

Holiday Shores
Board of Directors Meeting Minutes

Date: January 27, 2021

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

Others Present: Rob Clarkson, Rob Frey and Karla Suttles from the Holishor Office

Holishor Members Present: 8

Proceedings Meeting called to order at 7:30pm Pledge of Allegiance recited

Meeting Minutes – Minutes of January 13, 2021

John Crotty - Motions to approve the minutes as amended.

Jerry Allen – Seconds

All in favor

Motion carries

Transfers of Property We had 3 transfers of property and all triggered initiation fees.

Old Business

Traffic Signs

Jerry Allen I sent around to everybody the list of the five different streets that we decided to start our review of first. Caribbean, Barbados, Tampico, Fountainbleu and Shore Drive. I did a drive around and looked at what I thought were places that we needed stop signs, for safety reasons. So I've provided that to you guys. Hopefully, you've had time to review it and I'd like to hear some input, if you guys have any changes or adjustments to it. I'll open it up to what you guys think. **Tony Harris** I like the work that was done early on the suggestions for Caribbean, Barbados and Tampico. For Fountainbleu, the ones we added were all at T section and I think basically, for the same reasons, we kind of drop those here in the North West quadrant, we should really drop those over there. If you're coming up to a tee there's already rules of road that cover that, the ones that we decided to go back and put in over here on Caribbean and Barbados were to try to limit the excessive speeding. That's kind of the philosophy I think we were trying to follow over here. I think we should follow it over on Fountainbleu also and those really don't follow that philosophy so I would recommend taking those off. For Shore Drive or for that section let's say, kind of the same thing at some of the smaller streets. The end of Alden didn't mention if it was on the east or west sides, I wasn't sure where that stop sign was on Alden and I wouldn't put one there. Same reason, it's just it's the T intersection. And I would take off the one at the end of Christmas Tree and the one at the end of Willow. For the same reason, just kind of T-ing into the roads. I like the four way on Shore and Holiday and Boxwood, I like the four way there. I definitely think we need one at the west end of Woodland where it goes into Shore Drive there because there's really no indication who should stop whether it be Shore or Woodlands. I think we need that one. I don't really think we need one on the east end, the same way it's got a T into Shore Drive. And I wasn't sure about the one at the end of Cedar, there's five houses right there, it's an open intersection, it's a wide intersection, you're going to turn you have to stop at Holiday Damn Road. I figured that was a good stop, but I would take that one off. That was the recommendations that I have. One question I did have just for clarification, when we said that the ones at Shore Drive, Holiday and Boxwood, it said a four way and add to stop signs or are there two already there? **Jerry Allen** Yeah, there's two there already. And a couple of things I noticed, there was two street signs, one of them was on Alden, it was bent over had no street sign on at all and the other one was on Fountainbleu and Su Twan. That one was a pole that was stuck in a tree, and there was no street sign on it at all. So you could not tell what street you were on if you weren't familiar with the area. I think we need to put those on there for sure. **Tony Harris** That makes sense. **Jerry Allen** Thanks, Tony, for your input. And I put those on only because it was a T road. I know that some of these roads are short, I just thought it would be better. We kind of got in the habit of trying to direct traffic. Meaning, if you come up to a T intersection, you should stop. That was my thought, more of a safety issue really. **Brian Wood** So I agree with Jerry, I think adding adding the stop signs at the Ts is a good idea, especially with the slow-moving vehicles and stuff that we've added in, I think it's a no brainer actually to put those on

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there. **Matt Ressler** So I'm going to make a recommendation that you know, so we can go back and forth with us. I'm tired of it. So I'm going to make a recommendation. Jerry, you did a very good job here. Thank you, Brian, the work you did also, I'm going to make a recommendation, we go ahead and place stop signs and replace these signs as submitted by Jerry Allen. **Tony Harris** So what's your philosophy then for the other quadrants that we haven't addressed yet? **Matt Ressler** We haven't got that far yet Tony, we're on five streets. **Tony Harris** But you need to come up with your philosophy before you start implementing it. **Matt Ressler** We're hitting the five biggest traffic complaints within our community. **Matt Ressler** Makes a motion to go ahead and place stop signs as Jerry has presented it to us.

