

Holiday Shores
Board of Directors Meeting Minutes

Date: January 13, 2021

Board of Director Attendance: Present: Anthony Harrell, John Crotty, Tony Harris, Jerry Allen, Matt Ressler, Dan Hopkin. **Excused Absence:** Brian Wood

Others Present: Rob Clarkson and Karla Suttles from the Holishor Office and Ben & Sally Firnkes

Holishor Members Present: 11

Proceedings Meeting called to order at 7:28pm Pledge of Allegiance recited

Meeting Minutes – Minutes of December 9, 2020

Jerry Allen - Motions to approve the minutes as amended.

Tony Harris – Seconds

All in favor

Motion carries

Transfers of Property We had 10 transfers of property and all triggered initiation fees.

Bills & Salaries

Matt Ressler Makes a motion to approve Bills & Salaries as submitted

Tony Harris Seconds

All in favor

Motion carries

Profit & Loss

Submitted for review.

Manager's Report

Read by Rob Clarkson

Public Safety Report

Read by Rob Clarkson

Old Business

Proposed Marina and Boat Launching Ramp Rule Change

Anthony Harrell First item we have on the agenda is the proposed rule change for the Marina and boat launching ramp. We had some issues last year, especially during COVID, a lot of the other lakes were prohibited, people couldn't travel, we had people leaving the cable down and we had a lot of people coming from other towns and putting their boats on the lake. So in an effort to try and minimize outsiders coming onto the lake we talked about putting a rule together for making sure that the marina cable is locked. So I'm just gonna read the proposed rule real quick. The Marina is located on the west side of the lake. It is a private concession. Boat slips, gas, boat repairs and other marine facilities are available to the property owners at a nominal fee (contact the marina operator for information). The launching ramp is for the convenience of the property owners and is located at the Marina. Entry into Holiday Lake will be restricted at the boat ramp, the cable and lock will be placed across the ramp. And this is the new verbiage we're going to put in. "It is the responsibility of all members of Holishor Association to make their best efforts to prevent non-members from using the private amenities that members are privileged to use. In an effort to protect our lake against unauthorized use, please lock the Marina boat ramp cable as soon as possible after launching or removing your watercraft. If there are others in line after you use the ramp, you may leave the cable down as long as the watercraft behind you has proper year decals and lot numbers. It is the responsibility of the last person in line to be sure the cable is locked. If you are the only one using the ramp at the time, you may launch your watercraft, park your vehicle, and then lock the gate upon returning to your watercraft. If you are removing your watercraft and no one is in line to use the ramp, please load your boat onto the trailer, pull forward so the trailer is clear of the cable, then immediately lock the cable. This rule will follow Holishor fines and penalties structure." Keys will be available for a \$3 deposit. Property owners may launch their boats from this ramp at no charge, but the marina operator may charge for parking cars/and or boats in their parking lot. So we've had this out for 4 weeks so we can vote on it now and then it's effective in 60 days, which will be right in line with when boating season pretty much starts. So does anybody have any

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questions or comments on the proposed rule for the marina cable? Anyone want to make a motion?

Tony Harris Makes a motion to implement the new rule as Anthony read and what was stated on the website.

Matt Ressler Seconds

All in favor

Motion carries

Anthony Harrell This will be effective in 60 days. So just to let you know, when I asked a question about the key, we're going to change the style of the lock at that's on the cable. Right now you can unlock the lock, remove your key and walk away. The new style lock we're looking for is you have to keep the key in to lock it. So you can't get your key back unless it's locked back up. So that'll also help. **Tony Harris** If you have one of the current keys, you can trade them back in and get a new key, if you've never given the deposit, then obviously \$3 is required to get a key. So we're not charging anyone that already paid the deposit in the past.

Creel Limit Rule Change

Anthony Harrell So we have some recommendations on new creel limits. The reason being is IDNR has given us recommendations on how to stock the lake which we've already passed. Basically, had to increase the amount of fish to bring our lake population into balance so we had a larger expenditure on the amount of fish that we put in this year. And in order to try and maintain that balance while these fish get larger, and to balance out the habitat, we've put in some stripers and hybrid stripers. In order to keep those in the lake, we're going to have to change the creel limits and it's difficult to tell the difference between a hybrid striper and a true striped bass. So we're gonna make that all the same size limit and we still have some overpopulation of crappie on the lake so we're going to amend that so we can continue to harvest the crappie and thin those out. So the proposed changes to the creel limit it as follows "Species Daily Limit Size Limits, Largemouth Bass 3 -14" minimum length, Smallmouth Bass 1- 18" minimum length, Hybrid Striped Bass and Striped Bass 1- 20" minimum length, Catfish (All Species) 3- 14" minimum length, Crappie (All Species) 20- 8" minimum length (Currently no limit until 2022)" Does anybody have any comments on that? Questions? Anybody want to make a motion.

Matt Ressler Makes a motion to propose rule change

John Crotty Seconds

David Decker (1184) Creel limits is a rule right. **Anthony Harrell** Creel limits is a rule. **David Decker (1184)** So don't you have to go through the rule rule? **Anthony Harrell** Yep, you're right. And that was what we talked about to making sure it was in effect before season. So Karla, we need to do the same thing we did for the marina rule. Thank you, Dave.

