

Cordry-Sweetwater Conservancy District
Board of Directors Meeting
March 19th, 2024

1. **Board Members Present:** Pat Sherman, Randy Brumfield, Jim Maulden, Aaron Parris, Mark Rasdall, and Mike Leavitt
2. **Board Members Absent:** Ted Adolay
3. **Also, Present:**
 - a. **Staff:** Brittany Bay, Nick Johann, and Josh Bryant
 - b. **CSCD Attorney:** Roger Young
 - c. Estimated 30 freeholders in attendance & numerous online viewers.
4. **Welcome:** Mr. Leavitt called the meeting to order at 7:01 PM

5. **Agenda Modifications:**

- a. Mrs. Bay requested to add line item 5.c Superintendent Report and line item 6.b.ii Solar Eclipse.

MOTION: Mr. Parris motioned to approve the agenda modifications as requested, seconded by Mr. Brumfield. Motion passed unanimously.

- b. Mr. Rasdall requested to the Miller's camping request to the agenda.

MOTION: Mr. Rasdall motioned to approve the agenda modifications as requested, seconded by Mr. Brumfield. Motion passed unanimously.

Discussion: It was discussed where to add the camping request. The Board decided to put it under new business as line item 8.c.

6. **Approval of Minutes:**

MOTION: Mr. Rasdall motioned to approve the February 20th, Board Minutes, as submitted, seconded by Mr. Maulden. Motion passed unanimously.

7. **Freeholder Concerns:**

- a. Scott Casey (SW 199) discussed plowing and wake surfing, he noted that no matter what the Board decided on this topic there will still be waves, and asked if it was the wave size or the activity that they are trying to control. Mr. Casey discussed the different wave heights from the study for comparison and reference if it was the wave size. Mr. Casey then asked how tall

is too tall for a wave and presented a picture taken on the lake and noted that the wave appeared to be less than knee high and noted he believed that would be about 18 inches high. Mr. Casey then discussed the dissipation of the waves and how high that would be by the time it reached the shore and noted that was presented as number 32 in the study he performed on the lake. Mr. Casey then noted that at this point no one has said how high is too high for a wave. Mr. Maulden asked if wake surfing would be done at 20 mph or would it have to be at a lower speed. Mr. Casey noted from his block examples of heights that one reflected a Prostar going 20 mph and that you could water ski at that. Mr. Maulden noted he was asking about wake surfing not skiing. Mr. Casey noted surfing would not be done at that speed. Mr. Maulden then asked what speed wake surfing would be done at. Mr. Parriss noted that wake surfing is done at about 10 mph. Mr. Casey then referenced the block examples of heights of waves, he discussed the block in green and said those blocks are what is being considered as non-wake boats and noted that wake surfing could be done behind a Mastercraft pro star or a crown line or even a Bennington pontoon.

