



**LAUDERDALE LAKES LAKE
MANAGEMENT DISTRICT
MINUTES of 5/20/2017**

Meeting called to order by Chairman Mason, at 10:00 A.M.

A. Attendance:

Present: Chairman Mason, Debbie Ferrari, Jack Sorenson, Greg Wisniewski, John Summers, and Rick Callaway.

B. Agenda:

The agenda was unanimously approved on a Callaway / Sorenson motion.

C. Minutes:

The minutes of March 18, 2017 were unanimously approved on a Sorenson / Ferrari motion.

D. Highway 12 Update

Greg Wisniewski reported that there were approximately 200 people at the Highway 12 meeting at Gateway on May 19. The existing corridor presents a lot of problems in terms of safety. A lot of the discussion at the meeting revolved around funding, which is lacking, and property owners are really looking for some degree of certainty about the project and which route it would take. The Redline Coalition is going to put a petition together to get things moving forward.

The Lake District has very good research at our disposal regarding our tributaries, and that we get very little drainage from other surrounding areas, unlike some other lakes in the area. We try to control our drainage with detention ponds. Widening of the Highway 12 corridor would be a very big roadway, possibly with frontage roads, closing of current intersections. How would this be handled? Will they put in detention basins?

Some other key points from the May 19th meeting:

- The corridor was originally planned in the 1960s, so there may need to be some research into whether some properties had restrictions placed on their deeds.
- Infrastructure funding is crucial for other sectors of the economy that actually bring income into our state. Manufacturing, trucking, agriculture, and tourism rely on this infrastructure, and it isn't being appropriately funded.
- Jeff Knight is doing a phenomenal job so far.
- There are significant safety concerns along Highway 12. Perhaps speed limits will be continually decreased.

- Other area roads are getting busier (Highways H, ES) as Highway 12 congestion increases.
- The EIS has to be done, so if money does become available for infrastructure, we can move forward.
- There is very little money available at present for infrastructure.
- UW-Whitewater is the only UW school that is not fed by a 4-lane highway.
- The EIS is the beginning of the process, regardless of the route the highway would take. The EIS would drive the decision.
- The accident rate is 60% to 100% higher than other roads in Wisconsin. When you look at the length of time this all could take, and the accidents that will happen in perhaps the next 20 years, perhaps the speed limit does need to decrease.
- Response times for all types of emergency services also increase because of congestion on the weekends.
- From Hwy A north To Territorial Road on Hwy 12, there are 23 street intersections and 31 driveways. It doesn't seem logical to try to improve that road – in that circumstance, you should look for a bypass.

One important item that was not discussed at the May 19th meeting is how improvements in Illinois may have an effect on Highway 12 in Wisconsin. Hwy 120 through Grayslake is going to be improved and may become a more major route feeding into Highway 12. Richmond, IL may also be getting a bypass which could increase traffic on Highway 12 through our area.

E. Golf Course Report

We are making incremental repairs and improvements to the golf course, and many of these plans have come out of the golf committee. Over the winter we did some removal of dead trees, but the frost came out of the ground so early that they couldn't finish the job without risking tearing up turf. We have a tree farm with mostly oaks, maples, and pines that can be transplanted onto the course this fall. The men's bathroom was painted, and the peeling ceiling in the women's room was painted over the winter.

Other capital expenditures we need to consider, and that the golf committee is recommending:

1. Consider rebuilding rain shelters

We have two rain shelters that are in need of repair. The rain shelter at 5 tee along Highway 12 in particular needs to be kept in good repair because we could never get a permit to rebuild it with its proximity to Highway 12. The rain shelter at 2 tee is also in need of repair. The roof structures of both shelters are in terrible condition, and we need to move forward with repairs. We have asked for three quotes for repairs to the shelters. We have received two so far. Randy Breber \$17,5000 and Bart Jacobsen \$15,220.

2. Consider purchasing two new pieces of turf equipment

There are two pieces of equipment that Chris really needs to make the course conditions better. The first is a rough mower. We have been mowing the rough with a tow-behind rotary deck behind our tractor. The mower deck doesn't do as good a job as a dedicated machine for the rough. Also, the tractor isn't designed for day in, day out use. Using the tractor to mow rough is diminishing the longevity of that (expensive) machine. Chris has a demo mower, a used Toro from Oconomowoc Golf Club with less than 3000 hours on

it (less than half its projected life), that he has been trying out. This mower would be \$60,000 new – we can purchase for \$18,500. If we purchase this new machine, the rough will look better and the tractor can be used for what it is intended.

The second machine is a banks mower used to mow areas that are steep. The machine we are using currently has had a ton of electrical issues, and is not 4-wheel drive. Mowing steep banks when the turf is wet without 4-wheel drive leads the machine to slide, which can tear up turf. The “new”, used machine to consider is from Bluemound Country Club and has about 2500 hours on it (about 25% of its projected life). The mower would be \$35,000 new – we can purchase for \$11,500.

The golf committee recommended unanimously that the board approve expenditures for these improvements to the golf course from the capital reserve account. What we all heard last summer and fall is that people want us to make improvements and invest in our golf course.

After some discussion, the board passed unanimously a Sorenson / Callaway motion to approve the golf committee’s request that the board approve rebuilding of the rain shelters at a cost not to exceed \$15,220, and to approve the purchase of two pieces of turf equipment at \$18,500 and \$11,500, respectively.

Discussion: The rain shelter roofs would be wood deck with shingles, with the same architectural look. The only things left to save are the four pillars – the roofs are both rotten. It is easier and cheaper to remove the structures and replace them than to try to repair. We wanted to maintain the same look – going with a steel roof would change the look significantly and it would be loud in the rain.

Russ Devitt reviewed the proposal, and said that we do have the authority to spend out of the reserve account in that manner.

