riprap)
- 1,500 ft of guardrails
- 200-ft chain-up area
- 2,100 ft of additional pavement
- Widening of the Crowley (Boyce's Corner) hairpin turn

Permitting challenges were with the Utah Division of Water Rights, the Army Corps of Engineers, and Summit County, which delayed progress. The Utah Division of Water Rights was easy to get through with a response within a month, and we have a three-year permit with them. The Army Corps of Engineers required an aquatic resources report that details all the wildlife, everything that is living up and down the stream on Tollgate Canyon Road, and a cultural resources report that will give them a scope of compliance with the National Historic Preservation Act.

Summit County Engineering Report Requirements:

Mr. Adams elaborated on the extensive feedback received from Summit County regarding the Tollgate Canyon Road project. He stated that the County submitted **over 20 questions** concerning the submitted engineering reports. They demanded detailed information on a variety of technical elements, including:

- **Pre- and post-construction road profiles**
- **Road grades and right-of-way dimensions**
- **Drainage infrastructure and planning for a 100-year flood scenario**
- **Engineering calculation methodologies**
- **Erosion control measures**
- **Noxious weed mitigation plans**

Mr. Adams emphasized that the depth and scope of the County's requests significantly impacted the permitting timeline and required further collaboration with Horrocks Engineering to address all concerns.

Revised Permitting Strategy with Horrocks Engineering:

Mr. Adams explained that in response to the Army Corps of Engineers' demands, the HOA had asked Horrocks Engineering to reassess its initial design. The goal was to determine whether the permitting process could be simplified to avoid the costly and time-consuming requirements, such as:

- **An** aquatic resources report
- **A** cultural resources report
- Potentially additional environmental impact reports

To pursue this simplified path, Horrocks was attempting to reduce the scope of the road repairs so that the project would qualify under the Programmatic General Permit 10, which imposes far fewer regulatory burdens.

Currently, the project impacted 1,670 linear feet of area below the ordinary high-water mark, which triggered the need for the more complex Nationwide Permit process. To qualify for Permit 10, the project must reduce that impact to no more than 300 linear feet.

Horrocks was actively redesigning the plan to meet this threshold and hoped to complete the work by the end of the month. If successful, the HOA would restart the permit application process with both the Utah Division of Water Rights and the Army Corps of Engineers, under this new, simplified scope.

Mr. Adams clarified that if the revised plan still required the full environmental and cultural reports, the additional cost would be approximately \$20,000, which the HOA was hoping to avoid.

Current and Future Road Repair Strategies:

Mr. Adams addressed the next steps if permits are approved for road construction. He outlined the HOA's current maintenance level and possible future plans based on funding and permit outcomes:

◆ **Current Strategy (Item #5 on the Project List)**

- The HOA is currently limited to annual patching and filling, with a budget of \$25,000 to \$50,000 per year.
- This is the status quo until permits are approved by the Army Corps of Engineers, Utah Water Rights Division, and Summit County.

◆ **Planned Strategy with Permits (Item #3 – Multi-Year Targeted Repairs)**

If permits are obtained, the board plans to follow Horrocks Engineering's multi-year road repair plan.

- The projected cost: \$2.1 to \$2.5 million over 5–6 years.

- Improvements would include:
 - Improved drainage systems
 - Infrastructure that could withstand future floods
 - Durable roadbeds to extend lifespan to 25–30 years

Mr. Adams explained that the original Tollgate Canyon Road was built on non-engineered soils, which absorb moisture—especially problematic during freeze-thaw cycles.

Horrocks recommended a rebuild involving:

- 8 inches of engineered sub-base
- 8 inches of base aggregate
- Asphalt layer on top

Limitations of the Plan:

Even this extensive work covers only 1.1 miles (6,000 feet) of the full 3.4-mile Tollgate Canyon Road—about one-third of the road.

- The remaining two-thirds would still be vulnerable to deterioration or future damage.

