

Holiday Shores  
Board of Directors Meeting Minutes

**Date:** December 9, 2020

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

Others Present: Rob Frey and Karla Suttles from the Holishor Office. Joe Bowler & Braidon Pilla with Midwest Solar Systems.

**Holishor Members Present:** 6

**Proceedings** Meeting called to order at 7:29pm Pledge of Allegiance recited

**Meeting Minutes – Minutes of November 11, 2020**

**Tony Harris** - Motions to approve the minutes as amended.

**Matt Ressler** – Seconds

**All in favor**

**Motion carries**

**Transfers of Property** We have 7 transfers of property and all triggered initiation fees.

**Bills & Salaries**

**Tony Harris** Makes a motion to approve Bills & Salaries as submitted

**Matt Ressler** Seconds

**All in favor**

**Motion carries**

**Profit & Loss**

Submitted for review.

**Manager's Report**

Read by Rob Frey

**Public Safety Report**

Read by Rob Frey

**Jerry Allen** Hey, Rob, I got a question for you. On here it says five streetlights identified are not functioning. I think at the last meeting we had five streetlights, is Southwestern electric not responding?

**Rob Frey** The way they get reported has changed a little bit. We used to just call them up or they are already out here. What we are doing now is we're emailing a list of these streetlights and where they're at. It has got to be a little bit more difficult, because we have to identify each lot number and the homeowner that is on that lot. There's a lot more legwork involved. **Matt Ressler** I thought last year we made the recommendation that it would be the homeowner's responsibilities to report these lights, not ours. **Rob Frey** I can check into that. **Matt Ressler** I think that's the recommendation we made about a year ago. Anytime someone will call and say the streetlights out, put it on the property owner. **Rob Frey** Very good.

**Old Business**

**Traffic Signs.**

**John Crotty** At the last meeting Jerry and Brian went over their recommendations for us and the board was going to go back and think about it and come back with some recommendations. **Tony Harris** I have some discussion topics. So I looked at what has been proposed, and I wanted to go out and see the addresses. The state doesn't require basically controlled intersections everywhere. So I went and looked up the 2020 rules of the road, they put out in their handbook, it says these are the rules you're supposed to know and follow, to be able to pass your driver's test and be a safe driver. I pulled some excerpts out of that. On page 26, it starts and says, a driver must yield the right of way to other drivers, bicyclists, and motorists, under the following conditions. When two vehicles on different roadways, reach an uncontrolled intersection at the same time, vehicle on the left should yield to the vehicle on the right. Another instance was, to cross traffic, when the terminating highway of a T intersection with no traffic control signs or signals. on that one, the idea was, if this is your T, and you're on the leg, when you come that intersects, you've got to yield any cars on this side, what they were saying there. And then also on

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page 27, there was a statement that a driver must yield when making a turn at any intersection. And they went into talk about signs also discussed, do we need yield signs? Do we need stop signs? You know, what do we need. And in their states, you know, the color on a sign has a special meaning. It's important that a driver memorizes the meanings of the colors, red signs or regulatory signs, it must be obeyed. They include stop, yield, do not enter a wrong way. So basically, they give the same weight to yield and stop signs. And then they went on to explain the differences or explain the different signs. And for a stop sign, they stated, basically, a stop sign tells the driver to always make a full stop, if there's not a stop line before they should stop before entering the intersection, the driver should yield the right of way to pedestrians and approaching traffic. So for a stop sign, you stop before entering the intersection, and you have to yield the right away for a yield sign, a driver should slow down to a safe speed and stop if necessary. Yield signs tells the driver to give the right of way to all vehicles and pedestrians before proceeding. So in both instances, you have to yield to pedestrians and vehicles, one you have to slow down to a safe speed and stop if necessary. The other one you have to stop. So really the only difference between the yield and stop sign is do you have to stop or can you slow down to a safe speed. The thing that I thought was interesting and pertains to us is when they're talking about when a driver has to yield, they don't state if by chance you happen to come upon some uncontrolled intersection, in the unlikely event, you know, call your local governmental bodies to put a stop sign up. They stated they know in the law, you're going to have uncontrolled intersections and they give you the directions of what to do when you reach one, you know, the vehicle on the left yields and the vehicle on the right goes. So I would say that our legislators or whoever, you know, anticipate and are aware that we're going to have uncontrolled intersections and I think in a rural community like us, I think we can have some of them. So the other thing I did that I thought would be helpful for me is I went back through and looked at the proposal and I'd like to kind of go through them one by one and see if we want one at that intersection or not one at that intersection. I think if we talk about them as a whole, we get lost on the situations that could occur at each particular intersection. So what I would propose is, if you look at the map that we had, if you leave the ones that are already there for a second, let's say we remove all the others, these are the ones that I would add back. So I would add six stop signs and six yield signs to what we currently have. Places that I would put a stop sign would be on Caribbean there at the intersection of Caribbean and Key West where it kind of comes in in an angle. We've got a stop sign on Key West but my thought for putting stop signs here on Caribbean was we've talked about it's a long road, and we have a lot of traffic that goes really fast. We want to slow that traffic down, break it up. So I would put stop signs on that road to stop the traffic because it's such a long stretch. **Matt Ressler** On that proposal was there a stop sign on Caribbean? **Jerry Allen** No there was not. **John Crotty** And I think I made a note of that too, to put one either at Tampico or Key West. **Tony Harris** Tampico was so close to the end of Biscay, so pull it back to the intersection at Key West was my thought, that kind of breaks it up about a half and we could slow that traffic down. So right there were Jamaica comes in, we had a yield sign, I think I would propose leaving the yield sign. And my other thought was most of the ones that are T intersections, you're not going to have someone driving through the intersection, you shouldn't have according to the rules of the road, you should be stopping if you're on that T intersection and yielding anybody on the cross at the top of that T. **Matt Ressler** Well, that should be, that's part of common sense and common sense isn't so common. **Tony Harris** Well, I think we could expect that most generally, the majority of people in the subdivision would follow the rules of the road. **Matt Ressler** You have to take into consideration that we are having ATVs out here on the roadways, we've got kids operating, you know, golf carts, that shouldn't be because our public safety is not out there enforcing it. You know, our rules. So you have to take those things into consideration. So I'm looking at as a safety aspect. Do you have a copy of the actual proposal? **Jerry Allen** I got a copy of the spreadsheet that I created not the map. I think if we go back, and Tony, what you said makes a lot of sense, thanks for doing that research. I think what started this whole thing off was one of our members saying how none of the roads were marked with who should stop who should go, and how they thought it was a little bit of a safety issue as well. And that's why we started to look into this specifically in this particular region, which is where he traveled. And I guess, looking at what he stated

