

D. Effect of the proposed judgment on competition

The relief encompassed in the proposed judgment is aimed at preventing any recurrence of the restraints on competition alleged in the Complaint. The prohibitive terms in Section IV of the judgment are designed to ensure that each of the Defendants will act completely independently in determining the prices, terms and conditions at which it sells or offers to sell paper labels. Compliance with the proposed judgment will ensure competition among the defendants in the sale of paper labels.

IV. REMEDIES AVAILABLE TO POTENTIAL PRIVATE LITIGANTS

Section 4 of the Clayton Act (15 U.S.C. § 15) provides that any person who has been injured in his business or property as a result of conduct prohibited by the antitrust laws may bring suit in federal court to recover three times the damages such person has suffered as well as costs and reasonable attorneys' fees. Entry of the proposed consent judgment in this proceeding will neither impair nor assist the bringing of any such private antitrust actions. Under the provisions of Section 5(a) of the Clayton Act (15 U.S.C. § 16(a)), this consent judgment has no prima facie effect in any subsequent private lawsuits which may be brought against these defendants.

V. PROCEDURES AVAILABLE FOR MODIFICATION OF THE PROPOSED JUDGEMENT

As provided by the Antitrust Procedures and Penalties Act, any person believing that the proposed consent judgment should be modified may submit written comments to Gerald A. Connell, Chief, General Litigation Section, Department of Justice, Antitrust Division, Washington, D.C. 20530 within the 60-day period provided by the Act. These comments and the responses to them will be filed with the Court and published in the FEDERAL REGISTER. All comments will be given due consideration by the Department of Justice which remains free to withdraw its consent to the proposed consent judgment at any time prior to its entry if it should determine that some modification of it is necessary.

VI. ALTERNATIVES TO THE PROPOSED CONSENT JUDGMENT

This case does not involve any unusual or novel issues of fact or law which might make litigation a more desirable alternative than entry of this consent judgment. The only injunctive relief requested in the Complaint which is not included in the terms of the proposed final judgment is a provision requiring each defendant to maintain records of meetings or communications with other label manufacturers. The Department of Justice has now come to the conclusion that such a provision is not necessary nor would it provide effective relief. Meetings or communications between label manufacturers concerning the prices and other terms and conditions of sale of labels are prohibited by Section

IV of the judgment (except for those made in connection with bona fide sales of labels between label manufacturers). Those engaging in such meetings or communications could not realistically be expected to record violations of the decree.

Instead, the judgment requires each defendant to adopt affirmative steps to insure compliance with the decree beyond simply providing notice of the decree. In the Department's view, this provision is more realistic and in effect provides relief substantially equivalent to what the Department originally sought. In all other respects, the judgment provides all the relief which was requested in the Complaint and it is the Department's view that disposition of the matter without further litigation is appropriate since the proposed decree provides the form and scope of relief equal to that which the Department might have obtained in a litigated judgment.

VII. OTHER MATERIALS

No materials and documents of the type described in Section (b) of the Antitrust Procedures and Penalties Act (15 U.S.C. § 16(b)) were considered in formulating this proposed judgment.

Dated: September 5, 1975.

J. E. WATERS,
EDWARD P. HENNEBERRY,
Attorneys, Antitrust Division,
Department of Justice.

[FR Doc.75-25026 Filed 9-18-75; 8:45 am]

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

PINOLEVILLE RANCHERIA IN CALIFORNIA AND INDIVIDUAL MEMBER THEREOF

Termination of Federal Supervision Over Property; Correction

SEPTEMBER 12, 1975.

On August 18, 1958, "A Plan for the Distribution of the Assets of the Pinoleville Rancheria. According to the Provisions of Pub. L. 85-671," was approved by H. Rex Lee, Acting Commissioner of Indian Affairs, and accepted by the distributees in a referendum held at the Pinoleville Rancheria on May 10, 1960. Notice of the termination of the Federal trust relationship over the Pinoleville Rancheria in Mendocino County, California, in accordance with that Plan was executed February 14, 1966, by Harry R. Anderson, Assistant Secretary of the Interior, and published in the FEDERAL REGISTER of February 18, 1966, on page 2911 (31 FR 2911). While the name of Charlie Wright, Jr., as a dependent member of the immediate family of Charlie Wright, a distributee, did not appear in the list of persons affected by the termination action that was included in the Termination Proclamation, it did appear in the original Plan and such appearance has hampered the said Charlie Wright, Jr., in the exercise of his civil rights.

Notice is hereby given that the name of Charlie Wright, Jr., is hereby stricken

from "A Plan for the Distribution of the Assets of the Pinoleville Rancheria, According to the Provisions of Pub. L. 85-671, approved August 18, 1958," nor shall said name appear in any of the official Federal documents relating to the termination of Federal supervision over the affairs and assets of the Pinoleville Rancheria.

MORRIS THOMPSON,
Commissioner of Indian Affairs,
[FR Doc.75-24984 Filed 9-18-75; 8:45 am]

Bureau of Land Management FEDERAL COAL LEASING PROGRAMMATIC

Availability of Final Environmental Impact Statement

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969, the Department of the Interior has prepared a final environmental impact statement relating to resumption of Federal coal leasing utilizing the Energy Miner's Activity Recommendation System (EMARS).

The environmental statement considers the broad impact of potential leasing and subsequent development upon some 85 million acres of identified coal reserves located primarily in the Northern Great Plains and northward along the Continental Divide from New Mexico and Arizona through Montana.

Copies of the statement are available for review at the following locations:

Alaska State Office, 555 Cordova Street, Anchorage, Alaska 99501.
Arizona State Office, Federal Building, Room 3022, Phoenix, Arizona 85025.
California State Office, Federal Office Building, Room E-2841, 2800 Cottage Way, Sacramento, California 95825.
Colorado State Office, Room 700, Colorado State Bank Building, 1600 Broadway, Denver, Colorado 80202.
Eastern States Land Office, 7981 Eastern Avenue, Silver Spring, Maryland 20910.
Idaho State Office, Room 398 Federal Building, 550 West Fort Street, P.O. Box 042, Boise, Idaho 83724.
Montana State Office, Federal Building and U.S. Courthouse, 318 N. 28th Street, Billings, Montana 59101.
Nevada State Office, Federal Building, Room 3008, 300 Booth Street, Reno, Nevada 89502.
New Mexico State Office, U.S. Post Office and Federal Building, South Federal Place, P.O. Box 1449, Santa Fe, New Mexico 87501.
Oregon State Office, 729 NE Oregon Street, P.O. Box 2965, Portland, Oregon 97208.
Utah State Office, Federal Building, 125 South State, P.O. Box 11503, Salt Lake City, Utah 84111.
Wyoming State Office, Joseph O'Mahoney Federal Center, 2120 Capitol Avenue, P.O. Box 1828, Cheyenne, Wyoming 82001.
Washington Office, 1800 C Street, NW., Washington, D.C. 20240.
Alaska OCS Office, Box 1159, 121 W. Fireweed Lane, Anchorage, Alaska 99510.
Atlantic OCS Office, 6 World Trade Center, Room 600-D, New York, New York 10038.
Gulf OCS Office, Suite 3200, The Plaza Tower, 1001 Howard Avenue, New Orleans, Louisiana 70113.
Pacific OCS Office, 7663 Federal Building, 300 North Los Angeles Street, Los Angeles, California 90013.

A limited number of copies are available at the above address. Copies of the

document are also available for public use at 545 nationwide depository libraries plus the Library of Congress.

Dated: September 15, 1975.

CURT BERKLUND,

Director,

Bureau of Land Management.

Approved: September 16, 1975.

KENT FRIZZELL,

Acting Secretary of
the Interior.

[FR Doc.75-25060 Filed 9-18-75;8:45 am]

[Montana 31925]

MONTANA

Order Providing for Opening of Public Lands

SEPTEMBER 11, 1975.

In an exchange made under the provisions of section 8 of the Act of June 28, 1934, as amended, 43 U.S.C. 315g, the following described lands have been re-conveyed to the United States:

PRINCIPAL MERIDIAN, MONTANA

T. 13 N., R. 3 W.

Sec. 34, W $\frac{1}{2}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$;

Sec. 35, N $\frac{1}{2}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$.

The area described contains 640 acres in Lewis and Clark County, Montana.

The two tracts are located approximately 10 air miles north-northeast of Helena. Topography varies from nearly level to hilly. Soils are poorly developed with the surface susceptible to erosion when development occurs. Vegetation varies from meadows of native grasses and scattered shrubs to noncommercial wooded areas consisting mainly of ponderosa pine.

The tracts are part of a larger block of national resource lands which is managed for multiple resource use.

At 10 a.m., October 22, 1975, subject to valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law, the lands will be open to the public land laws.

Mineral rights on the following lands were returned to the United States:

PRINCIPAL MERIDIAN, MONTANA

T. 13 N., R. 3 W.

Sec. 34, W $\frac{1}{2}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$;

Sec. 35, N $\frac{1}{2}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$.

Inquiries concerning the land should be addressed to the Chief, Branch of Lands and Mineral Operations, Bureau of Land Management, P.O. Box 30157, Billings, Montana 59107.

ROLAND F. LEE,

Chief, Branch of Lands and
Mineral Operations.

[FE Doc.75-24978 Filed 9-18-75;8:45 am]

Fish and Wildlife Service

COYOTE DAMAGE CONTROL: CATTLE, SHEEP AND GOATS

Report on Emergency Use of M-44 Devices During July 1975

Notice is hereby given on the emergency use of M-44 devices by the Depart-

ment of Interior's operational predator damage control program for the month of July. This use is in compliance with the experimental use permit (No. 6704-EXP-8G) issued by the Environmental Protection Agency pursuant to section 5 of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) as amended (7 U.S.C. 135-135k), and in accordance with 40 CFR 162.19, as promulgated in the FEDERAL REGISTER on January 31, 1974 (39 FR 3939). This report is made pursuant to Federal Register Notice of June 20, 1974 (39 FR 22166).

Actual M-44 use for July 1975 is as follows:

M-44 Emergency Use July 1975

State	Number of counties	Number of ranches	Number of cattle, sheep and goats protected	Number of M-44's used
Arizona.....	3	19	15,082	254
Idaho.....	1	1	140	4
Montana.....	16	25	17,168	321
Nevada.....	1	1	1,600	40
New Mexico.....	11	28	15,357	880
Oregon.....	5	24	3,165	215
Texas.....	27	117	33,009	960
Utah.....	3	7	3,312	61
Total..	67	226	88,831	2,803

One or more coyotes were taken with this device on 63 of the 226 emergency areas, but losses were not necessarily halted in each case. During this month, 139 coyotes were taken by this device. Other species taken with the device during this period include 8 foxes, 5 feral dogs, 12 skunks, 28 opossums, 3 raccoons, and 2 ravens.

All of the above use of M-44 devices as a supplemental tool to attempt to resolve coyote depredation on cattle, sheep, and goats was conducted by trained Service personnel in accordance with the "Procedure For Advance Identification and Approval of Areas For the Possible Emergency Use of Sodium Cyanide Delivered by the M-44 Device for the Control of Depredating Canids," as it appears in the FEDERAL REGISTER, volume 39, No. 120, Thursday, June 20, 1974.

LYNN A. GREENWALT,

Director,

U.S. Fish and Wildlife Service.

SEPTEMBER 15, 1975.

[FR Doc.75-25031 Filed 9-18-75;8:45 am]

Office of the Secretary

[INT FES 75-69]

MASTER PLAN FOR LOWER ST. CROIX NATIONAL SCENIC RIVERWAY, MINNESOTA AND WISCONSIN

Availability of Final Environmental Statement

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969, the Department of the Interior, together with the States of Minnesota and Wisconsin, have prepared a final environmental statement for the master plan, Lower St. Croix National Scenic Riverway.

The environmental statement considers the ecological, social and economic

effects of the acquisition, preservation, development and management with implementation of the plan or the alternatives by the administering agencies.

Copies of the final environmental statement are available from or for inspection, during normal business hours, at the following locations:

Regional Director, Midwest Regional Office, National Park Service, 1709 Jackson Street, Omaha, Nebraska 68102.

Superintendent, St. Croix National Scenic Riverway, P.O. Box 579, St. Croix Falls, Wisconsin 54024.

Commissioner, Department of Natural Resources, 301 Centennial Building, 658 Cedar Street, St. Paul, Minnesota 55155.

Secretary, Department of Natural Resources, P.O. Box 450, Madison, Wisconsin 53701.

Dated: August 18, 1975.

STANLEY D. DOREMUS,

Deputy Assistant Secretary
of the Interior.

LOWER ST. CROIX NATIONAL SCENIC RIVERWAY,
MINNESOTA, WISCONSIN

BOUNDARIES, CLASSIFICATION, AND DEVELOPMENT PLAN

Whereas The Wild and Scenic Rivers Act, 83 Stat. 906, as amended, 16 U.S.C. 1271 et seq., provides for institution of a national wild and scenic rivers system; and

Whereas, section 2(b) of said Act requires that a river area to be included in the national wild and scenic river system shall be classified as a wild river area, a scenic river area, or a recreational river area; and

Whereas, section 3(a) of The Wild and Scenic Rivers Act, 83 Stat. 907, 16 U.S.C. 1274(a), was amended by the Lower St. Croix River Act of 1972, 86 Stat. 1174, to include a fifty-two mile segment of the river extending from the dam at Taylors Falls to its confluence with the Mississippi River and to provide for administration of the upper twenty-seven miles of said segment by the Secretary of the Interior and for designation of the lower twenty-five miles upon his approval of the application of the Governors of the States of Minnesota and Wisconsin; and

Whereas, section 3(b) of The Wild and Scenic Rivers Act requires that the agency charged with administration of each component of said system designated by section 3(a) to establish detailed boundaries therefor, determine which of the classes outlined in section 2, subsection (b) of the Act best fit the river or its various segments; and prepare a plan for necessary developments in connection with its administration in accordance with such classification, and further requires that said boundaries, classification, and development plan shall be published in the FEDERAL REGISTER;

Now, therefore, the boundaries, classification and development plan are hereby published for the Lower St. Croix National Scenic Riverway.

The boundaries of the Lower Saint Croix National Scenic Riverway are particularly described as follows:

LOWER SAINT CROIX NATIONAL SCENIC RIVERWAY

4TH PRINCIPAL MERIDIAN

STATE ADMINISTERED PORTION

The Lower Saint Croix National Scenic Riverway in Washington County, Minnesota, and in Pierce and St. Croix Counties, Wisconsin is hereby described as follows:

T. 26 N., R. 20 W.

Section 3: That portion of Government Lots 1 and 2 lying West of a line that is 660 feet West of and parallel to the east line of said Lots 1 and 2 and all of Government Lots 3 and 4 in Pierce County, Wisconsin.

Section 4: Government Lot 1 in Pierce County, Wisconsin and Government Lots 2, 3, 4 and 5 in Washington County, Minnesota.

Section 9: Government Lots 1, 2 and 3, that portion of Government Lot 4 lying North of the south right-of-way line of the Burlington Northern Railroad in Pierce County, Wisconsin, that portion of Government Lots 5, 6 and 7 lying North of the south right-of-way line of the Burlington Northern Railroad, all of Government Lots 8 and 9 and the $W\frac{1}{2}NW\frac{1}{4}$ in Washington County, Minnesota.

Section 10: That portion of the $NW\frac{1}{4}NW\frac{1}{4}$ lying North and West of the centerline of U.S. Highway 10 in Pierce County, Wisconsin.

T. 27 N., R. 20 W.

Section 1: $S\frac{1}{2}SW\frac{1}{4}SW\frac{1}{4}$ in Pierce County, Wisconsin.

Section 2: Government Lots 1, 2, 3 and 4 in Pierce County, Wisconsin.

Section 11: Government Lots 1 and 2 in Pierce County, Wisconsin, Government Lot 7 except that portion platted as Afton State Park in said Lot 7 and all of Government Lot 8 in Washington County, Minnesota.

Section 12: $NE\frac{1}{4}NW\frac{1}{4}NW\frac{1}{4}$, $W\frac{1}{2}NW\frac{1}{4}NW\frac{1}{4}$ and the $W\frac{1}{2}SW\frac{1}{4}NW\frac{1}{4}$ in Pierce County, Wisconsin.

Section 14: Government Lot 3 except that portion platted as Kinnickinnic State Park in said Lot 3, all of Government Lot 4 and the $SE\frac{1}{4}SE\frac{1}{4}$ in Pierce County, Wisconsin, Government Lot 5, Government Lot 6 less and excepting therefrom that portion of the West 1320 feet from the north line of said Lot 6 down to the south property line of Thoroughfare, Inc., and all of Government Lots 7 and 8 in Washington County, Minnesota.

Section 15: $SE\frac{1}{4}SE\frac{1}{4}$ in Washington County, Minnesota.

Section 22: Government Lots 5, 6, 7 and 8 and the $E\frac{1}{2}NW\frac{1}{4}NE\frac{1}{4}$ in Washington County, Minnesota.

Section 23: That portion of Government Lot 1 lying West of a line that is 660 feet West of and parallel to the east line of said Lot 1, all of Government Lots 2, 3 and 4 that portion of Government Lot 4 lying West of a line that is 660 feet West of and parallel to the east line of said Lot 4 in Pierce County, Wisconsin, that portion of the $NW\frac{1}{4}NW\frac{1}{4}$ in Washington County, Minnesota.

Section 26: That portion of Government Lots 1 and 2 lying West of a line that is 660 feet West of and parallel to the east line of said Lots 1 and 2, all of Government Lots 3 and 4 and the $W\frac{1}{2}NW\frac{1}{4}SE\frac{1}{4}$ in Pierce County, Wisconsin.

Section 27: Government Lot 1 in Pierce County, Wisconsin, Government Lots 2, 3, 4 and 5 and the $E\frac{1}{2}NW\frac{1}{4}$ in Washington County, Minnesota.

Section 33: Government Lots 1 and 2 and the $SE\frac{1}{4}NE\frac{1}{4}$ in Washington County, Minnesota.

Section 34: Government Lots 1, 2, 3 and 4, $W\frac{1}{2}SW\frac{1}{4}SE\frac{1}{4}$ in Pierce County, Wisconsin, Government Lots 5 and 6 and the $NW\frac{1}{4}NW\frac{1}{4}$ in Washington County, Minnesota.

Section 35: $W\frac{1}{2}NW\frac{1}{4}NW\frac{1}{4}$.

T. 28 N., R. 19 W.

Section 6: Government Lot 1, that portion of Government Lots 2 and 3 lying West of a line that is 1320 feet West of and parallel to the east line of said Lots 2 and 3 and the $NW\frac{1}{4}NW\frac{1}{4}$ in St. Croix County, Wisconsin.

Section 7: Government Lot 1, $SW\frac{1}{4}NW\frac{1}{4}$

and the $NW\frac{1}{4}SW\frac{1}{4}$ in St. Croix County, Wisconsin.

T. 28 N., R. 20 W.

Section 1: Government Lot 1 in St. Croix County, Wisconsin.

Section 2: That portion of Government Lots 1, 2, 3 and 4 lying East of the west right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad in Washington County, Minnesota.

Section 11: That portion of Government Lot 1 lying East of the west right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad, that portion of Government Lots 2, 3 and 4 lying East of the following described line: commencing on the north line of said Lot 2, said line being the northern limit line of the Village of Lake St. Croix Beach at the intersection of said line with the west right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad; thence, East, along said north line, to the centerline of Neal Avenue and the point of beginning; thence, Southerly, along said centerline to the centerline of Lincoln Street; thence, East, along said centerline, to the centerline of Moore Avenue; thence, Southerly, along said centerline to the centerline of Aldrich Street of the Village of Lake St. Croix Beach, said centerline, being the south line of said Lot 4 of said Section 11 in Washington County, Minnesota.

Section 12: Government Lots 1 and 2 in St. Croix County, Wisconsin.

Section 13: That portion of Government Lot 1 lying West of a line that is 660 feet West of and parallel to the east line of said Lot 1, that portion of Government Lot 2 lying West of a line that is 1320 feet West of and parallel to the east line of said Lot 2 and all of Government Lots 3 and 4 in St. Croix County, Wisconsin.

Section 14: That portion of Government Lots 1 and 2 lying South and East of the following described line within the Villages of Lake St. Croix Beach and St. Mary's Point; beginning on the north line of said Lot 1, said north line being the centerline of Aldrich Street; thence, Westerly, along said centerline, to the centerline of Dwyer Avenue; thence, southerly, along said centerline, to the centerline of Wallace Street; thence, Westerly, along said centerline to the centerline of Dunlap Avenue; thence, Southerly, along said centerline extended, to the centerline of St. Mary's Drive; thence, Westerly, along said centerline, to the centerline of Itasca Avenue; thence, Southerly, along said centerline, to the south line of said Lot 2; all of Government Lots 3 and 4, that portion of the $W\frac{1}{2}NW\frac{1}{4}$ lying South and East of a line that is parallel to and 660 feet perpendicular distance Northwest of the centerline of State Highway 95, $W\frac{1}{2}SW\frac{1}{4}$ and that portion of the $NE\frac{1}{4}SW\frac{1}{4}$ lying West of the western boundary of the Village of St. Mary's in Washington County, Minnesota.