Traffic Signs

Anthony Harrell We had a little conversation downstairs prior to the meeting and if you want to summarize a little Jerry. **Jerry Allen** Per last meetings discussion, Brian Wood and I, a fellow director toured the area we're calling the northwest segment of our community and trying to determine where the stop signs should go, based on what's currently there and what's not there. We did that exercise, we have decided to kind of look at it from a traffic flow perspective, and kind of focus on the roads that have the most volume initially. Obviously, we want to be able to make sure that the process we put in place; we can put across the whole community. So we're going to be looking at other streets as well like Fountainblue and Shore Drive. But initially, in that particular segment, we're going to look at three streets. Actually, four streets Barbados, Catalina, Caribbean, and Tampico. So what we're going to do is going to go back and look at those streets where we need to put the stop signs, come back to the board with a recommendation about where on those five streets that we believe that the stop signs should be placed based on traffic pattern and traffic flow. So that's kind of where they stand right now. **Anthony Harrell** So to kind of summarize that a little bit, the roads that have long stretches where people don't have to slow down in an effort to reduce the high speeds on those long stretches we're gonna try to break

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those up a little bit. We originally looked at that whole quadrant, and we had like 30 to 32 additional signs, we just thought that was excessive for what we wanted to accomplish. The rules of the road basically tell everyone, when you pull up to an intersection, and there's two cars there, that the person on the right has the right of way, right. So there's already rules of the road, people should be following those we don't feel like we need to put stop signs at every intersection. We just want to slow down the traffic in those long stretches. So we're going to minimize that. And we're going to include all four quadrants now. And just look at those long stretches and try and break up those roads where people have the opportunity to open up. So we'll have further information at the next meeting on that. Anybody else have any comments on that?

Roadway Improvement Committee Proposal

Anthony Harrell So we've had that survey out on Facebook, right. So association members could take surveys and make comments on whether they agreed with that proposal or not and we've got quite a few comments back. **Jerry Allen** I think what many of the comments that I read, to summarize them, there's four or five different points that most people are bringing up. And I think one of the most important is, what this really means. Understanding what the proposal is that's out there. And obviously, one of the reasons why this came up the way it did, was to try to make it an equitable proposal for everyone who lives in the community. The first thing is, we wanted a committee to look at what's the best way to, again, make it equitable. So the committee came up with this proposal. The proposal basically states an assessment will be levied beginning budget year 2022, for a four-year period, to fund roadway engineering and design structure repair, resurfacing, stormwater management, and improvements. Okay, what does that mean right there. That means that in four years, in that period, we want to try to put this program in place, you put it for a four-year period, so that we could make tweaks to it, amended if we need to, change it if we need to, all based off of what the memberships tells us that they want. Because obviously, this is based on trying to improve our roadways, in the community as a whole. So it's a four-year period so the first year the committee came up with \$1 per lineal foot of property. Then the subsequent two-year, three year and the fourth year, the board would base on the roadway projects that were coming up for that budgeted year. The board would come up with a number, it might stay \$1, it may go down to 50 cents, it may go up to \$1.25. Whatever number that the board would come up in year 2, then it would come to the annual meeting, and then the membership would vote on it at that Annual Meeting, whether they approve it or they don't approve it, if they want to stay the same. And we would give enough time, well in advance so everybody would know what that number would be, instead of just throwing it to you at them at the annual meeting or in the packets that you receive for the annual meeting. So each year two, three and four would give you the opportunity to vote yea or nay on the proposed amount that would be charged for that year for the per lineal foot. The other thing about this is the funds that would be collected for this assessment would go strictly for the roads, the stormwater management, and the improvements to those roads. So the only thing we could spend that money on would be the roadway. Also, the other thing is how would we determine what each member would pay? That's determined by the number of feet that equals the property frontage on each property owned by the member. **John Crotty** Your street address. **Jerry Allen** Yes, for your street address, so if you live on the corner of Barbados, and Bermuda and your address is Bermuda, and the Bermuda frontage is 100 feet, and your Barbados is 120 feet, you'd be paying on the 100 feet on Bermuda. So in other words, you wouldn't be paying \$220 for the whole length of the corner. You'd be paying for the property frontage that equals your address. And on any empty lot the same way for empty lots on the corner it would be the address for that corner lot that you'd be paying on. And again, most all this data is public knowledge. It's based off of Madison County website. We also have maps here in the office and maps at Madison County in the plat books. You can verify that information, you can actually go on the Madison County website and see the GPS on every single lot out here. It tells you the frontage on each lot. So the proposal also states that, what would also happen is, let's say you have a 75-foot lot, you're a one lot owner, and you're charged \$75, so \$1 per foot. What this proposal also says is the current funds that we use now for the