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and my own, I go down Barbados almost every day, which is one of the roads on this section. And like I said before, I've seen somebody get t boned there, and I've almost got t boned there too, It's a 4-way intersection, it's the intersection of Tartuga and Barbados. I think it comes down in my mind, and maybe I'm wrong, it's more of a risk issue for the association. First of all, obviously, the risk to the membership, for having collisions. Secondly, the risk for the association. Are we at risk if we don't have the proper signage up at these intersections is my question. **Tony Harris** It'll make sense. I mean, you have lots of places in Illinois that don't have signs at intersections or stoplights. Otherwise, you wouldn't have directions in the rules of the road on how to operate a vehicle safely at those intersections. **Brian Wood** The rules of the road also state that on any road, you have to drive 55 miles an hour unless there's signage otherwise, but people still drive 100 miles an hour. We can be more proactive and attempt to prevent these accidents because we have the means to. They're not going to go out in the county and mark every section that's a four-way intersection with cornfields on every side. Unfortunately, we don't have cornfields at every intersection, we have houses, and we have children and we have slow moving vehicles. So I think that's being proactive. We do not need to have any intersections that are unmarked. Do we have to have a four-way intersection at everyone? Absolutely not. But I think you need to have some kind of markings at every intersections, the ones where he's talking about with a four-way intersection with no signage whatsoever, I think that's unacceptable. **Tony Harris** No, I totally agree. I think each intersection is potentially different. I think t intersections should be treated differently than a four way because you're right, those on Barbados Nassau, Catalina, you need something there because there's a cross intersection or four way stop like that. It would be nice to have something to identify to the person driving which side of the road is supposed to stop or yield. **Matt Ressler** So here's, where I'm at. I make a proposal that we go through with this and put the stop signs in at the recommended locations and add the one stop sign on Caribbean at and Key West? **John Crotty** I would say the only thing is right now you've got these long roads like Tampico and Tartuga, you've got a stop sign at every block, I think we need to alternate that. **Jerry Allen** The only reason why that's that way it's because I was looking at more like the flow of the traffic and where most of the flow goes down Barbados, Catalina. Conversation ensues. **John Crotty** So can everybody provide feedback to Jerry & Brian, ideally before the end of the year so they can get together before our next meeting. **Brian Wood** Yep. we'll be in touch. We'll get together and we'll come up with the plan.

**Marina Cable Rule/Fines**

**John Crotty** We've talked about this a few times. We said we wanted to finally get some language proposed at one of the meetings so we could get it posted. This is what Anthony wrote up. "It is the responsibility of all members of Holishor Association to make their best efforts to prevent non-members from using the private amenities that members are privileged to use. In an effort to protect our lake against unauthorized use, please lock the Marina boat ramp cable as soon as possible after launching or removing your watercraft. If there are others in line after you use the ramp, you may leave the cable down as long as the watercraft behind you has proper year decals and lot numbers. It is the responsibility of the last person in line to be sure the cable is locked. If you are the only one using the ramp at the time, you may launch your watercraft, park your vehicle, and then lock the gate upon returning to your watercraft. If you are removing your watercraft and no one is in line to use the ramp, please load your boat onto the trailer, pull forward so the trailer is clear of the cable, then immediately lock the cable." The rule maybe subject to level 1 infraction and fines. So that is the plan to go to a key that stays in unless you lock it. And he was going to put that in place April 30. So that is a concern. I mean, we could decide not to go with that type of lock. **Brian Wood** So a lot of the point of the having that lock is just to remind people because I think a lot of it is honest mistakes that people forgetting to put the cable back. But having that key like that, it's like, oh, yeah, I need to grab my key before I go, but if there's a line, you're going be like, hey, you lock it, I'm gonna grab my key out of there, it's just gonna be a reminder to help people to not mistakenly forget to put the gate back up. **Tony Harris** It says rule may be subject to level one infraction and fines. We need to look at that, when you read level one infractions violation of

