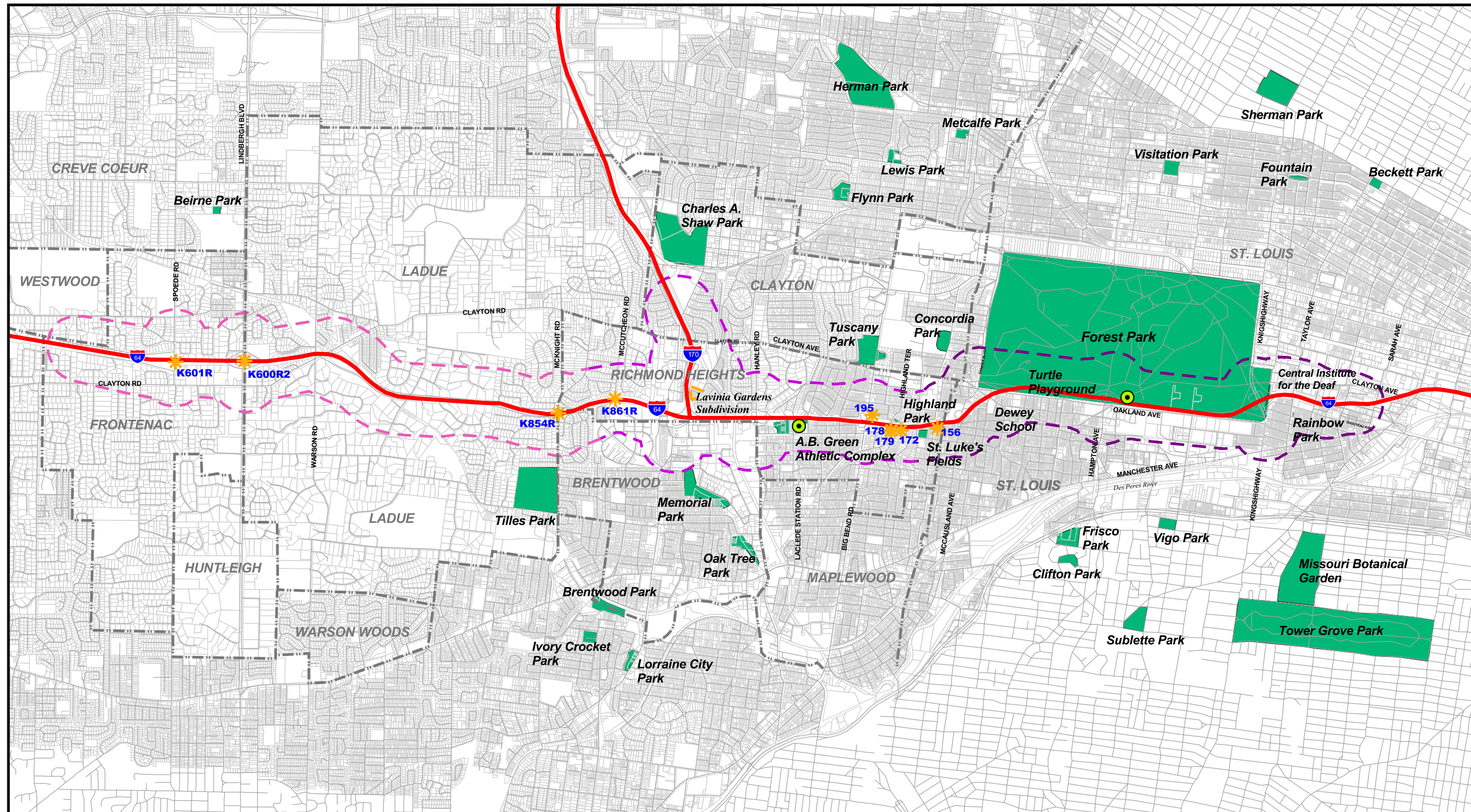




APPENDIX 4f-A
4(f) RESOURCE LOCATION MAP



I-64 - Environmental Impact Statement
Section 4(f) Evaluation

Exhibit 4f-A - 4f Resource Location Map

STUDY CORRIDOR

- Greenway Subcorridor
- Thruway Subcorridor
- Parkway Subcorridor
- City Boundaries

Existing I-64 / I-170

Parks & Recreation Areas

Impacted Park/Recreation Area (Section 4(f))

NRHP Eligible Individual Cultural Resources (Adverse Effect)

NRHP Eligible District/Landscape (Adverse Effect)



4000 0 4000 8000 12000 Feet





APPENDIX 4f-B
SECTION 4(f) HISTORIC RESOURCE EXHIBITS
Historic Bridges



Spoede Bridge, facing Northeast



Lindbergh Bridge, facing Northwest

GREENWAY AND THRUWAY SUBCORRIDOR



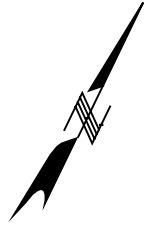
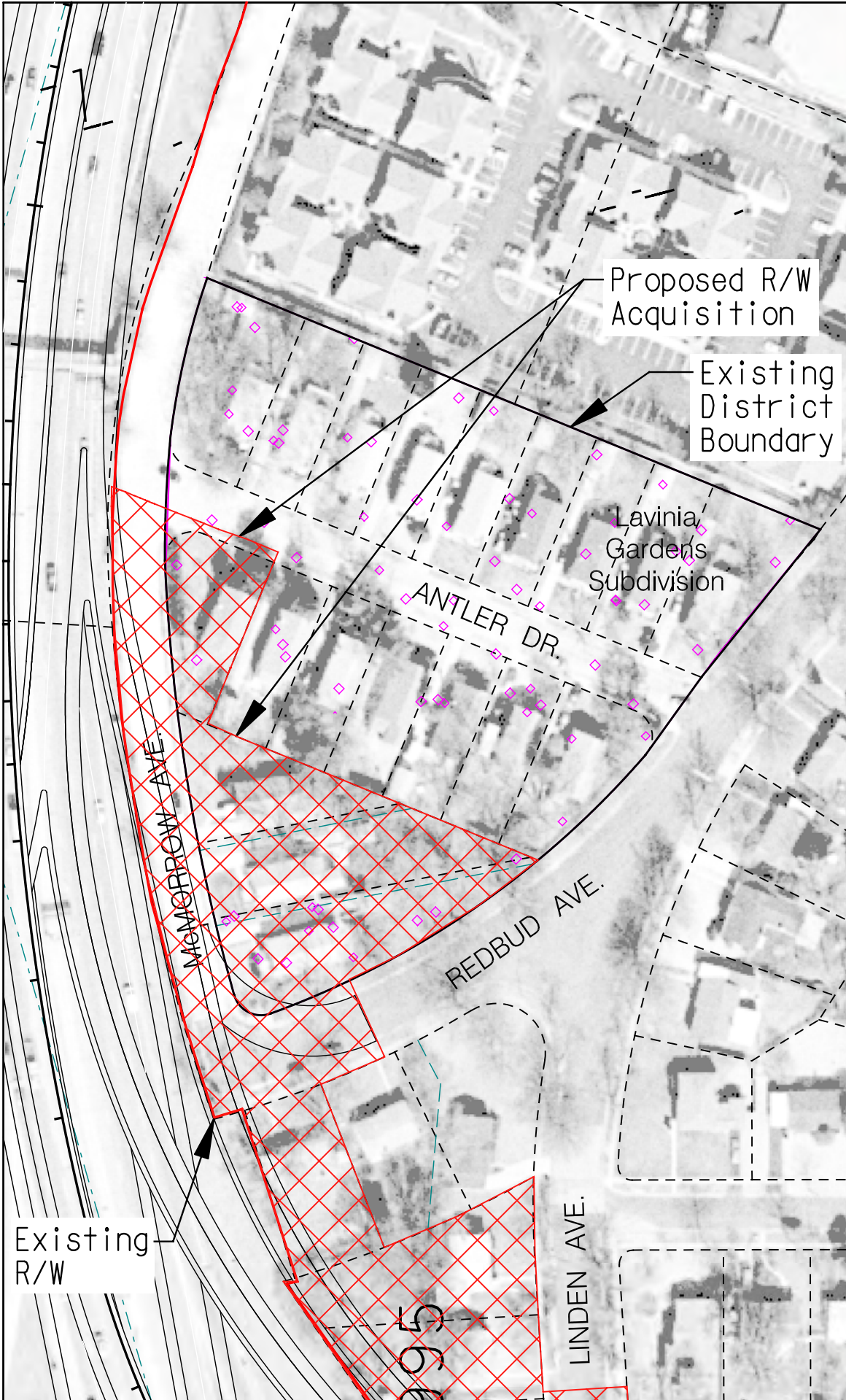
McKnight Bridge, facing Southeast



McCutcheon Bridge, facing Northeast



APPENDIX 4f-C
SECTION 4(f) HISTORIC RESOURCE EXHIBITS
Historic Districts



I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
PREFERRED ALTERNATIVE

EXHIBIT 4f - C1 LAVINIA GARDENS SUBDIVISION DISTRICT



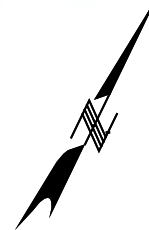


APPENDIX 4f-D
SECTION 4(f) HISTORIC RESOURCE EXHIBITS
Historic Architectural Resources

Property 195
7464 Warner Avenue

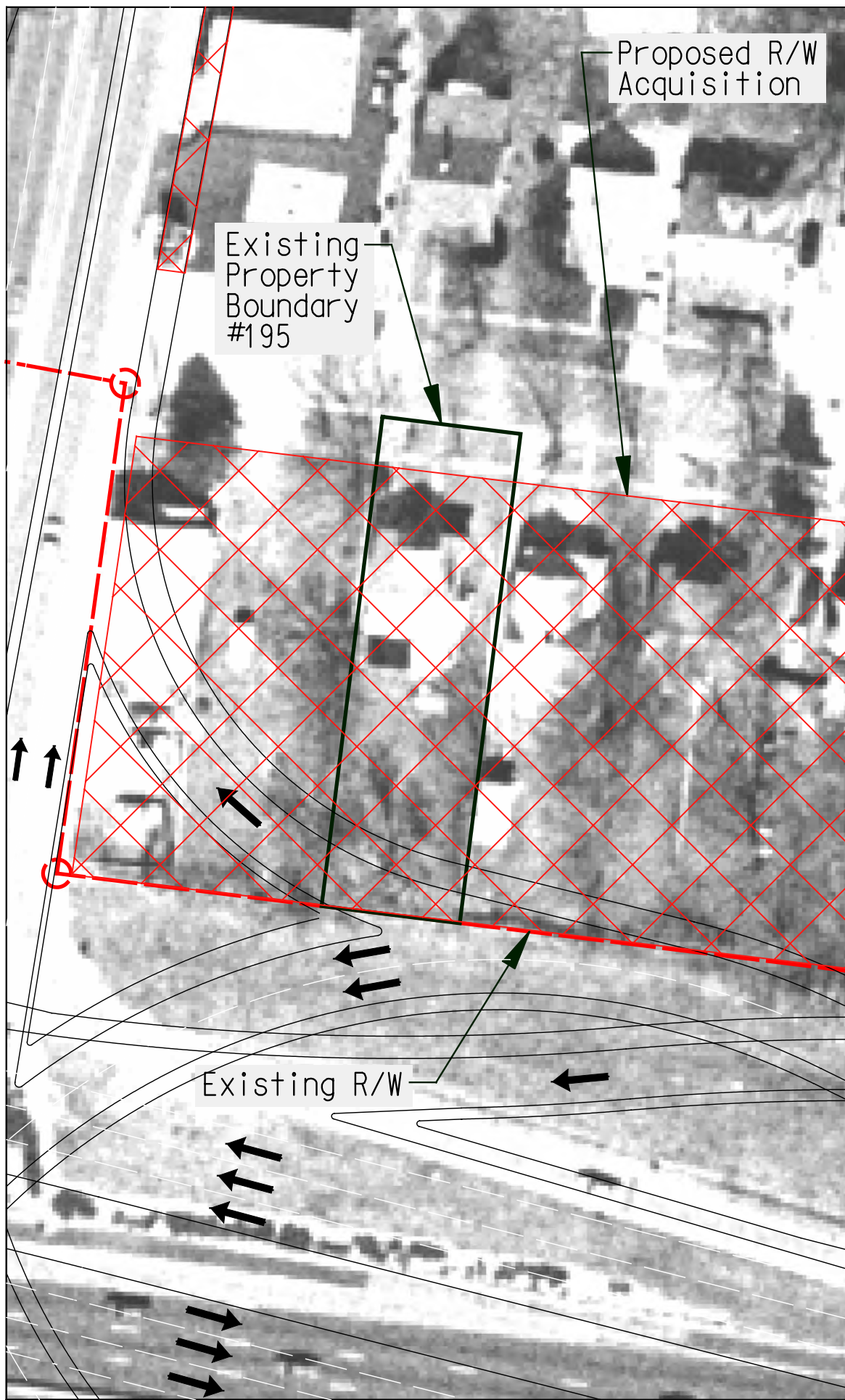


Residence, Facing Southwest



I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
PREFERRED ALTERNATIVE

EXHIBIT 4f - D1b: NOETEMANN RESIDENCE #195



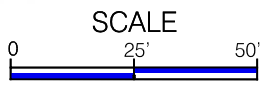
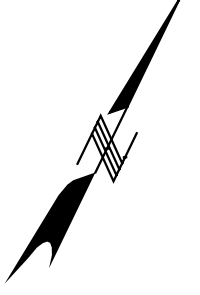
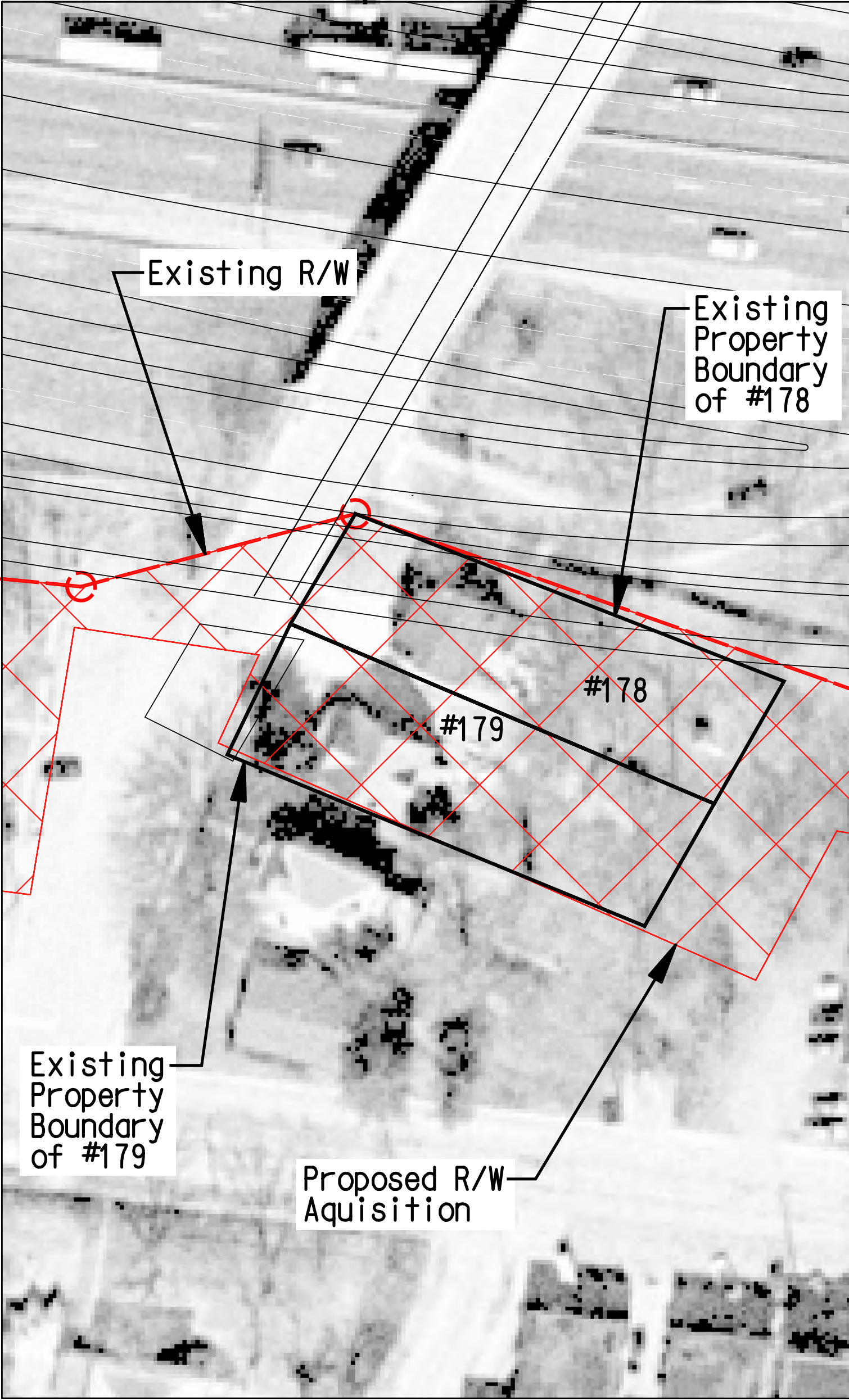
Property 178
1334 Highland Terrace



Residence, Facing Northeast



Residence, Facing Southwest



I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
PREFERRED ALTERNATIVE
EXHIBIT 4f – D3b / D4b: KETTLER #178
AND NEWPORT #179 RESIDENCES



Property 179
1336 Highland Terrace



Residence, Facing Southeast



Garage, Facing East

THRUWAY SUBCORRIDOR

Property 172
1330-1338 Hawthorne Place



Apartment Building, Facing Northeast



Apartment Building, Facing Northwest

Property 172
1330-1338 Hawthorne Place



Entrance, Facing East

THRUWAY SUBCORRIDOR

Property 172
1330-1338 Hawthorne Place



End of Building, Facing Southeast



Garage, Facing East

Property 172
1330-1338 Hawthorne Place



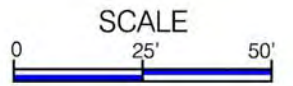
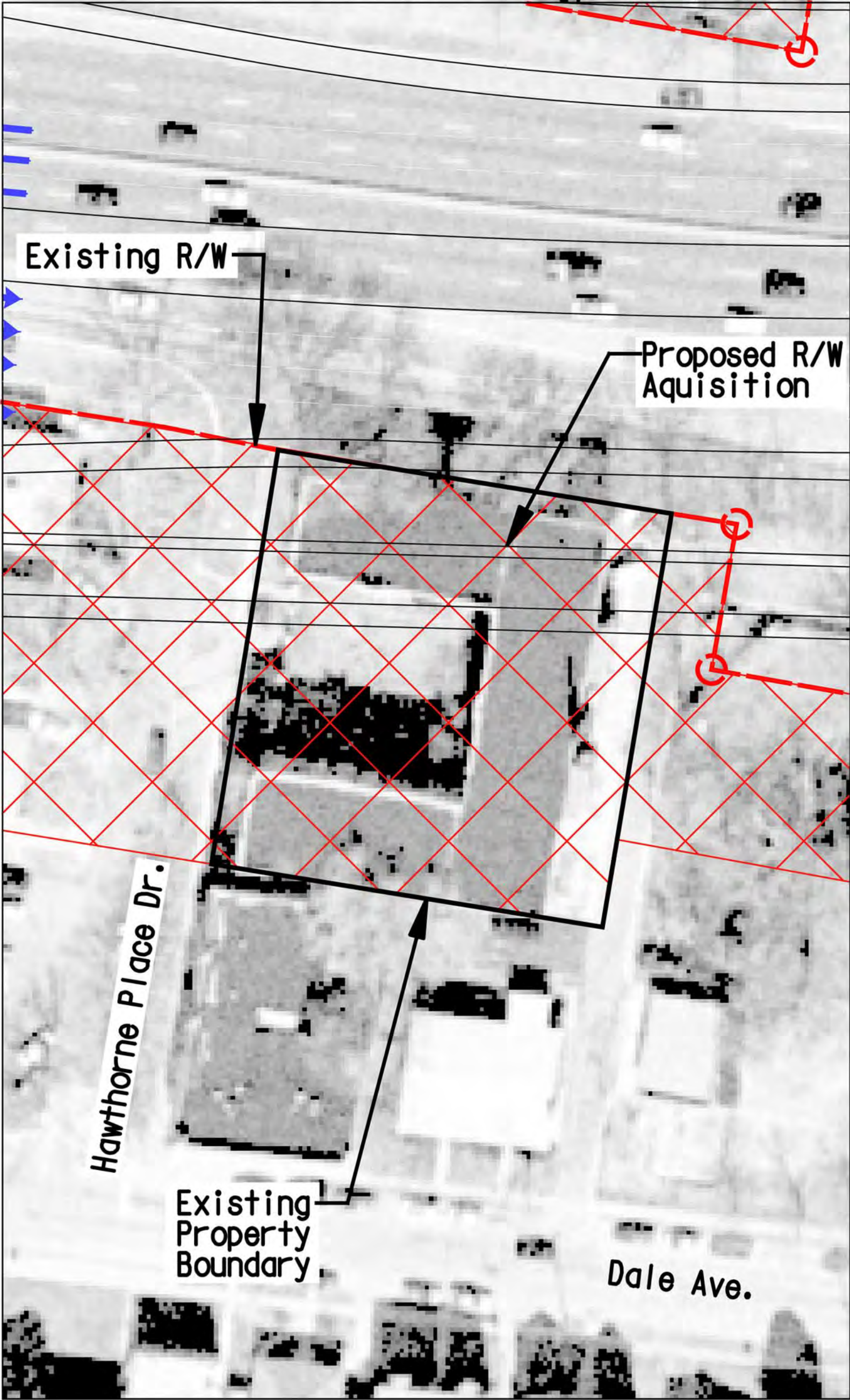
Lion head Fountain with Arch, Facing East

THRUWAY SUBCORRIDOR

Property 172
1330-1338 Hawthorne Place



Arch attached to Building, Facing East



I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
PREFERRED ALTERNATIVE

EXHIBIT 4f - D5f: APARTMENT BUILDING #172





Residence, Facing North



Residence, Facing Southeast

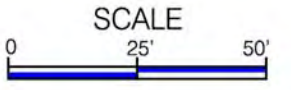
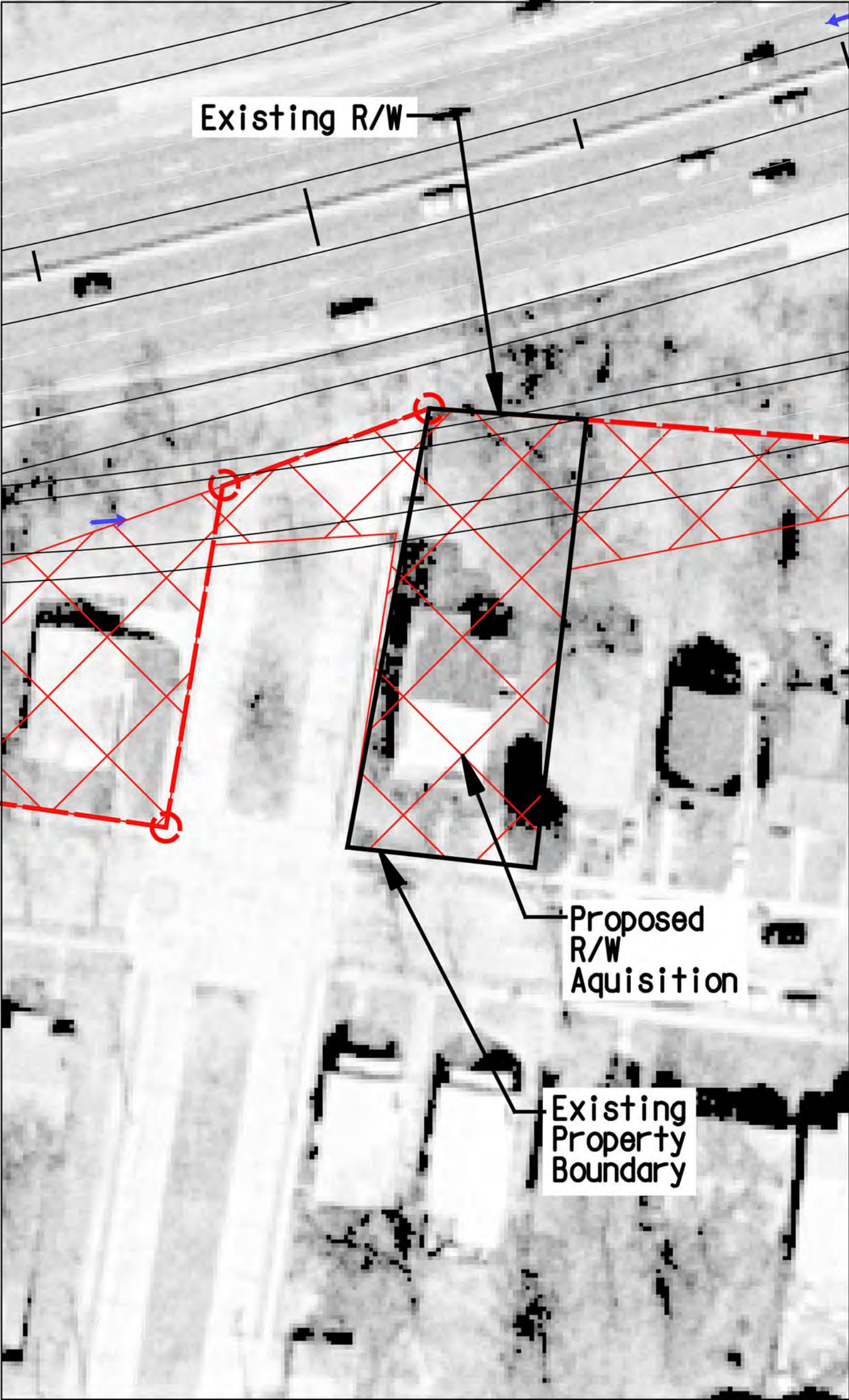
Property 156
7125 Nashville



Door Detail, Facing East



Garage, Facing East



I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
PREFERRED ALTERNATIVE

EXHIBIT 4f - D6d: RESIDENCE #156





APPENDIX 4f-F
SECTION 4(f) PARKS & RECREATION AREAS EXHIBITS
A.B. Green Athletic Complex

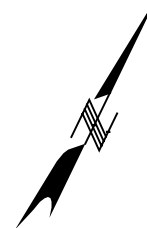
THRUWAY SUBCORRIDOR



Tennis and basketball courts - looking northwest.



