

Holiday Shores  
Board of Directors Meeting Minutes

**Date:** March 22, 2023

**Board of Director Attendance: Present:** John Crotty, Tony Harris, Shaun Diltz, Jerry Allen, Ty Van Ryswyk & Trisha Yates

**Excused:** Sarah Jacoby

Others Present: Angie Webster & Karla Suttles from the Holishor Office.

**Holishor Members Present: 9**

**Proceedings** Meeting called to order at 7:30 pm

**Pledge of Allegiance recited**

**Meeting Minutes** – Minutes of March 8, 2023

**Tony Harris** Motions to approve the minutes as submitted.

**Trisha Yates** Seconds

**All in favor**

**Motion carries**

**Transfers of Property** We had 3 transfers of property, 2 triggered initiation fees

**Old Business**

**Safety Committee Update**

**Jennifer Halverson (1829)** Read the safety committee update. Membership on The Holiday Shores Community Safety Group is at 431, up from 382 last month. Our recent posts have focused on boat safety and equipment requirements based on what we learned from the Coast Guard and sponsored safety class. Neighborhood Watch still needs captains, please reach out to Beth Martin. From a security cameras perspective, we talked last meeting that even if we do raise funds for a camera, that there are still monthly fees that are incurred as part of that with Madison County and Swick. So Joe is going to reach out to both of them and to see if we can work out a deal to get those fees covered. So we should have an update in April for that. From an appropriate signage perspective, in the February meeting, we tabled the request to motion and approval for \$2,000 to bring the signs up to standards. So I wanted to see if the board has had a chance to review the budget and is able to do a motion tonight for that. **John Crotty** One of the items tonight is to review the 2023 revised budget. And in that revised budget, if it gets approved, there is money set aside for signs. **Jennifer Halverson (1829)** Shaun Diltz will follow up on the stop sign evaluation. The Coast Guard boat safety class was well attended. Our volunteers were in attendance that plan to get certified by IDNR to teach the class ourselves. We also concluded that certifying our own residents to conduct the class will allow us to include content for Illinois and the HOA rules. I'd also like to ask some members of the community to do some how to videos on how to properly secure a boat to a dock, how to probably pull a dock into a dock. Jim is going to be closing out the volunteer request in our April meeting to proceed forward with the IDNR certification training. So if there's anybody else that would like to be certified for that training, please reach out to Jim McCann. The Coast Guard does offer courtesy checks. We would like to request that the board provide us with approval to do a checkpoint. Our recommendation is at the marina and the clubhouse targeting early May if possible, dependent on if the Coast Guard Auxiliary is available. It's free, no charge and no citations are written.

**Tony Harris** Makes a motion to have the safety committee work with the Coast Guard Auxiliary to set up a volunteer courtesy check of the boats.

**Ty Van Ryswyk** Seconds

**All in Favor**

**Motion Carries**

**Jennifer Halverson (1829)** Illinois law says that if you're born after January 1, 1998 you have to take the boating safety course. Today that's 25 years old. In our rules, it says that you have to be 18 and be certified, which is incorrect, according to current Illinois law. At the last meeting I recommended that the rule be updated to reference the Illinois law. **John Crotty** The brief review I did, it seemed like there was a lot of places we're going to have to touch. **Jerry Allen** Volunteers take a look at our current boating rules.

**Jennifer Halverson (1829)** One additional rule change that we would like to propose based on the Coast Guard class and confirmation of IL law is allowing swimming on the main channel. Our current rule states on page 29, and the key word there is unless accompanied by a watercraft, those are the key words that I think need to change. Swimming is restricted based on the restricted areas and a distance 75 feet from shore. So basically what that means is that you can go out on the main channel, you have a watercraft with you, you can anchor and swim. Illinois law does say you cannot do it on a main navigational channel. We are recommending that to be updated to restrict it from the main channel because that is the main navigational channel. **Jerry Allen** Volunteers to look at this rule also. **Jennifer Halverson (1829)** We do believe that a lot of residents do not fully understand that St. James, Prairetown and Holiday Dam Road are not within the confines of the HOA, and therefore it is illegal to operate non highway and low speed vehicles on these roads. In the December meeting, I shared information about the non-highway and low speed vehicles. And there was discussion in a prior meeting that it was sitting with the lawyer and then I think in the February meeting, John, you indicated that there was a rule that was being looked at. So I wanted to check and see where that was sitting with that. And also whether or not we need signs, because I do believe Illinois law states that you now have signs up. **John Crotty** I don't think we're against the sign idea. But I think we all agreed it's probably a good idea to let motorists know that they're entering an area that allows slow moving vehicles. **Jennifer Halverson (1829)** One point to call out is that the social committee is sponsoring an event called Cruising The Shores, they are starting at Wigglers and doing a lap around the community and they are going to go on some of these roads that are not within the community. And I have

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shared the feedback that we found in regard to Illinois law. The social committee stated they've updated flyers with "you're doing this at your own risk" sort of thing. I did encourage them to see if they could get the sheriff to lead the parade.

