THE LANDINGS ASSOCIATION · TUESDAY, NOVEMBER 17, 2026

Coming to the number

What the reserve study measures, what it leaves out, and the dues figure the Association’s own documents support.

Larry Van Horn · a walk-through for the senior leaders

The first step: agree what the study is

THE QUESTION THE BOARD ASKED THE ANALYST

“What is the least we can contribute and still stay above 30% funded for the next six years?”

That is the question the October 2025 study answers. It answers it correctly.

THE QUESTION OWNERS NEED ANSWERED

“What does it take to keep the community whole for thirty years, pipe included?”

Nobody has asked the analyst this question. The dues number has to come from its answer.

Every number the Board has used in two votes comes out of the study. Until we agree what it measures, we will keep arguing about the wrong number.

Community Advisors, Reserve Study Update FY2026 (Oct 17 2025), p.1-1: “at the request of the Association.”

The balance sheet the auditor cannot show you

The audited books, Dec 31 2025

Item	Amount
Cash held for future repairs	$12.5M
Buildings and equipment, net	$9.0M
91 miles of roads, 89 miles of drains, paths, bridges	not recognized
Debt	none
Members’ equity	$12.8M

With the infrastructure on, 2026

Item	Amount
Assets at replacement cost	$66.5M
Less wear already used up (“fully funded balance”)	−$38.1M
Cash set aside, end of 2026	$10.2M
Wear with no money behind it (“27% funded”)	−$27.9M
Storm pipe, 1972, not in the study	−$40M to −$121M

Association accounting keeps the roads and drains off the books, so nothing on the audited balance sheet moves when a pipe fails. “Debt-free” is a statement about cash.

2025 Annual Report pp. 31–46 (unmodified opinion; Note 1); Reserve Study p.1-1 ($66,512,189; $38,077,945); 2026 Budget Book p.51 (ending 2026 cash $10,169,164).

WHAT THE STUDY SHOWS, ONCE YOU READ ALL 460 PAGES

Four findings

1. **The study maintains the storm pipe for six years and never replaces it.** The largest liability on the island is outside the yardstick.

2. **The thirty-year plan is a six-year plan.** After 2031 the drains, paths and road maintenance simply stop, so the "required" number is too low.

3. **30% was the Board's instruction, and it is the bottom of "fair."** The target and the inputs have to be fixed together.

4. **The study says a road lasts 22 years; the program paves on 12 to 15.** One of them is wrong by about a million dollars a year, and the coring will say which.

Each finding has a slide. The full analysis, with every street on a map and a dial to set the dues yourself, is in the online brief "The Reserve Study, Unpacked."

FINDING 1

The study maintains the pipe for six years and never replaces it

$7.9M

In the study: maintenance allowances to 2031, plus a camera. No replacement in any of its thirty years.

$40M

The Association’s own 2020 estimate to replace the pipe. Shown to owners once, never since.

$64M–$121M

At the 2024 Marshwood price ($1M for 3,870 feet): 47 miles, or the 89 miles the Association now reports.

The analyst’s scope: “no hidden or underground components.” At today’s $1.4M a year and the Marshwood price, replacing 89 miles would take about ninety years. The pipe is 54 years old.

Reserve Study inventory pp. 4-22/23; Reserve Study Results workshop, Jan 27 2020, slide 47; 2025 Annual Meeting slide 18; 2025 Annual Report p.46 (“Storm Drain – Maintenance, 0 to 5 years”).

WHAT OWNERS HAVE BEEN TOLD

In the Board’s own words

May 28 2025, President’s Update: “A large portion of the community storm drains and outfall pipes, many that were installed 50+ years ago, are constructed of corrugated metal. These storm drains and outfall pipes have significantly deteriorated based on their age and consistent contact with saltwater.”

JAN 2020 · RESERVE STUDY WORKSHOP

“Stormwater pipe $39,986,695. Not a predictable useful life; allowance included.” Shown once, never since.

OCT 2025 · BOARD TASK FORCE EMAIL

Camera since 2021. “To date, TLA’s storm drains in Marshwood have been inspected and repaired… now applying this same approach in Palmetto.”

JAN 2026 · PUBLIC WORKS

Planned lining was displaced by “immediate safety failures within the storm drain system that caused potholes and road failures.”

APR 2026 · VOTE PACKET

“Inspections are revealing more deterioration than expected, including failing pipes, root intrusion, and structural issues.”