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roadway would be deducted. So in other words, we're paying \$660 right now for our assessments. And the number we use was 10%. So 10% of the \$660 is what goes to the roadways. Now that number is probably not right at 10% and I have to get that information from Tony. But it's between 9 and 12%, somewhere in there typically. So we used 10% as just a benchmark, easy number to use for people to understand how this affects them. So the \$660 times that 10% equals \$66 bucks. So you take the \$66 from the \$75 that member would only pay an extra \$9. So \$75 minus \$66 is \$9. So if you had two lots and each of them were 75 feet, you'd be paying the 150 feet across your two lots, subtract the \$66. And you'd be paying \$84. That would be what is assessed to you for your property. And then there's also other properties out here, they're kind of unusual, like people are talking about the cul de sac lots, some of them are 40 feet, some of more 30 feet, some of them are 50 feet, obviously they live on cul de sac, they have less road frontage, they get charged \$1 foot. The dollar a foot makes it fair to everybody because it's based off what kind of road frontage you have. So anyway, that's kind of summarizing what's in this proposal. Again, anything that year two or year three or year four, the membership will help us determine what that number will be. And it's based off the projects that are coming up for the roadway. And now we have a five year plan we're currently in the middle of. Many responses we got have said, you know, we'd like to see asphalt roads, many people said I've been here for 19 years and my road only road fixed once or redone one time. So what I would like to see happen is that perhaps we could, over time get enough money to asphalt, all the roads out here. I know that's a lot of money, but I think it would really improve our community. Summarizing what's in here, that's kind of how it's laid out and what it does. A lot of people say that's not fair, \$1 per foot. It's not fair to the multiple lot owners out here, it's not fair to the people in the cul de sacs. I mean, the people in the cul de sacs, kind of get a benefit, because you're paying a lot less because they have less roadway frontage. I love the fact that we got this many responses to this. I think it really shows the engagement of our community and I'd like to see this. So if you have any other ideas or suggestions that we should pursue, we want to hear those ideas and those suggestions. But this is the proposal that we wanted to put out in front of you well in advance to give you time to respond and react to it and help us make sure we make the right decision to put the right proposal out. So that's kind of how it's written and why it was written the way it was. So hopefully you understand that and I hope that will clarify a lot of questions that are on here. Because, again, the history behind this is currently we all pay one assessment its by membership, no matter if you own one lot or 10 lots. So the one lot owners basically paying for his roadway right in front of him, the multiple lot owners are paying a lot less for their property per foot. You look at it from that perspective. So this is just a way to make things equitable, but it also to raise additional funds for us to repair our roads because based on the survey we did last fall, there's a lot of people out here that believe, and I do too that our roads are in poor shape and are 55 years old now. They need some repair. They need to be recrowned. But mainly we need to first and foremost, work on our storm water drainage, because a lot of our areas where the water flows off has been filled over time, or people have covered them up and it affects other people's property if the flow of water doesn't go down the right way. So all that would be included in this money that would be going to fix those issues for the community. Another thing that we read on here a lot is that I only use one road in this community, and I shouldn't have to pay more for just my access, I don't drive over on the other side of the lake. Well, quite frankly, we're all community here. We're all trying to make our community better. We're trying to make it so that our property values stay high or higher and are improved. So that's the whole purpose behind this, I'd be glad to take any questions that the audience may have, or any of the board members may have. But again, we really appreciate all the input that we've gotten here because it does help us understand what your true thoughts are and tries to help us make sure that these proposals we put in front of you are tailored to what you the membership want us to provide to you. **Blake Hasty (194)** I guess my question to you is exactly how is paying \$1 per linear foot fair to everybody, as opposed to taking whatever you have budgeted or bid for that and splitting it evenly amongst the community? **Jerry Allen** Well, basically, it again, it all depends on what our roadway plan is for that particular year. But what this does is, it gets more revenue into us, so that we can actually improve the roads in a much faster basis. And it's just a proposal that comes forth. Do you have another

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idea that would be better, please share it with us. But this is just one way that the committee came up with that we thought would be most equitable for everyone else. Everyone in the community. **Blake Hasty (194)** All right, I guess my suggestion would be take the total linear footage and split it evenly amongst the whole body. To me, that seems the most fair. **Anthony Harrell** Okay, Jerry what's the expected revenue by \$1 per foot per year? **Jerry Allen** Conservative estimates are \$225,000 annually. **Anthony Harrell** So here's my concern. So right now we have a five-year plan on the roads, every road is gonna get touched every five years correct, Rob. So we have a plan to touch every road every five years. I have a problem with the linear foot for the exact reason, the cul de sacs, you may have a half a million-dollar home on a cul de sac, and they're gonna pay 50 bucks, as opposed to someone who may have multiple lots in the center of the community who's not on the lake. And they're gonna pay much more than that person in the cul de sac. And by having those lots, we'll call it green space, you're preventing homes from being there, and you're preventing extra traffic from being on those roads. So I would personally like to see instead of the linear foot, which I don't see it as fair. I know you presented as the most fair way but I think the most fair way would take that \$225,000 and divide that by the amount of memberships and just make it a flat rate. **Tony Harris** So to speak to some of the same points but getting into one of the comments that we had feedback was, "you know, it smells like the old by-lot movement". And you know, and to be honest, to be fair, it really is a repackaged by-lot assessment. It started out that way. I mean, the committee was called that, and we renamed the committee, but it is a repackaged by-lot assessment, basically to charge more by a lot. And we said that it's more fair because it's on the frontage that each individual owns. In my mind for that to be fair, there should be a direct causation between the land and the grass that you own on that frontage and the wear and tear on the roads and there's not. Wear and tear on the roads has nothing to do with how much grass an Association member owns. If you want to tie it and make the charges tied to the wear and tear on the roads, you need to look at how many packages you have delivered to your house by Amazon. How much construction work done on your house? So you had heavy vehicles come to your house because you had construction work done. You know, what kind of vehicle do you drive? Do you have a heavier vehicle that's going to cause more wear and tear on the road? What kind of driving habits, do you drive fast around corners, which repositions our road, especially when it's hot, those are going to be your direct causations of wear and tear on the roads. And obviously, you can't track it. Those are the problems. So if you're going to make it fair, it's got to be based on causation, which you can't do. So to me, it goes back to either a special assessment, or an increase in our existing assessments, that is going to be more fair to everybody. By the same token, same issue about cul de sacs. That's not a fair representation for the rest of the membership. If you've got a 35 linear foot frontage, and another guys got, he could have this standard 75 or 80 foot house, or maybe he lives, two blocks in on the subdivision drives two blocks on our roads and nowhere else and another guy drives, you know, two miles to get to his house. So that definition of fair is not a definition of fair that I find fair, or that meets what I would call fair. Third, and you mentioned this a minute ago, based on our current rates that are in the budget, we're doing about five miles of oil and chip on our roads every year and we got about 22 miles a road. So in that four to five year timeframe, we're gonna oil and chip every road out here on a recurring basis. Now, that's a little different than it's been in years past because in other years, some roads have continually been done more than others. And we've changed that mindset. Now we look at the road plan each year, we're looking at work based on the condition of the roads. How bad the condition is the road in and how long has it been since the last time it was repaired. So we're starting hitting all the worst roads first and working our way back up so that no roads get overlooked or that say it's a road that's far out on the edge of the subdivision it doesn't get overlooked. So we're looking at all the roads, we started that with the prior board and with the current lake manager. We think that's a much better way to address the roads in our community, I think that treats everybody fairly. Also, you know, potholes obviously, are going to be an issue, you're gonna have annually. With old and chip roads, you're going to have them and they address it annually. We're working on a ditching plan, we've been doing ditching now for three years. **Rob Clarkson** We only did one project, we have a second one. **Tony Harris** Maybe not, maybe I'm mistaken. But anyway, we're

