



The Holiday Times

COMMUNITY MEETINGS

**BUILDING COMMITTEE 6:30PM
MARCH 2 & 16**

**BOARD OF DIRECTORS 7:30PM
MARCH 10 & 24**

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**March
Sunrise & Sunset**

Date	Sunrise am	Sunset pm	Date	Sunrise am	Sunset pm
1	6:32	5:54	16	7:10	7:09
2	6:31	5:55	17	7:08	7:10
3	6:29	5:56	18	7:06	7:11
4	6:28	5:57	19	7:05	7:12
5	6:26	5:58	20	7:03	7:13
6	6:25	5:59	21	7:02	7:14
7	6:23	6:00	22	7:00	7:15
8	6:22	6:01	23	6:59	7:15
9	6:20	6:02	24	6:57	7:16
10	6:19	6:03	25	6:56	7:17
11	6:17	6:04	26	6:54	7:18
12	6:16	6:05	27	6:52	7:19
13	6:14	6:06	28	6:51	7:20
14	7:13	7:07	29	6:49	7:21
15	7:11	7:08	30	6:48	7:22
			31	6:46	7:23

*Happy
St. Patrick's Day*



Marina &
Tennis Court
keys are
available at the
Holishor Office
for members.
\$3 each

CLASSIFIEDS

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Manager's Report by Rob Clarkson

Our Lake has begun to fill with the precipitation we have encountered this winter season. Lets cross our fingers this trend continues and we start off our boating season at Full Pool. Remember when applying your 2021 Boat decals to remove or fully cover any old decals. Per our Boating Rules only the current decal is allowed. Dues and Assessments second installment come due March 1st. Members who may have difficulty staying current with this requirement should contact the office and communicate with us any special needs. Communication with the Office is a key factor and could save us all added expenses and frustration. As always, this time of year keep the forecast in mind when parking on the roads. If there is a snow event, greater than 2 inches, or icing conditions the maintenance dept. will be working diligently to clear our roads. Vehicles parked alongside the roadways makes their task that much more difficult. When gearing up for that plush green lawn this spring think about the lake. Fertilizers that run off wind up in our lake and are a main factor in our algae blooms. Stay back 25' from the waters edge when applying fertilizers and keep the forecast in mind. Heavy rains will only wash the fertilizer into the lake and cause problems for all with algae blooms. Pesticides and herbicides should never be applied near the water. Remember this is your drinking water. Is your Dock or Erosion structure permit completed? Contact the office and schedule the inspection so your permit can be closed out. A key to a strong community is Volunteering. Volunteers are needed for our many committees which in turn make our Community such a fabulous place to live. The time you offer can make a difference to many. Contact the office for more information 618-656-7233.



The Holishor Association is currently accepting applications for Lifeguards for the 2021 season

Must be Red Cross certified and at least 16 years old with a valid driver's license

Please apply in person at the office
#1 Holiday Point Parkway



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Lifeguard Certification

redcross.org/take-a-class/lifeguarding



SAVE THE DATE

MEET THE CANDIDATES

RUNNING FOR
THE HOLISHOR ASSOCIATION
BOARD OF DIRECTORS

Meet all the candidates at once,
ask questions and hear the opinions of
future board members regarding pressing
issues in Holiday Shores.

FRIDAY APRIL 16

starting at 7:00 pm in the
Clubhouse Ballroom
#1 Holiday Point Parkway

WANTED

MEMBERS TO RUN FOR THE 2021 BOARD OF DIRECTORS

In the spirit of a *community team*, you are being asked to step up and run for a seat on the Board of Directors. Do you have an interest in being a part of the team that makes decisions affecting the manner all families live within our community?

This is a commitment not to be taken lightly, however, enhancing the chosen life-style of our members and taking the community forward will be rewarding.

Board of Director's meetings are held on the second and fourth Wednesday of each month except for November and December where they only meet the second Wednesday of each month. The BOD meetings average around two hours. Each of these meetings may be followed by an executive session averaging 1-2



hours to discuss personnel, legal or real estate. The Annual Meeting of membership is held the third Saturday in May and averages 3-4 hours. Additionally, based on your expertise or desire, you may want to augment one of our many committees. Terms of Board of Directors are three years. This year, there are two three-year terms.

If you never attended a Board meeting, now would be a great time to do so. Have you been a part of any of the many teams of volunteers for activities here at The Shores? If so, you then have some idea of how the community functions.

Your association members will expect you to be fair and listen to all sides of whatever decision making issues are being addressed. You will be expected to make decisions that will be the best for the entire community. If you are not sure just what a Board member does, please contact one of our current Board members and they will be glad to share with you just what it is that they do for the community. Their contact information can be found on page 2 of the Holiday Times.

**CONTACT THE HOLISHOR OFFICE OR VISIT www.holidayshores.us
TO FILE AN APPLICATION
APPLICATIONS ARE DUE APRIL 5**

Holishor Association Board of Director's Minutes

Date: January 13, 2021

Board of Director Attendance: Present: Anthony Harrell, John Crotty, Tony Harris, Jerry Allen, Matt Ressler, Dan Hopkin. **Excused Absence:** Brian Wood
Others Present: Rob Clarkson and Karla Suttles from the Holishor Office and Ben & Sally Firnkes

Holishor Members Present: 11

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

Meeting Minutes – Minutes of December 9, 2020

Jerry Allen - Motions to approve the minutes as amended.

Tony Harris – Seconds

All in favor

Motion carries

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

Bills & Salaries

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

Tony Harris Seconds

All in favor

Motion carries

Profit & Loss

Submitted for review.

Manager's Report

Read by Rob Clarkson

Public Safety Report

Read by Rob Clarkson

Old Business

Proposed Marina and Boat Launching Ramp Rule Change

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

right in line with when boating season pretty much starts. So does anybody have any questions or comments on the proposed rule for the marina cable? Anyone want to make a motion? **Tony Harris** Makes a motion to implement the new rule as Anthony read and what was stated on the website.

Matt Ressler Seconds

All in favor

Motion carries

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

Creel Limit Rule Change

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

Matt Ressler Makes a motion to propose rule change

John Crotty Seconds

David Decker (1184) Creel limits is a rule right. **Anthony Harrell** Creel limits is a rule. **David Decker (1184)** So don't you have to go through the rule rule?

Anthony Harrell Yep, you're right. And that was what we talked about to making sure it was in effect before season. So Karla, we need to do the same thing we did for the marina rule. Thank you, Dave.

Traffic Signs

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

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

Roadway Improvement Committee Proposal

Anthony Harrell So we've had that survey out on Facebook, right. So association members could take surveys and make comments on whether they agreed with that proposal or not and we've got quite a few comments back. **Jerry Allen** I think what many of the comments that I read, to summarize them, there's four or five different points that most people are bringing up. And I think one of the most important is, what this really means. Understanding what the proposal is that's out there. And obviously, one of the reasons why this came up the way it did, was to try to make it an equitable proposal for everyone who lives in the community. The first thing is, we wanted a committee to look at what's the best way to, again, make it equitable. So the committee came up with this proposal. The proposal basically states an assessment will be levied beginning budget year 2022, for a four-year period, to fund roadway engineering and design structure repair, resurfacing, stormwater management, and improvements. Okay, what does that mean right there. That means that in four years, in that period, we want to try to put this program in place, you put it for a four-year period, so that we could make

tweaks to it, amended if we need to, change it if we need to, all based off of what the memberships tells us that they want. Because obviously, this is based on trying to improve our roadways, in the community as a whole. So it's a four-year period so the first year the committee came up with \$1 per lineal foot of property. Then the subsequent two-year, three year and the fourth year, the board would base on the roadway projects that were coming up for that budgeted year. The board would come up with a number, it might stay \$1, it may go down to 50 cents, it may go up to \$1.25. Whatever number that the board would come up in year 2, then it would come to the annual meeting, and then the membership would vote on it at that Annual Meeting, whether they approve it or they don't approve it, if they want to stay the same. And we would give enough time, well in advance so everybody would know what that number would be, instead of just throwing it to you at them at the annual meeting or in the packets that you receive for the annual meeting. So each year two, three and four would give you the opportunity to vote yea or nay on the proposed amount that would be charged for that year for the per lineal foot. The other thing about this is the funds that would be collected for this assessment would go strictly for the roads, the stormwater management, and the improvements to those roads. So the only thing we could spend that money on would be the roadway. Also, the other thing is how would we determine what each member would pay? That's determined by the number of feet that equals the property frontage on each property owned by the member. **John Crotty** Your street address. **Jerry Allen** Yes, for your street address, so if you live on the corner of Barbados, and Bermuda and your address is Bermuda, and the Bermuda frontage is 100 feet, and your Barbados is 120 feet, you'd be paying on the 100 feet on Bermuda. So in other words, you wouldn't be paying \$220 for the whole length of the corner. You'd be paying for the property frontage that equals your address. And on any empty lot the same way for empty lots on the corner it would be the address for that corner lot that you'd be paying on. And again, most all this data is public knowledge. It's based off of Madison County website. We also have maps here in the office and maps at Madison County in the plat books. You can verify

Continued on Page 9



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Calendar

March 2021

- 2... Building Committee Meeting 6:30pm
- 10... Board of Directors Meeting 7:30pm
- 14... Daylight Savings Begins 2:00am
- 16... Building Committee Meeting 6:30pm
- 17... St. Patrick's Day
- 24... Board of Directors Meeting 7:30pm

April 2021

- 1... April Fool's Day
- 2... Building Committee Meeting 6:30pm
- Good Friday
- 3 ... Tiki Bar Bass Club-Saturday Before Easter
- Tournament 12:30pm-6:30pm
- 4... Easter
- 7... Native Plant Community Project Work Day 6-7pm
- 10... Board of Directors Meeting 7:30pm
- 16... Building Committee Meeting 6:30pm
- 17... Native Plant Community Project Work Day 8-9am
- 19... Garden Club Meeting @ Clubhouse 7pm
- 20... Garden Club Workday @ Clubhouse 8-9am
- 24... Board of Directors Meeting 7:30pm