Brian Wood Seconds.

Tony Harris Okay, so now that we have discussion, we need to decide what our philosophy is going to be so that we don't have one philosophy we apply to one quadrant and another philosophy we apply to a different quadrant. **Matt Ressler** We're hitting three quadrants right here. **Tony Harris** Yeah, but you haven't done them consistently. **Jerry Allen** We need to make sure that we have our process in place so that whenever we come to the next streets we look at we have to make sure that we're following it. **Brian Wood** We tried that with an entire quadrant, and it was shot down. **Matt Ressler** We tried that, and it was nothing but a bit** session, as I'm going to say it, back and forth for 3 hours. **Tony Harris** Until you can reach a consensus where you can get a motion approved, then you can't proceed. **Matt Ressler** Well there's a motion on the floor. Now, there's a second. Here's your discussion. And then we can vote. I'm going by the recommendation that they have brought to the board. And this looks like a pretty good standard to me. **Tony Harris** So your recommendation is to put these up? What's the logic behind it that you're going to use to apply to the other places? So every T intersection gets a stop sign? Is that what you're saying? **Matt Ressler** No, I'm not saying every intersection? **Tony Harris** Well, you're putting them on these, so you have to come up with what you're going to do. **Brian Wood** We did try that on this Northwest quadrant when we put that over there. Jerry and I drove it and Jerry and I put together a proposal of where we wanted them. And then we went through and we picked and chose because, "well I don't think the streets busy enough", you can't use the I don't think this street is busy enough standard. Either you put in the stop signs or you don't. **Tony Harris** And I would say that you shouldn't on a T intersection. You've already got rules of the road. **Brian Wood** And I think you should. **Tony Harris** Well, that's we've got to come to an agreement on I think before we implement it. What are we going to go with vote on that philosophy, and it's easy to implement. If we, say we're going to put them at every T intersection, that's easy, every T intersection. And tomorrow, you start counting them up, and you get ready to put up stop signs, because you know what you're doing, you got a plan the follow. If we say we're not going to do it, then you don't do nothing. We got to come up with a plan and approve the plan, not approve a stop sign on one street or two streets or three streets. **Brian Wood** With the plan that was presented, I think it's a start, because we decided we didn't want to put all those in that we proposed on the first one. And Jerry went back and made the second proposal here because of the recommendations from last week. So there has to be a starting point somewhere, unless you go on to the entire community, and you say every spot you want one, which the cost is going to be astronomical if we do it. Okay. And I think that's probably the thing you're going at with this is the cost on this. **Tony Harris** Yeah, the cost and the maintenance and the upkeep of them. Yeah. **Brian Wood** Because if you want the community to be safer, than you go through the first recommendation we made and all the ones that we made to make the road safer. **Tony Harris** But we say safer, but we don't have anything to show that it hasn't been safe. There's no harm. **Matt Ressler** It's being proactive instead of reactive. **Tony Harris** We've been proactive for 50 years, and I don't see people getting tickets and accidents of people blowing through them. **Matt Ressler** We also didn't have kids riding golf carts. **Tony Harris** So we don't have all these accidents out here. So it's a fear that we're worried about but that's not facts. And I think we need to be operating off of facts. **Brian Wood** So by being proactive, though, say we're preventing one, say we have one seven-year-old kid that gets ran over because somebody didn't stop because there's no stop sign. And then we're going to go back and say man, I wish there was a stop sign there. But then somebody lost their seven-year-old child. **Tony Harris** You're saying if that happened,

