

Minnesota Natural Resources

Department: Environmental
Assessment Files Regarding State
Parks

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ENVIRONMENTAL ASSESSMENT SPLIT ROCK LIGHTHOUSE STATE PARK

1. DESCRIPTION OF THE PROPOSED ACTION

A. Purpose of the Action: The National Park Service recommended in its' 1959 report GREAT LAKES SHORELINE RECREATION AREA SURVEY, that "present state holdings be enlarged to develop this whole study area (1,200 acres) as a state park. Following these and other agency recommendations, Split Rock Lighthouse State Park was created by an act of the Minnesota State Legislature in 1967. Establishment of the park incorporated 7.6 acres surrounding the U.S. Coast Guard Lighthouse constructed in 1909 and opened in 1910. This landmark is on the National Register of Historic Places and is under the administration of the Minnesota Historical Society. Split Rock Wayside adjacent to U.S. Highway 61, containing 35 acres and established in 1945, also was incorporated into the park boundaries. The Minnesota Department of Natural Resources intends to provide additional recreation opportunities at Split Rock Lighthouse State Park through the acquisition and development of private lands within the park's authorized boundaries.

The Bureau of Outdoor Recreation, as the Federal administering agency of the Land and Water Conservation Fund, proposes to participate with the State of Minnesota in the acquisition and subsequent development of the land at Split Rock Lighthouse State Park.

B. Location and Magnitude of the Project: Split Rock Lighthouse

State Park is located in northeastern Minnesota (Lake County).

approximately 5 miles southwest of the City of Teaver Bay - (see maps).

The total authorized land area of the state park is about 996 acres. Nearly 14 percent of this total, or 136 acres, was in public ownership as of January 1, 1975. It is proposed that the remaining 860 acres be acquired with the assistance of the Land and Water Conservation Fund.

The current estimated cost for acquiring the land (some 12 tracts and one Minnesota Highway Department easement, not including relocating the six owners) is \$610,000. A list of land being purchased in the present application may be found in the appendix.

C. Timing of the Project: Within the Minnesota State Park

System there are approximately 53,000 acres of land in private

ownership. The Division of Parks and Recreation has embarked upon
a major acquisition program with the objective of acquiring much
of this land during the six year period of 1976-1982.

Appropriations are made available on the biennial basis and it is estimated that more than \$43 million will be needed to accomplish this objective. During the current biennium (1976-1977) \$9.5 million is available to initiate this program and acquire approximately 12,100 acres.

Although the Division of Parks and Recreation establishes its priority for acquisition, completion of these priorities are dependent upon locating willing sellers.

If the private tracts within Split Rock Lighthouse State Park were acquired today, only six relocations of owners would be required.

However, complete immediate acquisition is impossible since the Division lacks the power of eminent domain and, therefore must

rely on willing sellers, Secondly, the estimated cost of \$610,000 would be prohibitive within current appropriation limitations and other statewide acquisition priorities.

For this biennium (1976-1977) first priority acquisition within the park consists of three tracts totaling 491 acres more or less, with two relocations. One of these tracts is presently under option to the State. One tract of 406 acres, is an estate which had been established as a trust. The heirs have indicated a willingness to sell.

Second priority acquisition for this biennium consists of ten tracts of 369 acres. Four tracts would require relocation assistance if acquired. Approximate cost for these priority parcels is \$1,30,000 plus relocation assistance. Three of these owners have also indicated that they are willing sellers. Remaining owners are presently being contacted to see if they are willing sellers desiring an appraisal of their property. After an appraisal is made the State will inform the property owner of the appraisal market value and negotiate with the owner for an option.

D. Facilities to be Developed: An inventory of natural resources was started on April 15, 1976, for this unit. It is the first step of a comprehensive management planning process which will include a long term development plan for the park. This entire process, funded by State appropriations and a grant authorized under the Coastal Zone Management Act of 1972, P.L. 92-583, will assess the potential to serve the recreation user's needs in the park. Existing conceptual development for the park includes a future picnic area, boat landing and harbor refuge, trail center, trail systems and a primitive packin campground. Development during the

current biennium will consist of remodeling an existing building into a visitor information contact station and constructing a 1,000 foot waterline and furnishing electrical service to this building. This development has been coordinated with the planning staff preparing the long-range management plan for the park. Future development will follow the recommendations and alternatives studied in the management planning process of the entire park.

E. Recreation Needs to be Served by the Proposal: Attendance figures maintained by the Division of Parks and Recreation since 1971, when the lighthouse was first opened to the public, indicate a decline in attendance. The highest attendance figure, during 1971, may be attributed to eagerness to view the lighthouse the first year in which it was open to the public. Much public attention was focused on the abandonment of the lighthouse and subsequent conveyance to the State for park purposes prior to 1971. The decline in attendance during 1972-1974 is not considered significant or substantial during the first years of the unit's operation. The 1975 estimate would indicate a possible stabilization in attendance for several years until additional facilities can be provided.

TABLE I

DAY VISITORS

1971

1975	180,000 (EST)
1974	2.03,785
1973	218,097
1972	220,022

269,833

Estimated future attendance for the park including packin campers is 300,000 annually. The 1974 Minnesota State Comprehensive Outdoor Recreation Plan (SCORP) in its overview of recreational potentials in Economic Development Region 3 (a seven county region which includes Lake County) recognizes the region's first place ranking in water and forest acreage. Furthermore, the SCORP points out that Lake Superior has significant sport fishing potentials and the region as a whole has significant camping, trail and sightseeing potentials.

The SCORP indicates a large deficiency of campsites in Region 3 of nearly 800 needed to meet 1975 requirements and projects a shortage of 2,500 by 1980. A deficiency of 1,321 picnic tables was identified for 1975 in the region and projected to increase by 1,470 by 1980 and 1,762 by 1990. Snowmobile trails were deficient by 274 miles.

The SCORP cites priorities for action in Region 3. These include:

- Preserve shore areas needed for public recreation by accelerating acquisition of high quality shorelands.
- Provide non-motorized trails where need can be demonstrated.
- Expand snowmobile trail mileage.
- Provide additional campsites.
- Provide a sufficient number of picnicking areas.
- Protect and interpret the Region's outstanding historic and natural resources.

Acquisition and subsequent development of Split Rock Lighthouse

State Park will reduce deficiencies in facilities for picnicking,

trail activities and primitive camping. Completion of the acquisition within the statutory boundaries will ensure protection

to this area of the North Shore. Development will provide facilities

for recreation and interpretation of the natural history within the park. The Minnesota Historical Society will interpret the history of the Lighthouse and its significance to shipping on the Great Lakes.

II. DESCRIPTION OF THE ENVIRONMENT

A. Topography: Existing topography within the park is a result of continental glaciation over rock formations formed by volcanic action and stable for 600 million years. The park is situated on the formation known as the North Shore Volcanics and is the oldest formation in northeast Minnesota. These rocks were later intruded by several molten rock formations. The significance of, these rock formations is that they may contain mineral resources such as iron, copper, nickel. They generally serve as a good base for foundations but have a low potential as sources of water.

The terrain can be described as rugged with relatively steep gradients which produce rapid runoff in response to heavy rainfall. Storage areas such as marshes for slowing the rate of runoff are nearly nonexistent within the park. The park is characterized by a thin soil layer and frequent rock outcroppings. The park contains many areas of high elevation adjacent to Lake Superior which provide a panoramic view.

B. Soils: The park was an area of scour and erosion by glaciers, rather than one of deposition. This resulted in a thin cover of glacial drift in comparison to other areas of the state.

Four major types of glacial soils are likely present in the park.

Characteristics and the probable origin of the four types of glacial

soils are as follows:

- 1. Ice Contacts Deposits Water sorted addiments deposited when in direct contact with glacial ice. These consist of sand and gravel or sand gravel boulders. Limiting factor erodibility.
- Outwash Water sorted sediments deposited in front of the terminus of the glacier, composed of sand or sand and gravel. Limiting factor - erodibility.
- 3. Boulder Sandy Till Represents a non-rorted deposit of ice incorporated debris, characterized by low clay content and numerous large boulders. Limiting factor poor for construction of sewage lagoons, highly permeable, contamination of ground water is possible.
- 4. Clay Till Also represents a non-sorted deposit of ice incorporated debris, characterized by clay content of ten to forty per cent. Limiting factor low permeability.

soils within the park are characterized by shallow layers of deposits of zero to ten feet. Permeability of the soils is related to grain size and would be considered adequate except for shallow layered areas. This results in a high moisture content in lower areas of the park and results in areas of standing water. Uniform soil types are most subject to erosion and would be cause for concern during construction. Soil conditions in the park limit sewage systems using drain fields or peat filtering systems. Vault toilet systems are most practical under these conditions.

C. Mineral Resources: There are no known mineral resources of economic significance within the park. However, northeastern Minnesota contains vast deposits of a variety of minerals. The park is influenced by the geologic formation of North Shore Volcanics which has the potential of containing copper, nickel, or iron deposits. However, no economically profitable mineral deposits have ever been discovered in the park nor have commercial ore bodies been discovered in the area nearby.

There is a potential that the surrounding area may contain occasional larger blocks of anorthosite. Such blocks might have long term potential for aluminum, however, very large masses of anorthosite occur elsewhere in Minnesota where they would be more easily mined. The operating and capital cost estimate for aluminum production of anorthosite is nearly double the costs for aluminum from bauxite. No large blocks of anorthsite are known to occur in the park and if any do occur they are covered by the glacial till.

D. Water Resources: Lake Superior is the only body of water significant to the park. This lake forms six miles of the eastern boundary of the park. The area of Lake Superior adjacent to Lake County, Minnesota is 382,200 acres. In total, Lake Superior covers 31,820 square miles of which Minnesota has 1,832 square miles maximum depth of Lake Superior is 1,400 feet.

Lake Superior is generally too cold to provide reimming activities (average temperature is 38°) however, the lake has recently attracted recreational users for sport fishing. Sport fishing in the Minnesota waters of Lake Superior has been chiefly for lake trout, rainbow. trout, brown trout, brook trout and recently introduced species of salmon. Since the lake trout restocking program began in 1962,

there has been a dramatic increase in the lake trout population and days spent in sport fishing. Creel census data indicates the growing popularity:

1970 - 7,000 angler days

1971 - 8,400 angler days

1972 - 11,000 angler days

1973 - 21,000 angler days (effect of young rainbow stock)

1974 - 12,600 angler days

1975 - 32,000 angler days (adult rainbow and lake trout entering creeks)

Projected angler use is estimated at 100,000 angler days by 1985 for boat and shore fishing in Lake Superior. Weekly attendance figures of state park campgrounds indicate significant increases in campers during the spring and fall months which are attributed to the trout and smelt fishing in the spring (April - May) and trout and salmon fishing in fall (September - October).