◆ **Other Potential Approaches (If Funding Allowed)**

1. **Full Reclamation (Reuse Existing Materials)**

- Estimated cost: \$2.5 to \$2.9 million

2. **Full Reconstruction with Engineered Fills**

- Estimated cost: \$3.5 to \$4.5 million
- It would result in a fully modernized, long-lasting road

Mr. Adams clarified that these options are not currently feasible due to a lack of funds. However, if a low-interest loan (e.g., 1%) became available from a vendor or lender, the board would seriously consider taking on a loan, due to:

- Rising material costs over time
- Continued deterioration of the road if left as-is

◆ **Immediate Plan (if Permits Are Approved)**

The first project under the permitted plan would be:

- **Segment 7: From Hillcrest to the catch ponds**
- This is one of the most severely damaged areas of Tollgate Canyon Road, where:
 - Floodwaters seeped up through the pavement

Mr. Adams described the bidding process:

- Received initial 3 bids in the summer, lowest at \$430,000
- A fourth bid came in after the August board meeting from Rock Solid
 - They bid only on ditch work and reconstruction, excluding asphalt: \$141,000

The HOA compared bids from:

- **MC Contractors**
- **Geneva Rock**
- **JB Gordon**
- **Rock Solid**

Rock Solid Bid Analysis and Contractor Background:

Mr. Adams explained that the board conducted a side-by-side analysis of the four contractor bids for Segment 7 and created a table to normalize the differences between the bids. When adjusting for consistent scope, Rock Solid's proposal came in \$90,000 less than the others.

As a result, the board told Rock Solid:

- If permits are obtained before year-end, the HOA would proceed with them immediately, using funds already available.
- This would allow the HOA to begin critical repairs on one of the most damaged sections of Tollgate Canyon Road without delay.

Contractor Highlights:

- Rock Solid is a nationwide company whose owner lives on the mountain, offering logistical and community advantages.
- The company pioneered its own road reclamation process.
- Mr. Pagel added that Rock Solid manages \$20–30 million projects, highlighting their scale and capabilities.

COMMENT – Rock Solid Bid: An owner (FM-D-94) asked whether Rock Solid’s bid included engineered soils, as required in the original Horrocks plan

Mr. Adams explained:

- Rock Solid proposes a reclamation soil method, where cement and other stabilizing materials are mixed with the existing base.
- While some engineered material would still be brought in, it would not require the full 16 inches of engineered layers specified in Horrocks' plan.
- This saves money while still offering increased durability.

Mr. Adams confirmed that this work would likely include a warranty, though details were still being negotiated.

COMMENT – Permitting Clarification: An owner (FM-D-94) also asked if the reclamation approach would bypass permitting.

Mr. Adams clarified:

- No, the permit requirements are not related to the roadbed materials.
- Permits are tied to how the project affects Tollgate Canyon Creek (a real, named creek).
- Any disturbance below the ordinary high-water mark would still trigger the Army Corps’ review, regardless of fill type.

Mr. Adams reviewed the HOA’s available funds:

- \$264,736 remains from the previous one-time assessment, earmarked for Tollgate Canyon Road.
- If the current budget passes, the board expects an additional \$100,000–\$150,000 surplus, bringing the total to nearly \$400,000 available for repairs.

◆ **Common Question: Can We Give the Road Back to the County?**

Mr. Adams addressed a common question: Answer: Yes, in theory, but...

- Summit County has strict requirements:
 - Maximum slopes
 - Minimum 24-ft road width (Tollgate is 16–18 ft; engineering plans only bring it to 22 ft)

- HOA roads would need substantial upgrades before the county would accept them.
- Mr. Adams has had two conversations about this:
 - One with John Angel, Summit County Public Works Director
 - One with the County Engineering Department
- The response: They're open to the idea, but major standards must be met first.

Mr. Adams emphasized that future discussions could happen, possibly with:

- County council members
- Engineering staff
- Other officials

COMMENT – County Responsibility for Roads: A resident asked whether the county could take just the section near the highway, such as the area near the trash bins.

Mr. Adams responded:

- That area is still under the HOA's responsibility, despite its proximity to I-80.
- While the county might be more open to taking over just the stretch from I-80 up to the start of the HOA boundary, that would require negotiation.
- This is a realistic possibility and something the HOA could explore.
- Even then, the county might still require the HOA to fund upgrades to meet its standards before takeover.