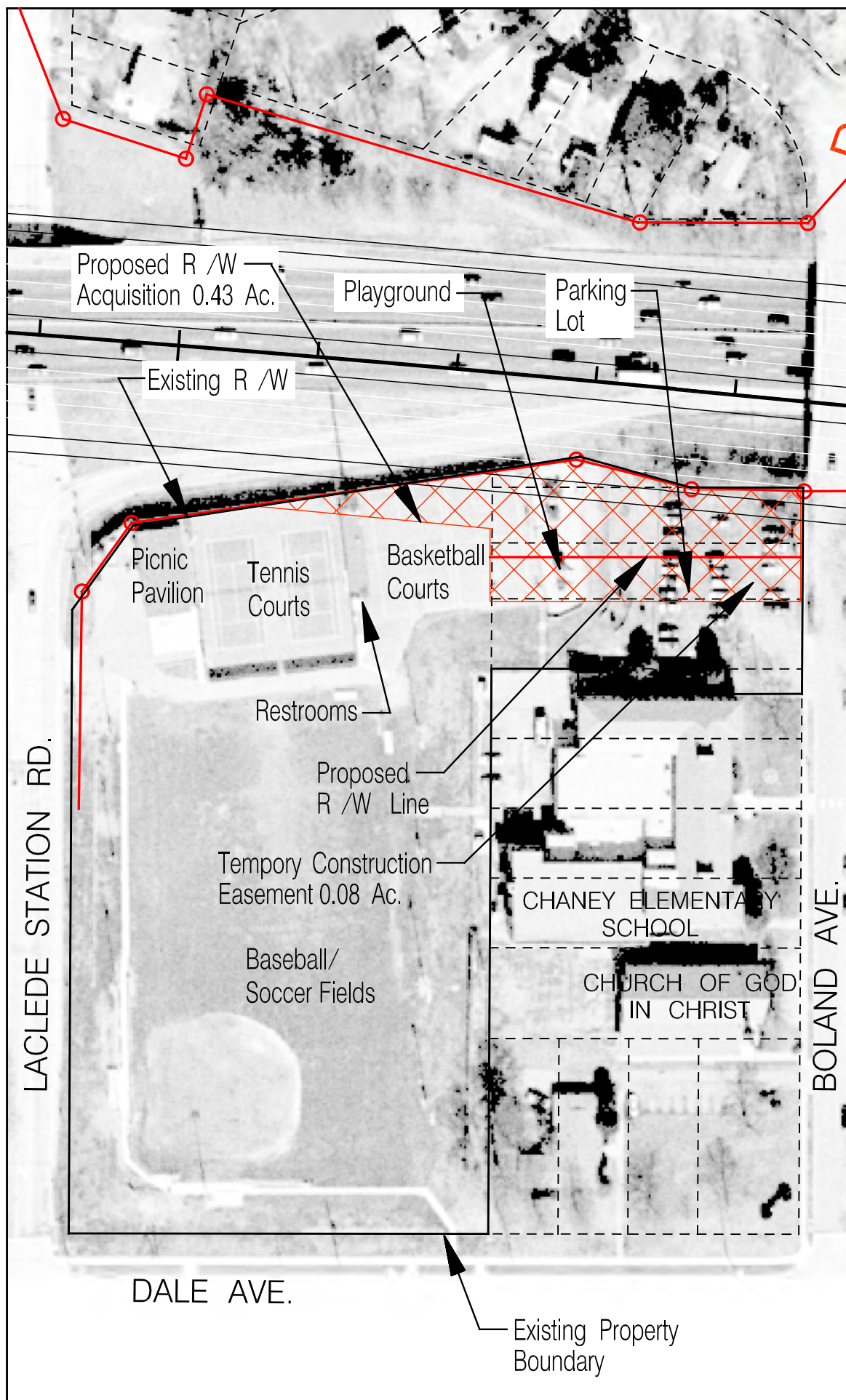
Playground and basketball courts adjacent to I-64 - looking north.

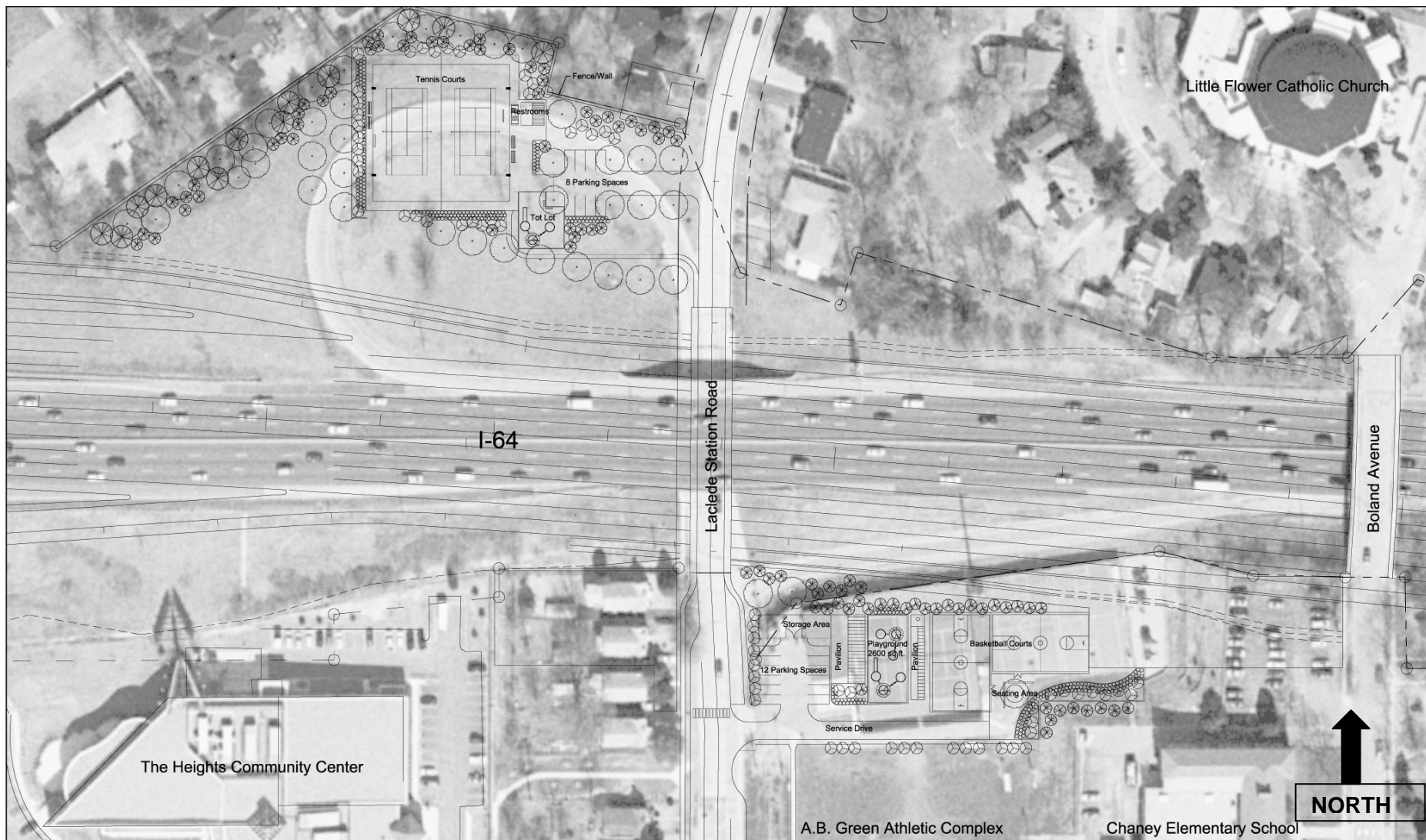


SCALE
0 50' 100'

I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
PREFERRED ALTERNATIVE

EXHIBIT 4f - F1b: A.B. GREEN ATHLETIC COMPLEX





I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4(f) EVALUATION
PROPOSED CONCEPTUAL MITIGATION PLAN



EXHIBIT 4f – F1c: A. B. GREEN ATHLETIC COMPLEX



APPENDIX 4f-G
SECTION 4(f) PARKS & RECREATION AREAS EXHIBITS
Forest Park



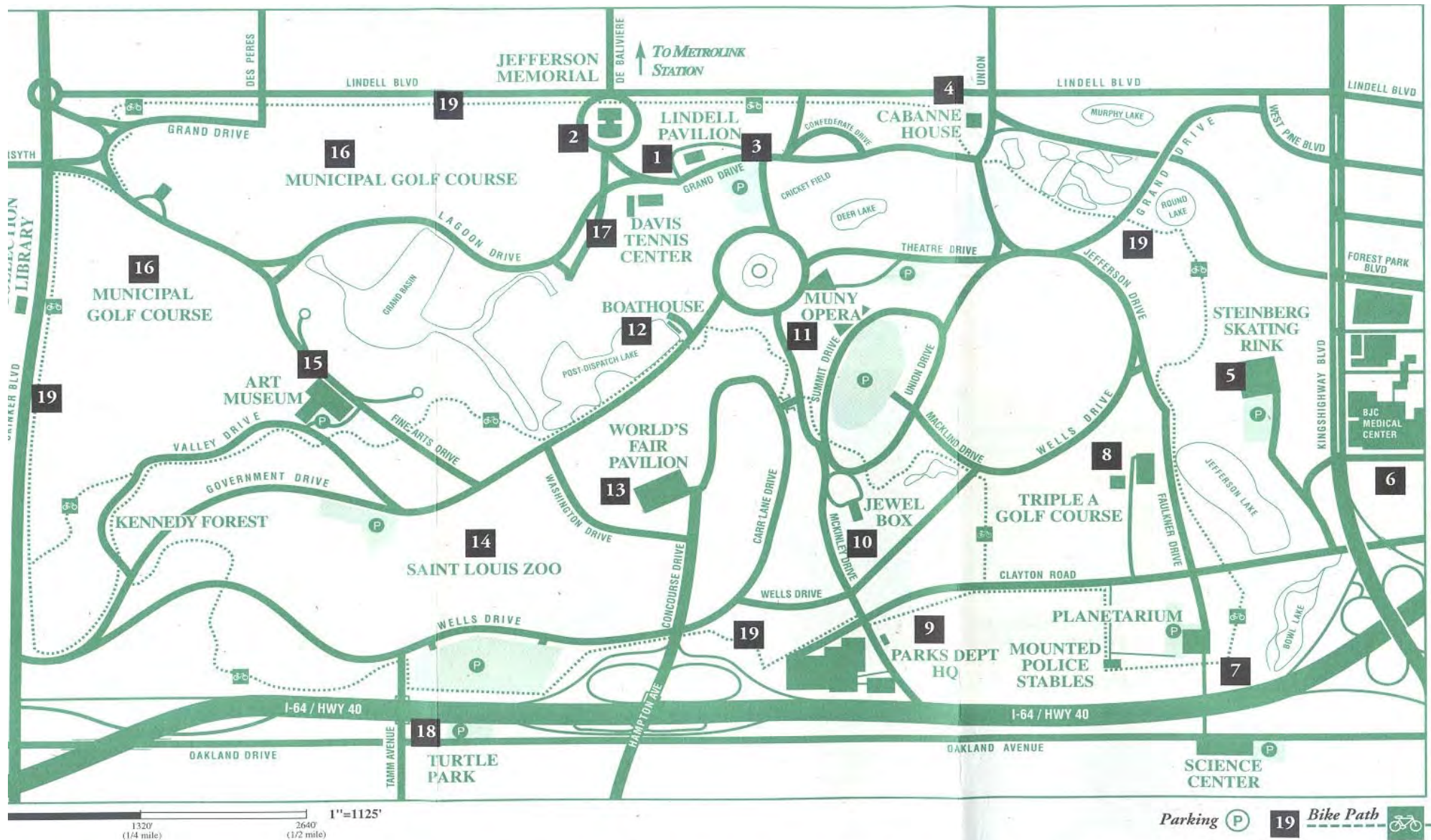


EXHIBIT 4(f)-G2 FOREST PARK SITE MAP

Source: Forest Park Visitors Map

FOREST PARK MASTER PLAN IMPROVEMENTS FACT SHEET

Water – Altering the park’s lakes and lagoons into a more “river-like” system will promote better water quality while encouraging a self-sustaining park environment that requires less maintenance and reduces flooding and erosion. Major improvements include, rebuilding and re-configuring lakes, redesigning rivers and streams and improving storm water drainage. Additionally these improvements will revive and protect wildlife habitats and expand public boating and fishing opportunities.

Nature and Infrastructure – Repairing the existing infrastructure to be aesthetically pleasing in the park environment will be a major effort. Projects will include enhancing the Jewel Box as a public conservatory with formal gardens and upgrading the World’s Fair Pavilion. Restoring the natural beauty of Forest Park consists of preserving and maintaining the park’s forests, meadows, hills, wildlife habitat, and wetlands to provide an ecologically balanced system that can be enjoyed by the public.

History – In order to restore the comfort of relaxing in a “passive open space system,” the Forest Park Master Plan will include renovating the historic prominent gardens of the parks’ central areas. This will include creating a formal grand basin around the lake at the bottom of Art Hill.

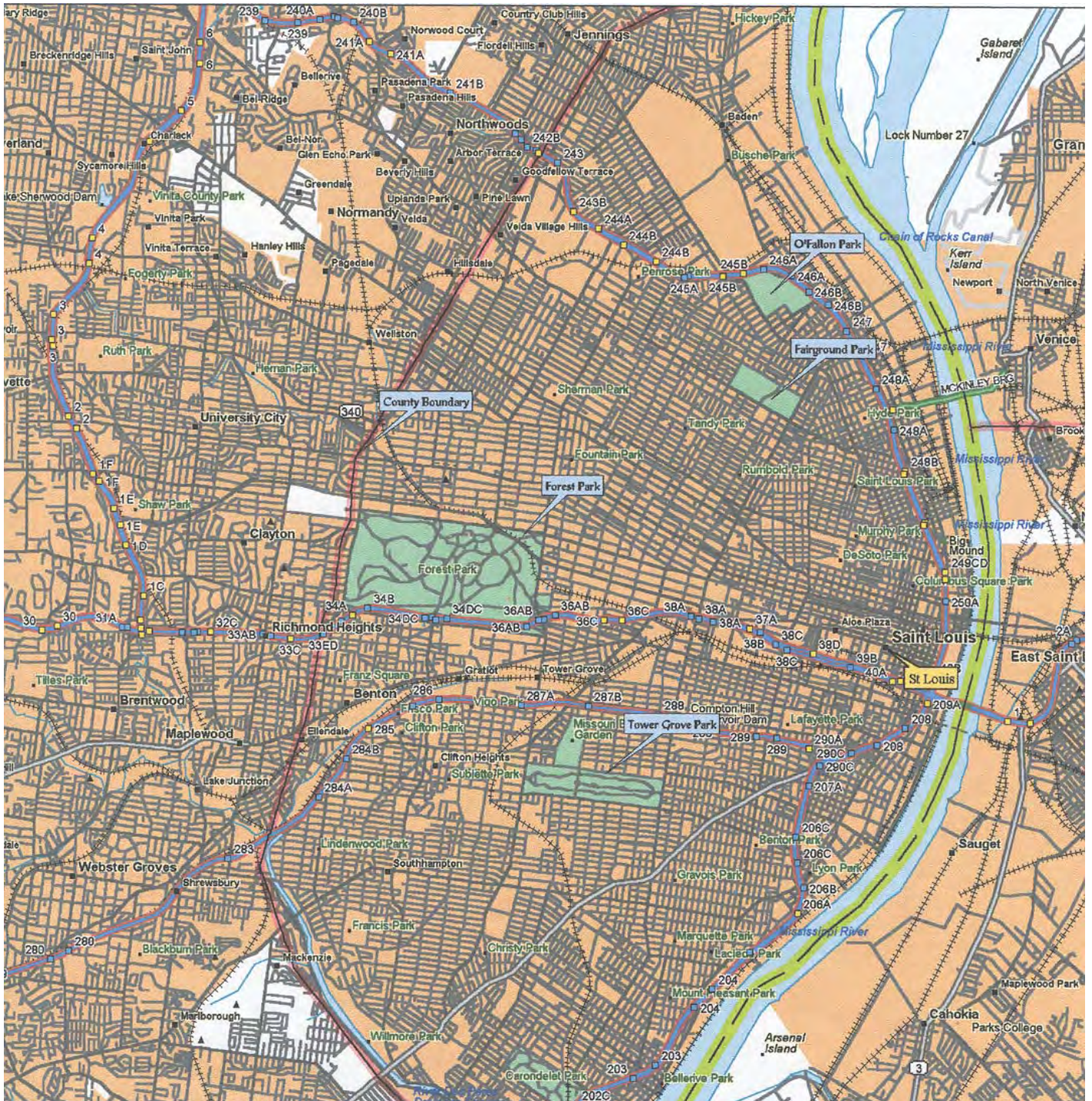
Cultural – Improvements will be made to the World’s Fair Pavilion and the Steinberg Rink so they can be used as all season facilities with improved visitor amenities. New utilities will be installed wherever possible as well as lighting along roadways, parking lots, interior walkways and bike paths. Improvements will be made to deteriorated bridges, underground utilities, and all park statues, monuments and public art.

Education – Public Education is an important part of the preservation and enhancement of Forest Park. Expansion of educational programs and events, visitor services and outreach activities will add to the enjoyment of the park. Additional outdoor education programs will be implemented to enhance public interest.

Future Access – The master plan includes a comprehensive plan to interconnect roads and paths to help visitors reach their destinations. A multi-use path will be created to meet the needs of runners, bicyclists, and skaters. Key connections for the multi purpose recreation paths to the community include: De Baliviere Ave., Union Blvd., West Pine Drive, Steinberg Skate Rink, Clayton Road, Mounted Police Station, Hampton Avenue, Tamm Avenue, Clayton/Sinker Intersection, Wydown Blvd., Forsythe Blvd., and Peres Avenue.

Recreation – Maximizing the use of active space for recreational activities will provide for a more enjoyable experience for the public. Improvements will be made to the park’s ball fields, tennis courts and other recreational facilities. In addition, primary trailheads are proposed at Lindell Pavilion and Steinberg Rink as well as a series of secondary trailheads. All-season facilities with restrooms, showers, short-term lockers, storage areas, covered areas and bike paths will be created to make for a more relaxing experience.

Finally, the establishment of a public/ private partnership will be designated to oversee all improvements and maintain Forest Park’s natural beauty and historical and cultural value that is the basis for the public’s enjoyment.











Source: Delorme Maps

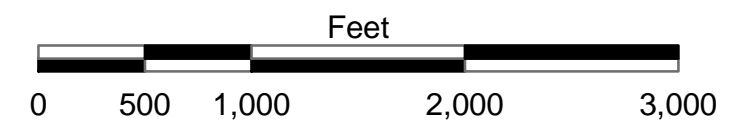
EXHIBIT 4f-G3

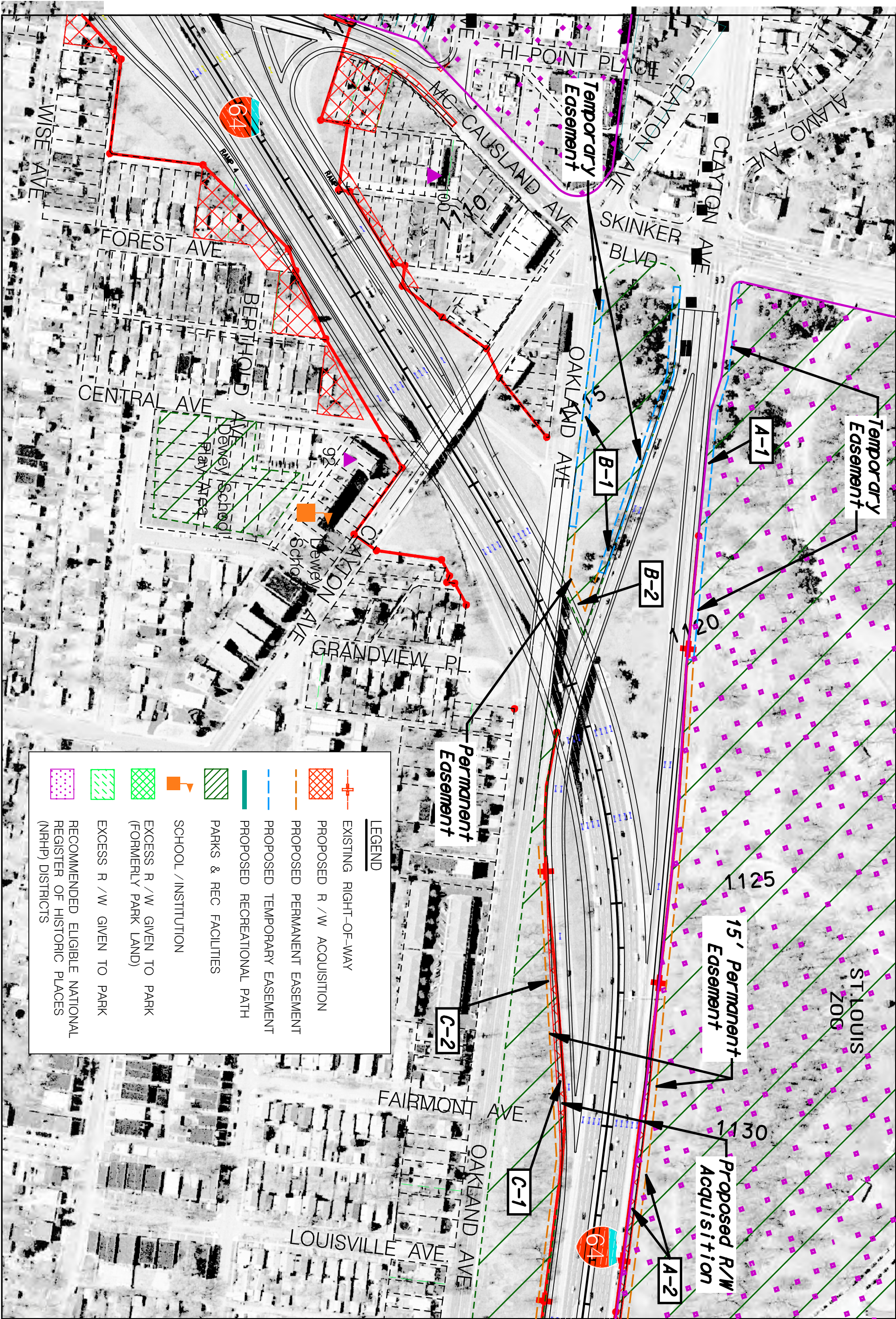
OTHER MAJOR PARKS City of St. Louis



Park Resources / Impact Areas

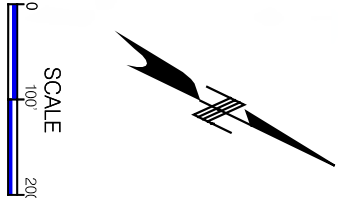
- | | | |
|--|--|--|
|  Wells / Hampton Intersection |  Open Space and Recreational Path |  Forest Park Boundary |
|  R/W Converted to Park Land |  Turtle Playground |  Existing I-64 |
|  Open Space |  Zoo Parking | |

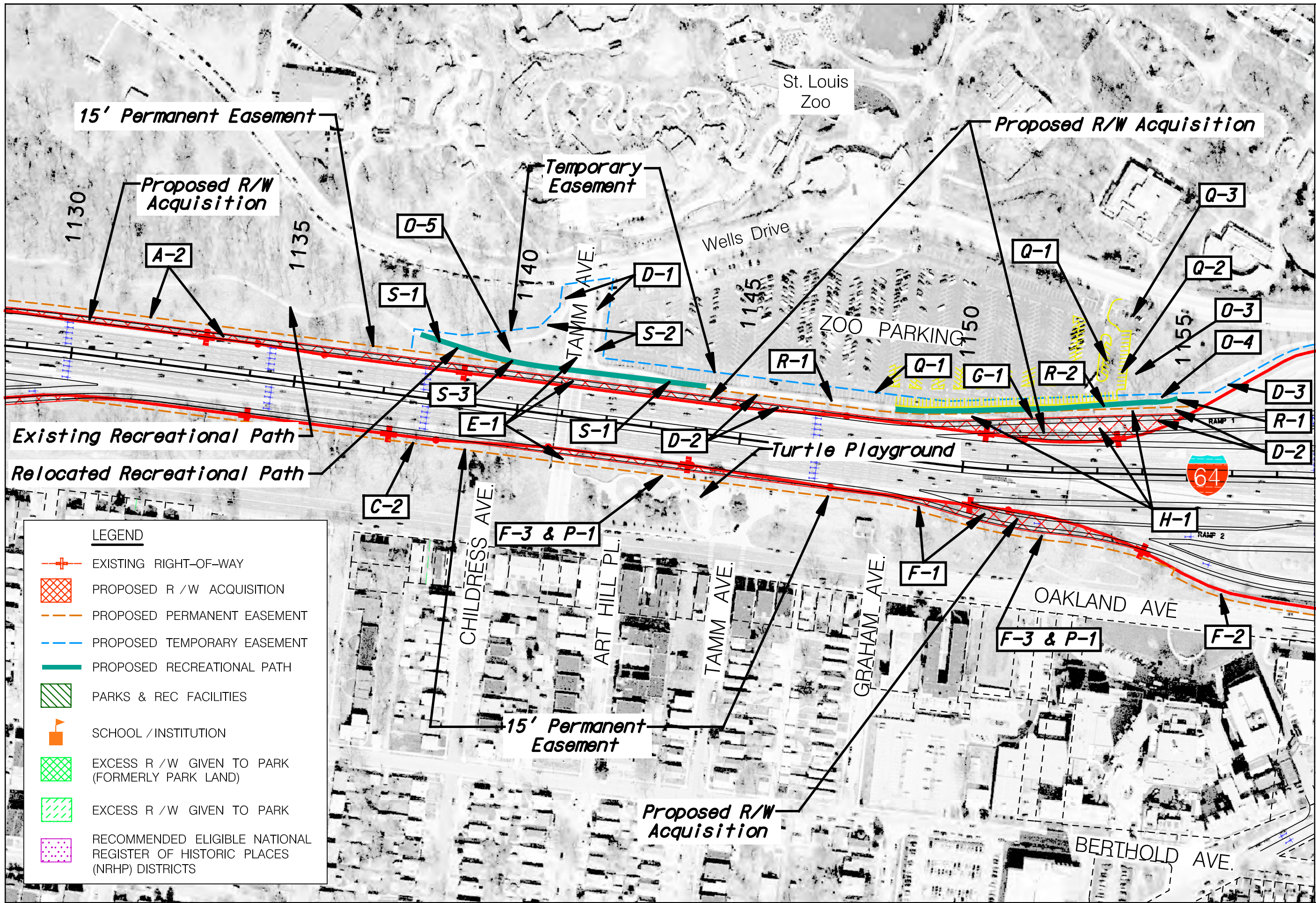


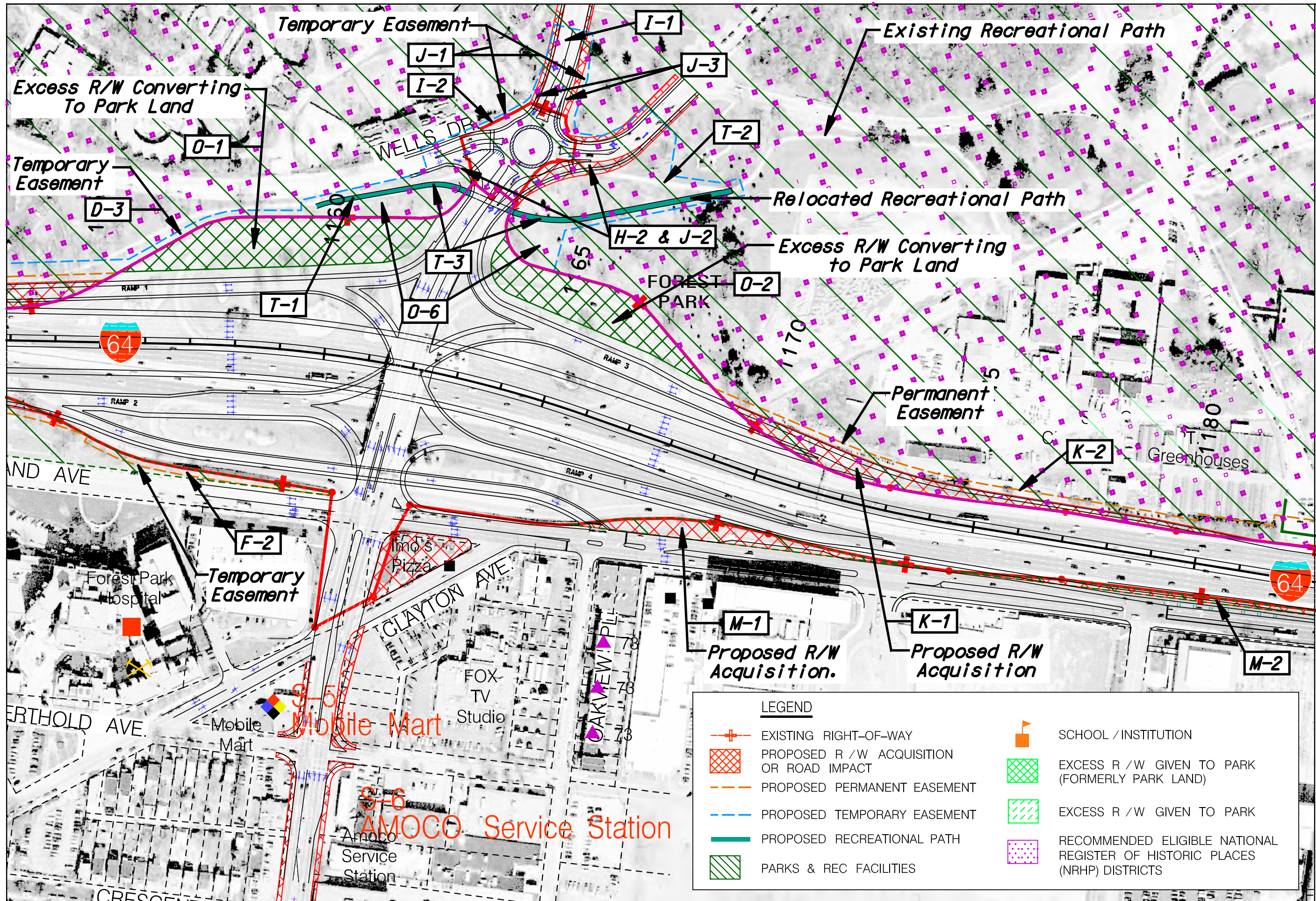


I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
PREFERRED ALTERNATIVE

EXHIBIT 4f – G5a: FOREST PARK





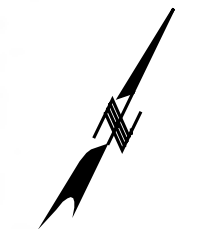
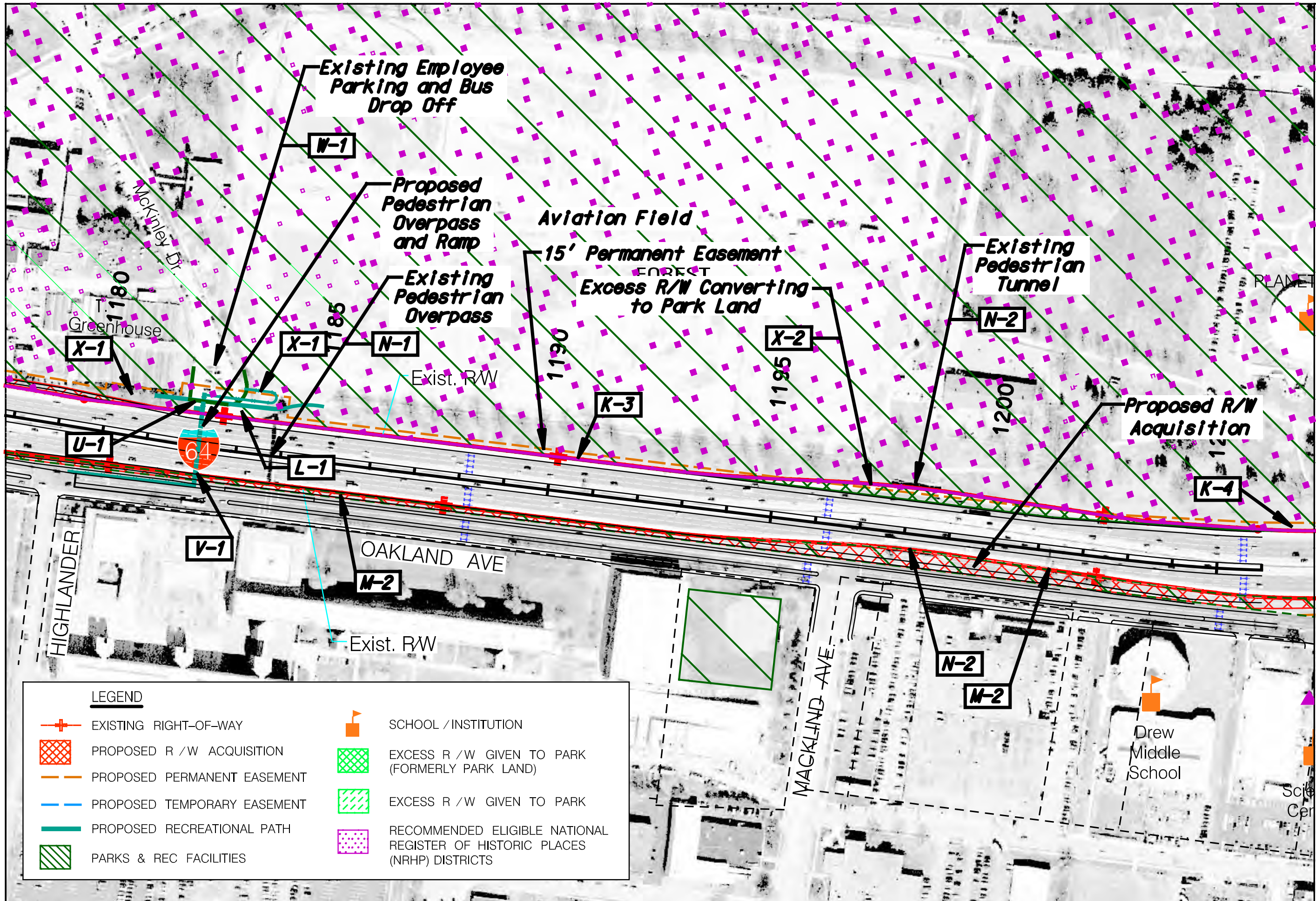


SCALE
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I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
PREFERRED ALTERNATIVE

EXHIBIT 4f - G5c: FOREST PARK



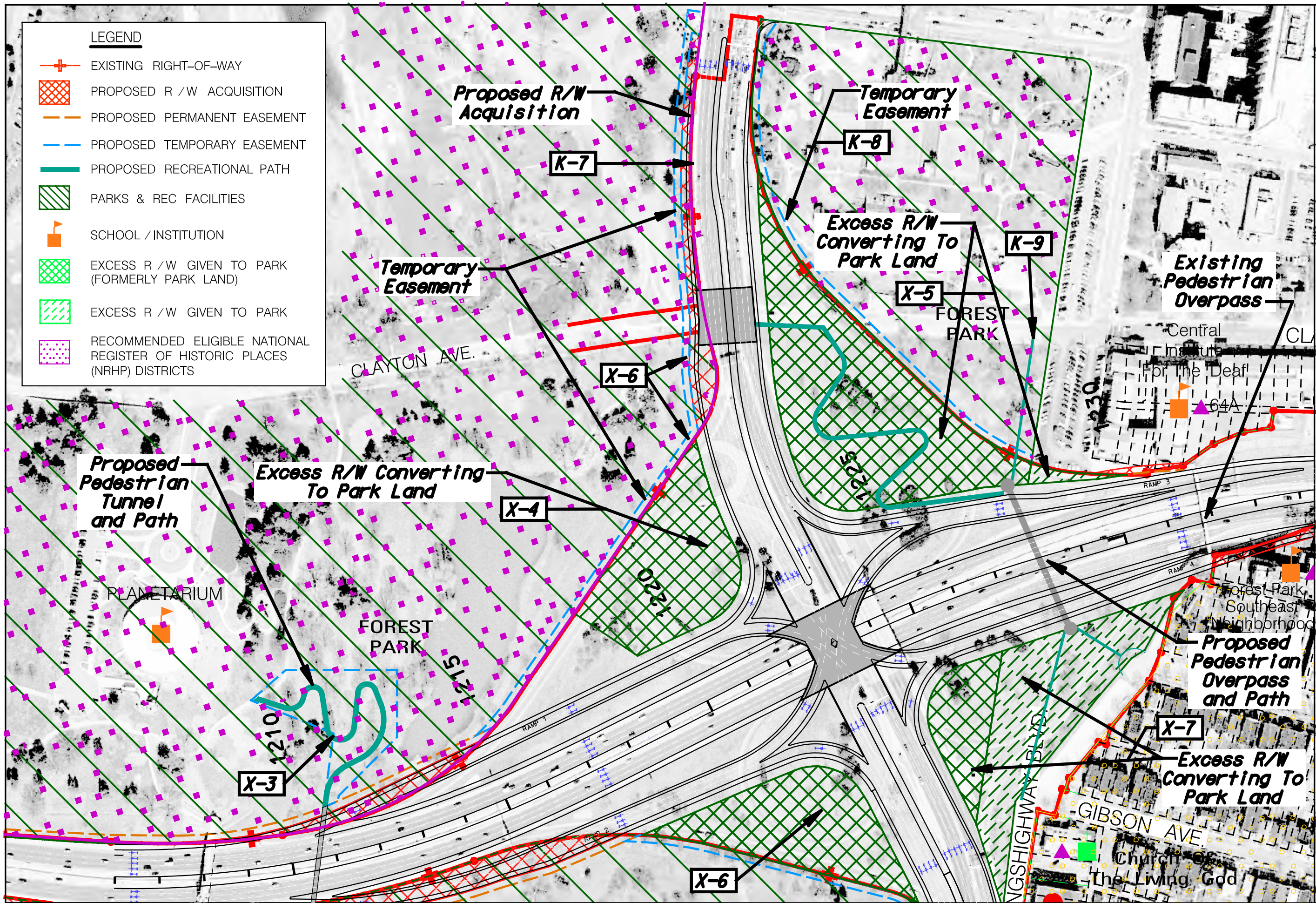


SCALE
0 100' 200'

I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
PREFERRED ALTERNATIVE

EXHIBIT 4f - G5d: FOREST PARK





PARKWAY SUBCORRIDOR



Typical wooded area near west end of Forest Park.



Typical open space character.

PARKWAY SUBCORRIDOR



Walking path.



The turtle sculptures.



The turtle sculptures.



Parking lot and restrooms.



I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4(f) EVALUATION

EXHIBIT 4f – G7b: TURTLE PARK RETAINING WALL SKETCH





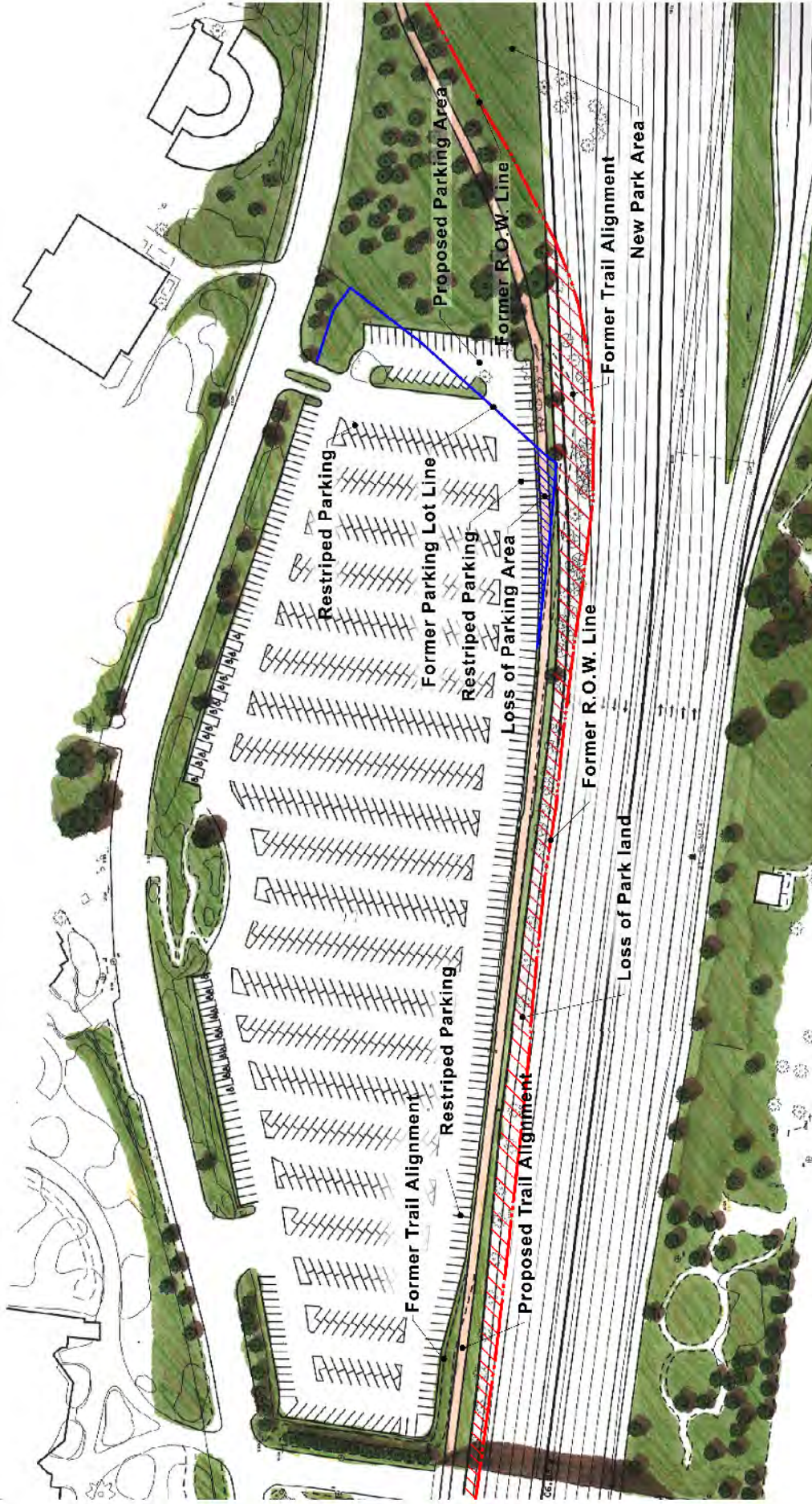
I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4(f) EVALUATION

EXHIBIT 4f – G7c: TURTLE PLAYGROUND





Zoo parking lot.



I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4(f) EVALUATION
EXHIBIT 4f - G8b: ZOO PARKING OPTION 5B
1059 SPACES W/MULTI USE TRAIL





I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4(f) EVALUATION

EXHIBIT 4f – G9c: WELLS HAMPTON INTERSECTION IMPROVEMENTS
OPTION 1





EXHIBIT 4f – G9b: PLANNED
RECREATIONAL PATH AT AVIATION FIELD





Looking northwest.

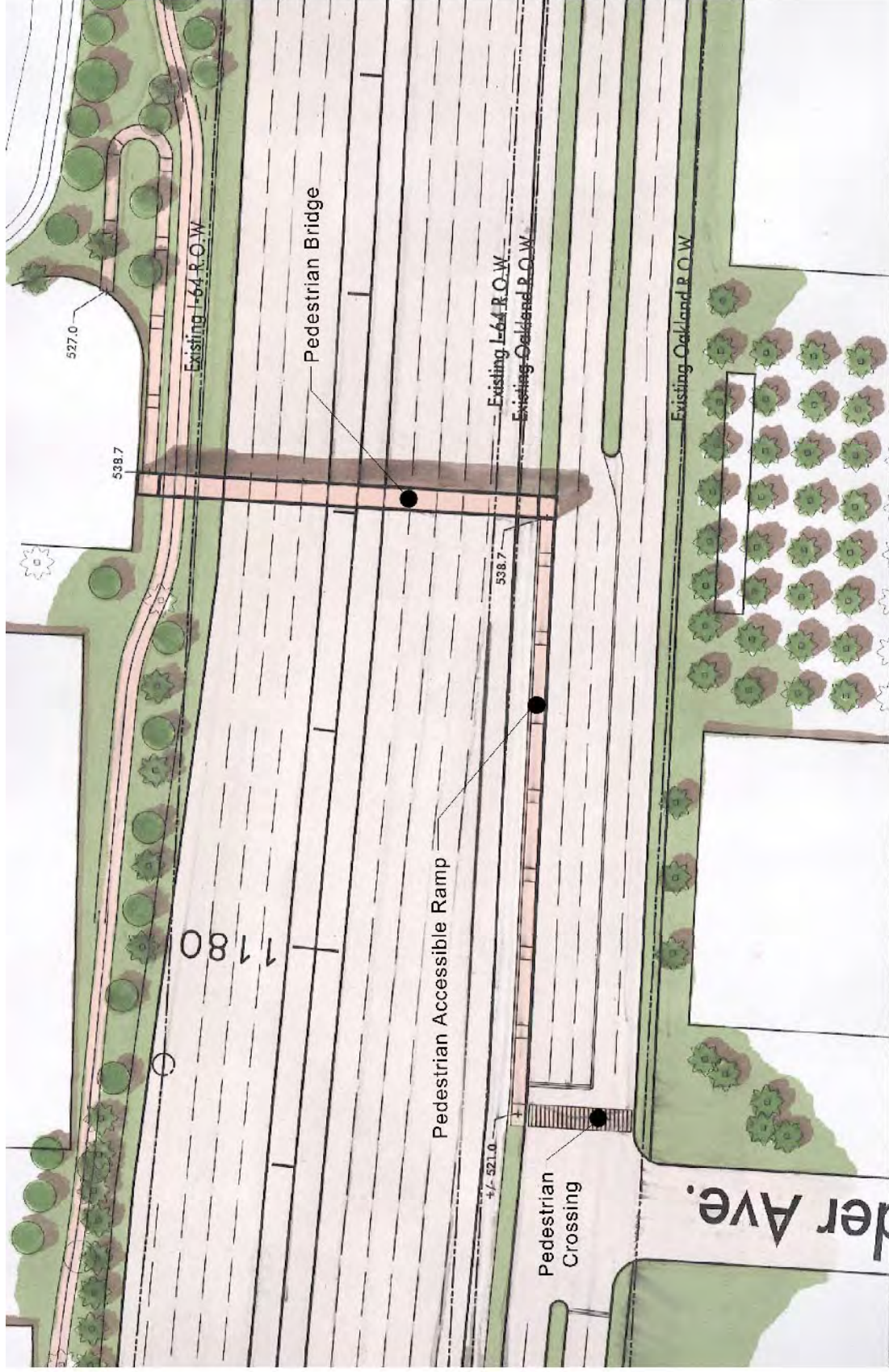
PARKWAY SUBCORRIDOR



Pedestrian overpass at Forest Park Community College.



Pedestrian crossing at Science Center (to remain in place).



I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4(f) EVALUATION



EXHIBIT 4f – G11b: PEDESTRIAN BRIDGE AT 1182 + 00







Aviation Field - under renovation.



I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4(f) EVALUATION

EXHIBIT 4f – G12b: OPTION 4 STREETSCAPE





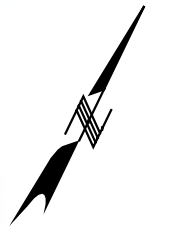
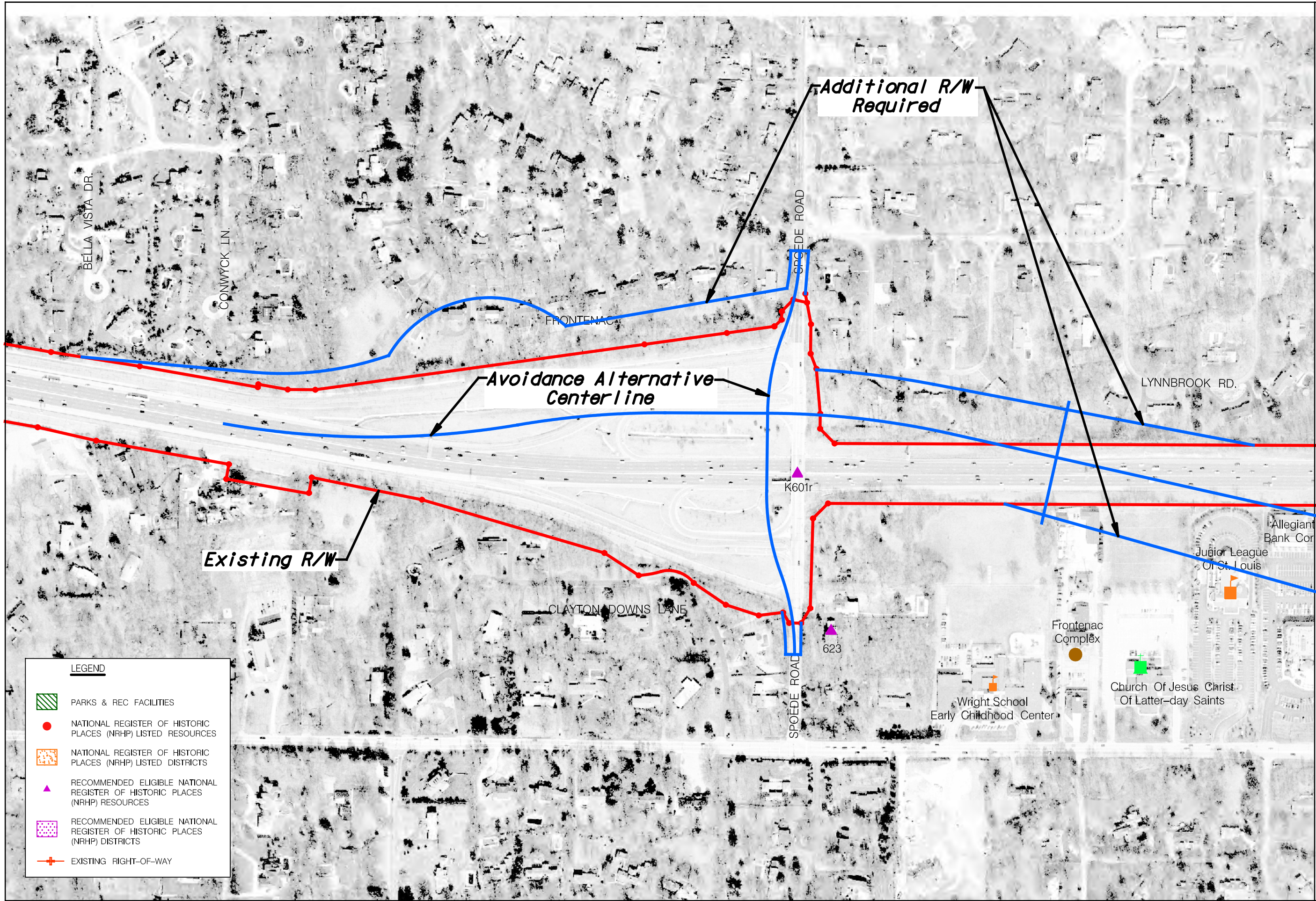
I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4(F) EVALUATION

EXHIBIT 4f – G13a: NEW I-64 RETAINING WALL AT ZOO PARKING LOT





APPENDIX 4f-H AVOIDANCE ALTERNATIVE PLAN VIEWS

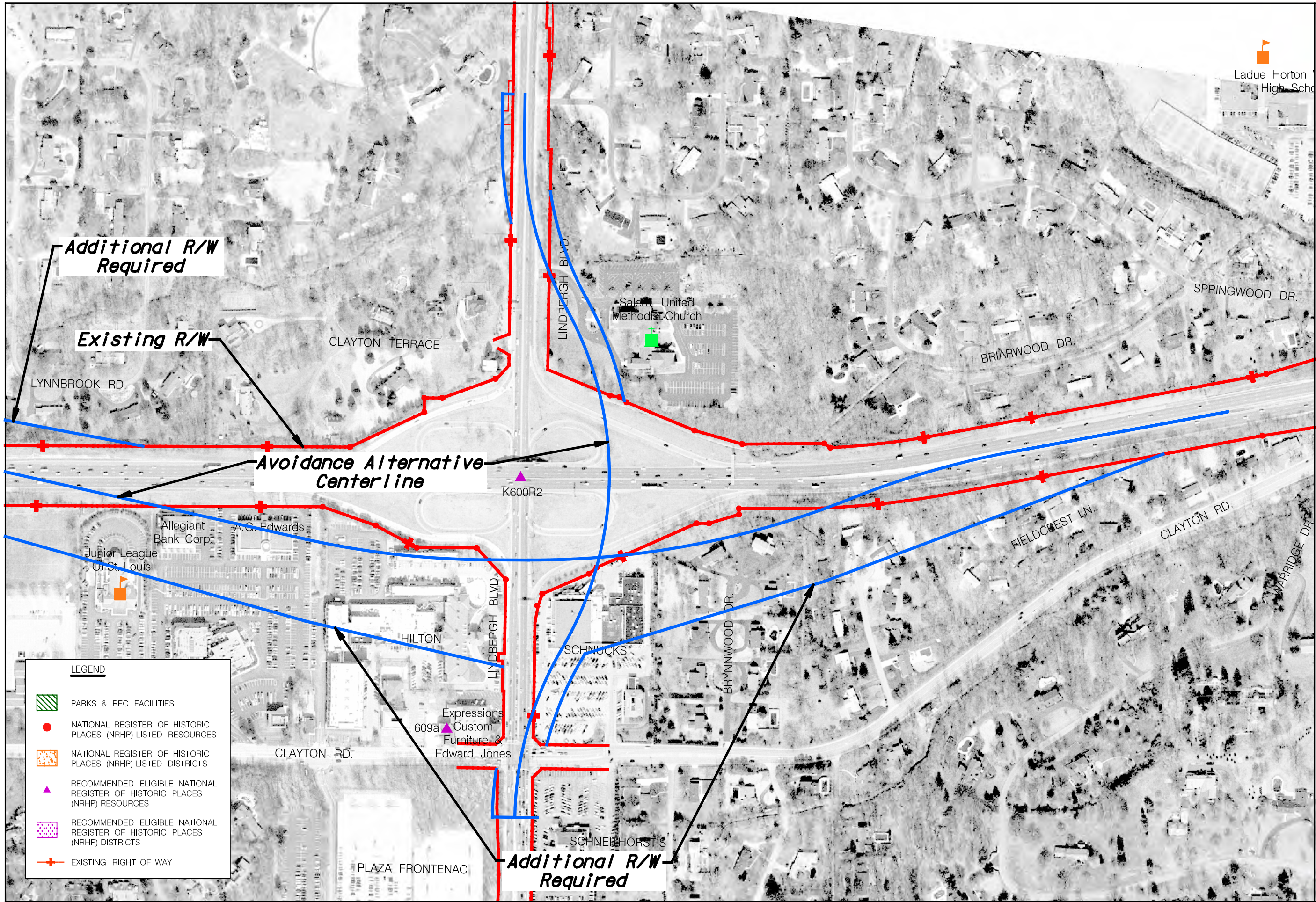


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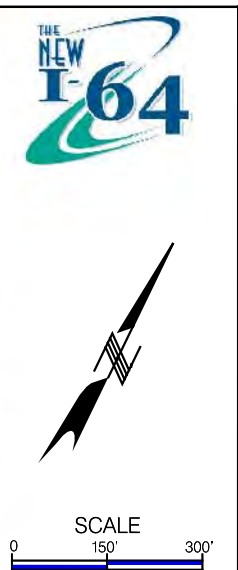
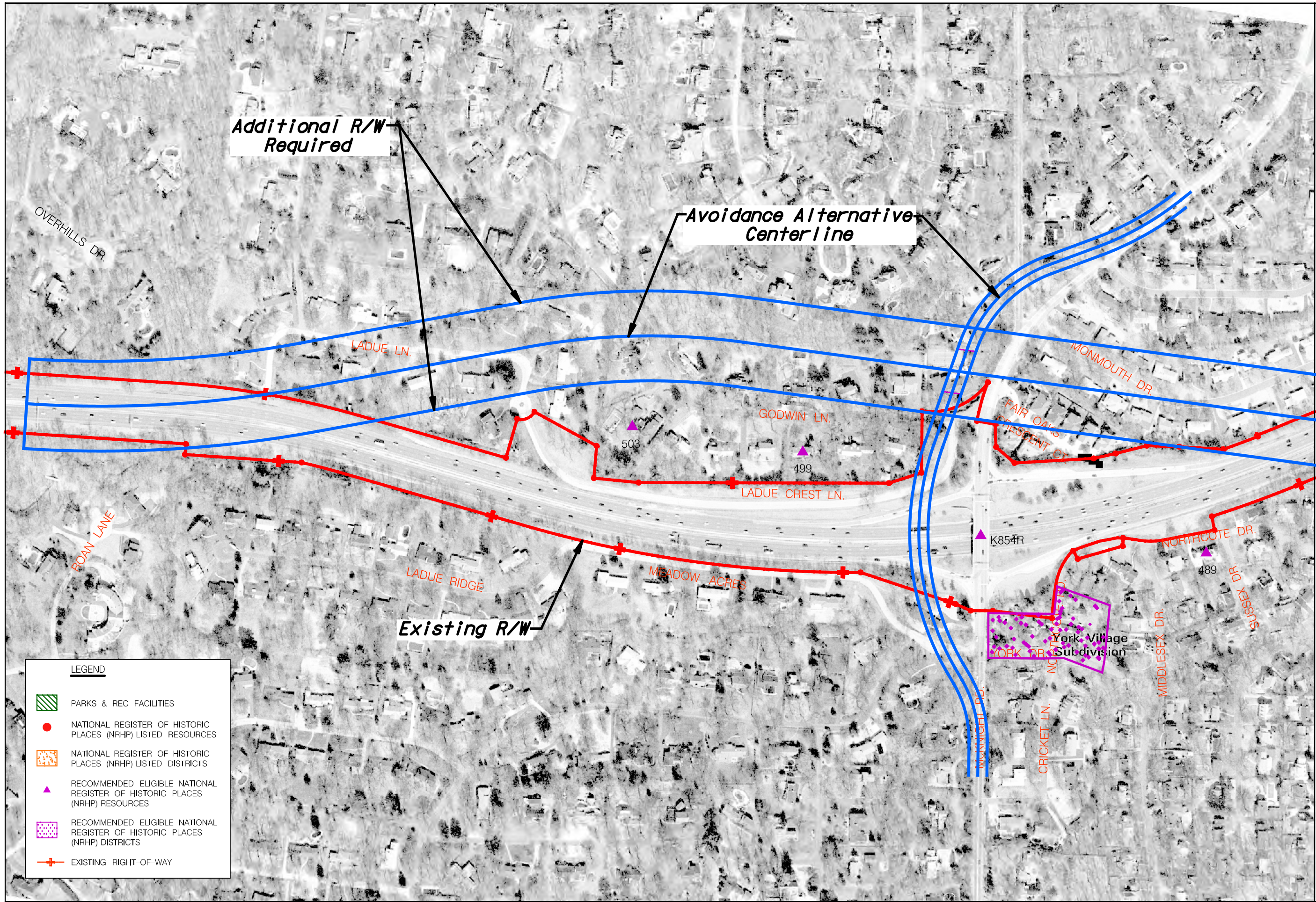
I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
AVOIDANCE ALTERNATIVE

EXHIBIT 4f-H1: SPOEDE ROAD BRIDGE (K601R)



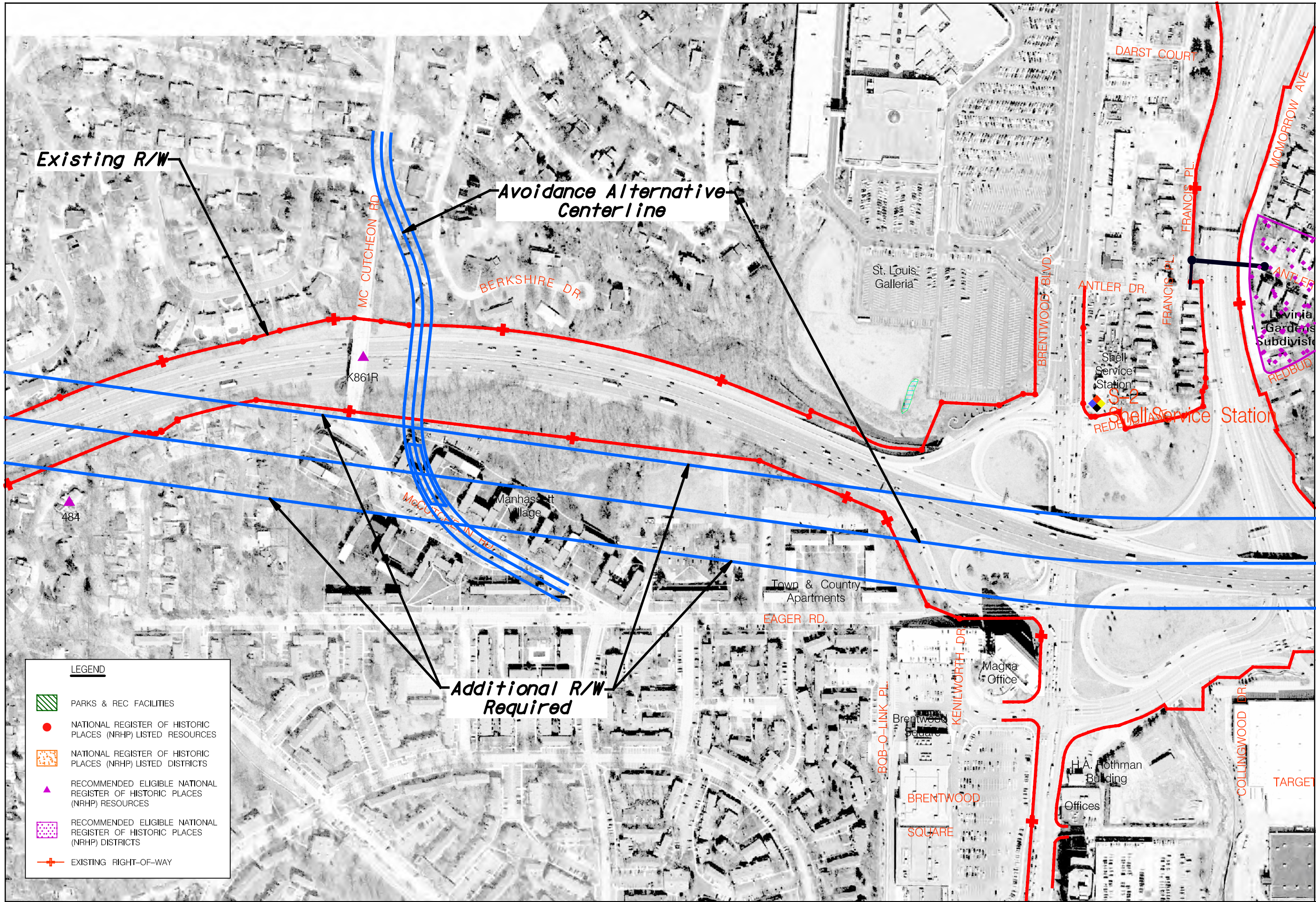


I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
AVOIDANCE ALTERNATIVE
EXHIBIT 4f-H2: I-64 BRIDGE AT LINDBERGH (K600R2)



I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
AVOIDANCE ALTERNATIVE
EXHIBIT 4f-H3: MCKNIGHT ROAD BRIDGE (K854r)





LEGEND

- PARKS & REC FACILITIES
- NATIONAL REGISTER OF HISTORIC PLACES (NRHP) LISTED RESOURCES
- NATIONAL REGISTER OF HISTORIC PLACES (NRHP) LISTED DISTRICTS
- RECOMMENDED ELIGIBLE NATIONAL REGISTER OF HISTORIC PLACES (NRHP) RESOURCES
- RECOMMENDED ELIGIBLE NATIONAL REGISTER OF HISTORIC PLACES (NRHP) DISTRICTS
- EXISTING RIGHT-OF-WAY

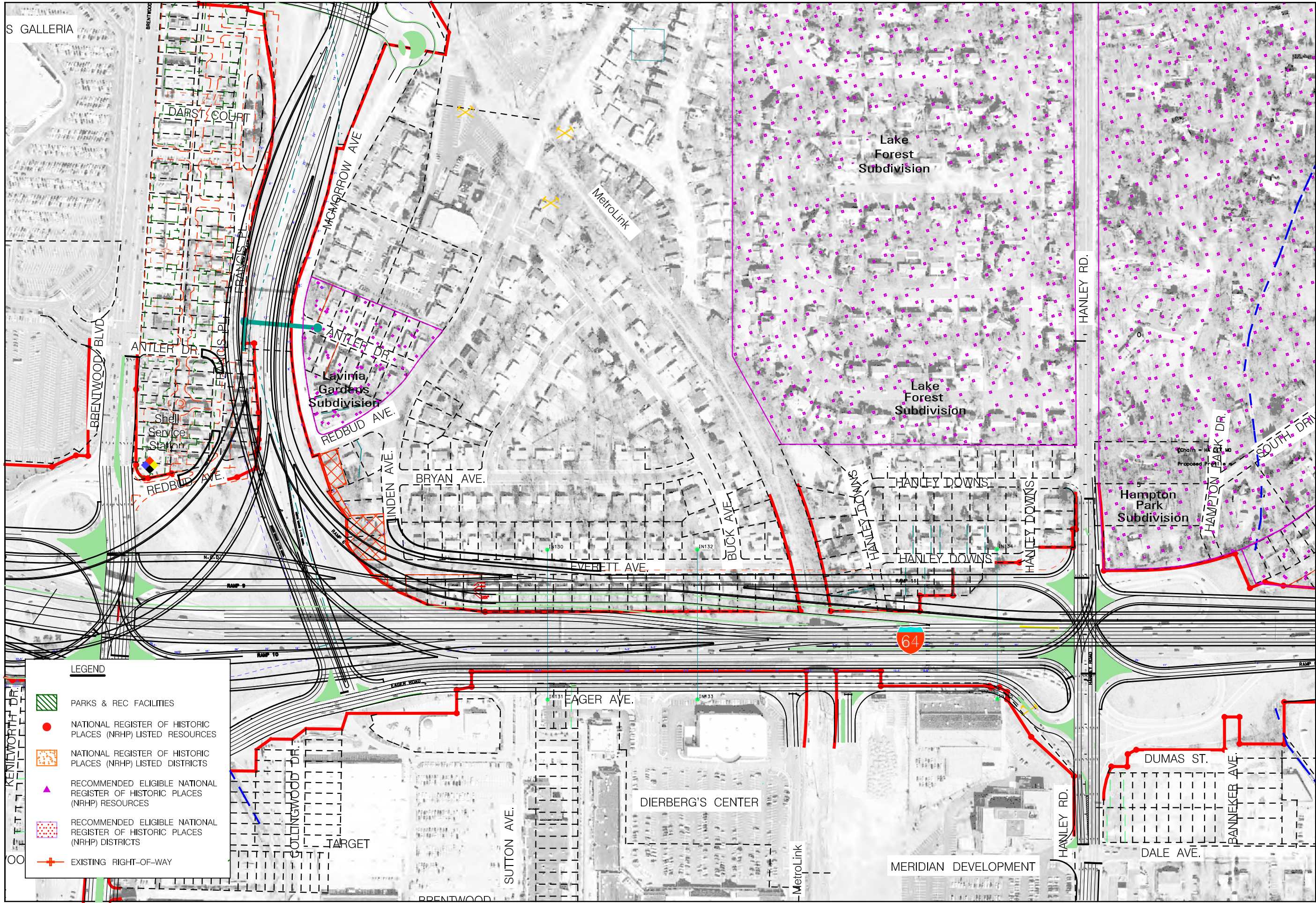
THE NEW I-64

SCALE
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I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
AVOIDANCE ALTERNATIVE

EXHIBIT 4f-H4: McCUTCHEON ROAD BRIDGE (K861R)





SCALE
0 150' 300'

I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
AVOIDANCE ALTERNATIVE
EXHIBIT 4f-H5: DOUBLE DECK



LEGEND

PARKS & REC FACILITIES

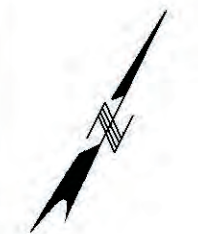
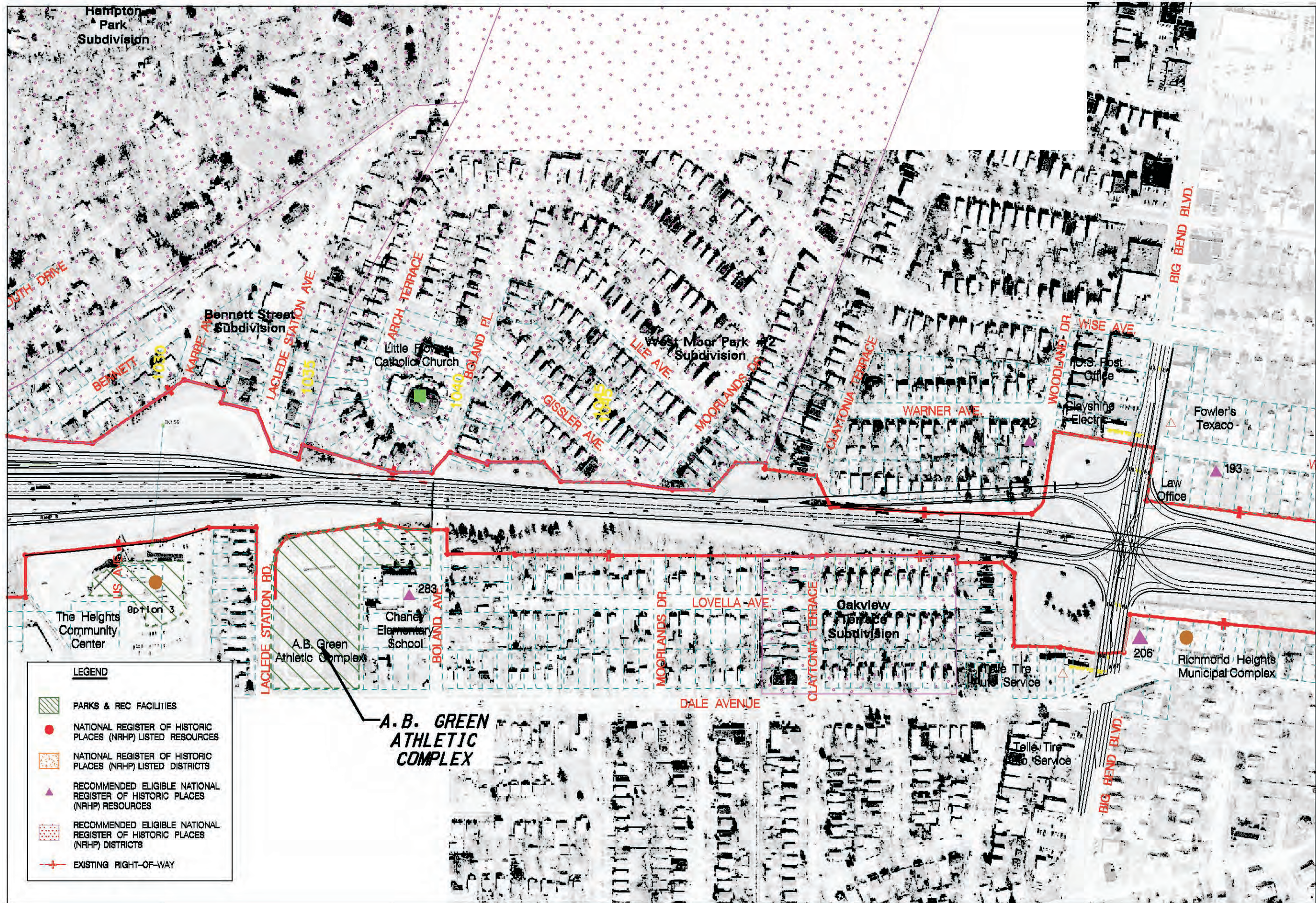
NATIONAL REGISTER OF HISTORIC PLACES (NRHP) LISTED RESOURCES

NATIONAL REGISTER OF HISTORIC PLACES (NRHP) LISTED DISTRICTS

RECOMMENDED ELIGIBLE NATIONAL REGISTER OF HISTORIC PLACES (NRHP) RESOURCES

RECOMMENDED ELIGIBLE NATIONAL REGISTER OF HISTORIC PLACES (NRHP) DISTRICTS

EXISTING RIGHT-OF-WAY



SCALE
0 150' 300'

I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
AVOIDANCE ALTERNATIVE

EXHIBIT 4f - H6: DOUBLE DECK





lights
plex

LEGEND

- PARKS & REC FACILITIES
- NATIONAL REGISTER OF HISTORIC PLACES (NRHP) LISTED RESOURCES
- NATIONAL REGISTER OF HISTORIC PLACES (NRHP) LISTED DISTRICTS
- RECOMMENDED ELIGIBLE NATIONAL REGISTER OF HISTORIC PLACES (NRHP) RESOURCES
- RECOMMENDED ELIGIBLE NATIONAL REGISTER OF HISTORIC PLACES (NRHP) DISTRICTS
- EXISTING RIGHT-OF-WAY

SCALE
0 150' 300'

I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
AVOIDANCE ALTERNATIVE

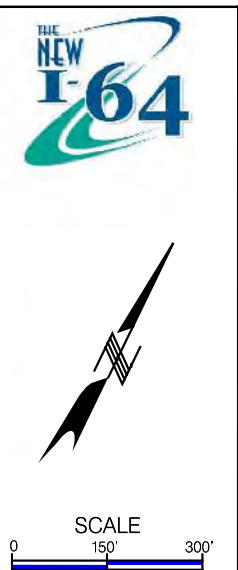
EXHIBIT 4f – H7: DOUBLE DECK





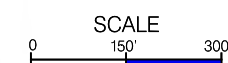
I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
AVOIDANCE ALTERNATIVE
EXHIBIT 4f – H8: DOUBLE DECK





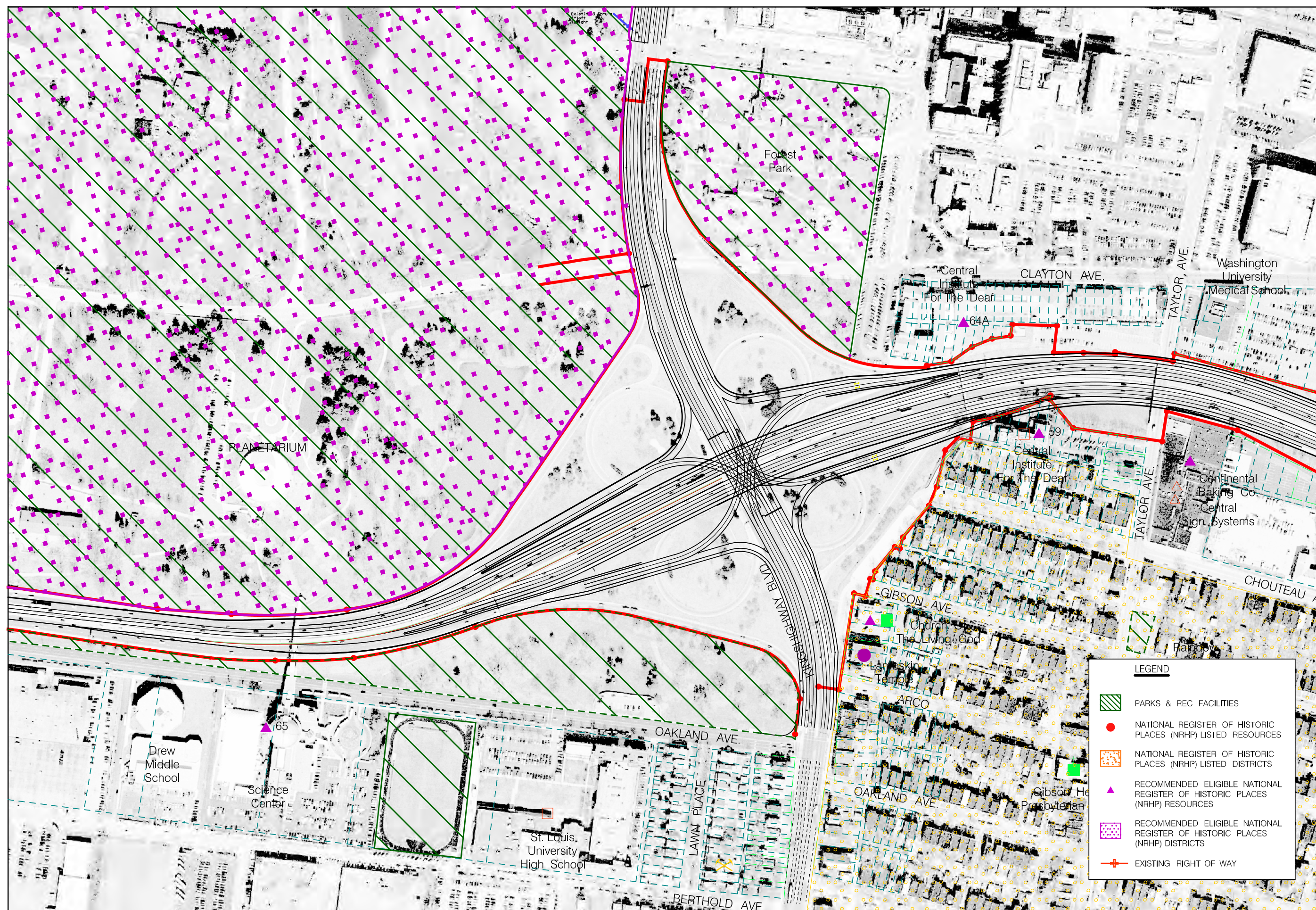
I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
AVOIDANCE ALTERNATIVE
EXHIBIT 4f - H9: DOUBLE DECK





I-64 ENVIRONMENTAL IMPACT STATEMENT SECTION 4 (F) EVALUATION AVOIDANCE ALTERNATIVE

EXHIBIT 4f – H10: DOUBLE DECK

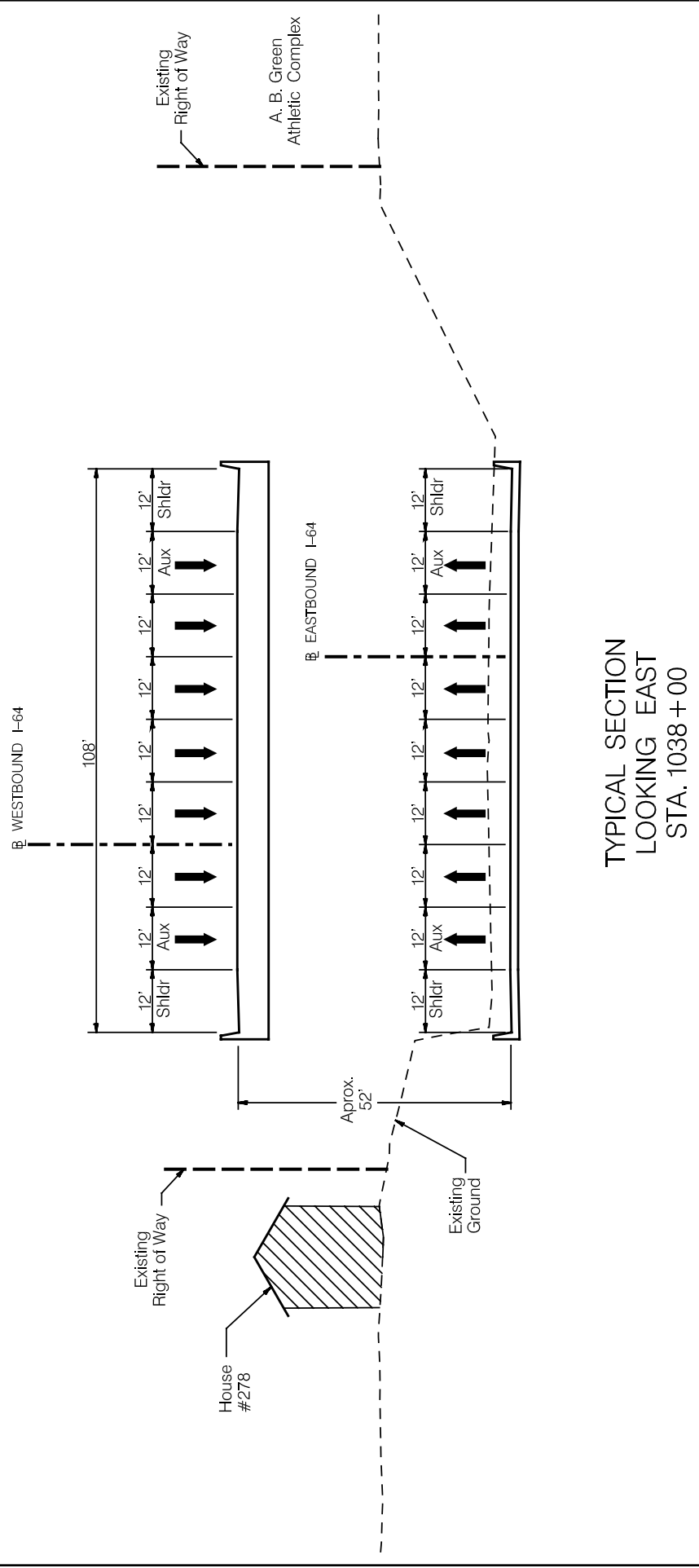


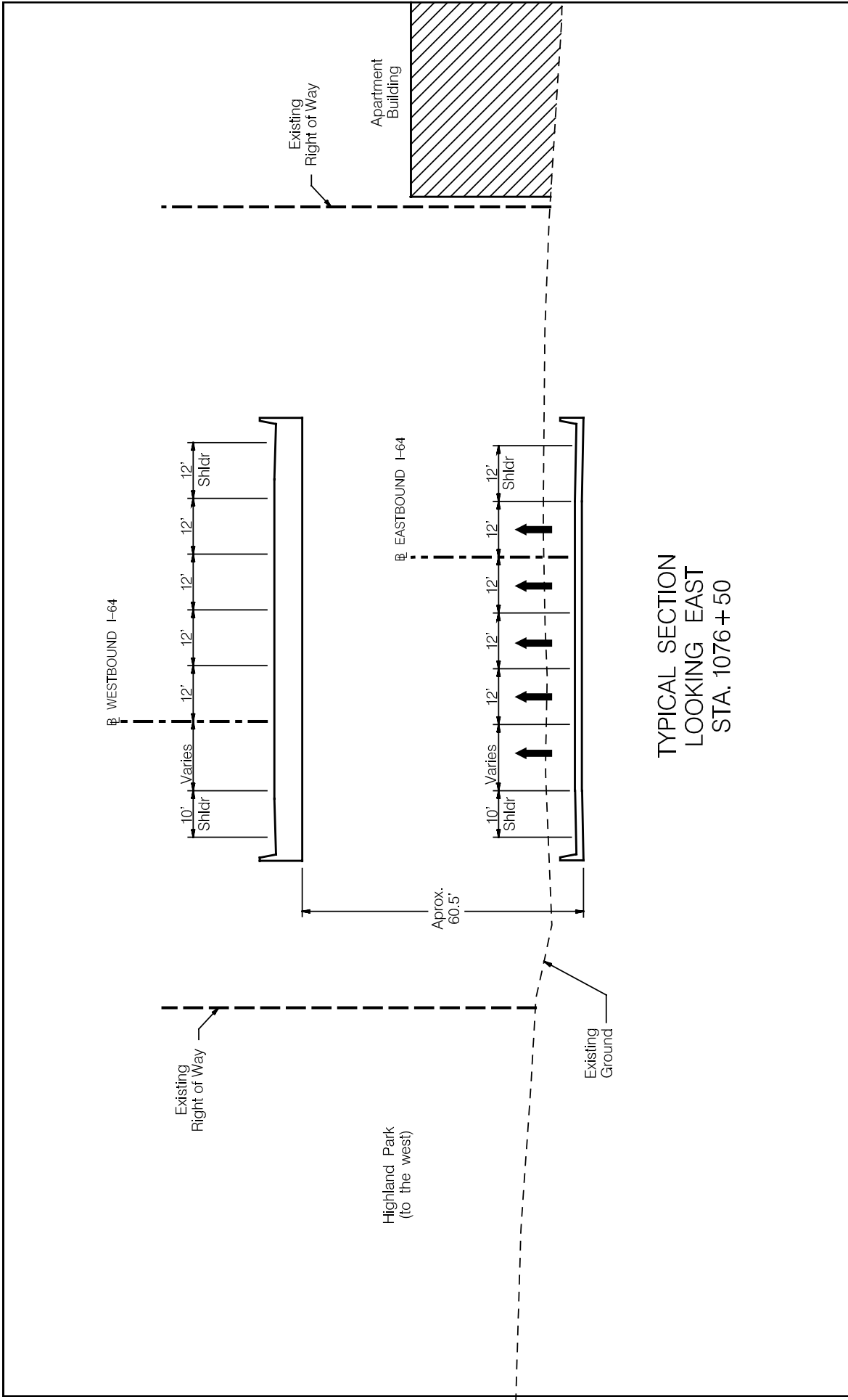


APPENDIX 4f-I
AVOIDANCE ALTERNATIVE CROSS-SECTIONS



I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
DOUBLE DECK AVOIDANCE ALTERNATIVE
EXHIBIT 4f-11: TYPICAL SECTION AT #278 AND
A.B. GREEN ATHLETIC COMPLEX



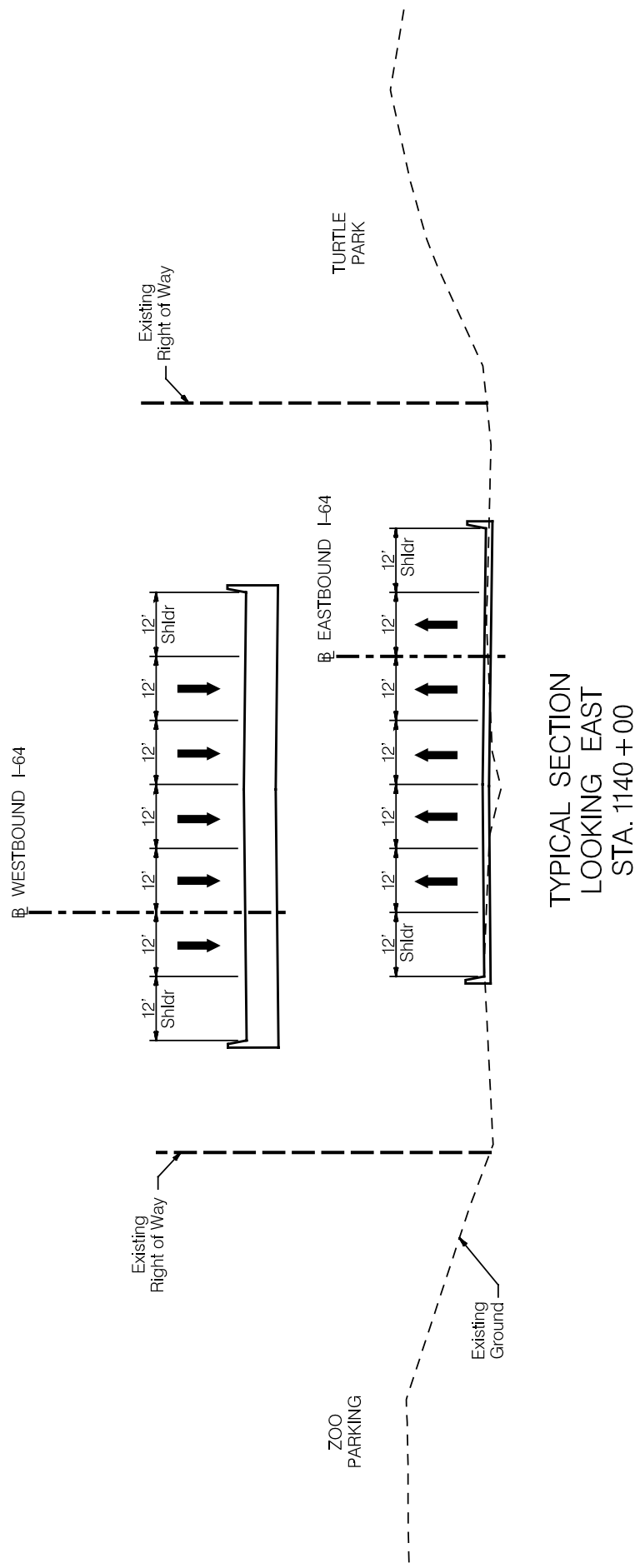
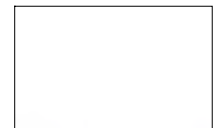


I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
DOUBLE DECK AVOIDANCE ALTERNATIVE
EXHIBIT 4f-12: TYPICAL SECTION AT
APARTMENT BUILDING #172

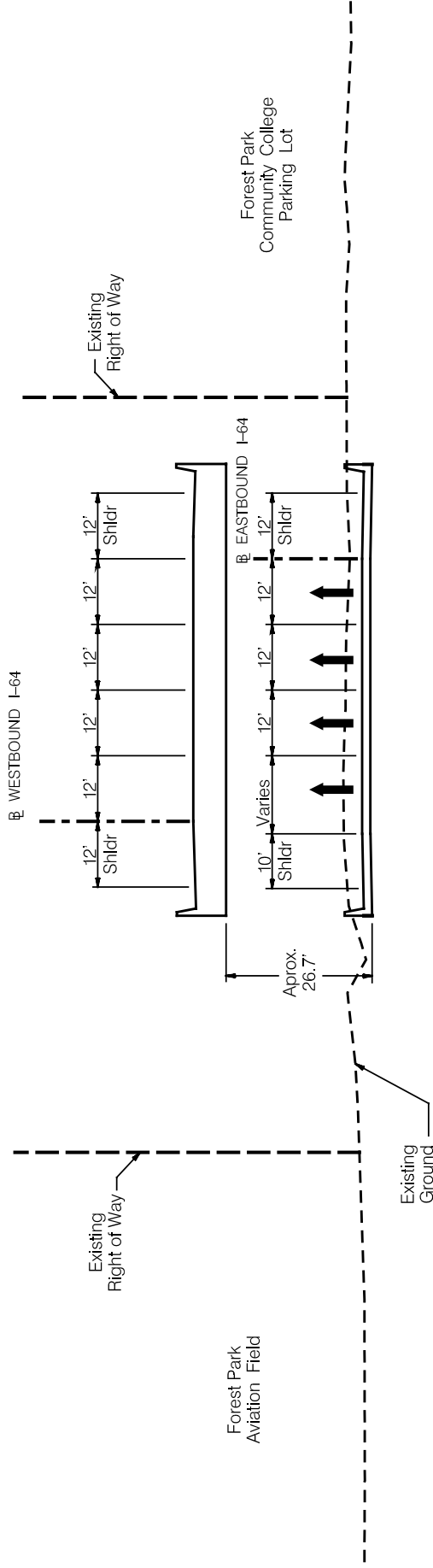




I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
DOUBLE DECK AVOIDANCE ALTERNATIVE
EXHIBIT 4f-I3: TYPICAL SECTION AT
ST. LOUIS ZOO PARKING LOT



TYPICAL SECTION
LOOKING EAST
STA. 1140+00



TYPICAL SECTION
LOOKING EAST
STA. 1187+00

I-64 ENVIRONMENTAL IMPACT STATEMENT
SECTION 4 (F) EVALUATION
DOUBLE DECK AVOIDANCE ALTERNATIVE
EXHIBIT 4f-14: TYPICAL SECTION AT
FOREST PARK AVIATION FIELD



Federal Government Letters

U.S. Department of Interior
March 26, 2004
U.S. Department of Interior
July 5, 2004
Federal Highway Administration
November 17, 2004
Advisory Council on Historic Preservation
December 17, 2004
Federal Highway Administration
January 12, 2005
Advisory Council on Historic Preservation
February 24, 2005

Missouri Government Letters

MoDOT
June 13, 2000
Missouri Department of Natural Resources
January 23, 2003
MoDOT
June 20, 2003
Missouri Department of Natural Resources
October 8, 2003
MoDOT
April 30, 2004
MoDOT
August 27, 2004
Missouri Department of Natural Resources
October 25, 2004
MoDOT
December, 2004

St. Louis, MO Government Letters

City of St. Louis – Office of the Mayor
March 3, 2000
City of St. Louis
Department of Parks, Recreation & Forestry
November 1, 2000
City of St. Louis
Community Development Administration
May 16, 2001
City of St. Louis
Department of Parks, Recreation & Forestry
Division of Parks
September 24, 2001
City of St. Louis – Office of the Mayor
October 25, 2001
City of St. Louis
Department of Parks, Recreation & Forestry
Division of Parks
February 26, 2003
City of St. Louis – Office of the Mayor
June 17, 2003

Miscellaneous Project Letters

Forest Park/I-64 Meeting Minutes
September 8, 1999
Saint Louis Zoo
February 15, 2002
City of Richmond Heights
February 10, 2004
City of Richmond Heights
October 28, 2004

**APPENDIX 4f-J
COORDINATION**



United States Department of the Interior

NATIONAL PARK SERVICE

1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places
National Park Service

Project Name: I-64, St. Louis City and County // MoDOT Job Nos. J6I0978 and J6I1248

Location: City of Richmond Heights, St. Louis County **State:** MO

Request submitted by: Peggy J. Casey, P.E., Environmental Projects Engineer

Date received: 02/11/04 **Additional information received:**

Name of property	Eligibility		
	SHPO opinion	Secretary of the Interior's opinion	Criteria
Oakview Terrace/ Lovella Avenue Historic District	E	E	C
West Moor Park No. 2/ Little Flower Historic District	E	E	C
Clayton Park Addition/Bennett Avenue	E	E	A
Lavinia Gardens Historic District	E	E	C
Hampton Park Historic District	E	Needs Information	
Lake Forest Historic District	E	Needs Information	
Richmond Hills Historic District	NE	Needs Information	
Hanley Downs Historic District	NE	NE	
Bellevue Avenue Historic District	Needs Information	Needs Information	
Nashville Avenue Historic District	NE	NE	
St. Luke's Historic District	Needs Information	Needs Information	

Pete Polanco
Keeper of the National Register

Date: 3/26/04

I-64, St. Louis City and County
MoDOT Jobs J610978 and J611248
City of Richmond Heights, St. Louis Co., MO

National Register Comments:

I appreciate the enormous amount of work that went into compiling information about the districts in this determination of eligibility request, as well as the high quality of much of the documentation. However, the organization--in which descriptions, inventory forms, boundaries, maps, and other information for each of the 11 districts is distributed among 5-7 places--did not facilitate an expeditious review or preparation of comments.

In cases where the National Register needs additional information before completing an evaluation of a district, keep in mind that we do not require an inventory form for or detailed information about every building in the district. But we do need enough information to make a judgement about the district as a whole. This would include representative photographs of buildings and streetscapes in areas throughout the district (that can be located on the district map), a statement summarizing the district's significance (within a comparative context where appropriate), a period of significance, and an explanation for the selection of boundaries. Below are specific comments regarding each district.

Oakview Terrace/Lovella Avenue Historic District

This district meets National Register Criterion C as a cohesive streetscape of similar single-family Craftsman houses constructed between 1925-1929. The boundaries of the district consist of I-64 to the north, the plat map line to the rear of properties on the west side of Claytonia Terrace on the west, Dale Avenue to the south, and the east boundary of the subdivision plat on the east. These boundaries exclude the apartment buildings at 1319 and 1323 Woodland Drive. While some districts contain a variety of property types and styles, in this case part of the significance of the Oakview Terrace/Lovella Avenue Historic District is its uniformity, and the apartment buildings do not contribute to the overall character of this district.

Part of the City of Richmond Heights dispute with FHWA is over properties along Dale Avenue and Claytonia. Although the map provided by the City of Richmond Heights and the city's January 29, 2004 letter both indicate that the FHWA boundaries exclude properties on the north side of Dale Avenue and the west side of Claytonia, that information is not consistent with the boundaries cited in the Results of FHWA/SHPO/MoDOT Consultation report (Consultation Report). According to that report, the district that FHWA considers eligible includes these properties.

West Moor Park No. 2/Little Flowers Historic District

This district, comprising a neighborhood associated with the growth of the Little Flowers Church and parish, meets National Register Criterion C for its fine collection of residences in Craftsman,

Tudor Revival, Colonial Revival and other styles prevalent during the 1920s and 1930s.

The west boundary of the district is the rear property lines of the properties on the west side of Arch Terrace. The south boundary is I-64, at least as far east as the properties east of Moorlands Drive, but possibly further east. The north and east boundaries of the district are as yet undetermined, but appear to extend at least as far north as Wise Avenue--but possibly farther north, and east along Warner Avenue to Woodland Drive. Although Arch Terrace curves in an elongated semicircle and other streets in the western portion of the district are slightly more curvilinear than most of the streets elsewhere in the subdivision, that characteristic alone does not appear to justify excluding areas with the same developmental history and with residential buildings sharing similar architectural qualities from the same time period.

The 2002 Archival and Architectural Survey report (2002 Survey Report), Draft Environmental Impact Statement (DEIS), and Consultant Report contain little information on individual buildings within the overall district (even the western portion of the subdivision considered eligible in the consultation process), but photographs and other information provided by the City of Richmond Heights in Attachment B and the Ruth Nichols report indicate that residences in areas both east and north of Moorlands Drive and Wise Avenue share the qualities described for the district in FHWA reports. That is, homes constructed primarily between 1925 and 1932, in a variety of architectural styles characteristic of early 20th century residential development, with good historic integrity.

Clayton Park Addition/Bennett Avenue Historic District

This district meets National Register Criterion A for its exceptionally-significant associations with local African American suburban development during the Civil Rights era. The Clayton Park Addition is an early example of a community developed from scratch by African Americans as a residential area for black professionals. During a period of racial discrimination in the 1950s and 1960s, and in the face of opposition and numerous obstacles, Dr. and Mrs. Rusan and others created a suburban neighborhood that attracted black doctors, educators, and other professionals.

Lavinia Gardens Historic District

This district meets National Register Criterion C as a small cohesive district of 19 nearly identical Tudor Revival houses constructed in the late 1930s and 1940s (the Consultation Report says "during the 1940s" and the DEIS says "between 1937 and 1940;" the seven houses included in the 2002 Survey Report inventory were all constructed in 1940).

Hampton Park Historic District

A number of factors suggest a strong likelihood that the Hampton Park Historic District meets National Register Criterion C. This is a local historic district, was recommended as eligible for the National Register by consultants in 1995, was noted favorably in the 2002 Survey Report and the DEIS, and is recommended as eligible in the Consultation Report. The district is reported as having been (re)platted in 1910 with lots no smaller than one acre; possessing the feel of a rural

setting because of the variety of setbacks and the mature trees; and containing homes constructed primarily between 1909–1940 in a variety of styles, including vernacular, Tudor Revival, Bungalow, Italian Renaissance, Mediterranean, and Neocolonial, with few modern intrusions.

Nevertheless, the National Register lacks the information needed to make a formal determination of eligibility for this district. The submitted documentation included no current map showing lots and buildings; no streetscape photographs; information and photographs for only four of what must be dozens—possibly well over a hundred—buildings; and no specific statement summarizing the significance of the district as a whole.

The two reports citing boundaries for this district contain an inconsistency concerning the eastern boundary. The Consultation Report cites “Surrey Hills” as the eastern boundary, but I could not find this name on any of the maps submitted. Is it the name of another subdivision, a street name, or something else? The 2002 Survey Report gives the eastern boundary as Hillside Drive; yet that boundary excludes a portion of the development shown on the original plat map and also clearly included by the straight eastern edge drawn for the district on Figures 1b and 30 in the 2002 Survey Report.

Lake Forest Historic District

Previous evaluations for this local historic district by consultants in 1995 and in the DEIS, 2002 Survey, and Consultation reports suggest the strong likelihood that this is an eligible district. Both the 1929 plat map and the 1997 Sanborn Map show this district to have been designed in a fairly symmetrical arrangement, while the Consultation Report cites the “park like setting” created by its large trees and spacious lawns. A monumental entrance gate leads into the subdivision, which is also characterized by distinctive streetlights. Two-story brick buildings predominate, and architectural styles from the 1930s and 1940s include Tudor Revival, French Eclectic, Georgian, Colonial Revival, and others. The report mentions only two modern intrusions. But the National Register lacks the documentation necessary to make a formal determination decision for a district as defined. Of the more than 100 buildings within the prescribed boundaries, only three are documented and there are not even photographs of the district other than for those three buildings. Representative streetscapes and a specific statement summarizing the significance of the district among early 20th century Richmond Heights subdivisions would greatly help the National Register make an official determination of eligibility.

Richmond Hills Historic District

There might be a district eligible under National Register Criterion C here, but there is insufficient information on buildings within the proposed district for the National Register to make a determination of eligibility. Only about a fifth of the houses within the boundaries are documented, and all are located along the southern edge of the district. The documentation states that all the houses in the district are ranches, but are they of the same quality as those depicted? When were they constructed? If a substantial proportion are less than 50 years old, it likely will be necessary to demonstrate exceptional significance. The Ruth Nichols report states that the

district is "an exceptionally intact collection of early Ranch style housing," but includes no evidence to back up that claim. How is this area exceptional in comparison with other similar local developments and/or collections of Ranch houses of the same period? Even without the exceptional significance issue, it would be helpful to see a comparative analysis within the context of other similar local districts, if any.

Under Criterion A, while this district was part of the historically significant post World War II housing boom, that association alone—shared by thousands of neighborhoods across the country—does not automatically make the district eligible for National Register listing. There needs to be information about the specific development of this district within a local context of post World War II suburban development and an explanation of significance within a comparative analysis of other local examples.

Hanley Downs Historic District

The information provided does not make the case for a historic district meeting National Register criteria. The documentation presented does not demonstrate how this district—within the context of post World War II suburban development, and in comparison with other similar examples of suburban developments of the period—possesses the architectural significance to qualify it as a district eligible for National Register listing. In addition, a quarter of the 19 buildings for which information has been provided (which appear to be a little more than 1/4 of the total number of buildings within the proposed district) are less than 50 years old, and there is no evidence of exceptional significance.

Bellevue Avenue Historic District

The National Register currently has insufficient information to make a determination of eligibility for this historic district. Well fewer than half of the properties within the proposed boundaries are documented even in streetscape photographs. The documentation available in the Ruth Nichols report and the 2002 Survey report reveals dwellings and businesses constructed in a variety of styles from the turn of the 20th century into the 1950s, but it is not clear how they fit together to form a cohesive and significant historic district, either architecturally or historically. Also, how does this district compare, both in architectural character and significance and in historic integrity, with other neighborhoods that contain a collection of various early 20th century styles? Although there is a rough description of the district boundaries and a boundary map, there is no explanation of how the boundaries were selected. Was this a planned community, and if so do any of the boundaries coincide with the historic plat boundaries? How does what is inside the boundaries differ from what is outside the boundaries? According to the historic overview in the Ruth Nichols report, Bellevue Square seems to have been one of the earliest developments in the City of Richmond Heights; does that portion of this area possess sufficient significance—either historically or architecturally—and integrity to meet National Register criteria?

We note that the State Historic Preservation Officer (SHPO) stated that "with further research an eligible district may be identified in the Bellevue Avenue neighborhood."



United States Department of the Interior

NATIONAL PARK SERVICE

1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO
2280

To: Peggy J. Casey, P.E.
Environmental Projects Engineer
FHWA, Missouri Division
209 Adams St.
Jefferson City, MO 65101

The Director of the National Park Service wishes to inform you of our determination pursuant to the National Historic Preservation Act, as amended, and Executive Order 11593 in response to your request for a determination of eligibility for inclusion in the National Register of Historic Places. Our determination appears on the enclosed material.

As you know, your request for our professional judgment constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis and the analysis required under section 4(f) of the Department of Transportation Act, if this is a transportation project, to bring about the best possible program decisions.

This determination does not serve in any manner as a veto to uses of property, with or without Federal participation or assistance. The responsibility for program planning concerning properties eligible for the National Register lies with the agency or block grant recipient after the Advisory Council on Historic Preservation has had an opportunity to comment.

Attachment

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

**National Register of Historic Places
National Park Service**

Date received: 02/11/04 **Additional information received:** 05/26/04

Name of property	Eligibility		Criteria
	SHPO opinion	Secretary of the Interior's opinion	
Hampton Park Historic District	E	Insufficient Information	
Lake Forest Historic District	E	E	C
Richmond Hills Historic District	NE	E	C
St. Luke's Historic District	NE	E	C
Bellevue Avenue Historic District		NE	
Highland Terrace Historic District		NE	

Date: 12/12/2011

I-64, St. Louis City and County
MODOT Job Nos. 16I0978 and 16H248
City of Richmond Heights, St. Louis Co. MO
Additional Information

National Register Comments:

Hampton Park Historic District

Although some additional information has been provided for the Hampton Park Historic District, the National Register still lacks sufficient documentation on the buildings contained within the district to make a formal determination of eligibility. A nomination is being prepared, so apparently National Park Service evaluation of the district's eligibility will occur when it receives the nomination.

Lake Forest Historic District

The Lake Forest Historic District meets National Register Criterion C as a cohesive, formally designed subdivision with predominately two-story brick buildings in architectural styles from the 1930s and 1940s--including Tudor Revival, French Eclectic, Georgian, Colonial Revival, and others-- with few modern intrusions.

Richmond Hills Historic District

Richmond Hills Historic District meets National Register Criterion C as a cohesive early example of a post-WWII Richmond Heights suburban development, featuring nice examples of Ranch Style houses constructed primarily in the early 1950s with good integrity.

St. Luke's Historic District

St. Luke's Historic District appears to meet National Register Criterion C as a largely intact area, containing an appreciable portion of the original incorporated parcel, with a variety of period architectural styles reflecting the early growth and residential development of the City of Richmond Heights. Property 168 appears to contribute to the district. Although any nonhistoric alteration affects historic integrity to some degree, the changes to this house do not appear to have destroyed the house's ability to contribute the historic sense of time and place reflected by the district as a whole.

Bellevue Avenue Historic District and Highland Terrace Historic District

Although the former Bellevue Avenue Historic District has been reduced and split into two separate districts, neither of the remaining remnants of the larger area to possess the qualities or cohesiveness necessary for National Register eligibility.



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**Federal Highway
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Missouri Division

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209 Adams Street
Jefferson City, Missouri 65101
(573) 636-7104
Fax (573) 636-9283
Missouri.FHWA@fhwa.dol.gov

Allen Masuda, Division Administrator

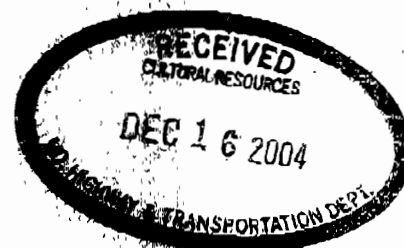


November 17, 2004

Mr. Don L. Klima, Director
Office of Federal Agency Programs
Advisory Council On Historic Preservation
12136 W. Bayaud Avenue, Suite 330
Lakewood, Colorado 80228

Attn: Carole Legard

Subject: I-64, St. Louis City and County, Missouri
MoDOT Job Nos. J6I0978 and J6I1248
Request for Council Findings on Effect



Dear Mr. Klima:

We request a review of findings from the Advisory Council on Historic Preservation (Council) regarding effects of the above referenced project on historic resources, as required by 36 CFR 800.5(c)(3) and the Programmatic Agreement (PA) executed for this project.

The Federal Highway Administration (FHWA) and the Missouri Department of Transportation (MoDOT) have consulted with the project consulting parties, St. Louis County and the Cities of St. Louis, Richmond Heights and Brentwood, regarding the effects of this project. The Missouri State Historic Preservation Office (SHPO) and St. Louis City agree with the effects recommendations made by MoDOT. The City of Richmond Heights does not agree with these recommendations. Although we have not received written responses from St. Louis County or Brentwood, after verbal discussions, we believe they will agree with our determination of effects.

As a consulting party for the project, the Council was provided a copy of the Effects Recommendations and Proposed Mitigation Measures (dated August 27, 2004), revised profiles for properties in Richmond Heights and minutes from the August 27, 2004 consultation meeting. Enclosed with this letter is correspondence we received from the consulting parties regarding the effects of the project on historic resources. Also enclosed is a list of meetings with Richmond Heights, conducted over the last six years, where project design in the community was discussed.

As a result of the consultation meetings with Richmond Heights, the project design has been modified to minimize impacts within the community and to maximize use of those properties

that there will be entire takes from. Retaining walls have been introduced in areas, including the West Moor Park #2 Historic District and the Richmond Hills Historic District, to minimize property takes.

The FHWA and MoDOT do not feel that additional consultation will resolve the disagreement regarding the effects of this project; therefore, we request that the Council review our findings.

The disagreement on effect revolves around two issues: 1) the effects of partial land takings on the settings of historic properties, and 2) the evaluation of the effects of noise, fumes and visual impacts of the changes. Richmond Heights believes that "routing the highway within 200 feet of historic properties will have an adverse effect." The existing highway corridor is very narrow. The alignment has been shifted in areas to either preserve historic neighborhoods or make the best possible use of properties we need to buy totally. The proximity of I-64 to historic properties will remain largely unchanged. The reconstruction of interchanges and their associated entrance and exit ramps may change the association of the ramps to the historic properties. However, these properties are already in close proximity to I-64, with the attendant visual, atmospheric and auditory effects.

There are two historic properties in Richmond Heights where there are partial takings: individually eligible property 283 and the Richmond Hills Subdivision Historic District.

Property 283 is a 1926 school building with additions made in 1945 and 1964 and is eligible for listing on the National Register of Historic Places (NRHP) under Criterion C for significance in architecture. Impacts to the property include acquisition of approximately 39.5 square feet of new right-of-way and an easement for the construction and maintenance of a retaining wall. This will directly impact the parking area located north of the school. In this location I-64 is currently located below the surrounding grade and will remain below the surrounding grade as a result of this project. The improvements will not introduce new visual elements to the property. The atmosphere and the setting of the property will not change.

The Richmond Hills Historic District is a subdivision, platted in 1946, eligible for listing on the NRHP under Criteria A and C for local significance in the development of Richmond Heights in the post-World War II era, and for architectural significance, with a period of significance of 1948 to 1955. U. S. Route 40 (now also I-64) was already in existence when Richmond Hills was platted, and the proximity to such a major transportation route would have been a selling feature of the subdivision. This project requires takings from two areas of this historic district with six contributing properties for the exit ramps from I-64 onto McKnight Road and the entrance ramp from I-170 to I-64. In one area, new right-of-way will move less than twelve feet closer to the houses than the existing right-of-way. In this area (properties 462-465, 472) the right of way is needed for the construction and maintenance of a retaining wall. The grade of I-64 and the proximity of travel lanes will not change. In the second area (properties 476-478) new right-of-way is needed for the McKnight Road exit ramp. Approximately one linear foot of new right-of-way fronting I-64 is needed from property 476; property 477 is a non-contributing resource; and new right-of-way will move approximately 12 feet closer to property 478. The exit ramp will move from below existing grade at property 476 to level with property grade at property 478. Plans originally called for the removal of properties 477 and 478, however, the

use of a retaining wall minimizes the effects of the project in this area. The new right-of-way will take approximately 0.1 acre from the edge of the historic district. The setting of the historic district will not change. The historic district is currently adjacent to I-64 with an exit ramp to McKnight Road. After the proposed project is constructed, the historic district will remain adjacent to I-64 with an exit ramp to McKnight Road. We believe our project will have no adverse effect on the characteristics that make the district eligible for listing on the NRHP.

Retaining walls have also been used to minimize or eliminate direct effects to the West Moor Park #2 Subdivision historic district and the St. Luke's Historic District. The elevation of I-64 near the Clayton Park Addition has been lowered to historic levels, putting the grade near the existing adjacent grade instead of elevated, as I-64 currently is. While this may increase the effects of noise it will remove a large non-historic feature from the edge of the district. The noise effects can be mitigated through the use of sound walls, if the residents want them.

The effectiveness of sound walls to minimize the secondary effects cannot be completely evaluated at this time, since exact locations and heights of sound walls are determined after the National Environmental Policy Act (NEPA) phase is completed, during detailed design of the improvements and in consultation with affected property owners. Further consultation regarding the effects of sound walls will be conducted at that time, in keeping with the provisions of the PA developed for the project and the NEPA environmental commitments.

During the effects consultation, MoDOT has also requested comments on proposed mitigation measures for the project from all the consulting parties. Richmond Heights proposed additional mitigation measures including copies of aerial photography, streetscape photographs of all properties impacted by the project (historic and non-historic), and the elimination of the Bellevue Avenue ramps. The City also requested a copy of the statement of need for the Bellevue Avenue ramps and asked for the development of a Memorandum of Agreement (MOA) between the City and MoDOT regarding the Bellevue Avenue ramps.

MoDOT is willing to include aerial photography in the mitigation for this project. The earliest aerial photography available within the corridor is from 1964, and MoDOT is willing to provide more recent coverage as well. Archival streetscape photographs that include historic properties that are being adversely affected, as well as surrounding non-historic properties will be provided as part of the mitigation with the negatives being archived at the SHPO as per standard practice for mitigation of MoDOT projects. Although not mitigation of the effects of the project on historic properties, MoDOT will provide representative color streetscapes showing non-historic properties, although not every building being impacted will be shown. Color photographs will be taken with either a digital camera or a 35-mm camera. If negatives are produced they will be archived at the SHPO as well.

The FHWA and MoDOT do not feel that a separate MOA for the Bellevue Avenue ramps is warranted, as consultation regarding the ramps is covered in the PA developed for this project. The PA includes all the cultural resources within the project. Similarly, a Statement of Need specific to the Bellevue Avenue ramps was not prepared, as it was covered in the Purpose and Need Sections of the NEPA documents. The Final Environmental Impact Statement will state that MoDOT is committed to examining ways to further reduce impacts.

If you have any questions regarding this project please contact Karen Daniels, MoDOT Architectural Historian at (573) 526-7346 or karen.daniels@modot.mo.gov, or me at (573) 638-2620 or peggy.casey@fhwa.dot.gov.

Sincerely,

~~Peggy J. Casey~~

Peggy J. Casey, P.E.
Environmental Projects Engineer

Enclosures

cc: MoDOT/Design/Cultural Resources/Mr. Robert Reader
DNR/Outreach/SHPO/Mr. Brant Vollman/Tracking No. 053-SLC-02
City of Richmond Heights/Ms. Betty Humphrey
St. Louis County/Parks Department/Mr. Esley Hamilton
St. Louis City/Office of the Mayor/Ms. Kathy Hale
City of Brentwood/Mr. Pat Kelly

pjc/djs



Preserving America's Heritage

December 17, 2004

Peggy J. Casey
Environmental Projects Engineer
Federal Highway Administration
Missouri Division
209 Adams Street
Jefferson City, MI 65101

REF: *Request for ACHP Finding on Effects for I-64, St. Louis City and County, Missouri*
(MoDOT Job Nos. J610978 and J611248).

Dear Ms. Casey:

We recently received your letter requesting our review of FHWA's findings regarding the effects of the referenced project on historic properties, as required by 36 CFR 800.5(c)(3) and the Programmatic Agreement (PA) executed in August 2004 for the I-64 project. We have reviewed the materials provided, as well as your submission of August 31, 2004 which included the original finding of effects for this undertaking. With the available documentation, we found it very difficult to relate the project plan and profile drawings to either the individual historic properties or the National Register eligible historic districts located in the area of potential effects. If you would like the ACHP's views on your finding of effect for all of these properties, you will need to provide us with maps or aerial photos showing the locations of all historic properties in the area of potential effect (APE) in relation to the proposed improvements.

We are, however, able to comment on the issues raised by the City of Richmond Heights. In its letter of October 28, 2004, Richmond Heights correctly points out that MoDOT's assessment of effects fails to consider the possibility that improvements to I-64 may affect the setting of the historic districts or that they may expose these properties to increased noise, fumes, and adverse visual impacts. The ACHP's regulations include among its examples of adverse effects the "introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features" (36 CFR 800.5[b][2]). In order for FHWA to document that the effects of the undertaking on the Richmond Hills Historic District are not adverse, you will need to identify the characteristics of the district that qualify it for inclusion in the National Register, and document that the project will not "alter, directly or indirectly, any of the characteristics of the historic district that qualify it for inclusion in the National Register in a manner that would diminish the integrity of location, design, setting, materials, workmanship, feeling or association" (36 CFR 800.5[a][1]). With regard to visual, atmospheric and audible impacts, you may be able to draw on existing studies that were completed for the Draft Environmental Impact Statement (DEIS), but this information needs to be related to the historic properties in question.


ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 809 • Washington, DC 20004
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If FHWA is not able to document that the proposed improvements will not alter characteristics of the Richmond Hills Historic District in a manner that diminishes their integrity, the effects of the undertaking on those historic properties should be considered adverse.

Thank you for requesting our views on this issue. Once we have received the requested documentation, we will be happy to expedite our review of your finding of effect. If you have any questions, please feel free to contact Carol Legard, FHWA Liaison at 303-969-5110 or via email at clegard@achp.gov.

Sincerely,



L. Klipa
Director
Office of Federal Agency Programs



U.S. Department
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**Federal Highway
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Missouri Division

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209 Adams Street
Jefferson City, Missouri 65101
(573) 636-7104
Fax (573) 636-9283
Missouri.FHWA@fhwa.dot.gov

Allen Masuda, Division Administrator

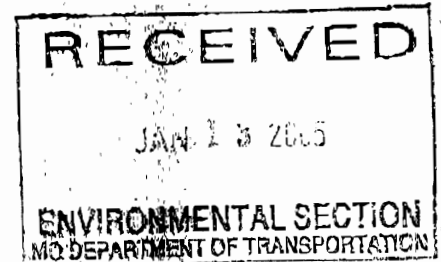


January 12, 2005

Mr. Don L. Klima, Director
Office of Federal Agency Programs
Advisory Council On Historic Preservation
1100 Pennsylvania Avenue, NW
Washington, D.C. 20004

Attn: Carole Legard

Subject: I-64, St. Louis City and County, Missouri
MoDOT Job Nos. J6I0978 and J6I1248
Request for Council Findings on Effect



Dear Mr. Klima:

Enclosed for your review is additional information on the effects of the above referenced project as requested in your December 17, 2004 letter. This information supplements the information we provided with our November 17, 2004 letter. Additional information includes aerial photographs with the proposed improvements laid over the aerials and the corrected profiles of the project and the effects of the project on the setting of historic properties.

Since there is disagreement only about the effects of the project on historic properties within the City of Richmond Heights we are forwarding you additional information on those properties only. We request that you provide comments on those properties. We are forwarding copies of the additional information to each of the consulting parties, as required by the Programmatic Agreement for this project.

If you have any questions regarding this project please contact Karen Daniels, MoDOT Architectural Historian at (573) 526-7346 or karen.daniels@modot.mo.gov; or me at (573) 638-2620 or peggy.casey@fhwa.dot.gov.

Sincerely,

Peggy J. Casey, P.E.
Environmental Projects Engineer

Enclosure

CC: MoDOT/Design/Cultural Resources/Robert Reeder
DNR/Outreach/SHPO/Brant Vollman/Tracking No. 053-SLC-02
City of Richmond Heights/Ms Betty Humphrey
St. Louis County/Parks Department/Esley Hamilton
City of Brentwood/Pat Kelly



Preserving America's Heritage

February 24, 2005

Peggy J. Casey
Environmental Projects Engineer
Federal Highway Administration
Missouri Division
209 Adams Street
Jefferson City, MO 65101

RE: *Request for ACHP Comments on Findings of Effect for I-64 St. Louis City and County, Missouri, MoDOT Job Nos. J610978 and J611248.*

Dear Ms. Casey:

Thank you for your letter, dated January 12, 2004, providing us with additional information regarding FHWA's findings of effect for the referenced project. Compliance with Section 106 of the National Historic Preservation Act (NHPA) for this undertaking is guided by the Programmatic Agreement (PA) executed August 24, 2004 among the Missouri FHWA, Missouri State Historic Preservation Officer (SHPO), Missouri Department of Transportation (MoDOT) and the ACHP. In accordance with Stipulation V.A of that PA, you have requested our views regarding a dispute between FHWA and the City of Richmond Heights (City). The dispute revolves around two issues related to FHWA's finding of effect: (1) the effects of partial land takings on the setting of two individually eligible historic properties within Richmond Heights; and (2) whether the undertaking will result in the introduction of visual, atmospheric or audible elements that diminish the integrity of the historic properties' historic features. We have reviewed the information provided and offer the following views for your consideration.

FHWA has identified two historic properties in Richmond Heights that will be affected by partial takings: Property 283, a 1926 school building; and the Richmond Hills Historic District, platted in 1946. In its letter of October 28, 2004, the City expressed concern that in some instances, although the demolition of historic buildings will be avoided, the project will take land from within the boundaries of historic properties. From the City's perspective this taking will result in an adverse effect by changing the historic boundaries and the setting of the two historic properties and exposing them to increased noise, fumes, and adverse visual effects.

Documentation provided by FHWA reveals that the proximity of I-64 to historic properties will remain largely unchanged, and that the two property takings in question involve very small surface areas (40 square feet and .01 acre, respectively). In many locations, the I-64 corridor is, or will be, located well below the surrounding ground level. This and the construction of sound walls, if approved by a majority of property owners, will eliminate any project related increase in noise levels. Because of the measures MoDOT has taken to minimize, and in some cases reduce,

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the visual and atmospheric impacts of I-64, we agree with FHWA that the effects to the setting of historic properties will not be adverse. The relatively minor changes to the setting will not result in the introduction of visual, atmospheric or audible elements that diminish the integrity of the properties' setting. We also concur with FHWA that it is not likely that the taking of such small areas of land from within the boundary of these historic properties will adversely affect their setting. As noted by FHWA, property 283 and the Richmond Hills Historic District are already located within an urban environment in close proximity to an existing interstate highway. Proposed improvements to I-64 will not substantially change the character of this environment. The ACHP therefore concurs in your findings of effect for this undertaking.

Thank you for requesting our views regarding this dispute. If you have any questions regarding the above views, please feel free to contact Carol Legard, our FHWA Liaison, at 303-969-5110 or via email at clegard@achp.gov.

Sincerely,



604 Don L. Klima
Director
Office of Federal Agency Programs

*Missouri
Department
of Transportation*



Don Wichern, Acting District Engineer

*St. Louis Metro District
1590 Woodlake Drive
Chesterfield, MO 63017-5712
(314) 340-4100
Fax (314) 340-4119
www.modot.state.mo.us
Toll free 1-888 ASK MoDOT*

June 13, 2000

Michael W. Jones
Deputy Mayor for Development
Office of the Mayor, City of St. Louis
City Hall, Room 200
1200 Market Street
St. Louis, Missouri 63103-2877

Dear Mr. Jones:

This letter is in response to the City of St. Louis' recommendations for MoDOT's I-64 reconstruction project. We truly appreciate the level of effort that the City and its major stakeholders have put into your recommendations.

I am very pleased to tell you that many of your recommendations are already part of our plan to rebuild the corridor. As you know, the main reason we are undertaking this monumental project, is because the corridor is rapidly deteriorating, and we need to replace it in order to maintain its important status as a major link through the region. While we are rebuilding, we have a very unique opportunity to improve on many aspects of the corridor, such as obtaining current standard clearance for all bridges going over I-64, redesigning the interchanges to better accommodate traffic, and enhancing the surrounding communities.

MoDOT, along with the Federal Highway Administration (FHWA), is committed to including a reasonable amount of architectural and landscaping enhancements on this project. Any enhancements above that amount will have to be funded by others. MoDOT and our consultant team, consisting of HNTB, HOK, and Via Partnership, will be working closely with each municipality and major stakeholder along the entire route, to design and construct the desired enhancements at each interchange area. We also plan to help the municipalities and major stakeholders make the most of every available funding opportunity.

Michael W. Jones

June 13, 2000

Page 2

I would like to go through each of your recommendations individually.

1. **Concern:** All bridges over I-40/64 should be fully pedestrian and bicycle compatible with sidewalks at least as wide as the connecting City sidewalks and with either dedicated bike lanes or extra wide exterior vehicular lanes.

Comment: *This is part of MoDOT's plan.*

2. **Concern:** All land returned to Forest Park should be done so in a meaningful state consistent with the Forest Park Master Plan complete with appropriate grading, lighting and landscaping.

Comment: *MoDOT will consider this; however, additional funding may be needed from others.*

3. **Concern:** For the entire project within the City of St. Louis, a City Advisory Committee (city residents, adjacent business owners, Forest Park and other institutions) should be established to provide input on aesthetic and other issues as they arise.

Comment: *This is part of MoDOT's plan.*

4. **Concern:** To ensure first class design, an artist(s) should be part of the design team.

Comment: *This is part of MoDOT's plan.*

5. **Concern:** The I-40/64 corridor should be designed as a parkway -- similar to the George Washington Parkway in VA.

Comment: *The parkway idea was presented by HNTB for the City area, and we are considering it; however, more Forest Park would be needed for this option. We are talking with FHWA as to the feasibility of doing this.*

6. **Concern:** The I-40/64 corridor should be designed for easy cleanup and maintenance. Frequent and routine maintenance should occur.