President’s Update May 28 2025; Reserve Study Results workshop Jan 27 2020, slide 47; “Out of Sight, But Essential,” Oct 7 2025; Public Works column Jan 29 2026; vote packet Apr 6 2026, p.6. Full dated record in the online brief, tab 4.

FINDING 2

The thirty-year plan is a six-year plan

Year	Budget Book p.51	Reserve study p.1-2
2026	$5,584,575	$5,584,573
2027	$7,313,873	$7,313,877
2028	$6,358,993	$6,358,992
2029	$5,472,435	$5,472,435
2030	$4,684,531	$4,684,531
2031	$4,337,954	$4,337,956
2032	the plan ends	$2,826,153
2033	—	$4,239,112

The six matching years differ by $1 to $4: rounding of components priced to the cent.

For 2026–2031 the study's spending **is** the Board's capital plan, copied line for line.

After 2031 only the analyst's component list is left. It has **no drains, no paths and no road maintenance**. The "required" contribution falls from $6.0M a year to under $3M.

The current plan, $3.45M a year, is below even that. The Board's own page 51 shows the result: **27% funded today, 5% by 2031.**

TLA 2026 Budget Book p.51; Reserve Study pp. 1-1, 1-2, 1-4 ("current funding projection provided by the Association for FY 2026–2031").

FINDING 3

30% was the Board’s instruction, and it is the bottom of “fair”

Weak: 0–30%	Fair: 30–70%	Strong: 70–100%

27%
The Landings, 2026. The top of “weak.”

5%
The Landings in 2031 on the current plan, from the Board’s own Budget Book.

57%
Kiawah, 2024, against a written 50% target. The nearest comparable community.

30%
The floor the analyst was asked to plan to, “at the request of the Association.”

These are the bands the Association itself showed owners in January 2020. Fix the target and the inputs together: on the study as published, a 70% target is cheap to reach because the spending stops in 2031. On corrected inputs, the target is what sets the number.

Reserve Study p.1-1; Budget Book p.51; Reserve Study Results workshop, Jan 27 2020; KICA 2025 Annual Report.

FINDING 4

The study says a road lasts 22 years; the program paves on 12 to 15

22 years

Average road life the study assumes. The 1990s cul-de-sacs, a fifth of all pavement, are scheduled at 35 to 50 years old.

12 years

The cycle of the Association’s own 2026–2029 schedule, which the study reproduces. The 2024–2026 contracts imply about 15.

One of them is wrong by about a million dollars a year. **Don’t pick: price the difference until the coring says which.** Owners have noticed: “roads in good condition resurfaced prematurely” appears in every group of the July survey.

Reserve Study inventory pp. 4-15 to 4-22 (423 segments, 1.27M sq yd); Board minutes Dec 2023, Jan 2025, Dec 2025; 2026 Community Survey. Terracon is coring for the 2027 program.

WHAT WE SHOULD ALREADY KNOW

The Association has owned a storm-drain camera since 2021

1

Film it

Camera bought 2021. Marshwood done by Oct 2025; Palmetto and Midpoint filmed in 2026. The only step the documents describe.

2

Score it

Every defect graded to a standard (PACP, 1 to 5), tied to a mapped inventory. Nothing says this has been done.

3

Schedule it

An engineer turns grades into replace, line or leave, with costs and dates. Never done.

Five years on, no schedule has come out of the camera, and the Association's own count of its pipe has gone **47 → 80 → 87 → 89 miles**. You cannot know the condition of pipe you have not counted.

2025 Annual Report, Note 6 (camera; 2018 Southeastern Pipe outfall survey) and Note 1 (89 miles); budget workshops 2019–2020 (47); vote packets 2023 (80) and 2026 (87); Budget Book 2026 (89).

NOT A NEW STUDY: AN INVENTORY OF WHAT ALREADY EXISTS

Three questions for the Board about the pipe

1

What fraction of the system has been televised since 2021, and is the footage scored to a standard?

2

What did the 2018 outfall survey find, what has been repaired, and what is still on its list?

3

Who keeps the pipe inventory, and which count is right: 47 miles or 89?

Good answers make the engineering assessment a short job on the Association’s own data. Thin answers, after five years with a camera, are the most important finding of the meeting.

These are items 3, 9 and 10 of the ten questions in the online brief, each with the document that would answer it.