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specific Holishor Association boating rules and regulations. Since this isn't a boating rule, and you make it subject to these fines, without changing the language, I think we've got to change some of the language a little bit. **Matt Ressler** I'd say leave it as boating rules. Conversation ensues

**Tony Harris** Makes a motion to propose a new rule related to the Marina and Boat Launching Ramp with language that we read tonight with this change, "This rule will follow Holishor fines and penalties structure."

**Matt Ressler** Seconds

**All in favor**

**Motion carries**

**Solar panels**

**John Crotty** We have a variance for 1328 Caribbean Drive for solar panels to be put in the backyard. So it would be a mounted solar panel. The current lot already has a shed on it, and they're asking to add the solar panels. So this would be one of the first ground mounted solar panels. Are the owners here to discuss and answer any questions? **Bob Petrosky (1328)** and before I go on, would you put a stop sign in front of my house? That's a speedway right there. **Barbara Petrosky (1328)** I'm thinking, you know, the school bus stops at our house on Key West and Caribbean. And they also stopped at the street right before that, which is Key Largo. So either one of those places would be good because you've got driveways, you've got 3 driveways right there at Key West. And the other one you have one driveway so either one of those two places would be good. Because they zoom. I've called Madison County many a time and I've held my phone out and said, Do you hear what I'm listening to? Yeah, they're going a little fast, aren't they? And they said, Yeah, they're doing donuts right there on Key West at two o'clock in the morning. **Matt Ressler** We have PR setup out so they're out there on a regular basis. **Barbara Petrosky (1328)** Yeah. I mean, you know, they just, it's kids, probably I'm sure, you know, who knows? But that is a good place to put something. **Jerry Allen** So I guess a question for you guys is we looked at your variance request, and it says that the unit is going to be 12 feet high. Is there any other way to make it lower than 12 feet, does it have to be 12 feet be useful or effective? **Bob Petrosky (1328)** It would be easier probably for me to maintain, you know, by cutting the grass and stuff like that. But what would you suggest the height? **Joe Bowler (Midwest Solar Solutions)** So what we typically do is the homeowners will typically want it at least six feet high. So that's typically where we put it. That way, they can ride their zero turn under it. And it's not hard to mow around, we can put it all the way 2 foot above the ground, if you want, it just becomes harder to mow around. That's the only dilemma. That's why typically we do put it at that 12 foot for the max height. But it can come down, you know, probably another four or five feet. **Tony Harris** Sounds like six feet off the ground and the height of the panel's themselves was about six feet so that is where the 12 feet is. **Joe Bowler (Midwest Solar Solutions)** I'm referring to the lowest point, the 12 feet the highest point because they're at a 30-degree pitch. **Tony Harris** Yep. So from the bottom being 6', that height at an angle of 6' too. **Joe Bowler (Midwest Solar Solutions)** Yes. **Bob Petrosky (1328)** And there's a farm back there. So you know, I'm right at the edge of Holiday Shores. **Brian Wood** And the panels are gonna be facing south, I assume, and that's why you're not doing a roof mounted because the house faces the back on the north side, right? **Joe Bowler (Midwest Solar Solutions)** Yes. **Bob Petrosky (1328)** Plus, I was told with a roof mount you get less efficiency out of your panels. **Joe Bowler (Midwest Solar Solutions)** You get more of what you pay for, basically, you know, the roof mount, it will hurt about 10% typically, and maybe more depending on the asmath of the roof. **Bob Petrosky (1328)** Yeah, and also, I have a brand new roof on I've had put on two years ago, and if some damage comes to it, they would have to come back out and take down the panels and get the roof fixed. And then they would have to come back and put the panels back on. And not all insurances will cover that, you know, it would be a lot of out-of-pocket expense. And at 73, you know, and social security on a fixed income, I'm looking for the best way to save a buck. **Matt Ressler** Rob, what's the height requirements on sheds? Because this is considered another structure? Correct? **Rob Frey** Right now, the sheds are coming in just under 1000 square feet, as far as like

