

Holiday Shores
Board of Directors Meeting Minutes

Date: August 25, 2021

Board of Director Attendance: Present: John Crotty, Anthony Harrell, Tony Harris, Jerry Allen, Shaun Diltz, Ty Van Ryswyk & Robert Wittkamp

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

Holishor Members Present: 4

Proceedings Meeting called to order at 7:31pm

Pledge of Allegiance recited

Meeting Minutes – Minutes of August 11, 2021

Jerry Allen Motions to approve the minutes as amended.

Tony Harris Seconds

All in favor

Motion carries

Transfers of Property We had 6 transfers of property, 4 of which triggered initiation fees.

Old Business

Water Issues on Tamarach-Bids for Culvert Box

John Crotty There were two bids provided to the board in your packets, one from Stutz and one from Yates & Sons. Yates & Sons was for \$6,916, the Stutz is for \$9,340. **Tony Harris** They look similar, a little bit different size in the culvert box, but other than that I'd recommend going with the Yates bid. **John Crotty** The Stutz bid was not as detailed. **Jerry Allen** The Yates bid has a non-traffic bearing removable grate. I'm not familiar with this. **Anthony Harrell** It's in the yard. It's not anywhere near it. **Jerry Allen** So you don't have to worry about cars running over it. **Anthony Harrell** Right. What Yates quoted is exactly what we're asking for.

Tony Harris Makes a motion to accept the bid from the Yates.

Shaun Diltz Seconds

All in favor

Motion carries

John Crotty Rob did they provide a timeline when this was going to be worked. **Rob Clarkson** I know their busy, another month or so before he can get started on it.

Street Sign Installation Size and Location Review

John Crotty Earlier this year, we did approve new street signs being added. There have been some questions on the size of the signs that should be installed when we are installing new signs. Our vendor said that 18" signs were legal. There were some questions on that and so we wanted to bring it up to the board. If we wanted to continue with 18" signs or if we wanted to go to the standard 30" signs like we have now. **Jerry Allen** I looked it up online on the MUTCD website. And apparently the 30" is the minimum size required for official street applications. 24" size is for parking lots and private roadways. And the 18" sign is for bicyclist traffic control on bikeways and shared paths. So the minimum for a street would be 30". **John Crotty** Where ours would be considered a private roadway are 24" so minimum for us would be 24". **Tony Harris** I'm not sure we meet that specification for private roadways, as defined in that document. Their definition of private roadways is there's no public access, you'd have to have a gate and then people couldn't come in, like when you go to a resort or somewhere and you've got to have a card or something. That is the way I read it. We can discuss it tonight and see if this really applies to us. From what I read in their definition sections with lock roadways, we fit in more of the private road open to public travel. **Jerry Allen** Or single lane street. They have a multi lane and a single lane. A multi lane, you can have a 36" sign because you have multiple lanes, and you want people to be able to see it according to their what their statements were. But for a single lane, which is kind of what we have it's a 30" minimum size. **Robert Wittkamp** I say we just go with the 30" and be done with it. **Tony Harris** Yes, I think the size has to be 30". The first part I would say is I agree, I think the size has to be a minimum of 30". But there's also the issue when you read the same document on how you go about deciding if you're going to put signs up. **John Crotty** I think we want to focus on the size first. We do have signs that are out there and if we're replacing them we're going to replace them with what we're going to add new. **Jerry Allen** First question, I would say is I agree with a 30" size as well. Do we need to make a motion to say we went 30" size signs? **Shaun Diltz** I don't want any of the signs as per this documentation. So the size doesn't matter. If you wanted to hold that off. **Tony Harris** I don't think we need a motion, I think we just need more education, if we have signs up, they should be a minimum of 30". **Jerry Allen** I couldn't agree more. **Robert Wittkamp** So in the future any signs to be put up will be 30". **John Crotty** The next part of this would be the location review. There were locations that were recommended by the members of the board at that time and from feedback from the community. Everybody should have that in their packet. The board at that time did vote to approve to put these in,