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and we say what if it doesn't happen. **Brian Wood** Then we got lucky, because what you're doing here, what we're doing as an association, if we put those there, then we're doing what we can do, just because if somebody runs through that stop sign, we did what we could do, we can't make you stop that stop sign, but we can put it there to try to enforce it. If you come up to these T intersections, everybody is supposed to stop at, but if you go out here and sit all day and watch, is everybody stopping at those T intersections? No, if there's a stop sign there, they're going to stop. **Jerry Allen** At least I think if we had these stop signs in place, and we put this process in place to the whole subdivision, then the risk to the association would be less in case of an accident, like Brian just described happens. And to me, I'd rather be proactive than reactive and, perhaps save a bad accident. **Tony Harris** And I understand that fear that something like that could happen. But you've also got 50, 60 years of history that says that it hasn't happened here. I mean, you have to weigh the two together with each other and say, okay, this is a possibility, what's the likelihood of that really happening with the history that we've had. **Dan Hopkins** In the 50 or 60 years, it has changed considerably, There's more traffic, more kids on golf carts, four wheelers, side by sides. I mean everything has changed. **Tony Harris** Well, the kids, if they don't have a license shouldn't be on them anyway. **Matt Ressler** So who's enforcing that, the kids that aren't supposed to be driving. Our security staff? They can write a ticket on our road, if they're operating and they are violating our rules, because they're not over 16 years of age. **Tony Harris** So they can issue a citation to the member. **Matt Ressler** But are they doing it? No. **Tony Harris** If you see that it's happening. Well, I mean, I think what we did here, like we came back, we had the earlier discussion, we came back with Caribbean, Barbados, and Tampico. I think those are good suggestions. Because I think that where they've been suggested in this current plan helps us to put stop signs and to limit the speed, which I think is the biggest issue that we're trying to address is the speed, because I don't think we have an issue with people not stopping at a T intersection or not acting responsibly. Yes, you could roll through it, but I think people are looking. **Brian Wood** How do we know that the speed is that big of an issue? **Tony Harris** We've had people come in and tell us that. I haven't had complaints about the others. We had the one guy that came in that asked us about Barbados, we've had people complain about Caribbean. I have not heard of any other complaints anywhere else in the subdivision. **Matt Ressler** We had people in here for Shore Drive. She clearly stated, she said, I won't even let my kids play in the front yard. **Rob Clarkson** That was on Holiday Drive. **Tony Harris** Well, then those are the roads we need to address. **Matt Ressler** That's what we're doing right here. **Tony Harris** I think that's what we did with what we put in, we put a stop sign on Caribbean to break that traffic up and slow it down. We put stop signs on Barbados to address that to try to stop that long stretch of road where people didn't have anything telling them they had to stop. That's what I think we need to be looking at trying to prevent and that's when we originally said let's look at Fountainbleu, because it looks like from a map it was like a long stretch of road. And then talking with Jerry, due to the congestion from people parking on the road we didn't think there was a need to put stop signs on Fountainbleu itself, because people weren't driving that fast. If there's not that issue there, then there's nothing we need to do on Fountainbleu. I don't think we had the issues with Aloha. **Brian Wood** Sounds to me like you need a speed bump, more than a stop sign. **Tony Harris** That was brought up, I think there was issues with emergency vehicles. **Brian Wood** I say take it as proposed. Jerry put the work in, he looked at it, that's my opinion. **Anthony Harrell** Any more discussion. Let's take a vote.

All in favor Dan Hopkins, Matt Ressler, Brian Wood & Jerry Allen

Opposed Tony Harris

Motion carries

Roadway Improvement Committee Proposal

Jerry Allen This is just a follow up from last meeting. We were going to look at also what it would be if we charged by per lot, basically, what kind of funds we could raise by that. We used \$75 as a basis, per lot, so if you had four lots it would be \$75 per lot. So the total number of lots that we came up with was based off the information we gathered from last year's exercise on the by lot assessment, which is 1894

