

From: J B jb9528@yahoo.com
Subject: AOPST meeting of January 21, 2025
Date: Mar 13, 2026 at 3:02:06 PM
To: jfarinacci@ashlandmass.com, dscott@ashlandmass.com

Ms Farinacci and Mr Scott, I wanted to write you as well as alert you that a group of Half Moon Village condo owners are preparing to write a letter to you highlighting our concern's as well as document our findings into the proposed work revamp of Captain Eames Circle and Algonquin Trail included in the project sponsored by AOST and managed by Briggs management.

Unfortunately this will not be completed today, but we are planning to hand deliver out documentation on Monday morning.

Please let me know where this material can be delivered. Thank you

Jim Boyle
127 Algonquin Trail

Sent from my iPad

Letter hand delivered.

March 16, 2026

Mr Douglas Scott, Building Commissioner

101 Main Street

Ashland, Mass 01721

Re: Ashland Open Space Trust (Ledgemere Condominiums)

Dear Mr Scott,

Your letter of January 21, 2026 has been brought to our attention, a group of residents in the Half Moon Village Condo association. We are taking this time to write to you about our concerns regarding this project.

As an introduction, we are a group of residents, that oppose the installation of gates and to better understand what the road rework will entail. To these questions, we have been asking questions of different town departments, Connolly Bus company as well as AOST itself. What follows is various exhibits that detail these efforts. Each town department and Connolly bus has been very willing and meet with us, share with us, what they know, and answer all questions to the best of their abilities. Unfortunately this is not true of AOST.

One comment on us as a group. The HMV condo association in the process of an annual election of trustees. The intent of our efforts will be the replacement of the entire existing board of trustees

To further clarify, the HMV trustee is one of four trustees of the AOST committee. Our election results will replace this trustee. Further comments reveal why this action is legally required (See exhibit labeled Communication 4)

Finally, on the issue of the roads being replaced, we feel as a community, we need more information. The roads may need to be replaced, but we need more information. The attached exhibits hopefully shows this board our efforts to obtain answers, and AOST and Briggs Management replies, often carefully worded, and most instances not responded too. The lack of response to legally require demands for budgets, correspondence, presentations, contracts is very troubling and has lead this community to write this letter to you.

Exhibits attached:

A -Minutes dated 12/16/25

B -AOST Road Project Information and Frequently Adked Questions (FAQ)

C- AOST Road Project - Quick Update (posted on community bulletin boards)

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D - Residents requests to both AOST and town for legal documents

E - Copies of our group communications to HMV residents on updates on research into the gates, and proposed road rework, labeled Communication 1,2, and 3

F - Town of Ashland - Roadway Traffic Study Committee

Minutes dated 12/16/25 (Exhibit A)

These minutes were developed and published by Brigs Management, also the AOST project manager) as a professional update on the progress of the project. When reviewing these minutes in Section 4 - Communications & Community Management, there is a section labeled Rumors and facts. Within that section, the communication deviates to address these two items:

School buses, emergency vehicles and traffic light cost.

These were addressed here " as a rumor " after communication between HMV residents and town departments and Connolly bus indicated issues concerning theses two issues. Another item, discussed with town departments was the continued practice of plowing and sanding CEC and Algonquin roads during snow storms, not addressed in this memo

After discussion with town departments, a resident sent emails to the town manager as well as the Roadway Traffic Study Committee to address the three questions. (Exhibit F) . It is our intent for residents to attend the next meeting to be held on March 24t to inquire about the remaining outstanding question regarding the traffic study. The other two questions have been answered and addressed in Exhibit E labeled "First communication to HMV"

Communication #2, is a communication to HMV residents regarding underground utilities, and correspondence on this subject to town departments. This issue as far as we can determine is not addressed in the Quick Notes , FAQ or minutes dated 12/16/25 exhibits. Unfortunately our requests for project information have not been fulfilled by AOST or Briggs management (see exhibit Third Communication".

To address the question of utility project work, a Public Records Review has been submitted to the Ashland town planning department. We understand this request will initiate a technical review of the road and gate project and multiple town departments will participate to review impact of project on town operations.

Many of our HMV residents plan to attend via Zoom your March 16th meeting. We will also be sharing this letter with the remaining three associations and encourage them to attend as well.

Sincerely,

Concerned HMV residents.

cc:

Zoning Board of Appeals

Jasmine Farinacci, Planning Director

Exhibit A

Minutes dated 12/16/25

Meeting Minutes – Roads, Gates & Gas Coordination (AOST Communities)

Date: 12.16.2025

Location: Brigs Holliston Office

Facilitator: Scott Wolf (Brigs Management)

Project Leads: Scott, Alkim (PM), Jake & Mitch (Engineering – Vanasse & Associates)

Attendees: Board representatives from the four associations (AOST - Half Moon Village, Starlight Village, Village of a Thousand Pines, and Village of Westerly) and community board members.

1) Executive Summary

- The **roads project** is ~99% through planning and permitting; **Conservation Commission (ConCom) hearing is on Dec 22**. If ConCom approvals are as expected, the project will proceed to **bidding in January** with construction targeted for **Spring 2026**.
 - **Scope** (roads phase): road reclamation and paving, **granite curbing, ADA-compliant widened sidewalks**, drainage improvements, **traffic-calming islands/medians**, and **electrical stub-outs** for future gates.
 - **Gates** are not part of the initial construction phase; infrastructure (conduit/stub-outs) will be installed now, with gate installation to follow under a separate permit.
 - **Eversource gas work:** tie-ins planned right after "gas-up," with a holiday pause (Dec 25–Jan 5). **Projected completion by early January; no gas service interruption** is expected.
 - **Damage & restoration:** Eversource will provide roughly **~\$40,000-\$50,000** in paving compensation for when we do the complete removal and reinstall. Additional **landscape/grade repairs** (e.g., Half Moon Arrowhead corner, lawn damage, speed bump replacement) will be **documented and pursued** with Eversource.
 - **Finances & collections:** A small group of owners in Half Moon Village have stopped paying fees and plan to **refuse the Jan 1 special assessment**. Counsel and management will **enforce collections** under Massachusetts condo law (priority lien) as well as impose fines. Legal fees to be recovered from owners.
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2) Key Decisions & Confirmations

- **Proceed to ConCom on Dec 22** with the submitted engineering set; address any minor modifications required, then **release bid package in January**.
 - **Single GC preferred** to coordinate roads, curbing, sidewalks, islands, drainage, details, and traffic management for smoother execution and simpler invoicing.
 - **Gates later**: install conduit/stub-outs now; **submit gate permits** after roads are complete. Town has **30 days** to respond to building permit applications and must provide a reason for denial if any.
 - **Curbs**: proceed with **granite curbing** (longer life in freeze–thaw cycles, reduced maintenance vs asphalt).
 - **Sidewalks: widened, ADA-compliant**; lowering in select areas to remove unsafe drop-offs. **Cost attribution** to be broken out by **association responsibility** per governing docs.
 - **Eversource compensation**: accept paving funds (~\$50k) and negotiate additional restoration for **lawn/edge damage, island areas, and speed bump replacement** (Traffic Logic proposal; **5–6 week lead time**).
 - **Parking & safety**: immediate communication to **park on one side** of Arrowhead to maintain clear lanes; coordinate police details for construction.
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3) Project Updates

3.1 Engineering & Permitting

- **Plans delivered** last Friday by Jake & Mitch (Vanasse).
- **Drainage review**: town requested extensive drain mapping (~60 locations). Attorney considers the extent **excessive**; team will comply to keep schedule.
- **Materials**:
 - **Reclamation** in defined segments (mixing and reusing milled asphalt base).
 - **Porous asphalt** on west side of Captain's Circle for stormwater infiltration.
 - **Granite** curbing standard; crosswalk tactile surfaces; RCP noted where applicable.
- **Lighting**: keep “country” setting. Consider **solar bollards** for islands; add **alternate** in the RFP for conduit pricing (optional).

3.2 Eversource Gas Coordination

- **Schedule:** all new pipes installed **this week**; **gas-up Mon/Tue**; tie-ins after gas-up; **pause Dec 25–Jan 5**; completion by **around Jan 6** (verify exact date).
 - **Service continuity:** contractor indicates **no interruption** to resident gas service
 - **Speed bumps:** one damaged during lifting; **upgrade/replace** per Traffic Logic proposal; **lead time 5–6 weeks**.
 - **Paving compensation:** approx. **\$50,000** offered; ensure **landscaping and lawn repair** are included in compensation documentation.
-

4) Communications & Community Management

- **Immediate actions:**
 - Issue a **post-ConCom update** (approval status, key changes, next steps).
 - Distribute a **short summary (3 bullets):** why, how, and how paid.
 - Provide a **Q&A bulletin version** for postings and email.
 - **Rumors & facts:**
 - **School buses and emergency vehicles will continue to have access** (coordinate routes during construction; include in Q&A).
 - Town “traffic light cost” rumor is unfounded and **not part of this scope**.
 - **Parking:** ask Contractors to **park on one side** of Arrowhead to keep two-way flow.
 - **Signage:** pursue “**Private**” sign at **Algonquin Trail**
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5) Finance & Collections - HMV

- **Cash position:** projected **\$450–500K** available by **March**; consider **pre-paying** portions before March meeting to avoid administrative delays.
- **Assessments:**
 - **Condo fee increase** effective **Nov 1**.
 - **Roughly a \$2,000 supplemental assessment** due **Jan 1**
- **Non-payment:**

- **Small number of units** currently not paying; they intend to refuse Jan 1 assessment.
 - Proceed per **MGL c.183A priority lien** procedures (late fees per policy; collections through counsel/management).
 - **Labeling**: management recommends posting the special charge on ledgers as “**Condo Fee 2**” to preserve **priority lien** status (confirm with counsel).
 - **Owner shares**:
 - All assessments billed per **percentage interest** per unit (not equal shares).
 - RFP should **break out sidewalk costs by association** responsibility.(contractor will most likely do this)
 - **Loan vs cash**:
 - Preference: **supplemental fee + limited reserve use**; avoid loans unless necessary.
 - If loans considered, remember interest flows through the **association**, not individual owners; payoff re-amortization is **not advised** by counsel.
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6) Bidding & Construction Timeline (Target)

- **Dec 22**: ConCom hearing.
 - **By Jan 5–10**: Address any ConCom-required edits; finalize bid set.
 - **Jan (2 weeks)**: Solicit **3–6 bids**; prepare **comparison matrix** (incl. management fees, alternates, police details, restoration).
 - **Late Jan**: Select **preferred GC**.
 - **Feb–Mar**: Permits; preconstruction; owner notifications; staging plans.
 - **Spring 2026**: **Start roads/curbing/sidewalks** (single continuous phase).
 - **Post-roads**: Submit **gate permit**; install gates thereafter.
-

7) Risks & Mitigations

- **ConCom delays or added scope** → Maintain schedule buffer; accept minor edits; keep counsel engaged.
 - **Winter degradation of roads** → Reinforce spring start; communicate safety measures and patch maintenance as needed.
 - **Resident resistance/non-payment** → Maintain clear communications, formal billing, late fees per policy, and collections under c.183A.
 - **Coordination with Eversource** → Document all damage; secure written commitments for restoration and compensation; verify gas continuity plan.
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Next Meeting

- **Post-ConCom status review and bid readiness** – *Week of Dec 29–Jan 2* (or first week of January).
- Agenda: ConCom outcomes, RFP finalization, bidder list, communications release, collections posture.

Exhibit B

AOST Road Project and frequency

Asked questions

5. Can you share details of any assessments done to determine the project cost?

AOST has assembled a licensed project team, hiring **MDM Traffic Consultants, Harrington-Heep** (legal counsel), and in January 2025, engaged **VANASSE & ASSOCIATES, INC. (VAI)**, whose services include **Crocker Design Group (CDG)**, (a civil engineering/survey firm).

VAI and CDG developed construction plans and contract documents for the roadway improvements. During this phase, the following assessments were considered:

- Initial evaluations of the project's technical and environmental viability.
- Environmental Impact Assessments. The project completed the Conservation Commission phase on 2/23/26.
- Design and Engineering Assessments.

Given the market fluctuations on labor/materials, and that construction estimates are good for 30-60 days, the following will be reviewed prior to or at the RFP phase:

- Cost Estimates.
- Risk Assessments.
- Value Engineering.

6. Will the Town continue to shovel snow once the gates and road paving s completed?

Pending. Historically, plowing Algonquin Trail and Captain Eames Circle has always been at the Town's discretion. AOST's legal counsel is in deliberation with the Town. However, regardless of whether the town continues this essential service or not, Algonquin Trail and Captain Eames Circle *will be* plowed to allow all Ashland emergency vehicles to enter our community and also pass through to Pond Street.

7. Will the school bus continue to make stops within the community after paving and gate installation?

Yes. School buses, Fire, Police, Ambulances and USPS have full access at both Cedar Street gated entrances and to the entire community.

***** The Pond Street and Algonquin Trail entrance remains open for easy in/out access for all residents/guests/vendors.**

Summary

AOST began project due diligence in **2019** and continue their work today. Each decision has been evaluated by the AOST and reviewed by the professionally licensed team in place. The investment in the roads will enhance property values and foster a sense of community pride in residents, guests and realtors who enter.

As the legal owners, the AOST is responsible for the maintenance/repair of the roads, and they are unmovably committed to both.

As the project enters the bidding phase, we will share the AOST updates via email from the individual property management companies to ensure timely and accurate information.

Exhibit C

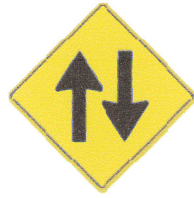
AOST Road Project -Quick Update

AOST Road Project – Quick Update

January 2026

What's Coming

- New road surfaces for Algonquin Trail & Captain Eames Circle
- Granite curbs – durable, safe, long-lasting
- ADA-compliant sidewalks meeting all safety codes
- Vegetated medians to slow traffic & improve appearance
- Security gates for residents at Captain Eames Circle & Cedar St. entrances. (*Emergency vehicles always have access!*)



Timeline

- Project planning began in 2019 to ensure safety & community value
- Legal review in 2021 confirmed AOST owns these *private roads*
- Conservation Commission permit approvals December 2025
- RFP to Contractors-winter 2025-2026
- Early spring 2026 bids



Cost Sharing

- Village of a Thousand Pines: 40.28%
- Starlight Village: 34.03%
- Village of Westerly: 13.19%
- Half Moon Village: 12.50%



Why It Matters

- Roads built in the 1980s are past their lifespan
- Patching is no longer cost-effective



Benefits for Residents

- Lower maintenance costs
- Safer sidewalks, crosswalks, and calmer traffic
- Added privacy and security
- Increased property values



Stay Informed

- Keep an eye out for email updates
- Ensure that emails from clientservices@empiremngnt.com are not treated as SPAM
- Check your Bulletin Boards
- Questions to aostrsvp@gmail.com



In summary, this project is a major investment in safety, security, and long-term value.

Exhibit D

**Residents requests to both AOST and Town for
information**

From: Mary Ann C <chirbama@gmail.com>

Date: Tue, Nov 11, 2025, 2:15 PM

Subject: Re: One quick Q -- Re: 11/1:Another idea for payment plans: Fw: supplemental fees

To: Steve Karra <steve.karra@gmail.com>

Cc: <info@empiremngt.com>

Hi Steve -

You previously mentioned that legal counsel will be attending the homeowners meeting the Board scheduled for Nov. 20. Would you please let us know who the attorney or law firm is?

I am copying Empire in case they read this first.

Thank you very much!

Mary Ann Chirba

On Mon, Nov 3, 2025, 4:50 PM Steve Karra <steve.karra@gmail.com> wrote:

I haven't spoken to anyone yet. I'm too busy organizing the school venue

On 11/2/2025 10:53 AM, Mary Ann C wrote:

Hi Steve -

In terms of legal counsel attending the Nov. 20 meeting, who will it be?

Thank you.

Mary Ann

On Sat, Nov 1, 2025, 11:50 PM Mary Ann C <chirbama@gmail.com> wrote:

Thank you for the follow-up, Steve -

Pine Lake where? Ashland? Sudbury Duxbury? I don't recognize the name.

Brooksmont - in Holliston? A 55+ community of newer homes with more amenities? Based on eligibility criteria, wouldn't prospective buyers be older, typically more affluent, and no longer paying college tuition or saving up for it? Many of the young families in our community paid mid-\$500 to \$600k and carry hefty mortgages. Most of the Brooksmont set probably have a more robust financial profile.

If you are referring to HOA's in Holliston, Chelmsford, Sudbury and the like, these are, on average, more affluent communities. During various chapters of my life, I lived in Needham, Medfield, and Sherborn. I no longer do because I cannot afford to. I looked in Holliston, Hopkinton, Wayland and more. Lovely townhome communities, but I cannot afford them. I was able to afford 211 Algonquin with ease. Now, it's dicey.

I've been happy here but recent fee hikes and assessments for things I did not vote on have doubled my blood pressure meds (seriously) and may require me to move. I already have a 45 min. commute. I cannot afford to retire and fortunately I do not want to. But suddenly I am looking for housing alternatives and adding years to my working life and more time to a tiring commute. I am not exaggerating and I am not alone. This is serious. This is very, very serious.

To me, what others pay in other places does nothing for my ability to pay. More significantly, it is an odd comparison, given other immediately adjacent HOAs affected by the same AOST financial decisions and other nearby HOA's in Ashland. Half Moon now has the highest fees by a wide margin. For many if not most of us, our home is our most valuable asset. This is a very serious problem to be hit with at such a worrisome time.

If AOST's cost objections include the Capt. E gates, I suggest they hit pause and get financial approval by homeowners or at least seek legal counsel. Administrative discretion is one thing; the legal constraints of that discretion - and attendant limits on legal indemnification - are cause for treading carefully and cultivating homeowner buy-in before assuming hefty financial obligations.

I so wish the Board had timely replied to the homeowners' request for a Special Meeting, and scheduled one before Nov. 20. I will do my very best to be there. I know others will as well. But 4 weeks from the homeowners' request adds 4 weeks of more worry and simmering frustration - all during a time of holiday travel, holiday company, and holiday expenses.

Speaking solely for myself, my sense is that our wonderful community of hard working people is having a hard time with all aspects of this dilemma. I know I am.

Thank you again for the information and for reaching out. I genuinely appreciate it

Mary Ann

On Sat, Nov 1, 2025, 10:54 PM Steve Karra <steve.karra@gmail.com> wrote:

I think everyone is feeling the pinch. Insurance in particular has increased dramatically, as well as all other costs. These all have an impact on our condo fees.

Putting it in perspective, our three double-digit fee increases in the last 2 years have increased fees for long-L units by a total of \$163, or \$37 per week. But we are not alone - everyone is being affected including Ledgemere and Pine Lake -

fee-increase1.PNG

fee-increase2.PNG

One of the Westerly board members mother is paying \$715 per month at Windemere in Chelmsford (you can verify online). Brooksmont down rte 126 in Holliston all pay over \$600 for their fees.

Re Captain Eames and Algonquin - AOST controls and manages the roads, and they have the full legal authority to maintain *AND* improve the roads which includes gates. We are legally bound to support their decision to do that. It was voted on unanimously by the AOST board, and numerous outreach sessions at the Starlight Village Tennis courts has given everyone from all 4 communities a chance to express their opinions on various aspects of the project. Gates by the way are only 3.7% of the overall road project cost, so I wouldn't look to that to reduce the cost to Half Moon Village in any significant way.

The real problem we have is we never properly planned for this and other capital expenses over the years. And neither did the other three communities judging by the looks of things - so they too will be dealing with the financial impact of this in 2026.

As a reminder - the special meeting where all this will be discussed is on Nov 20th. Empire will send out details closer to the date. It will run from 7pm to 9pm at the Henry Warren Elementary School on Fruit St, and legal counsel will be there to answer everyone's questions. We should be able to dispel all the bad information that has been spread to date about fees and who has the power to do what.

I know it's a lot of information, but the bottom line is this will probably be the last double digit fee increase for the foreseeable future, and hopefully the \$2K supplemental will be the only one needed in 2026 although I can't take the \$5K one off the table entirely. So if you can get through to the end of 2026, chances are you should be good.

-Steve

On 11/1/2025 4:38 PM, Mary Ann C wrote:

Thank you for this information, Steve.

I am especially appreciative because I have found all of these twists and turns, with shifting fees and new assessments, quite difficult to follow. I am really trying to follow the Board's urging to be a more engaged and informed homeowner in general and, in this particular moment, to understand current needs and challenges, and participate in finding ways to address them.

Of course all of this is further complicated by matters beyond Half Moon that nevertheless have immediate consequences on my finances. I specialize in health policy and can confirm that health insurance is about to soar. I expect my son's individual plan (which I pay for) to spike from \$1100 to \$3000-3500. He needs great coverage due to multiple congenital heart defects. Otherwise homeowners face their own versions of highest priority non-negotiables. I have phenomenal coverage through work which has already informed me that premiums will double. Medicare enrollees will face steeper costs for less care. We may have members of our community who will lose insurance entirely. Food is up, energy too. People are losing jobs. People have kids losing jobs.

Considering Half Moon's fee hikes and newly announced assessments within the overall context of a fragile economy and housing market leaves me profoundly worried.

I feel stuck. When I've asked questions, I've been scolded. Whether intended or not, this is how it landed. And by not having an opportunity to discuss at a meeting and vote when (at least my reading of) Trust docs call for a vote, I feel disenfranchised, poorly informed, powerless, and stuck.

A realtor recently told me the obvious: this is a tough time to sell my home. I don't want to sell, but 2 fee hikes of 25% for the year + these short timed and steep assessments + inconsistent information may require it. The realtor also confirmed what I already knew: Half Moon units are now seriously disadvantaged in a rapidly declining market because comparable units in adjacent associations have significantly lower fees with no requests to find and pay \$7K in as many months.

Providing borrowing strategies is very thoughtful of you. Providing them for some, but not all seems complicated and problematic. I appreciate your sensitivity in reaching out about this, but would not participate. I have lost all trust. I am also reluctant to engage in any unconventional borrowing at this precarious time in our economy. I would rather discuss borrowing strategies for the association, to take effect when other associations kick in on shared costs.

I also look forward to an opportunity to review costs for the gate project in order to vote on it. My understanding of events to date is that enough people registered support to make it worthwhile to solicit estimates. As an improvement rather than a replacement, it would need a vote. I thought it was an idea worth pursuing in terms of getting estimates. At this point, however, I could not possibly vote to approve improvements, even ones that were at one time popular. I do not think I am alone.

So, thank you again for the information. I look forward to discussing our financial situation at our next meeting, and voting on matters as required by our controlling documents.

I am confused, however, as to when the next meeting will occur, given homeowners' recent request for a Special Meeting.

I sincerely thank you for reaching out, Steve. I genuinely appreciate it.

Mary Ann

On Sat, Nov 1, 2025, 1:49 PM steve karra <steve.karra@gmail.com> wrote:

Hi Mary Ann -

I think you will find this thread of interest, particularly if the \$2K supplemental fee due Jan 1 represents a hardship. Read from the bottom up.

This will work best if the number of people who want to do this is kept to a minimum - mainly because I would prefer the association to self fund and not have to go outside for a loan.

If this sounds interesting to you, and if you know of anyone that might be severely challenged with supplemental fees, please quietly share these ideas. Without broadcasting it I'd like to know how many people in our community might need this type of assistance. If you think you have a good sense for that, please let me know what the count is.

Regards,

Steve

----- Forwarded message -----

From: steve karra <steve.karra@gmail.com>

Date: Sat, Nov 1, 2025 at 1:35 PM

Subject: Re: 11/1:Another idea for payment plans: Fw: supplemental fees

To: Anne Ferrucci <ferruccianne@yahoo.com>

Cc: Tobias B. A. Anderson <tobias.anderson@yahoo.com>

Hi Anne,

I ran your idea of selling the roads to an outside interested party by the AOST board which included Scott Wolfe, the CEO of Brigs. We all thought about it, but ultimately Scott said we can't even get the town to take ownership so it's unlikely we'll find a company to take it on. And if a private buyer did invest the \$3M or whatever it takes, they would charge us an annual fee to use the roads which would be perceived by the owners as a toll. We know that won't fly.

On your suggestion for a longer term payment plan, I had already been thinking of that. I'm thinking the association could get a loan to cover the \$2,000 for however many wanted to participate, and payments could then be spread over say 5 years at whatever the prevailing interest rate is, which by my calculation would mean a \$40-\$50 monthly loan payment. If there were only a few people doing that, we could maybe avoid an outside loan altogether and self fund it within the association (at a low %). I really need to know how many people would want to do that option. And I have to discuss it with the financial people at Empire.

Now I am quietly hoping that we can avoid that bigger \$4K payment altogether when that comes due in the middle of 2026. With the new fees and \$2K supplement in Jan we should be able to build up enough reserves to cover those road costs when they come due next year - then beyond that we have to start saving for the roofs, Arrowhead, gutters, etc. Now there are two forces at play here for the roads, one in our favor for us and the other against. Against us is that costs always go up the longer the project drags out. In our favor is that projects always delay, and the longer it takes them to get all the approvals and contracts ironed out the more time we have to save what we need. As you can see, I'm trying to thread a very fine needle here. I don't want to give people false hope, but I sincerely hope (and am planning) to make the no supplemental fee cost road a reality.

My bigger goal is to remove ALL possibility of supplemental fees in the future by having a healthy capital reserve as outlined in our reserve study. Everyone should expect and deserve predictable fees that go up only by cost of living amounts each year. They were too low for too long - it made people feel good at the time, but as our infrastructure aged it penalized people further on down the line which is us, now. Having said that - now that our decks are done with low maintenance Trex, and once we do the roads of Captain Eames and Algonquin which are original from 30-35 years, we will never have to do those things again in OUR lifetimes. (unless we live past the age of 100). So those costs pressures will disappear from our reserves planning.

Looking forward to discussing all this on the 20th.

-Steve

On Sat, Nov 1, 2025 at 6:23 AM Anne Ferrucci <ferruccianne@yahoo.com> wrote:

November 1, 2025

RE: your email to Toby with explanation of fees.

Steve,

Thank you for the detailed explanation that you sent to Toby, of what is included in the coming fees of \$2,000 in January and the \$4,000 in June+/-.

Again, in light of current difficult situations of some of the residents of Half Moon Village, I am suggesting a modification of your suggested \$500 x 4 times for payment of the January 1 \$2,000 settlement fee.

Although your accounting department will be required to do a little more online activity, I am suggesting an even longer period of "payment plan" opportunities, but only as an option for those of us who request it.

Think of it as similar to any purchase of an item with a price of several thousand dollars for an item bought at a large store, such as Home Depot, Lowe's, etc.

Plan: Break up the payment amount into even smaller amounts than your suggested \$500 x 4 times, but charge us a % rate (small one, please) for the privilege of spreading out the total payments over a longer period of time, even up to one year.

For the \$2,000 settlement fee, therefore, 12 months @ an agreed upon % rate; and then again for the \$4,000 - again @ an agreed upon % rate for an additional but separate 12 months.

The \$4,000 roads fee, an additional and following payment plan contract but not at the same time as the \$2,000 contract, and @ an agreed upon % rate for a variety of optional time frames. Each period to be covered with a base % rate, or if longer than 12 months, then at a slightly increased % rate.

I understand that this sounds complicated, but it is basic accounting, and I'm sure someone within, or attached to, Empire on Lyman Street in Westborough, will find it easy to set up and to administer.

Moreover, you'll have one very satisfied group of residents of Half Moon Village, who will tell all their friends about how compassionate Empire is, compared to rougher, nastier other condominium management companies.

Please present this payment plan idea to the Board of Directors.

Thank you, Steve. I'm aware that all this is stressful to you as a personal contact and representative of us, and I'm grateful for your care and concern. You have the skills to make all of this financial challenge smooth for us.

Regards,

Anne E. Ferrucci, owner, 125 Algonquin Trail

----- Forwarded Message -----

From: Toby Anderson <tobias.anderson@yahoo.com>

To: Anne Ferrucci <ferruccianne@yahoo.com>

Sent: Friday, October 31, 2025 at 01:55:48 PM EDT

Subject: Fw: supplemental fees

Hi Mom,

This is the reply I got from Steve. I think you have to scroll all the way down to read my original email.

Thanks.

Toby

----- Forwarded Message -----

From: Steve Karra <steve.karra@gmail.com>

To: Toby Anderson <tobias.anderson@yahoo.com>

Sent: Thursday, October 30, 2025 at 09:31:37 PM EDT

Subject: Re: supplemental fees

Hi Toby,

Always nice to chat with you and also your mother. To answer your questions -

Unfortunately our association has not put enough money away for long term expenses. This has been a problem for probably 20 years or longer. So now that the buildings are getting older, and things like decks, roofs, gutters, chimneys, roads, driveways are starting to require major repairs or replacement, we don't have enough money to cover it. Even if we try and stretch some of these projects out over 5-10 years or longer, we can't do it. Hence the increase in condo fees to build up that capital reserve.

Currently we are critically low on our capital reserve savings. If any major mishap occurs, we cannot deal with it because we only have \$40K plus about another \$160K in the bank. So we need to get out of that emergency zone with an infusion of additional funds - that's what the \$2K supplemental fee on Jan 1 is all about. When that is collected, it will leave us with about \$350K in the bank which is healthier, but still below the recommended \$954K that the reserve study recommends. But we will continue to build on that thanks to the increased condo fees from 2 years ago. The board of trustees has the responsibility to set the supplemental fees, and Empire has the responsibility to administer it. If we didn't make the increases we did 2 years ago, today we would be at zero for our capital reserves - which means that if we decided your roof was in such bad shape that it needed to be replaced, we couldn't do it.

The Captain Eames and Algonquin Trail roads are partially owned by us, with the other 3 associations owning the rest. The traffic light intersection is owned by the state, so we don't have to pay for that. But we will have to pay for these road repairs, our share being 12.5%. A trust that manages the roads (AOST) decides on the timing - they voted 4-0 to do this work now. Legally we cannot undo that, but exact timing and when we will need to pay is still dependent upon the town and other factors beyond our control.

I think extending the \$2K payment as you suggested into 4 payments of \$500 is a very reasonable and sensible request, and something we can definitely consider. We can discuss it some more on the 20th at the school meeting. I'm also hoping that if we can get this behind us, there is a very slim chance that we may be able to get to a point where perhaps we have enough money to cover the roads without that big supplemental fee in Mar and June. But until we know the exact amounts required for the roads, we can't say for certain. So at the moment we're planning for the worst, but hoping for the best.

Brigs is going through the same issues with the other 3 associations, so we are not alone. But we should be able to better deal with it because of our fees which are higher. So while they are busy with their supplemental fees for the roads, we at least have a chance of avoiding the \$5K fee or at least making it much smaller. And in 2027 and beyond we will be in much better shape because of our higher fees.

Lots of things can change in the next 6 months, so we have to wait and see. Let's discuss this some more on the 20th.

Regards,

Steve

On 10/30/2025 6:19 PM, Toby Anderson wrote:

Hi Steve,

Hope things are well with you.

I have a question for you and I don't mean to sound argumentative - just getting some facts. I didn't attend the meeting when Empire discussed the supplemental fees. I'm just wondering why the Board approved it? I know Empire outlined the circumstances and budget in the email from 10/23/2025, but no condo association has found this necessary in the 30 years we have been here. And they have both increased the monthly condo fee a few times and are charging extra supplemental fees - it doesn't make sense. The state paid for the road project, new traffic way, and traffic lights at Algonquin Trail and Rt. 126 intersection, not Empire. I know you spoke with my Mom for awhile today, is there any way you can get the Board to vote to extend a payment plan to the end of 2026? For example quarterly: March 31, June 30, September 30, December 31. It's going to be hard for a lot of people with a June 2026 deadline.

Thank you.

Toby Anderson125 Algonquin Trail

Exhibit E

**Group communications to H MV residents on
research and findings**

First Communication

To all Half Moon Village residents, I hope this communication finds everyone in good health

What follows is critical and important information. Please review carefully and feel free to inquire on anything noted. Hopefully you will find this self explanatory.

We are sharing this with our association at this time and will be sharing with the remaining three associations shortly.

To begin, and there is no easy way to put this.....AOST has used carefully worded responses to imply that no changes are expected in town services due to this road project. Information has been obtained that clarifies much of what had been communicated.

I Gate installation and continued Town services for plowing and sanding

Contents of an email received from Town DPW

If gates are installed, the town will not provide snow and ice removal services.

The town is in the process of informing Mr Scott Wolf of Briggs Management of this

What this means

Increased maintenance costs for all associations, poorer service and increased safety issues

II - School bus service to community

School Bus Service will most likely not go through a gated community they will be picked up on either end of community

School Bus Service will most likely not go through a gated community they will be picked up on either end of the development"

- conversations have occur with school department and Transportation regarding changes in routes if gates are installed. They had no issues.

- 3 to 4 buses currently go through development picking/dropping off between 120 and 200 students.

- students will be dropped off at yet to be determined locations that do not impede traffic or increase student safety during pickup/dr

More information will be forwarded in the future as discovered and verified

There are still a number of issues that we are exploring, that include accounting, finance and legal issues. As we, as your friends and neighbors, continue to work and develop answers to theses issues, we will share with our neighbors and friends.

As always if you should have any questions, if we have answers we will provide them based on our research and the facts.

Second Communication

HMV communication

To all Half Moon Village residents, I hope this second communication finds everyone in good health

What follows is again critical and important information. Please review carefully and feel free to inquire on anything noted. Hopefully you will find this self explanatory.

We are sharing this will our association at this time and will be sharing with the remaining three associations shortly.

As we are all aware, AOST communications have stressed that roads are over 35 years old and aged beyond their life span. That may be true?

However, if the roads are oldWHAT ABOUT THE UTILITIES UNDER THE ROADS?????

Again, the town has been contacted about this. What follows is the communication to the town and their response.

Communication to Town

Attached please find the 2025-1230 Final PS&E Design Plans for the above project. I believe I provided this to you when I first became aware of this document following my meeting with Doug and Keith

Regarding underground utilities with the CEC and Algonquin project, you had previously provided with a list of utility projects he was aware of to occur in 2026. Also provided me was an update on the Eversource underground utility work, which was completed.

I had written because I was curious that with the proposed project would dig up, ago traffic gates, curbing, replace sidewalks, add medium strip's and finally repave the two roads. It seemed logical to a lay person like myself, would this not be a great opportunity to replace/upgrade the underground utilities???

It has been pointed out in all project communications that the surface roads were worn out, exceeded their life expectancy and needed to be replaced. This eventually lead me to question "If the road is that old, would it make sense that the underground utilities were as old, and in need of replacement?"

I appreciate that you have have emphasized to me that these roads are private and do not require town oversight

I now understand that, however these underground utilities must in my simple mind connect to supplying underground utilities on Cedar and Pond Streets. Am I correct in this assumption?

If correct, I would assume because they are public roads they be old require town and state approval to open the Cedar and Pond Streets roads to connect. Would this assumption be correct?

When I look at the plans, I see symbols indicate traffic signal heads

Also reference to underground:

- Drain pipes
- Electric ducts
- Gas main
- Sewer mains
- Telephone ducts
- Water mains

Further under the general notes, it states

"The contractor shall make all arrangements with private utility companies for the alteration/adjustment of manholes, gate boxes and service boxes owned/:maintained by gas, electric, communication and other private utility companies"

Questions

If the contractor is responsible for the underground work, wouldn't they have to connect to Cedar and Pond Streets? Perhaps they plan on doing this at a later date?

What about water and sewer work, would that require town supervision?

In the event work is done by the contractors to update all underground utilities under the road, it appears these plans do not include plans to connect utility supplies to the individual condo units? Why put in new underground mains, and not include and plans to connect to condo units?

Reply from Town

As I understand it, this project or a portion of it will need to go through the Town's Planning Board and ZBA for a permit modification. When that happens, present your questions. Unfortunately, we lack the capacity to pause our current work to give this project the attention it deserves. The last thing we need to do is to give you a quick, potentially inaccurate answer. As you know, this is not a typical driveway job for a single family unit. The Town's infrastructure could be directly or indirectly impacted in certain areas.

Another option is submit a Public Records Request (PRR) through the Town Clerk's Office. Include your questions and concerns on the PRR. This should attract the attention of multiple town departments.

A third option is for an Association representative to request a technical review of the project through the Town Planner (Jasmin). Multiple town departments will then be invited to attend the

tech review. At that point, your rep would present the project to Town personnel, i.e. Department Heads.

The third option is probably the best course of action. It may tie into the first paragraph as well.

I prefer to flush out as many details as possible before any construction to avoid any last minute issues.

Various permits must be approved before any construction that may impact the Town's property/infrastructure through the DPW and potentially other Town Departments.

Sorry if this is not what you wanted to hear.