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we began to put them in, some are installed. But then we came into this question on size of stop signs and other things that's held up the progress. So this is an opportunity to discuss if these locations are all needed and if not why? **Tony Harris** I think more than that, it goes back to the document, which I think governs us. You know, it's a federal state guideline so it's been approved by our state and approved by the federal government. I think it says it has had like nine revisions. So it's been a long-time developed document by engineers who study this, look at traffic patterns and come to figure out how this process should work. And everywhere in the document, if you're going to put up signs, says you should have an engineering study by engineers, then it gives guidance on what they should look for. When we had the discussions before, pretty much all of our discussions were all based on our opinion, my opinion, everybody else's opinion. What we thought we should have? We had a letter from the sheriff's department, but it obviously conflicts with what the rules are for the state. And I think we need to look at this and go by this is my first point. So I think we really need to follow what the document says. The questionable part then is are we a private road, it's not open or subject to this, or are we a private road open to public travel. Basically go with a uniform Vehicle Code. It says that a driver vehicle approaching an intersection my shield the right way to any vehicle or pedestrian already in the intersection. I think part of the fallacy in the belief is that if there's no stop sign, or no yield sign, you can just blow through an intersection, you can't, the rules of the road, when you go take your driver's test, is you have to be prepared to stop when you come to that and if there's nobody coming, obviously, then you can go on through it. But if there's other people at the intersection, then there's rules that govern who gets to go, and that kind of stuff. So the belief that you can just keep going if there's no stop sign is not true. Just to reread what Shawn was reading, that the driver of the vehicle approaching in their section must yield the right of way to any vehicle or pedestrian already an intersection, when two vehicles approach an intersection from different streets or highways and approximately the same time, the right of way rule requires the driver of the vehicle to the left to yield the right of way to the vehicle on the right. It goes down to give you guidance, the engineering judgment that should be used the following factors should be considered. The traffic number, an angle of the approaches, approach speeds, the sight distance available. The decision of yield or stop signs should be used if one or more of the following conditions exist. In addition, the use of yield or stop signs should be considered at the intersection of two minor streets or local roads, where the intersection has three or more approaches, and one or more of the following conditions exist. It's 2000 units per day. So you'd have to have 2000 cars going through an intersection, if you have that you might need a stop sign or yield sign. The ability to see conflicting traffic on an approach is not sufficient to allow the user to stop. So if you didn't have a clear line of sight, you had bushes, and you couldn't see somebody coming, then you might need to stop to notify the person to stop so you can look and see. And then crash records, if you've had five or more crashes that involve the failure to yield the right of way in a three-year period, or three or more crashes within a two-year period. And to my knowledge we don't have any detail of any crashes. So I would say if you're able to see the intersection, then you really don't need stop signs according to the guidance that's in here. And if we did, we should have an engineer that is schooled in traffic studies come out, watch the stuff, see what they think and then give us based on their engineering judgment and their training and their knowledge, do we need a stop sign? So I would say the ones we approved last January, we should take back out because we didn't do it based on the rules that govern putting in yield and stop signs, we just did it, based on our own thought and myself included, because I didn't have this data. **Anthony Harrell** We discussed the rules of the road when we were talking about putting the signs that if 2 cars approach the person on the right as the right of way. But the argument by the board was if we can prevent one accident, then we've accomplished something. And that's how it was voted on. **Shaun Diltz** Based on the research I've done is here, I could pull up some quotes. We can stop signs as traffic calming measure, they don't do a lot for speeding, because there's tendency for drivers to make up for lost time. This can lead to increased speed, midblock and cause safety issues. This is just one of many books that I've read. Granted, I was looking for stuff just like this through traffic calming measures and engineering studies. But essentially, you're going to get a majority of people that won't stop at the stop sign because they're not going to meet another person at the right of way. Because we don't fall into the warrant analysis done by the MTUCD. So they're going to either ignore it go through it, or if they do stop, they're going to make up for lost time after that. So yes, I agree with what you said, Anthony, it would be worth it if we could prevent one accident, but what the data shows and what I've been saying is it will increase accidents. **Anthony Harrell** That's not what I said. That was what the argument was. **Jerry Allen** But also part of the argument was that we're not really after the speeding, we're trying to control the intersection, people know that the vehicle on the right has the right of way when you come to an intersection. But the other argument we were talking about at the time, was the fact that we have so many of these golf carts and ATVs out here driving on the roads with kids driving them that if some child was driving a golf cart made a right hand turn onto a street and got hit with a car, that family that has that injured child would be looking for reasons to come to the Association and say why didn't you have a stop sign there. **Shaun Diltz** I think you could sight that there's not 2000 or more units a day at that intersection. **Jerry Allen** I don't think it was speeding we were after, mainly was more like risk

