

Long Range Planning Committee Kenmure Property Owners Association

Plan for Development of Kenmure Roads – Snow Removal Options

April 20, 2017

KRMC Response in Red (December 2017)

Objectives:

- Assist Kenmure Road Maintenance Committee (KRMC) in the development of options to enhance snow removal operations.
- Work with KRMC in the development of a long term contingency plan for the storage of road salt and grit as well as equipment to handle these in the event the Kenmure Country Club is sold to a third party which does not permit current arrangements with KEI to continue.
- If requested:
 - Make initial contact with prospective snow removal firms to determine if they have a potential interest in submitting a proposal for consideration
 - Assist in the development of criteria for final selection of a contractor.

The LRPC will not engage in negotiations or be involved in the final selection of a contractor unless such assistance is requested by the KRMC.

Possible Options Note: These options are not mutually exclusive and may be combined in different combinations.

Option 1 – use of Kenmure Enterprises Incorporated (KEI) golf course grounds maintenance staff and equipment to provide snow removal services.

KEI handled snow removal until approximately 2000. The Grounds Keeper directed staff and KEI provided vehicles with snow plow blades and spreader equipment. Staff would remain on site and be housed in rental condo units during snow storms. Today, KEI retains grounds staff that may be largely without responsibilities during snow events and thus idle manpower could be contracted out. Vehicles and snow plow blades and spreader equipment could be required to be furnished by KPOA.

KEI Managing Director Lee King has been approached to consider this and will need to be approached once again to determine if there is any interest in this possibility.

RMC Response:

Bob Paulsen met with Mr. King on June 13, 2017. Mr. King stated he would not be interested for the following reasons:

- ***It would require the purchase of a number of vehicles that would only be used during the winter.***

- ***The option of KPOA purchasing the equipment was discussed, but the maintenance and storage of this equipment would be challenging.***
- ***KEI did handle Kenmure's snow removal many years ago, but it's just not an attractive business venture.***

Option 2 – use services of the Gosnell Contractors to provide snow removal services.

Gosnell has been the primary contractor for earth moving and street preparation probably since the beginning of Kenmure. Gosnell has a familiarity with the streets in Kenmure and he is presumed to have the necessary vehicular equipment to handle the task. Presumably he has staff that could be utilized in this task. KPOA may be required to furnish snow plow blades and spreader equipment.

RMC Response:

Bob Paulsen met with Mark Gosnell on August 1, 2017. Mr. Gosnell stated he would not be interested for the following reasons:

- ***Snow removal is very hard on equipment.***
- ***He does not have the appropriate equipment, and with the unpredictable nature of western North Carolina snows, it is very difficult to justify the investment.***
- ***He handled snow removal for Kenmure in the past, but it was a much smaller community.***

Option 3 – use services of Tarheel Paving to provide snow removal services.

Tarheel is the largest asphalt paving company in Henderson County and has staff as well as a fleet of vehicles which could be outfitted to provide the required services. There has been an occasion in which Tarheel has done private snow removal in Kenmure. The owner, John Pace, is a Kenmure resident and has familiarity with our streets. It may be possible that Tarheel is already equipped to handle these tasks but it is also possible that KPOA could have to furnish the necessary winter equipment.

RMC Response:

Don Blanton met with John Pace, Tarheel owner on June 29, 2017:

- ***Tarheel does not own snow removal equipment and does not plan on getting in to that business,***
- ***He had some interest in using equipment purchased by KPOA, but acknowledged to be cost effective the equipment would need to also be available for routine maintenance work.***
- ***Bottom line – not enough interest to explore further.***

Option 4 – engage the services of Fletcher Lawn and Landscaping or other qualified entity to augment the current contractor and to provide on-site management of snow removal during any event.

Shane Laughter of Fletcher Lawn and Landscaping has expressed an interest in such an arrangement and stated he would consider the purchase of a snow plow. Conceptually, he would be the on-site manager for snow removal operations as well as participate in the plowing operation. KRMC would designate a snowman who would work with Kenmure Security to determine when to call out snow removal operations. The Snowman would also communicate with the Kenmure Community, set road conditions and work with Laughter in optimizing snow removal operations.

Preliminary discussions suggested that compensation could consist of an annual retainer fee for Mr. Laughter as well as an hourly or event based payment as well.