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working on a ditching plan, we should have here in the first quarter. We asked Rob to go ahead and kind of look at what's not only like the current year, what's it gonna look like for the next three or four years so we can see what's going to be needed. And honestly, I think when we get that we'll be able to see what kind of money is going to be needed for the ditching because that is the more costly of the items in the road budget versus oil and chip. Oil and chip is not expensive. It's getting the water off the roads and maintaining them so that you don't have as much degradation from water sitting and tearing up your base. So we'll have a better idea on that, probably in the first quarter. **Anthony Harrell** And we've improved the rock that we've been putting on the roads, if you guys go down to the southeast section of Holiday Shores. Tamarack, southeast section down there. Rob came up with a great suggestion. He saw another community that used a different type of rock, which was called, I guess, a flat rock. And in previous years when we would oil and chip it was slag and it didn't really adhere to the oil very well and it would all wind up on the side of the road. And these roads that we did last year in the southeast quadrant, that flat rock really stuck to that oil and chip. And it's kind of a pretty road too. It's not that white that we used to have it's more of a brown purple, I guess what I want to say but we've got some comments where people said the roads were done and a year later and it didn't hold up very well, I guess I should say. And so this new rock seems to be holding up really well. So that's going to change too. So when these roads, ones that were done two years ago they'll get done again in three years and they'll have this this new rock put down. We got the five-year plan, we've changed the type of rock that we're using on the road, we also have the ditching program, which is pulling the water, like Tony said, pulling the water off of the roads and letting the water flow. Because all the road damage happens when that water sits on the roads. So we've got some things going and I think this is a nice fund to that we should definitely have to help with the potholes and the culverts and things like that, that could collapse on the roads, but I just like to see it done by membership as opposed to the linear foot. **Jerry Allen** Well, again, one of the reasons why we came up with this proposal is to make it equitable, and you have multiple lot owners are paying the same assessment as I and I have one lot. I don't see how that's fair to me that I'm paying the full assessment and a multiple lot owner who may have two or three or four or five lots. How's that fair to me that, you know, they're paying one assessment. The roadway frontage won't change as far as how many feet. So it's like, how could this not be fair, I mean, I can see we could have some issues, but this is pretty fair as far as covering the amount of roads because every lot out here touches a road. Shouldn't the lot owner whoever owns that property have some financial responsibility for that roadway frontage? This proposal does address that. I could see another potential option, whereas which would kind of cover the cul de sac lots as well as that, if we would maybe amend this to instead of maybe going by foot, going by a certain amount per lot that each property owner owns. Let's say, today, we're gonna make it \$75, because most of our lots out here are 75 feet, or 80 feet right in that range. So let's just say \$75. So each lot that a person would own would be \$75, no matter if its a corner lot, cul de sac lot or if he had five lots, it'd be \$75 times five. That sounds fairly reasonable amendment to this, and also a way to make sure the cul de sac owners are paying the same as anyone else is paying for their lots they own. And that could be another amount we can make to this. That's why we're putting this out here today so we can get people to respond to it, and how we can make changes to it to make it work. But I think what Tony described, I fully understand, I get his point. But it's the status quo and we and the committee, basically, we came up with the fact that we needed more money to improve our roads besides just the throwing oil and chip on them. Some of these roads, like you were mentioning about potholes, some of them hold water, my street holds water. It's been holding water since I moved out here nine years ago. I think by having this additional fund, or this fund put up just for the roadways and the stormwater management, our roads could be better in a quicker timeframe than the path we're currently going down **John Crotty** Quicker than five years? **Jerry Allen** Well potentially, depending on how we go. **Anthony Harrell** We still have the personnel, right. So personnel and the time that we have during the summer to do it. **Jerry Allen** See that's where the extra funds would come in as well, we could probably hire an outside contractor to come in to do some of this work for us. Whereas right now we're limited to we're not really limited, but we use our own staff to do it. Right. **Tony Harris** Yeah, you'd pay