Making improvements shows the constituents that we are working to maintain the golf course. Jim Seegers, who is on the golf committee and was one of the group of golf course owners prior to the Lake District’s purchase of the property, noted at a meeting last fall that when they owned the course, they were putting in their own money every year to keep the course going. The golf course can now easily support itself with respect to routine expenses – it makes a slight profit, but there is no way it is ever going to make the kind of profit that allows for large capital improvements like these.

There are going to be two meetings at Lutherdale this summer – July 1 and July 29. At those meetings, which will be announced via a postcard to property owners, Bill Henry will be doing most of the presentations. He is going to address the current facilities, and present the plan. The plan is likely something that could be implemented over 30 years – it is not something that could realistically be implemented all at once. Constituents will need to choose what they would like to implement and determine what should be a part of the initial phase, so we can put dollars and financing in place. We wanted to present two dates for the same information, so that people would have an opportunity to attend one of them. We felt that all of this information would be beyond the scope of the annual meeting. There is enough information to be presented that it needs its own meeting to allow for feedback and answer questions. It will also allow for time for adjustments to

the plan prior to the annual meeting based on constituents' ideas and suggestions. The goal is to have a "Phase 1" developed that could be voted on at the annual meeting.

F. Project Reports

County: Callaway reported that he and Marcia have been collecting fees at the boat launches. There is again a problem with people parking there who don't belong there. There are also contractors who don't pay their fees to the Town, and they are the ones who put more stress on the launches than anyone else.

Town of LaGrange: Marcia noted that Don Henderson wrote a nice letter in the Town newsletter about parking. The Town also would like the WSP to man the gate at Pleasant Lake to make sure a lot of people who aren't Town residents aren't using the beach there. The Town will be coordinating that with Debbie and the WSP. There was some discussion about launch fees and the number of parking spaces – the management of the ramps and fees are Town issues.

Pier Inspection: Summers reported that the Town granted a permit for a pier in Bubbling Springs on Ridge Road as she was the only property in the whole area who didn't have a pier. We are going to create a flow chart for the permit process.

Septic: Summers would like to be more proactive about systems that are not performing well. There are some dangerous septic systems with old drywells that pose a hazard. Mason noted that we have sanitary district powers that were granted back in the 1990s. Homeowners have been good about gaining compliance.

Aquatic Plant Management: Wisniewski reported that the crew has started work on repairs to the harvester equipment – some parts have been replaced, and some things are rusted. The machine is 25 years old, so that's why we need equipment reserves. The harvester went in the water yesterday and seems to be running well. The transporter (which isn't just a transporter – it is our tow if the harvester gets stuck, assists when there is a bog on the lake) needs repairs and is not running well. The truck needs some repairs, and will be taken to Lockhart's. They have permission to begin May 30, and Wisniewski has been assured that there is enough plant material to begin harvesting.

Baywood is using herbicides to treat under their piers. He had hoped to convince them to use other methods, but they are going with chemicals again.

A new gentleman has started with Clean Boats, Clean Waters, and Connor will be assisting from time to time as well. Our goal is to get at least 400 hours this year at all four boat landings.

Wisniewski has been in contact with B&K about clean up along Country Club Drive. We have also been talking to the Town about a couple of catch basins on Country Club Dr. to keep silt from getting into the lake.

We will also need to complete some pier work this year, but the builders are very busy right now.

Water Safety Patrol: Ferrari reported that the boating classes are set up for this year, the first one is this weekend, with 22 people enrolled. There is another June 10 and 11.

Weekend patrols began. The I/O is in the water – with Jeff and Scott’s help they installed a sea strainer, which should help with some of the problems they have been having. They are not going to use the Town’s boat house until the dredging is completed.

Chief Blanke hiring 6 new officers. Ken will not be patrolling this year.

The DNR audit was completed in February and we have received the reimbursement. For 2016 our net operating costs were about \$109,000. The DNR paid for \$61,000. Citation revenue was \$2400. Local costs are \$46,000 which we share with the Town. The Lake District’s costs were about \$27,000.

The Town approved the ordinance change regarding air-borne devices. The Town of Sugar Creek also has to sign off and there is 60 day a posting requirement, so the ordinance won’t go into effect until late this summer.

The local boating ordinance brochure has been updated and is being printed. The brochure, along with the DNR brochure will be distributed to all LLIA members with their directory.

The U.S. Coast Guard Auxiliary will be at our launches to do free boat safety checks when they are available. This is a service to provide education and improve safety – they cannot issue any tickets.

Mason also reported that they have been having a problem with water in the fuel of the 449. He has purchased a test kit so that Chris can check the gas both in the fuel farm and in the gas caddy for water. We have also installed new filters that filter out water.

Insurance: Sorenson reported that we had our liability inspection at the golf course last week and he didn’t have any comments.

Dam: Sorenson reported that the DNR prepared the Sterlingworth easement document with all the Sterlingworth owners on it, but only the seven board members signed it. The County won’t record the easement document written and signed in that fashion. He called Tanya at the DNR to see whether the Sterlingworth bylaws would allow the seven board members could act on behalf of the association. It is now being reviewed by the attorneys and the DNR. He is really hoping to get the dam work done during the low water flow time this summer.

G. Treasurer’s Report:

Ferrari reported on current account balances:

Current accounts total \$218,928.35

Reserve accounts total \$308,011.03

Capital Project Fund is \$201,797.49

J. Other Business:

The next board meeting will be June 17, 2017 at 8:00 a.m.

A property owner along Country Club Drive made a request that any changes in the long range planning should include a change to the entrance to the parking lot to reduce traffic and traffic speeds on Country Club Drive.

The meeting was adjourned at 11:18 a.m. on a Sorenson / Callaway motion.

Respectfully submitted by Andrea White.