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mitigation. **Shaun Diltz** This is a right of way issue. That's what it's saying right here. **Anthony Harrell** Also, if it's someone under 16, without a driver's license, they're not allowed to be on the golf cart anyway, per our rules. **Tony Harris** And I think that goes back into visibility, if you're the person in the car driving, and you can see that golf cart approaching and you should be driving defensively and slowing down in case the other person doesn't do what they're supposed to and also stop. **Shaun Diltz** And if there isn't a view to see that other person then that would probably be one of the places where the stop sign should exist. **Jerry Allen** It also says on this what you guys are reading is from the section 2B.404 right away at intersections. Under bullet # three, Tony was reading the first two but the third one, the A B and C, it says it should be used at an intersection if one or more of the following conditions exist. And under C it says, non-signalized intersection in the signalized area. And the area that we're talking about that's on this sheet, have all signals in there already. They're already stop signs and yield signs, but not at every corner. What other subdivision do you go into that doesn't have stop signs at every street corner. Conversation ensues. **Shaun Diltz** I would like to know how many accidents we've had at intersections, because of right of away in the last 20 years out here. **Jerry Allen** So I can tell you that one intersection that's on here I've seen, I've almost got hit twice myself. And I saw one that was really a T-bone accident, it was on Barbados and Tartuga. It was a four-way intersection with no signs on any of those four sides. Now we have two stop signs on the Tartuga sides to slow those people down. It's not about speeding, it's about accidents happen at those intersections that aren't clearly marked. Now you don't have to have a four way stop at a four-way intersection but stopping at least two directions so they know they have to stop versus the other two without having to stop. **Shaun Diltz** I understand what the example you gave as far as a signalized area and a non-signalized area. That was un signalized all together. There was no signals there. **Jerry Allen** But in the area there's yield signs and there's other stop signs. That's what I am talking about a signalized area. **Shaun Diltz** In general, I guess we would have to come to a consensus on what that means. Based on the IDOT traffic counts, Moro Road and St. James sees on average 3000 units a day. So that would be one that would be justified for a stop sign. **Anthony Harrell** Do they provide a definition for signalized area. **Shaun Diltz** Technically, you would have a signal out here. But I don't know if that would mean just two blocks down the road it needs another one because there's one near. **Tony Harris** But even then to make that determination, it still says engineering judgment should be used to establish intersection control. The engineering people should consider those standards are those factors. We should still have an engineering study done. **Jerry Allen** I don't disagree with that at all. **Tony Harris** I'm saying until we do that though we shouldn't be putting up stop signs. If we want it, we need to pay for an engineering study and have them look at our intersections, or the ones where we want to signs put in. Do the studies with somebody that's got more knowledge than we do that's trained in that and get their determination, do we need signs. **Anthony Harrell** One of the other points to I remember when we were arguing, because we considered yield signs and one of the arguments for the stop signs was that Madison County was out here and they can't enforce a yield sign, but they can enforce a stop sign. **Jerry Allen** It gives them more leverage when they have a stop sign versus a yield sign to enforce the rule for writing tickets. **Robert Wittkamp** I can tell you for Key Largo and Caribbean where there was just three put up. I've set out there, I'm not too far from it and I still see people still blow right through them. I'm afraid that, like I've told every new driver that I know, that it's a false sense of security is what has been built there now. **Jerry Allen** Any stop sign you pull up to can be dangerous. **Robert Wittkamp** I agree. But since these are new stop signs, I told the newer driver that listen just because there is stop signs there now doesn't mean that they're going to stop. **Shaun Diltz** I think you should do that with every stop sign out here because none of them are necessary. People blow through them all the time. Today, literally was the first time I've met someone at that intersection, and it was you coming here, and I laughed. **Robert Wittkamp** So if the issue is not to have stop signs because they're not needed, because people should be following the rules of the road but with the stops signs they're not following it, we can't expect them to follow it without so then we have a bigger problem with people not following the rules of road out here. **Tony Harris** That's the bigger problem. It creates a situation where you believe somebody is going to stop because there's a stop sign. You're going to be more cautious if there's no stop signs, you're going to look better. **Jerry Allen** But actually, if somebody pulled out at that stop sign and then they ran a stop sign, who's at fault? It's the one who ran the stop sign. **Shaun Diltz** There's going to be someone at fault. There was someone that got to the intersection first, someone had the right of way. **Robert Wittkamp** What about possibly putting the stop signs on pause, anything else we have planned, put that on pause. Figure out if we want to have an actual engineer come out and decide. We should have spots picked out that are problematic verses whoever would like to say, well, I like to have a stop sign here for whatever reason. I think we should probably look at it more like that. **Shaun Diltz** I think it'd be worth just getting the whole community done. It's 20 miles of road. I don't know how much that would cost but there's already some data IDOT for numbers. **Ty Van Ryswyk** So you're saying get an engineering and look at every intersection? That might be expensive. I would say you pick out two, you're two worst ones and try to keep the price down that we're paying an engineer. And frankly, I don't even know if he would have to look at them, because

