

October Minutes ECPC October 14, 2009

In Attendance: MJ Minton, Frank Dertzbaugh, Jim DiMeglio

Budget: We have \$113,533.04 in the M&T account from the new special tax assessment.

LLA has been paying bills from Municap which we were expecting to come through M&T. Clay informed us that he received the final Miles and Stockbridge bill of \$10,000 for the original CDA work, which we were expecting, but the bill put us over budget with the LLA. We were not aware of Municap's bills going to them and instructed the LLA to please let us know of any bills that come in the future, before they pay it. The LLA budget is used up until March.

Original CDA legal fees are paid.

At the LLA HOA meeting MJ spoke again of the anticipated need for FRO acreage calculated from the road clearing and pump station lot. The board would need an exact amount and then it would have a formal vote, but for now they all seemed to be in agreement. We have asked Clay to put in a separate line item in the upcoming fiscal year budget for FRO related expenses estimated at \$25,000, as there will be legal fees, engineering fees, and material fees in allocating a perpetual easement. We are also hoping we will continue to get an Aspen North budget equal to what the property owners are paying in HOA fees to help us along.

Easements: We reviewed the draft letter to be sent to the property owners. This will inform them of standard LLA general easements that run along all the Linganore property's front, back and sides and the need for grading on some lots to extend beyond that in accordance with the plans. Some trees will be taken down. All trees, brush and excess soil from these construction activities will be removed offsite. Restoration of the site will consist only of permanent seeding. These letters will go out with a self addressed stamped envelope asking for replies within 14 days.

Water & Sewer: On 9/16/09 the Planning Commission approved the Pump Station symbol. Now we go in front of the BOCC on 10/20/09.

Mike Marschner was at the meeting and said that they had difficulties turning off the valve at the Holly Hills pump station so they had to tear up the road to sever the piping. He was still intending to have the county go over them so they were in like new condition.

MJ talked to Brenda Teach, team leader in finance, on 10-14-09 regarding the transfer of lot #20 to the county. This would be donated for the use of the pump station. The county has procedures as per the PWA (public works agreement) which this would be a part of along with the water and sewer lines. The county is exempt from taxes. The transfer would consist of a signed deed with a title insurance guarantee of current ownership and no liens.

FRO: MJ spoke to Mike Wilkins who said that lot #20 (pump station lot) is subject to FRO and not Grandfathered. The roads are part of the calculation and won't count as forest but cleared open land.

SWM: On 10-9-09 we had a meeting to discuss two comments from our first submittal. In attendance were MJ Minton, Jim DiMeglio, Mike Smariga, Merchant McDonald and from the county transportation department Ron Burns, and fire safety Byron Mitchell.

Ron Burns had requested in his comments that the private roads be 22'. We discussed the hardship this would pose on the community to the grading and SWM management calculations. Given that the Linganore community consisted of mostly private roads of similar width, he agreed to the 20' width but asked at the entrance by the pump station to enlarge it to 22' since it would be a higher traveled point of entry. We agreed.

Byron Mitchell in his comments requested the cul-de-sac on Shalom Court to be enlarged to 82' so a fire truck could turn around. Roads longer than 150' had to have turn arounds as the fire trucks could not back out. We asked him if we could leave the platted cul-de-sac at 68' and install weight bearing pavers along the side to allow for a fire truck turn around. This would prevent additional asphalt changing our SWM calculations and grading. He agreed to let us leave the 68' width and add the pavers to 80'.