Consequence of County Takeover -- Road Maintenance Property Tax increase:

Mr. Sears clarified a key point: if Summit County were to take over Tollgate Canyon Road, it would not come without cost to residents. While the HOA would no longer issue assessments for road work, residents would see a new tax on their annual property tax bill dedicated to road maintenance. The benefit would be broader coverage:

- This county-imposed tax would apply to all residents in the Tollgate area — not just HOA members.
- Mr. Adams noted that some non-HOA residents already contribute, but many do not, creating an unequal funding burden.

Mr. Adams reminded owners that Tollgate Canyon Road is just one of many roads the HOA maintains:

- Out of approx. 30 miles of road, only 8–10% are paved; the remaining 90% are gravel.

- Jody (the HOA Ranch Manager) has created a multi-year roadwork schedule, prioritizing roads with the most urgent needs.

Recent projects completed (mostly on Forest Meadow side):

- Porcupine South
- Bull Moose South
- Forest Circle
- Forest Meadow South

Only Hillcrest had roadwork this year on the Pine Meadow side.

- Total cost for these recent repairs: approximately \$262,000

COMMENT – Road Base: An owner asked about the clay content in the road base.

Mr. Adams explained:

- Most gravel roads in the area have 9–11% clay content
- Ideally, 20% clay is needed for binding and dust control
- Crandall Crushing sells road base with higher clay content, but:
 - Current cost: \$465 per truckload
 - High-clay material could cost \$600–\$700 per load

However, Jody plans to test the higher-clay material on Valley View and possibly Tollgate Canyon Road to see if it reduces washboarding and requires less long-term maintenance.

COMMENTS – Aggregate and Trucking: Multiple owners provided feedback on material and trucking costs:

- One reported paying under \$500 per load from Crandall's.
- Another owner said:
 - Full 16–18 yard loads cost \$280, including trucking
 - Crushed limestone (from Morgan) with a lime base may be a good alternative — it "locks up" like clay
 - Smaller trucking companies might be cheaper, even if they are slower to deliver

Mr. Adams acknowledged this input and said he'd follow up for more info.

◆ **Option to use Asphalt Millings (Rotomill)**

Mr. Adams said they had considered using recycled asphalt (Rotomill), but:

- It has a short lifespan (around 5 years)
- It is still permeable, absorbs moisture, and can crumble over time
- Additional chip sealing would be required to extend its life

◆ **Limited Budget for Gravel Road Repairs**

Mr. Adams answered a common question: *Why not patch more gravel roads?*

- The HOA spends \$100,000 to \$150,000/year on gravel road material
- That only allows repair of 3–4 miles of road/year, or about 10–13% of total gravel roads
- Some roads may not be addressed for 7–10 years, given the limited resources

◆ **Equipment Purchases from One-Time Assessment**

From the \$440,000 raised in the one-time assessment, the board made two major purchases:

1. **\$200,000** – For a front-end loader (purchased two years ago)
2. **\$240,000** – For a new snowblower (arrived this year, after a two-year delay)

These purchases will significantly enhance winter road maintenance. This year, Jody and his crew will focus on plowing the connector road in-house, rather than contracting it out (previously cost ~\$33,000/year).

COMMENTS -- Snowplowing: Several owners asked which roads the new snowblower will prioritize.

Mr. Adams answered:

- Planned route:
 - From the upper winter parking lot (Arapaho Drive)
 - East to Forest Meadow Road
 - Then down south to the tricycle sign (and beyond)
 - Pine Meadow Drive may be included if Jody has time and capacity, but he won't commit until he sees what the machine can handle.

Mr. Adams clarified:

- **\$100,000–\$150,000** is the annual road budget, sourced from dues and impact fees.
- **\$265,000** is a separate reserve set aside from the one-time assessment, designated specifically for Tollgate Canyon Road.

COMMENT – Snow Markers: An owner asked whether snow markers would be installed on Forest Meadow Road.

