



111 Indian Mound Drive
Crescent City, Florida 32112

**Mt ROYAL AIRPARK PROPERTY OWNERS' ASSOCIATION
2022 ANNUAL MEETING
MEETING MINUTES
March 26, 2022**

The Annual Meeting of the Mt Royal Airpark Property Owners Association was called to order in the Airpark Pavilion at 10:15 am on the 26th of March 2022 by Dave Zawistowski, Association President.

BOARD MEMBERS PRESENT:

Dave Zawistowski, Pres
Tom Cacek, Vice Pres
John Drago, Secretary
Monique Glaize, Treasurer

BOARD MEMBERS AT LARGE:

John Butler
Jeff Levine
Bob Welsh

Members present totaling 35 votes and nine valid proxies, more than enough for a quorum. The sign-in sheet and proxies are attached to the hard copy of these minutes in the secretary's files. A lunch count was taken, and during the count, first-timers (meeting wise) Jason Brummer, Jim Passwater, and Steve Alderman were recognized, and long-missed member Robert Meyer.

MINUTES:

John Drago read the minutes of the March 27, 2021, annual meeting and reminded all present that these minutes and those of the Board Meetings are posted on the Airpark website (www.MRAPPOA.com) and can be quickly reviewed there. After reading, Tim Wing made a motion to accept the minutes with a 2nd by Jim Passwater. The motion passed.

TREASURY REPORT:

The Treasury Report was given by Monique Glaize, who stated the expenses are in line with previous years. Approximately 80% of members' dues have been paid to date, aligning with last year. A motion to accept the treasury report was made by John Gostomski with a 2nd by Robert Meyer and was approved. The actual financial information presented is on file with the secretary's records.

COMMITTEE REPORTS:

Common Properties: Steve Simoneaux provided a P&L on the water plant and advised that it's operating correctly. Steve gave a breakdown of the plant's operation and advised how both the plant and the Postal Station are maintained and kept in good condition. No report is complete without a story. A couple of months ago, a car wreck outside the gate of our community involving a truck vs. power pole resulted in the electricity to the water plant being shut off. The switch that activates the system from electricity to gas, when called to action, shorted and stopped the water pump. The water was off for about 6 hours. This was an excellent test as hurricane season will be coming up in less than three

months. Both volunteers, Mike Stamp and Joe Miller were in action at 6 am, and water was restored within an hour. We can't thank these volunteers often enough. Some questions were asked regarding billing and details of water usage. Steve reported that the connection charge when building (water connection) was currently \$1,250, including the meter and the lines.

Architectural Review: Tim Wing reminded us that the architectural review members are Barbara Martin, Bob Welsh, and himself. Before hiring an architect, Tim requested that we talk to him about acceptable building materials, paint colors, etc., before planning to avoid additional architect review costs. We were reminded that metal buildings are not allowed in the Airpark. The architectural review on hangar door review is now being handled differently than in the past, as each hangar door is viewed individually directly. The open door (pun) handling of the past has created confusion in the interpretation of construction materials allowed, and it's hoped this new method of review will end that confusion.

Runways and Streets: Jeff Levine and Bob Welsh together spoke to the condition and maintenance of the streets within the Mt Royal Airpark. The roads were suffering from improper prepping when they were initially built (Timucuan Trail) and usage of the streets by tractor-trailers and concrete trucks. The latter is an ongoing problem that we are addressing; the former is the growing waves in the road that had developed on Timucuan Trail due to the stumps of downed trees not being removed when the streets were originally built. Bob Welsh has studied this and stated we have four choices to remedy the problem with Timucuan:

1. Do nothing
2. Patch the damaged areas
3. Overlay the length of the road
4. Grind up the road and repave, filling the tree cavities as should have been done in the first place.

Ed Connell stated that something had and should be done at this time. Discussion of the issue concluded that #1 was out and #4 was not financially feasible at this time as the continued wear of all the roads will most likely require #4 of the entire Airpark in the next ten years with the current building activity. It was said to update the whole Airpark correctly would cost \$1,000,000 based on current pricing. To do option four on just Timucuan Trail would use up almost all the reserves on hand, leaving little current reserves left to handle runway or dock emergencies were they to occur. Four or five years ago, the amount needed to repave the roads was just under \$400,000, and the costs have risen faster than the dues. A commitment to growing the reserves by \$17,000 annually had been set using the 400K figure, and it's obvious this number has to be revisited. A membership vote was unanimously approved that we, the board, execute bids to cut and patch potholes areas as needed to allow vehicles to safely transition on Timucuan Trail. While the areas needed are somewhat subjective consultation with the bidding companies on the needs required would be considered when awarding the contract. This should extend the life of the road as needed to give the road the 8–10-year life expectancy needed until a complete repair is undertaken of the entire Airpark. The plan would provide the time necessary to complete the lion's share of the current building, destroying the rest of the roads in the Airpark. An asphalt overlay would also be acceptable if it was less expensive and would provide the same 8-10 results. Regardless of which choice is made, the ability to meet the future cost of the road's dues increase and or an assessment to cover the long-range costs will be necessary.

Jason Sheffield made a motion that we come up with a 10-year capital expenditure plan to cover the cost projections and other future costs and advise the Board regarding ways to pay this. This motion was given a 2nd by Becky Poston and approved by the membership unanimously. A committee of 6 was appointed to come up with the numbers and advise the Board on the items we need to watch and the amount of dues necessary to plan for the expenses over a 10-year plan properly. The committee appointed was comprised of the following members:

Becky Poston	Dave Johnston
Jason Sheffield	Lindy Farmer
Ed Connell	Joe Miller

East Dock: Janet Simoneaux asked the Secretary to read into the minutes a letter written by Natalie Stamp, who could not attend the annual meeting. I read the letter. The letter addressed the rights and legality of the Airpark or its Board to make improvements to the dock facilities that would only be used by around 10% of the membership. The letter addresses several issues that need to be reviewed before assigning slips or costs associated with said improvements or assignments. A stuffer had been included in the Annual Meeting agenda mailed to the MRAP membership with the question: "Would you support both Associations working together in providing a monthly fee to its members covered boat slips?" Of the 18 replies your secretary received, five expressed interest, and 13 stated they had no interest. The whole subject seemed to end there. The letter from Natalie Stamp is attached as an Exhibit to these minutes.

New Member Jim Passwater admitted he lived on the water and has experience in dock repairs and wood acquisition for repairs and offered his services as a volunteer when needed. Thank you, Jim. Dave Zawistowski advised there has been some question on a recently acquired survey regarding the boundary line on the east side of the east dock property we own jointly with the Estates. This has become an issue due to shrub and tree trimming required to launch seaplanes from the site safely. The new survey has been given to the original surveyor to clear up. It appears either the owner of the adjoining property or us are confusing the drainage easement area of 40 ft with the actual property line. More coming on this later.

West Dock: No Reports.

Pavilion Report: Tim Wing announced we have an anonymous donor who has offered to donate a ceiling installation in the Pavilion and possibly pay the cost of installing an HVAC system. More coming on this later.

ELECTION NOMINATIONS:

Dave Zawistowski opened up the floor for any additional nominations to fill the current positions held by Jeff Levine and Bob Welsh. There were no nominations from the floor, and the two agreed to stay on the Board for another term of three years.

UNFINISHED BUSINESS: Tim Wing reported that his request with Comcast to come into the Airpark will not happen. The cost to make the service available would not be profitable to Comcast.

NEW BUSINESS: Joe Miller announced that St John's Airways, our internet provider, is being turned over to Rudy Oglesby effective Jan 1, 2023.

As there was no further business to conduct, a motion to adjourn the meeting was made by Tim Wing with a 2nd from Robert Meyer and approved by those present at 12:30 pm.

At the end of the Regular Annual Meeting, a Board of Directors meeting was convened to appoint assigned duties to the Directors. This meeting serves as the 1st quarterly meeting of the Board for the year 2022.

The following selections were made:

Dave Zawistowski, President

Tom Cacek, Vice President

John Drago, Secretary

Monique Glaize, Treasurer

John Butler, At Large

Jeff Levine, At Large

Bob Welsh, At Large

All meetings are held at the Airpark Pavilion at 6 pm local time. The following dates are the Quarterly Board Meeting Dates for 2022:

June 15

Sept 21

Nov 23 This is the budget/projects meeting and may require a second meeting to conclude.

Respectfully,

John Drago, Secretary

It is unfortunate that this issue has arisen yet again. The reasons that it would be ill-advised, if not actually illegal, to alter a common amenity of an HOA for the benefit of a very small proportion of its members have not changed. Even if that could be overcome, the associated expenses and complications should be prohibitive. Briefly, they are:

1. Under Chapter 18-21 of the Florida Administrative Code which deals with Submerged Land Leases, any changes to the dock or the boat ramp would alter the terms of the Submerged Land Lease and cannot be done without approval from the FDEP.
2. Furthermore, under that chapter, income from leasing the slips would require that fees and payments would have to be made to the Board of Trustees of the Internal Improvement Trust Fund, adding more administrative complications. This would also eliminate the simple option of filing IRS form 1120H, complicating the HOA's tax situation, too.
3. On a more practical level, those who live here during hurricane season will know that docks and structures on docks on the St. Johns are very susceptible to extreme damage, even when Mount Royal doesn't take a direct hit. (Matthew and Irma being the most recent examples)
4. Getting damaged or destroyed docks repaired or replaced can take years due to the high demand for dock builders' services after a storm.
5. There are very few insurers in Florida who will cover docks against damage and those that do charge very high premiums. The quote for a dock in this area with one covered slip was over \$15,000 per year. Multiply this by even half a dozen slips and the expense for the vast majority of HOA members to shoulder for the benefit of such a small number of members would be ludicrous. (Unless something has changed recently, MRE and MRAP carry only liability insurance on the docks.)

When this was last discussed, the MRE board consulted their attorney who advised against. Taking their fiduciary responsibility seriously, they are not willing to permit it. There may be some confusion about the legal ownership of the East Dock, but MRE and MRAP each own a 50% interest in the whole dock, not half of it. Therefore, MRE's objection to the project very simply means it cannot be done.

It would be much more appropriate to concentrate on the repair and maintenance of the current common assets which are clearly in need of serious attention.