Section 15: That portion of the $SE\frac{1}{4}$ from the south line of said Section 15 to the centerline of Point Douglas Road (County Highway 21) lying South and East of a line that is parallel to and 500 feet perpendicular distance Northwest of the centerline of State Highway 95 and that portion of the $SE\frac{1}{4}$ from the centerline of Point Douglas Road (County Highway 21) to the east line of said Section 15 lying South and East of a line that is parallel to and 660 feet perpendicular distance Northwest of the centerline of State Highway 95.

Section 22: $E\frac{1}{2}$ in Washington County, Minnesota.

Section 23: Government Lots 1, 2 and 3, $E\frac{1}{2}SE\frac{1}{4}$ in St. Croix County, Wisconsin, Government Lots 4, 5, 6 and 7 in Washington County, Minnesota.

Section 24: Government Lots 1 and 2, $W\frac{1}{2}NE\frac{1}{4}$ and the $SE\frac{1}{4}NW\frac{1}{4}$ in St. Croix County, Wisconsin.

Section 25: Government Lot 1 and the $NW\frac{1}{4}SW\frac{1}{4}$ in St. Croix County, Wisconsin.

Section 26: Government Lots 1, 2 and 3 in St. Croix County, Wisconsin, Government Lots 4, 5, 6 and 7 and the $W\frac{1}{2}SW\frac{1}{4}$ in Washington County, Minnesota.

Section 27: $N\frac{1}{2}NE\frac{1}{4}$ in Washington County, Minnesota.

Section 35: That portion lying North of the Afton State Park boundary in Washington County, Minnesota, and Government Lot 5 in St. Croix County, Wisconsin.

Section 36: That portion of Government Lot 1 lying West of a line that is 1320 feet West of and parallel to the east line of said Lot 1, Government Lots 3 and 4 and the $N\frac{1}{2}SW\frac{1}{4}SW\frac{1}{4}$ in St. Croix County, Wisconsin.

T. 29 N., R. 20 W.

Section 1: Government Lot 1, that portion of Government Lot 2 lying West of a line that is 660 feet West of and parallel to the east line of said Lot 2 and all of Government Lots 3 and 4 in St. Croix County, Wisconsin.

Section 2: Government Lot 1 in St. Croix County, Wisconsin, Government Lots 2, 3, 4 and 5 and that portion of Government Lots 6 and 7 lying East of the west right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad in Washington County, Minnesota.

Section 3: That portion of Government Lot 1, $NW\frac{1}{4}NE\frac{1}{4}$, $S\frac{1}{2}NE\frac{1}{4}$ and the $NE\frac{1}{4}SE\frac{1}{4}$ lying North and East of the south and west right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad in Washington County, Minnesota.

Section 10: That portion of the $E\frac{1}{2}E\frac{1}{2}$ lying South of the centerline of Central Avenue extended, Village of Bayport in Washington County, Minnesota.

Section 11: Government Lot 1 in St. Croix County, Wisconsin, Government Lot 2, that portion of Government Lot 3 lying East of the west right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad, that portion of Government Lot 4 lying South of the centerline of Central Avenue and East of the west right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad and all of Government Lots 5 and 6, Village of Bayport in Washington County, Minnesota.

Section 12: Government Lots 1, 2, 3 and 4 and the $W\frac{1}{2}NE\frac{1}{4}SW\frac{1}{4}$ in St. Croix County, Wisconsin.

Section 14: Government Lots 1 and 2 in St. Croix County, Wisconsin, Government Lots 3, 4, 5 and 6 in Washington County, Minnesota.

Section 15: $E\frac{1}{2}E\frac{1}{2}$ in Washington County, Minnesota.

Section 22: $NE\frac{1}{4}NE\frac{1}{4}$ in Washington County, Minnesota.

Section 23: All that portion of said Section 23 lying in St. Croix County, Wisconsin, Government Lot 2, that portion of Government Lots 3, 4 and 5 lying East of the centerline of State Highway 95 in Washington County, Minnesota.

Section 24: That portion of Government Lots 1 and 2 and the $SW\frac{1}{4}NW\frac{1}{4}$ lying West of the centerline of State Highway 35 in St. Croix County, Wisconsin.

Section 25: That portion of Government Lot 1 lying West of the centerline of State Highway 35, that portion of Government Lot 2 lying West of the centerline of State Highway 35 and South and West of the centerline of Coulee Road, that portion of Government Lots 3 and 4 and the $NW\frac{1}{4}SE\frac{1}{4}$ lying South and West of the centerline of Coulee Road in St. Croix County, Wisconsin.

Section 26: That portion of Government Lots 1, 2, 3 and 4 and the $NW\frac{1}{4}NW\frac{1}{4}$ lying

East of the centerline of State Highway 95 in Washington County, Minnesota.

Section 35: That portion of Government Lots 1, 2, 3 and 4 and the NE $\frac{1}{4}$ NW $\frac{1}{4}$ lying East of the following described line: beginning on the north line of said Section 35 at the point of intersection of said north line with the centerline of State Highway 95; thence, Southerly, along the centerline of said Highway 95, to the centerline of U.S. Highway 12; thence, Easterly, along the centerline of said Highway 12; to the west right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad; thence, Southerly, along said west right-of-way line, to the south line of said Section 35 in Washington County, Minnesota.

Section 36: Government Lots 1, 2, 3 and 4 in St. Croix County, Wisconsin.

T. 30 N., R. 20 W.

Section 21: Government Lot 1, that portion of Government Lot 2 lying North and East of the south and west right-of-way line of the Burlington Northern Railroad and that portion of Government Lots 3 and 4 lying East of the west right-of-way line of said Burlington Northern Railroad in Washington County, Minnesota.

Section 22: Government Lot 1, that portion of Government Lot 2 lying West of a line that is 660 feet West of and parallel to the east line of said Lot 2, that portion of Government Lot 3 and the NW $\frac{1}{4}$ SE $\frac{1}{4}$ lying West and North of the centerline of State Highway 35, that portion of Government Lot 4 lying West of a line that is 660 feet West of and parallel to the east line of said Lot 4, all of Government Lots 5 and 8 and the NE $\frac{1}{4}$ NE $\frac{1}{4}$ in St. Croix County, Wisconsin, Government Lots 6, 7 and 9 in Washington County, Minnesota.

Section 27: That portion of Government Lot 1 lying East of the west right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad in Washington County, Minnesota, that portion of Government Lots 2 and 3 lying West of a line that is 660 feet West of the east line of said Lots 2 and 3, that portion of Government Lots 4 and 5 and the SE $\frac{1}{4}$ SE $\frac{1}{4}$ lying West of the centerline of State Highway 35 in St. Croix County, Wisconsin.

Section 28: That portion of Government Lots 1, 2, 3 and 4 lying East of the west right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad in Washington County, Minnesota.

Section 34: That portion of Government Lot 1 lying South and West of the centerline of State Highway 35 in St. Croix County, Wisconsin, that portion of Government Lots 2, 3, 4 and 5 and the SE $\frac{1}{4}$ SW $\frac{1}{4}$ lying East of the west right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad in Washington County, Minnesota.

Section 35: That portion of Government Lots 1 and 2 lying South and West of the centerline of State Highway 35, Government Lot 3 less and excepting therefrom the North 660 feet of the East 660 feet, Government Lot 4 less and excepting therefrom the North 660 feet of the East 660 feet in St. Croix County, Wisconsin.

Section 36: SW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ in St. Croix County, Wisconsin.

FEDERALLY ADMINISTERED PORTION

The Lower Saint Croix National Scenic Riverway in Chicago and Washington Counties, Minnesota, and in Polk and St. Croix Counties, Wisconsin is hereby described as follows:

T. 30 N., R. 19 W.

Section 6: Government Lots 2 and 3.

Section 7: NW $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$.

T. 30 N., R. 20 W.

Section 1: Government Lots 1, 2, 17 and 18 in St. Croix County, Wisconsin, Government Lots 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16, that portion of Government Lot 6 lying South and East of a line extended Southwesterly from the northeast corner of said Lot 6 to the southwest corner of said Lot 6, that portion of the NE $\frac{1}{4}$ NW $\frac{1}{4}$ lying East of the centerline of Arcola Trail and that portion of the N $\frac{1}{2}$ N $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ lying East of the centerline of Arcola Trail in Washington County, Minnesota.

Section 11: Government Lots 1, 6 and 7 in St. Croix County, Wisconsin, that portion of Government Lot 2 lying South and East of a line extended Southwesterly from the northeast corner of said Lot 3 to the northeast corner of Government Lot 3 of said Section 11, that portion of Government Lot 3 lying South and East of a line extended Southwesterly from the northeast corner of said Lot 3 to the northeast corner of Government Lot 4 of said Section 11, that portion of Government Lot 4 lying South and East of a line extended Southwesterly from the northeast corner of said Lot 4 to the southwest corner of said Lot 4, and all of Government Lots 5 and 8 in Washington County, Minnesota.

Section 12: That portion of Government Lot 1 lying South and East of a line extended Southwesterly from the southwest corner of Government Lot 6 in Section 1 to the northeast corner of Government Lot 2 in Section 11, all of Government Lots 7, 8, 9 and 10 in Washington County, Minnesota, Government Lot 6, that portion of Government Lots 2, 3, 4, 5, SE $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$ and the NW $\frac{1}{4}$ SE $\frac{1}{4}$ lying North and West of the following described line: beginning at a point on the east line, said point being 660 feet South of the northeast corner of said Section 12; thence, Southwesterly, to a point on the south line, said point being 660 feet East of the southwest corner of said Section 12 in St. Croix County, Wisconsin.

Section 13: That portion of the NW $\frac{1}{4}$ NW $\frac{1}{4}$ lying North and West of a line extended Southwesterly from a point on the north line, said point being 660 feet East of the northwest corner to a point on the west line, said point being 660 feet South of the northwest corner of said Section 13.

Section 14: That portion of Government Lot 1 lying Southerly of the following described line: beginning on the north line of said Lot 1 at the southwest corner of Government Lot 4 Section 11; thence, Southwesterly, along the southeasterly line of Lot 3 to the northeasterly right-of-way line of Arcola Court N, of St. Croix Chateaux; thence, Southerly, to the southeast corner of Lot 12; thence, Southwesterly, along the south line of said Lot 12 to the southwesterly line of Lot 12; thence, Northwesterly, along the southwesterly line of Lots 12 and 13 to the west line of said Government Lot 1 and there ending, as per the plat of St. Croix Chateaux, recorded as Document 320753 of the Washington County, Minnesota records, all of Government Lots 7, 8 and 9 in Washington County, Minnesota, that portion of Government Lot 2 lying North and West of a line extended Southwesterly from the southwest corner of Government Lot 3 to the southwest corner of said Lot 2, that portion of Government Lot 3 lying North and West of a line extended Southwesterly from the southwest corner of Government Lot 4 to the southwest corner of said Lot 3, that portion of Government Lot 4 lying North and West of the centerline of a County Road, that portion of Government Lot 5 lying North and West of a line extended Southwesterly from the southwest corner NW $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ of Section

13 to the northwest corner NE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 14 and all of Government Lots 6 and 10 in St. Croix County, Wisconsin.

Section 15: Government Lots 1, 7, 8 and 9 in St. Croix County, Wisconsin, that portion of Government Lot 2 lying South and East of a line extended Southwesterly from the northeast corner of said Lot 2 to the northeast corner of Government Lot 3, all of Government Lot 3, that portion of Government Lots 4 and 5 lying South of a line that is 330 feet South of and parallel to the north line of said Lots 4 and 5 and all of Government Lots 6 and 10 in Washington County, Minnesota.

Section 16: SE $\frac{1}{4}$ N $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ and the SE $\frac{1}{4}$ SE $\frac{1}{4}$.

T. 31 N., R. 19 W.

Section 6: Government Lot 1, EXCEPT that part of the S $\frac{1}{2}$ S $\frac{1}{2}$ lying Southeasterly of the centerline of a County Road, all of Government Lots 2, 3 and 4, W $\frac{1}{2}$ W $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ W $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$, W $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ and that portion of the W $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ lying North and West of the centerline of a County Road in St. Croix County, Wisconsin, that portion of Government Lot 5 lying East of the centerline of State Highway 95, all of Government Lot 6 and that portion of Government Lots 7 and 8 and the W $\frac{1}{2}$ NW $\frac{1}{4}$ lying East of the centerline of State Highway 95 in Washington County, Minnesota.

Section 7: Government Lot 1, that portion of Government Lot 2 and the E $\frac{1}{2}$ SE $\frac{1}{4}$ lying South and West of a line extended Northwesterly from the southeast corner of said Section 7 to a point on the north line of Government Lot 2, said point being 660 feet West of the northeast corner of said Lot 2, that portion of Government Lot 3 lying West of a line that is 660 feet West of and parallel to the east line of said Lot 3, that portion of the North 660 feet of Government Lot 4 lying West of the centerline of a County Road, that portion of the South 660 feet of Government Lot 4 lying West of a line that is 990 feet West of and parallel to the east line of said Lot 4 in St. Croix County, Wisconsin, that portion of Government Lots 5, 6, 7 and 8 and the SW $\frac{1}{4}$ SW $\frac{1}{4}$ lying East of the centerline of State Highway 95 in Washington County, Minnesota.

Section 17: Government Lot 4 in Washington County, Minnesota, NW $\frac{1}{4}$ NE $\frac{1}{4}$ and the N $\frac{1}{2}$ NW $\frac{1}{4}$ in St. Croix County, Wisconsin.

Section 18: Government Lot 1 in St. Croix County, Wisconsin, Government Lots 2, 3 and 4, that portion of the E $\frac{1}{2}$ W $\frac{1}{2}$ lying East of the centerline of State Highway 95, SW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$ and the S $\frac{1}{2}$ SE $\frac{1}{4}$ in Washington County, Minnesota.

Section 19: NE $\frac{1}{4}$, that portion of the NW $\frac{1}{4}$, SW $\frac{1}{4}$ and the SE $\frac{1}{4}$ lying East of the centerline of State Highway 95 in Washington County, Minnesota.

Section 20: Government Lots 5, 6, 7 and 8 in Washington County, Minnesota.

Section 29: Government Lots 5, 6, 7 and 8 in Washington County, Minnesota.

Section 30: That portion of the E $\frac{1}{2}$ lying East of the centerline of State Highway 95 in Washington County, Minnesota.

Section 31: That portion of the N $\frac{1}{2}$ NE $\frac{1}{4}$ lying East of the centerline of State Highway 95 and North of the centerline of Arcola Trail.

Section 32: Government Lots 1, 2, 3 and 4, NW $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ in St. Croix County, Wisconsin, that portion of Government Lot 5 lying North and East of the centerline of Arcola Trail and that portion of Government Lots 6, 7 and 8 lying East of the centerline of said Arcola Trail in Washington County, Minnesota.

T. 32 N., R. 19 W.

Section 5: That portion of Government Lot 1 lying North and West of the following described line: beginning at the northeast corner of said Lot 1; thence, Southwesterly, to a point, said point being 330 feet North and 660 feet East of the southwest corner of said Lot 1; thence, South, 330 feet to the south line of said Lot 1; all of Government Lots 2 and 3, $N\frac{1}{2}NW\frac{1}{4}SW\frac{1}{4}NE\frac{1}{4}$, $N\frac{1}{2}N\frac{1}{2}SE\frac{1}{4}NW\frac{1}{4}$, all that part of the $NW\frac{1}{4}NW\frac{1}{4}SW\frac{1}{4}$ lying Westerly of the easterly right-of-way line of the Soo Line Railroad, $W\frac{1}{2}SW\frac{1}{4}NW\frac{1}{4}SW\frac{1}{4}$, $W\frac{1}{2}W\frac{1}{2}SW\frac{1}{4}SW\frac{1}{4}$ in Polk County, Wisconsin, and all of Government Lot 4 in Washington County, Minnesota.

Section 6: Government Lot 1, that portion of Government Lots 2 and 3 lying East of line that is 660 feet East of and parallel to the west line of said lots 2 and 3, that portion of Government Lot 4 lying East of the west line of Lots 1 through 7 inclusive and that portion of Lot 8 within said Government Lot 4 of Cedarburg-on-St. Croix, as per the plat thereof, recorded as Document 242120 of the Washington County, Minnesota records, $NW\frac{1}{4}NE\frac{1}{4}$ and the $E\frac{1}{2}NE\frac{1}{4}NW\frac{1}{4}$ in Washington County, Minnesota, Government Lots 5, 6 and 7 and the $SE\frac{1}{4}SE\frac{1}{4}$ in Polk County, Wisconsin.

Section 7: Government Lots 1, 2 and 3 in Polk County, Wisconsin, that portion of Government Lots 4 and 5 lying East of a line that is 330 feet East of and parallel to the west line of said Lots 4 and 5, all of Government Lot 6, $E\frac{1}{2}NE\frac{1}{4}SW\frac{1}{4}$, $E\frac{1}{2}W\frac{1}{2}NE\frac{1}{4}SW\frac{1}{4}$, $E\frac{1}{2}E\frac{1}{2}SW\frac{1}{4}$ and the $E\frac{1}{2}NW\frac{1}{4}SE\frac{1}{4}SW\frac{1}{4}$ in Washington County, Minnesota.

Section 8: Government Lot 1, $W\frac{1}{2}W\frac{1}{2}NW\frac{1}{4}NW\frac{1}{4}$, $W\frac{1}{2}NW\frac{1}{4}SW\frac{1}{4}NW\frac{1}{4}$, $S\frac{1}{2}SW\frac{1}{4}NW\frac{1}{4}$, $W\frac{1}{2}SW\frac{1}{4}NE\frac{1}{4}SW\frac{1}{4}$, $NW\frac{1}{4}SW\frac{1}{4}$ and the $W\frac{1}{2}NW\frac{1}{4}SE\frac{1}{4}SW\frac{1}{4}$.

Section 17: Government Lots 1, 2 and 3, $W\frac{1}{2}SW\frac{1}{4}SW\frac{1}{4}$ and the $W\frac{1}{2}E\frac{1}{2}SW\frac{1}{4}SW\frac{1}{4}$.

Section 18: Government Lot 1 in Polk County, Wisconsin, Government Lots 4 and 5, $W\frac{1}{2}NE\frac{1}{4}$, $E\frac{1}{2}E\frac{1}{2}NW\frac{1}{4}$ and the $E\frac{1}{2}E\frac{1}{2}SW\frac{1}{4}$ in Washington County, Minnesota.

Section 19: Government Lots 1, 2, 3 and 4 in Polk County, Wisconsin, Government Lots 5, 6, 7 and 8, and that portion of the $E\frac{1}{2}NW\frac{1}{4}$ lying East of the west right-of-way line of the Minneapolis St. Paul and Sault Ste. Marie Railroad in Washington County, Minnesota.

Section 20: $W\frac{1}{2}NW\frac{1}{4}NW\frac{1}{4}$, $W\frac{1}{2}E\frac{1}{2}NW\frac{1}{4}NW\frac{1}{4}$, $W\frac{1}{2}NE\frac{1}{4}SW\frac{1}{4}NW\frac{1}{4}$, $NW\frac{1}{4}SW\frac{1}{4}NW\frac{1}{4}$, $S\frac{1}{2}SW\frac{1}{4}NW\frac{1}{4}$, $SW\frac{1}{4}SE\frac{1}{4}NW\frac{1}{4}$, $W\frac{1}{2}SW\frac{1}{4}$ and the $W\frac{1}{2}E\frac{1}{2}SW\frac{1}{4}$.

Section 29: Government Lot 1, $SW\frac{1}{4}NW\frac{1}{4}NE\frac{1}{4}$, $W\frac{1}{2}SW\frac{1}{4}NE\frac{1}{4}$, $NW\frac{1}{4}$, $N\frac{1}{2}SW\frac{1}{4}$, $SE\frac{1}{4}SW\frac{1}{4}$ and the $W\frac{1}{2}W\frac{1}{2}SE\frac{1}{4}$.

Section 30: Government Lots 1, 2 and 3 in Polk County, Wisconsin, and Government Lots 4, 5 and 6 in Washington County, Minnesota.

Section 31: That portion of Government Lot 3 lying South and West of the William O'Brien State Park as platted in said Lot 3, that portion of Government Lot 4 and the $NE\frac{1}{4}SW\frac{1}{4}$ lying East of the centerline of State Highway 95 in Washington County, Minnesota, $SE\frac{1}{4}SE\frac{1}{4}$ (Government Lot 5) in Polk County, Wisconsin.