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another permit through the county. Height wise, really, we haven't seen anything over one story but we have nothing as far as height wise go. Madison County does count these ground mounted solar panels as a structure though, a separate structure. **Brian Wood** I think our concern was just the height, the 12 foot height, because we talked about fences, because a fence a six foot fence, you know, it's reasonable, but 12 foot, we're talking about pretty substantial structure there in a neighborhood. So and I know you're on the edge of the neighborhood and by the field there, but still, but we also have 1200 other houses that if everybody wanted to do it, we're gonna have some major problems. So that's one thing we have to take into consideration on the size of the structure. So I would say we would be more inclined if it was lower to the ground rather than the 12 foot, like you said, if you could bring it down to eight foot or something like that. But that would be my suggestion that we would be more likely to approve it if it was more around that eight foot mark rather than the 12 foot. **Bob Petrosky (1328)** That'd be alright with me. **Matt Ressler** I'd be fine with eight feet. **John Crotty** Any other questions? **Brian Wood** And it's 34 feet long. Is that what it was? **Joe Bowler (Midwest Solar Solutions)** I believe so. Yeah. **Matt Ressler** Now we had a question somebody did earlier about turning it. **Joe Bowler (Midwest Solar Solutions)** Oh, and making it longer and taller. So instead of stacking in portrait stack them in landscapes. That would be more beams, a little more money because you know, we have to support it so many feet. So we drive beams into the ground to support the panels. So that would be an add or obviously. So that's that would be the issue there. **Matt Ressler** But that would get it down lower though. **Joe Bowler (Midwest Solar Solutions)** Yeah. **Brian Wood** That would get you down to about six feet maybe? **Joe Bowler (Midwest Solar Solutions)** Yeah. Wouldn't bring it down a whole lot maybe a few feet. **Brian Wood** We're already talking we can get it down to eight. Because the 12-foot mark, I think was everybody's concern. I would be more comfortable approving it at eight foot. **Jerry Allen** I would too. **Matt Ressler** I'm good with 8.

**Brian Wood** Makes a motion to approve if the if the structure is eight feet tall.

**Matt Ressler** Seconds

**All in favor**

**Motion carries**

### **Political sign rule**

**John Crotty** This came about because at the last election, there was a significant number of political signs put on Holiday Shores property. All it says right now in our rules is that political signs will be no larger and 26 inches by 16 inches in size. So we're looking to potentially add something to that rule around not being on Holiday Shores property. Anybody have any suggestions on the wording, **Tony Harris** I would suggest to amend the language to say that no political signs may be placed on association property. **David Decker (1184)**, you don't need a rule to keep signs off our lots. If you're the association, they don't have a right to put a sign on the lot, you can remove it. **Tony Harris** That's true, it is our lot, we can just send public safety personnel to take them off because we're the owner of the property. **Brian Wood** Maybe we could as it gets closer to election we can put something in The Holiday Times as a reminder, no political signs allowed on Association property. We just need to enforce it. That's something security can do, I would assume.

### **Roadway Improvement Committee Proposal**

**Jane Unsell (81)** I'm with the Committee for Roadway Improvement. We have other members here, Kay Slayden, Susie Rives and of course, Jerry's on the committee also. So it was my understanding when this committee was formed, that the goal of the committee was to review the issue of the need for roadway improvement in Holiday Shores. And also to look at how can we fund some additional improvements to the roadways. So in order to do that, we looked at a number of factors. And the very first factor we looked at, of course, was the fact that here at Holiday Shores you only pay one assessment per year, no matter how many pieces of property you own. And that fact in and of itself limits the amount of money that comes into the Association for improvement to roadways. And so we looked at that issue

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and we also along those same lines, we tried to determine how many people owned multiple lots in the association. And we wanted to look at that issue right off the bat to figure out was it really worth going after these other lots that people owned, who only had to pay one set of assessments. And so in the investigation part of this we tried to determine how many people owned multiple lots. And I believe that we were able to come fairly closely to what we have in terms of multiple lots and people who own those lots and only pay one set of assessments. We also looked at how to fairly charge assessments on those multiple lots and I know I've been in the Holiday Shores for about 10 years and I think we got involved in this way back when, and that was the big issue, was how do we charge? Should we have an assessment for every lot that a person owns? Or should if that lots empty should it be a half of an assessment? So we had some discussions way back when, on how we will fairly do this, if we were going to try to pick up assessments from multiple lots that people own? Then we looked at also whether or not the members of Holiday Shores felt like we needed road improvements. And we wanted to know would the association membership be interested in paying extra for road improvement? Finally, we tried to phrase an amendment and you have a copy of that amendment that we put together after we did all this investigative work. So in the investigation, we found the following, we found that there are 266 multiple owners in Holiday Shores, there are 689 lots that are owned by multiple lot owners. And that's a lot of lots that we're not getting assessments on. 416 of those lots are vacant. Many of those lots are owned by very few people. So for instance, we have four owners that have eight or more lots. We have one owner that has 30 lots, we have one owner that has 16, one has 11 one has 12. So you have a very small group of people who own a lot of lots. Based on the foregoing, we believe that if we are able to pick up the assessments on that 689 lots that are not presently paying assessments, that could mean a substantial amount of money for the roads. Further, we developed a survey in our investigation and put it on social media, asking lot owners and Holiday Shores whether or not number one, did they think the roads needed to be improved, and number two, were they interested in paying more if we were going to try to do something in terms of roadway improvement? And I think the bulk of the answers that we got in that survey indicated that yes, people thought we needed some roadway improvement. And there were people who said, Yeah, I might be interested in paying something more. So I think we have some input from the association that would be helpful as we go forward in terms of whether people really are interested in putting up more money to get roadway improvements. Now, the question then became, how do you fairly charge for these lots that aren't paying assessments at the present time, and the committee believes that we ought to do something that would be across the board fair, that is, if you think about a lot that touches the roadway, that roadway is a benefit to the lot, it allows the owner to get to the lot, to use it, to conduct their business. And so therefore, that owner ought to pay something to maintain the roadway in front of the lot. And so we developed a method of determining what assessments should be paid on those additional multiple lots, by doing it on a linear foot method that is, if you own property, and you have frontage that touches the road, we take that amount of that linear foot and we charge you per linear foot, and it's charged across all lots that you own, not just the lot that you're paying your assessment on, but on all lots. And all owners then would pay their fair share. If you have a lot and it runs 600 feet in front of the road, you pay 600 linear feet in terms of assessments to improve the roadway. Now, the committee believe that this would be the fairest way, all owners would be in be paying equally in terms of the amount of land that they own that touch the road. We did note that we presently pay in our assessment, that is a yearly assessment, we pay something for road improvement. So to prevent some double billing, we agreed that that cost would be pulled out of your normal assessment, and then you would pay an additional assessment that would be based on linear foot of all the lots that you own. And that's all that you would pay for road improvement. We put together the amount of lots that were missing in assessments. And we've come to an agreement that conservatively if we were able to do this, we could bring in \$225,000 a year for roadway improvements. And it would be a much fairer system than what we have now because everybody that owns properties got to pay their fair share. So what we tried to do is then put that into an amendment that you have in front of you, we are also wanted to include the fact that and so people would be assured that this money and this second assessment would go for roadway