Lake Superior traditionally has been recognized as a cultural as well as economic base for the region. The commercial fishing at the present time is characterized by low abundance of the major species. Commercial fishing for lake trout, except for an assessment netting program, is closed during the fish rehabilition program currently in process.

E. Flora: The flora of the undisturbed areas within the park's boundaries are those typically associated with the northern boreal forest. Major habitat types represented are early to mid-successional mixed conifer/hardwood communities. Aspen-birch is the most abundant forest type within the park. Other types found in the park are balsam popular, birch, black ash, black spruce, ceder, balsam fir

and occasional sugar maple. The park is 94 per cent forested, (940) acres. There has been no known harvesting of timber on private lands within the park since 1969 The forest habitat has potential for marketable products such as pulp, paneling, firewood, etc., however types found within the park are found in abundance in Northeastern Minnesota. Market conditions especially for aspen along the North Shore are considered not as good as other areas of the state. Operatability for logging within the park is poor because if the rugged terrain, consequently much of these timbered areas overmature and remain unharvested. These forest types also provide habitat for fauna and are important in providing nesting cover for birds. The age class of most forest types in the park is past the prime for maximum white tail deer or ruffed grouse production (common game species of the area. In general, the value of the habitat for these species in the park is probably declining due to the increasing age of forest types. There are no rare, threatened or endangered plant species in the area.

F. Fauna: The variety of wildlife habitat throughout the project area provides suitable conditions for numerous wildlife forms, all of which contribute significantly to the quality of the environment and recreation experience.

The project area, typical of Northeastern Minnesota, provides
habitat for a large number of birds. Approximately 230 species of
birds are found in the area during some seasons of the year. There
are 30 species which are year around residents including grouse,
cwls, woodpeckers and smaller bird species. Approximately, 143
other species including bald eagles, breed within this portion of the
state. The remainder being either winter residents or migrants.

The mammalian component is composed of over 50 species. Seven of these are considered game animals and 15 are furbearers. Other mammalian species are primarily small rodents, shrews and bats.

There are two animal species which occur in the local area and may be found in the park and are classified as endangered nationally: the peregrine falcon and the timber wolf. The peregine falcon migrates through this area while the timber wolf is a permanent resident. The timer wolf is on the federal endangered species list, but is considered a "species of changing or uncertain status" by the State of Minnesota.

Minnesota lists 64 species of animals which merit special consideration. There are 21 species, excluding fish, which may be found in Northeastern Minnesota including the project area and are listed below along with their status.

ENDANGERED SPECIES

Peregrine Falcon

THREATENED SPECIES

Pine Martin

SPECIES WITH CHANGING OR UNCERTAIN STATUS

Fisher

Eastern Timber Wolf

Canada Lynx

Northern Bald Eagle

Osprey

Marsh Hawk

Cooper's Hawk

Double-Crested Cormorant

Franklin's Gull

Common Tern

SBECIES OF SPECIAL INTEREST

Bobcat

Common Loon

Great Blue Heron

Pileated Woodpecker

Snapping Turtle

Redback Salamander

Central Newt

Common game species of the project area include ruffed grouse, spruce grouse, snowshoe hare, black bear, moose and white tailed deer.

Northeastern Minnesota has few amphibians and reptiles with only twelve species and five species represented respectively. Four species of salamanders, eight species of frogs and toads, three snakes species and two turtle species have geographic ranges which include the project area. Among the more familiar are the green frog, wood frog, American toad, western painted turtle, snapping turtle and western garter snake. This group has very little direct economic importance, however, they are important in the food web, both as consumers of insects and rodents and as prey species for some predators.

is classified as continental producing comparatively mild and dry weather at all seasons. Occasional periods of prolonged heat occur during summer. The average annual temperature is 40°F.

Mean July temperatures are 76°F maximum and 54°F minimum. Mean January temperatures are 22°F maximum and 2°F minimum. Average annual precipitation amounts to 28 inches. Because of the influence

Lake Superior, the project area is cooler in summer and warmer in winter than the state average. Extreme seasonal variations of climate provide opportunities for both warm weather recreation activities and cold weather recreational pursuits in the park. Camping, hiking, boating, picnicking would be most likely during the summer months. An average annual snowfall of 70 inches would permit snowmobiling, cross-county skiing and snowshoeing and subfreezing winter temperatures allow ice fishing on lakes outside the project area.

Statistics or measurements of air quality are limited for the project area. Empirically, air quality of the area may be considered as being better than most areas of the country or state. The area is predominantly rural with no refining plants or manufacturing plants to contribute to air pollution in the immediate area.

Reserve Mining Company operates a taconite pellet processing plant at Silver Bay, 10 miles northeast of the park. Traffic volume is light with auto emissions causing little effect on the quality of air.

Since 1972, Reserve Mining Company has operated a network of stations in and around Silver Bay, Minnesota to measure total suspended particulates (TSP). All of the reported mean concentrations are well below the primary standard (concentration limits which protect public health) and the secondary standard (limits designed to protect public welfare).

However, some of the stations recorded concentrations exceeding the maximum 24-hour concentration prescribed by the primary standard. These concentrations do not present any considerable hazard to the public health or welfare of park visitors. Park visitors would be

exposed to such concentrations if they occur for only short periods of time.

/H. Historical and Archaeological Resources: The U.S. Coast
Guard Lighthouse has been determined to have historic significance
in the realm of transportation and has been included on the National
Register of Historic Places. The Minnesota Historic Preservation
Officer has determined there are no other known sites of historic
significance within the park.

The full significance of archaeological resources at Split Rock
Lighthouse State Park has not been fully determined because the park
has not been surveyed systematically. It is presently considered
low priority for study, but this park is viewed by state officials
as one deserving further study. An agreement is in effect between
the Department of Natural Resources and the State Historical Society
to study any sites discovered after acquisition.

The lighthouse is presently the only visitor attraction for park visitors other than a small trail system and three scenic overlooks. This feature has attracted an average of over 200,000 visitors annually providing one to two hours of recreation activity per visitor. Even after recreation facilities have been developed the lighthouse will continue to serve as the primary purpose to visit and utilize the park.

I. Transportation and Utilities: Split Rock Lighthouse State
Park is served by U.S. Highway #61 known as the Great Circle Route
around Lake Superior. Of the total three miles of roads in the
project area, 2.7 miles are U.S. Highway, with the balance in
state park and private residence entrances. The average annual

uzily traffic on U.S. Highway #61 at Beaver Bay (five miles northeast of the nark) was 2,860 vehicles daily during 1974. The Minnesota Highway Department plans to improve segments of this highway between Gooseberry Falls State Park and Minnesota Highway #1 (eleven miles north of the park) within the next four years by construction deacceleration lanes at various locations. The Highway Department has also proposed reconstruction of extreme curves on U.S. Highway #61 in the project area. This will cause temporary traffic delays and backups. Blasting of rock outcrops is a possibility which would cause noise and dust. Amtract passenger train service is provided to Duluth, Minnesota and Superior, Wisconsin. There is freight rail service provided by the Duluth, Mesabi and Iron Range Railroad to Two Harbors, Minnesota. Rail service, other than mining railroads, is not provided to any city northeast of Two Harbors along the North Shore. Commercial airline service is provided to Duluth with smaller flights scheduled to Two Harbors, and Silver Bay, Minnesota. Bus service is provided to communities along U.S. Highway #61.

Transmission lines and telephone cables run overhead and parallel to U.S. Highway #61 through the park. These are well screened and lie on the highway right-of-way on the northeast shoulder. There are no regional natural gas, crude oil or oil product pipeline systems through the project area.

Secondary overhead lines enter the Lighthouse area administered by the Minnesota Historical Society, in a straight corridor from U.S. Highway #61. The corridor has been clear cut and is visible from one vantage point near the Lighthouse, otherwise these lines are well screened. Overhead lines also run to the Light-

house, a utility structure and the residence structures. It is proposed that these lines be placed underground. At present, they are obtrusive and aethetically not attractive.

Private residences and business within the park are served by individual wells and septic disposal system. Water is provided to park use areas by a well system and toilet are vault type.

J. <u>Socio-economic Factors:</u> The Minnesota State Planning Agency's 1975 population projections shown below indicate little or no growth in region III and Lake County with possible declines occurring around the year 2000.

	LAKE COUNTY	REGION III
1970	13,400	329,600
1975	13,500	331,100
1980	13,700	330,300
1990	14,200	332,400
2000	13,900	325,400

The 1970 population contained 5,750 or 43.1 per cent under twenty years of age. Projections indicate a decline of this age group to 4,284 or 31.3 per cent by 1980 with decline continuing through the year 2000. Persons over sixty-five represented 1,109 or 8.3 per cent of the 1970 population. Projections indicate an increase to 1,545 or 11.3 per cent by 1980 with further increases continuing until the year 2000. This trend is similar for the region indicating a lack of employment opportunities for the young in northeastern Minnesota.

Lake County ranks 64th of 87 counties in population yet is 5th in

87 in land area indicating sparse settlement at 6.4 persons per square mile (rank 83 of 87). General land use of the county is almost exclusively relegated to forest and water with 82.5 per cent and 15.9 per cent respectively. Less than .5 per cent is cultivated for pasture and open land. Property tax payable in 1974 is \$1,603,632 with the average mill rate for a parcel of land in the county at 73.29 mills.

Information provided by the Minnesota State Planning Agency indicates that in 1970 3,022 or 96.5 per cent of the male work force was employed. Employment within the female work force was 100% for 1,484 females with another 1,779 females capable of working but not included as part of the work force.

The average family income for 1970 was \$9,557 with the median being \$8,000. Average income of unrelated individuals was \$3,494 with a median of \$1,000. The average income of males was \$6,160 and the average income for female \$1,555 accounting for the low average figure for unrelated individuals.

Because of the unique scenic features found in northeastern Minnesota, this area is attractive to tourists. Expenditures for tourist travel during 1974 in economic development Region 3 were estimated at over \$120 million or 12.1 per cent of the State total. Lake County ranks 39th of 87 counties by expenditures.

Lake County's importance of tourist travel expenditures is evident by their ranking according to the percent of expenditures as a per cent of county gross sales and according to the level of tourist-travel expenditures relative to the county's resident population. Lake County ranks 14th out of 87 counties with 8.4 percent of gross sales,

well above the State average of 3.2 percent of gross sales. In the second category the county compares evenly with the State average of \$256.54 per county resident. In this aspect, the county ranks 23rd out of 87 counties.