Comment: *This is part of MoDOT's plan. However, we may need assistance from others to maintain.*

7. **Concern:** Bridge designs (lighting, rails, finish) must be compatible with the scale and density of the park (e.g., 141 & Manchester).

Comment: *MoDOT is planning to spend a certain amount on aesthetics. However, we may need additional funding from others to pay for more elaborate designs.*

8. **Concern:** Fencing along I-40/64 should be compatible with the aesthetics of the park.

Comment: *Again, MoDOT is planning to spend a certain amount on aesthetics. However, we may need additional funding from others to pay for more elaborate designs.*

9. **Concern:** For all bridge crossings into Forest Park, the dual path system should go under the intersections in order to separate vehicular and pedestrian users.

Comment: *MoDOT will consider this. However, we may need additional funding from others to pay for more elaborate designs.*

10. **Concern:** New bridges and sidewalks should provide pedestrian and bicycle connections to the dual path system.

Comment: *MoDOT will consider this. Please keep in mind that any work MoDOT does in Forest Park will need to be included in the Environmental Assessment for the Forest Park area, and will have to be approved by the FHWA.*

11. **Concern:** Look at future connections to the new River Des Peres Greenway System.

Comment: *We would like more explanation as to what this is.*

12. **Concern:** To maximize the City's competitiveness, at least 16.5 foot bridge clearances should be provided.

Comment: *This is part of MoDOT's plan. We will make every reasonable effort to achieve this..*

13. **Concern:** To maximize the public's investment, the design life cycle should be extended to 75 years using better materials (i.e., granite curbing and road sealers).

Comment: *MoDOT will consider this. We plan to look at life cycle costs of different options, and choose the best overall value. We may need additional*

Michael W. Jones

June 13, 2000

Page 4

funding from others to pay for more elaborate materials than what is cost effective.

14. **Concern:** Road surface reconstruction should include replacement of underground utilities, as well as accommodate for currently aboveground utilities. Empty conduit should be placed along/under the roadbed and bridges to accommodate future fiber connectivity.

Comment: *We need more clarification - MoDOT will follow our normal utility relocation policy.*

We look forward to working with you as we begin our public involvement process to come up with our preliminary design for the corridor.

Sincerely,

Lesley Solinger Hoffarth, P.E.
Transportation Project Manager

LSH/js-pm6

copies: The Honorable Derio Gambaro
 Mark Grossenbacher-ae6
 Don Wichern-ao6
 Greg Horn-ao6

STATE OF MISSOURI Bob Holden, Governor • Stephen M. Mahfood, Director
DEPARTMENT OF NATURAL RESOURCES

www.dnr.state.mo.us

January 23, 2003

Ms. Diane Heckemeyer
State Design Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102

RE: Project number: 053-SLC-02, Job No. J610978, I-64 Project, St. Louis City and St. Louis County, Missouri (FHWA)

Dear Ms. Heckemeyer:

Thank you for submitting information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which requires identification and evaluation of cultural resources.

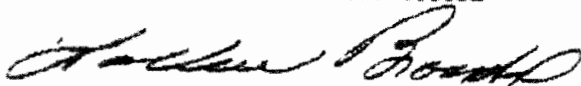
After reviewing the report, we find it to be adequate. We concur with the determinations of eligibility as listed in Tables A and B, except for the Bennett Street properties (see below). Additionally, we concur that bridge number K468 (not included in the table) is also eligible for listing on the National Register of Historic Places. In addition we also concur with that there will be an adverse effect on the National Register of Historic Places eligible buildings, bridges, including bridge number K468, and districts as listed on Tables A and B in the comments section of the tables. We also concur that there will be no adverse effect on the remaining eligible properties listed on Tables A and B. We look forward to the preparation of a Memorandum of Agreement (MOA) that outlines the steps needed to mitigate the adverse effect.

In addition, we also concur that the remaining buildings, including the Bennett Street properties, and bridges are not eligible for listing on the National Register of Historic Places.

If you have any questions, please write Missouri Department of Natural Resources, State Historic Preservation Office, Attn: Review and Compliance, P.O. Box 176, Jefferson City, Missouri 65102, or call Alison Dubbert at (573) 751-7958. Please be sure to include the SHPO Project Number (053-SLC-02) on all future correspondence relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE



LaVerne Brondel
Deputy State Historic Preservation Officer

LB:ad

c: Kate Shea
Don Neumann
Kathy Harvey
Bob Reeder
Karen Daniels

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Enclosure: St. Louis I-64 NRHP Eligible Properties



St. Louis I-64 NRHP Eligible Properties
Determined after Consultation Meeting on October 21, 2002

Table A: Individual Properties:

Property Number	Criteria	Areas of Significance	Comments
20	C	Architecture	
21	C	Architecture	
27	C	Architecture	
28	C	Architecture	
29	A & C	Social History (church) Architecture	Previously identified
58	A		
59	A		
64A	A & C	Education Architecture	
65	A & C	Education Architecture	Planetarium previously determined eligible
73	C	Architecture	Previously determined eligible
92	A & C	Education Architecture	
100	C	Architecture	
156	C	Architecture	Adverse Effect
164	A & C	Architecture	
165	C	Architecture	
172	C	Architecture	Adverse Effect
173	C	Architecture	
178	C	Architecture	Adverse Effect
179	C	Architecture	Adverse Effect
195	C	Architecture	Adverse Effect
206	A & C	Government Architecture	
212	C	Architecture	
283	C	Architecture	
484	C	Architecture	
489	C	Architecture	
499	C	Architecture	
503	C	Architecture	
530	C	Architecture	
609A	C	Architecture	
623	C	Architecture	
K861R	C	Engineering	Adverse Effect
K854R	C	Engineering	Adverse Effect
K600R2	C	Engineering	Adverse Effect
K601R	C	Engineering	Adverse Effect

Table B: Historic Districts:

District Name	Property Numbers*	Criteria & Areas of Significance	Boundary	Comments
Forest Park		A & C Recreation Architecture	Kingshighway, Lindell, Skinker, I-64	
Oakview Terrace Subdivision	243-253	C Architecture		
Westmoor Park Subdivision (includes Little Flower Church complex)	255-260 278-281	A & C Architecture, Social History, Community Development	Roughly bounded by rear property line of Moorlands Dr on the east, I-64 on south, rear property lines of Arch Terrace on west, undetermined north boundary	
Hampton Park Subdivision	303-306	C Architecture		
Lake Forest Subdivision	307-309	C Architecture		
Hi-Pointe	127-148	C Architecture	Roughly bounded by McCausland, I-64, Yale and undetermined north boundary	Adverse effect, the three buildings being taken (132, 133 and 134) are contributing resources
Lavinia Garden	397-403, 401A	C Architecture	Buildings on Antler and McMorro East of I-170	Adverse effect, taking 8 of 19 buildings
York Village	493-495	C Architecture		Includes tower, rock wall, three buildings (one not surveyed)
Bennett Street	M298-M301	A Social History		If oral traditions can be documented & supported would be eligible; if eligible would be Adverse Effect taking 2-3 buildings

Properties where recommendations were not concurred with:

Property Number	Conclusion
189	Vinyl siding and altered porch compromised integrity
64C Barnes Jewish Complex	Individual buildings might be eligible, but there are too many non-contributing resources to make a district
83 Forest Park Hospital	Too many modern alterations

June 20, 2003

Ms. Teresa Proebsting
Director of Parks & Recreation
City of Richmond Heights
1330 S. Big Bend Blvd.
Richmond Heights, MO 63117

Re: I-64 Reconstruction and Proposed Mitigation of the Impacts to Richmond Heights Community Center and the A.B. Green Athletic Complex

Dear Ms. Proebsting:

This letter is a follow-up to our meeting with you on June 4, 2003, at the Richmond Heights Community Center. As you know, a plan to reconstruct and improve I-64 is being prepared that indicates that there are some impacts to the Richmond Heights Community Center and the A.B. Green Athletic Complex. A Draft Environmental Impact Statement for I-64 has been prepared, circulated for review, and made available to the public. We are in the process of responding to comments and preparing the Final EIS. Within the EIS process, impacts to parks and other cultural resources are defined in the Section 4(f) portion of the document. Section 4(f) originated as a section of the U.S. Department of Transportation Act of 1966, with subsequent amendments. It provides for a stricter level of protection for park and eligible historic resources.

The following portion of this letter briefly includes the summary discussion of project impacts and a summary of the proposed mitigation and measures to minimize harm as we discussed during the June 4 meeting. Please review this information and provide a written response to us indicating an agreement with the proposed mitigation actions or, if appropriate, indicating any differences in the understanding of these actions.

Impacts

The preferred build alternative would not impact The Heights Community Center structure or the activities that take place within it. It would require acquisition of approximately 0.1 acre of the 6.4-acre site for additional highway R/W needed for embankment and retaining walls. The proposed R/W acquisition would require the removal of a grassed area with three small evergreen trees on the north side of the parking lot, and would impact two or three truck parking spaces by shortening the length of these spaces. They would still accommodate trucks. The number of parking spaces would not be reduced. No patron or employee automobile spaces would be impacted.

With regard to the A.B. Green Athletic Complex, various avoidance design options were considered. The preferred alternative would impact 0.43 acres of the park or 10% of the total 4.28 acre park. The required R/W strip needed along I-64 at the north end of the park would vary in width from 0-75 feet, at a length along I-64 of approximately 480

feet. The additional R/W required for excavation and a retaining wall would impact the tennis courts, basketball courts, the playground area, and the parking lot. During construction of the retaining wall, at least 22 of the parking spaces would be lost out of the 30 existing parking spaces. Following completion of the construction of the retaining wall, there would be space for approximately 14 parking spaces. Aesthetics would not change appreciably since the roadway is currently very close to the park. The only aesthetic change would possibly be a change in the location of the activity areas or grading of the site to create more usable space near the parking lot and school.

Summary of Proposed Mitigation and Measures to Minimize Harm

In our meeting with you, we discussed a number of possible mitigation options and desires for consideration. The following mitigation is proposed for the impacts outlined above:

- *Acreage* - The total acreage impacted is 0.43 acres. Proposed total replacement acreage is 1.7 acres.
- *Tennis Courts Relocation* – The proposed relocation of the tennis courts is to locate two courts where the existing loop ramp is located just north of I-64. The relocated tennis court area will include: restrooms; court lighting; parking; landscaping; a screen wall between courts and the residences; and a lighted walkway under I-64 along Laclede Station Road. (The relocated tennis courts are depicted on the attached graphic). Lighting would be configured so as to not impact adjacent residences.
- *Parking* – The 16 parking spaces lost and the surface drive will be replaced and located in the northwest corner of the existing complex (12 spaces) and at the tennis court area (8 spaces)(Shown on attached graphic).
- *Basketball Courts* – Sufficient play area will remain where the courts are currently located and reconfigured at the existing complex as desired.
- *Cell Tower* – The cell tower will be relocated to a Richmond Heights desired location.
- *Playground* – Playground will be replaced and relocated to a Richmond Heights desired location at the existing complex. A second playground area will be provided adjacent to the tennis courts.
- *Two Pavilions* – The two park pavilions will be functionally replaced and located to a Richmond Heights desired location at the existing complex.
- *Cross walk* – A cross walk will be provided on Laclede Station Road south of I-64.

Please review the above proposed mitigation and measures to minimize harm and provide a written response. We look forward to hearing from and meeting with you in the future.

Sincerely,

Lesley Solinger Hoffarth, P.E.

c: Michael Schoedel, City Manager

STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES

Bob Holden, Governor • Stephen M. Mahfood, Director

www.dnr.state.mo.us

October 8, 2003

Ms. Diane Heckemeyer
State Design Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102

RE: Project No.: 053-SLC-02, Job No. J610978, I-64 Project, St. Louis City and St. Louis County, Missouri (FHWA)

Dear Ms. Heckemeyer:

On August 18, 2003, the City of Richmond Heights submitted additional information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which requires identification and evaluation of cultural resources. We met with representatives of FHWA, MoDOT's cultural resource staff and consultants, the City of Richmond Heights and its consultant Ruth Nichols, the Cultural Resource Office for the City of St. Louis, Esley Hamilton of the St. Louis County Parks and Recreation Department, and other interested parties on September 3, 2003 to discuss the outcomes of the survey performed by Ruth Nichols and design changes made by MoDOT.

After reviewing the additional information, we have the following recommendations in addition to the properties previously determined eligible:

- **Richmond Hills:** based on the information provided, it is our opinion that the Richmond Hills district is not eligible for listing on the National Register of Historic Places as a historic district.
- **Hanley Downs:** based on the information provided, it is our opinion that the Hanley Downs district is not eligible for listing on the National Register of Historic Places as a historic district.
- **Clayton Park Addition:** we concur with Richmond Height's consultant that, the Clayton Park Addition, also known as Bennett Avenue is eligible for listing in the National Register of Historic Places as a historic district under criteria G and A for its development as an African American neighborhood.
- **Little Flower:** although we concur that the Little Flower Historic District may have boundaries that extend beyond what was recommended by MoDOT, it is our opinion that MoDOT has correctly identified the eligible buildings of the Little Flower Historic District that are within the area of potential effect and further boundary recommendations are not necessary for this project.
- **Lovella:** we concur with the boundaries recommended by MoDOT for the Lovella Avenue Historic District and it is our opinion that 1319 Woodland Avenue and 1323 Woodland Avenue are not eligible for listing in the National Register of Historic Places as contributing buildings to the Lovella Avenue Historic District because they are multiple family apartment buildings and the Lovella Avenue District consists of single family homes.



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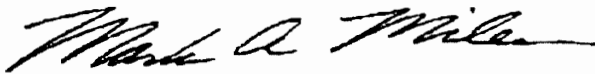
- **Bellevue Avenue:** it is our opinion that, with further research an eligible district may be identified in the Bellevue Avenue neighborhood. Based on the information provided, however, it is our opinion that 7236 and 7238 West Park Avenue, 1222/1228 and 1221 Bellevue Avenue, 1218 Sunset Avenue, 1282/1288 and 1290/1296 Hawthorne Place, 1243 and 1247 Highland Terrace, and 7416, 7418, 7422, 7428, 7432, 7436, 7456, and 7460 Warner Avenue are not eligible for listing on the National Register of Historic Places either individually or as a historic district.
- **Nashville Avenue:** based on the information provided, it is our opinion that the Nashville Avenue district is not eligible for listing on the National Register of Historic Places as a historic district.
- **St. Luke's:** it is our opinion that, although there may be a historic district around St. Luke's Church, the boundaries would not extend to include 1345 Bellevue Avenue because of its noncontiguous location. It is our opinion that 1345 Bellevue Avenue is not eligible for the National Register of Historic Places either individually or as a contributing building to a historic district around St. Luke's Church.

Due to changes in the project design, we are unable to comment at this time on any effects this project will have on any National Register of Historic Places eligible properties. Please submit the new project plans and any changes to the proposed area of potential effect to our office. When we receive the necessary information we can complete review of this project.

If you have any questions please write Missouri Department of Natural Resources, State Historic Preservation Office, Attn: Review and Compliance, P.O. Box 176, Jefferson City, Missouri 65102, or call Alison Dubbert at (573) 751-7958. Please be sure to include the SHPO Project Number (053-SLC-02) on all future correspondence relating to this project. If the information is provided via telephone call, please follow up in writing for our files.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

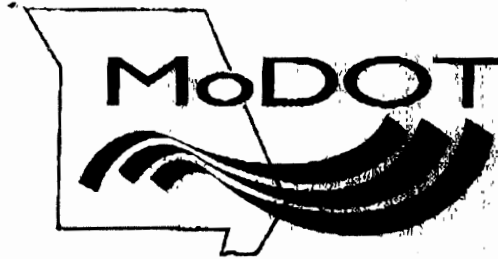


Mark A. Miles
Director and Deputy State
Historic Preservation Officer

MAM:ad

c: Don Neumann
Kathy Harvey
Bob Reeder
Jane Beeter
Karen Daniels
Kris Zapalac
Ruth Nichols
City of Richmond Heights

Missouri
Department
of Transportation



Dave Snider, P.E., Interim Director

601 West Main Street
P.O. Box 270
Jefferson City, MO 65102
(573) 751-3597
Fax (573) 526-1300
www.modot.state.mo.us

April 30, 2004

The Honorable Betty Humphrey
City of Richmond Heights
1330 Big Bend Blvd.
Richmond Heights, MO 63117

Dear Mayor Humphrey:

Subject: Design
Route I-64, St. Louis City and County
Job Nos. J6I0978 and J6I1248
I-64 from west of Spodee Road in St. Louis County to west of Sarah Street in the City of St. Louis
Consultation regarding effects of the project on historic resources

This letter is to let you know that the Missouri Department of Transportation (MoDOT) is postponing the meeting scheduled for Thursday, May 6, 2004. At this meeting we were going to discuss the results of the determination of eligibility made by the Keeper of the National Register of Historic Places (Keeper) for districts identified for the City by Ruth Nichols. The Keeper response indicates that they have insufficient information on five areas to make a determination of eligibility for listing on the National Register of Historic Places (NRHP).

MoDOT intends to submit additional information to the Keeper on the Lake Forest Subdivision and the Hampton Park Subdivision to support our recommendations on their eligibility for listing on the NRHP. We also intend to submit information on Richmond Hills, Bellevue Avenue and St. Luke's to support our recommendations that the properties within our area of potential effects are not eligible for listing on the NRHP.

We will be asking the Federal Highway Administration (FHWA) to submit this information to the Keeper on May 17. If you have any additional information you want forwarded to the Keeper to support the eligibility of these resources please submit your information to FHWA by the same date. We will supply the City with a copy of the information being forwarded to the Keeper at that time.

The Honorable Betty Humphrey

Page 2

April 30, 2004

If you have any questions please contact Karen Daniels, MoDOT Architectural Historian at 573.526.7346 or by e-mail at Karen.Daniels@modot.mo.gov.

Sincerely,



Robert L. Reeder
Historic Preservation Coordinator

Copies: Steven Mahfood-MDNR
Mr. Ed Hassinger-6ao
Ms. Kathy Harvey-de
Mr. Mark Kross-de
Ms. Peggy Casey-FHWA
Mr. Esley Hamilton-St. Louis County Parks

Missouri
Department
of Transportation



Dave Snider, P.E., Interim Director

801 West Main Street
P.O. Box 270
Jefferson City, MO 65102
(573) 751-3597
Fax (573) 526-1300
www.modot.state.mo.us

August 27, 2004

Mr. Mark Miles
Director SHPO
MDNR/Outreach Assistance
P. O. Box 176
Jefferson City, MO 65102

Dear Mr. Miles:

Subject: Design
Route I-64, St. Louis City and County
Job Nos. J610978 and J611248, SHPO Project No. 053-SLC-02
From west of Spodee Road in St. Louis County to west of Sarah Street in the City
of St. Louis
Effects Assessment Information

Attached are project schematics for the above referenced project showing historic properties and impacts, as well as a narrative with the Missouri Department of Transportation (MoDOT)'s recommendations of effect of the project on the historic resources.

The properties shown on the schematics reflect the consultations with the consulting parties and with the Keeper of the National Register of Historic Places (NRHP). MoDOT has previously consulted with the City of St. Louis and the City of Brentwood regarding effects in their communities. Plans have not changed in those areas since that consultation. Effects in Richmond Heights have changed and MoDOT will be meeting with representatives of the City of Richmond Heights and St. Louis County, as well as State Historic Preservation Office staff at a meeting on August 27, 2004 to discuss the project, and initiate consultation regarding effects. Since the Advisory Council on Historic Preservation (ACHP) is a consulting party for this project, a copy of the information is being forwarded to the Federal Highway Administration to be forwarded to the Council.

MoDOT is recommending that the project will have an adverse effect on four NRHP eligible bridges, five individually NRHP eligible buildings and one NRHP eligible historic district. MoDOT recommends that the project will have no adverse effect on the remaining properties. The effects are summarized in Tables 2 and 3 of the accompanying information.

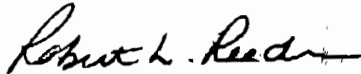
In addition, MoDOT is initiating consultation regarding mitigation measures for the bridges, buildings and historic district. The proposed mitigation measures are in the accompanying documentation. The views of the consulting parties is being sought concurrent with the effects consultation.

Mr. Mark Miles
Page 2
August 27, 2004

A Programmatic Agreement has been sent to the ACHP for signature, so a Memorandum of Agreement will not be prepared for this project. Additional consultation regarding archaeological resources will be conducted closer to the construction date of the project.

Should you or any of your staff have any questions, please contact Karen Daniels, MoDOT Architectural Historian, at 573.526.7346 or by e-mail at Karen.Daniels@modot.mo.gov.

Sincerely,



Robert L. Reeder
Historic Preservation Coordinator

kd

Attachments

Copies: Mr. Steve Mahfood-MDNR
Mr. Ed Hassinger-6ao
Mr. Jeff Leftwich-de
Ms. Betty Humphrey-City of Richmond Heights (w/attachments)
Mr. Esley Hamilton-St. Louis County (w/attachments)
Ms. Peggy Casey-FHWA (w/attachments)

STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES

Bob Holden, Governor • Stephen M. Mahfood, Director

October 25, 2004

www.dnr.mo.gov

Dr. Robert Reeder
Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102

RE: Project number: **053-SLC-02**, Proposed effects assessment, Job Nos. J6I0978 and J6I1248, I-64, St. Louis and St. Louis County, Missouri (FHWA)

Dear Dr. Reeder:

Thank you for submitting information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which requires identification and evaluation of cultural resources.

Staff of the State Historic Preservation Office have reviewed the effects assessment for the proposed I-64 project in St. Louis City and St. Louis County. Based on the information provided, and in accordance with the Advisory Council on Historic Preservation's regulation Protection of Historic Properties (36 CFR Part 800), Section 800.5, we concur that the proposed project will have an **adverse effect** on property numbers 156, 172, 178, 179, and 195, bridges K601R, K600R, K854R, and K861R, and the Lavinia Gardens Historic District. We also concur that the project will have no adverse effect on the remaining National Register of Historic Places eligible and listed properties. We recommend the preparation of a Memorandum of Agreement (MOA) that outlines the steps needed to mitigate the adverse effect and we concur with the mitigation proposed in the effects assessment.

In accordance with Section 800.6(a)(1), FHWA shall forward the necessary adequate documentation to the Executive Director, Advisory Council on Historic Preservation, the Old Post Office Building, 1100 Pennsylvania Avenue NW, #809, Washington, D.C 20004. Pending receipt of the Council's decision on whether it will participate in consultation, no action shall be taken which would foreclose Council consideration of alternatives to avoid or satisfactorily mitigate any adverse effect on the property in question.

If you have any questions please write Missouri Department of Natural Resources, State Historic Preservation Office, Attn: Review and Compliance, P.O. Box 176, Jefferson City, Missouri 65102, or call Alison Dubbert at (573) 751-7958. Please be sure to include the **SHPO Project Number (053-SLC-02)** on all future correspondence relating to this project. If the information is provided via telephone call, please follow up in writing for our files.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE



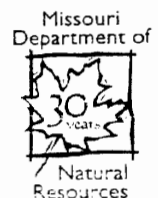
Mark A. Miles
Director and Deputy State
Historic Preservation Officer

MAM:ad

C: Don Neumann
Karen Daniels
Jane Beetem
Kate Shea



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Memo to File

Review of 6/13/00 Letter to St. Louis City December 2004

1. **Concern:** All bridges over I-40/64 should be fully pedestrian and bicycle compatible with sidewalks at least as wide as the connecting City sidewalks and with either dedicated bike lanes or extra wide exterior vehicular lanes.

Comment: *This is part of MoDOT's plan.*

2004 Comment: *Included in preferred alternative*

2. **Concern:** All land returned to Forest Park should be done so in a meaningful state consistent with the Forest Park Master Plan complete with appropriate grading, lighting and landscaping.

Comment: *MoDOT will consider this; however, additional funding may be needed from others.*

2004 Comment: *Included in preferred alternative*

3. **Concern:** For the entire project within the City of St. Louis, a City Advisory Committee (city residents, adjacent business owners, Forest Park and other institutions) should be established to provide input on aesthetic and other issues as they arise.

Comment: *This is part of MoDOT's plan.*

2004 Comment: *MoDOT formed the Parkway Subcommittee to help develop recommendations in the city. MoDOT also formed a stakeholders committee to work specifically in the Forest Park area.*

4. **Concern:** To ensure first class design, an artist(s) should be part of the design team.

Comment: *This is part of MoDOT's plan.*

2004 Comment: *MoDOT formed the Aesthetic Advisory Committee, including a local artist and a national artist, to develop the theme for the corridor. This aesthetic theme is included in preferred alternative.*





Memo to File

Review of 6/13/00 Letter to St. Louis City December 2004

5. **Concern:** The I-40/64 corridor should be designed as a parkway -- similar to the George Washington Parkway in VA.

Comment: *The Parkway idea was presented by HNTB for the City area, and we are considering it; however, more Forest Park would be needed for this option. We are talking with FHWA as to the feasibility of doing this.*

2004 Comment: *This idea was explored, but not included in the preferred alternative due to the amount of property needed.*

6. **Concern:** The I-40/64 corridor should be designed for easy clean-up and maintenance. Frequent and routine maintenance should occur.

Comment: *This is part of MoDOT's plan. However, we may need assistance from others to maintain.*

2004 Comment: *Aesthetics were designed for longevity, and ease of construction and maintenance. MoDOT will continue to be responsible for routine maintenance.*

7. **Concern:** Bridge designs (lighting, rails, finish) must be compatible with the scale and density of the park (e.g., 141 & Manchester).