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you might be able to give him how many people live out here, this that and everything else, he sits down and does the math on his desk and says you don't need them or you got to get him right now. Maybe they do need to come out and put the little thing across the street and get a count, I'm not saying they don't. **Shaun Diltz** I would I think it would be mostly view analysis, line of sight. **Ty Van Ryswyk** But again, I would still pick out you're two that you think are the worst with the view or the busiest intersection and have them count the traffic. And if he says you didn't even come close at this intersection, then that answers your question on the rest of them. I'm just saying an initial instead of saying hey, go look at 30 or 40 or 10 intersections, let's look at two. If you do those initial two, if he says yes, then you go back and we need to go deeper into this. If he says no then then you're done. **Mike Parker (975)** My brother actually works for an engineering firm and does this for a living. The way they do that is actually set a person in their car with basically a remote control. And they'll tell every which way every car is going at what time. Or if it's a busier intersection, that's when they lay those strips out. And they'll do that calculation through the days. But it is a pretty costly thing to have done. **Tony Harris** Do you think maybe he would be willing to come to a board meeting and talk to us about the process? Ask him to come to the meeting and give us some information on how it works and see if his firm could give us a quote to do it so we know what the cost is, and we can decide how we want to proceed. Have him contact Rob Clarkson.

Tony Harris Makes a motion to propose to table the issue of stop sign installation until we talk to that other individual and get some further information.

Anthony Harrell Seconds

All in favor

Motion carries

Restaurant Update

John Crotty The restaurant owners are still working on the zoning to be zoned for a liquor license downstairs still. They were not on the agenda for the last Madison County board meeting and that's the only time they can get that finalized. So unfortunately, the next meeting is not until September 14, because it's only once a month. So September 14, they will go in to hopefully at that time get on the agenda and get approval for the zoning. And then they can get their liquor license. At this point, they would be at minimum probably the first of October for they'd be able to open. So last couple of weeks ago we did approve to extend the first payment for rent to September 1. As they will still not be opened I will look to entertain a motion to potentially move their first date of rent out further if the board thinks that's appropriate.

Tony Harris Makes a motion to push their first payment of rent until October 1. That's what they're hoping for.