/K. Land Uses and Development Trends:

- Agriculture Agriculture is nonexistent within the park boundaries. Approximately 800 acres of private holdings in the project area is heavily forested with mature timber. Harvesting has not taken place inside the boundaries for several years.
- 2. Residential Six households are located in the project area. About 44 acres or 4.4 percent is used for private residential purposes. Residential use, consists of a motel (under option to the state), a gift shop, auto mechanic garage, and three resident owners working outside of the project area.
- 3. Commercial/Industrial There are not industrial concerns within the project area. Commercial establishments are a motel; gift shop and auto garage all operating along U. S. Highway #61.

Growth in the county is expected to remain stable within the next years because of the lack of employment opportunities. Employment in the county relies heavily on established mining interests, and in particular the Reserve Mining processing plant located at Silver Bay, Minnesota. The taconite industry in northeastern Minnesota, through expansion and new construction is expected to create a

demand for 4,000 new employees through 1980. This expansion of the taconite industry in the region is not expected to affect employment within the project area.

The Minnesota Highway Department presently has plans to improve U.S. Highway #61 between Gooseberry Falls State Park and Minnesota Highway #1. Other community services may have to be expanded as a gradual growth takes place. Of any activity, secreation will bring the greatest pressure on North Shore communities. No residential development has taken place in the project area for several years and none is contemplated in the near future.

L. Existing Recreational Development: As mantioned previously,

136 acres or 14 per cent of the state park is currently in public

ownership for recreational purposes.

Existing public development (approximately five icres) is concentrated on lands adjacent to the Split Rock Lighthouse. This consists of an entrance road and parking area to accommodate lighthouse sight-seers and a small trail system from the lighthouse connecting three Lake Superior scenic overlooks.

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III. ENVIRONMENTAL IMPACT OF THE PROPOSED ACTION

proposed acquisition will be a change in land use from residential/
business and private forested lands to public outdoor recreation use.

The lands to be acquired will be managed to continue the natural character of the area. Change in character of the land will be minor and unnoticed. Since the lands to be acquired are almost exclusively forested.

The six residences (three resident/businesses) acquired on property purchased will be converted and utilized for park purposes where possible; otherwise they will be sold and removed or dismantled. Areas in which the buildings are removed will be returned to natural conditions through plantings, seeding and natural regeneration. The 940 acres of existing public and private timber will be managed to ensure its continued existence. Select cutting of overmature timber in the park is likely for management. This is likely to go unnoticed by park visitors.

Water quality of Lake Superior will not be affected by eliminating residential use adjacent to these waters or by recreational development. Underground and surface hydrology will not be impaired through the implementation of this project.

Air quality will not be affected to any appreciable extent by either increased visitor use or recreational development. Existing roads and parking areas are surfaced with bituminous. Over 90 per cent of recreation use of the planned park will utilize existing developed facilities. Future development of a campground, picnic area and boat landing will cause temporary noise disturbances.

tion of a picnic area and campground. These areas which are intensively vegetated, will be thinned to provide sites. It is possible that some areas of construction will have to be filled to provide suitable sites for camping, thus changing the natural terrain. This change may be recognizable by park visitors. Locations of the picnic and campground areas are presently inaccessible to park visitors. Construction of these facilities will not disturb park

visitors. It is likely that they will not be aware of this construction. These facilities will not be opened to the public until completed.

Other development impacts are unassessible at this time since the specific nature of recreational development is unknown.

Impact on the Tax Base: Since acquisition will take place over an extended period of time, it is difficult to make an accurate estimation of the total loss for any one year. The total 1975 taxes payable in 1976, on the 860 acres amount to \$4,348.28 and are distributed as follows:

Lake County

\$ 2,497.22

Lake County School District 1,635.39

Beaver Bay Township 215.67

Adjusted Total (See Mitigating Measures) \$ 4,348.28 These taxes represent .234 per cent of the County's total tax revenues, 3,443 percent of the school district and 0.31 percent of the township. The loss to the county and township is not significant. The school district has been consolidated and includes all of Lake County and a portion of St. Louis County. The 3.443 percent represents the all purposes against the first programmers are to be to be all programs that the contributions are only that loss within Lake County.

and the first personal in the second of the second of the second personal and the first of the first of the second The State of Minnesota also shares with school districts a per pupil unit cost of education. Because of the acquisition in the project area, the affected school district will experience a loss of property valuation which will reduce their revenue generating capabilities. However, the negative impact of this loss of valuation will be partially offset by the State Equalized Foundation Aid and Equalized Transportation Aid Formulas. The State, in this case, will increase these aids, mitigating the school district's tax revenue loss caused

by the lower property valuation within the land acquisition area. Because of this, the school district's loss is not considered significant.

- C. Impact on the Economy: The park's attraction is expected to have a bearing on the county's economy. Presently, tourist travel expenditures of park visitors are related to pass through tourists. The park will eventually provide a primitive campground which will help to retain tourists in the area. This will result in tourists relying on area services such as gas stations, grocery stores and restaurants to greater degree than present.
- D. Impact on Roads, Traffic, Utilities, and other Services:

 Less than one mile of private roads will be abandoned through action

 after the purchase of private property has been completed. Abandon
 ment of these roads will provide more control over the area for

 protection of the park's natural resources. Utility lines serving

 private residences will be removed after the properties are acquired.

 Wells will be carefully protected so as not to create a safety hazard

 and then abandoned.

As a result of park development, future attendance is expected to average 300,000 annually. This means an increase of 120,000 visitors or approximately 28,000 vehicles annually. The impact on traffic because of park visitor increases will be gradual and slightly noticeable. Since there are no township roads in the project area, visitor increases will affect only U.S. Highway #61 which is maintained by the Minnesota Highway Department. County and township traffic systems will not be affected by park visitor increases.

No new development will take place during this biennium until needs are fully studied and a park management plan is prepared except for

the remodeling of an existing building into a visitor information contact station and construction of a 1,000 foot waterline and furnishing electrical service to this building.

Overhead transmission lines and telephone cables running parallel to U.S. Highway #61 will remain overhead. These are well screened, but visable in several areas. Overhead lines in the lighthouse area are visible and detract from the park environment. It is hoped that these will be buried by the Minnesota Historical Society.

Services required by local governmental units will be reduced slightly rather than increased as would be the case if the park were allowed to develop into residential/or business sites. Police protection of the park is provided by a resident manager and his staff on a 24 hour basis. All acquired acreage will receive this attention. It may be necessary to call upon county and local enforcement offices for control of unusual disturbances which may be caused by the park's existence and attraction. The Department of Natural Resources will continue to be responsible for forest fire suppression on park lands as well as private lands. Structure fires will be suppressed by the park manager and his staff. Additional help may be required from local or community volunteer fire departments if these types of fire become uncontrollable.

E. Impact on Historical or Archaeological Resources: The lighthouse and several adjacent historic structures situated on 7.6 acres of land originally conveyed to the State of Minnesota, Department of Natural Resources was transferred to the Minnesota Historical Society by legislative action in early 1976. They will continue to operate and maintain this National Historic Place and will restore and interpret the lighthouse station. This site is wholly within

the park boundaries and will require continued cooperative efforts between the Minnesota Department of Natural Resources and the Minnesota Historical Society.

There are no other known historical or archaeological resources within the park, however, these may be discovered in future years through site research or recreational development. If these resources are found, they would be protected from possible vandalism or destruction. Depending upon the significance of the resource, it is possible additional development of trails and barriers would have to be constructed to interpret them to park visitors and/or to prevent unrestricted misuse. Sites which may be discovered through recreational development might be partially harmed or destroyed by construction equipment or labor but construction would be halted immediately upon recognizing a possible historic or archaeological site to mitigate further damage or complete destruction.

F. Social Impact: The project area contains 13 parcels totaling 860 acres. There will be six relocations of owners, three of whom own businesses. Since the Division of Parks and Recreation does not have the power of eminent domain it must wait until owners are willing to sell. Because the owners are not forced to sell to the State but may sell to anyone, it is questionable whether landowners "suffer" any hardship at all. If they do decide to sell to the State, they are eligible for relocation and replacement housing assistance under Public Law 91-646.

Acquisition within the project area would result in the loss of a four cabin rental operation serving tourists to the North Shore area. This will be a loss to those people preferring these accommodations at this location. Resort facilities are abundant along the North

shore and will adequately accommodate those people who would have used this facility. If this facility were not acquired, proposed zoning surrounding and including the project area would prevent future facility expansion and possibly render the facility uneconomical because of size. Proposed park development of a primitive packin campground would provide more accommodations for people preferring these facilities, than the cabin operation could accommodate.

Acquisition of the gift shop will not cause a serious impact as most items sold are obtainable or could be obtained at stores in nearby communities. Park officials consider this operation to be a detriment to the aethetics of the area and not in keeping with park objectives. This opinion may be shared by others, but not by all people.

The auto garage operation, run from a residence, when acquired will cause a temporary loss of service. It is possible that this service will be continued by the operator when he is relocated.

Construction of facilities will create temporary noise and dust

problems. Erosion problems may result because of finely granulated

glacial till. This may require special considerations during con
struction. Littering in almost all instances will be confined to

main use areas and will not affect nearby landowners. Solid waste

removal is a normal operational responsibility of the park manager.

Minnesota Highway Department maintenance crews will be responsible

for litter generated along U.S. Highway #61 and for maintenance of

the highway itself. The area surrounding the park is sparsely

developed, and consequently, there is very little to vandalize.

Trespassing may occur inadvertantly or by accident by park users

wandering from developed trails. This is not expected to cause any significant impact.