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lots, that does not include any lots the association owns or the outlots. So the total revenues we could gain by charging \$75 per lot would be \$142,050 a year, which is quite a bit less than what we currently have on the proposal for \$1 per foot. If we charge \$80, it'd be \$151,000 a year, if we charged \$90 it would be \$170,000. So to get close to the \$225,000 which is what we have estimated, conservative estimate from the per foot charge to get close to that we'd have to charge each lot and the owner of that lot is \$120 each, which seems a bit excessive. So the by foot charge seems to be fair, fairly equitable to most. Not everyone, obviously, but it seemed like the most equitable way to move forward. Obviously, there's other opportunities we've learned about that we need to explore yet but that was my exercise to come back here to the board and look at what we could raise if we charge by lot, a certain flat fee. **Tony Harris** What would this money go to? **Jerry Allen** This would go strictly to the roads and stormwater management. If you look at the budget and the dollars spent year after year it does fluctuate quite a bit. I know there's a lot of carryover, there's a lot of projects that aren't done, the money is transferred to the next year. We were averaging around \$208,000 for the roads funds every year. That's the last five years to 2017. Based on my math, Tony, you can check me, obviously, **Tony Harris** It's in the ballpark. **Jerry Allen** So what this would do is provide us the funds, the \$225,000 every year annually to be able to put that against our road projects, or our five-year road plan. Obviously, the goal is to try to not just put band aids on our roads, but actually fix our roads and trying to raise money so we have money specifically set aside for the roads and stormwater management versus, one year we might have \$200,000, 1 year we had \$150,000 for the roads. This way we could actually be consistently budgeting or using those funds that we would budget for consistently and use those to the roads, we can actually improve the roads more per year. So it's not set up for just one project, it is set up for all the roads and whatever projects the board determines we need to do for that upcoming year. **Tony Harris** I think if we're going to put something out to the membership and say we're going to charge you \$1000 more a year, we need to know specifically what it's going to be. And you know we've talked about changing that amount from year to year and to take it to the annual meeting I think we need to say, here's how much it's going to be each year, so we tell them up front, we want to vote for a say a four year project, or a four year charge, we need to know, this is how much we're going to take in over the four years and here's what we're going to spend it on every four years. I don't think we need that additional spending on the roads, because you can only do so much and then you're going to be paying more per foot of road that you fixed to have somebody else come out and watch the road so you get them oil and chipped faster. But is it really worth the extra money to get the road done a year or two earlier, I wouldn't think so. **Jerry Allen** We have some roads out here like my road Bermuda, it's a pretty good road actually, but there's certain parts of it, and I have lived out here for nine years, and the water has been standing in the same spot for nine years. I mean, that's not bad until you get to this time of year when it ices over and then it's not a fun thing to drive on. There's a lot of roads out here I think needs to be addressed and this is just a way to consistently provide the revenue and have the revenue set aside specifically and only for this purpose. So it's a four-year deal, because we wanted to bring this to the membership for them to vote on to implement to see what after the after year one, year two, year three or four, what we need to change to amend it to make it even more beneficial to the community. So it's not set up for one specific project except for the roads and stormwater management for the community. **Tony Harris** I think it'd be beneficial to get an update, to get the spreadsheets and stuff for what roads we're doing this year, which ones we've done the last two or three years and see which ones we've got in for the next couple of years to see when they're going to be done. And I think that will show that we'll hit all the roads within the next three years. It's been a change in philosophy starting two years ago, where we're focusing on trying to hit all the oldest roads that haven't been done and work our way forward so that we don't have roads that have been, say 15 or 20 years out there that haven't been done and this other roads gotten done twice in that timeframe. So I think we've got methodology in place to fix that. **Jerry Allen** I think what our next step is as a group, as the committee who put this together is to come up with what the overall dollar amount we could see. Could be \$250 instead of \$225, I'm not sure. But then we also need to show what the member would be paying for each for them. Keep in mind, the proposals built around the fact that what we currently use in