- b. Larry Trueblood (OES 280) noted he has heard a lot of stuff about wakes. Mr. Trueblood noted another concern would be turbulence that wake boats cause below the water and asked if anyone had looked at what is happening below the water. Mr. Trueblood noted there is going to be a lot of money spent to rebuild dams, and asked if the wake boats are going to damage what is happening to rebuild the dams. Mr. Brumfield discussed having a wake study and that three board members have met with Dr. Sweeten about performing a scientific study. Mr. Parriss noted there were studies that the wake committee reviewed, and they are available on the website. Mr. Parriss noted that the deeper the water the less impact it has from any kind of displacement occurring at the top of the water. Mr. Parriss gave an example that if the water is 100 feet deep it is significantly less damaging than 8 or 10 feet deep.
- c. Chris Buckman (SW 164) noted that the actions of the district and the Board are limited in scope and the Board must act statutory purposes related to ecological preservation, water management, and security. Mr. Buckman noted that Board members may not like that the lake is crowded and rough on busy weekends, they may prefer calmer water but those are personal preferences, not justifications for action taken by the district and the Board, which is bound by Indiana Law. Mr. Buckman noted that no studies specific to the lakes have identified wake surfing as a cause of shoreline erosion. Mr. Buckman noted from a safety perspective that boat patrols have previously indicated that wake surfing is safer than other activities such as tubing, which is allowed on the lake and not being questioned. Mr. Buckman noted that most wake surfers, including himself, prefer the activity over other water activities because it is safer. Mr. Buckman noted that with the rules and restrictions the district has in place already there is no legitimate justification to ban wake surfing; he noted that a ban on wake surfing seems beyond the district's statutory purpose. Mr. Buckman noted that he hopes the Board takes no further action on wake surfing.
- d. Marcia Harper (WS 387) noted that the study performed on the lake only had two people on a boat not eight or ten, there was no turn around to get a down skier which in the studies show creates the largest and more powerful part of the wave and was asked by the wake committee to be done. Mrs. Harper noted that wake boat owners have said many things at the meetings which are only based on their opinions not facts. Mrs. Harper noted that the Board started a slippery slope in 2015 when they allowed wake boats per resolution 2015-10 because the Board believed that all boats would soon be some type of wake boat, she noted that was not true then or now. Mrs. Harper noted that the same Board allowed these wake boats on the lakes before publishing two severe consequences for using wake enhancing devices that were supposed to be permanently disabled. Mrs. Harper noted that the Board never did publish the consequences and the wake enhancement affidavit did not even have a penalty for using them

listed. Mrs. Harper noted that the security commission Board member at that time noted that no one could find the two severe agreed upon consequences, which was in the working copy of the new rule book in 2015. Mrs. Harper noted that the security commission Board member at that time made it clear that he wasn't enforcing the three-ticket rule and then you lose boating privileges for a year and throughout his term that education was his focus not enforcement. Mrs. Harper discussed inspecting wake boats and previous security commission minutes. Mrs. Harper discussed no longer requiring people to permanently disable their wake enhancing devices because it defaces their boats. Mrs. Harper noted she believed by doing this it took away the only tool the lake patrol had to enforce the rule. Mrs. Harper asked how lake patrol would now enforce the rule because before they could pull someone over and if their ballast worked, they would know they broke the rule of permanently disabling wake enhancing devices. Mr. Sherman explained that now there is a rule in place that if someone gets caught using a wake enhancing device, they are off the lake for 365 days and that boat patrol could film the violation and that would be more than someone's word, it is proof.

8. Management Reports:

a. Director of Finance & Administrative:

1. Mrs. Bay summarized the fund report. The current balance is \$3,181,398.34.

MOTION: Mr. Parris motioned to approve the financial report subject to audit, seconded by Mr. Rasdall. Motion passed unanimously.

2. Mrs. Bay summarized the appropriation report and monthly claims list. The monthly claims total is \$184,939.86. The unexpended remaining balance for 2024 is \$1,895,004.24 or 90.90%.

MOTION: Mr. Brumfield motioned to approve the monthly claims subject to audit; seconded by Mr. Maulden. Motion passed unanimously.

b. Director of Operations

1. Mr. Johann summarized his report.
2. Mr. Johann noted we are currently soliciting bids for the boat lifts and docks.
3. Mr. Johann noted that DNR is reviewing the geotechnical report so they should be close to recommending for approval of a permit. Mr. Johann discussed the scope of work and noted the Board needs to start thinking about whether they want the engineering firm to help us with the bidding process, and monitoring of project inspections. There was discussion over the costs associated with the spillway repairs. Mr. Sherman asked when they would have to decide on the scope of the engagement with Christopher Burke Engineering. Mr. Johann noted they would need to decide by summer so it can go out to bid, and also mentioned they do not have to be the people to handle the process. Mr. Sherman asked Mr. Leavitt to give his thoughts on whether the same firm should be used. Mr. Leavitt noted he would like to look at the specs and plans. Mr. Sherman noted he thought it would be good for the Board to look at what it entails before saying yes. Mr. Leavitt noted that for handling questions from bidders it

would be a good idea for them to handle that because they designed it. Mr. Johann gave some costs associated with the firm handling these processes.

