DRAFT SECTION 4(F) EVALUATION

KOLLINER PARK

I. DESCRIPTION OF SECTION 4(F) RESOURCE

The Section 4(f) resource potentially affected by the proposed action is Kolliner Park. The Alternative B-1 and C bridge crossings would not require property to be acquired from the park whereas the Alternative D and E bridge crossings would result in property to be acquired from the park. The Alternative D bridge crossing would require 2.9 acres to be acquired from the park. Additionally, approximately 4.0 acres would be used by trails associated with Alternative D. The Alternative E bridge crossing would require 4.0 acres to be acquired from the park. Additionally, approximately 3.2 acres would be used by trails associated with Alternative E. The disposition of the Lift Bridge with each Build Alternative would also affect planned park improvements and would result in changes in use, access, and views to and from the park.

A. DETAILED MAP

Figure E-8 shows the relationship of the Build Alternatives to Kolliner Park.

B. SIZE AND LOCATION

The size of Kolliner Park varies from 49 to 58 acres, depending on the water level of the river. The park is located in St. Croix County, Wisconsin, along the St. Croix River across from downtown Stillwater. The park property is bisected by Wisconsin State Trunk Highway (STH) 64, which comes down from the bluff top and passes over a 750-foot earthen causeway connecting to the Lift Bridge. Kolliner Park is located within the Stillwater Cultural Landscape District, which has been identified as a resource eligible for listing on the National Register of Historic Places. (Note: A separate Section 4(f) Evaluation also has been completed for possible impacts on the Stillwater Cultural Landscape District.)

C. OWNERSHIP AND TYPE

Stillwater has owned Kolliner Park since 1917, when the East Side Lumber Company donated the property to the city. The company transferred the property to the city with the intent of preserving the property's natural beauty and restricting it from commercial development. Accompanying the deed to the property was a letter from the company president stating the purpose of the donation:

> In giving this to the city, it is with the feeling and desire that the bluffs will be preserved from devastation of commercial usage and the beauty of them kept for all our people and to this end, we hope you will see fit to put the property under the jurisdiction of your Park Board. We hope that in the years to come that the shore rights will also prove of additional value to the city.

Figure E-8 – Location of Build Alternatives and Kolliner Park (8.5x11 – b/w)

Since the property was deeded to the city, activities on the site have remained recreational in nature. In 1923, the Stillwater Park Commission began developing the part of the site north of STH 64 into a tourist camp. The tourist camp was a reflection of growing American enthusiasm for the automobile. In 1931, the American Legion Post 48 raised funds to construct a public bathing beach (known as Legion Beach) on the south side of STH 64, which included a bathhouse and a caretaker's home. A paved access road and a small parking area were also constructed to provide access to the beach. The entire property, including the Tourist Camp and Legion Beach, was named Kolliner Park in the 1970s. Access to the park was closed in 1979 due to increased vandalism and traffic congestion at the east end of the Lift Bridge. Aside from a few benches, there are no park or recreational facilities within Kolliner Park; the previously-developed facilities no longer exist or have deteriorated. A limited number of individuals visit the property, primarily via the river.

D. FUNCTION OF AND/OR AVAILABLE ACTIVITIES

Kolliner Park is considered to be undeveloped. It consists of a heavily-vegetated river bluff and river bank located below the unincorporated community of Houlton in the Town of St. Joseph, Wisconsin. The 150-foot high bluff begins close to the river, leaving relatively little space for park uses. Most of the park consists of steep slopes that are heavily wooded. The area of Kolliner Park north of STH 64 is rugged and heavily wooded. A sand beach remains at the former Legion Beach area; however, the beach has been partially overgrown by grasses and shrubs. The beach and park shoreline do provide opportunities for boat access, fishing and swimming, as well as camping and picnicking.

