

Holiday Shores  
Board of Directors Meeting Minutes

**Date:** August 26, 2020

**Attendance**

**Present:** Anthony Harrell, Matt Ressler, Jerry Allen, Ali DeVries, John Crotty and Dan Hopkins

**Excused Absence:** Tony Harris

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

**Holishor Members Present:** 15

**Proceedings**

Meeting called to order at 7:27PM

Pledge of Allegiance recited

**Meeting Minutes – Minutes of August 12, 2020**

**Matt Ressler** - Motions to approve the minutes as amended.

**Jerry Allen** - Seconds.

**All in Favor**

**Motion Carries**

**Transfers of Property**

We have 2 transfers of property, 1 lot and 1 house which triggered initiation fees.

**Old Business**

**Stop Signs**

**Anthony Harrell** Dave Decker gave us his comments, I'll go ahead and read that for the record.

Dear Holiday Shores Board of Directors,

The following is for the next Holiday Shores Board of Directors meeting when the topic of signs is discussed.

In the HS Board of Directors meeting on 8/12/21, the board discussed adding a significant number of stop signs to the streets in Holiday Shores. If the Board of Directors chooses to move forward with purchasing and installing signs, I would like to make the following recommendations for your consideration:

- Install stop signs on roads that have a T intersection, with the sign being put on the road that is the leg of the T. An example of this would be to install the stop sign on Tampico at the intersection of Caribbean. I say that not because I think one needs to be installed, but as an example.

- Install yield signs on the four-way intersections where there is not consistent heavy traffic on both roads. (Which by the way, there are no roads with consistently heavy traffic on both roads.)

- When installing yield signs, put them on the less traveled roads. If you have questions on volumes, there was a study done when the roads were surveyed about three years ago that rated each road. When doing so, the standard should be to only install the yield sign on the street with less volume. As an example, use the roads that intersect with Holiday Point Parkway. Put the yield signs on the side roads and leave the parkway unrestricted. Also, one board member mentioned Barbados. If you are going to put signs on the intersection of Barbados and Tartuga, the yield signs should be on Tartuga because there is less traffic on that road than on Barbados.

The BOD should not make driving through Holiday Shores a game of stop and go. The BOD should remember that there is a state law governing uncontrolled intersections. Has anyone considers the accidents that have occurred in Holiday Shores. How many accidents have actually occurred in the past year? How many have occurred in the past 5 years? Our streets have a 25 MPH speed limit. Accidents caused by individuals driving too fast and not paying attention. Installing a bunch of signs will not prevent either of those from occurring.

Please remember that every sign that goes up will need to be maintained. When someone decides to go on a vandalism streak, they will paint every sign in the area. That means the Association will have to either clean or replace each and every sign that you add to that area. This is a real situation that has happened multiple times in the past and will occur in the future.

I know it goes without saying that you should remember you are on the board to do what is right for the association and not what one or two people want or suggests.

Thank you for your time and your service.

David Decker

**Jerry Allen** Yes, John and I were to get together. We mentioned at the last board meeting to provide a map for the board review, specifically to the area that the original member, Mr. Travis had recommended,

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we put signs up. And I've been traveling the past two weeks, so I really had no time so John and I will try to get it done before the next board meeting so we can have those at least to review and discuss.

**Matt Ressler** I also reached out to the sheriff's office, they're gonna let us know their recommendation on where to put some also throughout the community

**Anthony Harrrell** You know, when they might have that?

**Matt Ressler** Probably within the next two weeks.

**Anthony Harrrell** So, with that being said, we'll put this off until we have more information, and hopefully we'll pick it up at the next meeting.

**New Business**

We have correspondence from Team Watters Sonar requesting to be able to use Holiday Lake for testing their equipment and training purposes.

**Dennis Watters** My name is Dennis Waters, that's my wife Tammy back there. We run a not for profit search and rescue group. We're on a 911 call out list for Madison County with the Illinois State Police and travel all across the country making recoveries and have made recovery here on Holiday Lake in the past. Up until recently, we had unlimited access to the lake, through the previous administration to test our equipment and my fire equipment. I also service the Illinois Conservation Police boats. I'm the sole source provider for sonar equipment to the state of Illinois. And the last time we come out to the lake to test a new sonar they advised us that we needed to come through the board and reset this all up? If it's a matter of liability, we are self-insured. If the board wants to write up some kind of waiver or liability to protect yourself, we're perfectly fine with that, we sign them all the time on searches that we do. All we do is a couple of times a year we may install a new sonar and need a place to test. The nearest place besides Holiday Shores is the river and that is not a good place to test sonar. When we needed on the water we would call security they let us in and tell me to lock the lock when we come out, and we locked it. We have we rarely ever even leave the marina cove when we're testing this sonar. When we put it on a conservation boat and headed to Chicago, I have to make sure it works before it gets all the way back up there and I have to travel to Chicago. It's just a matter of convenience for us and all we're asking is just to be able to keep using the lake, maybe once or twice a year at the most. I think when I was in here earlier this month or end of July it is the first time we've been here in over a year testing. We do have an electric boat also, that we can run from the shore. It's like a radio-controlled boat that we have tested out here before too, but we don't actually have to get on the water. We just drop it in, and you drive it. That's our request, and if the board wants to talk it over or whatever and get back with us later, that's fine with us. It's just a matter of convenience and you know heaven forbid we ever have another incident out here on the lake it's good for me to know what's already in the lake, so I am not chasing a false target.

**Anthony Harrrell** We agree. We talked about this in the pre meeting, and the issue is that the boats that are out here have to be registered to a member. One thing we talked about is we are looking at the silt in the lake and we're trying to come up with a way to determine where the silt needs to be removed and what the result would be after removing it. A way to make this all legal is to contract you to do a contour study of the lake, and then that would give you access.