4. Mr. Johann reviewed the fuel pricing and tank bids from Premier and Keystone. Mr. Johann introduced Drew Allen from Premier who was hand delivering Premier's bid. Mr. Allen noted that they provided fuel services to the district for the last nine years except for last year when they lost the bid.

Discussion: Mr. Johann noted that if the Board intended to find the best price for fuel annually then purchasing and owning the tank would be in their best interest. Mr. Sherman asked about the Keystone bid and if they were supplying the tank for no charge, would they go away if the district chose to utilize a different fuel service. Mr. Johann noted that Keystone would own the tank and supply the new tank at no charge if the district were utilizing them for fuel. Mr. Sherman questioned if we currently owned the tanks at the marinas. Mr. Johann noted that we currently own both the 1,000-gallon tank at Cordry and the 2,000-gallon tank at Sweetwater. Mr. Rasdall questioned how long the rates would be good for. Mr. Johann noted his understanding was that rates change daily. Mr. Allen from Premier noted that he would honor the pricing till first thing in the morning, but rates change every minute. Mr. Rasdall read the two bids. The Keystone Cooperative bid had premium diesel at 1,500 gallons for \$3.28 a gallon, gasoline 87 E10 at 3,000 gallons for \$3.07 a gallon, and gasoline 90 plus at 28,000 gallons for \$3.68 a gallon. The Premier bid had premium diesel at 1,500 gallons for \$3.28 a gallon, off-road diesel for \$3.0965 a gallon, gasoline 87 E10 at 3,000 gallons for \$2.93 a gallon, and gasoline 90 plus at 28,000 gallons for \$3.51 a gallon.

MOTION: Mr. Rasdall motioned to approve Premier One Energy fuel pricing seconded by Mr. Parris. Motion passed unanimously.

Discussion: There was discussion about purchasing the fuel tank. There was discussion about if the tank would have to be moved for spillway repairs. There was discussion about if funds needed to be transferred to purchase the tank. There was discussion about the need for still purchasing a new dispenser for the marinas without the credit card reader.

MOTION: Mr. Rasdall motioned to approve purchasing a 2,000-gallon tank from Premier seconded by Mr. Sherman. Motion passed unanimously.

5. Mr. Johann discussed selling the 2017 Durango to Prince's Lake. Mr. Young noted that the law is clear, governmental entities can transfer both personal and real property amongst themselves without going through a formal appraisal or bidding process. Mr. Young noted that both entities would have to adopt nearly identical Resolutions authorizing the transfer.

MOTION: Mr. Sherman motioned to approve transferring the 2017 Durango to Prince's Lake for the amount of \$7,700 subject

to Prince's Lake approving a similar resolution to the resolution Mr. Young prepares for the transfer of property for Cordry Sweetwater, seconded by Mr. Rasdall. Motion passed unanimously.

c. Maintenance Supervisor Report

- i. Mr. Bryant summarized his report and updated the Board on what the water department has been doing to reduce water loss. Mr. Parris noted he would like to commend Mr. Bryant for his initiative with all the work him and his team have been doing with identifying and replacing some of these very old lines.

9. Commission Reports:

a. Building:

1. Meeting canceled.

b. Ecology:

1. Mr. Brumfield summarized the ecology minutes.
2. Mr. Brumfield noted Todd Robinson came to the meeting and did a presentation on EV charging stations.
3. Mr. Brumfield noted the zebra mussel committee was actively looking into a new gate for the Sweetwater boat ramp.
4. Mr. Brumfield noted that Carrie Vavul was doing her annual Nineveh Road clean up on April 20th at 7 am and there would be breakfast for volunteers.
5. Mr. Brumfield requested to add Matt Murtha to the ecology commission.

MOTION: Mr. Brumfield motioned to approve adding Matt Murtha as a member to the ecology commission, seconded by Mr. Maulden. Motion passed unanimously.