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significantly more for that. **John Crotty** Is that what you guys were assuming the money would go to to shorten this time from five years to three years or something? **Jerry Allen** Well, we never talked about shortening it. But if we have more money to spend every year, it should shorten it up somewhat then what it is now, or perhaps instead of just doing oil and chip, we do some pugmill or I'm not sure of the terminology to make the roads, more crowned where the water runs off better. In redoing our ditches in a much more, not timely, but quicker manner than what we have been. Because it seems like really our major problem is the stormwater management which affects our roads if we can't get the water off the roads. I'm not a construction guy so I don't know. That's just logic telling me that, I'd like to get somebody from the community if we have some people in the community who have that skill set help us step through this. **John Crotty** That's my concern, we're asking for more money, but not saying what it's going to go for. We're just saying better roads. But what is it getting us, what is our outcome going to be once we have that money? **Jerry Allen** Well, I mean, the five-year plans are already in place so that's a good step, the board previously took to get us to that point, perhaps with more money, we could get it done in four years instead of five. I don't know the term, the timing of that. But I think if we could repair our roads, instead of just putting a Band-Aid on top of them, make them crown better, get all the potholes taken care of. I think that would just help the community as a whole and the value of our properties. **Anthony Harrell** So if we took \$225,000, instead of doing it by membership, and we did divide it by the number of lots and came up with a number per lot, that sits better with me. But I still think that there aren't a lot of multiple properties that are on the water, I think we're putting the burden of this on the people who are kind of in the center of their shores, **Jerry Allen** I think it makes it fair for everyone. **Anthony Harrell** I think that is more fair than the linear foot. **Tony Harris** Jerry, you asked me for this, I didn't have a chance to get you these numbers, but currently, so we're going to spend about \$230,000 a year going forward that's in the budget. So if we're going to refund that and do this, you're just going to trade out money for money. So you're not going to have any additional funds, what you're going to do is you're just going to change who's paying for it. So you're going to take people that have one lot, they're going to pay less and people that have multiple lots are going to pay more. You're just going to redistribute where the income comes from, but you won't have any more money to do any additional roads. **Jerry Allen** I asked you for that months ago. But again, we were just going off the numbers based off the budgeted dollars that we saw on the budget. So you know that that percentage could change, of course, and you just said that it did. So if we did, if we went the other route, where we just charge a flat number to each lot owner, and this includes all lots, then that number would have to recalculate. By having an accurate percentage we could come up with a better number as far as what the overall benefit to the community, as far as the total revenue. **Anthony Harrell** Or if you just didn't deduct the \$66, left the \$660 alone, and then put a four year fee. So a \$5 flat fee for four years, then that'll be your \$225,000 in addition to the \$225,000 you have now. **Jerry Allen** And well, yeah, I mean, that'd be ideal. Obviously, we didn't want to burden our membership with that much of additional funds. **Anthony Harrell** You're talking \$75 maybe, you know, theoretically, you're talking \$75 per lot. **Tony Harris** I think we really need to define then for the meeting, what we're gonna with that extra \$225,000. What are you gonna get for? **Jerry Allen** Yeah, it's a good point. **Tony Harris** And you can only do so much you know, with existing staff so you're going to be paying a higher rate per, say, foot of road that you get done, you gonna have to outsource a lot more of it so it's going to cost us more per membership to get the work done. And we do, we want to pay more to get it done a year or two faster, or would we rather pay the same amount of dues we're paying now. **Jerry Allen** But like I said, if we were able to raise enough money, and again, we looked at the other option we just mentioned, you know, would we potentially be able to go away from oil and chip and go to asphalt? I don't know. I mean, Caribbean's already asphalt and so that's really a nice road. So it'd be something we could look at. But again, like I said earlier, I don't have the skill set to say what construction, what we need for asphalt, what we need for oil and chip or whatever. But I think we have people in our community that probably could help us help us make that determination. **Tony Harris** Before we present it to the membership we want to charge you more money, we need to have those answers and say, well, if we're going to put it

