

**LAKE HONDAH PROPERTY OWNERS ASSOCIATION**  
**200 Hondah Blvd, BREVARD, NC 28712**

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**Board Meeting**  
**August 19<sup>th</sup> 2025 6:30PM**  
**401 Spring Water Dr, Brevard NC 28712**

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**Attendance:**

Desmond Duncker (President)  
Ashley DeCoux (VP)  
Frank M Kralik  
Raymond Jacques  
Don Narup (Treasurer)

## **Meeting Minutes**

### **Approval of Previous Minutes and Corrections**

- The minutes were reviewed and found mostly accurate, with two corrections:
  - "Lake Point" should be spelled with an "E" at the end.
  - "Mike from Pisgah Asphalt" was incorrectly listed as "Mike from Fish Guys."
- The minutes were approved, and extra copies are available on the website.

### **Financial Reporting and Budget Status**

- Financial reports should cover the period from the last meeting to the current meeting, not strictly by calendar month.
  - For example, the current report covers July 15 to August 19.
  - End-of-month reporting is only required at the end of the fiscal year (June 30).
- Opening balance for last month: \$31,278.92.
- Closing balance at this meeting: \$34,155.
- Four dues remain outstanding.
- The financial report needs to be revised to include additional items from the last to the current report.
  - The report can be sent ahead of time if a participant cannot attend.
- Major repairs (dam, roads, bridges) could significantly reduce available funds.
- The board agreed to delay dam repairs and focus on immediate road and bridge needs.

### **Road, Bridge, and Dam Maintenance**

- Several roads, including Tranquilite and Spring Water, are currently in poor shape, with potholes and ongoing deterioration, especially after recent rains.

- Lakeview has had potholes filled by John Hogarth, who has also contributed funds and actively maintained the roads using crusher run.
- Some potholes have been temporarily filled, but more repairs are needed pending availability of Mike from Pisgah Asphalt.
- The stretch of road entering the neighborhood was poorly repaired by the state (DST), resulting in new potholes before painting was completed.
  - The repair was limited to tarring and painting, not proper paving, leading to rapid deterioration.
- The concrete bridge is a priority for maintenance, as it is essential for heavy equipment access; concerns were raised about its structural integrity.
  - A missing concrete footing was noted and needs to be addressed.
  - Bridge condition is worsening, with stress cracks and potential structural risks.
    - The block forming part of the road foundation is compromised and could result in road loss if not addressed.
- Discussion about finding qualified contractors for paving and bridge repairs.
  - Concerns about current contractor (Pisgah Asphalt) not packing asphalt sufficiently due to narrow roads.
  - Suggestions to seek alternative contractors and further information on bridge repairs.
- Multiple quotes for dam repairs were reviewed:
  - Ken's quote: \$18,700.
  - Dragonfly Pond Works dam Repairs quote: \$19,165.
  - Dragonfly Pond Works dredging quote: \$22,900.
- Concerns raised about the lack of detail and scope in Ken's quote compared to others.
  - More comprehensive proposals included concrete work and sluice gate reinforcement, though Ken's quote did include grass seed and straw mulch.
- The board discussed whether to proceed with dam repairs, noting that spending \$20,000 would reduce the balance to \$14,155.
- Consensus was to delay dam repairs, prioritizing road and bridge maintenance due to worsening conditions and upcoming winter plowing costs (estimated between \$1,500 and \$4,000).

## **Drainage and Water Management**

- Water pooling is a significant issue at the entrance, near speed bumps, and along Spring Water due to inadequate drainage.
  - Mud accumulates on both sides of the road, forming berms that prevent water from flowing off, causing asphalt degradation.
  - Temporary solutions include trenching the sides of the road to allow water to flow into the creek or lawn.
  - Over time, mud rebuilds the berms, requiring repeated maintenance.
- Long-term solutions discussed:
  - Raising the road by about a foot and installing a pipe underneath to allow water to pass from one side to the other.