6. Mrs. Bay noted that the office had been getting a high volume of calls regarding the Solar Eclipse. Mrs. Bay asked for guidance on whether the Board was going to allow non-residents at the beach that day, like the annual fireworks night, so that she could direct seasonal staff members on if they were checking beach passes or not. Mr. Leavitt noted that with the solar eclipse there is potential for a large influx of people, and this is a county wide issue of not being able to effectively manage or have the resources to manage that many people and prevent non-residents from coming into the district. Mr. Leavitt noted that the CSVFD Mr. Leavitt noted that the state identified the park by the fire station and the beach as places people would flock to for the event. Mr. Brumfield noted he called SCI about a temporary disconnect on the security light at the beach.

c. Roads:

1. Mr. Rasdall requested to add Greg Harper to the roads commission. Mr. Rasdall noted that there are two seats open on the roads commission.

MOTION: Mr. Rasdall motioned to approve adding Greg Harper to the roads commission, seconded by Mr. Sherman. Motion passed unanimously.

2. Mr. Rasdall requested to add Larry Trueblood to the roads commission.

MOTION: Mr. Rasdall motioned to approve adding Larry Trueblood to the roads commission, seconded by Mr. Brumfield. Motion passed unanimously.

d. Security:

1. Meeting canceled due to lack of quorum.

e. Water:

1. Mr. Parris summarized the water minutes.

10. Old Business:

a. Resolution 2024-7: Requiring Boat Safety Test

MOTION: Mr. Maulden motioned to approve Resolution 2024-7: Requiring Boat Safety Test, seconded by Mr. Brumfield. Motion passed unanimously.

11. New Business:

- a. Discussion of Resolution 2024-3: Establishing Weight & Operating Restrictions, Repealing Resolution 2015-10, and Amending Resolution 2004-3.

Discussion: Mr. Young noted Resolution 2004-3 prohibited wake boats, it prohibited boats designed to create a large wake; Resolution 2015-10 allowed wake boats if the equipment was disabled, Resolution 2024-3 repealed 2015-10, at that instant all wake boats are prohibited again. Mr. Young noted the 2024 Resolution in his opinion by implication would allow wake boats, that do not have be disabled, but if they are out creating a large wake, then that is a one year off the lake violation. Mr. Rasdall noted that we went back to 2004-3 and there is no specific language that would remove them from the prohibited watercraft list.

MOTION: Mr. Rasdall motioned to go back and adhere to Resolution 2004-3 prohibited and permitted boats as in the green book which would put a ban on any more wake boats on the lake, the boats that are here would be grandfathered and no additional would be added to the lakes. Seconded by Mr. Brumfield.

Discussion: Mr. Parris questioned what Resolution 2004-3 stated, Mr. Rasdall noted 2004-3 is the green rule book, and this section is on page 7. Mr. Parris noted that he believed it to be fair to freeholders they should

discuss what that says. Mr. Parris referred to the green rule book and mentioned it stated prohibited watercraft as houseboats of any size, airboats, hovercraft or similar watercraft, watercraft of any size with sleeping quarters galley toilets or cabins, watercraft designed to create large wakes or watercraft that have been modified to create a large wake. Mr. Parris asked how you define watercraft designed to create a large wake. Mr. Rasdall noted that wake boats are intentionally designed to create a large wake and have equipment added to them in their specific design and their engineering status. Mr. Parris questioned how you could define a boat designed to create large wakes and gave an example of a Yamaha jet boat he noted that it is a jet boat but could be ordered with ballast tanks, because this boat can be ordered like that would that mean this boat has been designed as a watercraft designed to create a large wake. Mr. Rasdall noted that is what the green rule book says. Mr. Young noted that if a freeholder were issued a ticket for having a boat designed to create a large wake, and they felt the district has the burden of proving that; if we can't prove that boat was designed to create a large the freeholder beats the ticket. Mr. Parris discussed Resolution 2024-3. Mr. Young noted that Resolution 2024-3 prohibited large wakes; it did not prohibit a particular kind of boat. Mr. Rasdall noted it also removed 2015-10 which allowed those boats on the lake. Mr. Rasdall noted he would modify his previous motion.

MOTION: Mr. Rasdall motioned to approve a temporary ban on adding more wake boats or boats that are designed to create a large wake until the Board can have a study done and the Board can clarify what that list is.

