

A. HISTORIC PROPERTIES SECTION 4(f) EVALUATION

The proposed project involves upgrading the St. Louis core-area interstate highway network to enhance capacity and travel efficiency, system linkages and community access, traffic safety, and economic growth and development, including realigning I-70 to the north side of downtown St. Louis and constructing a new bridge across the Mississippi River, as described in Chapter 3.

Four NRHP-eligible industrial properties will be directly impacted by the project. The four industrial properties are: Gateway Refrigeration (N2); Alpers Jobbing (N34); Sang Fah Wholesale (N50); and M&L Foods (N91). These properties are considered NRHP-eligible because they "are associated with events that have made a significant contribution to the broad patterns of our history," and, in the case of the first two, because they also "embody the distinctive characteristics of a type, period, or method of construction."

Gateway Refrigeration at 1800 North Broadway is a 1922 icehouse that is in good condition. The building has been in continuous use as an icehouse since its construction by the Federal Cold Storage Co., serving the cold storage needs of the surrounding community. The building demonstrates a special, uncommon form of icehouse construction where structural walls are doubled and an insulating cavity is left between the two, creating a "box within a box." The brick building has minimal, but carefully articulated, fenestration. The building's brick exterior is articulated with pilasters (some of which have been removed) crowned with stone caps and a roofline parapet wall capped with stone (some of which has been removed).

The Alpers Jobbing property at 1201-1225 Cass is a three-building complex in good condition, extending from Hadley Street to Thirteenth Street. The easterly four-story section was built in 1890, the middle four-story section in 1909, and the two-story west section in 1920. Taken as a whole, the complex demonstrates changing building typologies and construction techniques of the period. The oldest part of the complex has smaller-arched fenestration and is articulated vertically as a series of stacked bands. The other two sections include extensive glazing, less articulation, and flat window heads, which permit the exterior to express the then new steel framing technology. The brick work includes corbeling forming dentals, and the roofline of all three building components is topped by an elaborate four-part terra cotta cornice.

The Sang Fah Warehouse at 927 Tyler was designed by Architect Thomas Saum, built in 1913, and is in good condition. The typical 1900s facade shows a simple blocklike massing with a tripartite organization, enlivened by exuberant terra cotta, glazed brick, and carved limestone trim. The building's front elevation includes brick pilasters with terra cotta capitals and bases, as well as terra cotta shields and diamonds on the corner bays. At the first floor level, ornately carved oval stone crests include fleur de lis, and the pedimented stone front door surround features a carved stone eagle. It exhibits both Craftsman and Neoclassical design traditions.

M&L Foods at 1717 North Broadway was built in 1941 and is in good condition. The building demonstrates influences of Streamline Moderne and to a lesser extent the Art Deco style on vernacular architecture. These influences appear in the radiused corners, the contrasting vitreous brick accents and window surrounds on the buff brick facade, and the horizontal emphasis of the facade, which is interrupted by contrasting vertical terra cotta trim at the building's main entrance.

The proposed action will require removing the taller south half of the Gateway Refrigeration icehouse (N2), the Alpers Jobbing building (34), the Sang Fah warehouse (N50), and the M&L Foods building (N91). The shorter north half of the Gateway Refrigeration icehouse (N2) can be retained.

The following alternatives would avoid displacing the Section 4(f) industrial properties: the no-build alternative; the south bridge build alternative/MIS options; shifting the north river crossing alignment northward or southward. None of these alternatives is prudent and feasible as discussed in DEIS Chapter 6. Hence, all possible mitigation measures to minimize, or mitigate, harm to the Section 4(f) properties were incorporated into the project as detailed in DEIS Chapter 6. MoDOT coordinated extensively with the MDNR Historic Preservation Program (HPP) in 1998 and 1999 as detailed in the DEIS Chapter 6 discussion.

As a result of continuing coordination in 2000 and 2001, a signed MOA is included in Appendix A of this FEIS.

B. PARKLAND SECTION 4(f) EVALUATION

The proposed project involves upgrading the St. Louis core-area interstate highway network to enhance capacity and travel efficiency, system linkages and community access, traffic safety, and economic growth and development, including realigning I-70 to the north side of downtown St. Louis and constructing a new bridge across the Mississippi River, as described in Chapter 3.

The Jefferson National Expansion Memorial is a 36.4-ha (90.06-ac) park on the St. Louis riverfront that includes the nation's tallest national monument, the 192-m (630 ft)-high Gateway Arch, commemorating the westward expansion of the United States. The memorial was created and its boundaries established on December 31, 1935; 40 blocks of the oldest part of the city were cleared to create the site for the memorial beginning in October 1939. A competition was held in 1947 to design the memorial, and Eero Saarinen's concept for the Gateway Arch was selected in 1948. Construction of the Arch began on February 12, 1963 and was completed on October 28, 1965. The Jefferson National Expansion Memorial drew 3.5 million visitors in 1998.

The Arch is an inverted, weighted catenary curve that measures 192 m (630 ft) at the base, the same dimension as its height. Its legs, which are clad in stainless steel, have the cross

section of an equilateral triangle tapering from 16.5 m (54 ft) at the base to 5.2 m (17 ft) at the top. An inside observation platform is available at the top of the Arch, which is reached by a unique tram system of eight small capsules, holding five persons each, in each leg. Underground at the base of the Arch is the Museum of Westward Expansion, which is as large as a football field, along with four theaters, one of which, the 265-seat Odyssey Theatre is outfitted for large-format films.

The Old Courthouse, bounded by Chestnut, Fourth, Market, and Broadway, is a part of the Jefferson National Expansion Memorial, as is the block immediately to the east of the Old Courthouse, called Luther Ely Smith Park. The Old Courthouse, begun in 1839, was the site of the 1847 and 1850 Dred Scott trials, the outcome of which helped precipitate the Civil War. The Old Courthouse houses a museum charting the history of the city of St. Louis and restored courtrooms.

The Arch grounds include north and south river overlooks, north and south reflecting ponds, and tree-lined paths. A parking garage is located on the north side of the grounds opposite the Eads Bridge approach along Washington Avenue; and the park maintenance area is located on the south side of the grounds opposite the Poplar Street Bridge approach along Poplar Street. NPS is currently proceeding with a sizable expansion of the maintenance area. The TRRA's high-line rail runs through the Arch grounds in tunnel and open cut parallel to the river. The privately-owned, historic Old Cathedral is surrounded by the Arch grounds at the foot of Walnut Street.

By Cooperative Agreement executed on March 12, 1963, NPS, the State Highway Commission of Missouri, and the city of St. Louis agreed to the terms and conditions of the construction of the Poplar Street Bridge approach and connections to the I-70 alignment along Third Street (Memorial Drive) within the Jefferson National Expansion Memorial boundaries defined in the federal legislation creating the memorial in 1935. The result of this agreement is that essentially all of the existing I-70 mainline and ramp pavement (as well as northbound Memorial Drive, which is maintained by MoDOT) north of the southbound I-55 loop ramp is on NPS property.

The proposed project will remove the Poplar Street Bridge approach ramps to and from I-70 and to northbound Memorial Drive and from southbound Memorial Drive. The proposed project will relocate and widen the southbound I-55 ramp to two lanes in the place of the removed ramps. The revised (elevated) I-55 ramp will be banked away from the park and will not extend north of the existing north curblineline of Poplar Street nor east of the existing east curblineline of northbound Memorial Drive. The result will be less interstate pavement and fewer ramp structures within the park boundary replaced by a greater area of landscaped highway right-of-way within the park boundary. Also, the changes will take traffic pressure off existing I-70 and Memorial Drive, as well as off Washington Avenue on the north side of the Arch grounds.

Access to and from I-70 will be relocated to the new bridge on the north side of downtown, and the existing interstate on the west side of the park grounds will be signed I-44. Poplar

Street Bridge access to and from downtown, currently provided to north- and from southbound Memorial Drive will be relocated to northbound Fourth Street at Spruce Street and from southbound Broadway south of Spruce Street. Spruce Street will be one-way westbound between Fourth and Broadway, and Poplar Street will be vacated between Fourth and Broadway.

Access to the Arch grounds from the Poplar Street Bridge will be provided by reconstructing Spruce Street from the exit ramp terminus at Fourth over southbound Memorial Drive and the interstate to northbound Memorial Drive, which will be raised and connected with a raised two-way Poplar Street pavement. A southbound Memorial Drive ramp will also connect with the Spruce Street reconstruction. These local access improvements will provide for two-way vehicular circulation around the Arch grounds and a new roadway and sidewalk connection between the south side of downtown and the Arch grounds.

Raising up Poplar Street and northbound Memorial Drive will help buffer the southwest corner of the park from the I-44 interstate traffic. Raising up the Poplar and Second Street intersection will improve the grade on the proposed maintenance drive that NPS proposes to build as a part of its expanded maintenance facility. These improvements will necessitate removing the northbound I-55 ramp access to eastbound Poplar Street. These improvements will also necessitate relandscaping a 3:1 0.3-ha (0.7-ac) toe-of-slope area within the park and rebuilding the three-meter (ten-foot)-wide sidewalk along Poplar Street and northbound Memorial Drive. The Poplar/Memorial Drive curblin in this area, the park use boundary, will be raised in elevation; however, it will not otherwise be shifted into or away from the park.

The following alternatives would avoid displacing the Section 4(f) park property: the no-build alternative; the south bridge build alternative/MIS options; and shifting the Poplar Street Bridge approach ramps/local access improvements. None of these alternatives is prudent and feasible as discussed in DEIS Chapter 6. Hence, all possible measures to minimize, or mitigate, harm to the Section 4(f) property were incorporated into the project as detailed in DEIS Chapter 6. MoDOT and IDOT coordinated with the NPS representatives in 1998 and 1999 as detailed in the DEIS Chapter 6 discussion.

The Arch is a National Historic Landmark. As a result of continuing coordination in 2000, the parenthetical reference to “developing a stable and/or permitting the mounted park ranger’s horses to graze in this area is one option being entertained” was deleted from the joint-use mitigation measure. The following parenthetical reference was substituted, “such as employee parking and material storage.” A signed MOA is included in Appendix A of this FEIS.