**Revised 2023 Budget**

Tony Harris presented the 2023 revised budget.

**Tony Harris** Makes a motion to approve the 2023 revised budget.

**Trisha Yates** Seconds

**All in Favor**

**Motion Carries**

**Dredge – North End Silt Removal**

**John Crotty** Shaun you at the last meeting you indicated you could do some of that. **Shaun Diltz** Yeah, so I actually did. It's probably the exact thing that we're going to get from him. Getting him out on the lake in general might be a good idea. If he wants to do that we can compare and if I was close on with what I did, then we can probably use mine for Spanish Cove and the cove at Behmes. We also would want to get the actual raster file from him. **Tony Harris** And net 30 for payment.

**Shaun Diltz** Makes a motion to accept the \$1,800 bid for the survey of silt on the north end.

**Tony Harris** Seconds

**All in Favor**

**Motion Carries**

**Sidewalk Bids**

2 bids were submitted for the sidewalk improvements at the clubhouse. L. Yates & Sons for \$10,640 and Gillihan Concrete for \$11,975. Conversation ensues.

**Tony Harris** Makes a motion to approve the L. Yates & Sons bid for \$10,640 to replace the concrete here on the sidewalk.

**Ty Van Ryswyk** Seconds

**All in Favor**

**Motion Carries**

**Mower Bids**

As part of the reserve for this year we had agreed to replace a mower. Bids submitted. Bertels Sales & Service - 2 bids, \$9937.05 for a 27HP and \$10,578.15 for a 24HP. Scott's Power Equipment - \$9,807.83 for a 27HP. St. Louis Equipment bid a range of mowers from \$8,500 to \$16,043. Conversation ensues.

**Ty Van Ryswyk** Makes a motion to accept the Bertels purchase of the mower for \$9937.05.

**Jerry Allen** Seconds

**All in Favor**

**Motion Carries**

**Parking Lot Repair Bids**

Three bids. This is for the area in front of the tennis courts for the handicap spaces. The concrete that has fallen apart we're going to tear out and asphalt over. Arrow Asphalt Paving \$12,300. DeLaurent Construction Co., Inc. \$19,492.70. Big City Asphalt LLC \$18,500. Conversation ensues.

**Tabled till 4/12/23 Board of Director's meeting**

**2024 Assessment Increase of \$100/member Proposal / 2024 Budget**

**Tony Harris** The 2023 revised budget was used as a starting point. Carryover this year is \$125,000. We are not expecting a carryover in 2024 so we are going to be short in 2024. You don't have additional funds. We have put in the 2024 budget for membership consideration a \$100 per member increase in assessments taking the 2024 Dues & Assessments to \$810. That's an additional revenue of \$122,000 budgeted at 1200 members. We only have four properties left to sell, which has also contributed to money that we have for roads. I didn't mention this, but in the 2023 revised budget, we are pulling \$85,000 out of reserves to help cover the road budget we're spending this year, there wasn't enough income to fully cover that budget even with the carryover. So we're pulling money out of reserves. This came from the property sales that we've had. There will not be any future lots to sell to have that income to offset any roadwork in the future. Even with the increase that we budgeted for, we're continuing to spend money out of that and we're spending approximately another \$55,000 in 2024 from those lot sales from historical years. We're going to pull \$85,000 this year, \$55,000 next year. At some point when that money is gone, then we won't have enough money, we'll have to continue to cut the road budget down. When I say roads, I mean, road resurfacing and ditching. We're considering those categories to be in the road budget because they're both related to roads. The other things that you'll see is pretty much the dollars are staying relatively consistent. We have some small inflationary increases and things that go up, just like we see we go to the grocery store, buy clothes or whatever. Things are going up, the minimum wage in Illinois continues to go up. We're trying to cover those type of costs. I think the key in this budget is we currently have