Discussion: Mr. Rasdall noted that he didn't believe the lakes could handle a high volume of these boats and discussed the environmental impacts of running close to the shore. Mr. Rasdall noted that he was making this moratorium until the study could be done. Mr. Parris noted that there is not a working definition of watercraft designed to create large wakes. There was a discussion on ballast, wedges, and tabs. Mr. Parris noted he believed that the argument could be made that any boat could be designed to create a large wake. Mr. Rasdall noted that any boat with factory installed devices would be on that list. Mr. Parris noted he believed this opened the Conservancy up to liability because there is no clear definition. There was discussion about the burden of proving the rule violation. There was discussion amongst freeholders. Mr. Rasdall reiterated his motion.

MOTION: Mr. Rasdall motioned to approve parallel 2004-3 resolution and put a moratorium on wake boats, and boats designed to create a wake by way of the manufacturer or their brochure until the study is completed, seconded by Mr. Maulden.

Discussion: Mr. Sherman questioned what was trying to be accomplished with this and began discussing the study. Mr. Brumfield noted he emailed

the other Board members about proceeding and received no response. Mr. Parris noted that the study had not been approved because the Board has not provided specific questions for Dr. Sweeten to answer from the study, therefore he cannot provide a timeline. Mr. Sherman noted with the Board having a study on the lakes and the resolution in place, and he understands there is an issue with the size of waves, and that is what is trying to be mitigated, that the study will tell what will happen because of the large waves and what it is doing to the dams/shorelines. Mr. Sherman noted without having the study results, he was curious as to why this is what the Board wants to implement. There was discussion over wake enhancing devices. Mr. Sherman noted that there are a lot of freeholders at the meeting tonight who follow the rules and do not use their devices. There was discussion over wake boats being designed to create a large wake. Mr. Sherman noted that with the devices they create a large and Mr. Rasdall noted that even without the devices the boats are designed to produce a large wake, its engineering design. Mr. Rasdall noted that he changed his motion to a moratorium not a permanent ban until the study is complete. Mr. Sherman noted that until the study is done the Board should put a date on that. There was discussion over current boats being grandfathered and this would just stop the issuance of new permits for boats that have not been decaled before. Mr. Parris discussed there is not a study that exists that looks at the size of boats the district allows, unenhanced. There was also discussion over the study that was done on the lakes here by freeholders. Mr. Rasdall noted that that study did not include multiple boats on the lakes. Mr. Parris noted that multiple boats were not included in the study they performed because that was the only way to identify whether it is the type of boat or the quantity of boats on the lakes at one time. Mr. Maulden noted that Mr. Rasdall just wants a moratorium on new boats until the study is concluded. Mr. Parris noted he believed the issue with that would be banning something without the data. There was discussion over the wake surfing path implemented last year. There was discussion amongst freeholders. Mr. Brumfield noted the moratorium is just temporary; depending on what the study results produce it may or may not be able to enjoy the lake the way they thought, his main concern is the ecological impact of the lake the waves do not bother him personally. Mr. Brumfield discussed some of the things spoke about with Dr. Sweeten as possible concerns for the lakes. Mr. Rasdall noted that he was requesting no more new boats on the lake for 60 days, when the study is done, if the study is not complete it can be addressed again in 60 days. There was discussion over how long the study would take.

MOTION: Mr. Rasdall motioned to approve parallel 2004-3 resolution and put a 60-day moratorium on wake boats, and boats designed to create a wake by way of the manufacturer or their brochure and address again in 60 days if the study is not complete, seconded by Mr. Brumfield.

Roll Call:

Pat Sherman: Aye

Mark Rasdall: Aye
Jim Maulden: Aye
Michael Leavitt: Aye
Aaron Parris: Nay
Randy Brumfield: Aye

Motion passed 5-1.

1. Mr. Maulden discussed the weighing and measuring boat procedures in the 2024-3 Resolution. Mr. Maulden noted that utilizing a certified scale is just taking the word of the person because there is no way to dispute or verify the weight given at the scale.