Section 32: Government Lots 1, 2 and 3, that portion of Government Lot 4 lying North and West of the centerline of a County Road, $W\frac{1}{2}W\frac{1}{2}NE\frac{1}{4}$, $E\frac{1}{2}NW\frac{1}{4}$, that portion of the $E\frac{1}{2}SW\frac{1}{4}$ lying North and West of the following described line: commencing at the northeast corner $E\frac{1}{2}SW\frac{1}{4}$; thence, South, along the east line $E\frac{1}{2}SW\frac{1}{4}$, 875 feet, more or less, to the point of intersection of said east line with the centerline of a County Road, said point being the point of beginning; thence, Southwesterly, to a point on the west line $E\frac{1}{2}SW\frac{1}{4}$, said point being the intersection of said west line with the centerline of a County Road, that portion of the

$W\frac{1}{2}NW\frac{1}{4}SE\frac{1}{4}$ lying North and West of the centerline of a County Road.

T. 33 N., R. 19 W.

Section 2: Government Lots 5, 6, 7 and 10, that portion of Government Lot 8 and the $NW\frac{1}{4}SW\frac{1}{4}$ lying South and East of a line extended Southwesterly from the center of said Section 3 to a point on the south line of said $NW\frac{1}{4}SW\frac{1}{4}$, said point being midway between the southeast corner and the south-east corner of said $NW\frac{1}{4}SW\frac{1}{4}$ and that portion of Government Lot 9 lying South and East of the north line of Outlot 2 and the centerline of Edward Street as per the plat of "Franconia", all that portion of the $NE\frac{1}{4}NW\frac{1}{4}$ that is part of Lot C of Harmony Heights Revised, as per the plat thereof, recorded as Document No. 98066 of the Chisago County, Minnesota records in Chisago County, Minnesota.

Section 3: That portion of the $SE\frac{1}{4}SE\frac{1}{4}$ lying South and East of the centerline of Edward Street and that portion bounded by the following described line: beginning on the south line of said $SE\frac{1}{4}SE\frac{1}{4}$ at the intersection of the centerline of Cornell Street; thence, Northeastly, along said centerline to the centerline of Main Street; thence, Southeastly, along the centerline of Main Street to the centerline of Edward Street and there ending, as per the plat of "Franconia" in Chisago County, Minnesota.

Section 10: Government Lots 1, 2 and 3, that portion of Government Lot 4 lying East of a line that is 990 feet East of and parallel to the west line of said Lot 4, $NW\frac{1}{4}NE\frac{1}{4}$, $S\frac{1}{2}NE\frac{1}{4}NW\frac{1}{4}$, $E\frac{1}{2}SE\frac{1}{4}NW\frac{1}{4}NW\frac{1}{4}$, $E\frac{1}{2}E\frac{1}{2}SW\frac{1}{4}NW\frac{1}{4}$, $SE\frac{1}{4}NW\frac{1}{4}$, $E\frac{1}{2}E\frac{1}{2}NW\frac{1}{4}SW\frac{1}{4}$ in Chisago County, Minnesota, Government Lots 5, 6 and 7 in Polk County, Wisconsin.

Section 11: Government Lot 1 in Chisago County, Minnesota, Government Lots 2 and 3, $W\frac{1}{2}W\frac{1}{2}NW\frac{1}{4}NE\frac{1}{4}$, $W\frac{1}{2}W\frac{1}{2}SW\frac{1}{4}NE\frac{1}{4}$, $SE\frac{1}{4}NW\frac{1}{4}$ and the $SW\frac{1}{4}$ in Polk County, Wisconsin.

Section 14: $N\frac{1}{2}NE\frac{1}{4}NW\frac{1}{4}$ and the $W\frac{1}{2}W\frac{1}{2}SW\frac{1}{4}$.

Section 15: Government Lots 1, 2, 3, 4 and 5 and the $SE\frac{1}{4}NE\frac{1}{4}$ in Polk County, Wisconsin, that portion of Government Lot 6 lying East of a line that is 990 feet East of and parallel to the west line of said Lot 6, all of Government Lots 7, 8, 9 and 10, $E\frac{1}{2}E\frac{1}{2}SW\frac{1}{4}NW\frac{1}{4}$, $E\frac{1}{2}E\frac{1}{2}NW\frac{1}{4}SW\frac{1}{4}$ and the $E\frac{1}{2}E\frac{1}{2}SW\frac{1}{4}SW\frac{1}{4}$ in Chisago County, Minnesota.

Section 21: $NE\frac{1}{4}SE\frac{1}{4}SE\frac{1}{4}$ and the $S\frac{1}{2}SE\frac{1}{4}SE\frac{1}{4}$.

Section 22: That portion of Government Lots 1 and 2 lying West of the centerline of State Highway 35, all of Government Lots 3 and 4 in Polk County, Wisconsin, Government Lots 5, 6, 7, 8 and 9, $W\frac{1}{2}NW\frac{1}{4}$ and the $NW\frac{1}{4}SW\frac{1}{4}$ in Chisago County, Minnesota.

Section 27: Government Lots 1 and 4 in Chisago County, Minnesota, Government Lot 2, that portion of Government Lot 3 and the $NW\frac{1}{4}NE\frac{1}{4}$ lying Westerly of the centerline of State Highway 35, that portion of the $N\frac{1}{2}SW\frac{1}{4}$ lying Northerly of the centerline of a County Road and Westerly of the centerline of State Highway 35 in Polk County, Wisconsin.

Section 28: Government Lots 1, 3, 4 and 7, that portion of Government Lot 2 lying South and East of the centerline of County Highway 243, $E\frac{1}{2}NW\frac{1}{4}NE\frac{1}{4}$, that portion of the $NW\frac{1}{4}$ lying South and West of the centerline of County Highway 243 and South and East of the centerline of County Highway 95, $N\frac{1}{2}SW\frac{1}{4}$ and the $SW\frac{1}{4}SW\frac{1}{4}$ in Chisago County, Minnesota, that portion of Government Lots 5 and 6 and the $SE\frac{1}{4}SE\frac{1}{4}$ lying North and West of the centerline of a County Road in Polk County, Wisconsin.

Section 31: $SE\frac{1}{4}SE\frac{1}{4}SW\frac{1}{4}$, $S\frac{1}{2}NE\frac{1}{4}SE\frac{1}{4}$, $SE\frac{1}{4}NW\frac{1}{4}SE\frac{1}{4}$, $NE\frac{1}{4}SW\frac{1}{4}SE\frac{1}{4}$, $S\frac{1}{2}SW\frac{1}{4}SE\frac{1}{4}$ and the $SE\frac{1}{4}SE\frac{1}{4}$.

Section 32: Government Lots 1, 2 and 3, $S\frac{1}{2}N\frac{1}{2}NE\frac{1}{4}$, $S\frac{1}{2}N\frac{1}{2}NE\frac{1}{4}NE\frac{1}{4}$, $S\frac{1}{2}N\frac{1}{2}NW\frac{1}{4}NE\frac{1}{4}$, $SW\frac{1}{4}NE\frac{1}{4}$, $S\frac{1}{2}NE\frac{1}{4}SE\frac{1}{4}NW\frac{1}{4}$, $SE\frac{1}{4}NW\frac{1}{4}SE\frac{1}{4}NW\frac{1}{4}$, $E\frac{1}{2}SW\frac{1}{4}SE\frac{1}{4}NW\frac{1}{4}$, $SE\frac{1}{4}SE\frac{1}{4}NW\frac{1}{4}$, $NE\frac{1}{4}SW\frac{1}{4}$, $S\frac{1}{2}NW\frac{1}{4}SW\frac{1}{4}$, $E\frac{1}{2}NE\frac{1}{4}NW\frac{1}{4}SW\frac{1}{4}$, $SW\frac{1}{4}SW\frac{1}{4}$ in Chisago County, Minnesota, that portion of Government Lot 4 lying North and West of a line described as follows: beginning at a point on the south line of said Lot 4, said point being 1320 feet West of the southeast corner of said Lot 4; thence, Northeastly, 2150 feet, more or less, to a point on the east line of said Lot 4, said point being 1700 feet North of the southeast corner of said Lot 4, in Polk County, Wisconsin.

Section 33: Government Lot 1 in Chisago County, Minnesota, that portion of Government Lot 2 lying North and West of a line described as follows: beginning at the northwest corner $NE\frac{1}{4}SW\frac{1}{4}$ of said Section 33; thence, West, 89 feet; thence, South $34^{\circ}20'$ West, 388.1 feet; thence, South $87^{\circ}00'$ West, 170 feet; thence Southwesterly to a point on the west line of said Lot 2, said point being 1700 feet North of the southwest corner of said Section 33, that portion of Government Lots 3 and 4 lying North and West of the centerline of a County Road in Polk County, Wisconsin.

T. 34 N., R. 18 W.

Section 30: That portion of Government Lot 2 lying North and West of the boundary of the Interstate State Park in Polk County, Wisconsin, that portion of Government Lot 5 lying North and East of the Interstate State Park boundary and all of Government Lots 6 and 7 in Chisago County, Minnesota.

T. 34 N., R. 19 W.

Section 35: Government Lots 2 and 3 and that portion of the $SW\frac{1}{4}SE\frac{1}{4}$ lying South and East of a line extended Northeastly from the southwest corner to the northeast corner of said $SW\frac{1}{4}SE\frac{1}{4}$ in Chisago County, Minnesota.

Together with all bodies of water, rivers, islands, accretions and relictions within and appurtenant to the St. Croix River from the south line of Sec. 3, T. 26 N., R. 20 W., upstream to its intersection with the north line of Sec. 30, T. 34 N., R. 18 W.

The boundaries are identified in graphic form on maps of the Department of the Interior, National Park Service, titled "Federal Boundary and Acquisition Plan, Lower St. Croix National Scenic Riverway," number 643-20011, March 1975, and "State Boundary and Acquisition Plan, Lower St. Croix National Scenic Riverway," number 643-20003A, March 1975, on file in the Office of the Department of the Interior, National Park Service, at Washington, D.C.

CLASSIFICATION OF NATIONAL SCENIC RIVERWAY

The Lower St. Croix National Scenic Riverway is classified as follows:

Scenic River Area. From the dam at Taylors Falls, Minnesota, downstream to the Chisago-Washington County line, Minnesota, a distance of 10.3 miles.

Recreational River Area. From the Chisago-Washington County line, Minnesota, downstream to its confluence with the Mississippi River, a distance of 41.7 miles.

The classification of the Lower St. Croix National Scenic Riverway are graphically depicted on a map of the Department of the Interior, National Park Service, titled "River Classification Plan," number 643-20001A, March 1975, on file in the Office of the Department of the Interior, National Park Service, Washington, D.C.

GENERAL DEVELOPMENT PLANS

The general development plans of the Department of the Interior, National Park Service, and the States of Minnesota and Wisconsin for the Lower St. Croix National Scenic River are as follows:

PREFACE

The following master plan, as requested by Congress in Public Law 92-560, was prepared by members of the Departments of Natural Resources of the States of Minnesota and Wisconsin, and the National Park Service, with the assistance of the Minnesota-Wisconsin Boundary Area Commission. Due to the complexities of management involved in the Federal and State portions of the riverway, the plan is divided into two distinct sections in which the boundaries are treated separately with respect to the management and development of the segments.

SUMMARY

The major purpose of the master plan is to balance the need for recreational use of the area against the equally important objective of preservation of the natural values of the area. Thus, the overall goal of the plan is "to preserve the existing scenic and recreational resources of the Lower St. Croix River through controlled development."

Congress has found that the Lower St. Croix River and its immediate environment possess outstanding scenic and esthetic, recreational, and geologic values, and that the river and its immediate environment should be protected for the benefit and enjoyment of present and future generations. The 52-mile segment from Taylors Falls-St. Croix Falls to Prescott exhibits the following characteristics:

A highly scenic course, complemented by an island and slough river environment in the upper reaches and a lake-like river environment in the lower reaches.

Water of high quality suitable for many outdoor recreation pursuits, including whole-body contact activities.

A colorful history that follows the development of the upper Midwest from the days of the Indian through the logging era.

An outstanding area of geologic interest, notably the Dalles of the St. Croix.

Close proximity to the Minneapolis/St. Paul urban area, with a population in 1970 of over 1,800,000 people.

This plan identifies several factors that presently or potentially endanger the outstanding natural characteristics of the Lower St. Croix River.

A shoreline that is rapidly being developed for both residential and commercial uses and is under constant pressure for further development from the expanding Twin Cities area.

The possibility of water-quality degradation as the population served by the Lower St. Croix River increases.

The likelihood that recreational use, if not carefully controlled, will destroy the very characteristics that presently make the Lower St. Croix River appealing.

This master plan details the preservation and development of the 52-mile segment of the Lower St. Croix River by local, State, and Federal governments. The National Park Service will administer the 27-mile segment from the dam near Taylors Falls downstream to the northern city limits of Stillwater except the existing State properties.

The States of Minnesota and Wisconsin will administer the 25-mile segment from the northern limits of the city of Stillwater south to the confluence with the Mississippi River at Prescott. Total area within the Federal boundary, not including the main channel of the river, is about 9,225 acres accord-

ing to General Land Office plat maps. Of this area, 550 acres are in incorporated villages. Land within incorporated villages adequately protected by local zoning ordinances is not proposed for acquisition. There are 2,610 acres in islands and adjacent water surface areas, other than the main channel. All privately owned islands will be acquired in fee.

A Bureau of Outdoor Recreation determination October 23, 1969, excludes the island and water surface areas mentioned above from the maximum allowable acreage as set forth in Section 6 of the Wild and Scenic Rivers Act. This leaves 6,065 acres of which a maximum of 2,700 acres will be acquired in fee with the balance proposed for scenic easement acquisition. This limited acquisition will be utilized in undeveloped and sparsely developed areas to protect the shore, slope, and blufftop lands from incompatible uses. Zoning standards are proposed for the remainder of the lands within the boundary.

The Federal management of the Lower St. Croix River will be in accordance with the administrative policies for recreation areas of the National Park System, and is consistent with the two States' classifications. The present recreational use of most segments of the river is considered near-optimum capacity on summer weekends and holidays. This plan, therefore, visualizes few new developments.

Because farmlands and forests are essential in maintaining the flavor and character of this region, these uses will be encouraged and perpetuated wherever possible.

Camping is included in the development plan in existing State parks and in private ownership. It is suggested that where additional camping areas are needed, they be developed outside the boundary.

Overnight use of the islands will be permitted by houseboats on designated islands for controlled periods of time. Overnight primitive camping on certain islands will be permitted if sanitary facilities can be provided.

The 27-mile Federal segment of the Lower St. Croix River will be administered as a separate district by the Superintendent of the St. Croix National Scenic Riverway, with headquarters in St. Croix Falls, Wisconsin. The 25-mile State segment of the St. Croix Riverway will be administered by the Department of Natural Resources of the respective States.

Private enterprise will be encouraged to provide lodging, food, and other business services to visitors outside the riverway boundary.

The Lower St. Croix Riverway will be by necessity a cooperative agreement undertaken by all levels of government. Local governments will be required by the States to develop zoning controls along the St. Croix that are consistent with the purposes of the Wild and Scenic Rivers Act.

Large State and local parks exist throughout the 52-mile Lower St. Croix Riverway and the administration of these areas will remain unchanged. The waters of the St. Croix River will remain under State and Federal jurisdiction and be applicable to Federal Navigation Laws. Hunting and fishing will also remain basically State and Federal responsibilities.

RECOMMENDATIONS

To protect the scenic and recreation resources of the Lower St. Croix River, this plan recommends that the following actions be implemented by the appropriate State and local governments:

The development and management of the Lower St. Croix should place primary emphasis on maintaining and enhancing the esthetic, scenic, historic, fish and wildlife, and geologic features. All recreational facility de-

velopment should be consistent with the protection of the river environment.

A comprehensive land use plan should be developed jointly by all units of government bordering on the Lower St. Croix River so that land use and developments back from the river will complement the recommended protective efforts along it. This plan should address the need for protection of scenic qualities along public roads serving the river corridor. High standards for air quality and noise level controls should be adopted and vigorously enforced.

A spoil disposal plan should be developed so that dredge spoil material from the 9-foot channel would be used to supplement existing beach areas or to establish additional recreation sites outside the floodway.

The addition of new marina facilities and boat access areas on the Lower St. Croix should be permitted only after review and approval by the agencies responsible for managing the riverway program. Any existing or planned boat-launching areas upriver from Boomste, Minnesota, should be converted or limited to carry-in types. Unneeded river accesses throughout the Riverway should be eliminated in cooperation with local or State government.

Proposals for new bridge crossings, renovation of existing structures, or powerline and pipe line crossings should be reviewed and approved in advance by the administering agencies to ensure that scenic and recreational values are protected.

This plan recommends a cooperative waste assimilation study of the river to determine its natural capacity for receiving wastewater discharges without causing conditions that would make the river unsuitable for whole-body-contact recreational activities. Using the findings and conclusions from this study, the appropriate regulatory agencies should establish effluent discharge limits based on the quantities of specific substances allowed into the river, so that not matter what the total effluent volume might be, the net effect on the water quality would remain well within the assimilation capacity standards. Standards should be upgraded as wastewater treatment technological advances are made.

Appropriate agencies should develop a comprehensive, coordinated effluent and in-stream monitoring program to ensure systematic compliance with the non-degradation goals. Applicable State and local regulations concerning septic tanks should be vigorously enforced.

Railroad rights-of-way within the riverway boundaries that may be abandoned in the future should, where feasible, be considered for recreational trail use.

The Northern States Power Dam at Taylors Falls, if abandoned, should be considered for use in stabilizing water flow in the Lower St. Croix.

All communities along the Lower St. Croix that still retain some of the historical flavor should be encouraged in their efforts to maintain their cultural and historical character.

A definitive research study should be undertaken cooperatively between the Secretary of the Interior and the two States to determine the optimal carrying capacity of the Lower St. Croix Riverway. This study will require significant financial support to identify resource constraints, facility capacities, and sociological or socio-esthetic values. Any future access expansion, site development, and water or land zoning would benefit from guidelines determined in this manner.

Water zoning, including "No Wake" and speed zones, should be adopted as a means to prevent degradation of the recreation experience and to enhance water safety. Federal and State agencies should adopt uniform boat toilet and boat safety regulations.

INTRODUCTION

The need for a wild rivers system was recommended by the Outdoor Recreation Resources Review Commission (ORRRC), in January, 1963. In response to this recommendation, a joint Agriculture-Interior Departmental Team was formed in May, 1963; and on October 2, 1968, by Public Law 90-542, the Congress enacted the Wild and Scenic River Act.

During the preliminary inventory and evaluation period for the proposed nationwide system of wild rivers, an in-depth study report on the St. Croix-Namekagon Rivers was prepared by the Lake Central Regional Task Group. One of the more significant recommendations of that study area was:

"The St. Croix River . . . (below Taylors Falls) is a recreation resource of outstanding quality, even though development precludes classifying it as a wild river. Appropriate measures should be taken to assure perpetuation of this portion of the stream as a recreation resource of high quality."

On October 25, 1972, Public Law 92-560 was passed amending the Wild and Scenic River Act by designating a segment of the St. Croix River in Minnesota and Wisconsin as a component of the National Wild and Scenic River System.

The Lower St. Croix River Act of 1972 reads:

"(9) LOWER SAINT CROIX, MINNESOTA AND WISCONSIN.—The segment between the dam near Taylors Falls and its confluence with the Mississippi River: *Provided*, (i) that the upper twenty-seven miles of this river segment shall be administered by the Secretary of the Interior, and (ii) that the lower twenty-five miles shall be designated by the Secretary upon his approval of an application for such designation made by the Governors of the States of Minnesota and Wisconsin."

In order to satisfy the requirements of Public Law 90-542 and Public Law 92-560 the States of Minnesota and Wisconsin and the Department of the Interior have jointly prepared this master plan.