THE NUMBER

$3,250 to $3,600 in 2028, then indexed to inflation

What sets the floor. The allowances the study stops carrying after 2031 are about $520 per lot a year on their own. A 70% target instead of 30% is the rest.

What moves it. The pipe can only add. The road question is worth about $200 per lot a year either way. Both big contracts reprice in 2029.

What it means. The second proposal ($3,115) is below the floor. The first ($3,470) was close to the right number; it lacked the inflation rule, a reserve policy and a corrected study.

The two proposals, on a corrected study (pipe excluded)

Proposal	2028 dues	Funded 2035	Reaches 70%
Second (Aug 2026)	$3,115	40%	2047
First (Apr 2026)	$3,470	76%	2034
No increase	$2,594	below zero	never

“Corrected” carries the drain, path and road allowances for thirty years and roads at the program’s pace, so the six-year gap is already filled in these figures. **Percent funded is measured against the study’s $38M yardstick, which leaves the pipe out.** Put the pipe in at the 2020 estimate and the first proposal’s 76% is about 40%; at 89 miles, about 20%.

Cash-flow model, tab 5 of the online brief (set the dues yourself); vote packets Apr 6 and Aug 10 2026.

Do we have enough to put a number forward?

YES, FOR THE FLOOR

Every input comes from the Association’s own documents, and the model is the study’s own arithmetic.

The pipe can only add, so the number without it is a floor, and a floor is legitimate to put forward as long as we say what it leaves out.

NO, FOR THE PIPE

Its condition and its cost cannot be read from documents.

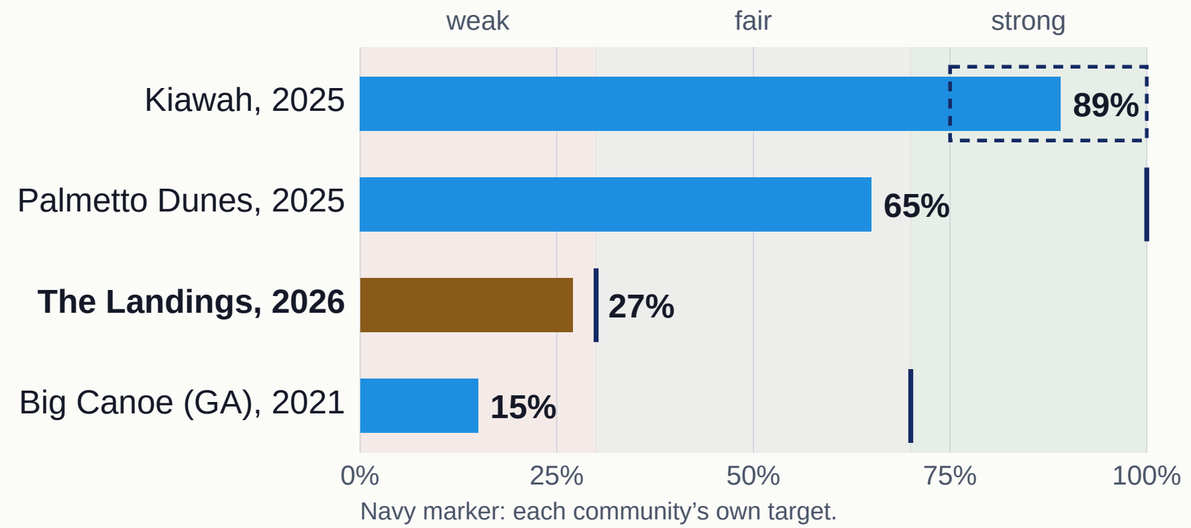
They need scored footage and an engineer’s schedule, never done. A proper assessment could also lower the figure: lining a pipe costs a fraction of digging it up.

Two numbers, not one. An interim dues floor, put forward now. A pipe schedule, ordered now. Confidence comes from ordering it, not from waiting for it: owners asked for a plan, not a bigger study.

2025 Annual Report, Note 6 and pp. 45–46; 2026 Community Survey: a multi-year capital plan was the second most requested item (51%).

AGAINST THE PEERS

The repair fund, side by side



Same kind of community, same kind of study. Kiawah: 4,494 properties, 60 miles of road, 43 of drains, 89% funded against a written 75–100% policy, re-measured every spring. Big Canoe: 4,750 lots, built in 1972 like us, 15% in 2021 with a dated plan to 70%.

The Landings: 27% against a 30% floor that exists only as a note in the analyst's report, falling to 5% by 2031 on the current plan. Nationally, a third of associations are under 30%; a quarter are over 70%.