E. DESCRIPTION OF EXISTING AND PLANNED USES

There are no park or recreational facilities located within Kolliner Park, with the exception of two or three benches facing the river. While the paved access road and small parking area still exist south of STH 64, vehicle access to the park has been closed since 1979. The Stillwater Downtown Plan, prepared in December of 1988, identified goals, objectives, and guidelines to direct future development in Stillwater. While the plan focuses mainly on the central business district, preferred land uses also are identified for Kolliner Park. The Downtown Plan describes the park as a valuable component of the city's parks and open space system and identifies a preference for maintaining the park's natural appearance. The plan also states that the future use of the park would largely depend on whether a new bridge crossing were built, and if so, where it would be located.

Stillwater completed a Master Plan for Kolliner Park in 1998 (Aiple Property[1] and Kolliner Park Master Plan, December 8, 1998) (Figure E-9). The plan proposes to keep the park north of STH 64 relatively unchanged from its current natural state. The Master Plan proposes returning the area south of STH 64 to its former use as a swimming beach. This area would include a bathhouse, which would be located and detailed as close as possible to the original bathhouse,

[1] Currently referred to as the Stillwater Municipal Barge Facility property.

Figure E-9 – Kolliner Park Master Plan (8.5x11 – b/w)

while still conforming to current design standards. The plan also proposes a narrow lawn that extends along the river and provides space for picnicking and informal recreation. A public fishing pier would be located at the south end of the park and would be connected to the bathhouse via a paved path. The plan also includes upgrading the existing entrance road and parking lot to provide access to the swimming beach. No known actions have been taken toward implementation of this plan.

F. ACCESS AND USAGE

The use of Kolliner Park is relatively low due to restricted access and lack of developed facilities. The primary public access to the park is via the river. A paved access road and small parking area exist on the south side of the park and a gravel service road is located on the north side of the park. Both of these roads have been gated and locked to the public since 1979 when the park was officially closed. People can access the park by walking about 0.5-mile from STH 64 above the bluff; however, there are no designated parking areas or walking paths that could be used for access in this manner. The Lift Bridge also provides limited pedestrian and bicycle access from downtown Stillwater/Lowell Park to Kolliner Park via a narrow 5-foot sidewalk; however, there is no designated trail along the earthen causeway between the Lift Bridge and the Wisconsin shore.

G. RELATIONSHIP TO OTHER SIMILAR RESOURCES

Directly across the Lift Bridge from Kolliner Park is Stillwater's Lowell Park. Lowell Park is smaller than Kolliner Park and is more developed and heavily used. Lowell Park is located in downtown Stillwater and is the location of many city festivals, such as Lumberjack Days, which can draw a significant number of visitors to the area. Lowell Park has many park amenities, including a pavilion, picnic tables, benches, paved walkways, and drinking fountains. The Lift Bridge currently provides a connection between Lowell and Kolliner parks.

Stillwater also has plans to develop a new park on the Stillwater Municipal Barge Facility property located along the St. Croix River on the Minnesota side, south of Lowell Park. The city has identified the site as future parkland for several years, and in December 1998, completed a Master Plan for the property. The Master Plan proposes the development of the site into a waterfront park with a focus on passive recreation. The city has stated that they would eventually like to connect the Stillwater Municipal Barge Facility property and Lowell Park, creating a continuous strip of park/open space along the St. Croix River. There is a small, undeveloped trail that currently links the two properties; however, it passes through privately-owned property—the Dock Cafe and the Andiamo boat docking facilities.

The New Stillwater Park, a planned park to be donated to Stillwater, is located directly adjacent to downtown Stillwater, southwest of Lowell Park and northwest of the Stillwater Municipal Barge Facility property. The future parkland parcel is planned to include sitting areas and playground equipment, a terraced amphitheatre, pathways, and plantings. Construction of parkland is currently anticipated for the summer of 2004.

Several other public parks are located along the Lower St. Croix River. The major developed facilities include Interstate State Park, William O'Brien State Park, and Afton State Park in

Minnesota, and Wisconsin's Interstate State Park. Smaller public facilities include the St. Croix Boomsite Park and Mile Long Island, which are in Minnesota. Less developed public parks include Kinnickinnic State Park and St. Croix Islands Wildlife Area in Wisconsin, and several game refuges in Minnesota.