Shaun Diltz Seconds

All in favor

Motion carries

Code Enforcement Office/Public Safety Discussion

John Crotty Two meetings ago, we discussed a proposal for a code enforcement officer. That would reduce the amount of time we have public safety or amount of public safety to focus mostly on lake patrol. This code enforcement officer would be focused on enforcing the codes of the bylaws and covenants, as well as building permits and overseeing lake patrol, being part of lake patrol, scheduling and training the lake patrol. Anybody have any feedback from anyone they've heard so far since we proposed this? **John Crotty** I know we've talked about putting something on Facebook encouraging the members to come here and voice their opinion. I did send you guys a pre-draft copy, but you would have just got it today. **Ty Van Ryswyk** I thought was written fine, it covered the basis of it. **John Crotty** Well, I would ask that the board take a look at that and give some feedback. If it goes well maybe by early next week we get the office to post it on Facebook. **Tony Harris** How long do we want to delay getting a person in. **Anthony Harrell** What about the financial aspects, the salary for this person and versus what we currently have. Have we even looked at that yet? **Tony Harris** We don't have a range yet, but we should be covered looking at what we pay our other employees and the ranges. I was actually going to bring this up in an executive session. We are covered in the budget. **John Crotty** Right now the communication was that I put together was to have it on the agenda through the month of September so that would give us two more meetings for people to come voice their opinion. They now have it in The Holiday Times as well as this meeting, and then we'll have it on the Facebook. So it'll give them two means to come in and voice their opinion before we make a decision. **Ty Van Ryswyk** I would say put it on there as soon as possible, just so people see it and can come up here. Because I want to move along as well but we have to give them some notice. **Tony Harris** Rob, what does this do to you from getting stuff done? It know road seasons coming out and things. Does this affect your ability to get anything done? **Rob Clarkson** Honestly, I probably wouldn't be filling that position until the beginning of the year. I've got

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that much to clean up prior to it. **Jerry Allen** I think it'd be good to look at what our general manager's job description and this job description and see how we can parse those out where there's truly separate roles and responsibilities based on what's been proposed from by Rob from the job description for the code enforcement officer. **Jerry Theodore (1346)** Somewhere around here, there should be job descriptions written if you get serious about this you might want to write a job description before too much longer on this or at least I recommend you do. **John Crotty** Thank you. If you can by the weekend, take a look at what I sent you. Same with Rob, if you've got any feedback, and we can get it on Facebook and on the website. And we'll keep it on the agenda for the next few meetings. If you're out, solicit some feedback so we can make sure we're in line with what the members want.

New Business

Tennis Courts

Shaun Diltz I just wanted to bring it up as far as I think that's due up for resurfacing. A couple members had approached me if this would be an opportunity to readjust half of one of the tennis courts and do two to four pickleball courts. We have a lot of pickleball players up here in order to get more people playing at the same time. So I told them I'd bring that up. I asked for a letter, I haven't gotten it yet. But I did want to mention it in the meeting so maybe the community will have some feedback on that. I know there's lots of tennis players but there's lots of pickleball players up here too. **Anthony Harrell** Didn't we get proposals for resurfacing that a couple years ago. **Shaun Diltz** I don't know. **Rob Clarkson** We did. We are underfunded for it, and it has nothing to do with pickleball, it was just simply repairing and resealing the existing courts. **Anthony Harrell** Well that's where they play the pickleball right on the tennis courts? **Shaun Diltz** Restructure one side of the net, on one side where you have a tennis court, switching it around putting two to four pickleball nets up. **Mike Parker (975)** When I was on the board, a gentleman came in here and the reason that's painted is because they paid for the pickleball lines to be painted. So I don't know if he's still involved in that or not. They funded that, they paid for it, not the Association. **Shaun Diltz** Well, maybe he'll read this and come up here. **John Crotty** Is there a way to have a court that can convert from a couple pickleball courts back to a tennis court? **Ty Van Ryswyk** You'd be relying on people to take down and put up nets. **Shaun Diltz** The nets aren't hugely different. I brought it up to some of the people, there were about eight of them on Monday nights up here. And a couple things they did bring up was the net size would be phenomenal, then they could put more people on there for pickleball and not feel like they're kicking a tennis player off the court. To they mentioned putting the wind block on the fence off the lake, because if you get a good south wind apparently you can't play pickleball because it flies away. And other courts apparently have that wind block. But I reached out to people that I've seen playing pickleball up here. But I also don't want 40 tennis players up here screaming. So it was just something to bring up to the community. **Tony Harris** We should probably draft something up and put it on the website and on Facebook to see what the interest is. **Shaun Diltz** I can do that. **Anthony Harrell** So regarding that proposals that we got prior to resurfacing the tennis courts. **Rob Clarkson** There's only one company that ever answered us. **Shaun Diltz** And how far off are you? **Rob Clarkson** I'm going to guess that it was like \$7 or \$8,000. **Anthony Harrell** So this year we have some additional overages. So something we could consider doing this year. **Tony Harris** We probably need to decide on, if we're going to do the pickleball adjustment before we resurface so we can stripe it accordingly. **John Crotty** Okay, so Shaun will draw us up something for us to review and put out there to the community.

Graduation Signs

Shaun Diltz So there was an incident earlier in the year about someone pulling a graduation sign out of the ground because it was against the rules. So last year we gave a variance to say, and I got the meeting minutes up right now. There's something I have thought about, this is Dave Decker talking, over the weekend. Technically, they are against our rules, graduation signs that is, I'd like to recommend to the board to approve a variance for those for a period of time. And he just said to the end of June, that was just a one-time thing. I didn't know if we wanted to think about, I don't have anything written up just making that a full-time thing. 30 days after you graduate, you can have your sign up and even maybe extend that to military people that have come home from deployment. **Tony Harris** Personally I wouldn't be opposed to either one, but we just need to draft the language because it would be a rule change. **Ty Van Ryswyk** I would say you'd want to word it to where they can have the sign up 30 days before and after. **Shaun Diltz** I'll send you the wording. So we're all in agreement that this is something we're worth doing.

Correspondence

Brent Robbs (1360, 475)

And so I basically wrote a letter just because I knew that 1359 was requesting a variance of the property line. The owner built a dock that exceeds the property line per the survey. And I don't think there's really any reason that it

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should be allowed the variance. I've had some issues with the neighbor, which is why I am an owner of two properties out here now instead of just one. So I could stand up here and give you all sorts of reasons why. But I think based off of what the bylaws and building rules state, there's really no reason that a variance should be granted.