- Cutting a slice through speed bumps to facilitate drainage.
- Removing berms as a temporary fix, which can be done manually or by hiring someone.
- Delivery drivers and others are driving off the pavement to avoid water and potholes, contributing to road erosion, especially near curves.
  - Suggestions included installing speed bumps or curbs to slow traffic and keep vehicles on the pavement, though concerns were raised about maintenance and effectiveness.

## **Microburst Event and Related Expenses**

- A microburst occurred on August 1, causing significant damage, especially to large trees.
  - One member incurred over \$900 in tree removal costs.
  - The association paid \$400 for tree removal, considered a bargain.
- Additional property damage included water intrusion and fallen trees.
- Colby cut down and cleaned up a tree that was leaning over.

## **Signage and Traffic Control**

- A "one way only" sign for Tranquilite (near Michelle's) is currently down due to a broken pole; the sign and 4x4 pole is available for reinstallation.
  - Volunteers are sought to help reinstall the sign, with all necessary equipment provided.
  - Discussion included preferences for installation methods (with or without concrete) to allow for easier future removal.
- The speed limit sign at the entrance was installed without concrete for similar reasons.
- Previous complaints about wrong-way driving prompted the installation of the sign.

## **Meeting Scheduling**

- The next meeting is scheduled for Tuesday the 16th at 5:30.
  - Wednesdays are not suitable for some participants due to prior commitments.
- Meeting invites need to be sent out for the scheduled date.

## **Open Issues & Risks**

- The timeline for road and bridge repairs remains unclear, pending contractor availability and quotes.
- Four assessment dues are still outstanding.
- It is unresolved who will lead the search for alternative contractors for paving and bridge repairs.
- Risk of further road and bridge deterioration if repairs are delayed, especially with approaching winter.
- Dam repairs are postponed, which may increase future costs or risks if issues worsen.
- The timeline for repairs by Mike from Pisgah Asphalt remains uncertain.
- It is unclear who will perform the manual trenching or berm removal for drainage improvement.

- The structural integrity of the concrete bridge is a significant risk; no contractor has been identified for repairs.
- Water pooling and drainage issues may worsen with continued rain if not addressed.
- Effectiveness of speed bumps and curbs for controlling off-pavement driving is unresolved.
- The "one way only" sign has not yet been reinstalled, which may lead to continued traffic confusion.

## Action Items

- Follow up with Mike from Pisgah Asphalt regarding paving schedule.
- Schedule Mike from Pisgah Asphalt to patch potholes when available.
- Seek information and quotes for bridge repairs, including concrete work and specifically to address the missing footing.
- Discuss with Ken about alternative contractors for paving and dam repairs.
- Remove dirt berms at speed bumps and along Spring Water to improve drainage (find someone willing to do manual trenching).
- Monitor outstanding dues and follow up as needed.
- Reinstall the "one way only" sign near Michelle's using available equipment and volunteers.
- Send out meeting invites for Tuesday the 16th at 5:30.
- Revise and send the updated financial report to include all recent changes.

### AI Suggestion

AI has identified the following issues that were not concluded in the meeting or lack clear action items; please pay attention:

1. The timeline, responsible parties, and contractor availability for critical road and bridge repairs remain undefined, with no confirmed quotes or scheduled work; this uncertainty poses an immediate risk of further infrastructure deterioration, especially as winter approaches.
2. The structural integrity of the concrete bridge is compromised due to a missing footing and worsening stress cracks, but no contractor has been identified, and the scope of necessary repairs is still unclear, increasing the risk of costly damage or safety hazards.
3. Drainage problems, including persistent water pooling at the entrance and along Spring Water, have not been resolved; there is no clear plan, assigned personnel, or timeline for manual trenching, berm removal, or long-term solutions such as raising the road and installing pipes.
4. Four assessment dues remain outstanding, with no designated individual or timeline for collection, potentially impacting the budget and ability to fund urgent repairs.
5. Delays in dam repairs due to budget constraints may lead to increased future costs or heightened risks if dam conditions worsen, and no clear plan or timeline for addressing these repairs has been established.