RMC Response:

Dave Christenbury and Don Blanton met with Shane Laughter on June 20, 2017. Following are the key points of that discussion:

- ***Shane stated his services could include:***
 - ***Be involved in preparation before a predicted snow event, including when to call the plows,***
 - ***Deciding when to change codes,***
 - ***Checking in grit trucks and plows,***
 - ***Inspecting trouble spots***
 - ***Essentially serving as a consultant to RMC***
- ***On July 10 Mr. Laughter called Dave Christenbury stating he reflected on the headaches of handling the snow removal and has decided he is no longer interested.***

Option 5 – permit the various Condominium and Cottage Associations to handle their own snow removal operations for their respective streets. Compensate them for those services.

This arrangement is currently in effect for Fairway Village I and Golfside Condominium Phase IV Associations. A formula is in effect under which the participating Associations are reimbursed for expenses incurred which will not be detailed here. Such an arrangement is a potential for Brookwood, Golfside Condominiums I, Forest View, and Woodlands as well as the Cottages of Kenmure. The benefit of this option is that the primary snow removal contractor could concentrate on the main or major roads and leave the smaller, shorter roads to the respective Associations.

The Brookwood Village Association provides snow removal services for all driveways in Brookwood Village. Currently Jeff Dillon is providing this snow removal service and the residents are happy with his firm's work. In a brief conversation between Jeff

Dillon and Bob Wilson, Jeff expressed an interest in providing street clearing in addition to the driveway clearing. Jeff Dillon also thought that he could provide even better service if he could gain access through the emergency gate in Brookwood Village. This would be a logical extension of services being provided by Jeff Dillon to the Brookwood Village community and should be further explored by the Road Maintenance Committee and the Brookwood Village Association.

RMC Response:

Although it is understood that at least some of the condo associations may feel they would receive better service if they handled their own snow removal, the RMC sees a number of difficult issues:

- Where would the condos obtain their grit? If they obtained their grit from the KPOA storage a number of cost-sharing, management and liability issues would need to be resolved.***
- The condos would need to use their own ‘Snowman.’ Multiple Snowmen in the community would be a communication headache.***
- Medical emergency response would potentially be more complicated, due to multiple party involvement.***
- The condo contractor would still be dependent on the KPOA contractor. For example, the Brookwood contractor would have to wait until the KPOA contractor cleared portions of Kenmure and Winding Meadows Drives, plus Chestnut Way and Red Maple Drive before he could start work. This would often put the two contractors in conflict. It has been suggested the Brookwood contractor use the emergency exit. We don’t feel breaching security is acceptable.***
- Fairway 1 and Golfside 4 are not more than driveways, and easily accessible to the front gate and grit. Most of the other associations are larger and more distant from the front gate and grit, which greatly complicates matters.***
- RMC met with the leadership of several condo associations. Their consensus was we should continue using one contractor through KPOA.***

Conclusion: Condo Associations doing their own snow removal would only marginally increase their access to the primary roads and would unduly complicate the snow removal process for the entire community.

Long Term Contingency Plan for the Storage of Road Salt and Grit in the event that the Kenmure Country Club is sold to a third party which cancels the current agreement.

Currently, KEI permits the KRMC to store road salt and grit at the golf maintenance facility on Winding Meadows Drive. In addition, for a charge, KEI permits its front-end loader to be used to fill spreader trucks.

KEI management has announced its intent to sell the Country Club in 3 – 5 years. A third party may or may not permit the current arrangement to continue. KPOA needs to have a contingency plan to address this possibility. This is a subject that has been discussed for years but no solution has been found.

Off-site storage is a possibility but apparently nothing on this possibility has been explored to any significant degree.

Another possibility is the acquisition of a lot in Kenmure by KPOA for storage of these materials. It is likely that neighbors to any lot which could potentially be acquired would have objections and thus the matter needs careful consideration.

Three lots could be considered although clearly there are other possibilities as well.

- Lot P2A112R, 804 Overlook Lane. This lot is behind the Rail Pen Gap Park and because it drops off behind the park, minimal vegetative screening would be required. This lot is more centrally located than those described below and some of the land could be used to extend the Park. This lot is owned by Robert MacDonald and has been on the market. It is understood that Mr. MacDonald does not have current plans to build on the lot and thus a favorable price may be available.

RMC Response:

The lot has a good central location, but has some development challenges, especially the cost of the lot and the cost of building a paved road to access the site. However, RMC will continue to evaluate this potential site.

- Lot P5S206, 114 Pinnacle Peak Lane. This lot is adjacent to the old construction entrance to Phase V and is on the market for an asking price of \$40,000. If used for storage, vegetative screening would be essential adding to the cost. However, if another emergency entrance was to be considered, owning this lot could resolve potential right-of-way acquisition challenges.

RMC Response:

The lot is located far from the main entrance and would potentially be detrimental to property values nearby. Therefore, this is not considered a viable site.

- Un-platted area at the end of Hollybrook Drive. A potential site would be at the edge of Kenmure between Hollybrook Drive and Pinnacle Mountain Road. KEI is the owner. Here again, vegetative screening would be necessary and the proximity of this lot to the remainder of Kenmure makes it the least desirable of the three options.

RMC Response:

The lot is located too far from the main Kenmure entrance and is therefore not considered a viable site.

For the long term, the purchase of a lot by KPOA for the storage of snow removal materials and equipment is a logical course of action. At some point consideration should also be given to adding a building for proper storage of material and equipment. The implementation of Option 1 above would be enhanced in this instance.

RMC Additional Considerations:

In addition to assessing the locations identified by the LRPC, the RMC explored other options:

- 1. Railpen Gap Park – the park has a small area at the rear of the park which could be used for salt/grit storage. RMC will continue to evaluate this site.***
- 2. 718 Kenmure Drive (Shepherd Property) – this lot is located on Kenmure Drive across from the Fitness Center. On the plus side it is centrally located. On the negative side it would require substantial development costs and would need to be screened. The RMC will continue to explore this option***
- 3. Commercial Property Rental – a remote option would be to secure a long-term lease with a commercial property located close to Kenmure. ProScape was contacted, but declined to consider it. This option is unlikely but could possibly be used in an emergency.***
- 4. Secure Long-term Agreement to use KEI facilities – The KPOA Board should consider securing an agreement with KEI that assures the transfer of a lease agreement between KEI and KPOA for use of the golf course maintenance storage area with the new owner of KCC.***

Summary Conclusion: Three locations merit further consideration: 1) Lot P2A112R – 804 Overlook Lane; Railpen Gap Park; and 718 Kenmure Drive. All three locations will require engineering analysis to fully assess their viability.

RMC will discuss securing funds for an engineering analysis of those sites in the future.

Kenmure Road Maintenance Committee Response to:

KPOA Long Range Planning Committee

Plan for Development of Snow Removal Options

December 2017

In April of 2017 the Kenmure Long Range Planning Committee (KLRPC) provided a report to the Kenmure Road Maintenance Committee (KRMC) that addressed 1) options to enhance snow removal operations, and 2) the development of a long term contingency plan for the storage of road salt and grit. Attached is the KLRPC report with specific KRMC responses, including an Appendix which documents KRMC's assessment and conclusions. The following summarizes KRMC's overall conclusion:

- 1) **Snow Removal Options** – KLRPC identified a number of worthy options. Unfortunately, for reasons documented in our response, it appears the only viable option is to continue to use our current system of management by the KRMC Snowman, and snow removal by a single contractor.
- 2) **Road Salt and Grit Storage** – one location, *Lot P2A112R, 804 Overlook Lane*, identified by KLRPC appears to merit further consideration. The KRMC also identified two more locations, *Railpen Gap Park and 718 Kenmure Drive* that merit further consideration. All three locations will require engineering analysis to fully assess their viability. The KRMC will discuss securing funds for an engineering analysis of those sites in 2018 in the future.

In addition, the KRMC recommends that the KPOA Board should consider securing an agreement with KEI to assure the transfer of a lease agreement regarding a storage area for road salt and grit with any new owner of KCC.

The KRMC thanks the KLRPC for their insightful efforts.

KPOA Long Range Planning Committee

Plan for Development of Kenmure Roads Snow Removal Options

KRMC Response

Appendices

1. Option 1 – Use of KEI golf course grounds maintenance staff and equipment
2. Option 2 – Use of Gosnell Construction Company
3. Option 3 – Use of Tarheel Construction
4. Option 4 – Engage Services of Shane Laughter
5. Option 5 – Permit Condo Associations to handle their own snow
6. Long Term Contingency Plan for Road Salt and Grit Storage

KPOA Long Range Planning Committee
Plan for Development of Kenmure Roads Snow Removal
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Appendix 1

1. Option 1 – Use of KEI golf course grounds maintenance staff and equipment

Bob Paulsen

From: Bob Paulsen <bobpaulsen52@gmail.com>
Sent: Tuesday, June 13, 2017 6:51 PM
To: 'David Christenbury'; Don Blanton; Fred Johnson
Cc: bobpaulsen52@gmail.com; Andy Clapper
Subject: LRPC - Snow Removal Options - Discussions with Lee King

All,

One of my assignments was **Option 1, Use of KEI Staff and Equipment**. I met with Lee King today to explore this option. Here's what Lee said:

- He really would not be interested for the following reasons:
 - He would have to purchase a number of vehicles that would only be used during the winter, I told him the LRPC suggested KPOA could purchase the equipment, but we both agreed this would be too complicated (and not cost effective for KEI),
 - There is no place to store these vehicles,
 - He did this many years ago and it's just not an attractive business venture.
- He did offer some suggestions:
 - We should talk to Mark Gosnell, John Pace with Tarheel and Todd Trace with Trace Construction (note: Don is scheduled to talk to Pace and I am scheduled to talk to Gosnell. Let's do that before we speak with Trace).
 - Lee thinks the contractors may be interested since their crews can't work during snow weather. He also thinks they should have trucks available.
 - He thinks Campen (or whoever) needs to use heavier trucks.
 - The snow contractor should use chains, but they don't due to the damage to the trucks (fenders)
 - He thinks road graders are a better option (the State uses them).
 - He recommends getting the contractor on site earlier than we have in the past. In the past we've waited too long.

Bob Paulsen

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Appendix 2

1. Option 2 – Use of Gosnell Construction Company

Bob Paulsen

From: Bob Paulsen <bobpaulsen52@gmail.com>
Sent: Tuesday, August 01, 2017 6:21 PM
To: 'David Christenbury'; Don Blanton; Fred Johnson
Cc: bobpaulsen52@gmail.com
Subject: LRPC - Snow Removal Options - Discussions with Mark Gosnell

One of my tasks was : **Option 2 – use services of the Gosnell Contractors to provide snow removal services.**

Gosnell has been the primary contractor for earth moving and street preparation probably since the beginning of Kenmure. Gosnell has a familiarity with the streets in Kenmure and he is presumed to have the necessary vehicular equipment to handle the task. Presumably he has staff that could be utilized in this task. KPOA may be required to furnish snow plow blades and spreader equipment.

I spoke with Mark today. Here are his comments:

- Snow removal is very, very hard on equipment. With the unpredictable nature of WNC snows, it's a very difficult investment to justify,
- He only has road graders. He would be glad to help if our contractor got behind and needed assistance,
- With pickup trucks it is critical to stay ahead of the storm,
- He would use chains on his graders, but recognizes chains can do damage to the roads,
- He did this work for Kenmure in the past, but it was a much smaller community,
- He specifically mentioned the difficulty in plowing Brookwood village,
- Bottom line – he's not interested.

Bob Paulsen

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Appendix 3

1. Option 3 – Use of Tarheel Construction

Bob Paulsen

From: Don Blanton <dhblanton@att.net>
Sent: Thursday, June 29, 2017 3:34 PM
To: dcrunch33@gmail.com; fredanddonna1@gmail.com; bobpaulsen52@gmail.com
Cc: Don Blanton
Subject: Snow Removal Options - #3

Guys,

Following is a summary of my conversation with John Pace, Tarhill Paving, to see if he had interest in or thoughts about Kenmure snow removal.

- > Tarhill does not own snow removal equipment and John does not plan to get back into that business. John believes that 1-ton trucks should be used for effective snow removal, preferably with a hopper/spreader on the back for grit/salt. He thought that Campen had used mainly 3/4 ton trucks this past season.
- > We talked about the feasibility of Kenmure purchasing equipment for an outsider to use for snow removal. He expressed some interest in that type of arrangement to the extent that he wanted to know how much we would be willing to pay Tarhill to supply the labor. He acknowledged that the only way this might be cost effective for Kenmure would be for vehicles to be multi-use by the maintenance staff when not in use for snow removal.
- > He mentioned the possibility of making some type of arrangements with "seasonal workers" who might be interested in snow removal work using our equipment in the snow months. Didn't sound like a good idea to me since their supervision would be our responsibility.
- > Beyond snow removal, John thought that Kenmure does too much "patching" of roads and that in his opinion it is better in the long run to pave full sections of road. He said that Tarhill would like to be considered for such bid opportunities in the future.
- > As a Kenmure resident, John said that he was very open to offering advice or consultation on road paving projects to the RMC.
- > He thanked all members of the RMC for our volunteer efforts to help Kenmure.

Don

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Appendix 4

1. Option 4 – Engage Services of Shane Laughter

Bob Paulsen

From: David Christenbury <dcrunch33@gmail.com>
Sent: Monday, July 10, 2017 11:32 AM
To: Bob Paulsen; donhblanton@gmail.com
Subject: Snow Removal

Guys,

Got a message from Shane Laughter that he has decided not to get involved with our snow removal. He said that after thinking about it, he didn't want the headaches and that was why he quit doing it originally. Hope the meeting went well.

Dave

Sent from my iPhone

Bob Paulsen

From: David Christenbury <dcrunch33@gmail.com>
Sent: Friday, July 07, 2017 8:48 AM
To: bobpaulsen52@gmail.com; ncjhawk@morrisbb.net; andyc1157@gmail.com; halderrick@gmail.com; dick@rcdodge.us; donhblanton@gmail.com; Michael Shannon; fredanddonna1@gmail.com
Subject: Snowman/Canopy July Report

Gentlemen,

Don Blanton and I met with Shane Laughter on Tuesday, June 20. We discussed the possibility of Shane becoming involved with supervision of our snow removal. The discussion included ways he thought he might be able to help us and exactly what he thought he could bring to the table.

Shane indicated that he would be willing to:

be involved with preparations before a predicted snow event deciding when to call in the plows deciding when to change codes according to conditions checking in grit trucks and plows when they enter or leave inspecting trouble spots that need additional scraping or grit

He indicated that when Fletcher did the snow removal, they used three, one-ton trucks. Campen uses 3/4 ton trucks which he feels are too small to do the job. Therefore, they require four trucks minimum.

His biggest concern was how Campen would respond to him being involved and how that relationship would work. (Our biggest concern also)

We briefly discussed how he could be paid - yearly? Per event? Hourly?

Our next move should be a meeting with Campen to discuss the yearly agreement, and possibly bring the idea up to Scott Campen.

Canopy

With the small amount of money budgeted for Canopy, we can do very little other than trim low hanging limbs or issues with sight lines. I have not assessed needs in these two areas and would ask for assistance as you inspect your geographical areas. To have any effect on the real problem of trees having grown over the roadways, I would estimate that the budget would need an additional \$30,000 to \$50,000.

Sent from my iPad

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Appendix 5

1. Option 5 – Permit Condo Associations to handle their own snow

SNOW REMOVAL-OPTION-5

The following information pertains to Condominium and Cottage Associations handling their own snow removal. This arrangement is currently in effect for Fairway Village I and Golfside IV. There is a formula under which the participating Associations are reimbursed for expenses incurred. Such an arrangement is a potential for Brookwood, Ridgeview, Forestview II, The Woodlands and The Cottages.

Golfside 1 Association chose to maintain their own roadway and does so without KPOA oversight.

Fairway I and Golfside IV are basically driveways close to the main gate with easy access to the stored grit. The other Associations are more distant from the main gate; the grit storage area creates some logistical problems when using a separate contractor. However, proposed use of separate contractors is that the primary contractor could concentrate on the major roads and leave the smaller, shorter roads to their respective Associations.

Kenmure has approx. twenty-two miles of roadway. It's difficult to find a contractor for a project of this size. Allowing Associations to do their own snow removal would not greatly impact the large amount of roadway for the primary contractor. The possible results of having this large contractor working beside one or more smaller contractors could result in differences of opinion between them and thus jeopardize the relationship between KPOA and the major contractor.

The individual Condo Associations would have another layer of responsibility and probably have their own "Snowman". This could potentially "snowball" into another hard position to fill. Communications would become more complicated with the additional participants. A few examples:

- (1) When to enter the front gate.
 - (2) When to have access to the grit.
 - (3) When are various roads cleared?
 - (4) Coordination for a medical emergency.
 - (5) The "RMC Snowman" would have many issues to deal with during this hectic period of time.
- This would add pressure to an already difficult situation.

In conclusion, Condo Associations doing their own snow removal would only marginally increase their access to major roadways. As long as KPOA fund's snow removal here; residents should expect:

- (1) A well thought out system of determining when snow removal should start.
- (2) A responsible individual (Snowman) to lead the effort.
- (3) A contractor that is willing to work at all hours to clear the roads.

The only item we can't control is the weather itself. When temperatures fall like they did recently, there is virtually nothing that can be done to clear the ice until temperatures rise.

In reference to Brookwood, Bob Paulson and Fred Johnson (RMC) had a frank, but friendly meeting with Ed Tiles (President of Brookwood) to discuss snow removal at Brookwood. Ed requested the meeting to gather information for an upcoming Brookwood meeting. Ed discussed the subject of using Jeff Dillon to do snow removal on their roadways. Ed mentioned that they had not spoken to Jeff Dillon about clearing the Brookwood roads. Ed suggested leaving the emergency gate open for his (Dillon's) use. Bob brought up the problem of leaving the emergency gate open; the use of an old gravel roadway entrance and the difficulty of getting the grit from its storage location at KEI. Again, it was explained that the primary and secondary roads had to be cleared first and there are other sections of Kenmure in the same situation as Brookwood.

After the Brookwood meeting Ed Tiles reported back that their appeared to be no real interest or desire to hire their own snow removal contractor. In brief discussions with several members of Ridgeview and The Cottages; they are happy with the KPOA snow removal system and have no desire to change.

Submitted for board review:

Fred Johnson
6/29/2017

Bob Paulsen

From: Bob Paulsen <bobpaulsen52@gmail.com>
Sent: Friday, June 02, 2017 7:05 PM
To: bobpaulsen52@gmail.com
Subject: LRPC - Snow Removal Options - Discussions with Ed Tiles

Fred Johnson and I met with Ed Tiles, Brookwood HOA President on Friday, June 2. Key takeaways:

1. Expressed concern over use of emergency exit
2. They have not approached Dillon or anyone else
3. I asked if they considered how their contractor would store his grit
4. They feel neglected. We explained Geographic Coverage program
5. We will check out cost of salt pretreatment
6. They have a meeting June 5 and Ed will share our discussion with them.

Bob Paulsen

Bob Paulsen

From: fredanddonna <fredanddonna1@gmail.com>
Sent: Thursday, February 16, 2017 9:45 AM
To: 'Bob Paulsen'; 'Richard C. Dodge'; 'Hal Derrick'; 'David Christenbury'; 'Dick Graber'; 'Darrell Clapper'; 'Don Blanton'; 'Mike Shannon'
Subject: RE: Snow removal at Condo's

While reviewing the Kenmure Property Owners Association analysis of reserve accounts for 2016 there were snow removal reimbursements to both Fairway Village 1 and Golfside 4.

Fred Johnson

From: Bob Paulsen [<mailto:bobpaulsen52@gmail.com>]
Sent: Thursday, February 16, 2017 9:08 AM
To: 'Richard C. Dodge'; 'Hal Derrick'; 'David Christenbury'; 'Dick Graber'; 'Darrell Clapper'; 'Don Blanton'; 'Fred Johnson'; 'Mike Shannon'
Subject: RE: Snow removal at Condo's

Thanks Dick – this is news to me.

Bob Paulsen

From: Richard C. Dodge [<mailto:dick@rkdodge.us>]
Sent: Wednesday, February 15, 2017 9:51 PM
To: Hal Derrick; Bob Paulsen; Dick Dodge; David Christenbury; Dick Graber; Darrell Clapper; Don Blanton; Fred Johnson; Mike Shannon
Subject: Snow removal at Condo's

Hey everybody, I didn't know about this. Just a heads up because this will come up at our KPOA board meeting on Friday.

Begin forwarded message:

From: "Doug Moe" <diemmoe@gmail.com>
Subject: Snow removal at Condo's
Date: February 15, 2017 at 11:52:47 AM EST
To: "Dick Dodge" <dick@rkdodge.us>

Dick,

I just read your comments regarding snow removal. "The RMC also determined that Kenmure should not allow any individual neighborhood to employ a separate snow removal contractor to plow the streets in that specific neighborhood."

Both Fairway Village I and Golfside IV use private contractors for snow removal. KPOA reimburses them for that portion of their assessments related to Storm Expense for their roads.

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Appendix 6

- 1. Long Term Contingency Plan for Road Salt and Grit Storage**

Bob Paulsen

From: Donna Johnson <fredanddonna1@gmail.com>
Sent: Wednesday, August 02, 2017 7:09 PM
To: bobpaulsen52@gmail.com; andyc1157@gmail.com; dcrunch33@gmail.com; dick@rcdodge.us; dhblanton@att.net; ncjhawk@morrisbb.net; mshannon5500@gmail.com; halandruthie@gmail.com
Subject: Future Storage of Salt and Grit

A CONTINGENCY PLAN FOR THE STORAGE OF ROCK SALT AND GRIT IN THE EVENT THAT THE KENMURE COUNTRY CLUB IS SOLD TO A THIRD PARTY WHICH CANCELS THE CURRENT CONTRACT.

1. PURCHASE OF 718 KENMURE DRIVE (SHEPHERD PROPERTY) which is located at the end of Kenmure Drive adjoining the golf cart sheds and across from the fitness center. ✓

(A) There is a sizable ravine running the length of the lot along Kenmure Drive . An old abandoned structure is located above the ravine in a flatter area. The original driveway to this structure on the level part of the lot no longer exists.

(B) Some development and engineering work would be needed to utilize this area.

(C) Adverse effects on properties in close proximity.

2. A DISCUSSION WITH MARK GMYREK (PRO SCAPE, INC.) IN REFERENCE TO RENTING SPACE ON SPARTANBURG HYW. OR N. HIGHLAND RD. ✓

(A) Limited room in existing facilities since he plans some expansion.

(B) Insurance complications with property and equipment usage.

(C) Other parties having access to his fenced facilities.

Really not interested.

3. COSTS FOR A BOBCAT SKID LOADER (IF NEEDED) - NEW \$12,000 - \$20,000 vs. USED \$7,000 - \$15,000 (1100 - 1500 lb. CAPACITY).

Fred

*Put all options
in pros/cons
format*

Bob Paulsen

From: Donna Johnson <fredanddonna1@gmail.com>
Sent: Thursday, June 29, 2017 10:45 AM
To: bobpaulsen52@gmail.com
Subject: RMC - Storage of Salt and Grit
Attachments: Railpen Park Sketch.pdf; Railpen Park entrance- Overlook La.JPG; Railpen-Step 2.JPG; Railpen - Step-3.JPG; Railpen-Step-4.JPG; Railpen-Step-5.JPG; Railpen-Step-6.JPG; Railpen-Step-7 (1).JPG; 114 Pinnacle Peak.JPG; Hollybrook.JPG

A CONTINGENCY PLAN FOR THE STORAGE OF ROCK SALT AND GRIT IN THE EVENT THAT THE KENMURE COUNTRY CLUB IS SOLD TO A THIRD PARTY WHICH CANCELS THE CURRANT CONTRACT. THE FOLLOWING ARE THREE LOTS MENTIONED FOR CONSIDERATION.

(1) 804 Overlook Lane (lot P2A112) which is located behind Railpen Gap Park. The road entering the park has loose gravel which in the past has suffered from significant erosion. SEE SKETCH AND PHOTO'S AS LISTED ... (Railpen Park entrance- Overlook Lane). This would have to be reinforced to support heavy vehicles. The next approx. twenty-five yards is presently a grass one way roadway next to the park which is mowed by the Park Committee (Railpen-Step-2). The next approx. 35 yards is a narrow overgrown one way grass roadway which has a steep ravine where Kenmure deposits their leaves creating a soft shoulder which would be difficult in winter conditions (Railpen-Step 3 and 4). The next sixty or so yards is literally a twelve ft. pathway with a 45 degree embankment on the right and a 45 degree drop-off to the left (Railpen Steps 5, 6 and 7). This would be a difficult and dangerous one-way trip under any conditions. This purchase could not be used to extend Railpen Gap Park because of the topography.

*potential
keep
on
list*

(2) 114 Pinnacle Peak Lane (lot PSS 206). This lot is somewhat distant from the front gate which would be the logical starting point. The roads are somewhat difficult and the location not very central, especially if there are individual condo associations needing access to the grit. The lot is sloping, 1.21 acres and listed at \$40,000. It would need vegetation coverage and some development. There are numerous lots for sale in the area including 113, 115, 126 and 128 Pinnacle Peak Lane. This location could affect their value and salability.

out

(3) Hollybrook Drive is extremely distant from the front gate and almost all of Kenmure. This location would make it difficult getting grit to the many primary and secondary roads. The sloping lot would need some development.

out

(4) Railpen Gap Park has a small lot at the rear of the park which is totally unused and owned by KPOA, some development and engineering work would be needed to utilize this area.

Keep

(5) A close by off-site lot as a long-term solution would probably have to be commercial and somewhat pricey. A lot in a non-residential area would be less expensive, but probably more distant creating some logistical problems. These lots would likely be more level, easier to develop and would not impact the values or beauty of Kenmure.