Mr. Adams will check with Jody.

- Current crew: Jody, Wes, and Porter
- Having three full-time staff gives the HOA more coverage than ever before.

COMMENT – Snowblower Concern: An owner raised concerns about the new \$240,000 snowblower:

- Based on experience with a similar Kodiak model, they found it to be:
 - A maintenance nightmare
 - Required welding and frequent repairs
 - Eventually parked and replaced with a New Holland Versa tractor (\$110,000)

Mr. Sears responded:

- The board and staff collectively approved this purchase after a two-year process
- Prior testing included a smaller rental unit, which proved useful
- The team believes this larger model is more capable and better equipped to handle winter challenges
- Jody is highly capable of maintaining and managing the equipment.

COMMENT – Voting Transparency: An owner asked if voting materials could be posted online

Mr. Sears responded:

- The HOA's CC&Rs require in-person or live online voting at the annual meeting
- Votes cannot be cast online in advance, but PowerPoint materials are presented during the meeting
- Last year, only approximately 130 out of 800 owners participated

- He encouraged greater engagement, both in-person and via Zoom

Proposed Rule on Shipping Containers:

Mr. Sears introduced a proposed new rule regarding shipping containers on properties within the community. The proposal follows an increase in container use and feedback from residents expressing concern about their visual impact on the mountain environment.

Under the proposed rule, all existing containers as of December 31st must be registered with the HOA. Unregistered containers will be required to be removed.

- Registered containers must be visually mitigated by either:
 - Painting in neutral or earth-tone colors (e.g., dark brown, dark green, or camouflage).
 - Placement minimizes visibility, including being set back at least 75 feet from the roadway and not prominently visible from neighboring properties.

All new containers would require prior approval through the Architectural Review Committee (ARC) and must demonstrate necessity and compliance with design standards.

Mr. Sears noted that this rule is being proposed in response to numerous complaints about the visibility and appearance of containers, some of which are painted in bright or unnatural colors.

Mr. Pagel clarified that the HOA has historically aligned with Summit County's rule on temporary structures (limiting use to 180 days per year). Due to persistent non-compliance and the volume of containers, the HOA now seeks to establish a clear, enforceable policy.

Enforcement would be handled through the HOA's fining process, with escalating penalties for non-compliance.

The board confirmed that a community survey was conducted, and while there was opposition to outright removal, the majority favored standards for visual mitigation. The rule will be finalized based on feedback and made available for community vote.

HOA Communication & Text Notification System:

Mr. Sears acknowledged resident concerns regarding short notice for meeting announcements via text messaging. He agreed that future notices should be sent at least 5-7 days in advance and committed to ensuring improved communication going forward.

Mr. Sears provided an update on current participation in the HOA's texting system:

- Out of approximately 800 property owners, only about 250 have registered for text alerts.
- Of those 250, likely only 175 are unique property owners, as many registrations include both partners and household members.

The board emphasized that not all owners are being reached and encouraged greater participation in the texting system to improve communication and ensure timely updates.

Mr. Sears referenced the 2018 wildfire near the bottom of the mountain as a reminder of the importance of emergency notifications. He shared a personal experience in which both he and his wife received timely alerts due to being enrolled in the text system. While Mr. Sears expressed personal frustration with receiving political texts, he underscored the critical role of the HOA's text alerts in emergencies and encouraged everyone to [sign up for both available numbers](#):

- **Informational Text Line** – for meeting updates and community news.
- **Emergency Text Line** – reserved strictly for urgent alerts, such as wildfires or road closures.

Mr. Pagel and other board members reiterated the importance of keeping email addresses and contact preferences up to date and encouraged owners to reach out if they are not receiving messages.

Budget Overview & Income Projections:

Mr. Pagel, HOA Treasurer, began his budget presentation by noting that the proposed annual dues will increase from \$800 to \$900. This is part of a planned, incremental increase of \$100 per year through 2029, intending to reach \$1,200 annually. The purpose is to avoid large, unexpected special assessments, as seen in other communities. This strategy allows the HOA to fund roadwork and infrastructure projects gradually and sustainably.

