

## JEFF CAR 2015 Design Review Team S106 Meeting FINAL NOTES

Meeting #14: January 30, 2014 1:20-2:30 PM Central

### I. Attendance

Role	Name	Participated
DRT Member	Tom Bradley	
DRT Member	Maggie Hales	X
DRT Member	Vern Remiger	X
DRT Member	Judith Deel	X
DRT Member	Bill Hart	X
DRT Member	Karen Bode Baxter	
DRT Member	Ann Honious	X
DRT Member	Mark Miles	X
Advisor: National Trust	Jennifer Sandy	
Advisor: National Trust	Betsy Merritt	
Facilitator	Margo Brooks	X
Facilitator	Greg Cody	X
NPS Archeologist	Tim Schilling	X
NPS Project Manager	Rich Kagiya	X
MVVA	James Smith	X
NPS	Rick Marsh	X
Osage Nation	Rebecca Brave	X
Trivers	Christopher Ching	X

### II. Hazmat Testing at the Old Courthouse

Rich Kagiya and Christopher Ching explained the need for hazmat testing at the Old Courthouse and discussed in general the proposed testing locations and procedures. Trivers personnel will meet with NPS staff next week to inspect and decide upon at least 200 areas for testing. The testing would follow the protocol listed below.

*All testing and locations will be at the direction and approval of park staff. ACM (Asbestos Containing Materials) testing may include scraping or cutting of the suspected surfaces. They may need to peel up any carpeting to expose the tile. Taking of tile samples of floor tile may be by cutting small areas. Wall and ceilings will be broken up in homogenous areas, areas originally installed at the same time. 5-7 samples of plaster or ceiling may be required for these areas. These areas may be scraped or cut out 1/4"-1/2" deep about 1" square. They try to do this in innocuous areas as possible, in closets, corners, close to the floor or behind baseboards. All test areas will be approved and monitored by park staff.*

*The lead paint testing will be non-destructive sampling, utilizing a XRF handheld machines. It provides direct readout for lead.*

*The test locations will be determined by Trivers during the walk through, but will mainly be on the 1st floor where the proposed construction is located. We have a previous report for the basement and 2nd floors.*

The DRT was comfortable with the park staff determining the testing locations and encouraged them to test in locations that will not be visible, or will be disturbed by the project when it is implemented and to patch places using appropriate means if necessary.

### III. CRM Team Comments

Comments from the CRM team were received on 1/25/14. Concerns were expressed about the following design aspects and were discussed by the DRT and the design team.

- The addition of seating gardens north and south of the new west entrance (L708)

This was previously discussed and approved by the DRT. After further reflection, the CRM Team agreed that the seating areas were located in such a way that they would not impinge on the main grounds of the Landmark.

- Pathway pavers being changed to only one side of the processional walkways (supplemental information)

James Smith of MVVA explained that this comment had been taken into account at the level of the previous draft. Reference to pavers on one side of the paths was discussing an option looked at previously, but that current plans call for pavers on both sides of the path as desired by the CRM Team.

- Number of security cameras and locations - no information provided

James Smith will provide a location map showing the proposed locations of all cameras. This will be distributed to the DRT for comment by email. Should there be any questions or disputes, this issue will be brought up again at the next DRT meeting.

- Removal of lights in the center of processional walks and relocated along the edges

This design change was previously approved by the DRT. The CRM Team looked deeper into this issue and found, in fact, that the current lighting plan was implemented recently and is not a historic element to the Arch grounds. As a result, they too are ok with the proposed change in lighting plan.

### IV. New Data Cable Installation

Federal Highway and MO DOT have determined that they need to move an existing data line as part of the highway modifications associated with this project. The highway project is covered under separate compliance; however, the data line runs from Ely Smith Square to the North maintenance entrance of the Arch. Since there is no archeological monitoring plan in place, the park wished the DRT to review the reroute, which will be done via directional drilling. The entry pit from Ely Smith Square will be from an existing manhole. The exit pit will be approximately 36" square and 42" deep. It should be well above any potential archeological deposits. Tim Schilling (NPS archeologist) does not believe that the installation has the potential to affect significant archeological deposits. The DRT is ok with the plan provided that the Osage Nation is also ok. Tim Schilling will send the relevant information to Rebecca Brave and she will respond via email as to whether or not the Osage Nation has any concerns.

**V. Parking Plan**

Rick Marsh provided an overview of the parking plan for the Arch that takes into account the demolition of the existing garage. The plan would largely cover parking by utilizing existing extra parking spaces in the downtown area. The park, CAR2015 and several vendors have entered into an MOU that would provide consistent training and signage to help people find the existing lots and navigate from the lots to the Arch grounds.

The City of St. Louis has also partnered with CAR2015 to develop another parking structure. Two proposals have come in. Both potential sites are in Laclede Landing. Both will be rated by the City and its partners, including CAR2015. The DRT suggested that they are concerned about the following issues in relationship to the project:

1. The potential to impact archeological resources.
2. The effects the project would have on Laclede Landing National Register District.
3. The effect the project would have on Eads Bridge NHL.
4. The DRT would like to pay careful attention to the design.

Although the PA says that compliance for this project, will be handled separately, Maggie Hales of CAR 2015 will use the DRT structure as a conduit for passing along plans and information for review. Should the project constitute an adverse effect, a separate agreement document and mitigation would need to be prepared.

**X. Next DRT Meeting**

The next DRT meeting will be scheduled for the second half of February 2014 to discuss the draft archeological monitoring plan.

**Thank You.**