Welcome to the Shores



Beth Gori

Michael & Amy DeConcini

Damian Dobrinich

Lindsay Greenlee

Craig & Molly Gammette

Alec Pallardy



SAVE THE DATE

HOLISHOR ASSOCIATION

May 15, 2021 ♦ 10:00 am

Holiday Shores Clubhouse
#1 Holiday Point Parkway
Edwardsville, IL 62025



ANNUAL MEETING

Continued from Page 7

that information, you can actually go on the Madison County website and see the GPS on every single lot out here. It tells you the frontage on each lot. So the proposal also states that, what would also happen is, let's say you have a 75-foot lot, you're a one lot owner, and you're charged \$75, so \$1 per foot. What this proposal also says is the current funds that we use now for the roadway would be deducted. So in other words, we're paying \$660 right now for our assessments. And the number we use was 10%. So 10% of the \$660 is what goes to the roadways. Now that number is probably not right at 10% and I have to get that information from Tony. But it's between 9 and 12%, somewhere in there typically. So we used 10% as just a benchmark, easy number to use for people to understand how this affects them. So the \$660 times that 10% equals \$66 bucks. So you take the \$66 from the \$75 that member would only pay an extra \$9. So \$75 minus \$66 is \$9. So if you had two lots and each of them were 75 feet, you'd be paying the 150 feet across your two lots, subtract the \$66. And you'd be paying \$84. That would be what is assessed to you for your property. And then there's also other properties out here, they're kind of unusual, like people are talking about the cul de sac lots, some of them are 40 feet, some of more 30 feet, some of them are 50 feet, obviously they live on cul de sac, they have less road frontage, they get charged \$1 foot. The dollar a foot makes it fair to everybody because it's based off what kind of road frontage you have. So anyway, that's kind of summarizing what's in this proposal. Again, anything that year two or year three or year four, the membership will help us determine what that number will be. And it's based off the projects that are coming up for the roadway. And now we have a five year plan we're currently in the middle of. Many responses we got have said, you know, we'd like to see asphalt roads, many people said I've been here for 19 years and my road only road fixed once or redone one time. So what I would like to see happen is that perhaps we could, over time get enough money to asphalt, all the roads out here. I know that's a lot of money, but I think it would really improve our community. Summarizing what's in here, that's kind of how it's laid out and what it does. A lot

of people say that's not fair, \$1 per foot. It's not fair to the multiple lot owners out here, it's not fair to the people in the cul de sacs. I mean, the people in the cul de sacs, kind of get a benefit, because you're paying a lot less because they have less roadway frontage. I love the fact that we got this many responses to this. I think it really shows the engagement of our community and I'd like to see this. So if you have any other ideas or suggestions that we should pursue, we want to hear those ideas and those suggestions. But this is the proposal that we wanted to put out in front of you well in advance to give you time to respond and react to it and help us make sure we make the right decision to put the right proposal out. So that's kind of how it's written and why it was written the way it was. So hopefully you understand that and I hope that will clarify a lot of questions that are on here. Because, again, the history behind this is currently we all pay one assessment its by membership, no matter if you own one lot or 10 lots. So the one lot owners basically paying for his roadway right in front of him, the multiple lot owners are paying a lot less for their property per foot. You look at it from that perspective. So this is just a way to make things equitable, but it also to raise additional funds for us to repair our roads because based on the survey we did last fall, there's a lot of people out here that believe, and I do too that our roads are in poor shape and are 55 years old now. They need some repair. They need to be recrowned. But mainly we need to first and foremost, work on our storm water drainage, because a lot of our areas where the water flows off has been filled over time, or people have covered them up and it affects other people's property if the flow of water doesn't go down the right way. So all that would be included in this money that would be going to fix those issues for the community. Another thing that we read on here a lot is that I only use one road in this community, and I shouldn't have to pay more for just my access, I don't drive over on the other side of the lake. Well, quite frankly, we're all community here. We're all trying to make our community better. We're trying to make it so that our property values stay high or higher and are improved. So that's the whole purpose behind this, I'd be glad to take any questions that the audience may have, or any of the board members may have. But



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again, we really appreciate all the input that we've gotten here because it does help us understand what your true thoughts are and tries to help us make sure that these proposals we put in front of you are tailored to what you the membership want us to provide to you. **Blake Hasty (194)** I guess my question to you is exactly how is paying \$1 per linear foot fair to everybody, as opposed to taking whatever you have budgeted or bid for that and splitting it evenly amongst the community? **Jerry Allen** Well, basically, it again, it all depends on what our roadway plan is for that particular year. But what this does is, it gets more revenue into us, so that we can actually improve the roads in a much faster basis. And it's just a proposal that comes forth. Do you have another idea that would be better, please share it with us. But this is just one way that the committee came up with that we thought would be most equitable for everyone else. Everyone in the community. **Blake Hasty (194)** All right, I guess my suggestion would be take the total linear footage and split it evenly amongst the whole body. To me, that seems the most fair. **Anthony Harrell** Okay, Jerry what's the expected revenue by \$1 per foot per year? **Jerry Allen** Conservative estimates are \$225,000 annually. **Anthony Harrell** So here's my concern. So right now we have a five-year plan on the roads, every road is gonna get touched every five years correct, Rob. So we have a plan to touch every road every five years. I have a problem with the linear foot for the exact reason, the cul de sacs, you may have a half a million-dollar home on a cul de sac, and they're gonna pay 50 bucks, as opposed to someone who may have multiple lots in the center of the community who's not on the lake. And they're gonna pay much more than that person in the cul de sac. And by having those lots, we'll call it green space, you're preventing homes from being there, and you're preventing extra traffic from being on those roads. So I would personally like to see instead of the linear foot, which I don't see it as fair. I know you presented as the most fair way but I think the most fair way would take that \$225,000 and divide that by the amount of memberships and just make it a flat rate. **Tony Harris** So to speak to some of the same points but getting into one of the comments that we had feedback was, "you know, it smells like the old by-lot movement". And you know, and to be honest, to be fair, it really is a repackaged by-lot assessment. It started out that way. I mean, the committee was called that, and we renamed the committee, but it is a repackaged by-lot assessment, basically to charge more by a lot. And we said that it's more fair because it's on the frontage that each individual owns. In my mind for that to be fair, there should be a direct causation between the land and the grass that you own on that frontage and the wear and tear on the roads and there's not. Wear and tear on the roads has nothing to do with how much grass an Association member owns. If you want to tie it and make the charges tied to the wear and tear on the roads, you need to look at how many packages you have delivered to your house by Amazon. How much construction work done on your house? So you had heavy vehicles come to your house because you had construction work done. You know, what kind of vehicle do you drive? Do you have a heavier vehicle that's going to cause more wear and tear on the road? What kind of driving habits, do you drive fast around corners, which repositions our road, especially when it's hot, those are going to be your direct causations of wear and tear on the roads. And obviously, you can't track it. Those are the problems. So if you're going to make it fair, it's got to be based on causation, which you can't do. So to me, it goes back to either a special assessment, or an increase in our existing assessments, that is going to be more fair to everybody. By the same token, same issue about cul de sacs. That's not a fair representation for the rest of the membership. If you've got a 35 linear foot frontage, and another guys got, he could have this standard 75 or 80 foot house, or maybe he lives, two blocks in on the subdivision drives two blocks on our roads and nowhere else and another guy drives, you know, two miles to get to his house. So that definition of fair is not a definition of fair that I find fair, or that meets what I would call fair. Third, and you mentioned this a minute ago, based on our current rates that are in the budget, we're doing about five miles of oil and chip on our roads every year and we got about 22 miles a road. So in that four to five year timeframe, we're gonna oil and chip every road out here on a recurring basis. Now, that's a little different than it's been in years past because in other years, some roads have continually been done more than others. And we've changed that mindset. Now we look at the road plan each year,

Continued on Page 13

Committees & Clubs

We are always looking for new members & volunteers.
If you are interested, give the chair a call and get involved!

Boating Rules & Regulations

Chair: Ben Kelley
Henry Halverson
Anthony Harrell
Roger Rawson
Keith Schultz
Monte Thurs

Building Committee

Chair: Mike Parker
Rob Frey
Brad Krome
Mark Mantei

Communications & Media

Chair: Rich Fennell
Donna Hedin

Covenants, Bylaws & Rules

Chair: Shaun Diltz

Hearing Committee

Chair: Jerry Allen
John Crotty
David Decker
Jerry Theodor

Finance Committee

Chair: Tony Harris 618-340-1741
David Decker
Ray Garber
David Maibaum
Angie Webster

Fishing Committee

Chair: Shaun Diltz
Mark Kennan
Gary Kluckman

Garden Club

Co-Presidents:
Joyce Brendle 618-656-4257
Donna Nelson 618-656-4953
Vice President: Patti Brown
Co-Secretaries:
Kathy Austin | Pam Barry
Treasurer: Kathy Wilhite

IT Committee

Chair: Rich Fennell
Shaun Diltz
Rob Frey

Lake Management Committee

Chair: Don Austin
Tom Hough
Jerry Theodor
Monte Thus

Nominating Committee

Volunteers Needed

Public Safety Committee

Chair: Matt Ressler
Ray Garber
Joe Gulash
Gary Kluckman
Jim O'brien

Real Estate Committee

Chair: Allan Campbell
Beth Bowles
Ray Garber
Linda Thus
Kim Unfried

Senior Club

Chair: Kathy Austin 618-692-6054
Vice Chair: Ruth Ann Sedlacek
Treasurer: Kathy Wilhite
Secretary: Peggy Cox

Ski Club

President: Billy Ogden
Vice President: Henry Halverson
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Tips to Improve Indoor Air Quality and Breathe Better at Home

(StatePoint) With more of life centered at home due to cool weather and social distancing, it's time to ensure the space where your family spends the majority of its time is healthy and safe.

What many people don't know is that concentrations of air pollutants can typically be up to five times higher inside one's home than out, and sometimes far more, according to the Environmental Protection Agency. However, there are many simple actions you can take to breathe better in your home:

- **Monitor carbon monoxide:** This potentially deadly gas can be emitted by a faulty gas-burning home appliance. Monitor for carbon monoxide using detectors placed in major areas of the home, especially the bedrooms.



PHOTO SOURCE: Interior by Lisa Tharp. Photo by Michael J. Lee.

- **Make the switch to VOC-free:** Most paints and stains, along with aerosol sprays, air fresheners and other household products, contain Volatile Organic Compounds (VOCs), which emit gases that can result in respiratory problems, headaches and irritation to the eyes, nose and throat, among other health problems. Take a cue from forward-thinking institutions like the Getty Museum and Google and swap out conventional paints in your home interiors for an eco-friendly, non-toxic alternative such as ECOS Paints. The brand, which has a 35-year history of offering VOC- and odor-free paints and stains in virtually any color, uses sustainable ingredients and can deliver directly to a home or business. To learn more, visit ecospaints.net.

"We want people to feel good about what they are bringing into their homes. This is why we are transparent about ingredients and VOC testing results," says Julian Crawford, ECOS Paints CEO.

- **Keep airborne dust to a minimum:** Dust carries a variety of contaminants, including bacteria and allergens. Mop and dust often using a wet mop and dust cloth. Vacuum often as well using a vacuum with a HEPA filter, which traps small particles.

- **Eliminate moisture from the air:** Moisture promotes mold, which can cause serious health problems when left unabated. Reduce moisture by eliminating sources of water leaks, installing exhaust fans in kitchens, using air conditioning, and positioning dehumidifiers in high-moisture rooms such as bathrooms, laundry rooms and basements.

- **Reduce airborne particles:** Install an air purifier to trap irritating particles, including mold, pollen and pet dander, which are particularly bad for people with respiratory problems like asthma. Brush pets often -- outdoors if possible -- and give pets regular baths.

- **Decrease dirty air:** Replace HVAC filters regularly. While the optimal frequency that you perform this task depends on the type of filter, the number of pets at home and other factors, a good reference point is the manufacturer's guidelines.

When it comes to creating a healthy home sanctuary, taking steps to manage the most common indoor air pollutants should be a top priority.