MOTION: Mr. Maulden motioned to approve striking if the owner of the boat provides evidence to the district of the actual dry weight of the boat is measured by certified scales the weight so measured shall be considered the true weight of the boat, seconded by Mr. Brumfield.

Discussion: Mr. Brumfield noted that if those resources do not agree they should accept the lesser. Mr. Sherman noted that accessories on the boat manufacturers' weight are included in the weight. Mr. Maulden noted that those accessories can be added later or taken off, then weighed, and added back on. Mr. Parris noted that that could be true with the length as well, and that is the reason that we measure boats because some manufacturers measure differently, and we can't just go by what the title states. Mr. Brumfield noted the issues with the way the district measures boats, he used his boat as an example. Mr. Brumfield noted that if boat length were determined by what jdpower or the manufacturers brochure state and they used 21' as the maximum then that would still give allowances for having a swim platform on the boat; he noted that this would keep the 22' and longer boats off the lakes. Mr. Brumfield noted that this would take the subjectivity out so that CSCD staff is not trying to decide and interpret the rule. Mr. Parris noted he believed there should be a rule in place like there currently is for a secondary option to measure a new boat, and gave the example of Mr. Brumfield's boat, so that if it is a new boat it can come before the Board and the Board can make a determination of whether or not that particular model of boat is going to be accepted. Mr. Parris noted there is always going to be some ambiguous nature with length or weight. Mr. Parris noted that he agreed maybe there should be additional language in the resolution. Mr. Parris gave the example of having a security commission member go to the scale and verify the boat's weight; he believes there should be a way for freeholders to get the actual weight of their boat because he doesn't know that NADA gets it right. Mr. Maulden noted he would rather be safe on the low side versus the high side, and have someone buy a 3,500lb boat rather than a 4,500lb boat. Mr. Maulden noted that he believed a 4,000lb boat was too heavy for these lakes. Mr. Leavitt noted that he believed boat weight may have more to do with the wave problem than anything and referenced Archimedes' principle. Mr. Brumfield noted that he wanted a clear rule for CSCD staff to follow, the way its currently

written is subjective. There was discussion on what maximum length of a boat would be utilized in the resolution modification. Mr. Brumfield noted that to allow some room for swim platforms the boats should be less than 21' on the manufacturer's brochure or jdpower. Mr. Sherman discussed that some swim platforms are included in the overall length of the boat that the manufacturer brochure. Mr. Sherman discussed the surface length of a boat on plane. There was discussion of how Mr. Brumfield's boat was measured. Mr. Parris noted that this would add the next size of boat for most manufacturers, unless they are ruled out by weight and gave an example of going from a crownline 200 to the 210ss; so, he believes this would increase the size of the boats allowed on the lakes. Mr. Rasdall asked if we could leave it at the current maximum length by the manufacturer and not increase that, and that way CSCD can still look at the paperwork, not have to measure it. Mr. Parris noted that some manufacturers include swim platforms, and he doesn't believe that should be included in length. Mr. Rasdall noted to put language that swim platforms are not included. Mr. Parris noted then there would be language put in to measure from the rub rail to the transom for 20' ½" maximum, and that is currently the district rule. It was discussed how often CSCD staff measures boats. There was discussion of the motion on the table. Mr. Maulden asked the Board to just consider his motion regarding boats weights.

MOTION: Mr. Maulden motioned to approve striking if the owner of the boat provides evidence to the district of the actual dry weight of the boat is measured by certified scales the weight so measured shall be considered the true weight of the boat but add if jdpower and the manufacturers brochure do not agree to use the lesser weight of the two, seconded by Mr. Brumfield.

Roll Call:

Pat Sherman: Nay

Mark Rasdall: Aye

Jim Maulden: Aye

Michael Leavitt: Aye

Aaron Parris: Nay

Randy Brumfield: Aye

Motion passed 4-2.