**Dennis Watters** It would depend on how many hours and I know there can be silting on the on the west end of the lake, but I rarely get down there. In fact, I haven't been down here in a couple of years. Like I said, we rarely leave the marina cove, but the equipment we have is second to none. No one else in the Madison County area has what we have except the conservation police, right and we set their boats up to be mirror images of mine because 99% of the time if they get called out I get the same phone call. We either take their boat or my boat since everything is the same. As far as mapping, I actually have two different types of sonar that can map. You will have to download a program for you guys to see.

**Matt Ressler** But is that something that you can do for us?

**Dennis Watters** It is. It's all it all matter how much time and if we do the whole like I can tell you that there's very little silting going on the south end of this lake.

**Matt Ressler** My recommendation would be to get with Rob one day next week or whatever, and kind of work out the fine line details.

**Dennis Watters** Okay, well next week, I'm not available, I'm actually working with a with the Chicago Police Department on a missing persons case and we're gonna be searching for a victim next week.

**Rob Clarkson** At your convenience, just get with me. In order for it to be legal by our bylaws, we have to contract with you to be on the water, we just can't say you can come out and be on the water. We will write a contract and send it to the board to approve it.

**Dennis Watters** To be fair to the members, I'm not opposed to buying a permit to be on the water.

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**Anthony Harrell** We'll work it out. We recognize the benefit to having you out here. So if you can get with Rob when you get back from Chicago and Rob can draft something up and we can approve it as a board.

**Dennis Watters**

With my commercial sonar I can take this lake at 200 feet a swath and make an unbelievable detailed contour map of the bottom.

**Matt Ressler** What would you charge for that? Work those numbers out with Rob and with that contract, and we'll go from there.

**Dennis Watters** I don't have to map the entire lake, I'm not seeking any compensation. So if you guys need to know what's up at the north end or something because I'm really familiar with the south end of the lake because that's the only place I go to test. But the north end I don't know much about. I thank you for your time.

**Request for variance- Cole Hagen (25) which was tabled at the last meeting.**

**Cole Hagen (25)** I'd like to hand out a couple of pieces of paper to help illustrate what I'm trying to achieve here. So essentially what I'm trying to achieve here, as I described a couple weeks ago, it was a question of six-foot variance for an extension on the 20-foot regulation on the boat dock length. For a couple different reasons, the main reason being that my property naturally sits into an indent, and so 26 feet impedes on the lake less than the two adjacent neighbors to have a dock 20-foot length. I've discussed this with both my neighbors, I have signatures from both my neighbors that take do not take offense to this. And the major reason why I want this extension is to get the back of dock out to match the end of the boat. We're allowed to have 28-foot boats out here, I don't have a 28-foot boat, I have a 24 and requesting 26 feet because you can't park a 24-foot boat directly against the shoreline. So I'd like to see that 26 feet, so I can adequately get back to the end of the boat to cover it, to accesses it, to get on to it, maintain it, etc. So, the document that I gave you the first page shows what I'm requesting. The second page shows what's allowed out here, a 20-foot dock, the boat would been the exact same position, over a third of the boat would stick out into the code, no different than what they see on the first day. And the third page shows another option that's allowable out here, which is to get a covered boat slip, which would actually impede on the lake probably an additional two to three feet.

**Anthony Harrell** One of the photos we have in the packet has a third slip for a bass boat in there?

**Cole Hagen (25)**

That may be a future item. I was thinking about doing that originally, but purely for financial reasons I'm gonna tone it back to two this year, but that may be down the road.

**Anthony Harrell** I was looking at this diagram, if you switch the pontoon boat with the bass boat you could probably get away with the 20 foot.

**Cole Hagen (25)** You still couldn't because according to the building committee, you're still only allowed to go 20 feet off of that section even though it contours in towards the property. And as you can see, there were it dives back into that cove the waters are extremely shallow. From these drone photos, I made the opacity pretty thin, but you can actually see the bottom, I only have about 12 to 18 inches of water depth over there, which is why I'm leaning towards putting the larger boats that sit deeper in the water over towards the left side. The cove also opens up to the right so it would block the view.

**Anthony Harrell** Are you going to put lifts on these two boats?

**Cole Hagen (25)** Yes.

**Anthony Harrell** So you're gonna have to dig that up anyway to get the lift in because it's probably not deep enough to put a lift?

**Cole Hagen (25)** It is with a 26 foot because if you see those black dots that I put in there, those are essentially showing where the posts would be for the lifts. One of them would be a hanging style lift, the other one would be hanging from the posts as well and they actually sit farther back because most of the weights are in the backs of the boats. That closest post is probably about in about four feet of water there, but then it comes up to about 12 inches pretty quick.

**Anthony Harrell**

So if you do a 26 foot dock, you don't have to dig out for the lift. But if you do a 20-foot dock, you're gonna have to dig out for the lift.

**Cole Hagen (25)** No, if I do a 20-foot dock, just do the math, six to eight feet of my boat is gonna stick out the back of the lift.

**Anthony Harrell** I'm talking about the lift, you're doing a shore station type lift?

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**Cole Hagen (25)** No, one will be a hanging one and then the other one would be made by Boatlift US and it's pier mounted, so it'd be driven piles, essentially the same thing as a hanging lift but it would mount on top of piles.