Jerry Allen So you had your property professionally certified? **Brent Robbs (1360, 475)** Yes. It was surveyed by Larry Stalhut. **Jerry Allen** When you bought property did you notice any other stakes in the yard between you and 1359? **Brent Robbs (1360, 475)** No, there were no stakes, okay. And there was no survey done at the time of purchase. The purchase was done without real estate agents, etc. and kind of going off of good faith of where I was told the property line was, and there's a tree next to the water. But then there's a seawall that extended well beyond it, which gave me pretty good idea that probably wasn't actually the property line. I purchased the property September 15, I believe of last year, and I had come to one of the building committee meetings like maybe first of October, early October, because my plan was during drawdown to build the dock. But I just purchased a house so was waiting a little bit closer into the spring, or later in the drawdown to start my dock project. And in the meantime, 1359 dismantled what they had as a dock, and then built something that I don't think really should have been approved from the beginning. Because it's the type of dock where you have to enter from the side. So if I built a dock at all, at 1360, the dock as built for 1359, at least that portion, that slip is inaccessible. Right now that dock is four and a half feet over the property line. And my understanding of the rules is it shouldn't be within five feet of the property line. But even if it were in accordance with the rules, if I built a dock within five feet of the property line as I'm allowed to do, even with him being off the line, it wouldn't work. So I mean, I get the reason why he did it, because you've got the 20 feet into the water rule. But I think that it may be a bigger concern long term as to how do you address the permit building permit rules for building docks. And I would guess this is probably going to come up more times if it hasn't already. I don't know. **John Crotty** Is there something specific from the board you're looking for today. **Brent Robbs (1360, 475)** I just wanted to make sure that it was documented that I don't think that a variance should be granted for 1359. And I think that you know, as I wrote I'm not sure if you've read it or not, but I have encouraged to make sure to enforce the rules to the fullest extent because I don't think it was done by accident. **Tony Harris** It looks like from some of the document papers that we had, the permit was approved back in 2018. But nothing was built, it sounds like on 1359 until later, there was no extensions asked for or granted, so at the time, their permit would have been invalid, so my understanding of the rules, he really built the dock without permit. And based on the information that Brent has provided if it's over the property line, they're going to have to remove it, you can't be in that five feet area. I guess you could have come and asked for a variance for a foot or two, but I don't know how you can ever be over the property line. So I think you should take it out and get your five-foot setback off the property line. I think we need to notify the homeowner. Is anyone here from 1359? So 1359 is not here to be able to ask them any questions. But I would say, I don't think we need a motion for this, I think we would have the office go ahead and approach them and start the process in our rules and covenants and building rules. **Anthony Harrell** So basically, built a permit, built a dock with an invalid permit because the permit was expired. And the drawings that were on the permit were not followed. So we should start a 30-day notification to that particular homeowner, that the dock is out of compliance, and give them 30 days to correct it so that it is within the guidelines of at least the original permit. And if it's not removed in 30 days then we follow up with the fine structure until it is corrected. **Tony Harris** And the same information that Brent was saying, they could move it and be within the guidelines and be within their five feet and be valid, but they're still not going to be able to access it. But that's not our issue, the issue is to build one that way they do so at a risk that it is not going to be accessible. **Anthony Harrell** Correct. I agree **Brent Robbs (1360, 475)** So my other request that was in there, and it's not a huge deal, but my dock wasn't built and a big reason for that was I didn't feel comfortable starting my project as a result of what I saw happening next door. At some point, I'm probably going to build the dock there but it's not going to be anything according to what I drew up because I no longer live at that property, I rent it. So if the board sees fit, just refunding my permit money. **Anthony Harrell** I'd be fine with that. **Jerry Allen** Me too. **Ty Van Ryswyk** Agreed.

Tony Harris Makes a motion to refund Brent's dock permit application fee.

Jerry Allen Seconds

All in favor

Motion carries

Mark Dowdy (1359)

John Crotty There was correspondence also from 1359 but they're not here. It pertains to the same situation. So any more discussion to be done on that at this time.

Variance - Martin (32) Boat Length Limit

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John Crotty They're requesting to purchase a boat from 31 Shore Drive. The boat is 24 foot long. This boat has been used on Holiday Shores lake in previous years. According to the office notes, in 2019 this boat was registered on the lake and with a decal but based on the information provided it is a 24-foot boat and does not meet our requirements. **Tony Harris** What type of boat is it. **Rob Clarkson** It's an aluminum fishing boat. I believe the problem came in with the temporary registration where it was believed to have been a pontoon boat, and that's why it was allowed. **Tony Harris** So to me it really should never have had a decal in the first place. And based on some information we provided, we gave them one on the belief that this was a pontoon boat which can be that large. I would not give them a variance to continue to have it on the lake because it shouldn't have been on the lake to begin with. Had it been here earlier and meet the grandfather rule I wouldn't have a problem with it. But since they got it under, whether intentional or not, on information that wasn't accurate, I wouldn't continue that. That's just my opinion. **John Crotty** And I would think even if it was grandfathered in, if it's being sold to someone else, at that point, we probably wouldn't allow it. **Ty Van Ryswyk** Why was it not registered last year. **John Crotty** It wasn't registered this year either. **Anthony Harrell** So the last decal was 2019. **Ty Van Ryswyk** Well, that's when they bought the boat too, isn't it? They bought it in 19, brought it out here, got the decal but then didn't get it in 20 or 21. **Anthony Harrell** Correct. **Tony Harris** So either they weren't using it, using it illegally or not according to our rules. This is a total assumption but if they're selling it, maybe they didn't use it and they're going to sell it, but I don't know that for a fact. Given that it shouldn't have had a sticker to begin with I wouldn't perpetuate that. **Jerry Allen** I agree. I think it shouldn't be on the lake. **Shaun Diltz** Has this boat been sold? **Ty Van Ryswyk** Have the new purchasers bought it or are they waiting to see what our decision is. **John Crotty** It says purchasing. I will entertain a motion to accept the variance to allow them to register the boat for a current 2021 decal.