IV. MITIGATING MEASURES INCLUDED IN THE PROPOSED ACTION

The Department of Natural Resources is required to pay real estate property tax on its park manager residences in each park. The tax payable in 1976 for the manager residence at Split Rock Lighthouse is \$322.41 to Lake County, \$27.85 to Beaver Bay township and \$211.14 to Lake County School District for a total tax payment of \$561.40. This figure was used in reducing the total tax loss discussed in III B. "Impact on Tax Base." If the Minnesota Historical Society occupies the existing residences at the Lighthouse, they would be required to pay real estate taxes also. The State of Minnesota will further mitigate the tax loss to the School District by increasing the State's share of a basic per pupil unit cost of \$950 for basic education. Through acquisition in the project area, the school district in the project area will not be able to continue paying the same share of the \$950 per pupil unit cost. The State consequently will increase its share of the per pupil unit, mitigating the school district's tax revenue loss because of the project and the company of the plant of the company of the

In limited cases, retured landowners refuse to set their property

because an unreasonable hardship would be created by having to sell

and relocate their homes. The State will, under these circumstances,

offer the landowner a life tenure on three to ten acres of land

surrounding his buildings for residential purposes. This procedure

avoids relocation and the associated relocation costs. This privilege

is extended to the owner and his wife only, and avoids court proceedings

for probating estates. For this privilege the previous landowner

pays nothing. It is not known if existing landowners within the park

will request these conditions,

All other owners and tenants who must be relocated because of the project action will be entitled to receive relocation assistance, payments and compensation under the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

Because of the nature and lack of intensive historical/archaeology site surveys, sute testing, and excavation, some sites may be discovered. This is particularly true of very early sites where all surface features have been obscured by landscape changes. All park personnel engaged in any sort of construction development and private contractors constructing or developing facilities for the State Park System are required to watch for archaeological materials and if any such materials are unearthed, are instructed to halt work and report the findings to the State Archaeologist immediately. Work will not. be restarted until confirmation is received from the Minnesota State Historical Society. The Minnesota Historical Society will determine specific action to be taken to protect valuable archaeological material. This may involve relocating the proposed construction to a new site, removal of the archaeological materials or continued construction in the case of a non-valuable or insignificant discovery.

ruture development will be carried out in such a manner as to assure that the integrity of the natural resources will be maintained and protected to the fullest extent possible. For example, new development sites will be seeded to provide erosion control and soil limitations will be taken into account in the site location and design.

Construction of utility lines, where possible, will be placed underground. Through studies will be made on several locations if a major sewage disposal system is needed.

park users activities could have deleterious effects on the natural resource base. These activities will be controlled by park managers carrying out and enforcing rules and regulations established to protect and preserve the natural park environment.

V. ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED SHOULD THE PROPOSAL BE IMPLEMENTED

The project will cause the eventual relocation of six landowners within the park. There is one parcel presently under option to the state, which will result in a relocation. Within funding limitation, and with the consent of willing sellers, a possible six relocations could take place this biennium (1976-1977). Services or goods provided by the motel, gift shop and auto garage, if not capable or willing of being relocated, will be lost to these purposes.

Local taxing governmental units will lose an estimated \$4,348.28 per year as a result of complete acquisition. This loss is not considered significant. The loss will have to be "made up" by adjusting the remaining tax base upward or by cutting governmental budgets providing services to area residents. The school districts will lose the unknown amount which is not "Made up" by an increase in the State's share of per pupil unit cost for education.

As lands within the park are acquired and developed, it is expected that an increase in visitation to the park will result. Even though an increase of visitors will bring economic benefit to the area, they will also place an additional burden on the governmental units providing services to area residents.

Even with all necessary precautions taken, some disruption of the physical environment is unavoidable as recreation development and use occur.

A minor amount of littering could occur which might affect adjoining properties. Trespassing may create problems for residents with property contiguous to the park boundary.

Vandalism of private property would not appear to be a potential because of the sparseness of development near the project area. The potential would, however, increase if future development occurs adjacent to the park. Considering proposed zoning of the area, development is not likely to occur. The adverse social impacts, such as noise, safety hazards, and reduction of privacy with the increased use of the local roads out of the project area appear to be unavoidable.

Safety precautions such as construction of barriers or routing trails systems away from cliff areas will be taken. Dun with these precautions, there will remain the possibility of injuries or deaths occuring from falls.

VI. RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG TERM PRODUCTIVITY

Short-term uses of the environment in relationship to maintenance and enhancement of long-term productivity are considered not in terms of years but rather in terms of what must be scrificed to gain certain benefits, i.e., trade-offs.

GAINS

1. Preservation in perpetuity of 1. Less of 800 acres of about 996 acres of open space private forest, 44 acres to provide a variety of outdoor recreation opportunities to 300,000 visitors annually. erces/businesses.

INSSES

of buildings for three residences and three resid-

- to a natural condition of about 44 acres currently used for residences.
- 2. Reforestation or reversion 2. Loss of the services or products of a motel, gift shop and auto garage.
- 3. Preservation of 844 acres of 3. Relocation of 6 families, private holdings for wildlife habitat, subject to disturbances caused by project area. development activities and park user activity.
 - three of which operate businesses within the
- area, boat landing and trail systems to provide recreational opportunities.
- 4. Development of a primitive 4. Expenditure of several million packin campground, picnic dollars in public funds; materials and manpower used in facility construction.
- 5. Infusion of money into local 5. Loss of less than 3.4443 per economy through employment due to construction and alst
- cent of tax revenue for school district, .031 percent of operation of park facilities. tax revenue for Township, .234 percent of tax revenue for County, after payment of annual real estate tax for the park residence.
 - 6. Interpretation of the history of the lighthouse and it's significance to shipping on the Great Lakes.

VII. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The acquisition and development of the project area would result in the permanent conversion of present land uses into park and recreation purposes for Minnesota residents for which the park was originally established by legislative action.

Another commitment to recreation and open space is required by participation in the Land and Water Conservation Fund program. Section 6 (f) of the Land and Water Conservation Fund Act (as amended) states that approval of the Secretary of the Interior must be granted before a change in use of any fund associated lands can be made.

Land developed with facilities of some permanence, such as parking lots, roads, picnic area, campground and boat harbor etc., could, for practical purposes, be considered irretrievable. The vegetation in the areas requiring clearing for development would be irretrievably lost. A commensurate loss in wildlife habitat would occur also.

Manpower, fuel, materials, and funds involved in the planning, acquisition, and development of the State Park would be irretrievably committed to the project.

VIII. ALTERNATIVES TO THE PROPOSED ACTION

The major alternatives to the proposed action are: (a) no action, (b) acquisition with no development, and (c) project of a larger scope.

A. <u>No Action:</u> No action would eliminate any possibility of acquiring lands which are still relatively undeveloped and obtainable. It would not remedy the need for additional outdoor recreational facilities in the area.

present facilities provide no active recreational opportunities only a short sight-seeing adventure. No action would not relieve the projected deficiencies for camping, picnicking and trail activities. It is possible that accessible mature timber in the project area would be harvested. Visitation to the area will increase but at a lower rate. Administration of the lighthouse would remain with the Minnesota Historical Society and further rehabilitation and interpretation of this facility will continue. The taxing agencies would not experience a tax loss.

- B. Acquisition with no Development: This alternative involves the acquisition of the remaining private lands within the park with no further recreational development. In addition to the impacts already identified for total acquisition, the expected major impact of this alternative is the lack of developed recreational facilities resulting in unused land. Without regulation, the newly acquired lands could suffer environmental deterioration through indiscriminate use.
- C. Project of a Larger Scope: A proposal is being considered to expand the northeast boundary of the park to include government Lot 1 and 2 of Section 33, township 55N, Range 8W., containing 91.19 acres.

This area has a unique relationship to the lighthouse and would provide additional interpretation possibilities. Directly below a high cliff lies the wreck of the Madera which was sunk during a severe storm in 1905. It is said that this storm prompted officials into accelerating their proposed action of construction a lighthouse in this area. Split Rock lighthouse was constructed in 1909 and opened in 1910.

The split hull of the Madera is visible from the bluff today.

The foremost part of the stern lies in 140 feet while the other end of the stern lies in 40 feet. The bow of the Madera lies a small distance away from the stern in 40 feet of water.

Acquisition of these two government lots would result in a total tax loss of \$1,406.75. One relocation would result from this acquisition. Interpretation of the Madera would require development of a trail from the park's parking lot to the bluff and construction of a barrier to mitigate accidents on the bluff. Existing buildings would be removed and the area would be allowed to revert to natural conditions through succession. Private entrance roads from U.S. Highway #61 would be abandoned.

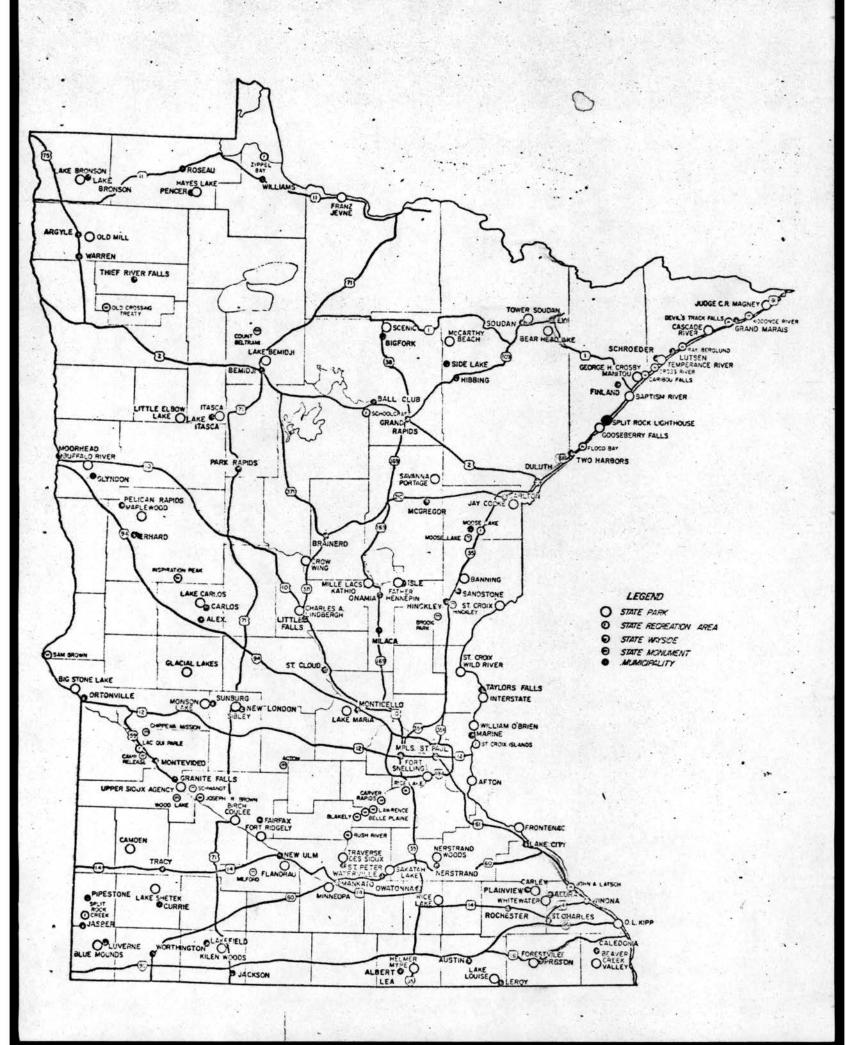
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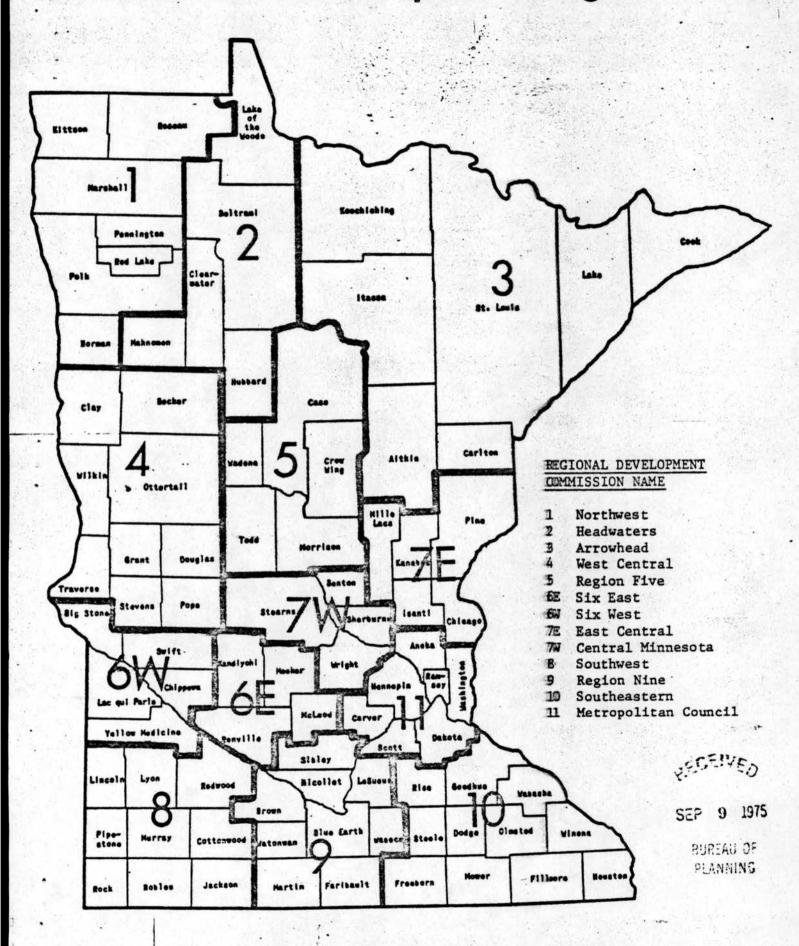
APPENDIX