THE REGION

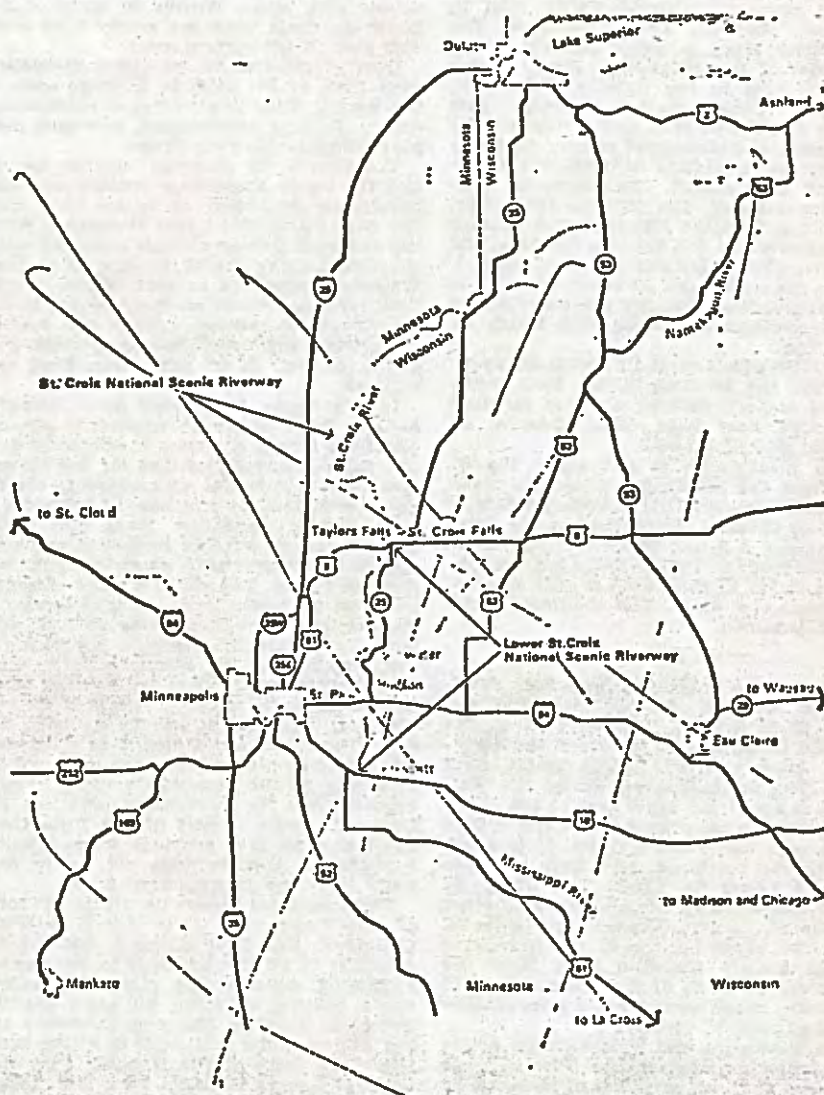
The St. Croix River north of Taylors Falls and its tributary, the Namekagon, is one of the original eight rivers of the Wild and Scenic River Act (P. L. 90-542 passed October 2, 1968). It rises from a source about 20 miles from Lake Superior near Solon Springs in northwestern Wisconsin, and flows southwesterly and then southerly a total distance of 164 miles. It separates into the Upper St. Croix and the lower river by a dam at Taylors Falls, and then flows southerly for approximately 52 miles, entering finally into the Mississippi River at Prescott, Wisconsin, approximately 20 miles southeast of Minneapolis/St. Paul. The upper 37 miles of the St. Croix lie entirely in Wisconsin, and the remaining 127 miles form part of the boundary between Minnesota and Wisconsin. The lower river segment falls approximately 18 feet in its total distance. The steepest gradient, about 8 feet per mile, is found in the Taylors Falls area. Within this stretch, the river flows through the narrow rock gorge called the St. Croix Dales. From just below the Dales downstream to Lake St. Croix, at River Mile 25, the river has an average gradient of .72 feet per mile. There is no significant change in elevation in the remainder of the study segment.

POPULATION

The five counties bordering the Lower St. Croix have a population of over 185,000. The 1970 census showed approximately 4 million people living within 150 miles of the Lower

St. Croix and about 9½ million within 250 miles. By the year 2000 these figures are projected to be over 5½ and 12 million respectively. Approximately 45 percent of the popu-

lation within 150 miles live in the Minneapolis/St. Paul area. Chicago, Milwaukee, and Omaha are within a day's drive of the Lower St. Croix.



The Region

Lower St. Croix
National Scenic Riverway

United States Department of the Interior / National Park Service

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DSC | MAR 75

ECONOMY

Minneapolis/St. Paul dominates the economy of the region. The Lower St. Croix River is literally in the backyard of the Minneapolis/St. Paul metropolitan area, and the population of the Twin Cities is expected to nearly double by the year 2000. An increase in commercial and industrial developments in and around the metropolitan area appears likely, and thus its economic influence on the region will be more heavily felt in the future. Several small communities are located along the Lower St. Croix, and these towns will undoubtedly experience growth as well.

In the nonurban areas, the processing of grains, vegetables, and dairy products makes up an important part of the industrial ac-

tivity. Farming in the region—outside the Twin Cities—is still a major occupation; approximately 30 percent of the labor force in the nonurban areas is engaged in farming. Dairy products presently comprise the leading source of farm income. Forestry has declined as a major industry, although a viable forestry industry still exists. Mineral production is limited, and includes the processing of industrial sands, sand and gravel, basalt, and crushed limestone. There are commercial sand-and-gravel operations in the St. Croix River Valley.

ACCESS

The Lower St. Croix River Basin is readily accessible to visitors. Interstate Highway 35 provides north-south passage just west of the riverway and connects Minneapolis/St.

Paul to Duluth and Des Moines. Interstate Highway 94—with portions presently under construction—provides for good east-west movement through the Lower St. Croix Valley and connects Minneapolis/St. Paul to Bismarck, Madison, and Milwaukee. The Great River Road, a scenic parkway along both sides of the Mississippi River, crosses the study area in the vicinity of Prescott, Wisconsin. Other major highways pass through the five-county area bordering the river, and a well-developed county road system provides circulation throughout the surrounding countryside. The region is well-served by railroads. The Chicago, Milwaukee, St. Paul, and Pacific Railroad, the Chicago and Northwestern Railway, the Soo Line, and the Burlington Northern all pass near or through the study area. However, none of the railroads provides scheduled passenger service to the communities along the Lower St. Croix River.

Scheduled commercial air flights are available from the Minneapolis/St. Paul International Airport. Smaller aviation facilities are located near Lake Elmo, Osceola, St. Paul, and New Richmond.

Large pleasure-crafts can enter the St. Croix from the Mississippi River and travel as far as Stillwater. This is made possible by the 9-foot channel maintained by the Corps of Engineers. A 3-foot channel is authorized from Stillwater to Taylors Falls, but the controlling depth in this reach is only one foot at extreme low water. The channel has not been maintained.

OTHER RECREATION

Two rivers in Wisconsin have been designated as areas of the National Wild and Scenic River System. The Wolf River, the Upper St. Croix, and its tributary, the Namekagon, have received formal scenic river status. The designated section of the Wolf River lies about 200 miles east of the Lower St. Croix and is considered one of Wisconsin's most scenic and rugged rivers. It is much smaller, less developed, and more intimate than the Lower St. Croix. The Upper St. Croix/Namekagon system also offers different recreational opportunities than the Lower St. Croix. The upper portion of the river flows through heavily timbered land, lacks the high, forested bluffs of the lower river, and is generally much narrower and more shallow than the Lower St. Croix.

Both Minnesota and Wisconsin are active in the protection of riverways. Wisconsin has recognized the unique values of its rivers by establishing the Flambeau River and Black River State Forests and by acquiring land on other rivers for fish-and-game purposes. Rivers in Wisconsin that bear the wild-river designation include the Brule, Wolf, Pine, Popple, and Pike. In Minnesota, the legislature has enacted laws designating 16 rivers as canoeing and boating routes. The legislature recently passed the Minnesota Wild and Scenic River Act, which includes protection powers similar to those in the Federal Act. No rivers were initially included in the State system because Minnesota has not completed the necessary plans nor conducted any public hearings prerequisite to such designation.

The body of water with the greatest recreational potential in the region is the Mississippi River according to the U.S. Fish and Wildlife Service. The waterway, with its numerous sloughs and islands, provides some of the best waterfowl, hunting, sport fishing, and boating in the country. An in-depth study of recreation and environmental resources in the Upper Mississippi River Valley has recently been completed. Various proposals have been advanced to authorize an Upper Mississippi National Recreation Area.

To establish such an area would require substantial improvements in Mississippi River water quality.

Minnesota and Wisconsin are richly endowed with lakes. Within 60 miles of the Lower St. Croix there are nearly 1,300 lakes with over 470,000 surface acres.

Most of these lakes are highly developed, with little or no lakeside frontage open to the public. They receive heavy recreational use by seasonal homeowners, especially people residing in the Twin Cities.

The Sherburne National Wildlife Refuge and the Upper Mississippi Wildlife and Fish Refuge are both only an hour's drive from the Twin Cities. The Upper Mississippi Wildlife and Fish Refuge extends some 235 miles southward along the Mississippi River from Wabasha, Minnesota, to Rock Island, Illinois. Both refuges provide excellent opportunities for visitors to observe wildlife and become acquainted with wildlife-management programs, as well as to fish, hunt, boat, and sightsee.

In the *Upper Mississippi River Comprehensive Basin Study* an important regional priority is for the provision of additional day-use water-oriented facilities for the Minneapolis/St. Paul locale. An analysis in the report shows that an additional 1,900 acres of high density recreation lands and 97,700 acres of general outdoor recreation lands are needed to satisfy visitor demands in the immediate future. The water acreage presently available for recreational use is estimated to be adequate through the year 2000. Because more than half the regional population is concentrated in the Minneapolis/St. Paul metropolitan area, one of the greatest recreational needs is for the provision of day-use areas for residents of the Twin Cities. The acquisition and development of additional lake frontage proximate to the metropolitan area may be the best way to provide more opportunities for water-based activities. The Lower St. Croix is part of the Twin Cities day-use zone and provides water-oriented recreational opportunities for many day-users from the metropolitan area.

Three national forests lie within 200 miles of the Lower St. Croix River—Superior, Chippewa, and Chequamegon. Recreational activities in all the national forests include swimming, water skiing, picnicking, nature study, boating, canoeing, big game hunting, waterfowl hunting, camping, horseback riding, hiking, and a multitude of winter activities. Two areas of the National Park System—Voyageurs National Park and Apostle Islands National Lakeshore—lie about 200 and 100 miles, respectively, from the riverway. Both are relatively new and undeveloped areas. The Ice Age National Scientific Reserve located in Wisconsin contains nationally significant land features resulting from continental glaciation. The Reserve contains nine separate areas spreading across the State from Lake Michigan to Interstate Park on the St. Croix. The Reserve is administered by the State and aided by Federal contributions for planning, land acquisition, development, and management. Two of the nine areas are within 100 miles of the riverway.

Both Minnesota and Wisconsin have jurisdiction over many types of land vital to outdoor recreation, including wildlife-management areas, State forests, State parks, and public access to lakes and rivers. Over 330,000 acres of State-owned land are within 60 miles of the Lower St. Croix study area.

In a 60-mile radius of the Lower St. Croix, most of the county-controlled public-recreation land acreage is in Wisconsin. The county forests presently maintain only primitive developments for vacationers, and their recreational value lies mainly in their capacity

to support such recreational activities as hunting, fishing, sightseeing, nature study, and hiking. The county parks, and the river and lake access, are generally developed for more intensive recreational use, such as picnicking and swimming.

Parks and recreation areas provided by cities and villages are limited, but they sustain heavy recreational use. In the vicinity of the Lower St. Croix, the most significant urban recreational developments are those that serve the Minneapolis/St. Paul metropolitan area. These parks and recreation areas are generally intended to provide recreational opportunities for people within a short traveling distance of their homes.

CLIMATE

Climate in the Lower St. Croix River Basin is characterized by warm humid summers and cold, snowy winters. The average daily maximum temperature is 85 degrees in July and 23 degrees in January. The summer recreation season has an even distribution of clear, partly cloudy, and cloudy days.

Precipitation averages approximately 37 inches annually with an average snowfall of 40 inches. Sixty-four percent of the yearly precipitation occurs from May through September.

LAND USE

Farming is the dominant use in the Lower St. Croix River area. As might be expected, the area's agriculture activity is oriented toward the nearby metropolitan markets. Livestock, dairy, cash grain farming, and the growing of specialty crops such as apples, are common. Row crop agriculture with corn and small grains predominates. Virtually all the agricultural land within the riverway boundaries lies behind the bluffs. Recreational use of the Lower St. Croix does not conflict with the farming enterprises in the valley.

At present, forests cover 30 percent of the five counties bordering the Lower St. Croix and 37 percent of the river corridor. At this time, there is limited harvesting of timber or the manufacture of timber products. The primary uses of the land in forests are watershed protection, wildlife habitat, recreation, and environmental enhancement.

A significant portion of the river corridor is occupied by towns and villages. High-rises, townhouses, etc., are presently being proposed. With expanding urban populations, the need for open space is placing heavy demands on the forested areas in the region. This trend towards more and more use of the river corridor for residential purposes poses the greatest single threat to maintaining a pleasant and scenic river environment.

LAND OWNERSHIP

Nearly 16 percent of the 114 miles of river frontage on the Lower St. Croix is owned by the States of Minnesota and Wisconsin. This ownership amounts to over 18 miles of frontage. The State-owned areas included in these figures are the two Interstate Parks, William O'Brien State Park, Afton State Park, the St. Croix Islands Public Fishing and Hunting Grounds, Kinnickinnic State Park, and several smaller tracts owned by the respective States.

Nearly 23 percent of the river frontage is within the boundaries of 15 incorporated river communities. This amounts to approximately 28 miles of river frontage. The major portion of this land is privately owned.

Six quasi-public youth camps control approximately 4 miles of river frontage or over 3 percent of the total frontage.

Nearly 83 percent of the total river frontage (94.2 miles) is in some form of private ownership. Private ownership is fragmented, in most cases, with small riverside lots com-

mon. Several major private holdings exist along the Lower St. Croix.

Island ownership in the river is varied. Many of the islands have not been surveyed and are a part of the public domain. In some instances, patents may have been issued. In other cases, the States may claim title under the Swamplands Act. Presently, 24 islands, including nearly 105 acres, are Federally-owned. These islands are mainly in the area north of Stillwater. Eighteen of the Federally-owned islands are in Minnesota and six are in Wisconsin. An additional 15 islands (45 acres) are in State ownership and 20 islands (60 acres) are in private lands.

ZONING

The present status of State and local zoning along the Lower St. Croix shoreline is relatively complex, for it includes two States, five counties, and many municipal and township government. The zoning measures provided by both States for shoreline protection are generally considered adequate for protection of shorelands. However, considering the unique status of the Lower St. Croix River, more stringent land use controls similar to those in Appendix A are needed to protect shoreland, slope, and blufftop areas.

NON-RECREATIONAL USES OF THE LOWER ST. CROIX

The U.S. Army Corps of Engineers navigation project provides for the maintenance of a channel 9 feet in depth with a minimum width of 300 feet from the mouth of the St. Croix to Stillwater. Periodic dredging of this channel is done near Hudson, Wisconsin, and the Kinnickinnic River. A 3-foot channel above Stillwater to Taylors Falls was completed in 1900, but it has not been maintained, except to remove snags.

The U.S. Coast Guard is authorized to install and maintain navigational marking on the Lower St. Croix.

A 60-foot hydroelectric dam at Taylors Falls is operated by the Northern States Power Company.

Commercial navigation is presently a minor use of the riverway. Commercial traffic amounted to 1,300,000 tons in 1970, primarily coal shipped by barge to the Allen S. King Power Plant at Oak Park Heights, Minnesota.

The source for all water supply in communities along the river is groundwater; however, the St. Croix River is being considered as a source of water supply to meet the future needs of the Minneapolis/St. Paul metropolitan area.

The major industrial water user is the Allen S. King Generating Plant. The only other major industrial concerns along the Lower St. Croix are the Andersen Corporation at Bayport, Minnesota, and the United Refrigerator Company at Hudson, Wisconsin.

The river also serves as an outfall for several industrial waste and sanitary treatment plants.

RESOURCE ANALYSIS

The Lower St. Croix River, from the dam at Taylors Falls in Minnesota, flows in a southerly direction for approximately 53 miles, entering the Mississippi River at Prescott, Wisconsin. This free-flowing river offers scenic, recreational, and geologic values of a distinctive nature to the large population of the Minneapolis/St. Paul area, and the Upper Midwest. This river is long enough to provide a meaningful recreational experience, and a sufficient volume of water during normal years permits full enjoyment of water-related activities. The Lower St. Croix, overall, is a resource of high quality.

THE RIVER

The river exhibits a multitude of character; in a sense, it is two distinctly different

riverescapes. The upper half is relatively shallow, except at the Dalles, and intimate with dozens of islands, sandbars, and sloughs, while the lower half is broader, deeper, and more developed. Bluffs are a distinctive feature along the entire river.

At Taylors Falls, the river flows through a narrow, metamorphic rock gorge, the Dalles, which has been protected by inclusion in the Interstate Parks of Minnesota and Wisconsin. This area is well endowed with stratified and precipitous rock formations, and the walls of the gorge reach heights up to 200 feet above the waterline. The U.S. Highway 8 bridge crosses the river in this area just north of the Interstate Parks between Taylors Falls and St. Croix Falls.

From below the Dalles to the Soo Line Railroad swing bridge, the river flows through a heavily wooded, steep-sided valley with occasional sandstone and limestone bluffs visible. Few cottages or riverside homes can be seen. Islands, sloughs, and backwater areas make the river scene a delight for the river user who wants to explore. In some instances cottage development may exist in a backwater or slough area; however, it cannot be seen from the main channel. Springs and small feeder streams entering the river from both banks create miniature deltas and valleys. As the river traveler passes the community of Osceola, few residences are visible because the village is built high on the bluff and is well screened.

From the Soo Line swing bridge to the high bridge, the natural characteristics of the river change very little; however, man has had an increasing impact, especially on the Minnesota side. Two unincorporated communities exist, Otisville and Copas. Banksides development is relatively heavy in certain areas on the Minnesota side; yet most residences detract little from the user's impression of the overall river environment. William O'Brien State Park has been developed by Minnesota and immediately adjacent to the park boundary to the south are the corporate limits of the pleasant little community of Marine-on-St. Croix.

A few miles further south, the Soo Line Railroad high bridge, a 60-year-old structure over 150 feet above the river, stands as an imposing steel arch bridge unique to the area. Approximately one mile downstream from the high bridge, the river traveler passes towering stone piers that are all that remain of an old railroad bridge. Islands, sloughs, and bluffs still provide a pleasant scene to those on the river.

Moving south from the high bridge, the character of the Lower St. Croix begins to change. The river becomes wider and gradually begins to lose its intimate island and slough environment. From Stillwater, the largest city on the St. Croix River, to the mouth at Prescott, the river is relatively deep and wide, taking on the features of an elongated reservoir-type lake. This is Lake St. Croix, bounded by steep, wooded slopes in close proximity to the water. Excellent sand beaches and spits are occasionally found in this area. Three major constrictions exist in Lake St. Croix below the highway lift bridge at Stillwater—the Hudson "narrows," the delta at the mouth of the Kinnickinnic River, and at Prescott.

Banksides development is prevalent at the many communities that front St. Croix. A major landmark in the Lake St. Croix area is the Allen S. King Generating Plant at Oak Park Heights, Minnesota. Its 783-foot stack can be seen throughout much of the area surrounding the lake. Marinas occur at several points along the lower segment. Many permanent and seasonal homes are located on the bluffs overlooking Lake St. Croix. Afton State Park in Minnesota and Willow

River and Kinnickinnic State Parks in Wisconsin are located within this reach.

River depths vary throughout the Lower St. Croix. In the Dalles area, depths are generally about 70 feet but holes go to 100 feet. In the area below the Dalles, alternating depths from 1 to 13 feet occur, depending on the shifting sand bottom. Depths from below the Dalles to Stillwater range primarily from 1 to 3 feet. Between Stillwater and Hudson depths range from 10 to 40 feet. Near Afton and St. Marys Point, depths reach as much as 70 feet. Bottom materials throughout are primarily sand with some gravel.

A necessary consideration in the evaluation of the Lower St. Croix is the amount of water that flows in its course throughout the year. Rate of flow, regulated by the Northern States Power Company dam at Taylors Falls, has averaged about 4,000 cubic feet per second over a 68-year length of record.

The area above Stillwater is the segment where the river's depth becomes a major factor in determining the level of boating use. Canoes and watercraft with shallow drafts are the most suitable for use in this section of the Lower St. Croix where the river's channel is constantly changing with the movement of the sandy bottom material. Two sandbar areas in particular impede motorboat navigation: the Arcola bar just north of the Soo Line high bridge keeps larger motorized watercraft from the upper reaches and sandbars near the mouth of the Apple River also make passage by motorboat difficult. At mean low flows, sandbar recreation is enhanced; however, passage by motorized watercraft is hampered. From Stillwater downstream the depth is usually sufficient for boating throughout the recreation season; however, some difficulties might be encountered if larger watercraft stray from the navigation channel.

Mid-May through mid-September is considered the primary recreation season. Rain and melting snow usually cause high water conditions from March through May. Occasionally, during this period, the river has undergone flooding that has resulted in disruption of the normal commerce of the valley. High water may also occur in the early summer or fall as a result of heavy rains. The river ice that goes out with the spring snowmelt presents hazardous boating conditions until late April. Normally, by the middle of May, the stream velocities have decreased. Depths are then adequate for small recreational crafts in the area above Stillwater, and for the larger crafts in the area below Stillwater.

Agricultural, residential, and industrial sources of pollution are present in the Lower St. Croix. The segment of the river from Taylors Falls to Stillwater has four domestic wastewater sources discharging into the river. These are found at Taylors Falls and Shafer, Minnesota, and at St. Croix Falls and Osceola, Wisconsin. All of these communities, except Shafer, provide secondary waste-treatment facilities. The water quality is excellent in this reach with dissolved oxygen levels normally at saturation level.

That portion of the river from Stillwater to Prescott has three domestic wastewater sources discharging into the river. Stillwater and Bayport, Minnesota, have tertiary waste-treatment facilities; Hudson, Wisconsin, has secondary waste-treatment facilities. Small communities along the lower St. Croix without sewer systems include Lakeland, Lakeland Shores, Lake St. Croix Beach, St. Marys Point, Afton, and Marine-on-St. Croix, all in Minnesota. As the population being served increases, water quality could become a problem if wastewater discharges are not adequately treated.