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work only. And that's part of our bylaw, that we drafted, that the association couldn't use it for something else it all has to be for roadway improvement, because that's why people would be agreeing and voting to these assessments that would in fact, increase the amount of money that they would be paying. So we determined that \$1 per linear foot would be a place to start. And we would like to do it for four years. And at the end of the first year, the Board of Directors would have the duty to determine and to advise the association if they thought that dollars should go up, or if it should go down, depending on what type of budget you had that year. So we thought 4 years would be a reasonable period of time, because that way, everybody could see the money that they would be paying extra, they would hopefully be able to see it in roadway improvement. And at the end of four years, you would either have people who were happy to pay more to to take this program further, or the association might determine that it wasn't worth the additional money. But we thought four years was a reasonable place to start in terms of how long this assessment should be enforced. And we in fact, then did write a proposed amendment and we are asking the board at the present time to approve that amendment for vote at the at the yearly meeting. And I think you probably all have copies of the amendment if you have questions. **Bob Petrosky (1328)** I've lived out here for 20 years. When I came out here, before I built the house, I bought two lots. Then a guy had cancer on the side of me. He had three lots. I wanted two more, but he said I'm making a deal on three lots. Right now, I'm 73 years old, I'm retired, my wife is retired, I live on Social Security. When I came out here, nothing was said about paying extra for lots. That's why I picked them up. Now it would hurt me. Because I pay \$5,000 in taxes. And I pay taxes on these lots. And you know it just every time I turn around, it's something else, more money, more money. My Social Security doesn't go up. **Matt Ressler** Our costs on everything's going up though, sir. **Bob Petrosky (1328)** Oh, I could understand it. I could understand, you know, but why is every time? Money, it's money, it's money. Go to the people that have the extra lots. **Matt Ressler** So how many lots do you have? **Bob Petrosky (1328)** I have five lots. **Matt Ressler** So we're going to you. **Bob Petrosky (1328)** What do I have to do? I mean, you know, I'm not made of money, it don't grow on trees. **Barbara Petrosky (1328)** We do have five lots, but years ago, we took them and they made it one lot and we pay one tax bill. So that's only one month. Correct? **Jerry Allen** The past few years, you've paid \$660 for assessments for all five lots. It goes by membership so you paid for all five lots, but the other four lots that you have, who's paying to repair those roads in front of your house? **Bob Petrosky (1328)** They've been repaired one time in 20 years. **Jerry Allen** On Caribbean they are actually asphalted which is actually an improvement above almost all the other roads. **Bob Petrosky (1328)** What I'm saying is you need to consider the people that's on social security that is barely making a living now. I mean, you know, we're not rich people. You know, I moved here from Madison, Illinois. I mean, you know, it was a nicer place to live. You know, the opportunity was there for me to pick up a little land. **Matt Ressler** So if this goes through, you'll get your vote, just like everybody else. **Bob Petrosky (1328)** I know I will but have a little consideration. That's all I'm asking. **Matt Ressler** So we had a discussion earlier about not losing revenue, but just charging the dollar lineal foot on top of the \$660. **Jerry Allen** What I think what we need to do is make this available for people to review and get input from them, whether they like the way this is written, or we need to make some adjustments. The reason why we put it out here now is so that we could get input like Mr. Petroski, and his wife here to help us understand the true impact of the actual members. So I mean, I'm not opposed to doing exactly that., just leaving the \$660 as is and then adding the dollar amount to it. But I would like to see if we get what kind of response we get to what's written here, and we can make adjustments to it. This is the time to do it. **Matt Ressler** No need to take revenue away from us. **Brian Wood** And this is something, correct me if I'm wrong, it's going to be voted on by the entire Association, right? This is something we're discussing now to be voted on by the Association. And when your a member of an Association, that's majority rules. **Tony Harris** Well, the thing we have to do too is we look and make sure that we've covered all of the points in the rules that need to be changed to make this effective if it was to go that way, too. Right. We've got a proposal, but we're not anywhere ready to vote on putting anything on the annual meeting agenda. **Dave Decker (1184)** Just a question on the proposal. It talks about from what I heard, it talks about total road frontage. Correct. So if you live on the