PARCELS TO BE ACQUIRED SPLIT ROCK LIGHTHOUSE

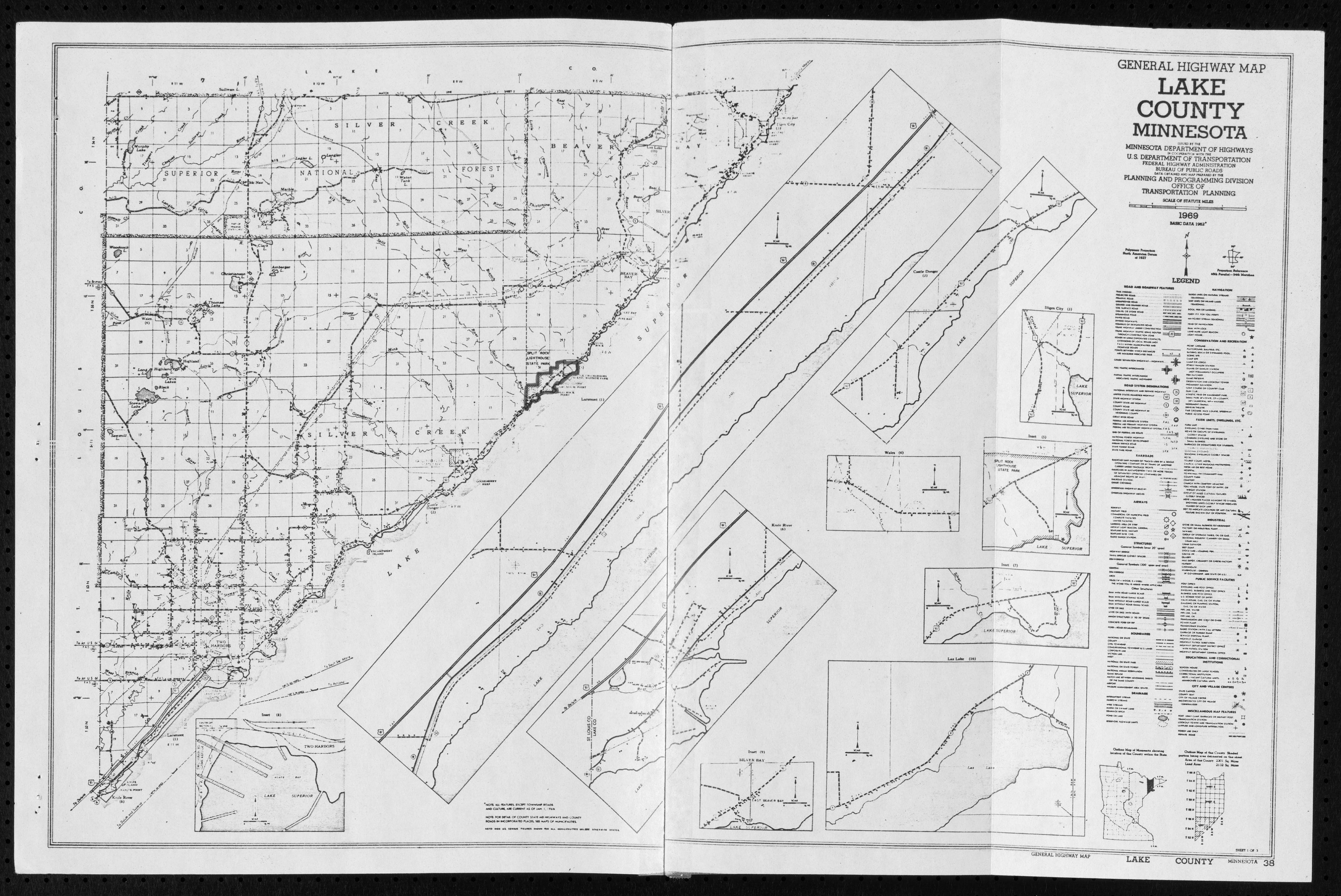
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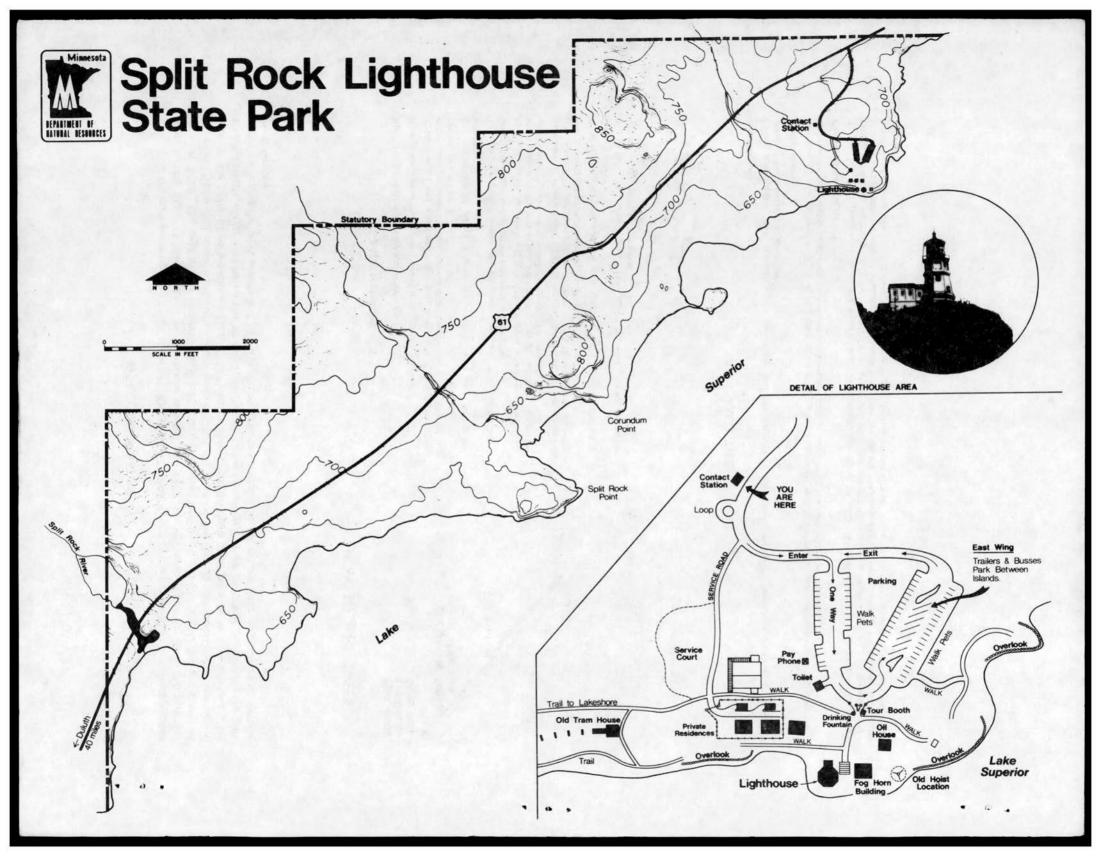


Minnesota Development Regions



State Planning Agency
Office of Local & Urban Affairs





WELCOME VISITOR

You are now entering SPLIT ROCK LIGHTHOUSE STATE PARK, one of the most visited and photographed spots in the State of Minnesota. The lighthouse was built in 1909, placed in operation in 1910 and operated through 1968. The axis of the beacon is 178 feet above lake level and the beam was visible for a distance of 22 miles. Radar and sonar equipment aboard ships negated the value of the light to navigation and it was turned over to the State of Minnesota on May 2, 1971 to be incorporated into a state park. A worthwhile tour using a tape cassette player can be rented at the Tour Booth. Between two and three thousand people visit the park each day during the peak season and to make this experience enjoyable for all, we ask your cooperation concerning the following:

PARK MANNERS

Read and heed all posted rules and park signs.

Help protect your park. Preservation is everyone's business.

Take pictures and memories; leave only footprints. Don't dig trenches, pick plants, molest animals, or scavenge dead wood — it's needed for the soil environment.

Be considerate of others. Maintaining a clean, quiet park is best for everybody.

The use of firearms, explosives, air guns, slingshots, traps, seines, nets, bows and arrows and all other weapons is prohibited.