**Anthony Harrrell** So you don't need that extra depth?

**Cole Hagen (25)** You still need the depth for the hull of the of the boat. And the other thing is I have a section of riprap in front of the property along with some reinforced concrete blocks in front of my seawall. And you can't pull your boat all the way up because of that, there's some draft there. So you got to be two, three feet off the shore. And that's why you see every single boat out here that even just has a covered lift, they're not starting where the water meets the rip rap they are usually 2 or 3 feet off. And then that green line that you see on there, is essentially the line of impedance compared to the two adjacent neighbors. And as you can see on page number three, that's an allowable option here. That's something that I could absolutely build into 20-foot dock, 2 covered lifts, and it actually sticks out in to the lake two feet farther. The canopy

**Anthony Harrrell** That's the canopy picture correct?

**Cole Hagen (25)** I was here two weeks ago, we discussed it. And I believe that the original vote was to be more information given to the building committee. I went to the building committee meeting last week. They had not heard from the board at all. So they were a little confused while I was there. I talked to him they said that they could not modify their suggestion because if anything's over 20 feet, they have to deny it. But they said it's up to the board to discuss and review. Like I said, I went and talked to my neighbors. Nobody has an issue with it. I have signatures to prove that. If you'd like to see that I'd be more than happy to give it to you.

**Anthony Harrrell** Any discussion?

**Dan Hopkins** The building committee didn't give us any more details?

**Anthony Harrrell** On Aug 18, they added to the comments. the committee feels he can accommodate this by digging in.

**Cole Hagen (25)** I have two counter arguments to that. The first of which would be my shoreline was previously dug in, and it didn't give me the adequate water because it's silted in That section of riprap directly in front of where it shows my red boat is actually riprap where I filled in a 20 foot dig in section of my lot, because it silts in so bad in that cove that I only had about 18 inches of water depth in there. The second argument is, why should I be punished and have to spend the extra money and the extra resources to dig in to a shoreline that's already adequate compared to anybody else out here who has a covered lift? Especially in this circumstance, when it's clear as day that I'm not impeding on the lake any more than the two adjacent neighbors, actually, three to four feet less. I also invited the building committee to come out and look at my property. They didn't have any care to do that. I would invite you guys to do the same thing. If you may have additional questions, but I feel that there's adequate enough information in here and just talking to the other constituents of the association, I haven't had a single person say that this isn't a viable request.

**Anthony Harrrell** Any other discussion from the board? I'll entertain a motion to accept the variance, Motion denied. Dies on the floor.

**Shaun Hagen (1991)** Would you guys entertain a 22 or 24 foot option?

**Anthony Harrrell** At this point we're kind of going off the building committee. It used to be a 16-foot length on the docks years ago and it came up to extend it and it was extended to 20. And then it came up to the board to extend them and I think it was 24. And the board denied that at that time, this is going back probably about five or six years. And the reason why was they thought that they would look at the longer docks on a case by case basis. And I know the building committee told you that they have to deny it if it's 20 feet, but that wasn't the intention. Back when they denied the 24 foot the intention was to have the building committee look at each one and make a recommendation for the BOD on an individual basis to get a variance. So we kind of committed at that time to follow the building committee recommendations based on that. If they're making decisions based on they have to deny it because it's 20 feet, then we need to have a discussion with the building committee as to why we did not extend it to 24 feet years ago. And we really look for them to evaluate these on a case by case basis and make a true recommendation on whether they recommend it or not. So we've been pretty strict this year, in probably the last two years. I'm following the building committee recommendations based on that fact. So I'll be glad to have a conversation with the building committee if they told you that they have to deny it because it's over 20 feet.

**Cole Hagen (25)** That is the only feedback I've got from the building committee. I've met with them three times. And I can tell you the feedback that I've gotten tonight from you is more than I've gotten from the

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past three meetings I've had with them. It's been slim to none except for the fact that it's 20 feet. If you guys, if you're busting over 20 feet, you have to go talk to the board, the board resides over the building committee, and we need to discuss it. And then what I'm hearing from the board is that the board would rather have a structure out here that is less aesthetically appealing. That defies logic. You would rather have a structure out here, that's 20 feet with a covered lift that impedes farther into the lake. That's what I'm hearing from the board.

**Dan Hopkins** That is the rules.

**Cole Hagen (25)** Thank you.

**Anthony Harrrell** If you want to resubmit at 24 and then we will get with the building committee and explain to them why we did not extend to 24 for everyone across the lake because there were some situations where 24 probably wouldn't be proper. Right?

**Cole Hagen (25)** Well, it all goes back to 20% rule correct?

**Anthony Harrrell** There were some others, I can't remember exactly what the reasons were. But if you would like to resubmit this with like, 24, we will explain to the building committee what the intention was when we said no, we kept it at 20 feet instead of 24. So that they could evaluate. I mean, you did a great job here. You know, your documentation, your line showing the line of impedance and all that. But we're trying to follow the building committees' recommendations because of the way we handled it in the past. So we passed it like that for variances to be approved through the building committee. And we're trying to follow the building committees' recommendations.

**Cole Hagen (25)** Can you communicate that with them? I was told two weeks ago when I was here that there was going to be communication between board and the building committee and as I mentioned, last week, when I showed up, nobody had any feedback whatsoever. There was no conversation. I'll reach out to the building committee. OK, I can resubmit it for another 24 feet essentially, but doesn't really gain me anything if they're gonna say the same thing.

**Ali DeVries** I'll have the conversation. I actually spoke to one of the building committee in person. So they were saying that they don't feel like the lines were an accurate description of the way it would end up looking. They said that the lines that were drawn it can't always be accurate for what the intent of the rule is. So the intent is that no one person, you know, gets to go further out or whatever so if you're looking at it the way you drew the lines, they said that they don't feel like you could just pick two points wherever and somewhere it would look like it fit. Does that make sense?

**Cole Hagen (25)** It does but on that point, I don't know why they would not accept my request to come look at my property because I invited everybody there to come look at it. They said they didn't need to because of what I provided them.