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Continued from Page 10

we're looking at work based on the condition of the roads. How bad the condition is the road in and how long has it been since the last time it was repaired. So we're starting hitting all the worst roads first and working our way back up so that no roads get overlooked or that say it's a road that's far out on the edge of the subdivision it doesn't get overlooked. So we're looking at all the roads, we started that with the prior board and with the current lake manager. We think that's a much better way to address the roads in our community, I think that treats everybody fairly. Also, you know, potholes obviously, are going to be an issue, you're gonna have annually. With old and chip roads, you're going to have them and they address it annually. We're working on a ditching plan, we've been doing ditching now for three years. **Rob Clarkson** We only did one project, we have a second one. **Tony Harris** Maybe not, maybe I'm mistaken. But anyway, we're working on a ditching plan, we should have here in the first quarter. We asked Rob to go ahead and kind of look at what's not only like the current year, what's it gonna look like for the next three or four years so we can see what's going to be needed. And honestly, I think when we get that we'll be able to see what kind of money is going to be needed for the ditching because that is the more costly of the items in the road budget versus oil and chip. Oil and chip is not expensive. It's getting the water off the roads and maintaining them so that you don't have as much degradation from water sitting and tearing up your base. So we'll have a better idea on that, probably in the first quarter. **Anthony Harrell** And we've improved the rock that we've been putting on the roads, if you guys go down to the southeast section of Holiday Shores. Tamarack, southeast section down there. Rob came up with a great suggestion. He saw another community that used a different type of rock, which was called, I guess, a flat rock. And in previous years when we would oil and chip it was slag and it didn't really adhere to the oil very well and it would all wind up on the side of the road. And these roads that we did last year in the southeast quadrant, that flat rock really stuck to that oil and chip. And it's kind of a pretty road too. It's not that white that we used to have it's more of a brown purple, I guess what I want to say but we've got some comments where people said

the roads were done and a year later and it didn't hold up very well, I guess I should say. And so this new rock seems to be holding up really well. So that's going to change too. So when these roads, ones that were done two years ago they'll get done again in three years and they'll have this this new rock put down. We got the five-year plan, we've changed the type of rock that we're using on the road, we also have the ditching program, which is pulling the water, like Tony said, pulling the water off of the roads and letting the water flow. Because all the road damage happens when that water sits on the roads. So we've got some things going and I think this is a nice fund to that we should definitely have to help with the potholes and the culverts and things like that, that could collapse on the roads, but I just like to see it done by membership as opposed to the linear foot. **Jerry Allen** Well, again, one of the reasons why we came up with this proposal is to make it equitable, and you have multiple lot owners are paying the same assessment as I and I have one lot. I don't see how that's fair to me that I'm paying the full assessment and a multiple lot owner who may have two or three or four or five

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lots. How's that fair to me that, you know, they're paying one assessment. The roadway frontage won't change as far as how many feet. So it's like, how could this not be fair, I mean, I can see we could have some issues, but this is pretty fair as far as covering the amount of roads because every lot out here touches a road. Shouldn't the lot owner whoever owns that property have some financial responsibility for that roadway frontage? This proposal does address that. I could see another potential option, whereas which would kind of cover the cul de sac lots as well as that, if we would maybe amend this to instead of maybe going by foot, going by a certain amount per lot that each property owner owns. Let's say, today, we're gonna make it \$75, because most of our lots out here are 75 feet, or 80 feet right in that range. So let's just say \$75. So each lot that a person would own would be \$75, no matter if it's a corner lot, cul de sac lot or if he had five lots, it'd be \$75 times five. That sounds fairly reasonable amendment to this, and also a way to make sure the cul de sac owners are paying the same as anyone else is paying for their lots they own. And that could be another amount we can make to this. That's why we're putting this out here today so we can get people to respond to it, and how we can make changes to it to make it work. But I think what Tony described, I fully understand, I get his point. But it's the status quo and we and the committee, basically, we came up with the fact that we needed more money to improve our roads besides just the throwing oil and chip on them. Some of these roads, like you were mentioning about potholes, some of them hold water, my street holds water. It's been holding water since I moved out here nine years ago. I think by having this additional fund, or this fund put up just for the roadways and the stormwater management, our roads could be better in a quicker timeframe than the path we're currently going down **John Crotty** Quicker than five years? **Jerry Allen** Well potentially, depending on how we go. **Anthony Harrell** We still have the personnel, right. So personnel and the time that we have during the summer to do it. **Jerry Allen** See that's where the extra funds would come in as well, we could probably hire an outside contractor to come in to do some of this work for us. Whereas right now we're limited to we're not really limited, but we use our own staff to do it. Right. **Tony Harris** Yeah, you'd pay significantly more for that. **John Crotty** Is that what you guys were assuming the money would go to to shorten this time from five years to three years or something? **Jerry Allen** Well, we never talked about shortening it. But if we have more money to spend every year, it should shorten it up somewhat then what it is now, or perhaps instead of just doing oil and chip, we do some pugmill or I'm not sure of the terminology to make the roads, more crowned where the water runs off better. In redoing our ditches in a much more, not timely, but quicker manner than what we have been. Because it seems like really our major problem is the stormwater management which affects our roads if we can't get the water off the roads. I'm not a construction guy so I don't know. That's just logic telling me that, I'd like to get somebody from the community if we have some people in the community who have that skill set help us step through this. **John Crotty** That's my concern, we're asking for more money, but not saying what it's going to go for. We're just saying better roads. But what is it getting us, what is our outcome going to be once we have that money? **Jerry Allen** Well, I mean, the five-year plans are already in place so that's a good step, the board previously took to get us to that point, perhaps with more money, we could get it done in four years instead of five. I don't know the term, the timing of that. But I think if we could repair our roads, instead of just putting a Band-Aid on top of them, make them crown better, get all the potholes taken care of. I think that would just help the community as a whole and the value of our properties. **Anthony Harrell** So if we took \$225,000, instead of doing it by membership, and we did divide it by the number of lots and came up with a number per lot, that sits better with me. But I still think that there aren't a lot of multiple properties that are on the water, I think we're putting the burden of this on the people who are kind of in the center of their shores, **Jerry Allen** I think it makes it fair for everyone. **Anthony Harrell** I think that is more fair than the linear foot. **Tony Harris** Jerry, you asked me for this, I didn't have a chance to get you these numbers, but currently, so we're going to spend about \$230,000 a year going forward that's in the budget. So if we're going to refund that and do this, you're just going to trade out money for money. So you're not going to have any additional funds, what you're going to do is you're just going to change who's paying for it. So you're going to take people that have one lot, they're going to pay less and people that have multiple lots are going to pay more.

You're just going to redistribute where the income comes from, but you won't have any more money to do any additional roads. **Jerry Allen** I asked you for that months ago. But again, we were just going off the numbers based off the budgeted dollars that we saw on the budget. So you know that that percentage could change, of course, and you just said that it did. So if we did, if we went the other route, where we just charge a flat number to each lot owner, and this includes all lots, then that number would have to recalculate. By having an accurate percentage we could come up with a better number as far as what the overall benefit to the community, as far as the total revenue. **Anthony Harrell** Or if you just didn't deduct the \$66, left the \$660 alone, and then put a four year fee. So a \$5 flat fee for four years, then that'll be your \$225,000 in addition to the \$225,000 you have now. **Jerry Allen** And well, yeah, I mean, that'd be ideal. Obviously, we didn't want to burden our membership with that much of additional funds. **Anthony Harrell** You're talking \$75 maybe, you know, theoretically, you're talking \$75 per lot. **Tony Harris** I think we really need to define then for the meeting, what we're gonna do with that extra \$225,000. What are you gonna get for? **Jerry Allen** Yeah, it's a good point. **Tony Harris** And you can only do so much you know, with existing staff so you're going to be paying a higher rate per, say, foot of road that you get done, you gonna have to outsource a lot more of it so it's going to cost us more per membership to get the work done. And we do, we want to pay more to get it done a year or two faster, or would we rather pay the same amount of dues we're paying now. **Jerry Allen** But like I said, if we were able to raise enough money, and again, we looked at the other option we just mentioned, you know, would we potentially be able to go away from oil and chip and go to asphalt? I don't know. I mean, Caribbean's already asphalt and so that's really a nice road. So it'd be something we could look at. But again, like I said earlier, I don't have the skill set to say what construction, what we need for asphalt, what we need for oil and chip or whatever. But I think we have people in our community that probably could help us help us make that determination. **Tony Harris** Before we present it to the membership we want to charge you more money, we need to have those answers and say, well, if we're going to put it towards asphalt, it's going to cost this, we just need to know that answer to include in the packet, what we're gonna do with the roads. Versus saying, you know, we might do this with it or we'll look into it. I'm not gonna vote for something I don't know what we're gonna do with the money. As just a member I'm not gonna vote to give another \$225,000 for something that we don't know exactly what it's going to be defined for. **Anthony Harrell** Is the ditching plan fully budgeted for all four quadrants? **Tony Harris** At the rate what we're doing it you know, we did last year, yes, that same amount, okay, which is about \$120,000. **Matt Ressler** We spend \$120,000 on ditching and \$200,000 on the roads here. **Tony Harris** Well, so you've got the road with a resource oil and chip is about \$56,000. The engineering is another \$44 for the ditching, so you spend more on the ditching, including the engineering so we got about \$105,000 in there. **Matt Ressler** So Jerry, can I ask you this? I mean because we can go back and forth on this all night long. Can you come back to us with a plan, an option of a flat rate per lot. And then Rob, can we try to find that old road committee and see if some of those guys would want to put forth some time and some knowledge to us. **Rob Clarkson** I can put the calls in. **Matt Ressler** I think that's the best way to go. I mean, we've got multiple lot owners here on the board. Obviously, some of us are against it. **Anthony Harrell** I don't have a problem with it at all. I just want it to be fair. **Matt Ressler** This has been my downfall of this whole thing, the streets on a cul de sac. **Jerry Allen** Well, the number of cul de sac lots we have out here while there's many and if you look on the overall amount it's not 50% of the lots out here. But it is fair, being charged \$1 per foot no matter how many feet you had. So it was fair in that instance, as far as how much you're being charged. **Matt Ressler** I just think put a flat rate on each lot and be done with it. If you could come back with us with those numbers. **Jerry Allen** I'll get some numbers together. **Matt Ressler** I think that will go over much better. **John Crotty** So we're gonna have to know what that money is going to be used for. **Matt Ressler** And Rob is gonna reach out to the old road committee or whoever, I don't remember it was years ago. Maybe they can give us some insight, that would actually help us out a lot and give us more of an idea. **Anthony Harrell** So what are you looking for, like the difference in cost of asphalt versus flat rock? **Matt Ressler** Exactly. And I really do like the stuff that they just put down this year. I have heard nothing but good out of it. I know in the

years past, you know, we had issues. And I seen some of these comments that people were making, phone calls I had. People are like, it didn't even bond to our road. We got a late start that year. **Anthony Harrell** Right, it was October I think, and it just don't stick. **Matt Ressler** The people here today that you know, said my road was done two years ago. There were issues with everything that was done this last year in 2020. I haven't heard any issues, I've heard all good things. **Anthony Harrell** And the waters flowing. **Jerry Theodor (1346)** Fairness is in the eye of the beholder and I applaud Jerry and the people that worked on this. But when I look at fairness, I'm retired, and I use the roads less than somebody that drive it every day. So to me fairness would be a coin collector at the end of my driveway and everybody's drive and you put a nickel in every time you back down into the street. But to get a little bit serious here. Did anybody calculate what some of these people will have to pay? They're looking at a \$1000 to \$3,500 overnight, from one year to the next. **Jerry Allen** I don't think I've seen anybody that high, Jerry. **Jerry Theodor (1346)** When you take 48 lots and multiply it by 75 feet multiplied by \$1. You come up with \$1000 to \$3500 pretty easily. Even 10 lots, 12 lots get you up to about \$1000. So I think and I know some of the people involved. I would be extremely surprised if this didn't generate lawsuits. And I'm not afraid of lawsuits but did you talk to the lawyers about it at all? Because I know that some of the people that are paying \$675 a year now and then in 2022 they're going to get a bill for \$2800., I just see some big-time objection to that. And I've just mentioned it to be a consideration when you work on this and then I think you got a good start and if you maybe do some tweaking to it, maybe even makes it better. **Anthony Harrell** So Jerry, can I ask you this? Would you be more, take that total number, the \$225,000 that the linear foot would give us per year and divide by the membership instead of lots? **Matt Ressler** Well, in some ways, that's probably the fairest. **Anthony Harrell** But you also have, like you said, 48 lots, and they're paying one additional fee. So it swings the other way. **Jerry Theodor (1346)** You're getting to what Tony said, you're getting to the per lot assessment without voting on it. And so that, I mean, that's not going to fool too many people. But as far as fairness, that's probably the fairest way to do it. But again, when you get into doing that, you gotta consider is there any difference between improved and unimproved lots? Should they all be charged the same? And do you initiate this, say some semblance of this goes into to being, voted in? Is there going to be a timeframe to let people kind of piecemeal into this? If you more if you owe more than \$500, you got five years to process yourself into the full amount or something? I don't know just throwing some things out there. **Matt Ressler** Jerry have you thrown this out to that committee at all? You come to the board, you know, you throw it all out to us? Why not go to the committee and help them come up with a solution? **Jerry Theodor (1346)** Well, first of all, this is about the 20th time I've talked to about it, and most of the people that was on his committee, I met with them 5, 6 7 years ago, but it wasn't on a per lineal foot of frontage. That was that was back when they wanted to work on per lot assessments. And yeah, to them I laid out all these things you need to take into consideration because it's not a simple task when you get into it. So that's why I say I applaud you for working on it. **Anthony Harrell** Thanks. **Tony Harris** Thank you. Another idea you might be to something you know, difference between improved and unimproved lots. I would say the same thing. If you own six unimproved lots, you're actually lowering the wear and tear on the roads because you're not driving. Whereas if you own six, improved lots, of course, I think you have to pay six membership fees in that particular instance anyway. But you're contributing to the wear and tear on the roads. **Anthony Harrell** I think we need to first start with what do we need? Because we've got a five-year budget, we're gonna touch every road in five years with the new ditching and the new rock. So what additional do we really want to achieve with that and how much money do we need for that? Do you want to really go to the asphalt roads? Or what are the other improvements that we're trying to raise the money for? **Jerry Allen** Well, obviously, the proposal was for the roadways and stormwater management. And I mean, I think the community believes and I do too, is that many of our roads out here are 55 plus years old, and some of them haven't been touched as far as other than just putting oil and chip on them. We need to probably look at the structure of the road and make sure that it's good for another 50 years. So, I mean, I can see the fact that you guys or people need to know where the money's going and what it's going for. But another thing about the proposal is that the money

would be strictly just for roadways and storm water management. So it's kind of protected every year so that it would still be there and that money could be dependent on. **Kent Schiebel (893)** I think that assessing the roads, or the road repairs on a per footage basis I think it's a total mistake. And I'm not so sure that even going with so much a lot is a total mistake to. A situation developed where my neighbor who lives on a cul de sac four houses from me and he would pay approximately \$40. And I who own two lots in back of my house would pay around \$320, or eight times the price what he pays and that's excluding what you said, this is just the frontage. If you count the sides, all of a sudden it jumps over \$600 a year. **Jerry Allen** But it did not include that. **Kent Schiebel (893)** Yeah, I know you didn't include that. One of the problems we have here with this is the total square foot of my three lots is equal to his, because he expands into a nice wide place, and has several 100 feet of lake frontage. So, in essence, he's got the same property I got, only mines smaller lots. So if you have a small lot, you're going to charge the same price as a big lot, right? I mean, that's not fair either. So you got to look at it that way, too. I mean, he in essence, has everything that I've got only he has a smaller road frontage and one lot. Here, I have three lots and about the same square foot and it seems like I'm going to get hit quite a bit harder. My suggestion for funding, we don't always look towards the practical things, we don't look like government does. Government charges so much on assessment for property, we could look at all the property taxes and say, okay, that'd be a 1% of whatever you pay for your property tax and figure that up and issue that. And therefore, everybody who owns a very big mansion would pay more, the people that lesser ones would pay less, a vacant lot would pay almost nothing you see. That's a possibility, of course, you're going to have to pay somebody to sit there and go through it. But it would only take a calculator and a little bit of time. Other thoughts are raise funds other ways. First one, we could reduce what we spend on fireworks, my neighbor's shoot enough fireworks off that they compete with what we're paying. So you know, that's something to think about, we cut back on it, I didn't say get rid of it just cut back some. We could have bake sales. I know that's kind of crazy, but we could. We could also have an auction of items; people will donate things that we could auction off and bring in \$1000s of dollars. Southern Illinois University auctions off artwork, artwork, mind you and they raised approximately 19 to \$20,000 a year for one auction. And it's very limited on what you know, is it going to be auctioned off, here you could auction off no matter what. Another thought is, have like a craft day where you bring out booths and put them out here, charge so much for that or it could be antiques, it wouldn't have to be craft, it could be antiques, or other things. And you could put it out here in a parking lot, charge so much for that. If you got 100 people at \$20 to \$50 you know, it adds up. And you could take this and reduce it over what you need over the \$200 plus 1000s of dollars. And I think with that you could combine some of these things. We could even do the drawing like some of the places do for so much money and have people buy tickets almost like a lottery situation and raise money that way. So don't ignore these. Many years ago I worked for the Telegraph, and I was a newspaper in education coordinator. And in such I gave away about a half a million newspapers a year. My responsibility was to raise funds to pay for these. I would go around to businesses ask for donations, they would give me gift certificates, say for \$50. I would reduce them put it out in the paper for \$35. We would keep \$15 in essence of that and they would go ahead and put it out for \$50. So everyone would add up. A typical one would raise \$3,000, up to \$10,000, depending upon how you approach these people, and we had a very narrow group to go ahead with. But these are suggestions and I hope that you will look at these and see that you can maybe reduce what you're going to need and make it a little more palatable for the rest of the people who are going to have to scrape up the money. Thank you. **Tony Harris** One other thought too, about having you know what we're going to spend on the roads and also we know the cost for that, then we could define for the four years, what it's going to be for each of the year. So if we know we're gonna need a million dollars, you're gonna do \$200,000 a year, that way when it's voted on, it can be defined, and it's going to be the buck or 50 cents or 75, whatever it is, for each of those years, we wouldn't have to have that ambiguity about what's it going to be in years two, three, and four? Just a thought on that, too. That would be I think it'd be easier for the membership to look at and



Irish Potato Bread

(Culinary.net) From hearty stews to minty pies, St. Patrick's Day celebrations are all about enjoying the flavors of the holiday. Whether you're cooking up a full meal or simply serving appetizers, this Irish Potato Bread makes for a simple, tasty snack to feed your crowd. Find more celebratory recipes at Culinary.net.

- 2 medium or large russet potatoes
 - 1 egg
 - 1 egg white
 - 1/3 cup canola oil
 - 3/4 cup milk
 - 2 tablespoons green onion, minced
 - 1/2 teaspoon caraway seeds
 - 3 1/4 cups all-purpose flour, plus additional for dusting and kneading
 - 1 1/2 tablespoons baking powder
 - 1 teaspoon salt
- Heat oven to 375 F.



Peel potatoes. Slice one potato and boil in saucepan 15 minutes, or until tender. Remove potato from saucepan into large bowl. Mash potato then set aside. Grate second potato onto cloth. Wring potato in cloth to remove excess water. Add grated potato to mashed potato in large bowl. Add egg, egg white, oil, milk, onion, caraway seeds, 3 1/4 cups flour, baking powder and salt. Stir with wooden spoon until mixture is soft and sticky. Turn dough onto floured surface. Adding flour as needed, knead dough to form 8-inch round shape with slight dome. Place dough onto baking sheet lined with parchment paper. Cut large "X" on top of dough about 1/2 inch deep. Bake 55 minutes until golden brown. Cool on wire rack 1 hour before serving.

Reuben Sandwich

(Culinary.net) In honor of the day when everyone is Irish, welcome family and friends to a traditional St. Patrick's Day lunch with this Reuben Sandwich recipe.
Servings: 2

- 2 tablespoons butter, softened
- 4 slices rye and pumpernickel swirl bread
- 4 slices swiss cheese
- 6 ounces corned beef
- 2 tablespoons, plus 2 teaspoons, Thousand Island Dressing, divided
- 4 tablespoons sauerkraut

Heat nonstick skillet over medium heat.

- Spread 1 tablespoon butter on one side of two bread slices. Place buttered side down in heated skillet.
- Add two slices cheese to each bread slice. Spread 2 tablespoons dressing over cheese slices. Add 3 ounces corned beef to each bread slice.
- Spread 2 teaspoons dressing over corned beef. Spread 2 tablespoons sauerkraut over corned beef.



Spread remaining butter on one side of remaining bread slices. Place buttered side up on top of sauerkraut.

Cook 4-7 minutes each side, flipping once, until golden brown and cheese is melted.

Lucky Shamrock Cookies

(Culinary.net) It's your lucky day because you don't have to search for the pot of gold under the rainbow for this winning recipe. Throw out the old Irish classics and sweeten things up this year with some mint chocolate chip fun.

If you're in a crunch for St. Patrick's Day and need something glowing with green, here is a dessert that is sure to have everyone coming back for seconds (and more).



These Mint Chocolate Chip Cookies are as green as four-leaf clovers and have delicious chocolate chips mixed throughout for some extra sweet flavor. Served beside a big glass of milk, they are perfect treats for any St. Patrick's Day party or virtual gathering.

To start the recipe, whisk together flour, baking soda and salt in a large mixing bowl.

In a separate bowl, add butter, sugar, eggs, green food coloring and peppermint extract for that crisp mint flavor. Beat with a hand mixture and combine the ingredients in both bowls together.

Add chocolate chips to the mixed cookie batter. Scoop onto a baking sheet and bake at 375 F for 11-24 minutes until the edges of the cookies are light brown. Cool on a wire rack before devouring.

With so much mixing and scooping to be done, this is a great recipe for kids to get involved in the kitchen, too. One of the best parts is the eye-catching color. Watch children's smiling little faces as the batter turns from light brown to dark green for a priceless reaction. After being perfectly baked, these cookies are bright, fun and will be the hit of any celebration. Soft in the middle, a little crisp on the edges and as green as can be. You can't ask for much more on St. Patrick's Day. Find more recipes, celebration ideas and dessert favorites for every occasion at Culinary.net.

Mint Chocolate Chip Cookies

Servings: 24-32

- | | | |
|------------------------|------------------------|---------------------------------------|
| 2 1/2 cups flour | 1 cup butter, softened | 30 drops green food coloring |
| 1 teaspoon baking soda | 1 1/4 cups sugar | 1 teaspoon peppermint extract |
| 1/2 teaspoon salt | 2 eggs | 1 package (12 ounces) chocolate chips |

Heat oven to 375 F.

In large bowl, mix flour, baking soda and salt until blended. Set aside.