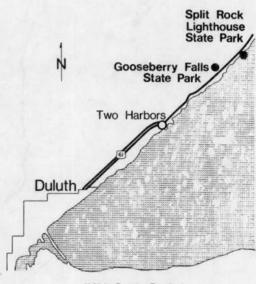
Pets are prohibited from all park areas except when restrained on a leash measuring six feet or less. Pets may not enter buildings. Horses are permitted only on trails specifically designated for such use.

The park is closed from 10:00 p.m. until 8:00 a.m. of the following day, except in campgrounds or in cabin areas. Loud noises or other disturbances are prohibited after 10:00 p.m.

Park permits are required for every vehicle and can be purchased at

Motor bikes and other licensed vehicles are allowed only on the motor vehicle roads — not on the trails.

HOW TO GET THERE



Vehicle Permits Required. For Sale at Headquarters.

FACILITIES

Water Sports


Where appropriate, boat launching and swimming facilities have been developed. Activities should be confined to designated areas. Fishing subject to state law.

Winter Sports

Ski touring and snowshoeing are encouraged in all state parks; snowmobiling is permitted in some parks only in designated areas and posted trails under conditions considered adequate for park protection by the park ranger or manager.

Environmental Education

Today, not only is our quality of life reduced but life itself is jeopardized. A new life style is called for, based upon enlightened ways of living in harmony with nature, with each other and with our world. One way to begin a new way of thinking and of living is through environmental education. Schools and other groups are encouraged to use state parks for environmental education activities; park visitors can acquaint themselves with the natural uniqueness of the park by participating in the park naturalist's programs.



AGREETT

MINNESOTA DEPARTMENT OF NATURAL RESOURCES

and

MINNESOTA HISTORICAL SOCIETY

by and between the Minnesota Department of Natural Resources, acting through the Commissioner of Natural Resources, pursuant to Minnesota Statutes, Chapters 84 and 85, hereinafter called the Department, the Minnesota Historical Society, acting through its Director, hereinafter referred to as the Society, to coordinate effective efforts to develop, maintain and administer for public benefit historic sites, historic districts and monuments and archaeological sites as they now exist as individual entities or as parts of large state land areas administered by the Department of Natural Resources, hereinafter referred to as state land, do hereby define areas of responsibility and authority on state land.

- 1. The Society or State Archaeologist agrees to provide research and analysis to determine the sites of historic and/or archaeological significance to be set aside, identified and marked with suitable inscriptions for preservation and interpretation on state land. These sites shall be delineated on any inventory and classification of sites prepared by the Society. This process will directly relate to the funding and staff time available for this purpose determined by the Minnesota Historical Society.
- 2. The Department desires to prepare master plans for the development of facilities, essential to public access and use for recreational purposes as well as updated resource management plans on such land under its jurisdiction so as to avoid and minimize depredation or damage to the historic and/or archaeological areas on such land. Such plans shall be furnished to the Society for their information and guidance. Agreement between the Department and the Society must be reached on plans relating to historical areas before development can proceed. Unless objections are received within 50 days, agreement will be assumed. The Department shall present copies of all developmental plans affecting sites delineated as historical or archaeological on any inventory and classification of such areas to the Society prior to advertising for bid on any construction so that the Society may make studies and investigations of the archaeological and historical values.
- 3. When archaeological or historic sites are known or, based on investigations, are suspected to exist on state land or waters the Society upon request from the Department shall obtain for the Department a licensed, qualified professional archaeologist to help preserve these sites.
- 4. The Department shall notify the Society at least forty days prior to the offering for sale or lease state lands under its jurisdiction, timber, minerals, or gravel or the altering of any body of water within designated historic and/or archaeological sites or areas.
- 5. The Department of Matural Resources will enforce the provisions of the Minnesota Field Archaeology Act of 1963, Minnesota Statutes 138.31 to 138.42, and to subsequent Amendments to these statutes on state land under its jurisdiction.

- 6. The Society and the Department may prepare and install interpretive exhibits (in existing buildings or proposed buildings) which, in its judgement, on lands or waters administered by the Departments of Katural Resources which the Society and Department jointly determine are suitable for such purposes, and costs of such features shall be met by any funds appropriated for such purposes to either the Department or the Society.
- 7. The Society shall identify original sites or buildings of historical or archaeological significance deserving preservation, restoration or reconstruction on state land administered by the Department of Natural Resources. The Society and the Department jointly shall determine which buildings or sites are suitable for such historical purposes, and decide on alterations in them to render them more suitable for interpretative and public service purposes. Costs of development shall be met by any funds appropriated for such purposes to either the Department or the Society.
- 8. The Department shall administer, develop, maintain, and operate all buildings, facilities and utilities as required for public accommodation and compatible recreation features, and enforce all rules and regulations and operate special fee services in these state parks as authorized by statutes... Except in those historical areas as described in Minnesota Session Laws 1969, Chapter 956.
- 9. This Agreement imposes no liability upon the State, the Commissioner of Katural Resources, or any other officers, employees or agents of the State for the acts or ommissions of any officer, employee or agent of the Society.
- 10. This Agreement is in force until amended or repealed by mutual agreement between the Department and the Society.
- 11. This Agreement shall supercede Agreement number 2 entered into by the State and the Society on the 14th day of August, 1968.
- 12. To keep this Agreement in force the Department and Society agree to meet at least semi-ammually to review the operation of this Agreement and to correct problems that may have arisen because of it.
- 13. This Agreement shall be subject to the Linnesota Ristoric Sites Act of 1965 and to subsequent amendments to that statute.
- . 14. Nothing in this Agreement shall be contrary to existing Minnesota Statutes nor to Rules and Regulations as adopted by each agency.
- 15. This Agreement shall be in effect until rescinded or superceded by joint agreement of the two agencies affected.

R WITH	ESS WHEREOF,	the	respecti	ve	authorities	effix	their	seals	and	signa	tures
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Robert L. Hernst

Commissioner

.Dept. of Untural Resources

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Director

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STATE OF MINNESOTA

Office Memorandum

DEPARTMENT NATURAL RESOURCES

TO

: Don Jueneman

Regional Parks Manager

FROM

: Bob Johnson Bob Johnson

Park Manager

Split Rock Lighthouse State Pa

DATE: Jan. 21, 1988

Coffice To:

Billing

PHONE: France IC.

Jan. 3.

SUBJECT: Forest Access Road Meeting

The following minutes are from a meeting that took place at Split Rock Lighthouse State Park for the purpose of exploring the pros and cons of a proposed forest access road.

In attendance were: John Chell, Tom Martinson-Lake County Forester, Al Goodman-Lake County Highway Engineer, Marvin Maki - Lake County Land Commissioner, Herb Naegeli-MN DOT, Jon Fogelberg-DNR District Forester, Dick Sigel-Lake County Board Administrator, Bob Johnson.

J. Chell read Mr. Morrissey's letter stating Park's position on the road. The 6F land classification was discussed. D. Sigel talked about the county's history of being supporttive of the state and park in particular He said that they have cooperated and supported the state on several land issues in the past and so we should be supportive of them now. D. Sigel made a point of saying that we seem to be able to put in roads ourselves without worrying about the 6F designation. It was pointed out to him that our roads are related to the use of the resource as a recreation area. A. Goodman says that they don't need the road to haul gravel. He said that they found it elsewhere, but he continued to press the issue. Chell pointed out to him that no one has determined that there is gravel back there and so it's not the DNR's fault that they can't get gravel out. A. Goodman pressed the road issue and continued to say that it's too bad that they won't be able to have the road in case there is gravel.

Chell got Goodman to admit that he was withdrawing his request for the road because it's questionable that gravel exsists.

D. Sigel stated that while this is a request for a seasonal logging road he doesn't want the possibility of the road being upgraded at some time in the future not being kept open for consideration.

He does want a connecttion with the hiking trail and the North Shore Trail eventually.

Maki said that they (County Forestry) can access their timber from the north on their new road. He added that it would be nice to have the highway 61 access, but it isn't essential. Sigel made the point that the governor is strong on forestry and timber harvesting. He said that if any loggers were to protest to a local congressman that we would be forced by the governors office to let them build a road through the park.

'Chell said that the salt shed issue wasn't dead. He added that MN DOT has always been cooperative with us and we should try to help them find a quick solution to this problem.

Fogelberg pointed out that we have a road through Gooseberry Falls for the purpose of timber harvest. He said approval was given by parks,

no problem. Why is there a problem here?

Chell read a memo written by Paul Sundberg telling why the road was allowed to be built in Gooseberry.

Maki filled everyone in on the history of logging in the Gooseberry area.

Fogelberg pointed out that the road was originally built for forestry purposes.

Martinson said that the road at Gooseberry comes through a high-use area and yet it is accepted by the public.

Sigel made the point that the Gooseberry road was a good example of county-state cooperation.

Fogelberg said that any road built should be kept up in usable condition and not allowed to deteriate like the one at Gooseberry.

Chell asked if it would be agreable with the group if park planning would look into the possibility of a road placement that would benefit both our needs and the county's.

Sigel asked for a timetable.

Chell said that since everyone agreed that it sounded fair and reasonable he would submit a request to parks for a planning review of the feasibility of a temporary road.

Maki reinstated his feeling that the road wouldn't have to be wide or gravel based.

Sigel thought that the planner should look at all possibilities- he said that the road could eventually be more than just a timber trail. He feels that some day it could be an access to trails and inland roads.

Chell said that the DNR should respond to the county's request. The challenge to us (DNR) is to make the road work within the park plan. Sigel- can't Paul's success at Gooseberry be duplicated here? He wants to tell the county board that we are going to cooperate. Chell will have something back to the county within a month.

1-25.88

C. JOHN CHRICE
WAYLAND PORTER

JOHN WINTER

RAY NEW MAN

DENNIS ENCURCOSON

LAND COMMISSIONER

Harvin L. Haki

LAKE COUNTY COURT HOUSE TWO HARBORS, MINNESOTA 55618

July 28, 1987

Dear Mr. Johnson,

The Lake County Forestry Department is currently planning it's timber access strategies in Townships 55-8 and 55-9. We are interested in this area because of the large amount of overmature aspen and birch which becomes less marketable everyday due to losses from disease, age, storm damage and other causes. We would like to better manage this area for it's timber resource, wildlife, and recreational benefits.

We have been looking at accessing this area from the north, coming off of CSAH 3. While this is a definite possibility, this access would mean a lot longer haul for the loggers, higher road building costs for the county, and more wear and tear on CSAH 3.

