

Holiday Shores
Board of Directors Meeting Minutes

Date: May 22, 2019

Attendance

Board Members

Present: Dave Decker, Ali DeVries, Monica O'Brien, Tony Harris, Matt Ressler and Anthony Harrell.

Excused Absence: Steve Yates Jr.

Quorum Present: Yes

Others Present

Rob Clarkson, Rob Frey and Angie Webster from the Holishor Office.

Holishor Members Present: 9

Proceedings

Meeting called to order at 7:30 PM

Pledge of Allegiance Recited

Minutes of May 8, 2019

Tony Harris – Motions to approve the minutes as amended.

Ali DeVries – Seconds.

All in Favor.

Motion Carries.

Transfers of Property

There are four transfers of property. There is one lot and three houses. All triggered initiation fees.

Old Business

2019 Road Plan

Dave Decker – What we have here is a more detailed road plan based upon what we discussed at the last meeting. On this road plan, you have around \$70,000 in oil and chip for what you call a three year maintenance plan? **Rob Frey** – Correct. **Dave Decker** – Have all of these roads been oiled and chipped in the last three years? **Rob Frey** – Just the ones that are listed. There are a few that have been oiled and chipped a few years ago that are not listed. These are the ones we felt are most important. **Dave Decker** – These are the ones we did three years ago. Do we have any roads in the Association that have not been oiled and chipped in the last three years? **Rob Frey** – Yes, quite a few. **Dave Decker** – I will make the same statement that I have made in the past few years, why do we continue to maintain the good roads and not do anything with the bad roads? **Rob Frey** – Understood. At the advice of the ex-Road Committee and our engineer that has overseen our ten year plan, the majority of the roads that are listed on the three year plan are re-builds, they are pug mill roads. We put the money into those roads for chip and seal and a third chip and seal coat within two years. Their idea is to hold that road as a good road. **Dave Decker** – What I heard was all of these roads have been rebuilt with pug mill? **Rob Frey** – Not all of them. **Dave Decker** – I would tell you my history, very few of these were rebuilt with pug mill. I continue to challenge the Association to fix some of our bad roads. I continue to struggle with the idea that we keep oiling and chipping the same roads. I received an email from an individual asking why we oiled and chipped his road again because there was nothing wrong with it. Especially when there are roads that have not been touched. I do not know the rest of the Board's opinion is, I would like to know because I have been very vocal about this for years. **Tony Harris** – I talked with a few people before the Board Meeting that made a similar comment. I believe my street was oiled and chipped last year and it was already more than fine. Where you turn onto Bahamas, I don't think it has been done in five or six years. Another one that really doesn't need to be done is Holiday Point Parkway. I would be more inclined to fix what needs to be done rather than fixing the same roads. I think we are going to lose a lot of money by doing that in repairs. But that may not be the case considering I am not an engineer. **Rob Frey** – Just a bit of information, Forest Court was rebuilt in 2016, there is a section of it that needs to be chipped and sealed. It is not a huge