In medium bowl, beat butter and sugar until combined. Add eggs, food coloring and peppermint extract; beat until combined. Add wet ingredients to dry ingredients; beat until combined. Stir in chocolate chips. Drop spoonfuls of cookie dough onto baking sheet. Bake 11-14 minutes, or until edges are lightly browned.

Cool on wire racks.



Continued from Page 15

evaluate. **Jerry Allen** So we actually laid it out originally, just like that. **Anthony Harrell** One quick scenario, when Kent was up talking I had it in my mind. Your house faces a street, you've got your house address. So you own a lot next to that house and say you own two lots across the street. You're gonna pay a linear foot on all four of those lots? **Jerry Allen** Yeah. **Tony Harris** We have some over where like the roads, I don't know if it's considered separate lots or not, I would have to look. **Jerry Allen** Yeah, Willow and Treasure over there. Owners have both sides of the road. They would just be charged the frontage. And that was it. **Tony Harris** Yeah, but then you'd have both, so you get charged twice. **Jerry Allen** No, they'd be charged once **Tony Harris** But you have frontage on the road. **Jerry Allen** Well, technically, the house faces the frontage where the house faces that's what they would be paying for. **Tony Harris** Okay, so there's not a separate address or lot number. **Jerry Allen** No. **Anthony Harrell** Good discussion. Thank you, everybody. **Jerry Allen** Yeah, thanks for everybody for your all your comments. **Anthony Harrell** All right, so move that off for our next meeting for continued discussion.

New Business

Variance Request (1012 Hawk Island-Culvert and Setback)

Anthony Harrell So there is no culvert since there is no ditch on the street. The building committee does recommend the culvert variance. Member agrees to pay for culvert if needed when ditching is done. Building committee does recommend the rear setback variance since it only four to five feet. Okay, so it's also for a five-foot setback on the rear of a deck. Okay, so the building committee did recommend that we approve both of these variances. **Tony Harris** Just a question. So you guys own the lot? Are you the homeowner? **Ben Firnkles (1012)** We purchased 1011 Bermuda and 1012 Hawk Point. We're going to build on Hawk Point and so we need the variance, it would be on the lot behind it. **Jerry Allen** It wouldn't interrupt any other member at all? **Ben Firnkles (1012)** Any other member no, because we're not going to improve that lot. We're just going to use it for yard, so we don't want to combine them. And then with the culvert, at this point, it's flat there, there's no ditch to put a culvert in. **Jerry Allen** There is a culvert there, it goes from that side of the property across Hawk Island and kind of down this way. Is that were your talking about as far as the culvert because there is a little bit of a ditch there and there's a culvert. I don't know, maybe that's not at 1012. **Ben Firnkles (1012)** No, and where our driveways gonna be there's no ditch there on 1012 for us to dig a culvert into. That's why we're asking for that variance. I think on the other side of the street, is a culvert across the road, but where we're building it's flat. I know where to put one. **Jerry Allen** Okay. I think the culverts more toward the curb is what I'm talking about. **Ben Firnkles (1012)** Yeah, I think you're correct. Yeah. **Jerry Allen** So your driveway is more west of that. **Ben Firnkles (1012)** Yes. And it's all flat, where we're gonna put the driveway. But, you know, if in the future, you guys ditch there, and we need to put one and we'll certainly do that. **Anthony Harrell** Questions. Comments. **Tony Harris** Makes a motion to approve variance for culvert and setback.

Dan Hopkins Seconds

All in favor

Motion carries

OPEN FLOOR

Buck Martin (32) So we were buying the old Associated Bank building, which I understand is outside of the HOA. But the intention is to make that a hardware store for the neighborhood. And also some lake supplies, boating accessories, all that kind of stuff. So I guess first of all, were to just ask if there's any specific requests or anything that that the association would like to see, as far as putting in a new business in the area. And I guess one thing specifically we're going to ask about is potentially renting watercraft. It's me and my wife, Clarinda Martin and I think she talked to somebody in the office about that. It sounds like there's somebody that might be grandfathered in for rentals on the lake so wanted to see what the process was and maybe put that option out there. **Rob Clarkson** It's actually in the deed for the marina that they are the sole proprietor for that use on

Continued on Page 21

The Tiki Bar Bass Club held their annual meeting on February 20 to set the dates for upcoming bass club events for the 2021 season. We also added some board members to the bass club. We would like to welcome Mike Schmitt, Rich Mullen, Joe Gulash, Jason Lowry and Brendan Magruder to the board. We will kick off the fishing season on March 21, takeoff will be 7am with weigh in at 1pm. We will fish every Sunday unless it's a special tournament. Special tournament dates are listed below.



April 3 - Saturday before Easter 12:30pm-6:30pm

May 8 - Saturday before Mother's Day 1pm-7pm

May 22 - Garrett Steele Memorial Kid Derby 10am-Noon
(If COVID-19 restrictions allow)

May 30 - Bunker Hill American Legion Veterans Day Memorial
(6am-Noon)

June 20 - Father's Day 6am-Noon

June 21-25 - Lake is off limits to all competitors fishing the Heartland
Veterinary Summer Classic

June 26-27 - Heartland Veterinary Summer Classic 6am-2pm each day

July 17 - Guys & Gals Tournament 9am-1pm

August 28 - Rick Henke Memorial 1pm-7pm

Gary Horn Fall Classic (date to be determined)

Big Bass Tuesday is back for another season starting March 23. All tournament times are 5:30pm -8:30pm. 1 fish limit, 16" long. 1st & 2nd place prizes every week. Championship Big Bass Tournament will be held in the fall. Like them on Facebook @ THE SHORES BIG BASS TUESDAY.

Remember everyone needs an Illinois fishing license to fish the lake. 2020 expires on March 31, 2021. Hope to see everyone the water.

Any questions feel free to email at tbbchs@gmail.com

If you have any pictures of fish you have caught on Holiday Lake you can email them and any questions you may have about the club to tbbchs@gmail.com

THEME: MARCH MADNESS

ACROSS

1. Theories
5. T in Greek
8. Tarzan's mom, e.g.
11. Mohammad Reza Pahlavi, e.g.
12. Ingredient in talcum powder
13. Spectator
15. 5,280 feet
16. Tiny river
17. Note taker
18. *Last NCAA basketball winner
20. Any day now
21. Antiquarian's concern, pl.
22. Diana Ross and Michael Jackson movie, with The
23. Saw a nightmare
26. Caribbean rattles
30. Witch's spell
31. Flocked-to destinations
34. Goo or slime
35. Plural of ostium
37. Leo mo.
38. Eurasian goat-like antelope
39. Showing signs of use
40. "Yo, ____!"
42. *Nothing but it
43. Wrap a baby
45. *-elimination
47. Outrage
48. Fraternity K
50. One of the Bridges
52. * ____ 1 schools only
55. ____less but pennywise
56. Decanter
57. In a frenzy
59. Threesome
60. Turkish monetary unit, plural

61. Dumpy establishment
62. Common conjunction
63. New York time
64. Male deer

Down

1. Singular of #1 Across
2. Rikers Island weapon
3. Burkina Faso neighbor
4. Himalayan mountaineer
5. Tarnish
6. " ____ ____ fair in love and war"
7. *School with most NCAA basketball titles
8. Choir member
9. Hammer part
10. Blunder
12. Sad, to mademoiselle
13. Radio studio sign
14. *Mid-major school that's become major powerhouse
19. Kind of ray
22. Is no longer
23. Arabian sailing vessels
24. Restart from seed
25. Uncredited actor
26. The Wise Men
27. Acting as a prompter
28. Snow impression
29. Eric Heiden's "shoe"
32. *Oklahoma State's super freshman ____ Cunningham
33. Mixed breed puppy
36. *2021 NCAA Tournament location
38. What Edward Scissorhands does
40. Stout relative
41. Dream big

CROSSWORD												
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44. Ancient Celtic priest
46. Water nymphs
48. Fuzzy fruit, pl.
49. Deflect
50. Sanders' campaign slogan "Feel the ____"
51. "National Velvet" author Bagnold

52. Expunge
53. Fail to mention
54. Scotia preceeder
55. School-related org.
58. Liquor store pony

HOLIDAY SHORES Garden CLUB NEWS

By: Donna Nelson

www.holidayshores.us/garden-club

The Garden Club is still on winter break and will not be meeting this month, but they will begin their yearly activities with the next meeting scheduled for..... Monday, April 19, 2021 at 7:00 p.m. at the clubhouse.

In the garden this month:

Knock Out Roses.....March is the best month of the year to give special attention to these shrubs:

The Knock Out rose has become amazingly popular over the past few years and many of you have one or more in your yard. This rose has singlehandedly changed the market for roses since its introduction, and ushered in a whole new way to look at roses and use them in the landscape. Its outstanding characteristics are well documented — excellent disease resistance, frequent re-blooming, showy clusters of bright flowers, dark green attractive foliage, and a shrubby growth habit that works well in all landscapes. Knock Outs are easy to incorporate into borders, or can be used as specimen plants in difficult spots. They love to bloom! Once established, they are remarkably resilient and drought tolerant, which is an important factor for the hot summers here in Holiday Shores. They do not need, or want, to be pampered!

Pruning Tips... 1) Prune in early spring (mid March) when new shoots are beginning to form on the canes; 2) Prune to 1/3 of the desired final size (or 12" from ground); 3) Remove dead or damaged wood; 4) Every 2 - 3 years, remove 1/3 of old growth to rejuvenate the shrub. Branches that are dead, damaged, or dysfunctional can be removed at any time of the year. Remember: After a heavy pruning, the shrub will flourish and triple in size....they welcome a severe pruning.

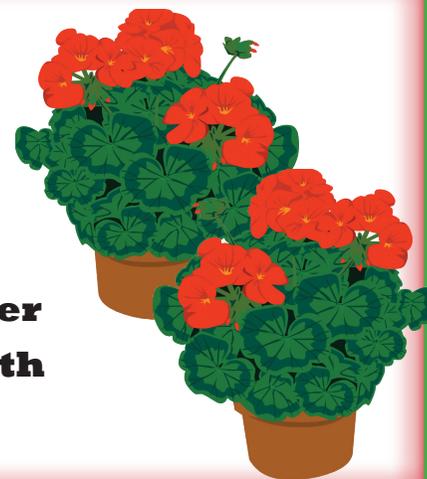
Feeding... These roses bloom in cycles throughout the growing season, and feeding with a slow-release fertilizer (such as Osmocote, should begin after the leaves have first appeared in late March. If using Miracle Grow, do not fertilize until late April. Stop fertilizing by early August when the plants are preparing to go into dormancy.

Deadheading... Not needed, but will encourage new buds to form.

**COMING
SOON!**

Garden Club Annual Plant Sale Friday, May 7, 2021

Details on time and location for this annual fundraiser will be published in the April Holiday Times, along with the usual pre-order form for colorful geraniums.



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

Continued on Page 23



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Pastor Patrick M. Thatcher, CLP
Email: watchnem@aol.com
Home: 618-467-6343 Anytime: 618-593-3396

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Continued from Page 21

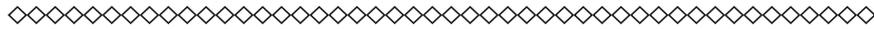
Kenneathia Hagen (1991) I know, that's something that it's all unpredictable and uncertain right now. But hate to see that it's wasted space. We all love going there for sure. Definitely. **Rob Clarkson** We did have somebody come in last week and tour it. **Kenneathia Hagen (1991)** Oh, good. Oh, good to know.

Thank you. **Anthony Harrell** Anybody else have anything?
Tony Harris Makes a motion to adjourn to Executive Session

John Crotty Seconds

Meeting adjourned at 8:43 p.m.

Meeting Minutes submitted by Karla Suttles



Date: January 27, 2021

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

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

Holishor Members Present: 8

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

Meeting Minutes – Minutes of January 13, 2021

John Crotty - Motions to approve the minutes as amended.

Jerry Allen – Seconds

All in favor

Motion carries

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

Old Business

Traffic Signs

Jerry Allen I sent around to everybody the list of the five different streets that we decided to start our review of first. Caribbean, Barbados, Tampico, Fountainbleu and Shore Drive. I did a drive around and looked at what I thought were places that we needed stop signs, for safety reasons. So I've provided that to you guys. Hopefully, you've had time to review it and I'd like to hear some input, if you guys have any changes or adjustments to it. I'll open it up to what you guys think. **Tony Harris** I like the work that was done early on the suggestions for Caribbean, Barbados and Tampico. For Fountainbleu, the ones we added were all at T section and I think basically, for the same reasons, we kind of drop those here in the North West quadrant, we should really drop those over there. If you're coming up to a tee there's already rules of road that cover that, the ones that we decided to go back and put in over here on Caribbean and Barbados were to try to limit the excessive speeding. That's kind of the philosophy I think we were trying to follow over here. I think we should follow it over on Fountainbleu also and those really

Continued on Page 25



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- | | | | |
|-------------------------------|--------------------------|------------------------|---------------------------------|
| Anderson, Elizabeth | Felts, Alex | Howard, Ronald & Lisa | Mason, Robert & Lisa |
| Beegle, Ritchey | Fletcher, Jerome | Hubler, John | Miller, Gerald & Karen |
| Behnke, Vonda | French, Robert | Hull, Ronald & Roberta | Petrosky, Patricia |
| Beys, Freda | Gengler, Betty | Hultz, Sean | Prestito, Tammy |
| Brown, Henry & Jamie | Gillig, Travis | Jackson, Donald Steven | Reiske, Fred & Brenda |
| Brown, Ruthie | Greer, Kerry & Elizabeth | Jasper, Aleasa | Rickard, Randy |
| Burns, Kevin & Andy | Grinder, Justin & Hope | Karns, Ron & Patricia | Schmidt, Tricia & Ed |
| Burnside, William | Hagstrom, Katherine | Keuss, Jack | Sherrill, Christopher & Kristen |
| Cavalie, Kai | Hansel, Donald & Shirley | Killian, Timothy | Simpson, Dennis |
| Corrigan, Nicholas & Victoria | Harris, Hyland | Krug, John | Steele, Christopher & Christina |
| Couch, Timothy & Amanda | Hayes, Jim | Lane, Michael | Steele, Nicolas & Lisa |
| Davis, Paula | Henson, Cody | Langendorf, Andrew | Vine, Holly M. |
| DeWerff, Arron | Hepp, Dennis | Layton, Cheryl | Wachowski, Angela |
| Edwards, Bruce & Angela | Higgins, Alicia | Life is Good Trust | Wolff, Kyle |
| Elliott, Bryson & Rochelle | Hill, John & Judith | Linton, Matthew | |
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| Feco, Nicholas | Holshouser, Paul & Lori | Marinko, John | |

Live...

This month Christians celebrate the GOD/MAN, the Lord Jesus Christ, who was crucified on a Roman cross. Why would Christians celebrate this cruel and painful death? There is an Old Testament story that illustrates the answer to this question. It takes place when the nation of Israel was on the move from Egypt, the land of slavery, through the desert to the promised land of Canaan. Israel had sinned (again) and God sent venomous snakes to among them to bring them to repentance. The Bible tells us (Numbers 21) that many Israelites died. ⁷*The people came to Moses and said, "We sinned when we spoke against the Lord and against you. Pray that the Lord will take the snakes away from us." So Moses prayed for the people.* ⁸*The Lord said to Moses, "Make a snake and put it up on a pole; anyone who is bitten can look at it and live."* ⁹*So Moses made a bronze snake and put it up on a pole. Then when anyone was bitten by a snake and looked at the bronze snake, he lived.* When they repented of their sin, God provided the means of their healing. Their look, by faith, at the serpent on the pole, indicated their willingness to trust God for healing. They looked and they lived.

Human sin, my sin, made Jesus' cross necessary. Sin, like the snake, bit me and I began to die. I couldn't heal myself. Only God could help me and help me He did. God put Jesus on the cross and explained it this way in John 3:14-15. ¹⁴*Just as Moses lifted up the snake in the desert, so the Son of Man must be lifted up,* ¹⁵*that everyone who believes in him may have eternal life.* My friend, if you will put your trust in the Lord Jesus, you will live. Please do so today.

If you would like to discuss this further, call Pastor Rob Lemon at Holiday Shores Baptist Church, at 618.377.7729, or email PastorRob@HolidayShoresBaptist.org.



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Continued from Page 23

don't follow that philosophy so I would recommend taking those off. For Shore Drive or for that section let's say, kind of the same thing at some of the smaller streets. The end of Alden didn't mention if it was on the east or west sides, I wasn't sure where that stop sign was on Alden and I wouldn't put one there. Same reason, it's just it's the T intersection. And I would take off the one at the end of Christmas Tree and the one at the end of Willow. For the same reason, just kind of T-ing into the roads. I like the four way on Shore and Holiday and Boxwood, I like the four way there. I definitely think we need one at the west end of Woodland where it goes into Shore Drive there because there's really no indication who should stop whether it be Shore or Woodlands. I think we need that one. I don't really think we need one on the east end, the same way it's got a T into Shore Drive. And I wasn't sure about the one at the end of Cedar, there's five houses right there, it's an open intersection, it's a wide intersection, you're going to turn you have to stop at Holiday Damn Road. I figured that was a good stop, but I would take that one off. That was the recommendations that I have. One question I did have just for clarification, when we said that the ones at Shore Drive, Holiday and Boxwood, it said a four way and add to stop signs or are there two already there? **Jerry Allen** Yeah, there's two there already. And a couple of things I noticed, there was two street signs, one of them was on Alden, it was bent over had no street sign on at all and the other one was on Fountainbleu and Su Twan. That one was a pole that was stuck in a tree, and there was no street sign on it at all. So you could not tell what street you were on if you weren't familiar with the area. I think we need to put those on there for sure. **Tony Harris** That makes sense. **Jerry Allen** Thanks, Tony, for your input. And I put those on only because it was a T road. I know that some of these roads are short, I just thought it would be better. We kind of got in the habit of trying to direct traffic. Meaning, if you come up to a T intersection, you should stop. That was my thought, more of a safety issue really. **Brian Wood** So I agree with Jerry, I think adding adding the stop signs at the Ts is a good idea, especially with the slow-moving vehicles and stuff that we've added in, I think it's a no brainer actually to put those on there. **Matt Ressler** So I'm going to make a



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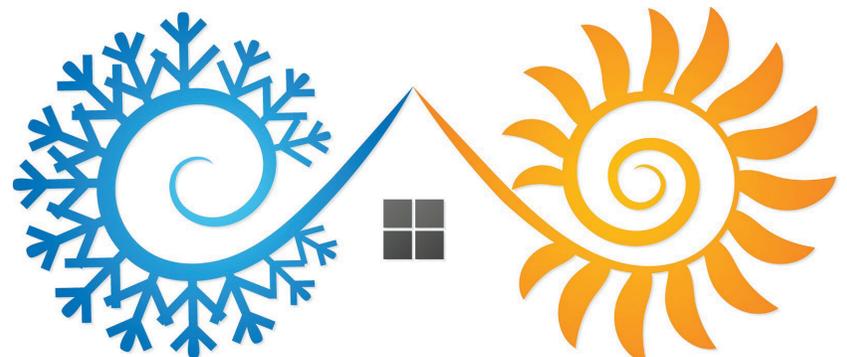
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recommendation that you know, so we can go back and forth with us. I'm tired of it. So I'm going to make a recommendation. Jerry, you did a very good job here. Thank you, Brian, the work you did also, I'm going to make a recommendation, we go ahead and place stop signs and replace these signs as submitted by Jerry Allen.

Tony Harris So what's your philosophy then for the other quadrants that we haven't addressed yet? **Matt Ressler** We haven't got that far yet Tony, we're on five streets. **Tony Harris** But you need to come up with your philosophy before you start implementing it. **Matt Ressler** We're hitting the five biggest traffic complaints within our community.

Matt Ressler Makes a motion to go ahead and place stop signs as Jerry has presented it to us.

Brian Wood Seconds.

Tony Harris Okay, so now that we have discussion, we need to decide what our philosophy is going to be so that we don't have one philosophy we apply to one quadrant and another philosophy we apply to a different quadrant. **Matt Ressler** We're hitting three quadrants right here. **Tony Harris** Yeah, but you haven't done them consistently. **Jerry Allen** We need to make sure that we have our process in place so that whenever we come to the next streets we look at we have to make sure that we're following it. **Brian Wood** We tried that with an entire quadrant, and it was shot down. **Matt Ressler** We tried that, and it was nothing but a bit** session, as I'm going to say it, back and forth for 3 hours. **Tony Harris** Until you can reach a consensus where you can get a motion approved, then you can't proceed. **Matt Ressler** Well there's a motion on the floor. Now, there's a second. Here's your discussion. And then we can vote. I'm going by the recommendation that they have brought to the board. And this looks like a pretty good standard to me. **Tony Harris** So your recommendation is to put these up?

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

seven-year-old child. **Tony Harris** You're saying if that happened, and we say what if it doesn't happen. **Brian Wood** Then we got lucky, because what you're doing here, what we're doing as an association, if we put those there, then we're doing what we can do, just because if somebody runs through that stop sign, we did what we could do, we can't make you stop that stop sign, but we can put it there to try to enforce it. If you come up to these T intersections, everybody is supposed to stop at, but if you go out here and sit all day and watch, is everybody stopping at those T intersections? No, if there's a stop sign there, they're going to stop. **Jerry Allen** At least I think if we had these stop signs in place, and we put this process in place to the whole subdivision, then the risk to the association would be less in case of an accident, like Brian just described happens. And to me, I'd rather be proactive than reactive and, perhaps save a bad accident. **Tony Harris** And I understand that fear that something like that could happen. But you've also got 50, 60 years of history that says that it hasn't happened here. I mean, you have to weigh the two together with each other and say, okay, this is a possibility, what's the likelihood of that really happening with the history that we've had. **Dan Hopkins** In the 50 or 60 years, it has changed considerably, There's more traffic, more kids on golf carts, four wheelers, side by sides. I mean everything has changed. **Tony Harris** Well, the kids, if they don't have a license shouldn't be on them anyway. **Matt Ressler** So who's enforcing that, the kids that aren't supposed to be driving. Our security staff? They can write a ticket on our road, if they're operating and they are violating our rules, because they're not over 16 years of age. **Tony Harris** So they can issue a citation to the member. **Matt Ressler** But are they doing it? No. **Tony Harris** If you see that it's happening. Well, I mean, I think what we did here, like we came back, we had the earlier discussion, we came back with Caribbean, Barbados, and Tampico. I think those are good suggestions. Because I think that where they've been suggested in this current plan helps us to put stop signs and to limit the speed, which I think is the biggest issue that we're trying to address is the speed, because I don't think we have an issue with people not stopping at a T intersection or not acting responsibly. Yes, you could roll through it, but I think people are looking. **Brian Wood** How do we know that the speed is that big of an issue? **Tony Harris** We've had people come in and tell us that. I haven't had complaints about the others. We had the one guy that came in that asked us about Barbados, we've had people complain about Caribbean. I have not heard of any other complaints anywhere else in the subdivision. **Matt Ressler** We had people in here for Shore Drive. She clearly stated, she said, I won't even let my kids play in the front yard. **Rob Clarkson** That was on Holiday Drive. **Tony Harris** Well, then those are the roads we need to address. **Matt Ressler** That's what we're doing right here. **Tony Harris** I think that's what we did with what we put in, we put a stop sign on Caribbean to break that traffic up and slow it down. We put stop signs on Barbados to address that to try to stop that long stretch of road where people didn't have anything telling them they had to stop. That's what I think we need to be looking at trying to prevent and that's when we originally said let's look at Fountainbleu, because it looks like from a map it was like a long stretch of road. And then talking with Jerry, due to the congestion from people parking on the road we didn't think there was a need to put stop signs on Fountainbleu itself, because people weren't driving that fast. If there's not that issue there, then there's

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nothing we need to do on Fountainbleu. I don't think we had the issues with Aloha.