**Ali DeVries** OK, from what I understand is that they just were going from the rule and saying that it is that they don't believe that it would be fair even regardless so that's what the main point.

**Anthony Harrrell** That's what Cole just explained. Basically, they said they were going right off the rule, but anything that comes over 20 feet that they have to deny. But that's not the way that this was set up because years ago, we had the discussion to extend it possibly to 24 for everyone. It was 16 and went to 20 so that cases like this could get an accurate review from the building committee with an accurate recommendation and then we could award the variances based on their recommendations. So if the building committee thinks that they need to deny everything that's over 20 feet, that's not what was intended to happen.

**Cole Hagen (25)** That's exactly what happened. I'm trying to present an argument up here for common sense reason, and I'm in purely safety. One thing I could do out here is I could build a 20-foot dock, go out and buy a 28 foot pontoon boat and parked it at the very end of the 20 foot dock and extend 48 feet out to the lake. And that's completely allowed. Whether it's fair, I guess it's fair because everybody can do that. But is it safe? No. I mean, I'm I don't know what else I can say. I strongly, strongly urge you guys to talk to the building committee and reconsider.

**Ali DeVries** For the property. Did you dig it out?

**Cole Hagen (25)** No.

**Anthony Harrrell** It's a natural little curve right there.

**Cole Hagen (25)** I'm not asking to impede on the lake any more than what's already there. I'm just trying to match the end of the boat.

**Monte Thus (6)** In regard to the situation where he's located, it's a wider cove and I live up by the dam and there's a little cove right across the street from me. There used to be a guy there, kind of a 16-foot 20 foot dock and a 28 foot pontoon So he had basically eight feet sticking out and that was a ski in cove. So I mean, I'm requesting that the board talk to the building committee and try to get something done, at least

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to a 24 foot if not more, but the 24 foot. You know, we have a lot of elderly people, me included, that run pontoon boats out here. And it's hard for them to get around their boats to cover them up to clean them, gas and whatever. So I'm requesting that the board really tried to work with the building committee and try to come to a solution because I've always argued the point, 20 feet is not enough.

**Matt Ressler** That's something that the membership would vote on, correct?

**Anthony Harrell** I'll look into it, but I think we can make that change.

**Jerry Allen** I think the last time that it changed from 16 to 20, we had a member go around and get over 100 signatures to approve going from 16 feet to 20 feet. And that's when the board made a change for 16 to 20. So I'm thinking that, you know, as our audience is listening, maybe that could be an option for you so that we could change the rule and get that support from the other members of our community and make a change.

**Pattie Brown (1992)** I've had the same conundrum, because you see boat can be on a lift and stick out as far in the lake as they want. I would like to build a new boat this year, a new dock and I talked to the building committee and they said the board isn't really approving waivers and so I'm looking at digging 8 feet into a pretty steep shoreline, which means I'm going to have a pretty good retaining wall, and it's going to cost a lot more money than if I could extend out even four more feet. So if you said get 100 signatures, I think we probably have a couple people who could do that. You know, we really wanted this approved before this drop down, because it means money and reasonable amount to us. But to me, it's kind of ridiculous that you can stick out as far as you want on lift with nothing around it. But if you build the dock you only had 20 feet.

**Anthony Harrell** So one of the things that was mentioned at the last meeting, which I think makes sense is not so much the length of the boat dock, but how far you can actually go out from the shoreline with anything. So there's some things that probably we need to discuss, and maybe come up with some options.

**Ali DeVries** I also want to say that nothing is going to happen before drawdown. It's not possible based on the way we have to go about changing a rule. It has to be listed for a certain amount of days. It's what 60 days, so I think we're already too late. I don't want anyone to think that we're not trying to move fast or anything like that, but that's the rules we have to follow.

**Shaun Hagen (1991)** 1991. So seems like we're open to longer boat docks potential. If the community rallies and says we want longer boat docks, we are constituents of our board. Right. So if we bring 50 signatures to the next board meeting that says we should extend out that far, or 50 signatures that says this seems like a decent for a variance for that property. Does that sound reasonable to the board?

**Jerry Allen** Well, what I said earlier about 100 signatures, that got it onto I believe, the vote for the annual meeting. We couldn't just accept it right off the bat like that.

**Shaun Hagen (1991)** All I'm trying to do is get a variance because we're not impeding on the lake anymore, right? Because we're trying to, we got a draw down here. And all we're trying to do is get bearings. That's it. Simple. And it logic here says we're not impeding on the lake anymore. It's a safety issue. And so far, you guys have not seconded a motion, maybe you'll second it since you showed up late. But we had a vote that we had a first motion.

**Anthony Harrell** We didn't get a motion.

**Shaun Hagen (1991)** But if it How about this? If there's 100 signatures it says we want to go this far doesn't make sense to grant variances to people who are requesting longer docs at this point?

**Ali DeVries** No, because even if we get 100 signatures, we're taking it to the membership to make an vote on it.

**Judy O'Hearn (2078)** This is a little bit unrelated, but I I think we do need to consider cost because even in my situation, which I may be asking for a variance, but my situation is I'm too close to the property line with my existing dock in wanting to make it wider. So I was told by Mike Parker that I needed to use concrete, which is going to really impact my cost. So I think we need to look at when we're granting variances to people, you know, we need to look at the length, we need to look at the cost of saving people a little bit of cost of money as long as it's a good plan. You know, why do we need to deny it? You know, there are variances allowed. I know there are a lot of variances allowed out here. So this makes sense to me. It's well within the sight line of these other docks.