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towards asphalt, it's going to cost this, we just need to know that answer to include in the packet, what we're gonna do with the roads. Versus saying, you know, we might do this with it or we'll look into it. I'm not gonna vote for something I don't know what we're gonna do with the money. As just a member I'm not gonna vote to give another \$225,000 for something that we don't know exactly what it's going to be defined for. **Anthony Harrell** Is the ditching plan fully budgeted for all four quadrants? **Tony Harris** At the rate what we're doing it you know, we did last year, yes, that same amount, okay, which is about \$120,000. **Matt Ressler** We spend \$120,000 on ditching and \$200,000 on the roads here. **Tony Harris** Well, so you've got the road with a resource oil and chip is about \$56,000. The engineering is another \$44 for the ditching, so you spend more on the ditching, including the engineering so we got about \$105,000 in there. **Matt Ressler** So Jerry, can I ask you this? I mean because we can go back and forth on this all night long. Can you come back to us with a plan, an option of a flat rate per lot. And then Rob, can we try to find that old road committee and see if some of those guys would want to put forth some time and some knowledge to us. **Rob Clarkson** I can put the calls in. **Matt Ressler** I think that's the best way to go. I mean, we've got multiple lot owners here on the board. Obviously, some of us are against it. **Anthony Harrell** I don't have a problem with it at all. I just want it to be fair. **Matt Ressler** This has been my downfall of this whole thing, the streets on a cul de sac. **Jerry Allen** Well, the number of cul de sac lots we have out here while there's many and if you look on the overall amount it's not 50% of the lots out here. But it is fair, being charged \$1 per foot no matter how many feet you had. So it was fair in that instance, as far as how much you're being charged. **Matt Ressler** I just think put a flat rate on each lot and be done with it. If you could come back with us with those numbers. **Jerry Allen** I'll get some numbers together. **Matt Ressler** I think that will go over much better. **John Crotty** So we're gonna have to know what that money is going to be used for. **Matt Ressler** And Rob is gonna reach out to the old road committee or whoever, I don't remember it was years ago. Maybe they can give us some insight, that would actually help us out a lot and give us more of an idea. **Anthony Harrell** So what are you looking for, like the difference in cost of asphalt versus flat rock? **Matt Ressler** Exactly. And I really do like the stuff that they just put down this year. I have heard nothing but good out of it. I know in the years past, you know, we had issues. And I seen some of these comments that people were making, phone calls I had. People are like, it didn't even bond to our road. We got a late start that year. **Anthony Harrell** Right, it was October I think, and it just don't stick. **Matt Ressler** The people here today that you know, said my road was done two years ago. There were issues with everything that was done this last year in 2020. I haven't heard any issues, I've heard all good things. **Anthony Harrell** And the waters flowing. **Jerry Theodor (1346)** Fairness is in the eye of the beholder and I applaud Jerry and the people that worked on this. But when I look at fairness, I'm retired, and I use the roads less than somebody that drive it every day. So to me fairness would be a coin collector at the end of my driveway and everybody's drive and you put a nickel in every time you back down into the street. But to get a little bit serious here. Did anybody calculate what some of these people will have to pay? They're looking at a \$1000 to \$3,500 overnight, from one year to the next. **Jerry Allen** I don't think I've seen anybody that high, Jerry. **Jerry Theodor (1346)** When you take 48 lots and multiply it by 75 feet multiplied by \$1. You come up with \$1000 to \$3500 pretty easily. Even 10 lots, 12 lots get you up to about \$1000. So I think and I know some of the people involved. I would be extremely surprised if this didn't generate lawsuits. And I'm not afraid of lawsuits but did you talk to the lawyers about it at all? Because I know that some of the people that are paying \$675 a year now and then in 2022 they're going to get a bill for \$2800., I just see some big-time objection to that. And I've just mentioned it to be a consideration when you when you work on this and then I think you got a good start and if you maybe do some tweaking to it, maybe even makes it better. **Anthony Harrell** So Jerry, can I ask you this? Would you be more, take that total number, the \$225,000 that the linear foot would give us per year and divide by the membership instead of lots? **Matt Ressler** Well, in some ways, that's probably the fairest. **Anthony Harrell** But you also have, like you said, 48 lots, and they're paying one additional fee. So it swings the other way. **Jerry Theodor (1346)** You're getting to what Tony said, you're getting to the per lot assessment without voting on it. And so that, I mean, that's not going to fool too many people. But