The Minnesota Pollution Control Agency has adopted new standards and issued orders

requiring advanced waste treatment by Minnesota disposal systems discharging into Lake St. Croix. A regional control system is proposed; a monitoring program has been in effect since 1966. Although flood conditions and recreational boating wastes at times cause problems, the available information indicates that Lake St. Croix also contains water of relatively high quality.

GEOLOGY AND SOILS

The entire St. Croix River Basin was once covered with glacial drift; streams gradually cut through the drift to form the present narrow valleys. The lower part of the valley—below the communities of Taylors Falls, Minnesota, and St. Croix Falls, Wisconsin—was carved by Lake Grantsburg runoff waters, which spread west over the land from the vicinity of Grantsburg, Wisconsin, to east-central Minnesota. As the glacial ice melted, the lake rose until it finally spilled over its banks at a point near Taylors Falls and St. Croix Falls. There the water streamed southward, carving the Lower St. Croix Valley to the Mississippi.

Near Taylors Falls the river has patiently cut and exposed up to ten layers of lava rock mantled by deposits formed during three separate glacial episodes. These sheer rock surfaces and unusual rock potholes are striking geologic features.

The oldest rocks in the area are Precambrian in origin and are composed of metamorphic and volcanic materials. These are overlain in some sections by interbedded sedimentary and extrusive volcanic rocks of the Keweenaw age, and these are covered in places by the Cambrian Dresbach and Franconia sandstones, unconsolidated glacial sands, clays, silts, sedimentary rocks, and gravels.

The St. Croix flows through a deep valley with occasional bluffs of sandstone and limestone for most of the distance between Taylors Falls and Prescott. Many of these bluffs have a thin mantle of silt or sandy loam over rock. However, from south of Bayport to Afton the bluffs recede from the St. Croix. In this area, there are large, nearly level terraces composed of sand and gravel.

There is very little alluvial land along the Lower St. Croix River, but nearly level sand and gravel alluvial fans have formed at the mouth of almost every stream that flows into the river. Most of the soils in these areas have moderate to severe limitations for most recreational use principally because of flooding, slope, or rockiness. The flooding is common early in the spring, before seasonal use, but may occur at other times as a result of heavy rains. Even though the limitations are quite restrictive, development of these areas can be worthwhile because of the very scenic nature of the river and surrounding lands. There is a limited sediment problem, due to erosion of glacial till deposits. This problem has been accelerated as a result of road construction, sand and gravel operations, and agriculture. Extreme erosion has occurred where plantlife has been removed from slopes or near bluffs.

FLORA

The early logging operations left few of the original white pine or red pine stands except in isolated, steeper situations, where a few virgin tracts of these stately conifers still exist. The remaining pine are mainly second growth, principally located on higher ground.

Near the river, several species of deciduous trees densely vegetate thousands of acres. Periodic flooding of the lowlands has resulted in a river bottom ecology favoring hydrophytic species along many parts of the river. Timber stands that are generally composed of mature second growth, dominated

by a variety of hardwoods with an intermixing of conifers, attract many to enjoy spectacular autumn colors. Visitors also come to seek out the many wildflowers in the spring.

FAUNA

The river fishery is strongly influenced by the Mississippi River and its fish species. The dam and natural barrier at Taylors Falls prevent fish movements between the Lower and Upper St. Croix. This has tended to limit fish distribution. Game fish most sought after in the Lower St. Croix are the walleye, sauger, northern pike, small and largemouth bass, white bass, black crappie, white crappie, yellow perch, rock bass, bluegill, and other sunfish species.

The mid-continental location and sheltering effect of the St. Croix Valley make it an attractive habitat for a variety of wildlife. Particularly rich in birdlife, many species of waterfowl and marsh shore birds, upland game birds, songbirds, and such unusual birds as the Great Blue Heron and egret, nest or rest in the area. Overlapping ranges and merging of different life zones have made the valley attractive to numerous small mammals, white-tailed deer, reptiles, and amphibians.

HISTORY

Historical evidence indicates that the St. Croix Valley was inhabited as long as 2,000 years ago by the Dakota Indian Nation, later known as the Sioux. During the sixteenth century, another Indian Nation, the Ojibway or Chippewa, moved into the region from the north and east. The entry of the Ojibway into the long-held lands of the Dakota threw the tribes into conflict that lasted for three centuries.

The first known European to travel in the valley was probably Daniel Greysolon, Sieur du Luth (Duluth). In 1680 he traveled from Lake Superior down to the Mississippi and passed along the St. Croix and Brule Rivers. Duluth and other French explorers claimed the whole of the Great Lakes region, and thereby the St. Croix Valley, for France.

Most historians believe that a companion of Duluth, a Sieur de la Croix, was shipwrecked at the confluence of the Mississippi and St. Croix Rivers. Later explorers and adventurers who knew of this story appear to have altered this man's name and popularized it as the name of the river.

The valley was rich in fur-bearing animals, and with the constant search for more pelts for European markets, the area was a natural place for the establishment of trading posts.

The logging industry came to the region in the 1830's and gained prominence as lumbermen began the removal of the white pine. By 1914, however, the lumber industry had also declined. Twentieth century development following the end of lumbering was confined to the period after World War II. At that time, recreational activity became the most important industry in the valley and has been the major impetus for development up to the present time.

PRESENT AND POTENTIAL USES

Camping is concentrated primarily at the facilities provided at the State parks and the few existing private campgrounds that are developed near the river. Further involvement by the private sector could partially offset the demands for camping facilities generated by people from the Twin Cities area. The State-managed campgrounds along the Lower St. Croix totaled over 98,000 camper days in 1969.

Swimming presently takes place at county and municipal beaches, off islands and sandbars, and at Interstate and William O'Brien State Parks. Troy Beach and Point Douglas

Beach experience primarily local use during the week, with heavy use by Twin Cities residents on weekends and holidays.

Trail use is presently a minor activity in the river corridor. Hiking trails are provided within William O'Brien and the Interstate Parks.

All opportunities for trail development along the river should be investigated and made part of any future comprehensive recreation plan for the river. The development of a network of trails could provide a valuable opportunity for the urban recreationists to participate in a stimulating outdoor activity.

Fishing is presently a major recreational use of the river. This includes all three types—boat, bank, and ice fishing. Boat fishing is more concentrated at the mouths of the tributaries such as the Apple and Kinnickinnic, near the discharge canal of the King Generating Plant, in the Hudson narrows, and at the confluence of the St. Croix and Mississippi Rivers. Bank fishing is fairly common in the vicinity of Stillwater, the power plant canal, and at William O'Brien State Park. Ice fishing is the least popular of the three types of fishing, but still constitutes an important wintertime activity.

A survey of boating use undertaken by the Minnesota-Wisconsin Boundary Area Commission estimates that approximately 205,000 persons age 6 years and over used the river for recreation by watercraft in the 1970 summer recreation season. Another 36,048 took excursion trips on commercial sightseeing launches in the vicinity of the Dalles of the St. Croix. Furthermore, 81.3 percent of boat trips included recreational activities on shore or islands. This suggests that from the standpoint of the typical watercraft user, recreational enjoyment could be related as much to the quality and availability of shore and island recreation sites as to the quality and availability of the waters. It is felt that this is especially significant in the lower 32 miles where water depths are sufficient to support power boating activities. This area represents about three-fourths of the total water surface of the river. The most attractive shore and island areas become crowded with beached boats of all types on weekends and holidays. Generally, the peak-use periods for waterborne recreation on the river are typical of most day-use recreation areas; that is, from about noon to sundown on weekends and holidays.

On the basis of aerial census counts in 1970, an average of 800 watercraft were in use at one time during peak periods for recreational activity. Of the 800 craft, there was an even split between the number on water, and those beached for shore or island activities. On a typical summer Sunday afternoon, it is estimated that 60 percent of the watercraft in use on the Lower St. Croix originated their trip from a marina moorage or livery; 25 percent originated from launch ramps; 10 percent came in from the Mississippi River; and 5 percent originated from individual private docks along the river. A breakdown of the various types of craft in use shows that runabouts (without skiers) account for nearly half, followed by pontoon or houseboats, medium to large cruisers, canoes, runabouts with skiers, fishing boats, and sailboats.

Crowding is an important factor influencing watercraft users enjoyment of the Lower St. Croix. Conflicts have arisen between user groups such as water skiers and fishermen, and between canoeists and motorboaters.

The average length of a river recreation experience for all watercraft users was 11.1 hours. This includes overnight trips. The vast number of watercraft users are residents of the heavily populated Minneapolis/St. Paul metropolitan area.

As the result of this boater-use survey undertaken by the Minnesota-Wisconsin Boundary Area Commission, several major problems have become apparent. Overuse of the Lower St. Croix by all types of watercraft is a serious threat to the river environment and the quality of the river user's experience (see appendix B).

EXISTING RECREATION FACILITIES

The major developed public use areas along the Lower St. Croix River are William O'Brien State Park, Minnesota Interstate Park, and Wisconsin Interstate Park. Purchase of additional lands with additional river frontage is planned by the State of Wisconsin.

The newly expanded William O'Brien State Park contains approximately 1,330 acres of beautifully wooded rolling countryside and includes a large island. Park facilities provide for such activities as tent and trailer camping, hiking, fishing, picnicking, swimming, horseback riding, and boating and canoeing. In 1972 the park received an estimated 189,586 visitors.

The Minnesota Interstate Park provides facilities for tents and trailers, picnicking, fishing, and boating and canoeing. A large canoe concession rents canoes and features an interpretive boat ride through the Dalles. In 1972, the Minnesota Interstate Park was visited by 401,883 people.

The Wisconsin Interstate Park will be slightly expanded and presently has provision for tents and trailers, picnicking, fishing, boating, swimming, boat launching, hiking, and canoeing. In 1972, the Wisconsin Interstate Park received 268,797 visitor days and 26,716 camper days.

Willow River State Park, on the Willow River approximately 3 miles upstream from its confluence with the St. Croix, is being developed east of Hudson, Wisconsin. This 2,900-acre park offers fishing, camping, swimming, picnicking, hiking, and snowmobiling. In 1972, the Willow River State Park received 147,974 visitor days and 20,058 camper days.

Approximately 7 miles north of the mouth of the St. Croix River, the State of Minnesota has recently designated Afton State Park, which includes 2.5 miles of frontage on Lake St. Croix.

Afton State Park encompasses approximately 1,875 acres. At present, facilities are being developed for primitive camping, picnicking, swimming, fishing, and hiking. However, no boat launching or family campground facilities are planned for the State park.

Although final plans are not complete for the newly designated Kinnickinnic State Park, developments will emphasize day-use facilities for boaters, swimmers, picnickers, and hikers. No boat launch facilities will be provided. The bulk of the park will be left in a natural condition.

The St. Croix Islands Recreation Area is an undeveloped group of five islands managed by the Minnesota Department of Natural Resources. This area lies immediately north of the city of Stillwater, and contains approximately 40 acres of land. Present use is limited to river users for nature study. There is no development planned for the islands.

There are eight highway waysides along the river, most of them on the Minnesota side. The Boomsite Wayside, just north of Stillwater, is the only one with comfort station.

Additional State-owned areas include the St. Croix Islands Wildlife Area managed by the Wisconsin Department of Natural Resources, and two game refuges along the Lower St. Croix, managed by the State of Minnesota.

Washington County maintains a small beach on Point Douglas, near the mouth of the St. Croix, comprised of about 200 feet of frontage that the county expects to expand significantly in the future. Another small county park, St. Croix County's Troy Beach is located about 2 miles south of Hudson, Wisconsin. Troy Beach has about 1,000 feet of river frontage primarily used by local residents on weekdays. However, as much as 85 percent of weekend use is by metropolitan area residents.

Troy Township has two public boat launching ramps across Lake St. Croix from Afton, Minnesota. There are also three other unimproved ramps that receive relatively light local use at the present time. Many municipalities also provide facilities for recreation and charge minimal fees for use by non-local residents.

Six group camps are located on the Lower St. Croix, as well as a private campground development at Camp Croix.

Commercial marinas constitute the primary form of private recreational development that has occurred on the river. Lake St. Croix and the 6-mile stretch of river just above it receive heavy use by recreational boaters.

Canoe livery service is found at Taylors Falls, William O'Brien State Park, and Marine-on-St. Croix. Commercial sightseeing launch trips are available through the Dalles of the St. Croix and at Stillwater. Boat liveries are available at Prescott, Point Douglas, Kinnickinnic Resort, Lakeland, Stillwater, and Marine-on-St. Croix.

Corporate-owned recreational land is found on the Minnesota side of the river. One large area is on Lake St. Croix below Afton State Park, the other is near Lake Elmo. Golfing, skiing, picnicking, and other day-use recreational activities are found in the Lake Elmo area. The area on Lake St. Croix is under development at the present time.

Islands and sandbars provide excellent recreational sites. Most of the prime sandbars on Lake St. Croix are leased or owned outright by private boater organizations, and their use by the general public is limited. Sandbars are sites for camping, picnicking, fishing, and swimming, and on summer weekends they are heavily utilized.

Custodial control of approximately 1,100 acres of land formerly used by the Minnesota State Prison at Bayport was recently transferred from the Department of Corrections to the Department of Natural Resources. Most of this land, located west and south of Bayport, is expected to be transferred before the end of 1973. Preliminary plans indicate that this will be a State resource management area with trails, environmental education areas, forest demonstration plots, wildlife habitats, etc. Snowmobiles will be restricted and other motorized vehicles will be prohibited.

There are five winter sports complexes within a few miles of the Lower St. Croix River specializing in downhill skiing.

THE PLAN: NATIONAL PARK SERVICE

INTRODUCTION

This plan is prepared in response to Section 3 of Public Law 92-560 that was passed by Congress and signed by the President on October 25, 1972. This act amended the original Wild and Scenic River Act to make the Lower St. Croix River, from the dam at St. Croix Falls-Taylors Falls to Prescott at the river's confluence with the Mississippi River, the ninth component of the National System.

There are provisions of this law that are of particular significance to the comprehensive plan. Following is a list of these provisions with their specific effects on the planning effort:

Section 3 asks for the preparation of a joint Federal-State comprehensive plan. Division of the administrative responsibility: the Secretary of the Interior is to administer the northern 27 miles and Minnesota-Wisconsin the southern 25 miles. Additionally, it provides for the continued administration by the respective States of existing State areas in the northern 27 miles.

Section 4 enables the two States to designate for their acquisition any additional lands within the portion of the riverway administered by the Secretary.

Section 6 limits the appropriations for land acquisition and development in the Federal segment to \$19,000,000.

Prior to passage of Public Law 92-560 the Bureau of Outdoor Recreation prepared the report "Scenic River Study of the Lower St. Croix" dated July 1972 and revised October 1972 and February 1973. This comprehensive plan refines and revises the Plan Section and River Classification of that study as suggested in Public Law 92-560, as amended by Public Law 93-621, approved January 4, 1975.

RIVER CLASSIFICATION

Scenic Classification Zone

The Bureau of Outdoor Recreation (B.O.R.) in their February 1973 report recommended classification of 13 miles of the Lower St. Croix from the dam near Taylors Falls, downstream to River Mile 49.2 at the Soo Line Railroad swing bridge as "scenic." The scenic segment includes a narrow gorge, the Dalles of the St. Croix, and the Interstate Parks of Minnesota and Wisconsin. This master plan establishes scenic classification of a slightly shorter reach and is now proposed to extend south to the Chicago-Washington county line, a distance of 10.3 miles. This reduction of 1.7 miles was recommended because of the deterioration of the Minnesota bluffline by recent clearing and residential construction in this reach.

The shoreline in this 10.3-mile scenic reach is largely in a natural condition. The only road that parallels the river bank is U.S. Highway 8 that passes through the Minnesota Interstate Park for approximately 1.5 miles. Two road bridges traverse the river: one is U.S. Highway 8 slightly below the dam at Taylors Falls-St. Croix Falls and the other is at Osceola, which receives only moderate traffic. Osceola, Taylors Falls, and St. Croix Falls are the only incorporated villages in this reach. Further deterioration of the bluff and shoreline by building construction in these villages is not expected. This is because of the limitations in the scenic river legislation concerning local zoning regulations to be adopted that are acceptable to the Secretary of the Interior.

Land Acquisition: Public Law 90-542, the National Wild and Scenic River Act of October 2, 1968, established the Upper St. Croix River as one of the original rivers in the system. It authorized the Secretary of the Interior to acquire interests in lands along 200 miles of the St. Croix and Namekagon Rivers. The National Park Service land acquisition program there includes acquiring approximately 400 feet in fee on both sides of the river. Back from this zone to the riverway boundary the National Park Service is acquiring scenic easements that restrict the degree of development where no public lands exist. Within incorporated villages, zoning that is acceptable to the Secretary is proposed and authorized. It is desirable that the policy of land acquisition already established in the Upper St. Croix be applied to the Lower St. Croix to the maximum extent possible.

Fee Acquisition is necessary to achieve protection of as much of the scenic area (10.3 miles) as possible within the authorized ap-

propriations, therefore the following actions are recommended:

All islands administered by the Bureau of Land Management will be transferred to the National Park Service.

All islands that are not publicly owned will be acquired in fee by the National Park Service.

An approximate 400-foot strip of land on both sides of the river will be purchased in fee from the south boundaries of the Interstate Parks to the Chisago-Washington county line projected, across the river in Wisconsin. This is consistent with the objectives of scenic classification and will continue the established land acquisition policies in the Upper St. Croix River. Existing homes and a reasonable amount of surrounding land located within this 400-foot strip will not be acquired in fee, but scenic easements may be acquired.

As depicted on the boundary map, certain lands within established State park and wildlife management areas will be acquired by the States.

Scenic Easement Acquisition of the area behind the 400-foot fee strip of land to the riverway boundaries and from the Interstate Parks south to the Chisago-Washington County line projected across the river in Wisconsin will be implemented. Thus, the basic esthetic character of the valley as viewed from the river will be maintained in the scenic portion of the river. Scenic easements will generally be more restrictive than Suggested Zoning Guidelines found in appendix A. The specific easement provisions will be negotiated with each landowner and will not affect existing uses.

Zoning: In accordance with Section 8(c) of the Act of October 2, 1968, whereby the Secretary may not acquire lands by condemnation within the riverway if such lands are located within an incorporated city, village, or borough that has in force and applicable to such lands a duly adopted, valid zoning ordinance that conforms with the purposes of the act.

The standards have the object of (a) prohibiting new commercial or industrial uses other than commercial or industrial uses that are consistent with the act and (b) the protection of the bank and bluff-lands by means of acreage, frontage, and setback requirements on development.

Oscoda, St. Croix Falls, and Taylors Falls may submit to the Secretary of the Interior for his approval all zoning ordinances and amendments and a land use plan that demonstrates conformity with the general and specific standards of the regulations for the Lower St. Croix to be promulgated by the Secretary.

Recreational Classification Zone

This zone extends from the Chisago-Washington county line in Minnesota, projected across the river in Wisconsin, downstream to the confluence of the St. Croix River with the Mississippi River. This 41.7-mile segment includes William O'Brien State Park, the St. Croix Islands Wildlife Area, the Boomsite Wayside, St.

Croix Islands Recreation Area, Afton State Park, and Kinnickinnic State Park. It includes the incorporated communities of Marine-on-St. Croix, Stillwater, Oak Park Heights, Bayport, North Hudson, Hudson, Lakeland, Lakeland Shores, Lake St. Croix Beach, St. Marys Point, Afton, and Prescott. In addition to the incorporated communities, numerous seasonal and year-round residences are found clustered within this reach. There are three highway and four railroad crossings located here. Even with this amount of development, the recreational segment retains outstanding natural and recreational values that have qualified this area for inclu-

sion in the National Wild and Scenic River System.

Land Acquisition: The following actions are recommended for both sides of the Federal portion of the river from the Chisago-Washington county line to the northern boundary of the city of Stillwater.

Fee and Scenic Easement Acquisition is necessary to achieve protection of as much of the Federal Recreational Zone (16.7 miles) as possible within the authorized appropriations, therefore the following actions are recommended:

All islands administered by Bureau of Land Management will be transferred to the National Park Service. All islands not publicly owned will be acquired in fee by the National Park Service.

An approximate 400-foot strip of land in undeveloped areas on both sides of the river will be purchased in fee from the Chisago-Washington County line to the northern boundary of the city of Stillwater. Existing homes and a reasonable amount of surrounding lands located within the 400-foot fee strip will not be acquired in fee, but scenic easements will be acquired. In addition, scenic easements will be acquired on other existing developed areas and in the area behind the 400-foot fee strip to the riverway boundaries.

An area for development of approximately 100 acres will be purchased in fee. Located near the high bridge in Minnesota, this site would provide information on the entire 252 miles of the St. Croix and Namekagon Rivers to the visitor coming from metropolitan Minneapolis-St. Paul and south. Additionally, an area in Wisconsin near the high bridge site is recommended for development as a canoe take-out.