The income is divided into:

- **Fixed income** – primarily from dues.
- **Variable income** – including impact fees, property transfer fees, and support from church camps.

Mr. Pagel detailed that impact fees for new builds will increase from \$3.50 to \$5.50 per square foot over 3,500 sq ft. Additionally, the quarter percent property tax reinvestment fee on home sales provides extra revenue, with proposed increases to further support capital projects.

Financial Growth & Stability:

Since Mr. Pagel joined the Board in 2017:

- The HOA has grown from one employee and \$100K in the bank **to** three full-time employees and over \$1.1 million in assets, including a healthy savings account.
- Fixed income now fully covers all operational expenses; variable income is used for projects like road improvements and fire mitigation.

A reserve study, required every 3 years, recommends that the HOA should eventually hold \$1.6 to \$1.7 million in reserves. The board is working toward that by allocating \$50K-\$100K

annually into savings. The goal is to achieve full reserve funding without sudden assessments.

Long-Term Dues Strategy:

The board intends to hold dues at \$1,200 after 2029. Although large road projects will be completed, ongoing maintenance **and** expanded services (e.g., snow removal or drainage work) will require consistent funding. Mr. Pagel emphasized the importance of employee efficiency, explaining that major projects (like Tollgate Canyon Road) will reduce repetitive labor, freeing up staff for improvements in under-serviced areas.

Budget Detail – Expenses:

Mr. Pagel reviewed key increased expenses in the proposed budget:

- **Insurance:** Slight increase due to purchase of expensive new equipment (e.g., loader and snow blower).
- **Professional fees:** Increased at a standard rate.
- **Reserve study:** Budgeted annually, performed every 3 years.
- **Property taxes:** Increased from **\$500 to \$6,000** due to significant interest earned (~\$35K) from the HOA's 4.08% CD account. Mr. Pagel noted that this interest alone funds major projects like the Forest Meadow Connector (\$35K/year), despite the corporate tax increase.
- **Utilities** also increased slightly, primarily due to higher propane usage. Mr. Pagel commended the HOA for reclaiming the shed from the North Summit Fire Department, allowing better efficiency.

COMMENT – Payroll Increase: An owner asked whether the proposed budget reflected a 30% increase in payroll.

Mr. Pagel clarified that the 30% figure represents payroll as a percentage of the overall budget, not a 30% payroll increase. He emphasized this is an important distinction and encouraged members to pay attention to the budget distribution.

- 30% of the HOA's expenses are allocated to payroll.
- Another 22% is allocated to aggregate and road maintenance.
- These two categories together make up approximately 50% of the HOA's total expenditure.

He further noted that the HOA intentionally budgets to use only about 85% of its projected income, allowing for conservative fiscal management and ensuring the HOA can cover all expenses even in a down economy.

- **Equipment Maintenance:**
Budget increased slightly to account for potential upkeep on the new blower and loader.
- **Fire Safety Mitigation:**
This category was added a few years ago and remains funded at the same level.
- **Diesel, Fuel, Internet:**
These ongoing operational expenses remain consistent.
- **Aggregate Budget Increase:**
 - 2023: \$59,000
 - 2024: \$110,000 (proposed)
 - 2023 actual: \$107,000 (over previous budget of \$95K)
- The increase reflects community demand and aims to avoid constant reallocation requests for small projects.
- **Rental Expense:**
The HOA rents a road roller each summer to help maintain the gravel road network.

Budget Allocation Strategy:

- HOA only utilizes 85% of its total income to cover annual expenses, leaving 15% for capital projects.
- **Additional funding sources for capital projects include:**
 - \$264,000 remaining from the one-time assessment
 - ~\$155,000 in interest and variable income
- Current road construction bids range from \$180,000 to \$440,000 per section, depending on scope.

Capital Projects & Future Planning:

To fully fund major road projects in one go, a loan between \$240,000–\$280,000/year might be needed.

- Targeted goal: \$290,000 annual capital project budget by 2029, aligned with a \$1,200/year dues rate.