We would like to know if there is a possibility of accessing this area through the park, beginning at the abandoned wayside-ski area? Please see enclosed map. We would be going through approximately ½ mile of park property and then immediately access Lake County Tax-Forfeit land. We would also like to discuss the possibility of the Park using the timber access road for a future link-up with the North Shore Trail after completion of our initial management activities.

I think there are some very positive reasons for a temporary timber access road to cross Park land. I am also sure you will have some serious and understandable reservations with this proposal.

We would like to manage Lake County land for the greatest benefit to our people, with the least amount of detrimental impact to our neighbors while we are working in an area, and with the future effects benefiting as many groups as possible.

I'm sure you will have questions with this proposal. I would be very happy to meet with you to discuss any questions you may have. Thank you very much for your time and consideration.

Sincerely,

Tom Martinson Forest Manager

Lake County Forestry Dept.

Campton Center

Silver Bay, MN 55614

DEPARTMENT_NATURAL RESOURCES

Office Memorandum

PHONE:

TO

Don Jueneman

Regional Parks Manager

DATE: Aug. 17,1987

FROM

: Bob Johnson

Park Manager

Split Rock Lighthouse State Park

SUBJECT: ACCESS REQUEST

The attached request from Lake County for an access to the area where they will be logging has been discussed at length by Mark and me. We share some concerns about the protection of our resource and have gotten reassurances from Lake County that we feel make their request worth considering. They will be crossing less than 300 feet of state-owned land and less than ½ mile of land within the park boundry.

The route they would follow is now basically brush and small trees, so the impact to the park wouldn't be great. Mark said that at one time we wished to do something to accomadate Lake County and it would seem that this would be an opportunity to do so.

If we can't provide them access they will proceed with the alternate plan and I don't think that there would be any long-lasting hard feelings.

They would like to get approval or disapproval by the end of September. If you would like further specific information I can get it for you from them.

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LAKE COUNTY HIGHWAY DEPARTMENT

P.O. Box J Two Harbors, Minnesota 55616 Phone (218) 834-5581

North Shore Scenic Drive Lake Superior International Highway

August 31, 1987

Marvin Maki Land Commissioner Lake County

RE: Multi-purpose resource access road at Split Rock Lighthouse State Park

Dear Marvin,

I understand that the State of Minnesota is considering acquiring additional parkland within the above State Park. The land is the South 1 of the SW1 of Section 32, T55N, R8W. Although this proposed land acquisition by the State of Minnesota is contrary to Lake County's goal to resist additional public acquisitions of private land, this possible purchase could be advantageous in several areas.

- The land could provide an access to a large amount of County Tax Forfeit land administered by your department. This access would reduce the need to cut a road from CSAH 3 over the ridges overlooking Lake Superior to access said County Land.
- 2. Part of this same access road could be used as a trail head for the Lake Superior Hiking Trail. Parking could be provided to encourage the use of the trail.
- 3. This land could access gravel resources either on County Tax Forfeit or State Trust Fund Lands. These gravel resources, if available, would be vital to the planned upgrading of Trunk Highway 61. Presently, almost all the gravel pits that would serve this construction are along County roads. Needless to say, this has the potential for an incredible pounding of our County road system, a system already battered by increased timber hauling. Not only would development of gravel resources adjacent to Trunk Highway 61 save on the County road system, but it would also save the State Department of Transportation the cost of trucking materials a longer distance.

Marvin, due to the points listed above, I feel it is in Lake County's interest to work with the State of Minnesota in this particular land acquisition so as to guarantee access to inland areas. I would hope that the people working on this land acquisition would be open to multi-use

August 31, 1987 Page 2

land management of Lake County's public resources. Please check into whether the State officials working on this land acquisition are willing to cooperate and let me know.

Yours truly,

Alan D. Goodman

Lake County Highway Engineer

ADG/gmj

cc: Lake County Board fo Commissioners

Rod Garver, MN/DOT Dist. 1 Materials Engineer

Doodman

Tout Martinson Lake Superior Hilliam Breddy Considerate

PHONE NO.

REGION II HEADQUARTERS 1201 EAST HIGHWAY 2 GRAND RAPIDS, MN 55744

FILE NO

September 16, 1987

Mr. Tom Martinson Lake County Forestry Department Campton Center Silver Bay, MN 55614

Dear Tom,

Regarding Lake County's request for an access through Split Rock Lighthouse State Park to conduct logging in Townships 55-8 and 55-9, I have been assigned to look into the merits of such a road. From my understanding of our discussions, this is not simply a winter access but would be maintained as a year-round road.

The Mn DOT sight-line requirements for a year-round road are stricter than those for a seasonal road. In fact, state parks abandoned our parking lot (the old Harbitz property) in exactly the same place as your proposed road is to be placed because we were concerned about the site distance along T.H. 61. There is a small hill east of this property that blocks the view of traffic from the east. I would suggest that you contact MN DOT in Duluth to see how they feel about placing a road there as well as the second possible location you suggested.

While we want to extend every possible cooperation in this matter, the area you have chosen is also right in the center of our proposed campground area. The attached map is from our Split Rock Lighthouse State Park management plan. Although two possible campground areas are shown, the one to the east (the old Harbitz property) is much more desireable as it is closer to the lighthouse and would be easier to access. Also, the alternate site you described appears to be right through our proposed administration area.

What we need at this point is additional information to make a more informed decision.

- Which 40's do you intend to cut in and how extensive are the cuts going to be? Will any of this be visible from our trails? Mr. Tom Martinson - page 2

- Where are the gravel deposits you spoke of located? Will any of this be close to our proposed campground, administration area or trails?
- Have you completed a management plan for the area that would help us understand your goals and assess the compatibility with our plans?
- Have you assessed the area for the presence of rare plants, endangered species or the presence of heritage element occurrences?

The state parks have always enjoyed a healthy association with Lake County and we'll do all we can to cooperate. Let me know as soon as possible as to the additional information.

Sincerely,

RAYMOND W. NEWMAN

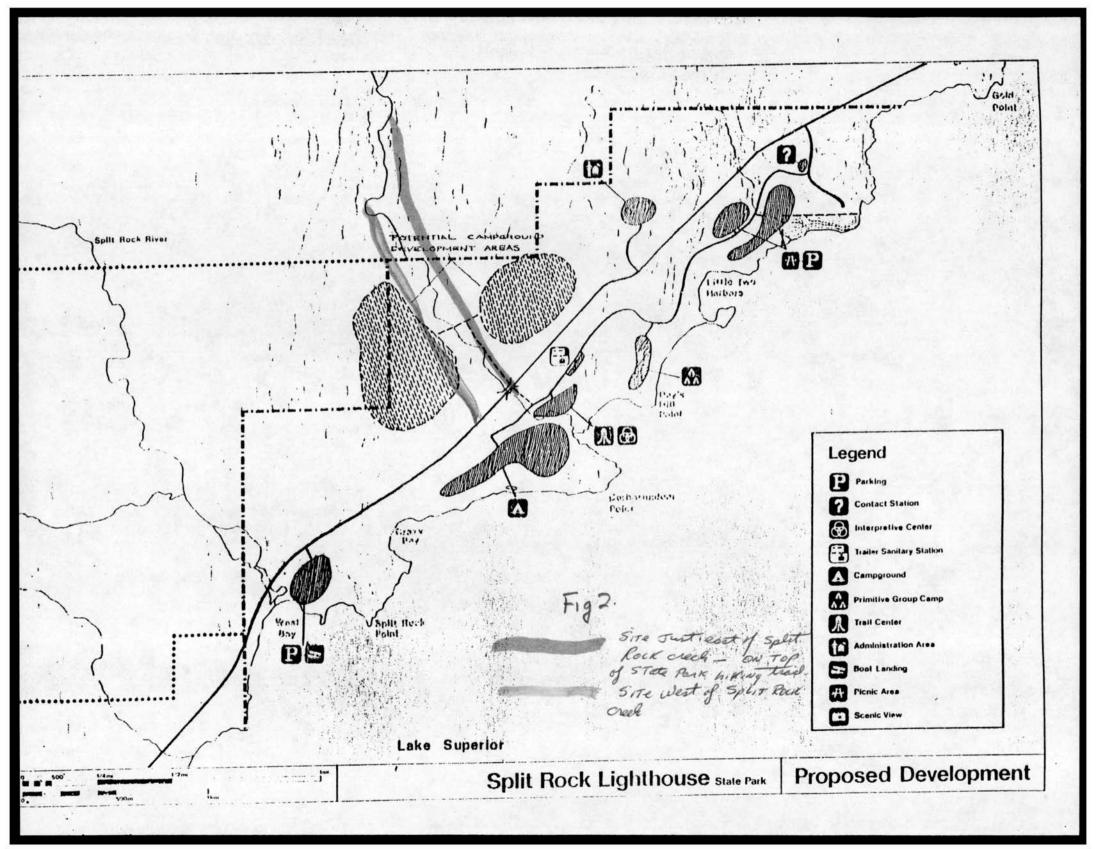
Jamas W. Heuman

Resource Management Specialist

Parks/Recreation

RWN: cmo

Enc. map



LAND COMMISSIONER Harvin L. Haki LAKE COUNTY COURT HOUSE TWO HARBORS, MINNESOTA 85616 September 24, 1987 Dear Ray, I am writing to you in regards to a proposed Lake County access through Split Rock State Park. Since I last talked to you there have been some new developments. There are 80 acres of land that have been willed to the state, (south 1/2 of the southwest 1/4 of section 32, T55N, R8W). I understand that MNDOT might be interested in relocating their sand and salt garage from adjacent to the Split Rock River to the land mentioned above. If this is the case, we would like you to consider using this area for a multiple resource access road. Please see enclosed letter from Lake County Highway Engineer, Alan Coodman. This road would access a large area of County land that at present cannot be managed. Much of this area is overmatured Aspen which we would like to harvest for three major reasons. 1. If the Aspen is not harvested soon, it will die. In addition to loosing the fiber production, the dead Aspen will not sprout and we will be left with brushland instead of a vigorous new stand of Aspen. 2. By harvesting the Aspen in smaller scattered blocks, and stagdering the cuts for as long as possible, we can greatly improve the Ruffed Grouse habitat and also increase the survival chances for resident and wintering Whitetail deer. 3. A large percentage of Lake County's economy is now generated

3. A large percentage of Lake County's economy is now generated from the logging industry. By harvesting these lands now and in the future, we can provide stumpage for our loggers, raw materials for the areas mills, and many other spin-off jobs connected with this industry. We can benefit the logger and other residents, and at the same time begin a new forest and increase our wildlife populations.