As depicted on the boundary map, certain land within established state park and wildlife management areas will be acquired by the States.

Zoning: Marine-on-St. Croix is subject to the provisions of Section 8(c) of the Act of October 2, 1968 (Public Law 90-542) as presented in the Scenic Classification Zone section.

Total Visibility Zone

In addition to the riverway boundary for the national scenic riverway, is another area of influence suggested for controls. It is depicted on a map following this section. A study, sponsored by the St. Croix Valley League of Women Voters and the Minnesota-Wisconsin Boundary Area Commission, was conducted by the University of Minnesota Center for Urban and Regional Affairs. It was entitled *The Determination of Which Land Areas Can be Viewed from the St. Croix River*.

The general purpose of this study was to define the geographic limits of the Lower St. Croix River Valley Corridor, in terms of its visual limits as viewed from the river. The definition of the total scenic corridor will aid local units of government in determining a boundary for development controls that should be imposed on land development, both within and outside the St. Croix National Scenic Riverway boundary.

The "view" analysis used to determine the scenic corridor is a computer-aided method for establishing the "intervisibility" between various points in the landscape. Two points are intervisible if a clear sight line can be drawn between them without intervention by other land forms and vegetation. This method was applied in two ways:

To determine what lands can be seen from a point of interest, an overlook, or a particular building (observer oriented).

To determine from what lands a point is observable (object oriented).

It is therefore possible to use the information to locate activities to take advantage of scenic views, as well as to control development to preserve scenic views.

Data were collected and coded for the computer for 53 miles of river and 106,000 acres of adjacent land. The resultant computerized map determined the total visibility zone. The acreage shown in the total visibility zone far exceeds the 320 acres per mile permitted for controls of land use in the scenic river legislation. This expanded area allows the local zoning authorities to augment the protection of their river corridor with new zoning controls outside the Federal and State riverway boundaries. Zoning within the total visibility zone should at least include height restrictions on all structures that could be viewed from the river, including industrial and high-rise apartments. Controls on the cutting of vegetation would also be desirable.

FEDERAL MANAGEMENT OBJECTIVES

The following statement by the superintendent of the Lower St. Croix National Scenic Riverway reflects park management's needs and goals relative to this master plan.

CONCEPT

Although local efforts are now being made to control land use to protect the Lower St. Croix River Basin; much more has to be accomplished. This area can only partially be protected by the Federal and State governments. The effort to protect the entire basin must be recognized by all levels of government and the private sectors if the St. Croix is to become a model of river conservation for all America.

RESPONSIBILITY

The St. Croix River can only remain one of America's great rivers if a partnership of local, State, and Federal governments evolves making a public and private effort in preservation and conservation.

The National Park Service will coordinate with Minnesota and Wisconsin in the planning and management of the riverway through a Lower St. Croix Management Commission.

The Federal role will be to perpetuate and administer their lands to the fullest extent possible, provide reasonable amounts of recreational opportunities, and provide information to the public. This information will not only include the opportunities that exist in the Lower St. Croix, but also the additional recreational opportunities that exist in the Upper St. Croix and Namekagon Rivers to the north.

Federal acquisition of lands is planned in those areas where preservation of the resource is necessary to perpetuate the scenic qualities that have qualified this area for inclusion in the National Wild and Scenic River System. Fee acquisition of land is also proposed where public use facilities are planned.

Both States, through joint planning, will continue to provide the major recreational opportunities that have been accomplished for visitors to the river in this reach. A major role of the National Park Service will be to inform the public at a central location of the various opportunities that exist in the 52-mile reach, and the 200 miles of river, previously authorized.

Federal responsibility with existing communities will be to assist and advise in the planning of communities, related recreational facilities, and historical interpretation. Plans can be coordinated with the States, involving land use, water quality, and public recreation. Land or land interests unacquired by the Federal Government will be the major responsibility of the local units of

government. This means the preservation and conservation of the riverway by providing orderly development and limiting new recreational access that is presently believed to be at or near capacity. Suggested zoning guidelines have been provided in this plan for the guidance and use by the local units of government (see appendix A).

The private section can continue to provide recreational opportunities within and outside of the riverway boundary. Standards and guidance will be provided whereby planned facilities can be compatible with the valley's natural character.

The States, having assumed the major responsibility for intensive recreational use of this portion of the riverway, are now coordinating future park plans to fit the cooperative riverway concept.

RIVER CORRIDOR

The Federal portion of the St. Croix Scenic Riverway now extends almost 227 miles; this includes the Lower St. Croix to the northern limits of the city of Stillwater. Federal and State ownership will protect most of the upper 227 miles.

The 27-mile riverway from Taylors Falls to Stillwater comprises shoreline, islands, and public use areas of high recreational value. Acquisition of land by the Federal Government is proposed to protect the high scenic values. Additional lands will be acquired to provide informational facilities to all river users at the high bridge in Minnesota. State parks in this reach are adequate to provide necessary access to the riverway and for lateral movement along its shores.

Farmlands and forests are essential in maintaining the flavor and character of this reach and their perpetuation will be encouraged. New residential construction is inevitable and must be controlled by individual local units of government on an orderly basis. The immediate shorelines and bluffs must be preserved.

VISITOR USE

The State parks will be intensive use areas and will support multi-recreational uses of the land and water. The areas suggested for fee and easement are areas in which preservation of the resource is necessary to complement these intensive use areas and will be limited to low intensity recreational uses or open space. These areas will be accessible only by boat and canoe, and activities will be limited to hiking, fishing, and nature interpretation. The riverway will be operated throughout the year, with extended area and visitor services from Memorial Day to Labor Day. It will be primarily for day-use activities with camping permitted at State and concession campgrounds. Most of the river's islands will be designated for low intensity use and will be bought in fee. Some overnight use will be permitted on designated islands off the main channel by houseboats with self-contained sanitary units. Overnight primitive camping will be permitted on certain islands by other users if provisions can be made for appropriate sanitary facilities. Experiments in overnight camping on islands are presently being conducted in the upper portion of the St. Croix River, and their results will determine to a large extent what additional use can be accommodated on the islands in the Lower St. Croix. The privately owned campground near Osceola will be acquired and allowed to operate as a concession or through a special use permit.

The Secretary, in consultation with State officials, may designate "No Hunting" zones and periods when hunting is prohibited for public safety or administrative purposes in the Federal Riverway Zone.

DEVELOPMENT

There will be no major Federal recreation developments along the National Park Service administered portion of the river. In the 27-mile Federal reach of the Lower St. Croix, the major developed public use areas are the Minnesota Interstate Park, the Wisconsin Interstate Park, and the William O'Brien State Park in Minnesota.

Both Interstate Parks were established in 1900 and represent one of the earliest developments in cooperative outdoor recreation in the nation. They were also the first interstate parks established in the United States. These parks contain facilities for picnicking, fishing, canoeing, boating, tent and trailer camping, and group camping. In addition, the Minnesota Park has commercial sightseeing boat trips and canoe rentals. Midway down this portion of the river, the William O'Brien State Park provides identical facilities and will be substantially expanded in the future and will include a canoe camping area adjacent to the river. These parks will provide the major public access for the river user.

Lacking is a canoe take-out area near the lower portion of this reach on both sides of the river. The National Park Service will provide a developed area at the high bridge in Minnesota that will include an orientation-information center, a small picnic area overlooking the river, and a canoe take-out area. In addition, a residence and a utility building will be located on this land, associated with the information center for protection and maintenance functions. On the opposite side of the river, a canoe take-out area for those visitors wishing to leave the river in Wisconsin. An interpretive trail will be developed at Peasley Lake with access only from the riverway. Development of overnight accommodations and related services will be encouraged on privately owned lands outside the boundary.

Wherever historical or archeological resources are identified, development will be adjusted accordingly, in compliance with the Historic Preservation Act and other pertinent legislation.

LAND ACQUISITION

All undeveloped river frontage in the Federal Riverway Zone, with the exception of incorporated areas and State owned lands, will be purchased in fee. Existing houses will be allowed to remain and scenic easements will be acquired on the homestead. Homeowners will be allowed to retain up to 3 acres of land surrounding their residence with a maximum river frontage of 300 feet. Owners may elect to sell their dwelling to the government, and if acquired, may retain a right of use and occupancy for a period of up to 25 years or for the lifetime of the owner. These areas will be monitored to ensure proper maintenance and preservation. Less than fee interest will be acquired on the remaining backup lands behind the fee area to the riverway boundary. Every effort will be made to ensure the privacy, comfort, and legal rights of those persons who have chosen to retain this use.

ADMINISTRATION

This 27-mile segment of the Lower St. Croix will be administered as a separate district by the Superintendent, St. Croix National Scenic Riverway, headquartered in St. Croix Falls, Wisconsin. A visitor contact station will be located at the high bridge development. Existing State parks, fish hatcheries, and wildlife areas will continue to be administered by their respective staffs.

Interpretation will be primarily on-site exhibits at various points along the river such as Peasley Lake, bridge crossings, the

high bridge development site, and others. Self-guided nature trails will be developed wherever desirable.

The park staff will cooperate with local and State agencies on matters of mutual concern. These may include but are not limited to: public health and safety, fire control, zoning matters, and land use planning. Maintenance of islands and shorelands owned outright, and monitoring and scenic easements will be accomplished by the park staff.

LAW ENFORCEMENT

The park staff will enforce National Park Service regulations. The enforcement of boating, fishing, and hunting regulations will be a joint Federal and State responsibility. Local ordinance enforcement is the responsibility of local law enforcement officials, but the park staff will assist if they are deputized.

VISITOR SERVICES

Provisions for vehicle access, family camping, and canoe and boat rental will be provided at State parks and at the existing development near the Osceola Bridge. Any new canoe or boat launching areas will be limited to carry-in types. Unneeded river accesses will be eliminated in cooperation with local or State government.

Interpretation

The interpretive program will be aimed at giving the visitor a better understanding and appreciation of the river, its historical role, ecological significance, and particularly how man has interacted with it.

Information

Information on the riverway will be primarily through printed material, signs, and personal contact. Printed material will be distributed at major access points, such as high bridge, State parks, and at information stations in the surrounding areas.

Environmental Education

An active environmental education program will be developed in cooperation with surrounding school systems utilizing the riverway resources.

RESOURCE MANAGEMENT

General

Management of the land and water resources within the riverway will be in conformance with the established administrative policies for recreation areas and the specific provisions of a natural resources management plan. A development plan will determine which portions of the river may be developed for recreational purposes and which areas will remain undeveloped or in their natural condition. Historic and archeological resources will be preserved, treated, and managed in conformance with the Administrative Policies for Historical Areas, which govern historic resources wherever located. A historic resources management plan will be prepared to guide their continuing preservation.

RESEARCH

Research needs will be identified in the Resource Management Plan. Highest priority will be given to sponsoring or encouraging research into riverway ecosystems that will be useful in future management, development, and public use.

ZONING

Assistance will be provided to incorporated governmental units along the riverway in meeting the zoning standards to be established by the Secretary of the Interior.

THE PLAN: MINNESOTA/WISCONSIN

INTRODUCTION

Resource Description

At the northern city limit of Stillwater, dividing line between the Federal and State administration zones on the Lower St. Croix River, the character of the valley changes abruptly. The river widens into an elongated reservoir, Lake St. Croix, losing the intimate island and slough character of the area north of Stillwater. Lake St. Croix gradually widens from approximately one-half mile in the Stillwater-Bayport area to nearly a mile and a half at one point south of Hudson. At Afton, the lake narrows again and remains from a quarter to a half mile wide until its confluence with the Mississippi River at Prescott, 25 miles south of Stillwater.

Topography has had a definite influence on the past settlement pattern of Lake St. Croix. Every incorporated area originated on flat land adjacent to the lake. Only in the larger municipalities of Stillwater and Hudson do the dense urban residential settlement patterns extend up and over the bluffs, 100 to 200 feet above the lake level.

Rocky and wooded bluffs define the valley on both sides of Lake St. Croix. In much of Stillwater, except for the downtown area, sheer rock cliffs rise up approximately 100 feet within a quarter mile of the lake.

In Oak Park Heights and Bayport, wooded bluffs occur behind the densely settled residential neighborhoods and extend as much as a mile from the lake. Just south of Bayport, the 2-mile unincorporated stretch of shoreland adjacent to the lake is characterized by steep slopes and blufftop areas over 100 feet above the water surface. In northern Lakeland, the primary bluff again recedes from the lake and remains behind the developed municipality areas of Lakeland, Lakeland Shores, Lake St. Croix Beach, St. Marys Point, and Afton. Banks rising 50 feet above the water are characteristic of the immediate shoreland areas of Lakeland, Lakeland Shores, and northern Lake St. Croix Beach. In contrast, the rest of Lake St. Croix Beach, St. Marys Point, and the old village of Afton have very low banks and are subject to flooding almost every year.

The shoreland area in the rest of Afton and all of Denmark Township has steep wooded bluffs and is closely paralleled by a single railroad track for the remaining 11 miles to the confluence of the St. Croix and Mississippi Rivers. This stretch of Lake St. Croix shoreland in Minnesota is characterized by scattered blufftop development and a few areas of seasonal home-recreational usage near the shore.

On the Wisconsin side of Lake St. Croix, steep wooded slopes and blufftop areas characterize nearly the entire 25-mile stretch of shoreland, with the exception of the cities of Prescott, Hudson, and North Hudson. Scattered residential development exists on the slopes and blufftops of the unincorporated areas, with the heaviest concentration occurring in Troy Township across from Afton and St. Marys Point.

Overall Goal of the Comprehensive Master Plan

At the present time, there are three major factors endangering the natural character of the Lower St. Croix Valley: increasing development pressure, the possibility of water quality degradation, and increasing recreational use. These factors are already evident in the Lake St. Croix area from Stillwater to Prescott, due to its proximity to the Minneapolis/St. Paul metropolitan area. As stated in the Scenic River Study Report:

"Recreation utilization of the St. Croix River Valley has been judged to be at or near

its optimum level. If efforts are not made to curtail and control the expected increase of recreational use on this river, the quality of its significant natural environment will deteriorate. While establishment of the Lower St. Croix River as a component of the National Wild and Scenic River System will undoubtedly encourage increased recreational use, this use will be controlled or regulated by carefully guiding or limiting the extent of further development and by judicious enforcement of the regulations to protect or restore the natural environment" (Scenic River Study of the Lower St. Croix River, October 1971, page 12).

The major purpose of this master plan is to balance the need for recreational use of the area against the equally important objective of preservation of the natural values of the area. Thus, the overall goal of the plan is "to preserve the existing scenic and recreational resources of the Lower St. Croix River through controlled development."

STATE MANAGEMENT OBJECTIVES

The primary objective is to preserve the view from the water surface. The Lake St. Croix Valley or visual corridor is essentially the zone of adjacent land that has a visual impact on the river user and, therefore, should be protected from adverse use and development if the natural and scenic appeal of the riverway is to be preserved. Thus, to achieve the overall goal of the master plan, the riverway boundaries were delineated within which various land use controls will be applied, based primarily upon the view from the water surface.

Zoning

Minimum standards and criteria will be determined for lands within the riverway boundaries with which local zoning ordinances must comply. Due to funding limitations and delays in securing more stringent controls on land use, local zoning will be a very important element in the National Wild and Scenic River Program as it applies to Lake St. Croix. In presently undeveloped or sparsely settled areas, the minimum standards and criteria promulgated within a shoreland "St. Croix River District" will be designed to minimize soil erosion, maintain esthetic integrity of the valley's natural features, and provide a buffer zone between the lake and blufftop areas. In the developed areas of incorporated municipalities, the minimum standards and criteria within a relatively narrower "St. Croix River District" will provide controls on activities that could adversely affect the highly valued resources of Lake St. Croix. "St. Croix River District" and "Riverway Boundary" have identical boundaries. The former term is used only in connection with zoning; the latter in all other references to the area.

Historically, however, zoning has proven to be the weakest tool available for the protection of riverway corridors. At times, zoning laws can be changed by political and economic pressures. A few variances, if incompatible with the National Wild and Scenic River Program, could jeopardize the environmental quality of the entire Lower St. Croix Riverway. In addition, it has been extremely difficult in the courts to justify zoning primarily on the basis of esthetics. Thus, scenic easement land use controls will be utilized in areas where additional protection to supplement local zoning is needed.

Scenic Easements

Another important element of the protection of the Lower St. Croix River in the State zone involves the determination of scenic easement provisions and areas to which they will be applied. A scenic easement, in this

case, means an interest in land, less than fee title, which limits the owner's use of the land to protect the natural, scenic, or recreational character of Lake St. Croix. This device would then grant to the States' Departments of Natural Resources, in exchange for compensation to the landowner, the right to prohibit certain types of developments. This type of land use control would normally cost less than fee title and would not remove the land from the tax rolls. The easement would be binding and would "run with the land;" therefore, its provisions would apply to subsequent owners of the property. Unless specifically provided for in the easements, the general public would not be allowed to enter on the land.

Scenic easement control will be utilized, for the most part, in undeveloped and sparsely developed areas to protect the shore, slope, and blufftop lands from incompatible uses. Critical areas along Lake St. Croix are identified in the management plan; scenic easements will be applied to the individual properties in a priority sequence, based on greatest need for protection.

Fee Title

The first priority of this master plan, as embodied in the overall goal and objective listed above, is protection. In the State zone this will be achieved principally through the use of local zoning and scenic easements. Fee title acquisition for protection purposes will be limited to selected parcels of land. Development in the Lake St. Croix Valley to meet the future recreation demands of the public is a secondary objective and thus a lower priority.

Areas are identified within the riverway boundaries requiring fee acquisition for recreational purposes. Two new State parks in the lower 10 miles of Lake St. Croix—Afton and Kinnickinnic—are already being developed with trails, picnic areas, nature areas, camping facilities, and boating facilities. Also, there is a strong feeling on the part of the local people that there are enough access points on Lake St. Croix. Thus, little land acquisition is anticipated outside of already approved projects, with the exception of some small islands whose ownership is in doubt, and a few boater wayside/mini-park sites that will be accessible only from the water.

LAND MANAGEMENT

Due to the degree of development of the lands adjacent to Lake St. Croix from Stillwater to Prescott, the State plan recommends a "recreational" classification for this river segment. This classification is consistent with that of the National Park Service and that recommended in the Bureau of Outdoor Recreation Report of February 1973.

The National Wild and Scenic River Act (P.L. 90-542) states that "recreational" rivers: are "readily accessible by road or railroad," "may have some development along their shoreline," and may have "undergone some impoundment or diversion in the past."

Under Federal guidelines, future construction that would modify the waterway or adjacent lands would not be permitted, except in instances where such developments would not have an adverse effect on the values for which the river was included in the national system. Such construction could result in a decision by the Secretary of the Interior to withdraw the affected river area from the system. The "recreational" classification of Lake St. Croix is also consistent with the master plan's overall goal of "preserving the existing scenic and recreational resources of the Lower St. Croix River through controlled development."

The key to the success of a program to maintain the exceptional qualities and char-

acter of Lake St. Croix is cooperation, since many levels and units of government share the public responsibility to determine its destiny. The recommended policies, as they apply to specific areas and jurisdictions along Lake St. Croix, will rely heavily on existing governmental regulations and future plans, as well as local government input to further detailed planning efforts at the State level. The State role will necessarily be limited primarily to monitoring local actions as they might affect State policy, and by use of scenic easements and limited fee acquisition where local ordinances would be inadequate to preserve the scenic and recreational resources.

Zoning

As outlined in the previous section, the management objectives that are needed to achieve the master plan's overall goal will be implemented in a sequential manner. Since the delineation of boundaries and recommended scenic easement acquisition, use, and control is based primarily upon the view from the water surface, a "Total Visibility Zone," has been established. This zone identifies the lands that can be seen from the water surface. However, due to acreage limitations, State and Federal administration and management is confined to the area within narrower riverway boundaries, also illustrated on the Total Visibility Zone Map. It is strongly recommended that local units of government adopt building height restrictions and controls on the cutting of vegetation in the area from the riverway boundaries to the limits of the Total Visibility Zone.

An essential first step in any river valley preservation program is the existence of sound local zoning ordinances. After this master plan has been adopted and is in effect, the Commissioner of Natural Resources for Minnesota has the power and duties under Minnesota Statutes, 1973, Chapter 246, necessary to do the following:

"... The promulgation of rules and regulations in the manner provided in Minnesota Statutes, Chapter 15, which will establish guidelines and specify standards for local zoning ordinances applicable to the area within the boundaries [of the St. Croix River District] ... The guidelines and standards shall be consistent with the purposes of this act, the Federal Wild and Scenic River Act, and the Federal Lower St. Croix River Act of 1972."

Thus, the local zoning controls that will be adopted by Minnesota local units of government from Taylors Falls to the confluence of the St. Croix and Mississippi Rivers will have the enforcement power of the State law.

Similar responsibilities were given to the Wisconsin Department of Natural Resources under Chapter 197 of the Laws of Wisconsin in 1973. Local zoning ordinances in the St. Croix River zone must equal or exceed State adopted standards. Formulation of such standards is currently underway.