Reserve Fund Growth:

- 2020: \$284,000
- 2023: \$286,000 (after use and replenishment)
- 2024 Proposal: \$50,000 contribution → Target: \$550,000 in reserves

- Total current funds across checking and reserves = \$1.1 million

COMMENT - County Road Standards: An owner asked about the possibility of Summit County taking over road maintenance through a Special Services District (SSD). Mr. Pagel and Mr. Sears explained that while it's possible, the county would only consider it if the road met full county standards—specifically 24 feet wide with 2-foot shoulders, which is significantly wider than the current 16–18 feet.

They also noted that county-managed projects tend to be more expensive, citing the Stagecoach neighborhood, where Mr. Sears noted each homeowner was assessed \$35,000 for a similar project. The HOA is exploring the option but is cautious due to the high potential costs, loss of control, and impractical requirements.

Safety was also discussed as a major concern. The current narrow roads make it difficult for two vehicles to pass and have contributed to accidents. Widening to at least 22 feet would improve safety, allow for road striping, and reduce reckless driving—especially from visitors following GPS directions that incorrectly list the speed limit as 55 mph.

Fire Safety & Wildfire Preparedness:

- **History:** Two years ago, the HOA received a large FEMA fire mitigation grant, coordinated with Summit County, used primarily to clear vegetation 10–15 feet on either side of roads for evacuation safety.
- **Current Fire Plan:**
 - Alpine Forestry was contracted to conduct a comprehensive fire risk and property maintenance analysis for the HOA.
 - The plan was approved in September and began in October 2025.
 - A full proposal and community-wide Firewise recommendations will be published by April–May 2026.
 - Initial findings may be posted online as early as December 2025 or January 2026.
- **State Law - House Bill 48 (Now Passed):**
 - Insurance companies must now use the state's wildfire risk map instead of private ones.
 - They are also required to justify dropping homeowners for fire risk.
 - This creates accountability for both insurers and property owners.
- **Benefits:**

- Becoming a recognized Firewise community helps lower risk and reduce insurance issues.
- The Alpine plan and vegetation management are steps toward this designation.

COMMENT – Burn Pile: An owner requested weekday access to the burn pile for residents doing large fire mitigation work (e.g., with excavators).

Burn Pile Access & Concerns:

- Current Policy: Burn pile access is restricted to weekends due to past abuse by non-residents and contractors dumping unauthorized materials.
- **Mr. Sears Response:**
 - Open to discussion.
 - Encouraged owners to coordinate with Jody ahead of time.
 - Acknowledged need for better solutions (e.g., cameras or access by changeable keypad code).
- **Alternative Offered:**
 - Summit County has a free chipper program.
 - Residents can schedule with the county, and they will chip materials on-site.
 - Info and scheduling are available on the North Summit Fire District website.

HOA Fee Increase Proposals:

Mr. Pagel continued with the new proposals:

1. Annual Dues Increase

- **Proposal:** Increase annual dues from **\$800 to \$900** per lot

2. Over 3,500 sq. ft Construction Fee Increase

- **Proposal:** Increase the fee from \$3.50 to \$5.50 per sq. ft. for home size exceeding 3,500 sq. ft., including additions, ADUs, sheds, etc.

3. Winter Construction Bond

- **Proposal:** Require a \$5000 bond for construction between November 1 and April 30, refundable at certified occupancy only if no road violations or fines to discourage winter construction-related damage and improve enforcement

4. Winter Construction Fine

- **Proposal:** Increase the first offense fine from \$500 to \$1,000 for violations involving:
 - Use of improper or unsafe equipment (e.g., non-4WD/AWD vehicles or those without snow tires/chains) on snow-packed or icy roads
 - Unauthorized entry of trucks, trailers, or box trucks beyond clearly marked "NO TRUCKS, TRAILERS, OR BOX TRUCKS BEYOND THIS POINT" signage

Purpose:

To protect the integrity of our roads, ensure public safety, and reduce emergency incidents during winter conditions.