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budgeted \$150,000 for stormwater improvements, which is our ditching line, and \$77,000 next year for road resurfacing, which is just oil and chip. This year it's higher because we're doing that rebuild on Nassau. But after that, it's just straight oil and chip on the existing roads. With those that basically puts us even. So if we don't do the assessment increase, we either cut out pretty much all the ditching, cut down on the road resurfacing or we start cutting out things like fish stocking, fireworks, lifeguards. Once we get the ditching finished, we do have roads that we're going to have to rebuild. This year we're using some carryover money, where we didn't spend money last year to rebuild Nassau. But there's other roads in here that in the future, we're going to have to start going around rebuilding. We just didn't want to do any rebuild until the water was fixed that was going to tear up the work that we did. Because when we did the proposal, I want to say, two or three years ago, it was a \$6 million price tag total for all the ditching and the roads, give or take some money I'm going from memory here. So there's other items in that I don't know specifically what they are, I was going to try to talk to Rob to kind of see what we had in that plan. But you know, rebuilding those roads, and you're going to have some future, things like that, that probably goes more in the road lines and the ditching lines, but there should be some ongoing expense. I don't think it will completely go away after 2024. It may go down a little bit, I don't know. But I think there's going to be roads that'll need to be repaired and rebuilt over and above the normal pothole repairs that we fix. If we don't have the money then it won't get done. We've gotten to the end of all the belt tightening we can do. Conversation ensues.

**Tony Harris** Makes a motion to approve the 2024 budget that we have here tonight to be presented to the membership at the annual meeting.

**Shaun Diltz** Seconds

**All in Favor**

**Motion Carries**

**New Business**

**Variance (1692)**

Variance request is to exclude a culvert due to not needing it based on the level of the ground around it.

**Ty Van Ryswyk** Makes a motion to approve the variance for not installing a culvert.

**Shaun Diltz** Seconds

**All in Favor**

**Motion Carries**

**Variance (1692)**

Variance request is to ask that a building put up as a storage shed stay a storage shed as the building committee classified the building as a garage due to the size and the fact there was a driveway installed leading from the structure to the street. Member was in attendance and conversation ensued. Board Action: For the building to be considered a storage shed you would need to move it back to where the front of the shed is not past the rear of the house and change the color to match the exterior of the home OR change the permit to a garage and pay the difference of the deposit between a storage shed and garage and it can stay like it is with no changes. Member choose to change permit to a garage.

**Variance (234)**

Variance is for a member to install a privacy fence along 3 sides of her property. Conversation ensues

**Variance Denied**

**Maintenance Building Repair Bids**

The skylights in the maintenance building are very aged and during the recent winds they sustained damage to many of them currently allowing rain and snow in and wildlife in the opening and will eventually cause problems to the building. Recommendation from Rob is replacing all them because besides just the damaged ones as they are all pretty aged. 2 bids were received to replace the skylights. Stutz Excavating \$3,275. T.F.H. Construction \$4,836. Conversation ensues.

**Ty Van Ryswyk** Makes a motion to approve the Stutz Excavating bid for \$3,275.

**Shaun Diltz** Seconds

**All in Favor**

**Motion Carries**

**Correspondence**

**(537)** A correspondence from a now ex-member who was disappointed with the rule that a seller has to pay a full year of dues & assessments when not even living there. Buyer pays pro-rated dues & assessments. Feels it is not right collecting from both. BOARD REPLY: There's a bylaw, Article IV, Section 7 that specifically states that if you're buying you pay dues & a prorated set of assessments and if you sell there will be no refund of dues and assessments already paid.

