

There has been a lot of activity since we met with you a month ago. I will share with you the activities and meetings that we have been involved in as the Harbor Neighborhood.

On October 3, Sally Newman, Dennis Smalley, and I met with Jay Odegaard and Gary Thurk. This was a very informative and positive meeting. We shared our perspective on the harbor, and we listened to the City's position. The meeting was a good first step in the right direction.

Gary Thurk came to La Crosse Municipal Boat Harbor and toured the docks and Rick's service shop. He measured the lengths and widths of some of the docks and slips. We looked at the electrical and water service that is currently on the docks. Gary asked a lot of good questions and took pictures. He got to meet Rick Clemment, and we talked about how important Rick's services are to the boating community. We then drove around the "back 40" which is the property directly south of the harbor. It is a place where people store their boats for the winter or do painting and other work on them.

Sally Newman and I met with Ryan Pappas from the DNR. Ryan is the person working on the City's permit application for the harbor. We met with him to gain a better understanding of the permitting process so that we could be better prepared for the DNR Public Hearing.

Last week, we attended the Finance and Personnel Committee meeting and made a presentation to them supporting the Resolution for appropriating funds for the La Crosse Municipal Harbor. The Resolution was passed by the Committee and subsequently by the City Council. So now the City has \$1.8 million to spend on upgrades for the harbor. \$1,450,000 of that appropriation will be paid back to the City's reserve funds from boating slip fees and all other harbor related sales.

Tuesday, October 17 the Bankruptcy Trustee auctioned off the harbor assets. The winning bid was for \$47,500. That sale was going to be approved this morning by the bankruptcy judge. They purchased all of the docks and buildings, along with the other assets. The order authorizing the sale calls for the purchaser to enter into a lease agreement with the City if the assets are going to remain at the harbor; otherwise all the property needs to be removed by October 31, 2017.

Later that day, the DNR held a public hearing for the proposed pier project submitted by the City this past August. At the hearing, Jay Odegaard explained the permit he submitted on behalf of the City. Jay indicated that he is looking into making amendments to the permit to make the slips longer and would work with the DNR to take care of current slip holders. He indicated that he may apply for a second permit. The Harbor Neighborhood presented their opposition to the proposed permit plan. The comments and observations were focused on the statutes and administrative codes that the DNR uses when they make their decision on the permit. Some of the points that we made were the negative effect the proposed layout would have on navigation

within the harbor; removal of trees and vegetation for the four new access points and possible bank instability and shoreline erosion; and the impact on water quality by removing and placing new pilings in the water if the old landfill site extends under the existing docks. We are in agreement with the City, and we do support re-using the existing frames if that is feasible; replacing the Styrofoam floats with new plastic docks; and making the harbor handicapped accessible.

We believe that we have a more positive relationship with the City than we did a month ago. The meeting that we had with Jay and Gary was a positive step in the right direction. We are not against change, but it needs to be a change that makes the harbor better. We are very interested in working with the City. A Steering Committee of 5 boat owners from the Harbor will be meeting with Jay and Gary to look at harbor issues and concerns.

Questions that we have:

Now that the harbor assets have been purchased by private individuals, what does that mean?

Will the October 31 deadline to remove the docks be enforced? If so, what happens to all of the boats that stay in the water during the winter?

Should we continue to present updates to the Park Board or should we work through the Steering Committee with Jay and Gary?