Holiday Shores
Board of Directors Meeting Minutes

section but it is a road that we rebuilt. The roads that can be taken off, absolutely. That is why we are having this discussion. The roads that have been rebuilt really should be considered to have a coat of chip and seal this year. **Dave Decker** – I'll challenge that because Barbados is one that we rebuilt with pug mill but if you drive down the road, it is in good shape. **Rob Frey** – Yes, the thought is to keep it in good shape. **Dave Decker** – If we continue to maintain the good roads and not fix the bad ones then they will never get done. **Rob Frey** – That is true. If we neglect the good roads, we have thrown that money away and that good road is now a bad road. Where does that circle stop. **Tony Harris** – If we just skip a year to chip and seal and do it next year and see what they are like then? Maybe check those roads to see what kind of shape they are in and fix the particular area while we work on the roads that are in worse shape. I do not like the idea of losing money we put into the road. **Rob Frey** – We could do that. **Monica O'Brien** – Have we abandoned doing the pug mill rebuilds? **Rob Frey** – This year, pug mill is not on the plan, more ditching is on the plan and the rebuilds. There is a process that is being used right now that is very similar to pug mill but different material. We are watching roads that process was used on in Litchfield, so far in the last three years, it is phenomenal. I think that is something we need to look at. In one more year, we are going to take a look at it in the summer and then meet with the Litchfield Board and speak with their Road Commissioner about more details on this. **Monica O'Brien** – If we oil and chip a bad road, how well will it seal that road? It is basically what you are doing, right? **Rob Frey** – Correct. **Monica O'Brien** – So that bad road will still not have a good base? **Rob Frey** – Correct. **Monica O'Brien** – I know you do not want to throw money away. How much money would you be throwing away verses keeping it together a little longer? **Rob Frey** – Let me define bad road because we may be talking about two different bad roads. The bad road that I am looking at has not been chip and sealed, it has base failure. That bad road would not be on the list for chip and seal. The bad road that I have on here for chip and seal may have slight deterioration and road edge breaking off. We chip and seal so rain water does not get below that surface and start deteriorating the base. We could probably get by with holding a few off and just looking at it again next year. There are a few on here that I strongly recommend a coat of chip and seal this year. The pug mill rebuild, I just do not have it in this year's plan. The numbers just aren't there right now. **Dave Decker** – You have a lot more money this year than you probably will next year. **Rob Frey** – We have done more in the last few years than we have done in the past. **Monica O'Brien** – You have ditching this year and that is huge. I don't think anyone will argue that is a huge issue out here and should solve a lot of problems. **Rob Frey** – The areas that we are doing ditching, we are going to patch very heavily. We are going to do some base rebuild with that along with a coat of chip and seal. **Anthony Harrell** – Rob, the three year plan that you said the Road Committee put together, what was that based on? **Rob Frey** – What they are saying in their profession from the roads they work on which is the county and other subdivisions, they were saying a three year rotation of basic wear surface has worn down and allowing water to get underneath. There really is not much rock there to drive on. They say ideally, three or four years. **Dave Decker** – Are they doing all the roads in that three year cycle? **Rob Frey** – Most of them are. **Dave Decker** – Ok. That is the difference between what they are doing and what we have. **Tony Harris** – On Key Largo, we just did it last year. It has not been three years. There was rock placed in front of my house last year. **Rob Frey** – We did a rebuild on Key Largo in 2016, in 2017 there should have been a final coat of chip and seal. **Dave Decker** – You did a rebuild on Key Largo? **Rob Frey** – Yes, we did a pug mill on Key Largo in 2016 with a final coat of chip and seal in 2017. That is what I consider a rebuild, a pug mill operation. **Dave Decker** – I am just trying to make sure we are talking about the same thing. **Anthony Harrell** – So the roads have not had the chip and seal in a long time, do they meet your definition of a bad road? **Rob Frey** – There are some that need a large amount of patch work and base rebuild. There are some that need a pug mill operation type rebuild to it. **Anthony Harrell** – Is it a waste of money to chip and seal the ones that need the pug mill work done? **Rob Frey** – I wouldn't say throwing money away since we are coating and sealing it. Could they wait another year? Maybe. **Tony Harris** – Do all of those need ditching to maintain the rebuild or are there roads where the ditching is okay, the road just needs the rebuild? **Rob Frey** – I would say that ditching is okay. We do have some areas that will hold water. **Tony Harris** – If we take the money from a section of road that we planned to chip and seal and we use it on another road in worse shape, that doesn't require ditching, that we can fix by rebuilding verses chipping and sealing the better road, it would be a good use of our money. **Rob Frey** – We could do that. **Tony Harris** – I think that would be a better process. **Ali DeVries** – It sounds like you want a cost benefit analysis on this?