Brian Wood Sounds to me like you need a speed bump, more than a stop sign.

Tony Harris That was brought up, I think there was issues with emergency vehicles. **Brian Wood** I say take it as proposed. Jerry put the work in, he looked at it, that's my opinion. **Anthony Harrell** Any more discussion. Let's take a vote.

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

Opposed Tony Harris

Motion carries

Roadway Improvement Committee Proposal

Jerry Allen This is just a follow up from last meeting. We were going to look at also what it would be if we charged by per lot, basically, what kind of funds we could raise by that. We used \$75 as a basis, per lot, so if you had four lots it would be \$75 per lot. So the total number of lots that we came up with was based off the information we gathered from last year's exercise on the by lot assessment, which is 1894 lots, that does not include any lots the association owns or the outlots. So the total revenues we could gain by charging \$75 per lot would be \$142,050 a year, which is quite a bit less than what we currently have on the proposal for \$1 per foot. If we charge \$80, it'd be \$151,000 a year, if we charged \$90 it would be \$170,000.

So to get close to the \$225,000 which is what we have estimated, conservative estimate from the per foot charge to get close to that we'd have to charge each lot and the owner of that lot is \$120 each, which seems a bit excessive. So the by foot charge seems to be fair, fairly equitable to most. Not everyone, obviously, but it seemed like the most equitable way to move forward. Obviously, there's other opportunities we've learned about that we need to explore yet but that was my exercise to come back here to the board and look at what we could raise if we charge by lot, a certain flat fee. **Tony Harris** What would this money go to? **Jerry Allen** This would go strictly to the roads and stormwater management. If you look at the budget and the dollars spent year after year it does fluctuate quite a bit. I know there's a lot of carryover, there's a lot of projects that aren't done, the money is transferred to the next year. We were averaging around \$208,000 for the roads funds every year. That's the last five years to 2017. Based on my math, Tony, you can check me, obviously, **Tony Harris** It's in the ballpark. **Jerry Allen** So what this would do is provide us the funds, the \$225,000 every year annually to be able to put that against our road projects, or our five-year road plan. Obviously, the goal is to try to not just put band aids on our roads, but actually fix our roads and trying to raise money so we have money specifically set aside for the roads and stormwater management versus, one year we might have \$200,000, 1 year we had \$150,000 for the roads. This way we could actually be consistently budgeting or using those funds that we would budget for consistently and use those to the roads, we can actually improve the roads more per year. So it's not set up for just one project, it is set up for all the roads and whatever projects the board determines we need to do for that upcoming year. **Tony Harris** I think if we're going to put something out to the membership and say we're going to charge you \$1000 more a year, we need to know specifically what it's going to be. And you know we've talked about changing that amount from year to year and to take it to the annual meeting I think we need to say, here's how much it's going to be each year, so we tell them up front, we want to vote for a say a four year project, or a four year charge, we need to know, this is how much we're going to take in over the four years and here's what we're going to spend it on every four years. I don't think we need that additional spending on the roads, because you can only do so much and then you're going to be paying more per foot of road that you fixed to have somebody else come out and watch the road so you get them oil and chipped faster. But is it really worth the extra money to get the road done a year or two earlier, I wouldn't think so.

Jerry Allen We have some roads out here like my road Bermuda, it's a pretty good road actually, but there's certain parts of it, and I have lived out here for nine years, and the water has been standing in the same spot for nine years. I mean, that's not bad until you get to this time of year when it ices over and then it's not a fun thing to drive on. There's a lot of roads out here I think needs to be addressed and this is just a way to consistently provide the revenue and have the revenue set aside specifically and only for this purpose. So it's a four-year deal, because we wanted to bring this to the membership for them to vote on to implement to see what after the after year one, year two, year three or four, what we need to change

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to amend it to make it even more beneficial to the community. So it's not set up for one specific project except for the roads and stormwater management for the community. **Tony Harris** I think it'd be beneficial to get an update, to get the spreadsheets and stuff for what roads we're doing this year, which ones we've done the last two or three years and see which ones we've got in for the next couple of years to see when they're going to be done. And I think that will show that we'll hit all the roads within the next three years. It's been a change in philosophy starting two years ago, where we're focusing on trying to hit all the oldest roads that haven't been done and work our way forward so that we don't have roads that have been, say 15 or 20 years out there that haven't been done and this other roads gotten done twice in that timeframe. So I think we've got methodology in place to fix that. **Jerry Allen** I think what our next step is as a group, as the committee who put this together is to come up with what the overall dollar amount we could see. Could be \$250 instead of \$225, I'm not sure. But then we also need to show what the member would be paying for each for them. Keep in mind, the proposals built around the fact that what we currently use in the budget for our budgeted funds would be kind of supplanted with this particular revenue stream. The committee's next step is to go through and look at each property and try to determine what each member would pay based on the property that they own and the frontage that they own, and we actually cut down to the brass tacks as far as who owes what and how much would it impact? I don't think any member out here that's going to pay an extra \$1,000. as you mentioned Tony, a year? A couple \$100, probably. **Tony Harris** I don't think I mentioned paying \$1,000 more per year. Did I? I apologize. I did not mean to say that. I misspoke. Sorry. Something I think we need to look at when we do this is look at our bylaws and instruments and what the community was based on. It was based on the philosophy that the community is a community and to share in the cost of running the community equally. And if you look at the way its wording is how we're going to charge dues and how we're going to charge assessments. You know, dues specifically say, and I'm trying to get back down here and find it an article 4, just a second. Dues specifically say they shall be assessed on a membership, not a lot basis, annual assessment, the membership shall be assessed and charged to each membership of the association. Voting is on a membership. So everything was designed to be on a membership basis, because that does away with the idea of what's fair, what's not, they took into account improved lots and unimproved lots, because there is a difference there. And that way, if you have multiple lots and you improve one, you have to pay for another membership, that's how they addressed the idea that if somebody has a bunch of lots and they improve it, basically build on it, then they're going to have to pay for another membership. So they looked into that part. And then they said, how do we do this and keep this fair? Because you know, the statement that it's fair because your lots touch the roadway. So you're saying it touches that, well use that same philosophy that if my lots don't touch something that I shouldn't have pay for, you could carry it both ways. I'm not saying that's true, but if you go with that philosophy, then everybody that doesn't live on the lake, why should they pay for the lake if they don't touch the lake? You're telling me I pay for this road because I touch the road? Well, if I don't touch something, and that case, for a lot of dissension, I guess what I'm trying to

say, and arguments about why I have to pay for that I don't touch that. That's not mine. Yet, we're trying to build a consensus in the community that says we share equally, which is why it was designed. I think, if we need more money, it just needs it needs to be a change in an assessment, or a special assessment spread equally among the membership. Because the other thing that you do is, not only were your charges based on memberships, but so as you're voting, if you're going to charge me on a different basis, then you need to look at the voting rules. If you're charging me for all these extra lots, I should have more of a say in how that money is spent. So people who have more lots, they should get more of a say, if you're going to charge them based on that. Everything was built on the same basis. And now you won't take part of it and say, Well, no, we're going to charge you this way, but we're going to keep this other part the same. We need to look at our rules, and make sure that when we're going to adjust something we adjust everything to

Continued on Page 30



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HOLIDAY SHORES FIRE DEPARTMENT

Firefighter's Footnote & Medic Minute

Firefighter's Footnote Finally, spring is around the corner! Everyone is looking forward to getting back outside again. Remember that Daylight Saving Time starts on Sunday, March 14 so remember to set your clocks forward one hour. Even though it's still winter, we have been keeping busy. We learned about Grain Bin Rescue and practiced our trauma packaging along with our fellow firefighters from Prairietown, and had our Ice/Cold Water Rescue training.



Coming up in March we will review our Pump Operations and CPR/AED training. We answered 16 calls last month with 12 EMS runs, two lift assists, and one each for a brush fire and a motor vehicle accident. We have been very fortunate to have experienced members on our department along with several new volunteers. If you want to find out more about us, drop by any Monday evening between 7pm and 9pm. You can follow us on Facebook or check us out on our website at www.hsfd.org. We are grateful for your support and are honored to serve our community.

Medic Minute-Medical Emergency Bags

It's always a good idea to prepare for emergencies. Many people have emergency kits or bags in case they are stranded in their cars or the power goes out in their homes. You should also keep a one handy in case of a medical emergency. You may not be thinking clearly during such situations and you don't always have the time or the ability to gather the necessary items. Here are some important things to have ready if you or a loved one has to be transported to the hospital unexpectedly: your ID and insurance card (or a copy), your phone and phone charger, non-slip socks or slippers, underwear, case for your glasses or contacts with contact solution, toiletries such as brush, deodorant and razor. If you have POA (power of attorney) or Living Will papers make sure to bring those too. One of the most important items to have is a list of all the medications that you are taking, including vitamins and herbal supplements. It's not necessary to bring the actual medications as long as you have the name of the meds, the dosage, and how often you take it. Place that in your bag along with a sheet containing any allergies, your doctor's name and number, blood type, emergency contact information, and next-of-kin. Another frequently overlooked item you should have pre-planned, is to make arrangements ahead of time for someone to look after your pet. Make sure they know where their food is kept, your veterinarian's name and number, and any health conditions of your pet. You can also help any emergency vehicles to easily find your address by placing your house number plainly visible on the front of your house, and on your dock and sea walls. This is required if you live in Holiday Shores. Using fluorescent or reflective material is also a big help when it's dark outside. Being prepared is the best thing to do in a worst-case scenario.



Fireman's Chili Recipe

2 pounds ground beef	½ tsp cumin
14 oz. diced tomatoes	1 tsp oregano
6 oz. tomato paste	1 tsp turmeric
1 large onion (diced)	1 tsp Chili powder
1½ cup celery (chopped)	(or to taste)
1 green pepper (diced)	1 (15.5 oz) chili beans
1 jalapeno diced (optional)	1 (15.5 oz) kidney beans
or 1(4 oz) can diced chilies	Salt and pepper to taste
2 cloves garlic (minced)	

Brown meat and drain off the fat. Add together green pepper, onion and celery with 1/2 cup water in microwave bowl. Micro for 3 minutes stir and microwave for another 3 minutes to soften. Add diced tomatoes, tomato paste, vegetables and spices. Simmer for 30 minutes. Add beans and simmer 15-30 more minutes. ENJOY!!