**Anthony Harrell** Okay, just so we're clear, I'm going to contact the building committee and talk about some other options. And make sure that it's clear to them that they do have the ability to look at these in detail and give us a true recommendation, not just, it doesn't meet 20 feet, so we have to say no. So we'll have that conversation and we'll do that before the next meeting. If you want to I'll give you a call and let you kind of know what happened at that meeting. All right?

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**Cole Hagen (25)** All right.

**Correspondence from Andrea Pohlman.**

**Anthony Harrrell** In regards to use of the clubhouse and the restaurant, I guess during this whole COVID situation, the idea of opening this area with some tables to be used as kind of a study hall for kids who want to come in and use the wifi and do their classroom studies in here.

**Ali DeVries** Is she running it?

**Anthony Harrrell** No, she recommended creating some general guidelines. Posting appropriate signage requiring sign in, check in and operating a system similar to using the outside spaces now like the tennis courts, etc. She recommends setting up timeframes for use. As for monitoring, she makes a couple recommendations here. One is potentially a webcam could be put in the space, then someone's gonna have to monitor that webcam. And she also said the security personnel could also monitor the room. It could be free to all members. Any thoughts?

**Ali DeVries** I wouldn't be against if it someone was running it.

**Ray Garber (1822)** I would just ask the board to consider liabilities.

**Anthony Harrrell** The one thing that we don't want to have happen and open the doors from 9 till 430 on an honor system, and then word gets out and it turns out not to be a study hall situation and it turns into a big party room. And no, we have no way of monitoring that. We don't have personnel to be here or to watch a webcam 24/7 to see what's going on. If she wants to run this keep an eye on it, I wouldn't have a problem with that.

**Ali DeVries** I wouldn't have a problem entertaining if an adult wanted to take responsibility for that. I don't think the association is interested in just opening the doors due to the liability.

**Jerry Allen** I think we could probably propose questions to Andrea and let her know that we don't want it to be just open door. Let's see what kind of proposal she come back with.

**Anthony Harrrell** So we'll try to communicate online with each other and put together some questions and get a list of questions and submit to her.

**OPEN FLOOR.**

**Cathy Schillinger (1686)** There was a variance that 1876 filed?

**Anthony Harrrell** Yes, they rescinded that correct. We got an email at the last minute that they rescinded their variance.

**Roger Rawson (1851)** Got some issues that deal with the board itself. Number one, I had a friend of mine call me that got a ticket for an expired sticker on the boat. And he went to the hearing committee, and I'm listed in the Holiday Times as being on the committee and wasn't notified and then you meet. So what he got out of it was a \$25 fine, and had to take this written voting test. And so I called Rob Clarkson to ask why because he was at the meet. I pulled up the fine structure on website, and not having a sticker is a level one offense, which according the website was a written warning. So this was mid-July. Come to find out that I guess, the board previously at some given time, it changed the fine structure. And now for a petty offense, there's a \$50 fine. I find that terrible. You guys, some of you voted this in. And that sucks. From the words, because when I was on board, and from Glenn's words, you know, we're here to get compliant, not for punishment. So for a minor offense of just not having the current sticker which he had problems trying to get because the office was closed, didn't know what else he could do. It says in in the rules that the written test is for a moving violation. That's an administrative issue that's not a big moving violation and come to find out, Rob had been previously writing this as a non-moving violation and was told by him that the board or some members in the board or a member pushed him to write moving violation tickets. That's terrible. Terrible. You know, you try to force a guy to do things he doesn't want to do. It's against the rules. What are you guys some kind of dictators? Okay, let's move on to issue number 2.

**Ali DeVries** Are we allowed to respond to that? Because I'm not a dictator. I sit up here and listen to people come into meetings all the time and I don't think we need to be offensive with the way you're talking to the board.

**Roger Rawson (1851)** Offensive? I'm not offensive.

**Ali DeVries** That was offensive. That was rude.

**Roger Rawson (1851)** Okay, well, you can take it that way. Because if you're the one that did it, yes.

**Ali DeVries** I'm not the one that did it. But I have a problem the way you're speaking to us. We are all volunteers up here.

**Roger Rawson (1851)** No, you're, you're being paid. I know. I was on board. I got paid. Okay, so you guys work for the membership, the membership doesn't work for you. So that brings to another point.

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Another friend of mine sells items with a logo that another board member has issues with, called them, emails or texts about well, the association should get money from that. Seriously?

**Anthony Harrrell** I'm not familiar with what you're talking about.

**Roger Rawson (1851)** Okay, well, that board member does. And I'm bringing it up to you guys. So maybe if you're not familiar with it, then you can address it in one of your executive sessions, and maybe that person, the person that's been affected will come forward and say hey But you know it's not a good look.

**Anthony Harrrell** Why would we get paid for something that someone else has made?

**Roger Rawson (1851)** That's my point?

**Anthony Harrrell** I don't understand, can you elaborate so we understand why we're getting yelled at.

**Roger Rawson (1851)** If that person wants to bring it forward, but I'm bringing stories that was told to me. I don't understand some of the the actions of the board, this fine structure. I really think this board ought to take it back down a little bit. You know, you break the ceiling. But you brought the floor up to where it is not good. You know, when you got to pay a \$50 fine for a minor offense what was currently a warning. There are It'd be a lot of warnings. You were all friends and neighbor down here. Why do you have to punish somebody? Give them a written warning. Hey, man, I didn't I know I didn't mean it. Okay, I'll get fixed and move on.

**Anthony Harrrell** We were giving a ton of warnings. Okay. We had a lot of warnings that were going out warnings, warnings, warnings, and nothing was getting fixed. And when we adopted the new fine structure, because nothing was being addressed, giving warnings, that's why we included the stickers in that lower fine so that something would get addressed so that it would get fixed.