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corner, you're paying for coverage on both the front and the side of your property. **Jerry Allen** Actually, it says property frontage. So on the people in the corner lots what we were thinking was, they would pay for where their address is. So if you live at the corner of Bermuda and Barbados, this is example, and your address is Bermuda, then you'd pay for that. **Dave Decker (1184)** So, if your lot is 110 by 80, and your frontage is 110, you're gonna pay 110. And the guy down the road who lives on the cul de sac, and only has 20 feet of road frontage is only gonna pay for 20 feet. But he drives two miles to get to his house, and the other guy drives three blocks. So if you're charging for road usage and repair, think about the people that are driving farther in. **Brian Wood** I don't think we can charge them though from how far they're driving. **Dave Decker (1184)** You can charge them any way you want, you're changing the rules to do what you want to do now, so you could charge them any way you want. **Jerry Allen** Well, this is a way we thought that was the fairest way to set this up. We do know that there's some cul de sac lots that have 35, 40, 45 feet. And it does seem like they're not paying their fair share. But they're each paying the exact same amount per foot. If they live on a cul de sac it's just they're just good for them. **Dave Decker (1184)** So you just use the word fair and talked about a total discrepancy? So what I'm just saying, just think about that. If you truly want to do it, fair, figure out a fair way to do it, as opposed to giving the advantage to people who are using more of the roads. **Brian Wood** We're open for suggestions. **Jerry Allen** This is an open discussion. And we're open for suggestions. **Dave Decker (1184)** You asked for feedback so that's what I'm giving you feedback. The other side of it, you know, I keep hearing, you know, I've heard for years people own these lots so that they get the value out of their property going up. Well, the reality is, that's not true. I've just heard the chuckle from the people who own the lots. Because the value of those lots haven't skyrocketed. There's not a whole bunch of money to be made for those and a lot of the people that don't have them as investments, they just have them to have a better neighborhood. And in all fairness, I own multiple lots in case you didn't guess that. But by doing that, you're actually reducing the amount of road damage that's going on because you don't have people driving up and down the road for those extra lots. So if you truly want to do it equitably, do like every other person does it in the country, do it by property, do it buy property value, you want to tax people, tax them by the value. **Tony Harris** That's a good point, because I think kind of the point they was making, if you think about to somebody that drives, it's on the edge of an outside roads, St. James or right off of Prairietown, that may drive right beside their property, and yet, so they potentially use 100 feet of the association roads. And like say, you got a guy in a cul-de-sac that drives on five miles of roads, and then has a 25 foot or 30 foot frontage. I don't think it's fair to charge one guy \$110, when he's driving only on 110 feet of road to get to his house, and the other guy's driving in five miles, and he's only paying \$25. So I don't think that comes out to be fair. And if you're paying more, you know, right now, the assessment stuff are set on per membership. So you pay a certain set amount, and you get a certain set of say, per your vote in the association. If you're paying more, we're changing it about lots and paying for a lot. But do you get a larger vote, if you're going to pay for five lots, why not get a vote for five lots, you should get a say in what you're doing if you're going to be taxed more on it unless you go to something, maybe you do it on the value of the houses. **Brian Wood** There's no way to assess like we're talking about, the guy that only drives two blocks on the road versus a guy who drives two miles. You can't assess that. Mr. Petrosky, he's retired, maybe he leaves his house twice a week, whereas, and he goes, you know, 2 miles, but the guy that goes three blocks in and out his house 14 times a day, you know, you can't really assess that, there's no way to assess that. I think the proposal right now is a very fair, reasonable fair proposal, like said it can be voted upon and it can be changed and discussed. **Jerry Allen** Well, I think that whenever we are taxed by Madison County on the roads and bridges for Moro Township, they don't assess how many how many miles I drive on Moro Township roads. **Tony Harris** So what's your property value? **Jerry Allen** I don't think we can, we're not a taxing body that I know of, that we can tax it, this is an assessment. **Tony Harris** You can charge a system based on x percentage of your property value then. I mean, you can, you can do that you can't do it's just you can't, you just write your rules that way. We wrote this, we're gonna charge you \$1 a foot, okay, and you said we will use the frontage in the plat book, but I can say I'm going to charge you 10% of the value that is recorded in the county rolls. You can do it. **Jerry**