H. APPLICABLE CLAUSES AFFECTING OWNERSHIP

As discussed in Section I.C., Kolliner Park was given to Stillwater under the agreement that the property would remain in its natural state. The deed prohibits commercial development on the property.

I. UNUSUAL CHARACTERISTICS

Kolliner Park is located adjacent to the Lower St. Croix River, which is itself a protected Section 4(f) resource. The Lower St. Croix River is a nationally- and locally-significant river that is included in the National Wild and Scenic Rivers System for its outstanding scenic and recreational values. It is a popular place for boating, camping, swimming, and other water-related recreational activities. Kolliner Park provides a view of the river and its activities. The river's natural beauty, numerous recreational activities, and accessibility to a large urban population contribute to the value of Kolliner Park as a recreational resource.

Kolliner Park is located within the boundaries of the Stillwater Cultural Landscape District. The district has been identified as a resource eligible for listing on the National Register of Historic Places. Two sites within the park—the Tourist Camp Site and the Legion Beach Site—have been identified as contributing resources to the Stillwater Cultural Landscape District. Remnants from the original stone foundations mark the location of these sites. These sites, as well as the Stillwater Cultural Landscape District, are discussed in more detail in the Stillwater Cultural Landscape District Draft Section 4(f) Evaluation, also included in the SDEIS.

The December 1998 Aiple Property and Kolliner Park Master Plan notes two plant species of special concern that may be located within the Kolliner Park property; bird's eye primrose (*Primula mislassinica*); and wild licorice (*Glycyrrhiza lepidota*)[2].

The Lift Bridge, which is connected to the Wisconsin shore by a 750-foot earthen causeway, is visible from the park. The view of this historic bridge is also considered an unusual characteristic of the park.

[2] According to the Aiple Property and Kolliner Park Master Plan (1998), Bird's eye primrose and wild licorice have been known to occur within Town 30 North, Range 20 West, which includes the Kolliner Park property.

II. IMPACTS ON THE SECTION 4(F) RESOURCE

A. NO-BUILD

A new bridge across the St. Croix River would not be constructed under the No-Build Alternative. Although the No-Build Alternative would have no direct impact on Kolliner Park, the park would continue to be affected by vehicles using the Lift Bridge. Congestion associated with the roadway and along the Lift Bridge is currently a problem and results in stopped vehicles idling along STH 64. Because STH 64 bisects Kolliner Park, future visitors to the park, if it is ever developed, would experience noise, visual disturbance, and emission impacts from vehicles on STH 64. Congestion along STH 64 is expected to continue to increase if no transportation changes are made.

The 1998 Aiple Property and Kolliner Park Master Plan proposes reopening the existing service road to the northern portion of the park, and upgrading the existing entrance road and parking lot, which are located in the southern portion of the park. Without roadway improvements (i.e., exclusive turn lanes, etc.), vehicles entering/exiting the park from STH 64 would contribute to congestion and safety problems, and would have adverse impacts on the park in this area.

B. BUILD ALTERNATIVES

Alternative B-1

Construction of Alternative B-1 itself would not result in the direct acquisition of land from Kolliner Park. Although Alternative B-1 would have no direct impact on Kolliner Park, the park would continue to be affected by vehicles using the Lift Bridge if the Lift Bridge would continue to be operated as a local traffic facility for limited vehicular use. Congestion associated with the roadway and along the Lift Bridge is currently a problem and results in stopped vehicles idling along STH 64; however, congestion is anticipated to be less with the Lift Bridge operating as a local facility compared to the No-Build Alternative. Because STH 64 bisects Kolliner Park, future visitors to the park, if it is ever developed, would experience noise, visual disturbance, and emission impacts from motorists who continue to use the Lift Bridge and approach roadways. However, this would not entirely eliminate problems associated with traffic utilizing the Lift Bridge in regards to impacts on Kolliner Park.