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the budget for our budgeted funds would be kind of supplanted with this particular revenue stream. The committee's next step is to go through and look at each property and try to determine what each member would pay based on the property that they own and the frontage that they own, and we actually cut down to the brass tacks as far as who owes what and how much would it impact? I don't think any member out here that's going to pay an extra \$1,000. as you mentioned Tony, a year? A couple \$100, probably. **Tony Harris** I don't think I mentioned paying \$1,000 more per year. Did I? I apologize. I did not mean to say that. I misspoke. Sorry. Something I think we need to look at when we do this is look at our bylaws and instruments and what the community was based on. It was based on the philosophy that the community is a community and to share in the cost of running the community equally. And if you look at the way its wording is how we're going to charge dues and how we're going to charge assessments. You know, dues specifically say, and I'm trying to get back down here and find it an article 4, just a second. Dues specifically say they shall be assessed on a membership, not a lot basis, annual assessment, the membership shall be assessed and charged to each membership of the association. Voting is on a membership. So everything was designed to be on a membership basis, because that does away with the idea of what's fair, what's not, they took into account improved lots and unimproved lots, because there is a difference there. And that way, if you have multiple lots and you improve one, you have to pay for another membership, that's how they addressed the idea that if somebody has a bunch of lots and they improve it, basically build on it, then they're going to have to pay for another membership. So they looked into that part. And then they said, how do we do this and keep this fair? Because you know, the statement that it's fair because your lots touch the roadway. So you're saying it touches that, well use that same philosophy that if my lots don't touch something that I shouldn't have pay for, you could carry it both ways. I'm not saying that's true, but if you go with that philosophy, then everybody that doesn't live on the lake, why should they pay for the lake if they don't touch the lake? You're telling me I pay for this road because I touch the road? Well, if I don't touch something, and that case, for a lot of dissension, I guess what I'm trying to say, and arguments about why I have to pay for that I don't touch that. That's not mine. Yet, we're trying to build a consensus in the community that says we share equally, which is why it was designed. I think, if we need more money, it just needs it needs to be a change in an assessment, or a special assessment spread equally among the membership. Because the other thing that you do is, not only were your charges based on memberships, but so as you're voting, if you're going to charge me on a different basis, then you need to look at the voting rules. If you're charging me for all these extra lots, I should have more of a say in how that money is spent. So people who have more lots, they should get more of a say, if you're going to charge them based on that. Everything was built on the same basis. And now you won't take part of it and say, Well, no, we're going to charge you this way, but we're going to keep this other part the same. We need to look at our rules, and make sure that when we're going to adjust something we adjust everything to be on the same basis. **Jerry Allen** Well, I think that what you said, I follow it very well. Except that number one, I have one lot, I pay \$660 in assessments and I'm just going to throw a number out, we'll use as an example, say \$100 of that goes to the roads. People that have four lots pay \$660, which \$100 of that money goes to the roads, they got four lots. So they're paying \$25 a lot basically and I'm paying \$100. That's not fair to me. **Matt Ressler** It's not fair at all. **Jerry Allen** Why is this fair? The roads touch every single lot. Somebody has to pay for the upkeep and the maintenance and the restructuring of those roads. **Tony Harris** They do. Each member of the association. **Jerry Allen** So when you pay your \$660 and I pay mine, a greater amount of mine goes to the road because you have four properties. I only have one. **Matt Ressler** You know, I'm going to say something here. And I think it's kind of funny, is the people that only own one lot are the ones that are pushing for this, but you board members that own multiple lots aren't pushing for this. You know, at the end of the day, it's what's going to be best for the community. And it's going to draw more money in revenue wise for the association. I think as a board member, basically you need to step back and take your personal feelings aside and say what's best for the community instead of taking what's best for you? **Tony Harris** No I'm not. **Jerry Allen** Yeah, we'll have a lot more discussion about this. I'm sure. **Matt Ressler** I say we just table it until we talk to the lawyer. Because we can go back and forth again

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just like stop signs. Item was tabled. **Anthony Harrell** I appreciate the work that Jerry has done on this project. We will be meeting with our attorney after this meeting and we will get his opinion on whether or not we can even do this by lot since we are a membership community.

Creel Limit

Anthony Harrell The creel limit proposed changes have been posted and will be voted on at the February 24 meeting.

New Business

Appointment of Nominating Committee Member

Anthony Harrell We have a new appointment to the Nominating Committee, Travis Tutka.

Variance Request (1275 Key West-Changing Exterior)

Anthony Harrell We have a variance request to use vinyl instead of hardy board on the top half of the front of new construction. The building committee did not recommend the variance. Do we have a motion?