Mr. Goodman has spoken with Jon Fogelberg, DNR District Forester from Two Harbors, about this possible access. Jon had apparently expressed interst in accessing section 36 which is entirely State land and mostly overmature Aspen

Harvin L. Haki

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In his letter, Mr. Goodman has also expressed the need and possible availability of gravel that might be accessed by this road. This would take much of the gravel hauling pressure off of the County State Aid Highways and would locate the gravel resource much closer to where it is needed.

This road could also possibly be used for a trailhead access for the Superior Hiking Trail. The Lake County Forestry Department would lik to protect the hiking trail as much as possible. We realize that some of our land along the hiking trail is more valuable to the county if it is left undisturbed and not cut. However, we also realize that a small percentage of our land along the trail is overmature Aspen. We would rather manage these areas than let them stagnate and have them become upland brush areas. These areas are small and scattered and impact on the trail would be small and short in duration. In the long run, this management would ensure that future hikers would be able to observe thriving Aspen stands with the wildlife that are benefitted by this forest renewal. The old growth White Pine would not be cut and the rock outcrops and ridges would be preserved. As County Foresters, it is our job to protect, develop and administer Lake County's land and timber resources to best meet the needs of county residents. At the present time, the needs of our residents are primarily timber stumpage. Our county is depending on this industry to help it remain economically stable. We can see, though, that in the very near future, some of our land and it's resources will be equally or more valuable to us as wild and unique lands. We are committed to meeting these diverse but yet compatible goals.

I have enclosed two maps for your inspection. The first may is an inventory map of the proposed area. The second map shows the proposed access in relation to future park expansion.

I would like to meet with you if possible to discuss any questions you may have to help determine if this access is a possibility.

The North Shore and Lake County have a very bright future, but because of the pressure that increased use will bring, perceptive decisions Harvin L. Haki

LAND COMMISSIONER

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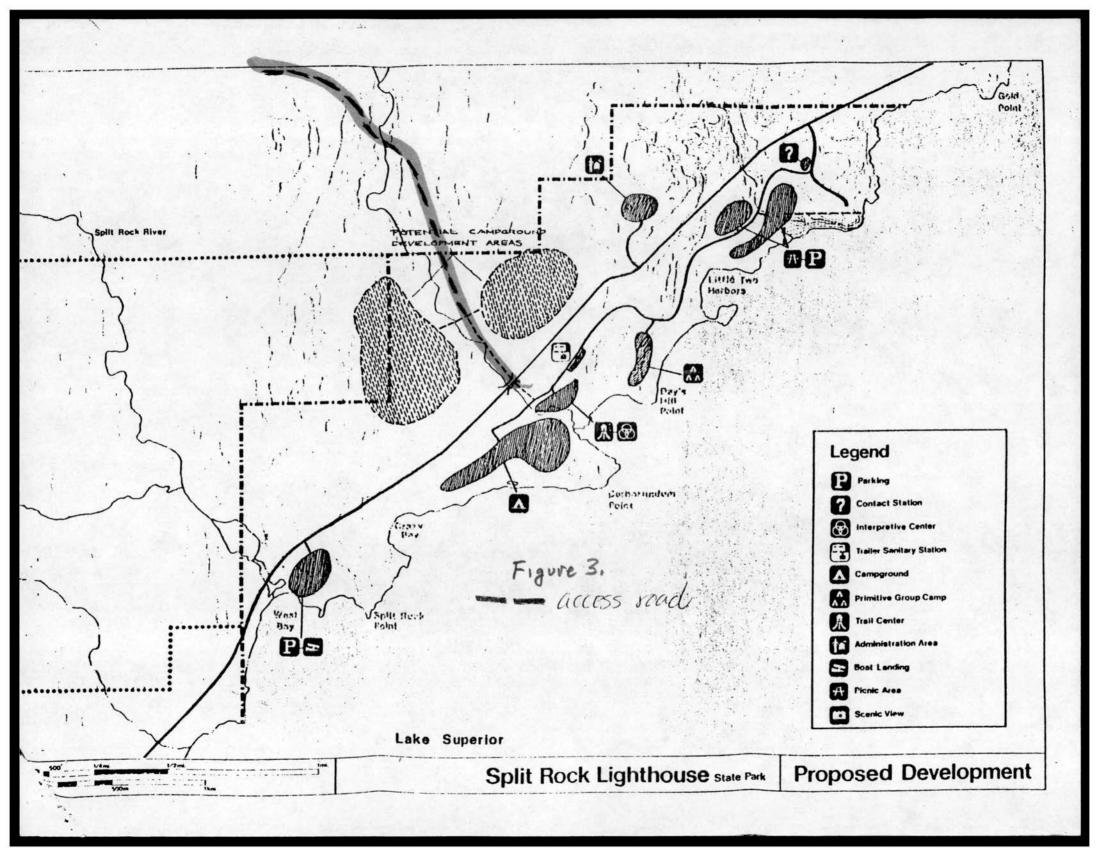
must be made now, in order to insure that irreplaceable resources will not be lost. We look forward to working with you.

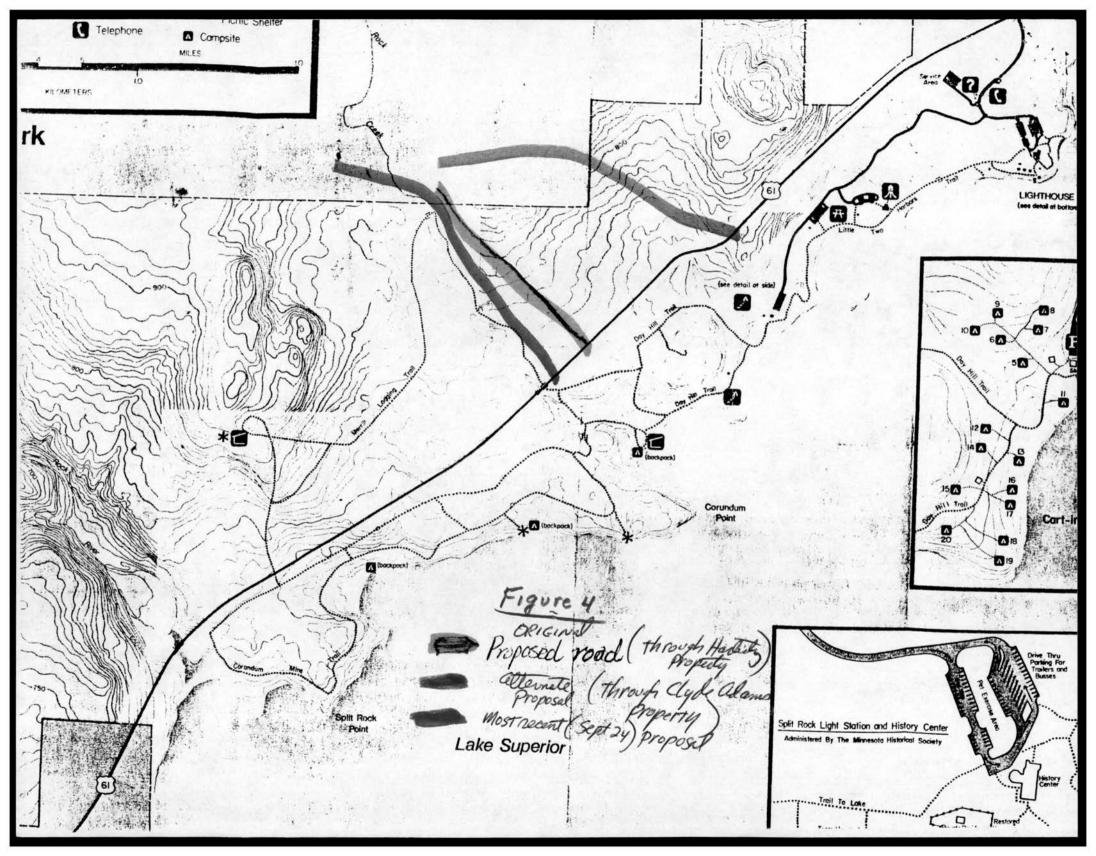
Sincerely,

Tom Martinson Lake County Forester

Son Wartinson,

Since I wrote this letter, their has been another change. Tony Farsen from our office chaked all the areas for sight distance. The only possible access seems to be where your compground road would be. Since your developments seem to be in the future, could this be a possible access? I will send you the inventory map tominorion. I wanted you to get this as soon as possible.





DEPARTMENT Natural Resources-Parks & Recreation

Office Memorandum

: OT

Tom Polasik, Park Planner Bureau of Project Planning

RESPONDE APRIL 4

MET WITH KNOKE APRIL 4

PHONE: 296-6226

FROM

Frank H. Knoke

Environmental Specialist

SUBJECT: Split Rock Lighthouse

Page 13 - Fishing - A boat access would also be a safety factor. AGREE IT WILL IMPROVE SAFETY FOR FISHERMEN.

Page 14 - Are there any ski trails in area?

Page 32 - Which ecological groups of animals will park management favor? NONE IN What will we do with the 22% private when we acquire it?

Page 35 - Action #2 - The openings provide for greater wildlife diversity. AGRE

Page 38 - Allow permit trapping as on Wildlife Management Areas - Deer hunting west of 61 would reduce an enforcement problem and be of little safety concern. - IT WILL ONLY BE LIST AS A WILDLIFE THE WILL ONLY BE LIST AS A WILDLIFE THE WILLDE THE DIRECTION OF THE

Page 48 - What design speed will the road be built for?

IT WILL BE UP TO ENGINEERING - PROBLECY ABOUT 15 MPH

Page 50 - Will the walk-in campsites cause a control problem? PREBACLY Some

Define demand for new picnic sites.

THE ENTIRE PICNIC AREA THE BUILT AT ONE TIME

Page 51 - What general size picnic shelter - 1 table or four tables?

DEPENDS ON DESIGN - PROBABLY 3-4 TABLES

Page 53 - What type of bridges? Floods can raise cane with bridges.

MULTI-USE

What size parking lot? How many picnic sites?

NO CONGED APPLIES

Page 56 - Isn't the boat landing in the proposed Department of Transportation rest area?

Page 57 - Can't we use the shop building for something? NO

Page 60 - What has the Department of Transportation's reaction been to these proposals?

Page 64 - Will the rest area be removed from the park?

NO, IT WILL BE A SECONDARY UNIT.

FHK/hab cc: Milt Krona, Recreation Systems Coordinator Bob Hance, Environmental Specialist - Planning Wayland Porter, Park Systems Supervisor Don D. Davison, Director Otto Christensen, Supervisor - Parks Planning