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**Allen** I never said you couldn't, I'm just saying this makes it much easier to manage, much more fair and equitable. When you compare the fact that multiple lot owners haven't paid anything additional above what I do as a single lot owner. And somebody has to take care of those rows in front of those properties, whether you drive on it one time a year, or 100 times a day, whether you drive one mile or one foot, you live here, that's part of the responsibility of being a property owner here. **Tony Harris** And by owning multiple lots, so if I own three lots versus one lot, then there's one third less traffic now because I own three lots and I'm only got one person driving, we're as if I own five lots, and I've only drive on it now. If each of those five lots had a house, you'd have five times the traffic, so you'd have five times the wear and tear. So this is actually saving wear and tear here on our roads, buy people owning multiple lots. Well also historically if the multiple landowners would have paid something all along, we may not need the money as much as we do now, and the roads may have been in better shape. That's not the way the association was set up. And we can all go back and say it should have been set up differently, it was not what was designed here. **Brian Wood** Who wants to chair the committee to calculate those values. **Tony Harris** You're gonna get one number or the other, whether you get footage or you get a value. **Brian Wood** If you're gonna go on the county page, and you're gonna find everybody's assessed value and then go back that's gonna take or whatever, **Tony Harris** You're gonna have to go to everybody's page and get their frontage **Jerry Allen** We have that. We can go to the plat book and get it. **Brian Wood** Assessments change every year. My linear footage doesn't change every year. **Tony Harris** No, but you just have to do at least once. **Brian Wood** We already did it. **Tony Harris** So how long did that take? You're just doing that same set of work, I'm not saying you should or shouldn't do that, I'm just saying it's another option. **Jane Unsell (81)** I think though, we're talking about being fair and when you own several lots, you enjoy those lots, you use those lots, you benefit from them, and the fact that those lots have to have a roadway in front of it, then you should be paying for the roadway, it's not so much the driving on there. And I understand that this is going to be a little bit higher, it's gonna be higher for everybody, quite honestly, it's a separate assessment is what we're suggesting. We're not picking out certain people. And the point is that, as I said, before, we talked before about maybe making a certain assessment for each lot. That would be I think, unfair for this gentleman, if he had to pay the assessment for all five lots. But here, we're trying to at least spread it out. And I think it is fair, rather than saying, okay, you own five lots, you have to pay \$660 for each one of those lots, that's way too much. But here, it's based upon the amount of property that you own, the touch the roads that road has to be built. So in my opinion, it is a fair way to spread it across the board. Sure, people are on limited incomes, I understand that. But if you own property, and you're in a community, and we want the community to look good, we want all of our property values to stay up everybody has to contribute. And we're trying to make it across the board that everybody does have to contribute. **Bob Petrosky (1328)** I didn't like the comment, we didn't pay our share. When never had to pay more. When I bought the lot that was the rule. You paid for one assessment, so I paid my share. And to the lady if I was 20, 30 years old, I wouldn't care because I could work overtime. I could work enough to make ends. There's no more money coming in, social security, that's it. That's all I have to say. **Matt Ressler** Let's get some feedback on this proposal. **Jerry Allen** So we want to post it to the to the website and see if we get some feedback. **Matt Ressler** Do you have a way to post it to get some feedback on that John? Like you did the others. **John Crotty** We can do it like a survey like we did before. **Jerry Allen** Yeah. I will work with John and we'll will get that set up. **Matt Ressler** And try to get that posted on the Facebook page so people can go to it. **Jerry Allen** And I know the committee came up with the idea of possibly posting it in The Holiday Times. I don't know if that costs us a lot of money or not. **Karla Suttles** It's not a problem to put it in The Holiday Times. **John Crotty** Okay, then we can direct them to the survey, then we can have that in time. **Jerry Allen** Yeah. Sounds good. **Tony Harris** Do we need a survey or do we just need a way to get feedback. **Jerry Allen** Comments is what we'd like to see. We put the proposal in there and just give them an opportunity to put some comments down there if that can be done. **John Crotty** Only we have the eyes to see what the comments are so people might be more willing to put their comments in there

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versus Facebook where everybody's seen it. **Matt Ressler** Thank you guys. **Jerry Allen** Thanks committee you did a great job.

**New Business**

**Request For Additional Fish Structure**

**John Crotty** The fishing committee represented by Matt Ressler here tonight has a proposed new locations for fishing structures. **Matt Ressler** Yes, so the Tiki Bar Bass Club is going to be purchasing material for structures. And you know, we just did a huge stocking in our lake and we need to have somewhere for those fish to go. We're trying to hit on the ends of the spawning coves to protect the fry and the fish that we have in the lake. The volcanoes are where the structures are currently placed. The Christmas trees is where we have Christmas trees. The areas that are yellow are marked approved, are currently approved locations. And the new locations the water is certainly deep enough from what we came up with as a board in the past, so we're just asking for these four new locations to put structure in.

**Tony Harris** So my question is, when we say this deep, how deep is the water there, **Matt Ressler** It varies, the minimum depth that we put these in is 12 feet. Minimum depth to the bottom because the structure is only five feet off of the bottom. **Tony Harris** So if you put them in 12 feet of water, then you have seven feet of water on the structure. **Matt Ressler** Correct. **John Crotty** We granted two new locations on top of what was already approved earlier in the year. Why we decide we need more now.

**Matt Ressler** Because the amount of structures that we're going to drop in April, into the lake, we've got Christmas trees coming to be able to fill these locations. And with us just putting these smaller fish in the lake they need somewhere to go. **John Crotty** So because we put more money in the lake in the fish stocking, we now need more places for them to go. **Matt Ressler** We need more structure in the lake, it's talking with the IDNR. **John Crotty** So I guess why didn't we ask for more back in May or June.