Impacts on land access to/from Kolliner Park would not be directly affected by the construction of Alternative B-1. However, if the Lift Bridge is converted to a bicycle/pedestrian facility, vehicular access to Kolliner Park would be eliminated from the west; removal of existing pavement for STH 64 and County Trunk Highway (CTH) E would eliminate vehicular access from the east (see Section II.C – Potential Mitigation Items). Eliminating motor vehicle traffic from the Lift Bridge and converting it to a pedestrian/bicycle facility upon the opening of the new bridge would improve the existing pedestrian/bicycle connection between Lowell Park/downtown Stillwater and Kolliner Park by providing a wider facility (existing pedestrian/bicycle sidewalk on the Lift Bridge is 5 feet wide).

Where segments of STH 64 and/or CTH E would be removed under Alternative B-1 if the Lift Bridge is converted to a pedestrian/bicycle facility, natural vegetation would be allowed to reestablish in the former right-of-way. By removing the existing segments of road that bisect Kolliner Park and allowing vegetative restoration, the park would become a continuous open space that would remain relatively undisturbed by development. Activities associated with removal of the unnecessary pavement are not anticipated to affect the two archaeological sites in Kolliner Park (the Tourist Camp Site and the Legion Beach Site), which are contributing elements to the Stillwater Cultural Landscape District.

The removal of unnecessary roadway pavement associated with conversion of the Lift Bridge to a bicycle/pedestrian facility could result in temporary construction impacts on Kolliner Park, including erosion/sedimentation, dust and noise impacts, and temporary construction occupancy. While much of the construction activity would likely take place on the roadway or adjacent right-of-way, construction activities could include the movement or storage of equipment or debris on portions of the park that are adjacent to the roadway. Construction impacts and methods to manage impacts are discussed in more detail in Chapter 12 of the SDEIS.

With conversion of the Lift Bridge to a pedestrian/bicycle facility, Kolliner Park could not be developed as outlined in the 1998 Master Plan if the approach roadway pavement is removed. Modifications of the park plan would be required as vehicles would no longer be able to access the park property.

Views from Kolliner Park would be affected by Alternative B-1. Although the Alternative B-1 bridge would be located about 6,350 feet to the south, the bridge would still be visible from the park. Refer to Chapter 7 of the SDEIS for a discussion of visual impacts.

Alternative C

Construction of Alternative C itself would also not result in the direct acquisition of land from Kolliner Park. Impacts on the park would occur depending on the future disposition of the Lift Bridge (i.e., conversion to pedestrian/bicycle facility versus continued use for local vehicular traffic) as discussed with Alternative B-1. See Alternative B-1 for a discussion of impacts to Kolliner Park associated with maintaining the Lift Bridge for local vehicular use or removal of the existing STH 64 roadway associated with conversion of the Lift Bridge to a pedestrian/bicycle facility (also see Section II.C).

Impacts on land access to/from Kolliner Park would not be directly affected by the construction of Alternative C. However, if the Lift Bridge is converted to a bicycle/pedestrian facility, vehicular access to Kolliner Park would be eliminated from the west; removal of existing pavement for STH 64 and CTH E would eliminate vehicular access from the east. Eliminating motor vehicle traffic from the Lift Bridge and converting it to a pedestrian/bicycle facility upon the opening of the new bridge would improve the existing pedestrian/bicycle connection between Lowell Park/downtown Stillwater and Kolliner Park by providing a wider facility (existing pedestrian/bicycle sidewalk on the Lift Bridge is 5 feet wide).

With conversion of the Lift Bridge to a pedestrian/bicycle facility, Kolliner Park could not be developed as outlined in the 1998 Master Plan. Modifications of the park plan would be required as vehicles would no longer be able to access the park property.