2. Mr. Rasdall asked to table the length discussion.

b. Wake Surfing & Plowing

1. Mr. Rasdall asked to strike this topic.

c. Potential Wake Study – Dr. Sweeten

1. Mr. Brumfield summarized the meeting with Dr. Sweeten. Mr. Brumfield noted the Board needed to narrow down the questions they wanted answered from a study for both cost and timeline purposes.

i. Mr. Brumfield proposed four questions:

- Is there erosion occurring on either lake?
 - What is the largest contributing factor to erosion?
 - Is there a particular sport or boat contributes the most to erosion?
 - What actions should be taken to reduce erosion?
 - What could potentially happen if nothing is done?
- What effect if any, does wake surfing pose to current dock structures, shorelines, and lake bottom?
- With concern for both lakes in the district should wake surfing be allowed?
 - If yes, How far from shore should wake surfing activity be allowed?
- Is there a difference between a wave from wake surfing and plowing vs tubing and ski activity?

2. Mr. Rasdall noted he was concerned with docks and believes that is a key issue, and discussed the rain and how the lake status changes. Mr. Brumfield discussed algae blooms, phosphorus, and other scientific issues that could be happening with the lakes. Mr. Leavitt noted that this would be beneficial because Dr. Sweeten could identify some main issues/problems with the lakes, and it would be interesting to see what comes from this study. Mr. Parris noted that Dr. Sweeten is a very intelligent ecologist and he agrees he wants to protect the lakes and dams, but he believes the lakes are also here for freeholders and freeholder enjoyment. Mr. Parris noted he believed the Board should consider a couple of scientists that are not extensively focused on ecology but can still provide unadulterated data. Mr. Brumfield noted that as a Conservancy District number one is to take care of the lakes. Mr. Young noted that one of the District's purposes is to develop park and recreation areas in conjunction with beneficial water management. Mr. Brumfield received approval from the Board to send out the four questions to be answered from the study to Dr. Sweeten.

d. Miller Camping Permit

1. Mr. Young noted that the main concern with camping was the sewage issue. Mr. Rasdall noted he believed the freeholders wanted to ask for a 6-month camping permit and the Board set a precedent on this in 2014 and allowed those permits. Mr. Johann discussed the camping permit and his conversations with the BC Heath Department. Mr. Young discussed zoning ordinances. Mr. Young noted that the rule as it's written now is enforceable but that doesn't mean that you can't change it. Mr. Rasdall noted in 2014 there were long term permits issued by the Board at that time. Mr. Brumfield noted that the permit was issued because their house was knocked down by straight line winds. Mr. Leavitt noted it was a buildable lot and had a septic system. Mr. Parris noted that would be the differentiator to him is that there was a septic system there and this one does not have a septic system. Mr. Brumfield noted that if this were to be allowed then all of the unbuildable lots could have a pad and allow 30-day rentals. Mr. Young noted that if they allowed it for this freeholder, they would be setting a precedent, and it would be very difficult to tell someone else no. Mr. Young noted if he

remembered correctly the 2014 with the house being down it was a unique circumstance. There was discussion on the ones that are currently violating the rules.

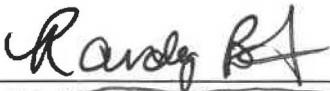
12. Board Members Concerns

- a. Mr. Sherman noted that he did not receive the questions for the lake study. There was some discussion over the questions.
- b. The freeholder asked Mr. Maulden if they are in full compliance with the rules then is wake surfing supposed to occur in the middle of the lake like last year or if this is different now. Mr. Rasdall noted it is different and discussed the course that was approved at the end of last year. Mr. Rasdall noted that there was a map drawn. Mr. Rasdall requested the map be added to the website and state a new mandatory wake surfing course. Mr. Maulden questioned if this area was off limits to the other boats, Mr. Parris noted no boats would be using the right of way. There was discussion over the Cordry course.
- c. Mr. Rasdall thanked everyone for coming, he noted there are some delicate subjects and there are no ill intentions, they are just trying to do what is best for the lakes. Mr. Parris agreed.
- d. Mr. Brumfield noted he appreciated everyone staying for the meeting.

13. Adjourn (10:02)

MOTION: Mr. Parris moved to adjourn, seconded by Mr. Rasdall. Motion passed unanimously.

Respectfully submitted,



~~Ted Adolay, Board Secretary~~ member

Date Submitted: