

# *Lost River Valley*

## Property Owners Association

# Newsletter

PO Box 40, Lost River, WV 26810 | [www.lrvpoa.org](http://www.lrvpoa.org) | February, 2021

### Newsletter for 2021

#### **Board Background**

The Association was formed in August, 1979 in order to bring property owners together and establish ways by which our properties can be fully enjoyed by all who are members. The main task of the Association Board is to coordinate and oversee road maintenance, but in line with our Covenants and By-Laws we also maintain an interest in the design and placement of new construction and renovation, oversee tree and brush trimming near roads, provide those traveling to and from LR road updates, and offer our members opportunities to voice concerns to the entire LRV community. It is our goal to establish and foster warm relationships between property owners and to be inclusive of all who hold a stake in Lost River Valley.

We are glad you are here and look forward to meeting you in the coming year!

Phil Robey, President  
[Philrobey1@gmail.com](mailto:Philrobey1@gmail.com)

#### **A New Online Management System for the Association**

**(John Rosato, Secretary)**

The Board is excited announce that, starting in January 2021, the LRVPOA will begin using a new association management system called PayHOA. This cloud-based application will help organize, simplify, and automate most Board functions, including sending invoices & late fee notices electronically, collecting dues and late fees easily online, and sending e-mail communications & text messages to all members.

#### **Board Members, 2020-2021**

President: Philip Robey  
 Vice President: A. Toni Young  
 Treasurer: Bret Limage  
 Secretary: John Rosato  
 Roads (At Large): Stuart Pham

#### **Please Remember**

##### *Contact Information*

A gentle reminder of the importance for you to keep your (permanent) address and contact information up-to-date. We do occasionally get returned mail for home owners who have changed their home address and/or other information and we sometimes have to do some heavy detective work locating them. Please assist us by keeping your contact information current.

Contact us at [LRVPOA@outlook.com](mailto:LRVPOA@outlook.com)

#### **Changes to Term Limits?**

**(Phil Robey, President)**

Given the growth of the Association and the resulting changing needs, Board members have discussed the benefit of having staggered appointments rather than the current system of having *all Board members elected for one-year terms*. Under the current

Association members will also benefit by being able to set up autopay, more easily communicate with the Board, and having centralized access to their property details and payment history. While the Board will continue to maintain the LRVPOA Facebook page, PayHOA also has robust message board and discussion functions, which we hope members will take advantage of.

Additional information about how to set up your PayHOA account will be included in your January invoices, which will be sent in the coming weeks.

## Communication

The Lost River Valley Property Owners Association has an official website, <https://lrvpoa.org> ; and a private, LRVPOA members-only Facebook Group, Facebook/Lost River Valley Property Owners Association. To join the group, send us a member request from the page.

Soon, our main method of communication will move from the closed Facebook Page to our PAYHOA accounts.

## Changing Dues Structures for Next Year

**(Bret Limage, Treasurer)**

First Fee Increase in 12 Years

The Board has approved a 10% increase in the annual assessment (from \$175 to \$192.50 for a full share; \$87.50 to \$96.25 for a half share). This is the first increase in 12 years and is driven primarily by the increased costs of road maintenance. In 2009 when fees were last increased, we spent \$22,136 on Fall/Spring road work and \$5,000 on tree trimming. Last year, Fall/Spring road work was \$30,074 (36% increase) and \$16,596 on tree trimming (230% increase). Last year's Fall road work was \$1,980 while this year it was \$9,354. This was due partly to the increased use of the roads but also to the frequent heavy rains and deferred road maintenance (*e.g.*, recrowning with shale). While we have been fortunate that snow removal costs have been under budget the last few years, in 2010-11, when we had several blizzards, we spent \$15,000. If we have another year of significant snow, it will necessitate going into our reserve fund.

system, which dates back to the 1980's when the Board first came into existence, it would be possible to end up with a full slate of new Board members year after year. Given the knowledge that is passed down every year, as well as the increased complexities of representing the Association, this is probably not in everyone's best interests.

Proposed changes will be brought up at our annual meeting on the second Saturday in June. A change to the bylaws that is currently being worked on will request that Board membership be staggered, with some members elected to two-year terms while others be elected for one- year. The intent on those one-year positions would be that they would also be up for two-year terms in the next election. Thus, Board membership would be staggered. We are also discussing a proposal to elect members to the Board instead of specific positions on the Board.

Thanks to Caroline Pickens for working with us on this based on her experiences with other Boards.

## Roads Report

**(Stuart Pham, At-Large Member for Roads)**

Keeping the roads in shape has been especially challenging this year. Quarantining that has occurred with the COVID-19 has not only resulted in more people living in the Association full-time, but an increase in the number of delivery trucks using the roads. While the roads are in reasonably good shape as of this writing, greater effort has been made this year to get them where they are and already there are early signs of deterioration.

In case of snow, the policy is to plow the roads when there is an accumulation of 4 inches or

While future increases will be up to future boards, the current board would recommend increases for the next 2-3 years so that we can be proactive in road maintenance without depleting our reserve fund.

## **2020 LRVPOA New Owners**

*Please join us in welcoming the following new property owners to LRVPOA:*

Kevin & Tammi Alexander - Pleasant Valley  
 Carlos Bello - Tom's Knob Approach (Brewer)  
 Matthew & Kimberly Bloom - Tom's Knob Approach  
 Diana Lang - Mill Gap Road  
 Randi Park - Hunters Ridge  
 Karen St. Germain - Settlers Valley Way  
 Melanie Wilson - Mill Gap Road  
 Karl Verro - Tom's Knob Approach  
 Steven Portnoy & Ryan Manning - Tom's Knob Approach  
 John & Tanya Aranguren & Andrew Bouve - Whispering Pines  
 Gregory Woodruff - Fox Squirrel  
 Fred Persi & Tania Mortensen - Tom's Knob Approach  
 William Riddle - Tom's Knob Approach  
 Donald & Dusty McKinnon - Meadow Lane  
 Brigette & Michael Polmar - Tom's Knob Approach  
 Vicki & Jason Sliwa - Moonshine Hollow

more. One dangerous situation, especially on steep sections, is the ice that can form after snow melts. Please drive carefully and plan ahead for days when you may not be able to navigate the roads safely. For those who live here full-time, it is recommended that you consider chains on tires for steeply graded areas. We will put down cinders, which provide greater traction on steep roadways, but snow and ice will not melt as quickly on our gravel roads as on paved.

Many have heeded the call to practice slower driving which is evident with the slower dissipation of gravel in some of the flatter spots. The hilly parts remain a challenge. We are exploring other options for preventing the roads from eroding so quickly. Asphalt was mentioned but it's too costly so we continue our research. The hilly parts of the association are the most difficult. We have experimented with alternatives like higher crowns instead of berms. We tried this around the "S" curve on Whispering Pines. It seems to be holding, so we may expand that approach to other hilly areas.

I want to thank all of you who have helped extend the life of our gravel roads by driving at more moderate speeds and over the gravel strips instead of the ruts that appear when the same spot on the road is driven.