Scenic Easement Acquisition

Both State governments are empowered to acquire lands and interests in lands that are proposed for acquisition by the master plan. The National Park Service has already outlined its proposed acquisition areas in the Federal section of the plan. In the States' zone, the large majority of land rights acquired will be in the form of scenic easements. As mentioned previously, this land use control device would grant to the respective Departments of Natural Resources, for a fee to the owner of the land, the right to limit or prohibit certain types of developments. Existing development patterns make the outright purchase of property extremely expensive. Scenic easement control, besides being capable of meeting the National Wild and Scenic River Program objectives, is advantageous for two other reasons: because of

the lower cost, scenic easements can be applied over a much larger area than fee acquisition control, given the same budget constraints; and the land remains in private ownership, not adversely affecting local tax bases.

The scenic easement rights most likely to be negotiated with landowners in the Lake St. Croix Valley are:

Restrictions of the land to specific uses and developments, such as single family residential, agricultural, particular recreational uses, etc.

Limitations on the heights of future structures, on the exterior appearance of buildings, and on intensity of development.

Prohibitions of billboards and advertising signs.

Prohibitions of piles of non-organic trash or other unsightly materials.

Restrictions on the allowable extent of the cutting of trees and other natural vegetation.

Prohibitions of mining, sand and gravel removal, and other excavation or topographic changes.

In most instances, scenic easements will be more restrictive than those in the suggested zoning guidelines (see appendix A). Scenic easements restrict access on the land to enforcement of the easement, unless otherwise specifically provided for by the parties. Thus, a scenic easement would not ordinarily entitle the public to use private land.

It is apparent that scenic easement provisions and payments must necessarily be negotiated on a parcel by parcel basis. It is, therefore, obvious that no exact figures for these easements can be obtained, and the amounts alluded to below are only very rough estimates, and should not be applied to any given parcel of land.

Since the value of a scenic easement is associated with the appraised value of the property on which the easement is applied, cost is obviously higher for a scenic easement controlling development on a piece of prime land in an area that is ripe for development. This situation exists for a majority of the lands that need protection in the Lake St. Croix Valley. From experience on the Upper St. Croix Scenic Riverway, the direct costs of obtaining this easement, on the average, are approximately 10 to 20 percent of the market value of the land affected. At a cost of \$100 a front foot for riverfront or bluff-top property (average current market value in unincorporated areas of the Lake St. Croix Valley) costs of scenic easements will be in the neighborhood of \$50,000 to \$100,000 per mile, depending on the provisions of the easements and the degree of development (number of improved properties per mile).

The State of Minnesota appropriated \$275,000 to acquire scenic easements in the Lake St. Croix Valley. It is expected that the Federal Government will supply matching funds from the Land and Water Conservation Fund, resulting in a total of \$550,000 to be spent on scenic easements in Minnesota.

In Wisconsin, funds for scenic easements will come from the Outdoor Resources Action Plan (ORAP) and these will also be supplemented by Federal matching funds. The 1975-77 proposed budget includes an allocation for the implementation of the Lower St. Croix master plan.

Due to funding limitations and delays in establishing this type of control on the land, scenic easements will be implemented in a priority sequence. This priority sequence will be determined on the basis of the following criteria:

Lands highly visible from the water surface,

Lands adjacent to, or across the lake from, State-owned parks and preservation areas,

Lands that have high development potential of a nature that would be detrimental to the intent of the National Wild and Scenic River Program, environmentally sensitive lands that would be adversely affected by intensive development.

The priority areas for scenic easement control within the St. Croix Riverway boundaries in the State Zone are illustrated on the Lower St. Croix Management Plan.

In Minnesota, the areas within the Riverway boundary immediately north and south of Afton State Park, each consisting of approximately 1.5 miles of shoreline, are of highest or first priority for scenic easement protection. The northern area is a largely undeveloped scenic area adjacent to the more intensively developed part of Afton municipality. The bluffs in this area are highly visible for at least a mile or two upstream. The southern area, also largely undeveloped, is directly opposite Wisconsin's Kinnickinnic State Park. A large, already heavily used sandbar will be the focus of the park's water-oriented activity in the future. Thus, it is important to preserve the existing natural qualities of this high exposure area in Minnesota as viewed from the Kinnickinnic sandbar. An additional benefit of scenic easement protection for the areas north and south of Afton State Park is the buffer zones it will provide between expanding private residential development in Minnesota, and the public recreational uses planned in the park. It is anticipated that scenic easements will be negotiated first with all owners of undeveloped property in these highest priority areas.

The second priority area in Minnesota is the 2-mile stretch of unincorporated land between Bayport and Lakeland. There are three major reasons why this area merits scenic easement protection: steep slopes with highly visible bluffs; location relative to the major highway route in Minnesota paralleling most of the Lower St. Croix River; and the proximity of a large tract of State-owned land that has been proposed for resource management and low intensity recreational use. Again, it is contemplated that scenic easements will be negotiated first with all owners of undeveloped property.

Based on fair market value, acquisition of scenic easements in these first two priority areas will expend most of the appropriated funds from the Minnesota Legislature (provided that the State funds are matched dollar for dollar by the Federal Government). The remaining funds will be utilized for scenic easements in selected areas of Afton municipality and Denmark Township. These areas will be determined from the same criteria that were utilized in establishing the priority sequence for initial scenic easement acquisition. If further funding is available in the future, more complete scenic easement protection for Afton municipality and Denmark Township could be achieved.

The first priority for scenic easement acquisition in Wisconsin will be the area immediately below and above Kinnickinnic State Park, with an upstream extension sufficient to protect the view opposite Afton State Park. Scenic easements in other areas will be concentrated first in the least developed areas, so that maximum effective preservation of the scenic qualities of the river will be obtained.

It should be noted that the map of scenic easement priority areas does not indicate the acquisition of easements within incorporated areas in either State, except for Afton municipality. This does not mean that there is no interest in protecting the St. Croix as it flows past the cities and villages located on its banks. Rather, it is a recognition of the considerably different situation found in most municipalities: city water and sewer.

existing concentrated development, and higher property values and taxes. Any type of acquisition in these urbanized areas would be prohibitive in cost. Here, municipal zoning regulations that would prohibit building on steep slopes, provide for vegetative screening, limit building heights, etc., will be relied upon to protect the view from the river in these developed areas.

Fee Title Acquisition

Procurement of fee title by the States would be the most effective land use control. State ownership of land would allow for total protection of the riverway. However, considering the present extent of development in the Lake St. Croix Valley, this would be neither financially feasible nor politically desirable. Since the overall goal is protection, not restoration, this can best be achieved, within the financial limitations, by local zoning and scenic easement controls. Fee title acquisition for protection purposes will only be used in undeveloped and sparsely developed areas for those few instances where local zoning would be inadequate to preserve the scenic and recreational resources, and where scenic easements would be inappropriate. Any additional outright purchase of land will be utilized primarily for developments oriented to the boating public.

On the Minnesota and Wisconsin shores, several areas are being considered for boater wayside/mini-park sites. Their general locations are shown on the Lower St. Croix Development Plan. These sites, if purchased by the States, will be used by boaters for beaching and picnicking. Access from the land will not be allowed, and the sites will be maintained frequently during the summer season by State personnel. In addition to these sites, there are several natural and dredge spoil islands near Stillwater and Hudson where ownerships are in doubt. These islands should be in public ownership to perpetuate the present day-use activities that are compatible with the recreational classification of Lake St. Croix.

RELATIONSHIP OF PROPOSED STATE MANAGEMENT/DEVELOPMENT TO EXISTING RECREATIONAL FACILITIES

Water-based recreational use of Lake St. Croix is largely a function of access. As stated in the introduction, the prominence of slope and blufftop topography in the valley has strongly influenced the past settlement pattern, and the location of roads and highways in the valley. Other than at lakefront communities, only minor road segments closely parallel the lake. Numerous private roads lead to lakeside properties, but these provide little or no access of any kind for the public.

There are three types of boat accesses to Lake St. Croix: publicly owned boat ramps, privately owned accesses provided to the public for a fee, and marinas that cater to individuals on a contract basis. Locations of these accesses are illustrated on the Lower St. Croix Development Plan.

From recent boater surveys, it was found that traffic on the Lower St. Croix River reaches the saturation point on most summer weekends. Therefore, no new public access points are proposed in the Lake St. Croix area from Stillwater to Prescott. Also, the addition of new marina facilities and boat access areas will be permitted only after review and approval by the Lower St. Croix Riverway managing agencies.

In order to better distribute boating traffic and to adequately serve the demands of boaters for shoreline activity space, several State-owned boater wayside/mini-park sites are planned (see Management Plan—Fee Title Acquisition section). Boater surveys on the Lower St. Croix show that approximately

80 percent of all boating trips have some kind of shoreline activity associated with them. Because of the lack of such areas in the Lake St. Croix Valley, boater wayside development is needed to complement the heavy boating traffic.

In addition to boating recreation on Lake St. Croix, there are several land-based recreational areas with activities that are intimately tied to the Lake St. Croix Valley resources. Acquisition of lands is underway in two newly designated State parks, Afton in Minnesota and Kinnickinnic in Wisconsin. Facilities are being developed in these parks for camping, picnicking, swimming, fishing, and hiking. However, the bulk of both areas will remain in their natural condition.

Two other State-owned areas in the northern part of the Lake St. Croix Valley are Willow River State Park and approximately 1,100 acres of Stillwater Prison land, control of which has been transferred to the Minnesota Department of Natural Resources (to be utilized for recreation and conservation purposes). Willow River State Park presently offers picnicking, swimming, camping, hiking, and a boat launching site on the Willow River. Lake St. Croix cannot be reached by boat from the park, because of the dam that creates Lake Mallilieu at Hudson. The former prison land in Minnesota, also not accessible to Lake St. Croix, consists of three tracts of land that will comprise a multiple-use resource management area. Preliminary plans propose creating and enhancing wildlife habitat areas; developing an environmental education program; and providing hiking/cross-country skiing trails and picnic areas. Location of these areas is illustrated on the Lower St. Croix Development Plan, along with the State parks discussed above.

Additional existing recreational facilities include numerous local beaches and parks, the Control Data Corporation employee recreation area, quasi-public areas such as the YMCA camp, and several fishing boat liveries. Also, in the future, all land trail possibilities will be looked into by the States as routes that would link together the various recreational facilities. One possible route in Minnesota is the Chicago, Milwaukee, St. Paul, and Pacific Railroad line if it were ever abandoned. The line closely parallels the St. Croix from Stillwater to Point Douglas, running through or adjacent to the Stillwater and Bayport municipal parks, the proposed State Resource Management Area, two proposed park areas in Afton municipality, Afton State Park, Control Data Corporation recreation area, and the county beach at Point Douglas.

To summarize, the zoning and easement controls and the proposed fee acquisition areas for boater wayside/mini-park sites are expected to have no adverse effect on existing recreational facilities. Rather, the protection that will be achieved through the proposed land use controls will ensure the future enjoyment of Lake St. Croix and its surrounding valley for generations to come. Also, the proposed boater wayside sites will redistribute and somewhat alleviate the heavy traffic on the water. Thus, the States' management and development proposals are designed to balance the needs for preservation and recreation in the Lake St. Croix Valley.

ADMINISTRATION

Minnesota and Wisconsin are charged with the administration of that portion of the Lower St. Croix Riverway from River Mile 25 at the northern city limit of Stillwater, to the confluence with the Mississippi River across from Prescott, Wisconsin. Such administration will involve several tasks, many of which are new and will be unfamiliar. Of particular note, the matter of land use control will em-

ploy management techniques more familiar to local units of government who will play a dominant administrative role in the protection of the Lower St. Croix River. On the other hand, the financing of scenic easements and provision of recreational facilities, whether in State parks or boater wayside sites, will likely remain too great a burden for municipalities, townships, and counties, and will require assistance from the State and Federal Governments. Many levels of government must share in the administrative responsibilities. The respective roles of the various agencies and the private sector as they would fit into the total administrative system for the Lower St. Croix Riverway are described below.

Federal

The Department of the Interior will fulfill its obligations in the preparation and implementation of a master plan with the assistance of the two States. Since the Lower St. Croix River will be managed as a component of the National Wild and Scenic River System, there remains an obligation on its part to fulfill the management objectives even though such direct administration of the lower 25-mile segment is delegated to the two States. The obligation can be expressed in terms of financial assistance to cover the high cost of such protection. Funds from the Land and Water Conservation Fund Contingency Reserve should be made available to defray half the costs of land acquisition and recreation facility development. The principal role of the Federal Government to achieve the management objectives in the State Riverway Zone would lie in financial assistance to the States.

States of Minnesota and Wisconsin

In resource management, the accepted role of the States in the past has been that of acquiring and protecting tracts of land too large for local government and/or providing recreational services for a segment of the public far broader than that for which local government is normally responsible.

For the above reasons, the States will be primarily responsible for: acquisition of lands or scenic easement interests in lands necessary for protection of the scenic and recreational attributes of the riverway; acquisition and development of State parks such as Kinnickinnic, Afton, O'Brien, Willow River, and Interstate acquisition and development of boating wayside/mini-park sites; and regulation of the use and quality of the water and alterations of the river bottom. In addition, the States will be responsible for the preparation and adoption of minimum standards and criteria for shoreland management as authorized by their Lower St. Croix Acts, and for the enforcement of these acts in addition to other State laws applicable to the protection of the riverway.

The States' Departments of Natural Resources will be responsible for the administration of the lands under State control, as well as use of the river, both its surface and streambed. In Minnesota, lands or interests in lands will be acquired by the Department of Administration under the guidance of the Department of Natural Resources. Water and air quality maintenance will be the responsibility of the Minnesota Pollution Control Agency.

In Wisconsin, lands or interests in lands will be acquired by the Department of Natural Resources. Responsibilities for water and air quality management are also a function of the department.

The administration of scenic easements will be the responsibility of the Departments of Natural Resources through joint agreement with the respective counties or other

local governmental units. Because of the similarity in enforcement of locally adopted zoning ordinances with scenic easements, it is mandatory that both types of land use controls be monitored by the local unit of government that reviews building permits, conducts long-range planning, and is familiar with the legal land records. Counties may call upon the States for such legal or technical assistance as may be required to carry out its function in administering such easements.

Within the Minnesota agencies, the Regional Administrator for the Department of Natural Resources should appoint a project manager preferably from the Parks and Recreation staff. Such administration shall be responsible for the project planning, direction of acquisition and development priorities, liaison with the other units of government adjacent to the riverway, and maintenance of such State holdings as are developed as part of the Lower St. Croix Riverway.

On the Wisconsin side, all of the State park units in the Lower St. Croix are supervised from Interstate Park. At least initially, the easement program, and any island acquisitions or boating wayside/mini-park developments, would be directed from that headquarters.

County

The role of the county shall be primarily that of administration of land use controls, together with other county ordinances as applicable to the protection of the riverway. Adoption and enforcement of amended shoreland and flood plain zoning ordinances shall be a most important responsibility. All administration of land use regulations will remain with the county.

Municipal

Municipalities, like the counties, are delegated land use control powers within their boundaries. Such control powers are in the form of zoning as planned, adopted, and enforced by local officials. The States will issue minimum standards and criteria that may necessitate changes in municipal zoning. All administration of land use controls will remain in the municipality.

State-Local Cooperation

As outlined above, the administration and enforcement of zoning and scenic easement provisions will primarily be the responsibility of the local units of government. In the case of a permit application where only zoning controls are in effect within the St. Croix River District, the local building inspector would have to make an on-site determination as to whether or not the permit should be granted. A permit application for a property with scenic easement provisions in force would require a similar on-site inspection by the building inspector. Copies of all easements, with a suitable tract index, would be provided to the local office that issues the permits. Then an individual application for a permit can be checked and issued, modified, or denied on the basis of the on-site inspection and the scenic easement provisions in force.

All permit applications within the St. Croix River District should be forwarded to the Department of Natural Resources project manager for his comments. In addition, the project manager should make himself available to the local building inspectors and zoning administrators for consultation and on-site inspection aid.

As the number of easements increases, the difficulty of checking adherence to their provisions likewise increases. Cooperation of the landowners in the Lower St. Croix Valley will be essential. This is especially applicable to

provisions for vegetative control. Unless the majority of landowners themselves support this idea, it probably will not work. Every effort will be made to alert all Department of Natural Resources personnel working in the Lower St. Croix River vicinity, local government officials, and others who might be in a position to observe and report on apparent violations. Because the natural vegetation is such an important element in this protection program, penalties will be levied to assure restoration where vegetative cutting provisions of a zoning ordinance or a scenic easement are violated. In determining the limited number of parcels of land requiring fee acquisition in the State River Zone, Department of Natural Resources personnel will work with the zoning administrations and other local government officials.

LEGISLATIVE NEEDS

Uniform Water Surface Use Regulations: Provisions are needed in the State of Wisconsin similar to those available in Minnesota, Laws of Minnesota, 1973, Chapter 557, to allow the two States to bilaterally adopt such boating regulations as needed in the future. These statutes should allow the States to act after counties seek such assistance, since enforcement and support from the latter units of government will be essential to its success.

Eminent Domain: The power to condemn fee title to certain lands that are required to provide essential public services should be given the Minnesota Department of Natural Resources. Without such authority, the possibility remains that private land holdings may preclude public enjoyment of scenic resources or key boating wayside/mini-park sites.

APPENDICES

- A: Suggested Zoning Guidelines.
- B: Suggested Measures for Enhancement of Water-Based Recreational Uses of the Lower St. Croix River.
- C: Public Law 92-560 and Public Law 93-621.
- D: Team Members.

A: SUGGESTED ZONING GUIDELINES

All codes would have a general policy statement based on the following concept: In order to reduce the effects of over-crowding and poorly planned shoreland development, to prevent pollution of surface and ground waters and soil erosion, to provide sufficient space on lots for sanitary facilities, to minimize flood damage, to maintain property values, and to preserve and maintain the exceptional scenic and natural characteristics of the waters and related lands of the Lower St. Croix River Valley in a manner consistent with the National Wild and Scenic River Act (P.L. 90-542) and the Lower St. Croix River Act of 1972 (P.L. 92-560), and in anticipation of guidelines and standards for local ordinances that shall be promulgated by the Commissioner of Natural Resources pursuant to Laws of Minnesota, 1973, Chapter 246 and by the Wisconsin Department of Natural Resources pursuant to Chapter 197, Laws of 1973, the (local unit of government) hereby adopts the following provisions to be applicable to the St. Croix River District of the (local unit of government) as herein designated, and as a section of the (local unit of government) zoning code.

All codes would include the following definitions:

St. Croix River District is a zoning term that includes all the lands within the riverway boundaries. All uses designated as being within the "St. Croix River District" shall require a special permit. The zoning regulations of this district shall be in addition to, rather than in lieu of, other zoning districts. The purpose of the St. Croix River District

shall be to protect and promote the safe, orderly, and coordinated growth and development of the St. Croix River Valley. Specific objectives shall be to protect and enhance the scenic and recreational values to the extent feasible and practicable, and to maintain proper relationships between various land use types.

Floodplain means the areas adjoining a watercourse that have been or hereafter may be covered by the regional (100 year) flood.

Slope Preservation Zone those areas within the St. Croix River District where the slope is 13 percent or greater.

Shoreline Preservation Zone is the area between the normal high water mark and where the slope of the land first becomes 13 percent or greater.

Bluffline is that point for any property at which the slope, proceeding away from the river, becomes less than 13 percent. There may be more than one bluffline, and vegetative controls and building setbacks shall be measured from each such line that exists. Regardless of the number of such lines on any given property, the prohibition against building on slopes 13 percent and greater shall always prevail. Alteration of slope to overcome this limitation shall not be permitted within the project boundary.

Bluffline Preservation Zone are those areas within the St. Croix River District landward of the bluffline(s).

Federal Riverway Zone is the area within the St. Croix River District from Taylors Falls to the northern city limit of Stillwater.

State Riverway Zone is the area within the St. Croix River District from the northern city limit of Stillwater to the confluence of the St. Croix and Mississippi Rivers.

Normal High Water Mark is a mark delineating the highest water level that has been maintained for a sufficient period of time to leave evidence upon the landscape. The normal high water mark is commonly that point where the natural vegetation changes from predominantly aquatic to predominantly terrestrial.

Planned Unit Development Regulations are local zoning regulations that apply to developments consisting of two or more principal structures or uses on a single parcel of land.

Unincorporated Areas include Shafer, Franconia, New Scandia, May, Stillwater, Baytown, West Lakeland, Denmark, St. Croix Falls, Osceola, Farmington, Somerset, St. Joseph, Hudson, Troy, and Clifton Townships.

Incorporated Areas include Taylors Falls, Marine-on-St. Croix, Stillwater, Oak Park Heights, Bayport, Lakeland, Lakeland Shores, Lake St. Croix Beach, St. Marys Point, Afton, St. Croix Falls, Osceola, North Hudson, Hudson, and Prescott.

All codes would have a Slope Preservation Zone within which the following provisions would be applicable:

No construction of buildings.
No alteration of any slope 13 percent or greater.