Views from Kolliner Park would be affected by Alternative C. Although the Alternative C bridge would be located about 3,600 feet to the south, the bridge would still be visible from the park. Refer to Chapter 7 for a discussion of visual impacts.

Alternative D

Construction of Alternative D would require the direct acquisition of land from Kolliner Park; approximately 2.9 acres of park land would be acquired for the construction of the bridge, roadway, and a stormwater pond. An additional 4.0 acres would be acquired for the construction of a trail and associated retaining walls from the Lift Bridge, through Kolliner Park parallel to STH 64 to the existing STH 35 roadway in Houlton. This acquisition could be viewed as an improvement by providing pedestrian/bicycle access from Stillwater, through Kolliner Park, and to proposed trails along STH 35 in Wisconsin (Figure E-10a). However, the construction of this trail is not consistent with the park improvements outlined in the 1998 Master Plan for Kolliner Park. The following proposed construction and mitigation items associated with Alternative D would affect the park:

- Construction of the bridge abutment for the new four-lane bridge, and, pending selection of a Preferred Alternative and resolution of the bridge type analysis, bridge piers within and/or just west of the park in the St. Croix River;

- Removal of the existing STH 64 roadway connection to the Lift Bridge and construction of the existing two-lane STH 64 roadway as a four-lane roadway, with an additional truck climbing lane for eastbound traffic. Construction would also include the creation of a recreational bicycle/pedestrian path along the new STH 64 roadway to access Kolliner Park from Houlton and the Town of St. Joseph;

- Construction of stormwater ponds north of STH 64 along the Wisconsin shoreline to treat runoff from the STH 64 roadway prior to discharge into the St. Croix River; and

- Preservation of the entire Lift Bridge as a pedestrian/bicycle facility to access Kolliner Park from downtown Stillwater.

STH 64 would continue to bisect Kolliner Park, future visitors to the park, if it is ever developed, would experience noise, visual disturbance, and emission impacts from motorists using the Alternative D bridge and approach roadways.

Construction of Alternative D would eliminate vehicular access to/from Kolliner Park. Access to the southern portion of the park property would also be eliminated for pedestrians and bicyclists, as recreationalists would not be able to cross the Alternative D approach roadway from the trails at the north end of the park. The southern portion of the park property would still be accessible

Figure E-10a – Kolliner Park Impacts – Alternative D (11x17 – b/w)

BACK

from the river by boat. With conversion of the Lift Bridge to a pedestrian/bicycle facility, Kolliner Park could not be developed as outlined in the 1998 Master Plan. Modifications of the park plan would be required as vehicles would no longer be able to access the proposed improvements identified in the Master Plan.

Converting the Lift Bridge to a pedestrian/bicycle facility with construction of the Alternative D bridge would, however, improve the existing pedestrian/bicycle connection between Lowell Park/downtown Stillwater and Kolliner Park by providing a wider facility (existing pedestrian/bicycle sidewalk on the Lift Bridge is 5 feet wide). Construction of a trail from the Lift Bridge through Kolliner Park and up the bluff parallel to STH 64 would provide a trail connection to Houlton and STH 35.

Construction of the stormwater ponds to treat runoff from the STH 64 roadway could also contribute to Kolliner Park not being developed as outlined in the 1998 Master Plan. Modifications of the park plan would be required as the stormwater pond may impact the proposed gravel drive and wildlife plantings identified in the Master Plan. The stormwater ponds, however, would help improve water quality in the St. Croix River, itself a Section 4(f) resource, by treating runoff from STH 64 prior to its discharge to the river.

Views from Kolliner Park would be affected by Alternative D. The Alternative D bridge would be located between Kolliner Park in Wisconsin and Lowell Park/downtown Stillwater in Minnesota. See Chapter 7 of the SDEIS for a discussion of visual impacts.

Alternative E

Construction of Alternative E would require the direct acquisition of land from Kolliner Park; approximately 4.0 acres of park land would be impacted for the construction of the bridge, approach roadway and roadway connection to the Lift Bridge, and stormwater ponds. An additional 3.2 acres would be acquired for the construction of a trail and associated retaining walls from the Lift Bridge and the Alternative E bridge, through Kolliner Park parallel to STH 64 to the existing STH 35 roadway in Houlton. This acquisition could be viewed as an improvement by providing pedestrian/bicycle access from Stillwater, through Kolliner Park, and to proposed trails along STH 35 in Wisconsin (Figure E-10b). Similar to Alternative D, the construction of this trail is not consistent with the park improvements outlined in the 1998 Master Plan for Kolliner Park. The following proposed construction and mitigation items associated with Alternative E would affect the park:

- Construction of the bridge abutment for the new two-lane bridge, and, pending resolution of the bridge type analysis, bridge piers within and/or just west of the park in the St. Croix River;

- Removal of the existing STH 64 roadway connection to the Lift Bridge and construction of the existing two-lane STH 64 roadway as a four-lane roadway, with an additional truck climbing lane for eastbound traffic. Construction would also include the creation of a recreational bicycle/pedestrian path along the new STH 64 roadway to access Kolliner Park from Houlton and the Town of St. Joseph;

- Construction of stormwater ponds north of STH 64 along the Wisconsin shoreline to treat runoff from the STH 64 roadway and new river crossing prior to discharge into the St. Croix River; and

- Preservation of the Lift Bridge for two lanes of one-way westbound traffic from Wisconsin. Access to Kolliner Park from downtown Stillwater would be provided from the existing sidewalk on the Lift Bridge or from the trail along the new two-lane bridge.

STH 64 would continue to bisect Kolliner Park, future visitors to the park, if it is ever developed, would experience noise, visual disturbance, and emission impacts from motorists using the Alternative E bridge and approach roadways.

Construction of Alternative E would eliminate vehicular access to/from Kolliner Park as described for Alternative D. With construction of STH 64 as a controlled access highway under Alternative E, Kolliner Park could not be developed as outlined in the 1998 Master Plan. Modifications of the park plan would be required as vehicles would no longer be able to access the park property.

Constructing a trail on the Alternative E bridge would, however, improve the existing pedestrian/bicycle connection between Lowell Park/downtown Stillwater and Kolliner Park by providing a wider facility (existing pedestrian/bicycle sidewalk on the Lift Bridge is 5 feet wide). Construction of a trail from the Lift Bridge through Kolliner Park and up the bluff parallel to STH 64 would provide a trail connection to Houlton and STH 35.

Similar to Alternative D, construction of the stormwater ponds in Kolliner Park to treat runoff from the STH 64 roadway could also contribute to Kolliner Park not being developed as outlined in the 1998 Master Plan. See the discussion of Alternative D for impacts of the proposed stormwater ponds in Kolliner Park.

Views from Kolliner Park would be affected by Alternative E. Similar to Alternative D, the Alternative E bridge would be located between Kolliner Park in Wisconsin and Lowell Park/downtown Stillwater in Minnesota. See Chapter 7 of the SDEIS for a discussion of visual impacts.

C. POTENTIAL MITIGATION ITEMS

Potential mitigation items applicable to all Build Alternatives are summarized in the introduction to the Section 4(f) evaluations and described in Chapter 14 of the SDEIS. One potential mitigation item is the restoration of Kolliner Park lands. Under this potential mitigation item, non-historic elements would be removed from Kolliner Park to facilitate a revision to a more natural state. The City of Stillwater owns Kolliner Park and has adopted a master plan to develop several recreation amenities at the site. If Kolliner Park is allowed to revert to a more natural state, the city's planned improvements could not be implemented.

Figure E-10b – Kolliner Park Impacts – Alternative E (11x17 – b/w)

Upon identification of a Preferred Alternative, a mitigation package will be identified by the lead agencies from the list of mitigation items as well as additional mitigation items identified by agencies or the public during the SDEIS comment period. Additional potential impacts associated with the mitigation package items for the Preferred Alternative will be presented in the Supplemental Final EIS.

III. AVOIDANCE ALTERNATIVES

Construction of Alternative B-1 or Alternative C would completely avoid direct, physical impacts to Kolliner Park. The conversion of the Lift Bridge to a pedestrian/bicycle facility would allow for access to the parkland, whereas maintaining the Lift Bridge and approach roadways for local vehicular traffic would continue to bisect the park property.

The river crossing locations for Alternative D and Alternative E cannot avoid use of Kolliner Park. The proposed items associated with Alternatives D and E (e.g., new river crossing, roadway expansion, trail connections) would result in acquisition of property from Kolliner Park.

The restoration of Kolliner Park lands as a potential mitigation item could be avoided if it is not identified as part of the mitigation package with selection of a Preferred Alternative. The ability to avoid this 4(f) resource as a potential mitigation measure will be determined through mitigation discussions that will be presented in the final Section 4(f) evaluation. Impacts to the Wisconsin bluff and riverway are unavoidable as a new river crossing is a key component of all Build Alternatives.

IV. MEASURES TO MINIMIZE HARM

The primary impact of the Build Alternatives to the Kolliner Park property is the inability of Stillwater to implement its Master Plan for the site. This impact cannot be minimized as it results from construction impacts of Alternatives D and E, maintaining the Lift Bridge for vehicular traffic with Alternative E, or converting the Lift Bridge to a pedestrian/bicycle facility with Alternatives B-1, C and D. Impacts on land access would be reduced by converting the Lift Bridge to a pedestrian/bicycle facility with Alternatives B-1, C, and D because a wider facility would provide for easier access, but eliminating vehicular access would require a modification to the Master Plan for the site. Impacts on land access are also reduced under Alternative E with access from the Lift Bridge and the trail along the north side of the new, two-lane Alternative E bridge.

Retaining walls along STH 64 from the Wisconsin shoreline up the bluff to Houlton for Alternatives D and E also minimize the amount of cut activities and physical space that would be needed to support the expanded roadway. Although a stormwater pond for Alternatives D and E would require the acquisition of land from Kolliner Park, the pond would treat runoff from

STH 64 and the Alternative E bridge prior to discharge in the St. Croix River, itself a Section 4(f) resource. See Chapter 10 of the SDEIS for a discussion of water quality, runoff and stormwater ponding for Alternatives D and E.

Visual impacts on Kolliner Park resulting from the Build Alternatives would be reduced by selecting bridge designs that are compatible with the surrounding landscape as much as possible. Visual impacts on Kolliner Park would be greater with Alternatives D and E relative to Alternatives B-1 and C because of their proximity to the Section 4(f) resource. Alternatives B-1 and C are approximately 6,350 feet and 3,600 feet, respectively, south of Kolliner Park. Alternatives D and E would continue to bisect the Kolliner Park property.

Mitigation for these impacts to Kolliner Park are currently being explored and will be determined through the development of the mitigation package with identification of a Preferred Alternative. In addition, because the property has not yet been developed as a park, there is the potential to coordinate the Preferred Alternative bridge and final park design to further mitigate the impacts on the Section 4(f) resource.

Mitigation would be provided for temporary construction impacts on Kolliner Park. As discussed in Section II for all Build Alternatives, temporary construction impacts could include erosion/sedimentation, vegetation impacts, dust and noise. Temporary erosion and sedimentation control measures and Best Management Practices (BMPs) developed by the Minnesota Pollution Control Agency (MPCA) will be followed to reduce impacts. Additional information on construction impacts is provided in Chapter 12 of the SDEIS.

V. COORDINATION

Extensive agency coordination has occurred throughout the SDEIS process, as described in the Introduction to the Draft Section 4(f) Evaluations. Preliminary coordination related to discussion of impacts has occurred with the federal, state, and local government agencies and non-governmental groups as part of the Stakeholder Resolution Process. Further coordination will continue with the agencies that own, regulate, and/or issue permits related to development of the property.