**Roger Rawson (1851)** Well, there is no written warnings anymore.

**Anthony Harrrell** Yes, there is.

**Roger Rawson (1851)** Not according to level one offense. Level one offense was all written warnings. The website that I was looking was incorrect, and I let Rob know that and he has corrected it, I think it was updated July 28th. So, in the July issue, which came out before that conversation, you know, he said in his manager's report you know, if you want to know anything, you know, go to the website, look at the rules and regulations. And I did and that's what it's, you know, it's a record. So I'm like, how can it be? So there's another issue that you guys need to address, things are not updated as they should.

**Anthony Harrrell** We were shorthanded personnel at that time. We had someone leave we didn't have any personnel. We recently hired a new office personnel, so things are getting caught up on.

**Rob Clarkson** I apologized for that and I fixed it.

**Roger Rawson (1851)** Yeah, I understand. When did all that fine structure take affect?

**Rob Clarkson** It was in there prior to that?

**Roger Rawson (1851)** No, I mean, when did the fine structure itself get changed? It was months before, that is what I'm trying to get at.

**Ali DeVries** Seeing for myself, if he wanted to come up here and ask about that, with the website being wrong. I would entertain holding him to the rules that were posted. That's fine with me. I will entertain that. I don't know if anybody else would like to come up and talk about it. But the hearing committee I guess, already heard it?

**Roger Rawson (1851)** No, I was not called to a hearing committee.

**Jerry Allen** Yes. We heard his complaint at the hearing committee relating to the \$50 fine. Yeah. He stated by email, and we reviewed his email and decided to stick with the \$25 fine.

**Roger Rawson (1851)** But something that sticks in my craw is this being a moving violation? I talked to an IDNR officer, I talked to a Madison County Sheriff. Expired registration is not a moving violation. Anybody agree with that or disagree?

**Ali DeVries** Is your problem with the fine, the tests are just the classification of the offense?

**Roger Rawson (1851)** is going against the written rules. The board directing the lake manager to write it as a moving violation when it is not a moving violation.

**Ali DeVries** I am not aware of who directed that, we can definitely have a conversation.

**Roger Rawson (1851)** So as I understand from Rob that he I'm assuming has written more than just one moving violation for expired stickers, am I correct?

**Rob Clarkson** I've written many, many warnings prior to giving anybody a fine for a sticker,

**Roger Rawson (1851)** No, not a fine but the written test.

**Rob Clarkson** Everybody that gets a violation, level one takes the written test.

**Ali DeVries** And that was requested from many people.

**Roger Rawson (1851)** The requirements for the written test is a moving violation.



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**Ali DeVries** I don't have a problem with requiring everyone to take it then, it is rules that people should know should be.

**Roger Rawson (1851)** Okay. Well, I'm trying to get you to adhere to the rule that you have written. So, he should not be required, nobody should be required to have to take a written test for an expired registration. That is the way it's written. If you want to look it up, go ahead.

**Anthony Harrrell** You're upset because he had to take the test because it was a violation.

**Roger Rawson (1851)** He's been told that he had to take the test because he was getting a moving violation. It is not a moving violation. He was told to write the ticket as a moving violation so that it would trigger this test. It doesn't reach that level for a written test. Do you understand?

**Ali DeVries** I understand that.

**Anthony Harrrell** We will review.

**Roger Rawson (1851)** Okay. Well, I would like Rob, for you to direct Rob, to review all the tickets that he had to write as a moving violation for an expired sticker. And the people that had to take test should get an apology letter, for being made to do something that he wasn't supposed to do

**Ali DeVries** But he shouldn't have had an expired tag. What about all the people who got their tags and stuff online?

**Roger Rawson (1851)** That has nothing to do with the written test. Explained to me how that has to do with the written test?

**Anthony Harrrell** I understand. I understand what he's getting at so we'll discuss it.

**Monte Thus (6)** First of all, I want to thank the board for volunteering. I was on the board for four years. I'm glad people step up and take over the reins. I cannot believe all the problems out there on the lake. I see five people sitting on a pontoon boat with kids in their arms sitting on the bow of the pontoon boat. I've seen a guy jump out a moving boat doing at least 20 miles an hour, jump into the water. I've seen kids pulled on inner tubes after the lights come on. Now I'm not worried about a couple minutes after a red light but nine o'clock at night? There are other people speeding down the lake. I live on this side of lake. But when around, I could hear everybody on the other side of the lake saying Slow down, slow down, slow down. I know our seasons coming up short here. I would like the board to direct the lake manager, he's got all winter. He's got to come up with a better way to monitor what's going on this lake. We got to many infractions going on. And I've seen a lot more. And the other concern I got is we get four, I think four maybe more massive boats that with big hulls on them. They're putting out massive wakes and I don't know if they're using ballasts or if that's just normal for what they're driving. Now one of those four, I can comment on. When that person drops a skier, they bring the boat down flat, go around, go back so he respects other by everybody else's property. We guess I don't know if we got new people boating or just, they think they can do wherever they want. I was tied up with my son with my pontoon boat. And one of these big boats dropped a skier and he goes into a hard turn, and he threw massive waves over it was bashing up with my son and my pontoon boat together. You know the people gotta learn what to do out here. We got to some way educate these people that you gotta drive normal. And, you know, and I'm not just gonna blame those guys. There are small boats, they're putting up waves as big as the wakeboard boats. And they're pulling inner tubes going 12 miles an hour. Waves are coming over my dock. I can't believe people, you know, they think they're going slow, there plowing through there. And that's just as bad as somebody running ballasts in a big boat. But I would like the board to give a directive to the lake manager. Please come up with some solution next year to try to figure out how we can catch these people and I know you're not giving these guys tickets because they're down my in the lake. And they know when they see security come around the corner, they drop it down. And I don't see no tickets written in my end of the lake, but I'm just requesting we got all winter. This don't wait till next year you're trying to figure out this problem. And then there's the wakes you know, why do these people run ballasts pulling an inner tube, you know, we're talking about erosion on the sea walls. I take care of my seawall; I dump a lot of riprap on and these boats are doing more damage than me or somebody else not having good seawall. So some to think about.