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as far as fairness, that's probably the fairest way to do it. But again, when you get into doing that, you gotta consider is there any difference between improved and unimproved lots? Should they all be charged the same? And do you initiate this, say some semblance of this goes into to being, voted in? Is there going to be a timeframe to let people kind of piecemeal into this? If you more if you owe more than \$500, you got five years to process yourself into the full amount or something? I don't know just throwing some things out there. **Matt Ressler** Jerry have you thrown this out to that committee at all? You come to the board, you know, you throw it all out to us? Why not go to the committee and help them come up with a solution? **Jerry Theodor (1346)** Well, first of all, this is about the 20th time I've talked to about it, and most of the people that was on his committee, I met with them 5, 6 7 years ago, but it wasn't on a per lineal foot of frontage. That was that was back when they wanted to work on per lot assessments. And yeah, to them I laid out all these things you need to take into consideration because it's not a simple task when you get into it. So that's why I say I applaud you for working on it. **Anthony Harrell** Thanks. **Tony Harris** Thank you. Another idea you might be to something you know, difference between improved and unimproved lots. I would say the same thing. If you own six unimproved lots, you're actually lowering the wear and tear on the roads because you're not driving. Whereas if you own six, improved lots, of course, I think you have to pay six membership fees in that particular instance anyway. But you're contributing to the wear and tear on the roads. **Anthony Harrell** I think we need to first start with what do we need? Because we've got a five-year budget, we're gonna touch every road in five years with the new ditching and the new rock. So what additional do we really want to achieve with that and how much money do we need for that? Do you want to really go to the asphalt roads? Or what are the other improvements that we're trying to raise the money for? **Jerry Allen** Well, obviously, the proposal was for the roadways and stormwater management. And I mean, I think the community believes and I do too, is that many of our roads out here are 55 plus years old, and some of them haven't been touched as far as other than just putting oil and chip on them. We need to probably look at the structure of the road and make sure that it's good for another 50 years. So, I mean, I can see the fact that you guys or people need to know where the money's going and what it's going for. But another thing about the proposal is that the money would be strictly just for roadways and storm water management. So it's kind of protected every year so that it would still be there and that money could be dependent on. **Kent Schiebel (893)** I think that assessing the roads, or the road repairs on a per footage basis I think it's a total mistake. And I'm not so sure that even going with so much a lot is a total mistake to. A situation developed where my neighbor who lives on a cul de sac four houses from me and he would pay approximately \$40. And I who own two lots in back of my house would pay around \$320, or eight times the price what he pays and that's excluding what you said, this is just the frontage. If you count the sides, all of a sudden it jumps over \$600 a year. **Jerry Allen** But it did not include that. **Kent Schiebel (893)** Yeah, I know you didn't include that. One of the problems we have here with this is the total square foot of my three lots is equal to his, because he expands into a nice wide place, and has several 100 feet of lake frontage. So, in essence, he's got the same property I got, only mines smaller lots. So if you have a small lot, you're going to charge the same price as a big lot, right? I mean, that's not fair either. So you got to look at it that way, too. I mean, he in essence, has everything that I've got only he has a smaller road frontage and one lot. Here, I have three lots and about the same square foot and it seems like I'm going to get hit quite a bit harder. My suggestion for funding, we don't always look towards the practical things, we don't look like government does. Government charges so much on assessment for property, we could look at all the property taxes and say, okay, that'd be a 1% of whatever you pay for your property tax and figure that up and issue that. And therefore, everybody who owns a very big mansion would pay more, the people that lesser ones would pay less, a vacant lot would pay almost nothing you see. That's a possibility, of course, you're going to have to pay somebody to sit there and go through it. But it would only take a calculator and a little bit of time. Other thoughts are raise funds other ways. First one, we could reduce what we spend on fireworks, my neighbor's shoot enough fireworks off that they compete with what we're paying. So you know, that's something to think about, we cut back on it, I didn't say get rid of it just cut back some. We could have bake sales. I know that's kind of

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crazy, but we could. We could also have an auction of items; people will donate things that we could auction off and bring in \$1000s of dollars. Southern Illinois University auctions off artwork, artwork, mind you and they raised approximately 19 to \$20,000 a year for one auction. And it's very limited on what you know, is it going to be auctioned off, here you could auction off no matter what. Another thought is, have like a craft day where you bring out booths and put them out here, charge so much for that or it could be antiques, it wouldn't have to be craft, it could be antiques, or other things. And you could put it out here in a parking lot, charge so much for that. If you got 100 people at \$20 to \$50 you know, it adds up. And you could take this and reduce it over what you need over the \$200 plus 1000s of dollars. And I think with that you could combine some of these things. We could even do the drawing like some of the places do for so much money and have people buy tickets almost like a lottery situation and raise money that way. So don't ignore these. Many years ago I worked for the Telegraph, and I was a newspaper in education coordinator. And in such I gave away about a half a million newspapers a year. My responsibility was to raise funds to pay for these. I would go around to businesses ask for donations, they would give me gift certificates, say for \$50. I would reduce them put it out in the paper for \$35. We would keep \$15 in essence of that and they would go ahead and put it out for \$50. So everyone would add up. A typical one would raise \$3,000, up to \$10,000, depending upon how you approach these people, and we had a very narrow group to go ahead with. But these are suggestions and I hope that you will look at these and see that you can maybe reduce what you're going to need and make it a little more palatable for the rest of the people who are going to have to scrape up the money. Thank you. **Tony Harris** One other thought too, about having you know what we're going to spend on the roads and also we know the cost for that, then we could define for the four years, what it's going to be for each of the year. So if we know we're gonna need a million dollars, you're gonna do \$200,000 a year, that way when it's voted on, it can be defined, and it's going to be the buck or 50 cents or 75, whatever it is, for each of those years, we wouldn't have to have that ambiguity about what's it going to be in years two, three, and four? Just a thought on that, too. That would be I think it'd be easier for the membership to look at and evaluate. **Jerry Allen** So we actually laid it out originally, just like that. **Anthony Harrell** One quick scenario, when Kent was up talking I had it in my mind. Your house faces a street, you've got your house address. So you own a lot next to that house and say you own two lots across the street. You're gonna pay a linear foot on all four of those lots? **Jerry Allen** Yeah. **Tony Harris** We have some over where like the roads, I don't know if it's considered separate lots or not, I would have to look. **Jerry Allen** Yeah, Willow and Treasure over there. Owners have both sides of the road. They would just be charged the frontage. And that was it. **Tony Harris** Yeah, but then you'd have both, so you get charged twice. **Jerry Allen** No, they'd be charged once **Tony Harris** But you have frontage on the road. **Jerry Allen** Well, technically, the house faces the frontage where the house faces that's what they would be paying for. **Tony Harris** Okay, so there's not a separate address or lot number. **Jerry Allen** No. **Anthony Harrell** Good discussion. Thank you, everybody. **Jerry Allen** Yeah, thanks for everybody for your all your comments. **Anthony Harrell** All right, so move that off for our next meeting for continued discussion.

New Business

Variance Request (1012 Hawk Island-Culvert and Setback)

Anthony Harrell So there is no culvert since there is no ditch on the street. The building committee does recommend the culvert variance. Member agrees to pay for culvert if needed when ditching is done. Building committee does recommend the rear setback variance since it only four to five feet. Okay, so it's also for a five-foot setback on the rear of a deck. Okay, so the building committee did recommend that we approve both of these variances. **Tony Harris** Just a question. So you guys own the lot? Are you the homeowner? **Ben Firnkens (1012)** We purchased 1011 Bermuda and 1012 Hawk Point. We're going to build on Hawk Point and so we need the variance, it would be on the lot behind it. **Jerry Allen** It wouldn't interrupt any other member at all? **Ben Firnkens (1012)** Any other member no, because we're not going to improve that lot. We're just going to use it for yard, so we don't want to combine them. And

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then with the culvert, at this point, it's flat there, there's no ditch to put a culvert in. **Jerry Allen** There is a culvert there, it goes from that side of the property across Hawk Island and kind of down this way. Is that were your talking about as far as the culvert because there is a little bit of a ditch there and there's a culvert. I don't know, maybe that's not at 1012. **Ben Firnkes (1012)** No, and where our driveways gonna be there's no ditch there on 1012 for us to dig a culvert into. That's why we're asking for that variance. I think on the other side of the street, is a culvert across the road, but where we're building it's flat. I know where to put one. **Jerry Allen** Okay. I think the culverts more toward the curb is what I'm talking about. **Ben Firnkes (1012)** Yeah, I think you're correct. Yeah. **Jerry Allen** So your driveway is more west of that. **Ben Firnkes (1012)** Yes. And it's all flat, where we're gonna put the driveway. But, you know, if in the future, you guys ditch there, and we need to put one and we'll certainly do that.

Anthony Harrell Questions. Comments.

Tony Harris Makes a motion to approve variance for culvert and setback.

Dan Hopkins Seconds

All in favor

Motion carries

OPEN FLOOR

Buck Martin (32) So we were buying the old Associated Bank building, which I understand is outside of the HOA. But the intention is to make that a hardware store for the neighborhood. And also some lake supplies, boating accessories, all that kind of stuff. So I guess first of all, were to just ask if there's any specific requests or anything that that the association would like to see, as far as putting in a new business in the area. And I guess one thing specifically we're going to ask about is potentially renting watercraft. It's me and my wife, Clarinda Martin and I think she talked to somebody in the office about that. It sounds like there's somebody that might be grandfathered in for rentals on the lake so wanted to see what the process was and maybe put that option out there. **Rob Clarkson** It's actually in the deed for the marina that they are the sole proprietor for that use on this lake. **Buck Martin (32)** Yeah, I think if I understand correctly, they're just not doing it right now. Is that what it is? **Rob Clarkson** They do it. **Anthony Harrell** I love the idea of hardware store and boat marina parts. All the people that have been here a while probably remember that Behmes before he sold, he had a hardware section. So if you needed a radiator clamp and rather than drive all the way into Edwardsville it was really handy to go to Behmes and just get a radiator clamp. **Buck Martin (32)** Well, it's all still kind of there, I went in and saw it, we were originally going to rent that space from them, from the gas station there. And he's still got all the shelves. He's got the racks for the lawnmower belts and all that, but it's just empty now. I guess they want to sell alcohol, not hardware. **Anthony Harrell** So yeah, that that'll be handy. Looking forward to that. That'll be nice. **Tony Harris** I wish you luck. **Dan Hopkins** Thank you guys for the trees. **Buck Martin (32)** Yeah, absolutely. **Anthony Harrell** Thank you. **Buck Martin (32)** If I understand, right, so being on that side of St. James, it's all completely separate from the association though. Right. Are there any things specifically that you know, I need to request permissions for? Any kind of thing like that? **Tony Harris** No, it is outside of the Holiday Shores area. **Buck Martin (32)** Maybe uses the water, or something maybe might be related. **Tony Harris** Yes. They are probably on the Holiday Shores Sanitary District, but that's really separate from us. **Kenneathia Hagen (1991)** I just want to ask about the status or update of the clubhouse. Any intentions of a restaurant this year or anything else that might be down there besides a restaurant? I know that it's been a couple years now since we've had something so. **Anthony Harrell** Yeah, so we had several people interested earlier, before covid. And I don't know, we could probably reach back out to those people. But the covid thing I don't know are far that's gonna be but we're still looking, you know, for somebody who's interested. **Kenneathia Hagen (1991)** So it's, as someone's actively pursuing trying to rent that out down there. **Anthony Harrell** Well, Steve Yates was taking a big role on that. And so we we've kind of slowed down on it. **Matt Ressler** You know, the people that were looking at it they did close their restaurant down due to covid. **Kenneathia Hagen (1991)** I know, that's something that it's all unpredictable and

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uncertain right now. But hate to see that it's wasted space. We all love going there for sure. Definitely.

Rob Clarkson We did have somebody come in last week and tour it. **Kenneathia Hagen (1991)** Oh, good. Oh, good to know. Thank you. **Anthony Harrell** Anybody else have anything?

Tony Harris Makes a motion to adjourn to Executive Session

John Crotty Seconds

Meeting adjourned at 8:43 p.m.

Meeting Minutes submitted by Karla Suttles