There is commitment from us seeking election to better serve our community. This commitment includes more open communications. This is our effect to be more transparent and share what is known, so we can make more informed decisions

ThirdCommunication

HMV Communication

To all Half Moon Village residents, I hope this third communication finds everyone in good health, enjoying both this warmer weather and watching the snow slowly disappear.

What follows is again critical and important information. Please review carefully and feel free to inquire on anything noted. Hopefully you will find this self explanatory.

We are sharing this will our association at this time and will be sharing with the remaining three associations shortly.

The most common communication most association unit members are associated with are the occasional updates that appear on the community bulletin boards.

On occasion we receive the following road update

However, for some of us residing in the association, these notices create more questions, than answers,

So at AOST insistence, residents have written directly to AOST requesting records pertaining to budgets, meeting minutes, presentations, budget, project and budget planning minutes to clarify information we have received from the town. This town information has been shared in the previous two community communications. As a Trust, AOST is legally required to have and maintain these records and provide them to who ever may request such information.

Residents have requested such information several times. Many times the requests are meet with silence. Other responses include that these records are on file with the town. An example of such requests to the town have resulted in the beginning of this recent inquiry back to AOST:

__“Following AOST’s directive to obtain records from the town, I am now following the town’s advice by writing to AOST to request”

Not replying to a residents request for information that a trust is required to provide is simply not legal nor acceptable.

With the upcoming association election and a change in the board, the new board will be required to appoint a new AOST HMV representative.

This new representative will meet with AOST for an explanation and access to the records previously requested. Because cost estimates are not currently available, we will ask that each item on the AOST wish list be voted upon by each association.

This only makes sense as a basic consumer. As AOST indicates plan changes and ever changing costs require AOST to provide updated cost estimates on each item in the plan and then represent the new costs to their association for item by item review.

Also as consumers, each association needs to determine impact on their budgets if gates are installed and the impact of increased sand and snow plowing services and other cost drivers that AOST may not have identified. One cost driver may be the cost of irrigating the landscaped medium strips.

This is our commitment from us seeking election to better serve our community. This commitment includes more open communications. This is our effort to be more transparent and share what is known, so we can make more informed decisions

Thank you for your time.

Exhibit F

Town of Ashland RTSC resident letter



Town of Ashland

MASSACHUSETTS

Town of Ashland
Roadway Traffic Study Committee
Tuesday, March 24, 2026
Meeting Agenda
10:00 AM PSB Training Room/Conference Room
12 Union Street

Call Meeting to Order:

Members in Attendance:

Not in Attendance:

Order of Business:

Approve last meetings minutes (if ready) Vote Taken:

Updates:

1. Provide the committee updates on previous traffic concerns:

- a.) Presentation by Dona Bresnick on behalf of Tara Bilotta & Ashland Cultural Council: The Traffic Box Project 2026.
- b.) Updates on the 40B projects:
61 Waverly St project's impact to the intersection at Union St. by E. Union St and Waverly St. adjacent to the PSB., and the additional new traffic patterns potentially adding over 300 vehicles to the morning and afternoon rush hour traffic. ZBA hearing near completion, Con Com next
- c.) Ask D. Small to provide updates on the time frame status on the design and construction of sidewalks on Cedar St., High Street using ARPA funding, along with the possibility of adding sidewalks to Water St.
- d.) Status of No Littering signs (20) signs Laura Kelly Green Up Ashland
- e.) Status & update on the emergency traffic gate at High St. bridge

Ashland Cultural Council

f.)

NEW BUSINESS:

Read letters from residents:

Doug Small

Tue, Feb 3,
12:02 PM (4 days ago)

to me, Michael, Daniel

Hi Joe



Town of Ashland

MASSACHUSETTS

development within Ashland. Within the condo development I reside within the Half Moon Association, an association of 72 units.

As you may be aware, there is an upcoming road improvement planned to Captain Eames Circle and Algonquin Trail. The purpose of this email is to request a meeting with yourself and the chair of the Select board. Approximately 90% of the residents of the Half Moon association do not fully understand what this project entails. We believe there are residents in other associations that are in the same position.

We will work with projects managers once we understand the town position on these three issues.

The purpose of the meeting centers on three questions:

1) Currently the town sands and plows both Captain Eames Circle as well as Algonquin Trail.

Question: Will the town continue this practice after the first phase of the roads?
If gates are installed on Cedar Street, will this practice continue as well?

2) School buses currently use stops at Captain Eames Circle/Cedar St and along Algonquin Trail to pick and drop off students during school hours.

Question: Will students continue to be picked up within the community if gates are installed?

3) Current plans call for gates to control traffic to be installed on Cedar Street, at the entrances on Captain Eames Circle. This will force current traffic to continue on Cedar St to Fruit St and other roads surrounding the condominium complex. In various discussions, the installation of a traffic light at Cedar and Fruit has been brought up and may be required. As we understand it, this will a costly in terms of expenses and time, incurred to the road improvement costs.

Question: Will the town require a traffic study to determine impacts of gates on surrounding roads and neighborhoods. If a traffic light is required, will the town share in those costs of the traffic study and light installation or will they be the sole responsibility of this project?

If could find time, I and a few neighbors would welcome the opportunity to talk about these neighborhood concerns. Such a meeting would bring clarity to this unfolding situation, which we could share with our neighbors.

I have also requested a meeting with the Town Manager and Chair of the Select Board.

Thanking you in advance

Jim Boyle



. Not all agenda items may in fact be discussed and other items not listed may also be brought up for discussion to the extent permitted by Law.