No cutting or trimming of vegetation except for diseased or hazardous vegetation.

The ordinance would cite as the objective for these provisions the prevention of soil erosion, maintenance of the esthetic integrity of the valley's most prominent land forms, and provisions of a buffer zone between the river and developed areas. In unincorporated areas, the first and last provisions would also be applicable to floodplain areas.

Shoreline Preservation Zone (unincorporated areas) would be subject to the following provisions:

(1) Only single-family detached dwellings and appurtenant structures would be permitted.

(2) Structures (except temporary piers and docks) would be set back at least 200 feet

from the normal high water mark and meet flood protection requirements already in effect in applicable flood plain areas.

(3) A vegetation control zone of at least 200 feet from the normal high water mark would be maintained with no cutting or trimming allowed (other than on diseased or hazardous vegetation) except that selective cutting of vegetation having a trunk size of less than 8 inches in diameter measured 4½ feet from the ground would be allowed to provide for a reasonable view of the river from the property without unduly interrupting the continuity of the vegetation in the area, subject to further restriction by special permit if it is determined that such selective cutting would cause significant soil erosion or significant degradation of the esthetic quality of the land as viewed from the river. Such provisions would be limited to a cutting area no greater than 25 percent of the width of the property on the side nearest the river but would extend through the depth of the zone. A permit would be required from a zoning administrator prior to any cutting.

(4) Minimum lot size will be 2.5 acres.

(5) Minimum lot width on side nearest river will be 200 feet.

(6) Minimum lot width at the building line will be 200 feet.

(7) Maximum building height will be 35 feet.

Shoreline Preservation Zone (incorporated areas) would be subject to provisions 3 and 7 above.

Structures would be set back at least 100 feet from the normal high water mark and meet flood protection requirements already in effect in applicable flood plain areas.

A 30-foot control zone would be maintained under the same provisions for view cutting as are applicable to unincorporated areas, above.

Structures may deviate from the above provisions to the extent and to the like degree of non-conforming structures that have been built and occupied in the incorporated areas.

Bluffline Preservation Zone (unincorporated areas) would be subject to provisions 1, 4, 5, 6, and 7 under Shoreline Preservation Zone (unincorporated areas). In addition: Structures would be set back at least 200 feet from the normal high water mark and at least 100 feet from the bluffline.

A vegetation control zone of at least 75 feet from the bluffline would be maintained under the same provisions for view zone cutting as are applicable under Shoreline Preservation Zone (unincorporated areas) above.

Bluffline Preservation Zone (incorporated areas) would be subject to the following provisions:

Structures would be set back at least 100 feet from the normal high water mark and at least 40 feet from the bluffline.

A 30-foot vegetation control zone would be maintained under the same provisions for zone cutting as are applicable under Shoreline Preservation Zone (unincorporated areas) above.

Maximum building height will be 35 feet. Structures may deviate from the above provisions to the extent and to the like degree of non-conforming structures that have been built and occupied in the incorporated areas.

All codes for unincorporated areas would require natural earth or native summer vegetation tone for exterior colors of structures. Such codes should be recommended for incorporated areas. The colors should be referenced to the Standardized Munsell Color Chart.

All codes would contain a policy statement specifying that in cluster or subdivided areas: Residential developments should be designed and constructed to be consistent with the local unit of government's Planned Unit Development or Subdivision Regulations.

Shoreline, flood plain, and natural slope areas of 13 percent and greater should be dedicated as open space to the public or to be owned in common by all residents of the subdivision.

Local units of government will be distinguished as incorporated or unincorporated areas as described under the code listing for these areas. Future incorporation will not permit presently unincorporated areas to disregard the standards and criteria for unincorporated areas contained in these interim changes to local zoning codes.

Residential lots of record in the office of the local unit of government's Register of Deeds (or Registrar of Titles) prior to the date of enactment of this Interim Zoning Ordinance that do not meet the requirements under Shoreline Preservation Zone (unincorporated areas) may be allowed as residential building sites provided that such use is permitted in the zoning district, the lot is in separate ownership from abutting lands, and the requirements of this Interim Ordinance are complied with insofar as practicable. Each local unit of government, in adopting this Interim Ordinance, may set a minimum size for substandard lots consistent with the purposes and intent of these standards and criteria. Existing non-conforming and substandard uses would comply with the provisions of county Shoreland Ordinances.

B: SUGGESTED MEASURES FOR ENHANCEMENT OF WATER-BASED RECREATIONAL USES OF THE LOWER ST. CROIX RIVER

In the context of the Lower St. Croix River Water Use Zoning Study, the Minnesota-Wisconsin Boundary Area Commission has diligently sought to act as a study center and discussion forum to develop a consensus among all public authorities and private interests involved in administration and use of the riverway. The recommendations are the product of a systematic, broad-based approach including:

Analysis of data from the commission's St. Croix River Water Use Studies, conducted in the summer recreation season of 1970, 1971, and 1972.

Analysis of the natural characteristics of the river and adjacent land areas to assess the carrying capacity for various types of uses.

Public recommendations and comments presented at well-attended St. Croix River Water Zoning Conferences, sponsored by the commission on August 9, 1972, and April 10, 1973.

Consultation with Federal, State, and local St. Croix River water patrol personnel.

Analysis of water use zoning experiences and programs in other areas.

Review of written comments of public officials and interested private organizations in response to the first preliminary draft of the St. Croix Regional Committee report.

The following Minnesota-Wisconsin Boundary Area Commission recommendations are based on consideration of findings and conclusions as they relate to public safety, environmental protection, multiple-use factors, and the pleasurable of the recreational experiences:

The reach of the St. Croix River from the dam at Taylors Falls to River Mile 30.25 and from the Soo Line high bridge to River Mile 27 (2.5 miles above the upper limit of the Federal 9-foot navigational channel above the Stillwater Bridge) should be designated "Slow-No Wake Zones." From River Mile 30.25 to the Soo Line high bridge (1.5 miles) and the water surface below River Mile 27 should be designated as "Open Zones."

Water skiing should be permitted in accordance with State laws in the open water

zones of the St. Croix River above the upper limit of the Federal 9-foot navigation channel except on Saturdays, Sundays, and legal holidays.

Present "Slow-No Wake" zones should be retained at the Hudson, Kinnickinnic, and Prescott narrows and should be more specifically defined and marked with signs; swimming should be prohibited on the main channel side of the islands and the sandbars at the Hudson narrows.

Special "Slow-No Wake" or "Open Water Zones" should be clearly marked with official standardized signs regardless of which jurisdiction they are in.

The water area within 100 feet of any shore (bank or island) should be designated a "shoreline activity zone" subject to slow-no wake operating restrictions, except for launching water skiers by the most direct route to open water and for landing water skiers.

State laws should be amended as appropriate to provide comity and encourage cooperation between Minnesota and Wisconsin officers on boating laws for more efficient law enforcement by officers of both States on any part of the river.

State laws should be amended as appropriate to impose criteria for determining illegal operation of a watercraft while intoxicated, and providing significant penalties.

All interested groups, individuals, and public agencies should develop a coordinated and expanded boater education program to better orient boaters of all ages to basic rules of boating, as well as to safe, courteous operating practices.

Courtesy signs should be placed at strategic locations, such as marinas and other river access points, reminding boaters of ways in which they can protect and enjoy the river. Such information should include a simple map and emphasize the following:

You are responsible for your wake.
Bring your litter back with you.
Avoid excessive noise.

Give right-of-way to swimmers, anchored craft, and slow-moving craft.

These are Federal waters; U.S. Coast Guard "Rules of the Road" apply.

C. PUBLIC LAW 92-560

PUBLIC LAW 92-560, 92ND CONGRESS, S. 1928, OCTOBER 23, 1972

86 Stat. 1174

An Act

To amend the Wild and Scenic Rivers Act by designating a segment of the Saint Croix River, Minnesota and Wisconsin, as a component of the national wild and scenic rivers system.

LOWER SAINT CROIX RIVER ACT OF 1972

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act may be cited as the "Lower Saint Croix River Act of 1972".

SEC. 2. Section 3(a) of the Wild and Scenic Rivers Act (82 Stat. 907; 16 U.S.C. 1274(a)) is amended by adding at the end thereof the following:

"(9) LOWER SAINT CROIX, MINNESOTA AND WISCONSIN.—The segment between the dam near Taylors Falls and its confluence with the Mississippi River: *Provided*, (1) That the upper twenty-seven miles of this river segment shall be administered by the Secretary of the Interior; and (2) That the lower twenty-five miles shall be designated by the Secretary upon his approval of an application for such designation made by the Gov-

ernors of the States of Minnesota and Wisconsin."

DEVELOPMENT PLAN

Sec. 3. The Secretary of the Interior shall, within one year following the date of enactment of this Act, take, with respect to the Lower Saint Croix River segment, such action as is provided for under section 3(b) of the Wild and Scenic Rivers Act: *Provided*, That (a) the action required by such section shall be undertaken jointly by the Secretary and the appropriate agencies of the affected States; (b) the development plan required by such section shall be construed to be a comprehensive master plan which shall include, but not be limited to, a determination of the lands, waters, and interests therein to be acquired, developed, and administered by the agencies or political subdivisions of the affected States; and (c) such development plan shall provide for State administration of the lower twenty-five miles of the Lower Saint Croix River segment and for continued administration by the States of Minnesota and Wisconsin of such State parks and fish hatcheries as now lie within the twenty-seven-mile segment to be administered by the Secretary of the Interior.

LAND ACQUISITION

Sec. 4. Notwithstanding any provision of the Wild and Scenic Rivers Act which limits acquisition authority within a river segment to be administered by a Federal agency, the States of Minnesota and Wisconsin may acquire within the twenty-seven-mile segment of the Lower Saint Croix River segment to be administered by the Secretary of the Interior such lands as may be proposed for their acquisition, development, operation,

and maintenance pursuant to the development plan required by section 3 of this Act.

NAVIGATION AIDS

Sec. 5. Nothing in this Act shall be deemed to impair or otherwise affect such statutory authority as may be vested in the Secretary of the Department in which the Coast Guard is operating or the Secretary of the Army for the maintenance of navigation aids and navigation improvements.

APPROPRIATIONS

Sec. 6. (a) There are authorized to be appropriated such sums as may be necessary to carry out the provisions of this Act, but not to exceed \$7,275,000 for the acquisition and development of lands and interests therein within the boundaries of the twenty-seven-mile segment of the Lower Saint Croix River segment to be administered by the Secretary of the Interior.

LIMITATION

(b) No funds otherwise authorized to be appropriated by this section shall be expended by the Secretary of the Interior until he has determined that the States of Minnesota and Wisconsin have initiated such land acquisition and development as may be proposed pursuant to the development plan required by section 3 of this Act, and in no event shall the Secretary of the Interior expend more than \$2,550,000 of the funds authorized to be appropriated by this section in the first fiscal year following completion of the development plan required by section 3 of this Act. The balance of funds authorized to be appropriated by this section shall be expended by the Secretary of the Interior at such times as he finds that the States of Minnesota and Wisconsin have made satisfactory progress in their implementation of

the development plan required by section 3 of this Act.

Approved October 26, 1972.

LEGISLATIVE HISTORY

House Report No. 92-1570 (Comm. on Interior and Insular Affairs).

Senate Report No. 92-1279 (Comm. on Interior and Insular Affairs).

Congressional Record, Vol. 118 (1972): Oct. 9, considered and passed Senate; Oct. 13, considered and passed House.

Weekly Compilation of Presidential Documents, Vol. 8, No. 44: Oct. 28, Presidential statement.

D: TEAM MEMBERS

Jerome Kuehn, Planning Administrator, Minnesota Department of Natural Resources.

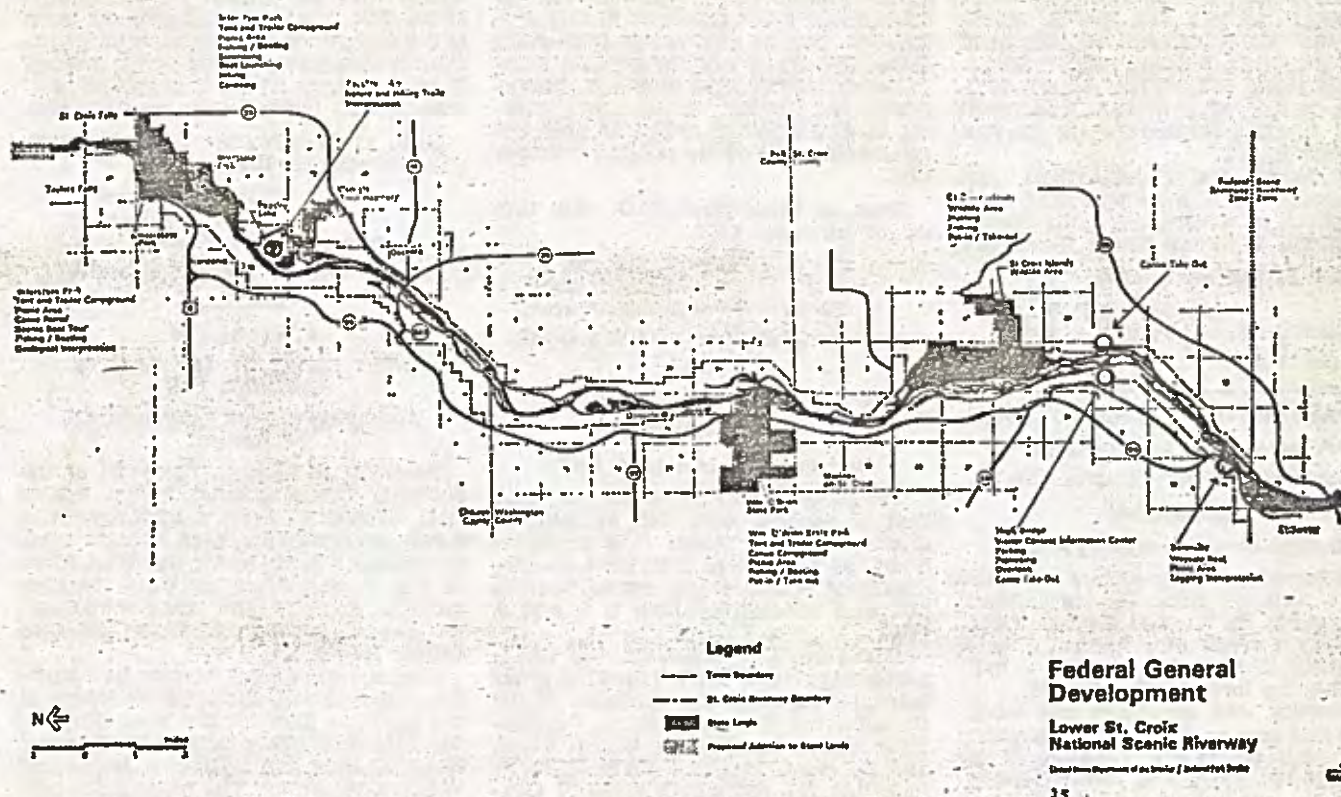
Arthur Doll, Director, Bureau of Planning, Wisconsin Department of Natural Resources.

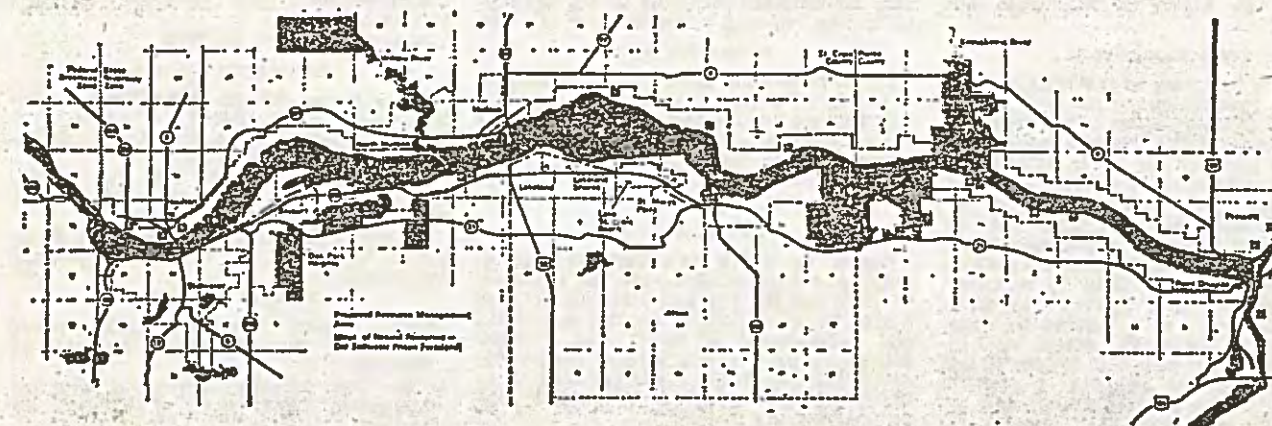
Richard Wittmann, Principal Planner, Northeast Team, Denver Service Center, National Park Service.

Ex Officio Member: James Harrison, Executive Director, Minnesota-Wisconsin Boundary Area Commission.

Publication services were provided by the graphics and editorial staffs of the Denver Service Center, NPS 816A.

As the Nation's principal conservation agency, the Department of the Interior has basic responsibilities to protect and conserve our land and water, energy and minerals, fish and wildlife, parks and recreation areas, and to ensure the wise use of all these resources. The Department also has major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.





State General Development

Lower St. Croix National Scenic Riverway

U.S. Department of the Interior / National Park Service
17

The plans for development are graphically depicted on maps of the Department of the Interior, National Park Service, titled "Federal General Development, Lower St. Croix National Scenic Riverway," number 643-20007B, March 1975, and "State General Development, Lower St. Croix National Scenic Riverway," number 643-20004A, March 1975, on file in the Office of the Department of the Interior, National Park Service, Washington, D.C.

The boundaries, classifications, and development plan here published shall take effect in accordance with section 3(b) of The Wild and Scenic Rivers Act.

Dated: September 10, 1975.

NATHANIEL P. REED,
Assistant Secretary of the Interior.

[FR Doc.75-24983 Filed 9-18-75;8:45 am]

DEPARTMENT OF AGRICULTURE

Farmers Home Administration

[Notice of Designation Number A249]

OKLAHOMA

Designation of Emergency Areas

The Secretary of Agriculture has found that a general need for agricultural credit exists in Washita County, Oklahoma, as a result of a natural disaster consisting of excessive rainfall, a hailstorm, and a tornado May 2, 1975.

Therefore, the Secretary has designated this area as eligible for Emergency loans, pursuant to the provisions of the Consolidated Farm and Rural Development Act, and the provisions of 7 CFR 1832.3(b) including the recommendation of Governor David L. Boren that such designation be made.

Applications for Emergency loans must be received by this Department no later than October 8, 1975, for physical losses and May 10, 1976, for production losses, except that qualified borrowers who receive initial loans pursuant to this designation may be eligible for subsequent loans. The urgency of the need for loans in the designated area makes it impracticable and contrary to the public interest to give advance notice of proposed rulemaking and invite public participation.

Done at Washington, D.C., this 12th day of September 1975.

FRANK B. ELLIOTT,
Administrator,
Farmers Home Administration.

[FR Doc.75-24973 Filed 9-18-75;8:45 am]

[Notice of Designation Number A253]

OKLAHOMA

Designation of Emergency Areas

The Secretary of Agriculture has found that a general need for agricultural credit exists in Woods County, Oklahoma, as a result of a natural disaster consisting of hailstorms, excessive rainfall, and windstorms June 4, 6, and 8, 1975.

Therefore, the Secretary has designated this area as eligible for Emergency loans, pursuant to the provisions of the Consolidated Farm and Rural Development Act, as amended by Pub. L. 94-68, and the provisions of 7 CFR 1832.3(b) including the recommendation of Governor David L. Boren that such designation be made.

Applications for Emergency loans must be received by this Department no later

than October 20, 1975, for physical losses and May 21, 1976, for production losses, except that qualified borrowers who receive initial loans pursuant to this designation may be eligible for subsequent loans. The urgency of the need for loans in the designated area makes it impracticable and contrary to the public interest to give advance notice of proposed rulemaking and invite public participation.

Done at Washington, D.C., this 12th day of September 1975.

FRANK B. ELLIOTT,
Administrator,
Farmers Home Administration.

[FR Doc.75-24972 Filed 9-18-75;8:45 am]

Forest Service

WEST SLOPE OF THE TETONS PLANNING UNIT

Availability of Draft Environmental Statement

Pursuant to Section 102(2)(C) of the National Environmental Policy Act of 1969, the Forest Service, Department of Agriculture, has prepared a draft environmental statement for the West Slope of the Tetons Planning Unit, Targhee National Forest, Idaho. The Forest Service report number is USDA-FS-DES (Adm) R4-78-4.

The environmental statement identifies and evaluates the probable effects of the land use plan for the West Slope of the Tetons Planning Unit on the Targhee National Forest in Southeast Idaho and Western Wyoming. The reasons for preparing this land use plan and the purposes it will serve are: (1) To provide criteria for management of lands consistent with existing laws, regulations,