Sea Pines publishes no percentage. It put a $51 million roads-and-drains program to a referendum in 2020 and has spent $12 million of it on drainage since.

KICA 2026 Budget Member Presentation (Oct 16 2025) pp. 2, 11; PDPOA Board packet Oct 29 2025; Big Canoe 2021 Reserve Management Plan p.7; Reserve Study p.1-1; Association Reserves 2026 Industry Insights p.6. Full table: benchmark brief, tab 6.

HOW THE PEERS PAY

Healthy funds have more than one source

Source of reserve money	The Landings	Kiawah	Sea Pines	Palmetto Dunes	Big Canoe (GA)
Annual assessment	**all of it**	21%	general line	yes	yes
Fee on every property sale	no (lawful in GA)	**0.5% of sale price; 31%**	no	no	no
Contractor and visitor fees	to operations	**$3.19M a year; 39%**	gate fees $7.2M	n/a	n/a
Infrastructure line on the bill	no	no	**$708 per lot (referendum)**	no	no
Town or county pays for drainage	no	no	**Town reimburses**	**Town repairs**	no
Storm reserve	no	$1M	emergency fund	$3.6M	permitted
Rises with inflation without a vote	**no; 2/3 vote**	CPI-U cap in covenants	by referendum	capped % a year	threshold indexed

Kiawah’s owners pay **$375** a year toward reserves through dues; buyers, contractors and interest pay the other $1,444 per property, and the fund is at 89%. The Landings asks **$984** and reaches 27%.

KICA 2026 Budget Member Presentation pp. 2, 7, 11; Sea Pines CSA 2026 assessments and Oct 2025 stormwater notice; PDPOA Board packet Oct 29 2025; Big Canoe Policy 152; O.C.G.A. § 44-14-15(c). Detail: benchmark brief, tab 6.

THE SEQUENCE TO PROPOSE

Three steps, in this order

1 **Within 30 days, the Board commissions a risk-ranked pipe condition assessment** (scored footage; replace, line or leave; the mileage settled) **and asks the analyst to re-run the study** with the allowances carried thirty years and a 70% target.

2 **Adopt the floor as the working number:** $3,250–3,600 in 2028, indexed to inflation, with a written reserve policy: a 70% target, a public trigger, a dedicated storm-pipe line, a $500,000 storm contingency, and the deferral for owners over 80.

3 **Ballot by October 2027 with both in hand,** so the new dues start in 2028. If the assessment is late, the ballot carries a stated interim pipe allowance, not silence.

If the Board declines the first step, that itself is the finding, and the number goes forward without waiting.

The 2028 budget is set in December 2027; a vote as late as October 2027 still starts the new dues in 2028. The fund is at 5% by 2031 on the current plan.

Where every figure comes from

Community Advisors, Reserve Study Update FY2026 (Oct 17 2025, 460 pp.): required and current funding plans pp. 1-1 to 1-4; component inventory pp. 4-1 to 4-23, including all 423 road segments.

TLA 2026 Budget Book, p.51: capital reserves cash-flow projection 2026–2031 and percent funded (27% → 5%).

2025 Annual Report: Treasurer's Report p.31; Independent Auditor's Report pp. 32–33; Note 1 (common property not recognized; 89 miles of storm drains) p.38; Note 6 (camera, 2018 outfall survey) pp. 40–41; Supplementary Information pp. 45–46.

Reserve Study Results workshop, Jan 27 2020: funding bands; storm pipe $39,986,695.

Storm-drain communications to owners: President's Updates Dec 2024 and May 28 2025; TLA emails Oct 7 2025 and Jan 27 2026; the 54 landings.org posts the site's search returns for "storm drain," 2024–2026, read in full.

Annual Meeting presentations 2020–2026; **vote packets** Apr 6 and Aug 10 2026; **2026 Community Survey Results** (Mast 61, Aug 4 2026).

Board minutes Dec 2023, Jan 2025, Dec 2025 (paving contracts $1.68M, $1.90M, $2.26M); **KICA** 2025 Annual Report (57% funded, 50% target).

The online brief, "The Reserve Study, Unpacked": six tabs, every street on a map, a dial to set the dues yourself, the ten questions with the document that answers each. A one-page summary is available for printing.

All dollar figures are the study's current cost before inflation unless stated. Corrections welcome; the study and the audited statements govern.