Holiday Shores
Board of Directors Meeting Minutes

Anthony Harris – I think we rolled over some money into the road budget this year, there is going to be more money this year than there is next year. I think we should take advantage of that. **Tony Harris** – A lot of it is going towards ditching, too. I wouldn't want to not do the ditching, that is important. **Ali DeVries** - In order for us to make an educated decision on something like this, we would need the cost associated with each road we are looking at here. If certain roads are not going to be addressed this year then what is the plan for it right now and what type of work needs done? Does it need a complete rebuild, does it need pug mill rebuild? Next to that, a scale of 1-3 what kind of emergency it is to be completed. **Dave Decker** – We have a priority list in our packet. Do we have a list of all of our streets and the last time they were oiled and chipped. **Rob Frey** – We do, it will take some time to complete and get to you. **Tony Harris** – Is there a rush time for this work to get done? **Rob Frey** – We really need to do the chip and seal in the summer so it can cook and bake in. With the ditching that is going to be outsourced, I'm going to look at that much more closely as far as deadlines go. **Anthony Harrell** – What kind of deadline do you need? **Rob Clarkson** – The engineer? We wanted the engineer to sit down with us to discuss that. I wanted to talk with the Board and get your opinion first. He has most of the information and has put a plan together for us to look for bids. **Dave Decker** – So we would expect a bid cycle within forty-five to sixty days? **Rob Clarkson** – Sixty would be the longest I would think. The ditching aspect, we do not need a heat wave to do that. We just need dry weather. **Anthony Harrell** – What if we planed around a four year cycle verses a three year cycle? **Tony Harris** – I think four years would be fine. Could we possibly have that information by next meeting? **Rob Frey** – It will be close considering we are starting the Su Twan project on the dam. **Ali DeVries** – I think we need a better matrix to make a better decision. That being said, that doesn't mean we cannot approve one emergency now and then look at other things? **Dave Decker** – It does not mean we cannot move forward with part of the project. The challenge is we get a lower cost if we have it all together. The question is, do we have an advantage to doing the road repairs for the ditching areas first. I think there is a lot of work as far as a lot of patching and repair work before we oil and chip. Holding off on the oil and chipping bid probably will not delay that effort. The ditching side of it, would we expect the same people to do the oil and chipping as well as the ditching? **Rob Clarkson** – Probably not. **Dave Decker** – Can we get the ditching done well in advance of the patching and oil and chipping? **Rob Clarkson** – That is the thought. **Dave Decker** – So the idea of moving forward on this plan and the bidding, can we at least get that portion moving? Sense it will primarily be outsourced. **Ali DeVries** – I like that idea. **Dave Decker** – Then we can get a second evaluation on oil and chip and whether or not we throw in a short road rebuild? **Anthony Harrell** – I like that. **Rob Clarkson** – The engineer will be here for any following questions as far as ditching. **Dave Decker** - Looking at the number of driveway culverts and crosstreet culverts in this plan, are all of these culverts you have listed to be removed and replaced? **Rob Frey** – All of those culverts listed were suggested by the engineer to be removed, replaced or installed. **Tony Harris** – What is their basis for replacement? Do they actually look at it? **Rob Frey** – A lot of the elevations need to be checked but I do know some of these driveway culverts are installed backwards or flat. They could also be in good shape but a lot of the others are rotted and filled in. We will try to reuse the culverts that are in good shape. **Dave Decker** – For those who do not know, we are looking at eleven crosstreet culverts and fifty-four driveway culverts. Based upon these costs, a majority of them are rock driveways. **Rob Frey** – These numbers did come down from the engineer. If there is a concrete driveway with a culvert, those numbers should reflect replacing that concrete. **Dave Decker** – The other question I always ask is on Tamarach, is all that drainage heading away from the lake or towards the lake? **Rob Frey** – Half and half. **Dave Decker** – Are we planning on changing any culvert size of any of those under the road culverts? **Rob Frey** – We would have to look at the water shed for that area. We would have to measure and get elevations to see what that water shed consists of. Which way it is going to go, change it and if so, what size do we need. **Dave Decker** – What are we going to do about the downstream culvert? **Rob Frey** – You will notice there is a lot more driveway culverts than cross street culverts. **Dave Decker** – If you have drainage towards the lake and you have another street there with culverts underneath. If you do not have the right size then it will not be able to handle any extra water that you are going to feed through there. **Rob Frey** – A water shed analysis has to be done in order to see where that water is going to go. **Ali DeVries** – Let's do that. Do we still want bids? Did the engineer come in with an individual mind set and determind which culvert is bad before we have more problems? **Rob Frey** – I see where you are going with that. We did speak with the engineer before the start of that project. That

Holiday Shores
Board of Directors Meeting Minutes

downstream culvert is the biggest priority. How they justify that, I do not know. **Dave Decker** – For example, High Point is listed on here as a street that is in between Tamarach and the lake. That is the main section I am focused on. To get this moving, are we going to want the engineer to study on the elevations and the replacements that we have to do. As part of that, he is going to tell us what that flow is going to be, right? We need to make sure as part of that evaluation that we determine if the water is flowing toward the lake and other culverts we are not working on and what needs to be done with those. **Rob Frey** – That downstream culvert under Westview to High Point needs to be replaced for sure. **Ali DeVries** – Maybe we need to talk to the engineer and ask him his basis for this suggestion. **Dave Decker** – These numbers are from a previous engineering company. Our current engineer has seen this? **Rob Frey** – Yes. **Dave Decker** – We are going to get elevations regardless what the engineer said.