**Anthony Harrrell** Monte real quick. Are you still on the boating committee?

**Monte Thus (6)** Yeah. According to the newsletter, I'm not. I think when I was on the board I stepped off the boating committee but I can back on there. The same way on the lakes and dams committee. I stepped off of that?

**Anthony Harrrell** I reached out to Ben Kelly regarding these wakes, because we just recently just went around and did a study on sea walls. And there was one particular boat, a few of us are familiar with. It throws a huge wake. And one of the sea walls here on the east side of the lake, when that boat comes through, it goes over his seawall and it is backwashed and ruined his seawall because the waves are

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going over the seawall and washing out behind it, and it's crumbling. So we've had discussions and I reached out to Ben, to help us to come up with some way that we can probably try to address that. If people are running ballast, we don't have a way to determine that. And in order to determine that we would have to physically board their boat. Am I right on that to see if the ballasts are full?

**Monte Thus (6)** Ballast these days you can dump just as fast as you can fill it up. By the time you get there that ballast is going to be empty.

**Anthony Harrrell** Then we have in the rules for plowing water, right? But that kind of covers between someone not full planning out their boat. When these boats are going at like speeds where they should be planning out, but the bow of the boat is riding high, would you classify that as plowing water to write a citation for plowing water? In your opinion.

**Monte Thus (6)** Well make sure they're just not starting off.

**Anthony Harrrell** No, no. If there going down the main channel and they're maintaining a speed, but the bow is out.

**Roger Rawson (1851)** Yeah, and look at their weight.

**Anthony Harrrell** I know you're on the ski club and you're familiar with all the types of boats and things like that. And we're just looking for a way to try and force this. We have the plowing water rule and some boats when they're ballast is full the bow rides up. But others the bow has the weight in it right in there. Because there's ballasts in the bow of the boat. So sometimes when the ballasts are full, the boat is in a plane position, but it is still throwing in a big wake. In that situation if the bow is level it's not really looking like it's plowing water, we can't really write a citation because it's not plowing water. You follow me?

**Monte Thus (6)** Yes.

**Anthony Harrrell** So, we would like is some recommendations. Like I said, I reached out to Ben in the boating community to try to come up with some ideas that help us to come up with some way to inforce this. Because people are spending thousands of dollars on sea walls, and those wakes are tearing them up. And so we would like nothing more than to be able to stop that. And you're right, there are some small boats that are underpowered that we'll never get on plane and they plow just as big as a wakeboard boat. But in regard to like, the things that you're seeing on the lake, we've taken steps, Rob's taking steps, we've rearranged the schedules for the for the safety guys out here to be on the water more. And they're writing more citations. And we've also had IDNR out here. And IDNR has come out and trained with our safety people to train how to spot violations. And maybe it's getting idea IDNR out here again to actually patrol the lake. But we're aware of that too and we're trying to take steps. We only have one boat. And like you said, when they see the safety boat, everything goes calm.

**Monte Thus (6)** I don't call.

**Anthony Harrrell** So one thing that we learned from my IDNR was that IDNR can write citations based on videos. We didn't know that. So if you see a violation, and you can video that, we can have citations written through IDNR through videos.

**Roger Rawson (1851)** (1851) I had the same issues when I was on the board and I look at it totally different. This is a landowner issue, if their sea wall is falling apart then they have an inadequate sea wall. You know, this is a lake, I've seen waves just as big created by the weather, what are you going to do, give the weather a ticket?

**Anthony Harrrell** I don't know about that. I personally saw a wave go over sea wall and this seawall was two or three feet over the lake level and there was a john boat siting on the shoreline and that wake went over that seawall and filled that john boat. I've never seen weather do that.

**Roger Rawson (1851)** I've seen people come in here complaining about water coming over their sea wall and their sea walls about 12 inches above the lake level. But you live on a lake, if you live on the main channel were there are waves you're going to get them and if you can't protect your property from a natural element, which is a boat wake, you know, that's why I say I look at it different and like talked about the riprap issue, you know, people need to build these seawalls with riprap to kill this wave action. If your property is falling apart on the water, you're not protecting your property properly.

**Jerry Allen** I live on the main channel. I chose to buy a house on the main channel. I knew I was going to have issues with my seawall, year to year because of wave action. I can tell you when I'm out swimming off my dock and a boat like that goes by it wants to throw me right into the dock so it was not just the seawall, it's the safety of the people that are swimming as well. Okay, so there's more to it than just the sea wall. I expect to put money into my seawall every year to keep it where I want it to be, safe, doing its job basically. But there's other issues besides just that, you have to think about too ,when some of these boats come by, I've seen the same thing at my house, my neighbors got a gunite wall and it just flies over

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the top of it. I've never seen that do that in the whole eight years I've been here except for the past two years and it does it almost routinely.

**Roger Rawson (1851)** Yeah, the boats are getting heavier. We have a boat length limit. And I used to live on the main channel too. And I you know, I had to strengthen my seawall. You know, the boat that I have is a 22-foot tournament style ski boat. So when I am teaching people, I have a boom off on my boat. I may be only doing five, eight miles an hour. That's putting out a pretty good size wake. So, you know, are we not going to be able to teach because you come up with some wake rule.

**Anthony Harrrell** We have a plowing rule right now. That's not the issue. The issue is when you are going at a low speed and plowing water and making a huge wake.