Variance fails for lack of motion

Open Floor

Shaun Diltz We have our fishing committee meeting next Wednesday, 7pm. It's been posted on Facebook and on the website. Fred Cronin is going to come with the shock report. **Jerry Allen** Where is the meeting going to take place at Shaun? **Shaun Diltz** Up here. We typically have it later, into September, October. Next year we're going to try to have it in April or May, as early as possible so the board and the fishing committee has more time to make decisions on stocking based on any overages, based on changes, based on fish availability, stuff that we've run into in the past. So this is a little earlier, trying to get it even earlier next year. I guess there was a question, we might be able to talk on this either. But there was allocated funds for stripers last year. I don't know if that was utilized or if that would fall into the overages for this year. **Anthony Harrell** I think it got pushed off. **Tony Harris** We're not counting right now on the overage, we're assuming that we're spending that money we're carrying over. **Shaun Diltz** That's what I meant. Okay, so I just want to double check on some numbers to present at that fishing committee meeting, so we can get together on that. A couple things Fred was going to bring, I told him to bring some information on the algae blooms that we've had out here. So he's going to bring information on that Rob, he pretty much said the same thing that Rob said that we have a little bit clearer of a lake out here then we have in the past and with all the nutrients that come from crops and lawns, we get those algae blooms. We've been lucky we haven't had a fish kill this year because we've had so much rain that it flushes that out once it blooms. He did say vegetation in the water would bring that down significantly. We wouldn't have those algae blooms as much because they would essentially eat up that nutrient **Anthony Harrell** You'd have to get the silt out to have vegetation though. **Shaun Diltz** Yes. **Rob Clarkson** In the areas that you already have the silt out of you could start that. **Shaun Diltz** We have American pondweed at the north pond, and I think there's still even some hydrilla so if we have the availability that should naturally seed down here anyways, it just doesn't because we don't have a good hard pan and if anything ever does take we got carp that'll suck it up to. Not grass carp just the common carp. Grass carp are dead. **Anthony Harrell** So the entrance on Holiday Point Parkway that was dug out last year and Turtle Cove where the residents dug out their own coves. **Shaun Diltz** I would say there's a possibility, but I would also say that there's so much silt in those two areas that it's probably sledged backward. And if they dug out five feet of silt there, there is probably three to four foot back in there. **Rob Clarkson** Back in Turtle Cove, they did a huge area. There's a big part in the back that the sludge is not going to get to. **Shaun Diltz** So one thing he will he'll bring up and we've brought this up in the past is the aquatic vegetation that we're used to seeing at Coffeen or Cedar Lake or Otter, most of that's evasive. So we don't want that. So he would stick to the native plants, which pondweed is one, lily pads. There's a handful of other ones. **Anthony Harrell** Lily pads, those kind of takeover to don't they. **Shaun Diltz** Yes, they are invasive so never mind, not those. **Anthony Harrell** So you're looking at more hydrilla. **Shaun Diltz** I think that's an Asian plant to. So there's a few, he'll bring up some more stuff for us to look at and if Turtle Cove hasn't silted back in then there might be an opportunity for us to look into getting some going back there. **Anthony Harrell** So the areas where the vegetation would help would be the areas where farm fields pour into the lake,

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right? Not so much where you have residential runoff. **Shaun Diltz** It'll just help the lake in general, wherever it is. **Rob Clarkson** It all adds up. You got the ducks, the fertilizers, it all adds up. There's a lot of food source for algae in this lake. **Shaun Diltz** That's why you typically see a 5, 6' depth in a lake with vegetation. We have like a foot and a half, which is pretty good for no vegetation.

Tony Harris Makes a motion to adjourn to executive session

Jerry Allen Seconds

All in Favor

Motion Carries

Meeting adjourned at 8:30 p.m.

Meeting Minutes submitted by Karla Suttles