Discussion put on brief hold.

Dave Decker – We have two options here from the engineering company. The one we were discussing was option two. **Tony Harris** – My thought on this is if you look at items two and three, drainage, design of culverts, ditches, construction plans for Clover, Tamarach, and Westview. This is where they are going to look at these items and do that work. They are going to look at the water flow and do the stuff we are asking for, right? **Rob Clarkson** – The flow of the water, they address that they use a minimum of a twelve inch culvert. They start at the lowest quaderant of the subdivision and will work their way up. **Dave Decker** – We want to incorporate that if there is any water drainage to other culverts that we are not working on. That is the subtext of everything we are trying to say. I understand that this is the lower quaderant but we want to make sure we are not negatively affecting the drainage in those areas. **Rob Clarkson** – We put an eye on this drainage out to Prairietown Road. **Anthony Harrell** – At the end of Clover that runs into Tamarach, does that split? **Rob Clarkson** – Overlook is our tipping point which is why we started at Clover. **Dave Decker** – We have had this information at the last meeting and talking about it now. Do we want to move forward with this option two? How much is this going to cost to look at three more culverts?

Tony Harris – Motions to proceed with the work from CMT using Option Two adding the line of stipulation that they confirm the drainage of any existing culverts, not to exceed the cost of \$2,400.

Ali DeVries – Seconds.

All in Favor.

Motion Carries.

New Business

Annual Meeting Results

Dave Decker – I would like to annouce the results from this year's Annual Meeting. We have a new Board member sitting up here. There were 147 ballots counted. The number one vote was Anthony Harrell with 82 votes, Tony Harris with 78 votes, Monica O'Brien with 68 votes. That filled three open positions on the Board. Welcome back and welcome, Monica. The fourth place was Pam Maibaum with 51 votes, Justin Patterson with 50 votes, Jack Godwin with 36 votes and Richard Gvillow with 31 votes. After the Annual Meeting, the Board held a meeting to select officers. Board President, Dave Decker, Vice President, Ali DeVries, Secretary, Monica O'Brien, Treasurer, Tony Harris. One of the things we have to do is get signature cards adjusted, have approved Board minutes from a Board member stating who the officers are. I took the liberty of typing this up before the meeting.

Tony Harris – Motions to approve the partial minutes from the Annual Meeting stating the 2019 Board of Director Officers.

Matt Ressler – Seconds.

All in Favor.

Motion Carries.

The 2020 Budget passed with 125 to 0. I do believe that was the first time it has ever been a zero in regard to the budget. For the Board to investigate changing the rules for PWC's, 83 to 43. For the Absentee Ballot voting, it passed 65 to 62 votes. In result to that, the Board has actions to take. The PWC, we need start working on what the proposal is with the potential new rule is. Anthony, you had typed something up before the