5. Real Estate Reinvestment Fee

- **Proposal:** Increase the **transfer fee from 0.25% to 0.5%** of the sale price (negotiated between buyer/seller) and deter speculative development

OPEN PUBLIC FORUM:

COMMENT – Rental Assessment: An owner asked whether the \$250 rental assessment mentioned was related to short-term rentals. Mr. Pagel and Mr. Sears clarified that the actual fee is \$200 per unit, per year, and is specifically for short-term rental registration. This amount is the maximum allowed by the state and is intended solely to cover administrative costs—such as monitoring compliance, verifying licenses, and conducting site visits, which are managed by Carol. Mr. Sears emphasized that the fee is not a profit-generating measure.

Another owner noted they had previously been told the fee was \$350 for a Summit County short-term license, but the board confirmed that \$200 is the correct and current HOA amount, as set by state law. There are approximately 40 short-term rental units in the HOA.

COMMENT – Morgan County Valley Vista Road Blocked: An owner (PI-E-36) asked for an update regarding a property at the end of Valley Vista. Mr. Sears responded that the property in question is currently blocking a platted road—specifically, Valley Vista and Canyon Road—in Morgan County. He explained that the HOA is actively pursuing a legal process with the owner involved. The executive board has done extensive research, including a review of the 55-year history, and has concluded that the situation involves a prescriptive easement due to the road's long-standing public use. Mr. Sears noted that the executive board has already approved a legal response, and a formal letter is expected to be sent to the owner and their legal counsel within the next couple of days.

COMMENT – Fine Transparency: An owner asked if the board should consider including in the meeting minutes how many fines are assessed, what areas they're in, and what types of fines they are (e.g., fire, construction). It seems like fines are not being fairly distributed. Mr. Sears responded with Fines are complex. The board relies on reports from area reps and owners to identify violations. With over 800 lots, the board can't be everywhere. When

something is reported, a warning is issued first, and only upon repeat offenses are fines assessed. The process is owner-driven—residents should take photos and send them to their area rep or the board to initiate enforcement.

The owner refined their request to share more details about fines by area. Not specific lot numbers, but general transparency by zone. Mr. Sears explained that the board is not currently tracking fines by area, but it's something they could look into. The Board wants to avoid naming individual properties, but general data by area could be possible. The board is also stepping up enforcement, especially on road-related issues as winter approaches.

The owner stated that the HOA was not collecting that much money from fines anyway. Mr. Sears clarified that approximately \$2,700 in fines has been collected this year, mostly from last winter. Mr. Sears clarified that fines are not meant to generate revenue. The first notice is always a warning, and only repeated violations incur fines. The goal is to encourage compliance, not punishment.

COMMENT - Construction Impact Fee: An owner expressed that they felt like they were being penalized just for wanting to build on their property. Mr. Sears empathized with a personal anecdote of when everyone, including himself, who built 25 years ago, paid some form of impact fee. The reality is that construction has the greatest impact on the roads, and it's fair for those causing wear and tear to help fund road maintenance.

COMMENT - Traffic and Building Road Damage: An owner described that Holiday weekends, not just new builds, cause major road damage. After events like the Fourth of July, the roads are in terrible shape. Side-by-sides and fast driving also contribute. Mr. Sears concurred. There's a combination of factors damaging the roads—construction, recreational vehicles, and high-traffic events. The Board has acknowledged this and works with Non-Hoa contributions and groups like the Church camps, which voluntarily contribute \$19,000 annually to help offset their road usage.

The owner felt that the board sometimes singles out certain groups or activities, rather than presenting a balanced view of what's really causing the damage. Mr. Sears emphasized that they were trying to cover 34 miles of roads with limited resources. It's not about spotlighting any one group—it's about managing a difficult system as fairly as we can. Everyone pays the same dues per the CC&Rs, and the part-time and land-only owners fund a large share of maintenance costs.

Adjournment

Mr. Sears thanked the membership for attending and for their comments. He encouraged everyone online to sign in on the Chat to be accounted for to vote. Mr. Sears requested that the board members remain for a short regular meeting for approval of bills and concluded the Pine Meadow Ranch Annual Board Meeting at **9:00 PM**.