*General
Statement*

Submitted for your review...Fred





GEORGE & SYLVIA

CINCIARULO
MICHAEL & CYNTHIA

720

CLINKSCALES
FRANK

722

723

ORCHAR
WAYNE & SUSAN

*LOT P2A112
(80% OVERLOOK
LA)*

OLD MOUNTAIN ROAD

RAILPEN GAP PARK

PRIMITIVE TRAIL INFO
MAX ELY: 2,641'
MIN ELY: 2,522'
CLIMB: 91'
DESCEND: 123'
DISTANCE: .31 MI

726

KATSADOUROS
STEVE & DORA

373

FIRTH
JAKE & JENNIFER

369

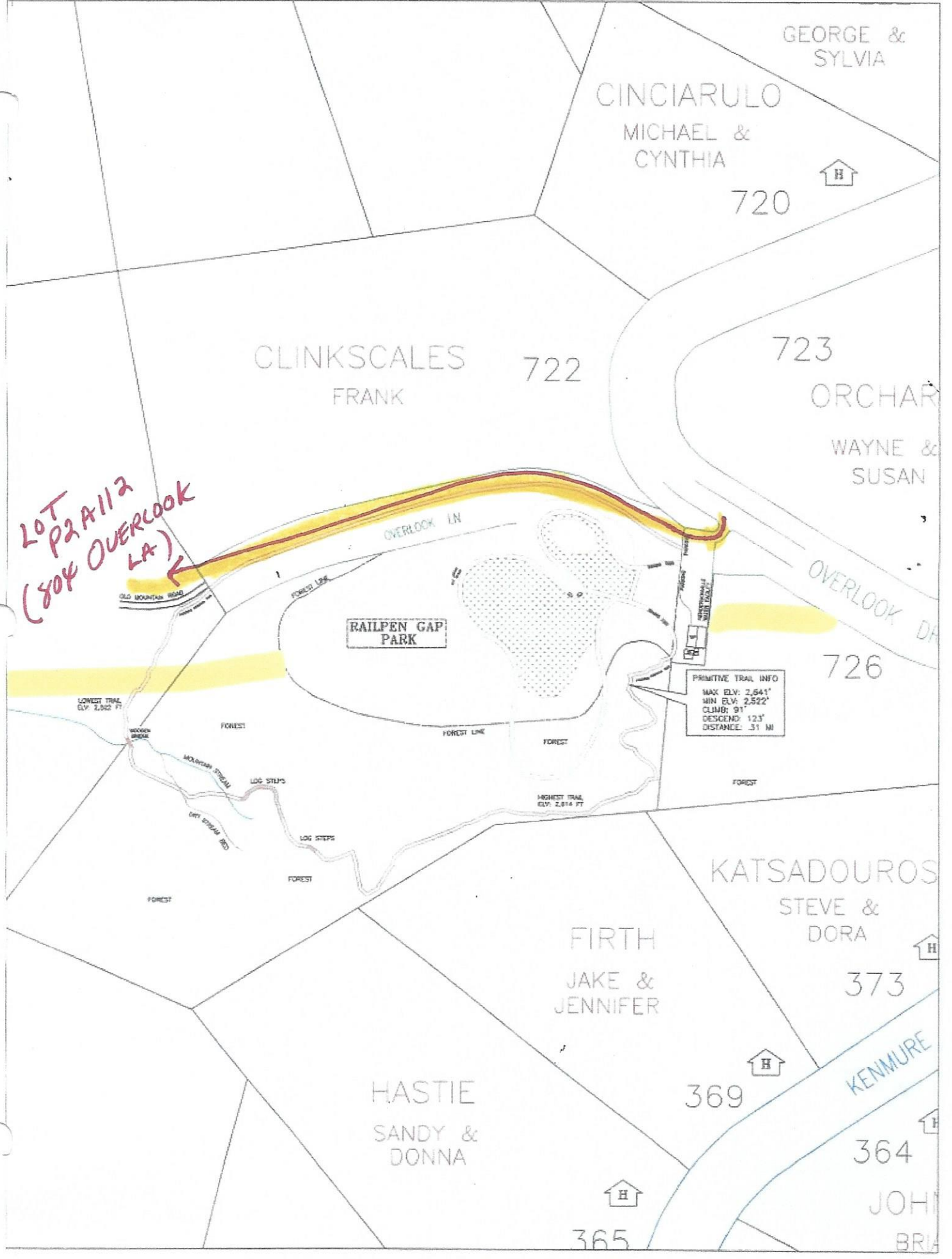
HASTIE
SANDY & DONNA

365

KENMURE

364

JOHN
BRIAN



Bob Paulsen

From: andyc1157@gmail.com
Sent: Monday, July 10, 2017 11:04 AM
To: Donna Johnson; bobpaulsen52@gmail.com
Subject: Grit Options?

A couple other ideas from an off-site perspective = Rent a "stall" in the stone/mulch vender just over the railroad tracks past Highland Park entrance on the way to Ingles on Upward or build a "stall" at the ProScape headquarters on Spartanburg Road in East Flat Rock

Mulch/Stone vendor = The area has sectioned areas where he stores mulch and stone. Seems like one of these could be used for the grit and pretty easy to cover the grit. The entire facility is fully fenced with a locked gate. He may even be willing to keep a Bobcat loader or similar piece of equipment at the site during the winter months to enable loading.

ProScape - I don't think Mark has established "stalls" but does have a secured area that may offer an option to building a simple stall at his facility at 2411 Spartanburg Highway. I would guess that he may have a loader that we could use as well.

Thanks

Sent from [Mail](#) for Windows 10