Holiday Shores
Board of Directors Meeting Minutes

Annual Meeting so we will need to get that into our packets for the next meeting. We need to start publishing that there was no change in the rule yet. Is there anybody that has recommendations to what he had done before? **Tony Harris** – Personally, I would like to start looking at 130 horsepower. **Anthony Harrell** – I think we started with 100 horsepower. **Tony Harris** – With some PWC's, 100 horsepower is the minimum. **Anthony Harrell** – Either way, we are going to have to figure out which way we want to go. I would like to see some people come in and discuss their thoughts and feelings on it. **Matt Ressler** – Especially individuals that voted each way, that way we can hear both sides. **Dave Decker** – If members would like to send in individual comments they can be funneled through Anthony. **Anthony Harrell** – Maybe we announce a date in the next couple of Board meetings on when we will be discussing this. That way we have a larger audience. **Dave Decker** – It will be an agenda item from this point forward. **Justin Patterson, 1402** – I have done some of this research already. If you increase them that limit to 150 horsepower, you are going to have nineteen different models. If you increase it to 100 horsepower, that takes it down to about ten. If you take it to 150 horsepower, every single manufacturer has machines that will fit under 55mph and 100 horsepower. **Dave Decker** – In this next packet, we will have to have a proposed rule along, the current rule and research. Justin, if you want to send your research to Anthony he can incorporate that as well. **Ivan Goldfarb, 982** – About a year ago, I came here to share my voice about the PWC rule. Nothing has been done and I just see this as the Board making excuses rather than making a decision. Is the Board going to approve this or not? If we want to attract new families to our community. I purposely moved my family to this community to use jet ski's on the lake. You see many boats pass my house with higher horsepower going way over the speed limit and nothing is ever said. **Dave Decker** – The Board presented this to the membership to have them decide whether or not we will increase the horsepower limit. That was just voted on a week ago. **Ivan Goldfarb, 982** – Eight months ago this was being discussed and was then passed over to the Boating Committee to make a decision. **Ali DeVries** – I understand what you are saying. The Boating Committee made a recommendation to the Board and the Board felt uncomfortable making that decision for the entire community without any communication and we used the Annual Meeting to get that communication. We are sitting here with our opinions but that does not reflect the majority. **Dave Decker** – The original time that it was taken to the Boating Committee, they didn't recommend increasing the horsepower. Their recommendation was to take it to the membership and so we did. **Ali DeVries** – It's not that we do not want to move this rule forward. We are required to follow our by-laws. We have to take recommendations and it has to sit for a certain amount of time rather than voting on it today. There are rules for changing the rules, that is why the process takes so long. We sympathize with you. I am 100% with you but we do not have the ability to move faster in order to check and balance what is best for our community. **Dave Decker** – You want to make sure what rule you do pass is a good rule. You also want to focus on the future for the community rather than what is good for today. **Ivan Goldfarb, 982** – I agree with that too. You have to think about what is best for the community. People are frustrated because the Board will not make a decision mostly because you are afraid to do so. **Ali DeVries** – I can understand how it is interpreted that way. If I was on the other side of this table I would feel that way too. It is a matter of following the regulations that are already put into place. **Anthony Harrell** – Let me ask you, if you were sitting here making the decision. What would be your recommendation? **Ivan Goldfarb, 982** – 125 horsepower. **Dave Decker** – Why? **Ivan Goldfarb, 982** – It is safer, less pollution and you can control it better. **Matt Ressler** – Would you like to help them on the Boating Committee? **Ivan Goldfarb, 982** – Yes. **Ali DeVries** – Thank you very much for your suggestion. **Gerry Theodore, 1346** – I just want to clarify that the vote that was taken was not to necessarily increase the horsepower, it was taken to investigate. I think you should be careful with that because you will have some that will ask if it was increased. Another thing, the Board does not need input from the people to do this. You are an elected body, you can do this. You wanted input from the community and that is loyal. Many years ago, we had a feud between pontoon drivers and fishermen. I recommend getting input from all assets. That way it is accepted more whichever way you go. If the Boating Committee has both opinions, that would suffice. **Anthony Harrell** – The Boating Committee is pretty diverse. It is a mix of fisherman, pontooners and we have a few members from the Ski Club. **Gerry Theodore, 1346** – I have had a change in mind on this subject. The technology that comes with the PWC's is a good thing. I just worry about the kids that are operating the watercraft. **Anthony Harrell** – We understand that the older models are very difficult to find and maintain. You are welcome to bring your discussion to the Boating Committee. I will let you

Holiday Shores
Board of Directors Meeting Minutes

know when we have the next committee meeting. **Dave Decker** – We need to make sure we have information in our packets going forward.

Dave Decker – I want to add to the Annual Meeting notes that we had approximately sixty-five members in attendance and we had sixty-two proxys.

Open Floor

Rob Clarkson – We have two seasonal employees for mowing of our Association lots, for sale lots and filling in for any overload we may have, they start May 28th. Lifeguards are starting May 24th, which is Friday.

Anthony Harrell – As a Board, we need to thank Shaun Diltz for his time on the Board. **Dave Decker** – I agree. We thank him for his time and his efforts during his tenure on the Board.

Tony Harris – Motions to adjourn to Executive Session.

Ali DeVries – Seconds.

All in Favor.

Motion Carries.

Meeting adjourned at 8:45p.m. to Executive Session.

Meeting minutes submitted by Megan Jackson.