Submitted by: Deb Jennings Holiday Shores Fire Department



Continued from Page 28

be on the same basis. **Jerry Allen** Well, I think that what you said, I follow it very well. Except that number one, I have one lot, I pay \$660 in assessments and I'm just going to throw a number out, we'll use as an example, say \$100 of that goes to the roads. People that have four lots pay \$660, which \$100 of that money goes to the roads, they got four lots. So they're paying \$25 a lot basically and I'm paying \$100. That's not fair to me. **Matt Ressler** It's not fair at all. **Jerry Allen** Why is this fair? The roads touch every single lot. Somebody has to pay for the upkeep and the maintenance and the restructuring of those roads. **Tony Harris** They do. Each member of the association. **Jerry Allen** So when you pay your \$660 and I pay mine, a greater amount of mine goes to the road because you have four properties. I only have one. **Matt Ressler** You know, I'm going to say something here. And I think it's kind of funny, is the people that only own one lot are the ones that are pushing for this, but you board members that own multiple lots aren't pushing for this. You know, at the end of the day, it's what's going to be best for the community. And it's going to draw more money in revenue wise for the association. I think as a board member, basically you need to step back and take your personal feelings aside and say what's best for the community instead of taking what's best for you? **Tony Harris** No I'm not. **Jerry Allen** Yeah, we'll have a lot more discussion about this. I'm sure. **Matt Ressler** I say we just table it until we talk to the lawyer. Because we can go back and forth again just like stop signs. Item was tabled. **Anthony Harrell** I appreciate the work that Jerry has done on this project. We will be meeting with our attorney after this meeting and we will get his opinion on whether or not we can even do this by lot since we are a membership community.

Creel Limit

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

New Business

Appointment of Nominating Committee Member

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

Variance Request (1275 Key West-Changing Exterior)

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

Variance fails for lack of motion

1289 Jamaica sold for \$6700.00.

2021 Road Plan

Rob Clarkson Rob and I went through and came up with another list of roads for this year. You have a map in front of you where they are in the subdivision with a spreadsheet in front of you that is color coded. The darker blue lines are the roads that we think we need to go after and we're looking for approval on. It comes out to 23,040 feet of actual road. When you add your intersections and your cul de sacs because there's cul de sacs involving this one, you're at 23,751 feet. We based this on last year's price for oil and trap rock. We will be using trap rock again. And that price estimated is \$57,139.20. Again, that's last year's price so it could go either way, most likely it's going to go up because we're not in the same circumstances with the refineries as we were last year. You can see in the center column where it says year serviced, the last time these roads were serviced. This is year three of going into the five year. So most of these roads were 2006 or newer as opposed to previous years where they hadn't been touched in 20 years. I'd like to note that Caribbean and Fountainbleu are on there and they are asphalt roads right now and they would be chip and seal. But if you look at an asphalt road that is turned white, you have lost your protections so it's going to be coated to cover that. So it'll be an asphalt base underneath it but it'd be a chip and seal top. **Jerry Allen** There's no way to put any kind of blacktop sealer over the top of those

two roads to refurbish them besides chip. **Rob Clarkson** I've never seen them do that to a road. I've seen them do it to driveways and you see how long it lasts. The chip is going to seal it, it's a lot thicker emulsion you are putting on it. You put another surface on it basically not just something that's going to soak into it. There's quite a bit of road edges and push ups and repairs to be done on what we have. These roads are the first ones we go after, because we can still repair roads after our chip and seal guy comes in. We want the roads that we're going to chip and seal repaired before we do. But these are the priority roads that get repaired first. It's kind of a system that we've used for the last three years has worked pretty well. **Jerry Allen** Yeah, I'm not a construction guy but I just thought there was something you could put over the top of asphalt so you wouldn't lose that nice surface that we've had. **Rob Clarkson** They would grind it down and put another asphalt over the top of it is the way they repair on a street, you wouldn't put a sealer like what you do on your driveway asphalt to make it nice and new looking again, you wouldn't do that. It wouldn't last. That chip and seal would last a lot longer than that. If you do nothing, you're going to lose your road. **Jerry Allen** When was the last time Caribbean was asphalted? **Rob Clarkson** 2006. **Tony Harris** Hey, Rob, on the spreadsheet I see the \$57,139 number at the bottom of the column here in green with the cost. And then down in blue it says the total was \$58,902. You add your intersections and your cul de sacs. Okay, that's what's picking that up. The actual road footage is the 23,040. Okay, then you add your intersections and your cul de sacs because there's quite a few cul de sacs in this one. **Tony Harris** Can you email me a copy of the spreadsheet if you wouldn't mind? **Rob Clarkson** I'll send it. **Anthony Harrell** We'll take some time and look over it and talk about and approve it at the next meeting. Is that ok Rob? **Rob Clarkson** The next meeting would be great. We need to get our ducks in a row and not be doing it in September and not have good results again. **Matt Ressler** I'm confident in it, I'm fine with it the way it is. **Rob Clarkson** It's about 900 feet more than last year. **Matt Ressler** Do you have a ditching plan for next year. The engineers are working on it, it was approved three months ago. **Tony Harris** Can we get a spreadsheet for the ditching? So we could see what ditching has been done, where has it been done, what we're doing this year? I think this is really helpful to have so we can see what roads that haven't been done the last three years, you're up to about 2016. So there's not a lot of roads that are that old that haven't been done yet. So that would be nice to have on the ditching side too and that can help us plan and that'll help us set up to budget dollars and see what we're going to need over the next couple years same ways we know what ditching is going to do and the estimated costs and we can see where that falls in the budget, how long it would take to get all the ditching done. **Anthony Harrell** We'll review it and try to approve it at the next board meeting.

OPEN FLOOR

Anthony Harrell Anyone have anything for open floor?

Tony Harris Makes a motion to adjourn to Executive Session

Matt Ressler Seconds

Meeting adjourned at 8:10 p.m.

Meeting Minutes submitted by Karla Suttles

Free exercise classes are held
in the ballroom every
Monday, Wednesday & Friday mornings.

YOGA - MONDAY 8:30am-9:30am
WEDNESDAY & FRIDAY 8:00am-9:00am

BEND & STRETCH/FLOOR EXERCISES
MONDAY 9:30am-10:30am

WALK AEROBICS
WEDNESDAY & FRIDAY 9:00am-10:00am

**KEEP
FIT
AND
STAY
HEALTHY**

Looking Back

From The March 1995 Holiday Times

March 1995

Holiday Times

Page 23

Holiday Shores Clubs & Committees *continued*

Social Committee

by Donna Nelson

The Social Committee has reorganized and planned a full 1995 year, with lots of new ideas and activities. (See the year-long calendar of events on page 26 of the issue.) We do hope the community will support us in our efforts to provide some fun and exciting socials. We all need to get involved to strengthen the community. If you have any questions, or would like to **volunteer to help** with a particular event, please contact any of the following members:

Joyce Brendle
Lauri Byrns
Sue Daniels
Monica Jenkins
Ruth Kittel
Pat Queen
Stacey Rhodes
Barb Theodor
Donna Nelson

During 1994, I took many pictures of various activities at Holiday Shores. A photo album has been compiled and will be on display at most of our gatherings. I will be adding to this album as we continue with the 1995 events. Be sure to **"check it out,"** and see if you can find **YOUR PICTURE** among the guests who have enjoyed the socials.

The **Game Night** on February 18th brought the avid poker and bridge players, and a few other game enthusiasts to enjoy an evening with their friends. The fire was lit in the clubhouse fireplace and the wide variety of appetizers were very tasty. Attendance prizes were awarded!

Note on the 1995 calendar that this is the 30th anniversary of Holiday Shores. The Social Committee will be putting together a **"FALL FESTIVAL"** in conjunction with the celebration. Details are in progress, and would like to invite **ALL OF THE HOLIDAY SHORES ORGANIZATIONS AND GROUPS TO PARTICIPATE!** The clubs and groups will be contacted in the near future for input, and hopefully, a commitment to sponsor activity booths for this major community event.

MARCH REMINDERS:

- Get your St. Pat's Dance ticket for March 11th (9:00 p.m.)
- Craft Fair on March 26th (12:00 noon until 4:00 p.m.)■

Pack 220

by Amy Schweicker

Our monthly pack meeting was held February 7 at the Holiday Shores Firehouse. Special recognition was given to our Den 1 Leader, Joe Gulash. Joe was recently chosen as Law Enforcement Officer of the year for Madison County. He also has received a promotion and is now a lieutenant with the Madison County Police Department. Due to his promotion, he will no longer be able to be the Den 1 leader. We all thank Joe for his time and energy that he has given to scouting. We would also like to thank Frank Prager for volunteering to take his place.

There are many other positions which will need to be filled for next year. They are as follows:

Assistant Cubmaster, Treasurer, Awards
Chairman, Summertime Activities Coordinator

We really need volunteers! If anyone is interested in filling one of these positions, it would be helpful if they would begin attending committee meetings now. It would make their job much easier next year.

Here are some upcoming dates that you may want to mark on your calendar.

- March 2 Committee Meeting
7:00 p.m. Firehouse
- March 5 Blue & Gold Banquet
Set-up 1:00 p.m.
Open House 4:30 p.m., Dinner 5:00 p.m.
- March 11 Pinewood Derby District Race
Wood River High School
- April 4 April Pack Meeting
7:00 p.m. Firehouse
- April 22 Earth Day
- April 30 50th Annual Lincoln Pilgrimage
- May 5 Firemen's Fish Fry

We hope to see you at all of these scouting events. Scouting builds strong friendships and families.

For more information about our scouting organization, please call Tim Cooper at 656-0396.■



Craft Fair

March 26

12 noon to 4 p.m.

Looking Back

Looking Back

Looking Back

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 2028 Treasure DrPending.....\$8,000
 531 Harvest Dr\$8,000
 2028 Treasure DrPending.....\$8,000
 952 Acapulco\$9,000
 1205 Key Largo\$9,000
 527 Gilbert\$9,400
 837 Newport Bay\$9,400
 617 Westview\$9,400
 1123 Barbados\$9,500
 1238 Bahamas.....\$10,000
 1196 Tampico.....\$10,000
 1138 Nassau.....\$13,100
 1642 Fountainbleu.....\$13,200
 1901 Fountainbleu\$15,000
 1921 Sextant.....\$16,400
 251 & 252 Shore Dr.....Reduced.....\$40,000
 6959 Drew Dr., Hidden Acres Estates.....\$43,000
 1012 Hawk Island & 1011 Bermuda. Pending.\$50,000
 989 Hawk Island & 999 Holiday Pt. Pkwy..... \$40,000



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Beautiful lot in Hidden Acres at Holiday Shores Immaculate lawns and concrete roads **\$43,000 CARLA BAUGH 656-4734**



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Double corner lot, across from the lake. \$40,000
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3 beds 2 baths, finished walkout, covered boat dock
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989 Hawk Island & 990 Holiday Pt Pkwy

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