Variance fails for lack of motion

1289 Jamaica sold for \$6700.00.

2021 Road Plan

Rob Clarkson Rob and I went through and came up with another list of roads for this year. You have a map in front of you where they are in the subdivision with a spreadsheet in front of you that is color coded. The darker blue lines are the roads that we think we need to go after and we're looking for approval on. It comes out to 23,040 feet of actual road. When you add your intersections and your cul de sacs because there's cul de sacs involving this one, you're at 23,751 feet. We based this on last year's price for oil and trap rock. We will be using trap rock again. And that price estimated is \$57,139.20. Again, that's last year's price so it could go either way, most likely it's going to go up because we're not in the same circumstances with the refineries as we were last year. You can see in the center column where it says year serviced, the last time these roads were serviced. This is year three of going into the five year. So most of these roads were 2006 or newer as opposed to previous years where they hadn't been touched in 20 years. I'd like to note that Caribbean and Fountainbleu are on there and they are asphalt roads right now and they would be chip and seal. But if you look at an asphalt road that is turned white, you have lost your protections so it's going to be coated to cover that. So it'll be an asphalt base underneath it but it'd be a chip and seal top. **Jerry Allen** There's no way to put any kind of blacktop sealer over the top of those two roads to refurbish them besides chip. **Rob Clarkson** I've never seen them do that to a road. I've seen them do it to driveways and you see how long it lasts. The chip is going to seal it, it's a lot thicker emulsion you are putting on it. You put another surface on it basically not just something that's going to soak into it. There's quite a bit of road edges and push ups and repairs to be done on what we have. These roads are the first ones we go after, because we can still repair roads after our chip and seal guy comes in. We want the roads that we're going to chip and seal repaired before we do. But these are the priority roads that get repaired first. It's kind of a system that we've used for the last three years has worked pretty well. **Jerry Allen** Yeah, I'm not a construction guy but I just thought there was something you could put over the top of asphalt so you wouldn't lose that nice surface that we've had. **Rob Clarkson** They would grind it down and put another asphalt over the top of it is the way they repair on a street, you wouldn't put a sealer like what you do on your driveway asphalt to make it nice and new looking again, you wouldn't do that. It wouldn't last. That chip and seal would last a lot longer than that. If you do nothing, you're going to lose your road. **Jerry Allen** When was the last time Caribbean was asphalted? **Rob Clarkson** 2006. **Tony Harris** Hey, Rob, on the spreadsheet I see the

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\$57,139 number at the bottom of the column here in green with the cost. And then down in blue it says the total was \$58,902. You add your intersections and your cul de sacs. Okay, that's what's picking that up. The actual road footage is the 23,040. Okay, then you add your intersections and your cul de sacs because there's quite a few cul de sacs in this one. **Tony Harris** Can you email me a copy of the spreadsheet if you wouldn't mind? **Rob Clarkson** I'll send it. **Anthony Harrell** We'll take some time and look over it and talk about and approve it at the next meeting. Is that ok Rob? **Rob Clarkson** The next meeting would be great. We need to get our ducks in a row and not be doing it in September and not have good results again. **Matt Ressler** I'm confident in it, I'm fine with it the way it is. **Rob Clarkson** It's about 900 feet more than last year. **Matt Ressler** Do you have a ditching plan for next year. The engineers are working on it, it was approved three months ago. **Tony Harris** Can we get a spreadsheet for the ditching? So we could see what ditching has been done, where has it been done, what we're doing this year? I think this is really helpful to have so we can see what roads that haven't been done the last three years, you're up to about 2016. So there's not a lot of roads that are that old that haven't been done yet. So that would be nice to have on the ditching side too and that can help us plan and that'll help us set up to budget dollars and see what we're going to need over the next couple years same ways we know what ditching is going to do and the estimated costs and we can see where that falls in the budget, how long it would take to get all the ditching done. **Anthony Harrell** We'll review it and try to approve it at the next board meeting.

OPEN FLOOR

Anthony Harrell Anyone have anything for open floor?

Tony Harris Makes a motion to adjourn to Executive Session

Matt Ressler Seconds

Meeting adjourned at 8:10 p.m.

Meeting Minutes submitted by Karla Suttles