**Open Floor**

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**Keith Schulz (914)** The last time we had the \$100 increase they touted it as road funding. We need the \$100 for road funding, and they broke down all the numbers, this is what it's going to be, and it passed, no problem. And then the board turned around and put most of it towards reserves, funding reserves. And that never made it to the roads. We didn't see road work here until I think maybe Rob got here. And we actually started to see some overhauling and ditching and this kind of thing. So I was very interested to see what and where this was meant to go. And so far, I've only heard general pocket money, you know, keep us running. And in the meantime, everything has been taken away from us. We had security taken away. You have lake patrol, we finally got the couple this year, I guess to do it. You turn kids loose in the carts that nobody could trace or take care of. It just seems like nobody is caring about the Association anymore. I heard that we couldn't even get somebody to come in after the rain to turn on the no wake light. You know, it's like nobody's looking out for their neighbor. Nobody's looking out for the Association anymore. You know, it's just like, this is how we run. You know, I would really like to see a little more consideration and somebody looking out for us, you know, I mean, it's the old story of Holiday Shores is the wild wild west is starting to come to attrition. You know, like I said, there's no security. There's nobody here. You got people without decals on the boat fishing on the weekend. There's nobody to call. There's nobody in the office. There's no security. You know, that's what it is. **John Crotty** I would argue, we had four lake patrol people last year out more than they were even the past few years, based on the feedback from safety committee, and from our community. Our safety committee has done a great job posting the numbers and who to call. So there are people to call, and we have lake patrol on the weekend. **Jim McCann (378)** Just wanted to basically state that when we got that \$100 increase passed, we were in the process of testing a new road surface, which we put on Overlook, Holiday Point Parkway. and on Highpoint, where we completely took those roads basically down to their base, brought in specialty equipment and put that slag down, I think it was about a 12 inch layer of slag to rebuild those roads, was very expensive, was also very successful. And then the slag dried up and we couldn't get it anymore. So we couldn't do any more of the roads. But a lot of that \$100 increase went to building those three test roads that we did put in, and all three of them are still in very good shape today and that's been seven to 10 years ago, probably 10. Speaking to the reserve fund, reserve funds have been funded every year regardless. The year that we put in additional monies in the reserve, we found that we had a huge shortfall in some of the areas on the reserve. And in order to maintain the integrity of the reserve the reserves, we had to add extra money, one year that I can remember, in order to get the reserves up to a level where they could be maintained with reasonable contributions going forward. Conversation ensues. **Shaun Diltz** As far as the roads prior to Rob, they were consistently I'd say we did five miles of the oil and chip in the community. But one of the issues was, is when we were doing it and the water was still running over the road, it was still causing a lot of issues. So we're still oil & chipping these roads and those roads might only be good for two to three years because of the water issues on them. So then we passed a rule in 2018 or 2019 to go ahead and make it to where we could ditch and do culverts in front of people's houses so we could fix the drainage and then we could tackle the roads afterwards. So we weren't putting oil and chip down on roads that weren't going to last so the ditching has been done over the last three or four years. Incongruency we've went behind and tackled some of the roads. Like we're rebuilding Nassau, we rebuild Tampico, part of Sextant and there'll be more, but even with the rebuilds the oil and chip now that we're putting on is lasting longer, because there's not as much water going over the roads like there used to be. **Keith Schulz (914)** I understand that before the \$100 I know. This is back when Glenn was here we do the 42 let's say to 80 \$90,000 a year. Oil and chip, oil and chip, they came to us with the \$100 proposal, and it still went oil and chip, oil and chip. And my reference to lately was when Rob got here, it went over the six-figure mark when you actually started doing overhauls, which we were expecting with the \$100 increase. **Jim McCann (378)** Holiday Point Parkway was the first experimental road that we addressed. We thought that coming into the clubhouse we wanted to put our best foot forward and it was traveled a lot. So what it did not get the same. It didn't get the same road surface that Overlook or Highpoint got. It wasn't in as bad a shape as either one of those roads. But it was a different type of material that was put down. It was put down wider. It was heavier, we talked about doing it to Holiday point Parkway, and decided not to because we just spent a lot of money to test the surf resurfacing that we did on Holiday point Parkway. And while it was oil and chip, it was put down in a different manner. It was put down heavier was put down wider. It was it was rolled and packed. And we wanted to see if that was going to work. But it was there are several different phases. Okay, I've been out here 32 years now, the roads out here been in bad shape for 32 years, they're going to stay in bad shape, until we can come up with enough money to properly put in curbs and gutters and ditches out here. We're going to live with the roads that we've got. That's what was put in by the original people out here. We're stuck with it. We don't have adequate bases or crowns on hardly any of the roads that we have. And we've talked about road studies for years, you know, and we keep trying to do things with these roads. And I just don't see that until we come up with the \$6 million that you're talking about. You know, when we did our study, the engineering study alone was going to cost \$1.5 million. So, and at the time, in addition to oil and ship, we were doing asphalt on all the cul de sacs that were out here. And we did several asphalt cul de sacs at the same time after that increase went into in to play.

**Tony Harris** Makes a motion to adjourn to executive session.

**Jerry Allen** Seconds

**All in Favor**

**Motion Carries**

**Meeting adjourned at 9:20 p.m.**

**Meeting Minutes submitted by Karla Suttles**