**Roger Rawson (1851)** I mean, has anybody gotten any tickets this year for wake?

**Rob Clarkson** Not the same wake you are talking about but wake, yes.

**Roger Rawson (1851)** I just let you aware that there are people that have to use their boats to teach watersports. This is a water sports lake. And I hope you don't come up with something that's going to destroy that.

**Anthony Harrrell** We're trying not to.

**Roger Rawson (1851)** I know it's tough. It's very tough. And compliance is enviable, like you say, how are you gonna know what boats got what.

**Anthony Harrrell** And I don't want our security pulling up in an aluminum boat to a \$100,000 wakeboard boat and putting a scratch it just to check the ballast. You know, that's not worth it. I've seen someone wakeboarding go by and the wave is so high you can see the person wakeboarding on the other side of the lake from the waist up, right? You can't see the lower half. That's how big these waves are. Right now, we don't have any way to enforce anything on that if they're going if they're not just at a slow speed. That's our plowing rule, but we don't have anything if you're going full speed and throwing a three-foot wake for people to jump off of, we don't have a way to enforce anything like that.

**Roger Rawson (1851)** It's gonna be extremely tough to come up with, with a way to define or enforce it. The seadoos have been allowed to get much bigger and faster. The actions that I've seen out here constitute very unsafe acts. And I don't get out that much anymore but the few times I have, these things that have been very dangerous, crossing in front of you, passing you and crossing you, in front of you at the same time. We have a number of issues, we got people on man powered boats on the weekends trying to cross the middle of the lake. You know, there's a there's a lot of things going on that we're trying to get a handle on. If we bring you a video, you guys will do something?

**Anthony Harrrell** According to IDNR we can look at it.

**Shaun Hagen (1991)** Waves are a matter of perspective. When I was right behind the boat, the wake looks huge but when I was way back there behind the boat, you couldn't tell the difference. Matter of fact, he said it was smaller and in fact, it was bigger. So maybe those guys that had the new wakeboard boats that are dropping those skiers and doing the big power turn to pick up their skier, maybe they should talk to somebody on the boating committee, talk to one of us veterans, and say, you know, just drop your bow down, turn around and go pick up your skier. And then this that might solve a lot of problems out here just by a little bit of talk.

**Cole Hagen (25)** I just had a couple things. So the first thing I think you guys should consider too on top of all this is just the amount of S curving through the lake. There's a lot of tubers out here that go 20-30 miles an hour creating small wakes. But when you S curve down the entire lake, you're also throwing double ups were those wakes are compounding. The second thing I wanted to mention was you're looking for recommendations on how to enforce that how to educate that. But I think that on the education side of things, could we try to get our security boat drivers to pull these drivers over and say, hey, do you mind not power turning and if they don't know what that is, we can explain that to them. So if we can eliminate that that may go a long ways before we take drastic actions. Okay.

**Monte Thus (6)** In regards to the erosion when they drop the lake down this year like, I would like the lake manager to take a look out here where we did the ski show two years ago, three years ago, there was riprap dumped in there. It broke it down. I don't care what you had before but put the rock in front of it to break down those waves.

**Kenneathia Hagen (1991)** I served on the restaurant committee and I was the chairperson of that committee five years ago. And being the chair of a committee like that I was requested to be at every single meeting with updates, answer board questions, basically provide a report of what we did during the two weeks before the next meeting. When open floor people had questions, we were able to answer them immediately. My suggestion would be because Cole has had to go to the building committee three times and then 2 board meeting in this long span of time, especially coming up on the lake draw down, would

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that be something that a building committee person or representative be at a board meeting so they could help answer why they made certain decisions. Thank you.

**Pattie Brown (1992)** I would just like to ask the board to consider raising our assessments a small amount and putting most of that to roads but maybe some of that to more people to patrol the lake in the summer. Our assessments are ridiculously low. I think you guys do a great job. The people who work here do a great job providing. I can't believe they take care of the roads, take care of the beaches, take care of the outlines, we get a great value for our money. And I don't think anyone could really complain about a small raise. Every year costs go up, prices go up. \$700 a year is nothing.

**Kathleen Henson (2079)** I talked with Rob a few weeks ago and I'm here kind of on his recommendation. My husband and I got a letter from the lake committee doing their inspection and they have requested a couple things on our property there. One of them is to put down some additional riprap and soil cloth and my husband and I agreed, not an issue, we know we need to wait make those repairs. We've been there only three years, so we know we need to make those repairs. Our docks are from the previous owners. They're just the old wooden docks and they're kind of warped and we know that we need to repair those too. And so I was talking with Rob and I said in terms of priorities, the letter states that we're supposed to get everything done and repaired by December 31. I don't think we'll have a problem with the shoreline being repaired but I'm just not confident that we can get the docks, there floating docks anyways, the drawdown isn't gonna affect them at all. They're just going to sit on the bottom of our cove when the drawdown happens, but I just can't guarantee that we're gonna be able to get the docks completely repaired. And it's not really a safety issue is just like an aesthetic issue. So I don't know what documentation I need or if it's any kind of formal variance or waiver permission or just memorialize it in the meeting notes or something, but I guess if I can just get an extension to the December 31 request for the dock repair.

**Anthony Harrrell** Just write something up and bring it to us.

**Ali DeVries** How long do you need?

**Kathleen Henson (2079)** And just submit that letter to the board?

**Ali DeVries** You can submit it to Rob.

**John Crotty - Motions to adjourn to Executive Session.**

**Jerry Allen- Seconds.**

**Meeting adjourned to Executive Session at 9:05 p.m.**

**Meeting Minutes submitted by Karla Suttles**