**Matt Ressler** We did. We asked for these other locations in the past. And we only got these other two approved. I think it was back in June because we didn't know how many structures we were actually going to be able to get into the water. Well, now we know how many we can drop in a day. So filling these locations is not going to be an issue. **John Crotty** One of the locations you put for new locations looks like it's pretty close or the same location that we removed from back in June. **Matt Ressler** No, that spot is actually down in the fishing cove more into that pocket, we're moving it more so towards the main lake.

**Tony Harris** How close are these to shore. **Matt Ressler** 12 to 15 foot, it's just where the shoreline falls and wherever the thermocline in our lake runs between 12 and 15 foot, that's where the fish tend to hold a majority of the time and suspend. So that's really where you want to place the structure at is in that thermocline. **Brian Wood** One thing too is we just spent the extra money on putting fish in our lake. This is costing the association nothing and it's going to help maintain that fish population to where we don't have to spend as much money on fish stocking in the future maybe. So it's going to help maintain our fish population and to be real honest, the ones that we have already put in the lake there you can go out of that lake and I guarantee you 90% of the people unless they were out there when we dropped them don't know where they're at. They'll never even know they're there. **Dan Hopkins** I can see them on my locators. There's fish on them. **Matt Ressler** We had fish on them the next day, **Brian Wood** For the skiers, it's not affecting anyone else because they're so deep, because no boat is going down seven feet and I'm assuming Matt, when he drops them is gonna go out and double check the depth. **Matt Ressler** So I check the depth. So what I do is I have a buoy in my hand, it's a small buoy marker, and we're on the trolling motor, and we go down the bank, and we're spacing them out every 15 to 20 feet, the big structures, and I'll drop one, and I verify that my water is at the current depth that it needs to be. And then they drop on the outside part of the lake away from the shore, so it's guaranteed it's gonna be deep enough because I run my trolling motor at about 12 feet in these areas where we're going to drop them. And then once I hit that shallow water, boom, done, once I hit 11-foot 11'9, it's done. **Brian Wood** So Matt, were any of these visible with the lake drawn down? **Matt Ressler** No, nothing is visible. **Jerry Allen** You were just mentioning how many structures inserted at these locations. How many structures are you putting in each one? **Matt Ressler** Well you know, it

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really just depends on how far can we put in that location? Because it depends on how long the bank contour is. You know, I mean I can run out of water and I may only be able to get five or six there. I may be only able to get three there. We just don't know until we get out there, you know. I mean, I can't tell you at each location is getting 10. We can't say that because that's unrealistic. **John Crotty** You said you drop them 5 to 10 feet apart. **Matt Ressler** Because they're 10 feet diameter we're spacing them anywhere between 10 to 20 feet apart to ensure they're not on top of each other. **Jerry Allen** Now the Christmas trees are they the same depth. **Matt Ressler** Yes. **Jerry Allen** And you could put 20 in one spot, potentially. **Matt Ressler** In the 2 Christmas tree locations there's about 20 Christmas trees in each spot. That's about all you're going to be able to get because you got to understand these are tight areas that are down by the dam, we went around a point, we started on the deep end of the point on the main lake side, and worked our way in into the cove. But once we hit that 12 foot, we were done. So with that being said, you know, the Tiki Bar Bass Club, this is no cost to the association, it's just going to help in the long run, to bring our fishery back to where it used to be. An average structure is about \$80 to \$85 and we've already dropped 35 of them into like, you know, and it's already helping. **John Crotty** And when do you guys plan to do this, I guess the lake will have to be back up. **Matt Ressler** Yet it has to be back up and we're shooting for building the structures in March and having them in the lake by the middle of April. **Brian Wood** The lake will have to be at full pool so you can see so it. **Matt Ressler** So I can get the correct depth contour. **Tony Harris** When's the last time we've checked the depth of those locations. **Matt Ressler** I just checked them before lake went down. Actually, what I did with my electronics, I scan the whole lake. So I can actually go home, take my SD card out of my fish finder, plug it into my laptop, and it gives me the depth contour of the whole lake.

**Brian Wood** Makes a motion to approve the four new locations for the fish structures.

**Dan Hopkins** Seconds

**All in favor**

**Motion carries**

**John Crotty** When we do get this all done, can we get the maps updated with the GPS coordinates with everything that got put in. **Matt Ressler** Yes, so actually there's a process that we're doing here. So I'm scanning the lake again, after this is completed. I'm going to take that SD card, give it to a map builder, and they're actually going to build a topographical map of the lake. That way everybody will have access to it, there's no secrets. Say you stuffed under your dock three years ago. I'm gonna scan it and I'm gonna find it and it's gonna be listed on that map. **Tony Harris** It's probably good to have for the records for where to put them in the future.

**OPEN FLOOR**

**John Crotty** Are there any open floor items.

**Tony Harris** Makes a motion to adjourn to Executive Session

**Jerry Allen** Seconds

**Meeting adjourned at 9:06 p.m.**

**Meeting Minutes submitted by Karla Suttles**