Comment: *MoDOT is planning to spend a certain amount on aesthetics. However, we may need additional funding from others to pay for more elaborate designs.*

2004 Comment: *Included in preferred alternative. Enhancements to MoDOT's baseline aesthetics would need to be funded by others.*

8. **Concern:** Fencing along I-40/64 should be compatible with the aesthetics of the park.

Comment: *Again, MoDOT is planning to spend a certain amount on aesthetics. However, we may need additional funding from others to pay for more elaborate designs.*

2004 Comment: *Included in preferred alternative. Enhancements to MoDOT's baseline aesthetics would need to be funded by others.*

9. **Concern:** For all bridge crossings into Forest Park, the dual path system should go under the intersections in order to separate vehicular and pedestrian users.

Comment: *MoDOT will consider this. However, we may need additional funding from others to pay for more elaborate designs.*

2004 Comment: *Included in preferred alternative.*





Memo to File

Review of 6/13/00 Letter to St. Louis City December 2004

10. **Concern:** New bridges and sidewalks should provide pedestrian and bicycle connections to the dual path system.

Comment: *MoDOT will consider this. Please keep in mind that any work MoDOT does in Forest Park will need to be included in the Environmental Assessment for the Forest Park area, and will have to be approved by the FHWA.*

2004 Comment: *Included in preferred alternative*

11. **Concern:** Look at future connections to the new River Des Peres Greenway System.

Comment: *We would like more explanation as to what this is.*

2004 Comment: *Outside APE. Not included in preferred alternative.*

12. **Concern:** To maximize the City's competitiveness, at least 16.5 foot bridge clearances should be provided.

Comment: *This is part of MoDOT's plan. We will make every reasonable effort to achieve this*

2004 Comment: *Included in preferred alternative.*

13. **Concern:** To maximize the public's investment, the design life cycle should be extended to 75 years using better materials (i.e., granite curbing and road sealers).

Comment: *MoDOT will consider this. We plan to look at life cycle costs of different options, and choose the best overall value. We may need additional funding from others to pay for more elaborate materials than what is cost effective.*

2004 Comment: *Same as above.*

14. **Concern:** Road surface reconstruction should include replacement of underground utilities, as well as accommodate for currently above ground utilities. Empty conduit should be placed along/under the roadbed and bridges to accommodate future fiber connectivity.

Comment: *We need more clarification - MoDOT will follow our normal utility relocation policy.*

2004 Comment: *Same as above.*



FILED
1/10/00



OFFICE OF THE MAYOR
CITY OF ST. LOUIS

CLARENCE HARMON
MAYOR

MISSOURI
March 3, 2000

CITY HALL - ROOM 200
1200 MARKET STREET
SAINT LOUIS, MISSOURI 63103-2877
(314) 622-3201
FAX: (314) 622-4061
harmon@stlouis.missouri.org

Mr. Steve Knobbe, PE
District Engineer
Missouri Department of Transportation
1590 Woodlake
St. Louis, MO 63107

Dear Mr. Knobbe:

We are pleased to transmit herein the City of St. Louis' recommendations relative to MO-DOT's I-64 Interchange Reconstruction Project. These recommendations are based on extensive consultations with stakeholders—including representatives from Forest Park and adjacent neighborhoods, businesses and cultural/educational institutions—and the relevant City agencies. In addition, the recommendations were presented to the City's Planning Commission at its March meeting.

By working together as this project moves forward, we hope to achieve efficient and safe interchange designs that are most conducive to adjacent land use. We want to seize the opportunity to create signature entry points appropriate for Forest Park and the vitally important business, cultural assets and neighborhoods in the immediate area. Because we were unable to reach consensus relative to the Skinker interchange, we are presenting two alternatives and would like to work with you to come up with a suitable solution.

At your earliest convenience, we would like to meet with you to explain our recommendations and to work with you to see their implementation through your design efforts.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael W. Jones".

Michael W. Jones
Deputy Mayor for Development

enclosure

MEMORANDUM

TO: All Concerned
 FROM: Daniel J. McGuire, St. Louis City Director of Parks, Recreation & Forestry
 DATE: November 1, 2000
 SUBJECT: Comments on Tower Grove/Kingshighway Interchanges
 Presentation October 11, 2000

1. Your printed "Comments Received from the City of St. Louis: Kingshighway Boulevard":
 - Failed to include the site specific following recommendation, "Because it is integrally part of the intersection and consequently is heavily trafficked, MoDOT should assume maintenance of the entire intersection from Oakland Ave. to Clayton Ave."
 - Failed to include an "overall" recommendation from the City of St. Louis of key importance to this intersection, "All land returned to Forest Park should be done so in a meaningful state, consistent with the Forest Park Master Plan complete with appropriate grading, lighting and landscaping." It is requested that the design team work the Parks Department to develop grading and landscape plans for the areas to be returned to Forest Park. As part of the development of this plan for the R.O.W. west of Kingshighway, we should explore replacing the existing tunnel under I-64 near the Mounted Police Stables to somewhere in this area.
2. Before continuing with the design of each interchange within the Parkway Corridor, we should first collectively determine where motorists will be directed to exit I-64 to reach their specific points of destination in Forest Park, the hospital complex and the institutions along Oakland Avenue. This determination and future signage will help us to design correctly the interchanges to meet these needs. Currently, all traffic is directed to exit I-64 at Hampton to reach all Forest Park destinations; traffic seeking the Art Museum, History Museum or the Planetarium, for example, should and could be directed to exit at Skinker, McCausland, or Kingshighway respectively.
3. All five options for this area do not replace the existing pedestrian overpass structure and state that pedestrian (and cyclist) circulation to Forest Park, the hospital complex and Metrolink from the Forest Park Southeast neighborhood should be accessed only on the Kingshighway bridge. This is unacceptable and contrary to the City's recommendation. A key element in the City's planning for Forest Park and the Forest Park Southeast neighborhood is to IMPROVE pedestrian and cyclist access to the park. Further, replacement of the pedestrian/cyclist bridge in the proposed neighborhood park would produce positive activity and traffic through the park by people traveling to and from Forest Park, Metrolink and the hospital complex improving the sense of security for the neighborhood park users. I cannot accept the suggestion that still-to-be-designed proposed pathways through the southeast quadrant of the current R.O.W. and then through the admittedly complex and broad vehicular single diamond with uncontrolled entrance and exit ramps will improve pedestrian/cyclist access to Forest Park. Be advised that many residents in this neighborhood continue to complain of certain recent changes to vehicular access to the park. The replacement of the pedestrian/cyclist bridge should not be excluded at this point in the design

process, regardless of your stated "opportunity" that, "Existing pedestrian overpass structure removal will enhance the viewshed of the I-64 Corridor."

4. There is a lot of concern as to how pedestrians and cyclists can move safely through the proposed complex and broad vehicular single diamond intersection with uncontrolled entrance and exit ramps at the Kingshighway interchange.
5. Your written and verbal comments of "opportunities" suggesting that the "northeast quadrant" of existing Kingshighway interchange R.O.W. "could be a potential development opportunity," is very disturbing, and should be deleted. The State acquired this land from Forest Park to be used as highway right-of-way; if it is no longer needed, it must be returned to Forest Park. This is clearly stated in the Forest Park Master Plan. Further, in addition to any legal or moral obligations to return this land for park purposes, be advised that this area is zoned "A-Single Family" and any attempt to re-zone it or seek a variance to the Zoning Code for "potential development" will be a hotly contested and disruptive public battle. All R.O.W. should be returned to Forest Park.
6. Your written and verbal comments of "opportunities" suggesting that the "southeast quadrant" of existing Kingshighway interchange R.O.W. "could be created into a neighborhood park for Forest Park Southeast Neighborhood," is a good goal. However, design development and future maintenance responsibilities must be discussed with the Parks Department and the neighborhood.
7. Your graphic depicting the Detail Interchange Plan for Kingshighway raises many questions. The proposed siting of the new Kingshighway Bridge is shifted dramatically to the east. We need to see extensions of this detailed plan to the north and south. To the north: i) How does this plan relate to the Clayton Avenue bridge, the Hospital Drive/ Barnes Jewish Plaza intersection, the landscaped medians north of this intersection, and existing grades on both sides of Kingshighway in Forest Park? ii) Without traffic lights, can vehicular traffic exiting I-64 on northbound Kingshighway traverse four lanes to make a left turn into Forest Park at Hospital Drive? To the south: i) How does this plan relate to the existing Oakland intersection and the proposed "outer road" around the Forest Park Southeast neighborhood? ii) Does this plan require a taking from private properties along the east curb line of Kingshighway?
8. The design and landscaping for surface of the Kingshighway Bridge clearly needs further discussion.


New I-64 Comments 11-1-00 Word



City of St. Louis
COMMUNITY DEVELOPMENT ADMINISTRATION

Francis G. Slay Mayor

MEMORANDUM

TO: Lesley Solinger Hoffarth, MoDOT Project Manager
Russell Volmert, HNTB
COPY TO: Gary Bess, Parks Director
Phil Hoge, SLDC Director
Don Roe, PDA Director
Hon. Lyda Krewson, 28th Ward Alderman
FROM: Dan McGuire 
DATE: May 16, 2001
SUBJECT: New I-64 – Parkway Subcorridor ROW

As you know, I was quite surprised to hear at our meeting of Friday, May 11th, that MoDOT now finds it necessary to seek an additional 12.5 feet of right-of-way on each side of I-64 as it transverses Forest Park (i.e., 6 feet for shoulder expansion and 6.5 feet for the erection of signage). Previously, you and others had always contended that with very few exceptions the existing MoDOT ROW would be sufficient for the proposed improvements.

Please be advised that I related your new proposal to Gary Bess, Acting Director of Parks, who found it totally unacceptable. Such a taking would require substantial tree loss and major changes to the Forest Park Master Plan and its implementation, particularly for the existing bike path and proposed dual path along the north line of I-64, and the imminent reconstruction of Aviation Field.

Please advise.



CITY OF ST. LOUIS
DEPARTMENT OF PARKS, RECREATION & FORESTRY
DIVISION OF PARKS

5600 CLAYTON AVENUE IN FOREST PARK
ST. LOUIS, MO 63110-1310

DANIEL W. SKILLMAN
COMMISSIONER
(314) 289-5300
FAX (314) 535-3901



FRANCIS G. SLAY
MAYOR
GARY D. BESS
DIRECTOR

September 24, 2001

Ms. Lesley Solinger Hoffarth, P.E.
Project Manager
Missouri Department of Transportation
1590 Woodlake Drive
Chesterfield, Missouri 63017

RE: The New I-64 Proposed Improvements

Dear Ms. Hoffarth:

I would like to take this opportunity to thank you for meeting with the Parks Department to discuss the proposed I-64 improvements and the impacts that these improvements might have on Forest Park. Following this meeting you asked that the Park Department provide you with our preferences on the various options presented relating to the Pedestrian Bridge Crossing, the Zoo Parking Lot and the Intersection design at Hampton and Wells. After reviewing all of the information presented we would like to recommend the following:

1. Pedestrian Bridge: We strongly recommend Option 1182. Our second choice would be 1178.30.
2. Zoo Parking Lot: We recommend Option 5. Since our meeting, two (2) additional options were provided, Option 5a and 5b. Both of these we would feel comfortable with as our second choice.
3. Hampton/Wells Intersection: We like Option 1 – One Lane Roundabout. We believe this would greatly improve the traffic congestion at this intersection.

Lastly, we discussed that several acres, of what is currently State Highway Right-Of-Way, would be returned to Forest Park in the form of additional green space. We would recommend that this green space be returned to Forest Park as useable green space, graded to a gentle slope, revegetated and appropriately landscaped, thereby creating more useable park space.

Once again, thank you for your efforts on this project and for allowing us to be a part of the planning process. We look to the future when this project will be implemented. If you have any questions or need additional information, please feel free to contact our offices at your convenience.

Sincerely,

A handwritten signature in black ink that reads "Daniel Skillman, for". The signature is fluid and cursive, with a small "for" written at the end.

Gary D. Bess, Director
PARKS, RECREATION & FORESTRY

GDB:DWS:ds

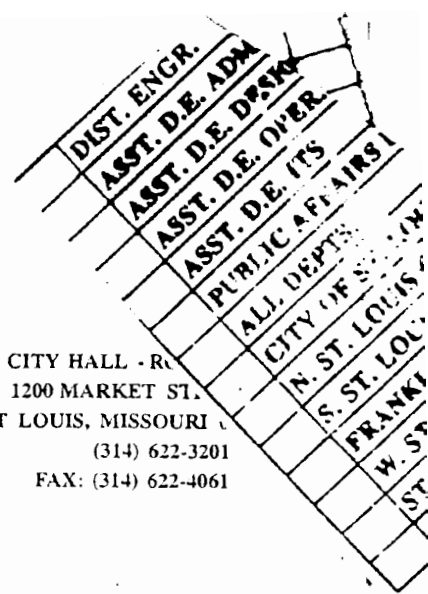
cc: Daniel Skillman
Anabeth Weil
Russell Volmert
File



OFFICE OF THE MAYOR
CITY OF ST. LOUIS
MISSOURI

CIS G. SLAY
MAYOR

CITY HALL - ROOM 100
1200 MARKET ST.
SAINT LOUIS, MISSOURI 63102
(314) 622-3201
FAX: (314) 622-4061



October 25, 2001

Mr. Ed Hassinger
District Engineer
Missouri Department of Revenue
1590 Woodlake Drive
Chesterfield, Missouri 63017-5712

RECEIVED

Re: New I-64

NOV 01 2001

Dear Mr. Hassinger:

DISTRICT 6
Mo. Dept. of Trans.

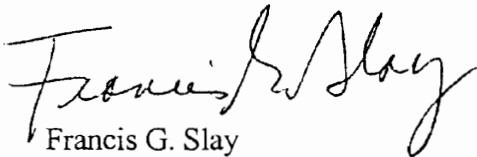
You have asked that we reduce to writing the City of St. Louis's preference with respect to various options presented by your agency and HNTB with respect to the reconstruction of I-64. After fully reviewing all options presented to us, our preferences are as follows:

- **McCausland Ave./Clayton Avenue/Oakland Avenue-** Option 8 is the preferred option because this option maintains the location of four existing bridges.
- **Hampton Avenue-**Option 5a is the preferred option because it maintains Oakland at grade.
- **Wells/Hampton Intersection Improvements-**Option 1 reflecting the round-about is the preferred option.
- **Zoo Parking Lot-**Option 5 that maintains the same number of existing parking spaces is the preferred option.
- **Oakland Ave.-**Option 4, reflecting a landscaped median is the preferred option.
- **Oakland Pedestrian Bridge-**The City's preference would be to locate the pedestrian bridge at Station 1182+00. We understand that this option was preferred by Paraquad as well.
- **Pedestrian Tunnel Plan-**The City supports the tunnel linking Oakland Ave. to Forest Park

- **Kingshighway**-The City supports the only option presented which is a single-point interchange.

It has truly been a pleasure working with and your staff on this exciting project.

Sincerely,

A handwritten signature in cursive script, reading "Francis G. Slay". The signature is written in dark ink and is positioned above the printed name and title.

Francis G. Slay
Mayor



**CITY OF ST. LOUIS
DEPARTMENT OF PARKS, RECREATION & FORESTRY
DIVISION OF PARKS**

5600 CLAYTON AVENUE IN FOREST PARK
ST. LOUIS, MO 63110-1310



GARY D. BESS
DIRECTOR
(314) 289-5310
FAX (314) 535-3901

FRANCIS G. SLAY
MAYOR

DIVISION OF PARKS
(314) 289-5300
DIVISION OF RECREATION
(314) 289-5320
DIVISION OF FORESTRY
(314) 613-7200

February 26, 2003

Ms. Lesley Hoffarth, P.E.
Project Manager
Missouri Department of Transportation
1590 Woodlake Drive
Chesterfield, Missouri 63017

RE: The New I-64 Draft Environmental Impact Statement

Dear Ms. Hoffarth:

The City of St. Louis Department of Parks, Recreation and Forestry has had the opportunity to review the Draft Environmental Impact Statement (EIS) for the Proposed New I-64 Improvements. Please be advised that the Parks Department understands the impacts to Forest Park as described in the Section 4 (f) Evaluation. In addition, the Parks Department understands and concurs that the proposed mitigation efforts as described in the 4 (f) Section of the Draft EIS are appropriate.

We look to the future when this project will be implemented. If you have any questions or need additional information, please feel free to contact our offices at your convenience.

Sincerely,

Gary D. Bess, Director
PARKS, RECREATION & FORESTRY

GDB:DWS:ds

cc: Daniel Skillman
Anabeth Weil
Russell Volmert



03-06-24. Parkway SLIC Comments

**OFFICE OF THE MAYOR
CITY OF ST. LOUIS
MISSOURI**

**FRANCIS G. SLAY
MAYOR**

**CITY HALL - ROOM 200
1200 MARKET STREET
SAINT LOUIS, MISSOURI 63103-2877
(314) 622-3201
FAX: (314) 622-4061**

June 17, 2003

Mr. Ed Hassinger
District Engineer
Missouri Department of Transportation
1590 Woodlake Drive
Chesterfield, Missouri 63017-5712

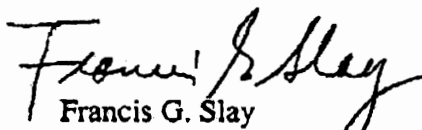
RE: Reconstruction of I-64

Dear Mr. Hassinger:

This is to confirm my support for the various options set forth in the Draft Environmental Impact Statement (DEIS) relative to the reconstruction of I-64. I also support, on behalf of the City of St. Louis, the proposed mitigation measures proposed in the Forest Park area and believe that the entire project will enhance access to I-64 as a whole.

We appreciate the opportunity you have afforded representatives from the City to be involved in creating these mitigation strategies, and wholly support the DEIS as drafted. It has truly been a pleasure working with you in this critical project.

Sincerely,


Francis G. Slay
Mayor, City of St. Louis

/dr

- (1) Where's our RW N/O Boyle Ramp
- (2) No problem to vacate alley

SAINT LOUIS ZOO



ZOO

One Government Drive • Saint Louis, MO 63110

February 15, 2002

Ms. Lesley Solinger Hoffarth
Missouri Department of Transportation
1590 Woodlake Drive
Chesterfield, MO 63017

Dear Ms. Hoffarth:

I am writing to acknowledge our participation in the planning for the new I-64 "Parkway Corridor," and to note our continued interest in providing the greatest possible access into Forest Park for Zoo and Park visitors.

As you know, the proposed highway realignment adjacent to the Zoo will result in the elimination of a number of Zoo parking spaces. Any plan that moves forward should provide for restoration of these spaces through alternative use of the land made available by the new Hampton interchange.

We also want to ensure the continued safety of our pedestrian guests. For that reason, the proposed roundabout at the intersection of Hampton and Wells must be carefully studied and be consistent with St. Louis City public safety standards.

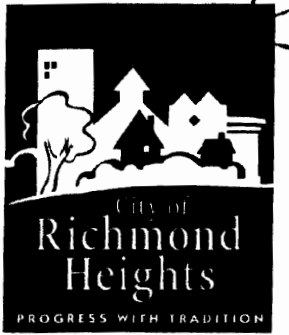
Finally, we want to continue our dialogue with appropriate parties concerning a possible realignment of Wells Drive, which would provide a contiguous parking lot at our south entrance and eliminate the need for a pedestrian crosswalk.

We appreciate your efforts in including the Saint Louis Zoo in all discussion of this important project.

Sincerely,

Charlie Hoessle
Director

cc: Russ Volmert, HNTB



1330 S. Big Bend Blvd.
Richmond Heights, MO 63117-2202

February 10, 2004

Lesley Solinger Hoffarth, P.E.
Missouri Department of Transportation
1590 Woodlake Drive
Chesterfield, MO 63017-5712

Dear Ms. Hoffarth:

Thank you for meeting with us last week to discuss recommended changes to the A.B. Green Complex affected by the I-64 reconstruction. As discussed at that time, I am providing a list of our recommendations for A.B. Green and the proposed park to be located at the northwest corner of I-64 and Laclede Station Road. Our recommendations include, but are not limited to the following:

A.B. Green Athletic Complex

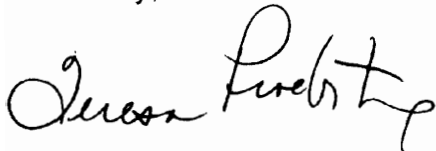
- Eliminate two separate pavilions – combine west of playground
- Extend pavilion and playground to end of basketball court
- Restrooms – heated and ADA compliant
- Gated storage with 8' fence and windscreens for security
- Pavilion size – minimum 30'x60' with 20'x20' storage area
- System to block sport fields from unauthorized vehicles
- Provide utility access chase in restrooms
- Replace existing drinking fountains
- Ability to control sports field lighting and irrigation system from storage area
- Replace existing barbecue pits
- Fencing between basketball courts, playground, barrier between courts/field, as noted on plan mark-up
- Option to purchase 4 properties west side of Laclede near impacted area
- Security lighting in playground area
- Playground designed for use of 2-5 & 5-12 year olds
- Poured in place surfacing for playground
- Surface drainage system along service drive to catch court runoff onto field
- Alignment of crosswalk with Laclede sidewalk (west side)
- Angled parking off of Laclede – joint effort
- Review placement of cell tower placement – possibly flag pole
- Include ADA parking
- Review timeline of projects and ability to relocate layout before finalizing
- Ability to be involved in equipment selection

New Park Development

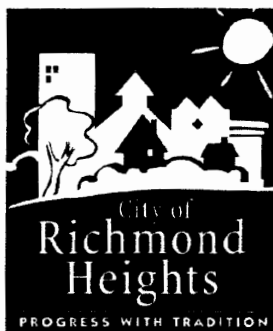
- Dusk to dawn security lights only
- Eliminate tennis court lighting
- Uni-sex restroom with storage for cleaning supplies and programs
- Drinking fountain
- Small pavilion attached to restrooms – large enough for 2 picnic tables only
- Parking spaces reduced to four regular plus one ADA spot
- Removable bollard installed at end of parking area to prohibit vehicle access beyond that point
- Install 12' double gate at court entrance for service vehicle access
- Install walk-thru gate at court entrance
- Eliminate fencing between tennis courts
- Add one covered picnic table near playground
- 6 benches around court area, 2 at playground site
- Poured in place surface for playground
- 4' ornamental fencing around playground
- Trash receptacles
- No street parking at site
- Review addition of sidewalk on east side of street – joint effort
- Ability to be involved in equipment selection

Should you have any questions do not hesitate to contact me at 314-655-3650.

Sincerely,

A handwritten signature in black ink, appearing to read "Teresa Proebsting". The signature is fluid and cursive, with the first name "Teresa" written in a larger, more prominent script than the last name "Proebsting".

Teresa Proebsting
Director of Parks and Recreation



1330 S. Big Bend Blvd.
Richmond Heights, MO 63117-2202



October 28, 2004

Robert L. Reeder
Historic Preservation Coordinator
MoDOT - Cultural Resources
P.O. Box 270
Jefferson City, Mo 65102

Via Fax: 573-526-1300 Attn: Karen Daniels

RE: Job Nos. J610978 and J611248, SHPO Project No. 053-SLC-02
Effects Assessment Response

Dear Mr. Reeder:

The City has reviewed The New I-64 effects assessment performed by MoDOT's Cultural Resources division.

| The City does not agree with MoDOT's effects assessment. There are many instances in which the Project, while avoiding the demolition of historic buildings, will nonetheless take land from within the boundaries of historic properties, and therefore, result in an adverse effect to these properties. This physical encroachment will adversely affect these properties by altering their historic boundaries and the setting for the historic structures, and will also expose these properties to increased noise, fumes, and adverse visual impacts. The assessment of adverse effects appears to recognize only the demolition of buildings and structures as adverse effects, which is inconsistent with the criteria of adverse effect in the Advisory Council's regulations, 36 C.F.R. Part 800. The City believes that routing the highway within 200 feet of historic properties will result in an adverse effect.

In completing the historic preservation analysis, the City believes that additional studies need to be undertaken to assess the affects on historic properties properly.

In addition, the City requests the following mitigation measures be incorporated with previous proposed measures

1. MoDOT to provide the City with a complete copy of aerial photographs of properties within Richmond Heights. The City would like one copy of historic photographs (from the initial highway construction project), as well as one copy of the most recent aerial photographs. If additional photographs are taken after completion of the highway improvements, the City requests one copy of these photographs as well.
2. MoDOT to complete streetscape photography of all properties, historic and non-historic, that will be affected by the proposed project, and that MoDOT provide the City with the photographs and the negatives.

3. MoDOT eliminate the proposed Bellevue Avenue ramps. Removal of the Bellevue ramps will best minimize any adverse impacts to affected properties within the Big Bend/Bellevue interchange.

The City will continue to question the effects of the proposed Bellevue interchange until we feel the impact has been assessed adequately. The City requests a copy of MoDOT's Statement of Need for the Bellevue Avenue interchange. Further, the City requests a memorandum of agreement be written between MoDOT and the City detailing on-going mitigation efforts regarding the proposed Bellevue interchange and its effects on historic properties.

Richmond Heights will continue to research the project's impacts and vigorously pursue our rights as a consulting party.

Best Regards,


Amy Schutzenhofer
City Manager

cc. Mayor and City Council
City Attorney, Kenneth Heinz
Andrea Ferster
David Newburger
Ed Hassinger
Lesley Hoffarth
Don Neumann
Don Klima, ACHP
Missouri SHPO