



FRAMING A
MODERN MASTERPIECE
THE CITY+THE ARCH+THE RIVER | 2015

SUMMARY REPORT

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COMPETITION INFORMATION



www.cityarchrivercompetition.org



COMPETITION PROCESS

FRAMING A MODERN MASTERPIECE | The City + The Arch + The River was an international design competition organized by national park supporters, the design community and leadership from both Missouri and Illinois and funded through private contributions. The National Park Service provided the framework for change through its Fall 2009 General Management Plan and the competition was supported by federal, state and local government officials, including Interior Secretary Ken Salazar.

The 10-month competition – from December 2009 until September 2010 – presented the opportunity of a lifetime for architects, landscape architects and designers. The winner was announced on September 21, 2010, and engaged in a 90 day effort to evaluate the team's design concept, review the competition area for opportunities... solidify a plan, create a budget and timeline for completion and fundraising plan. All with a completion date of October 28, 2015.

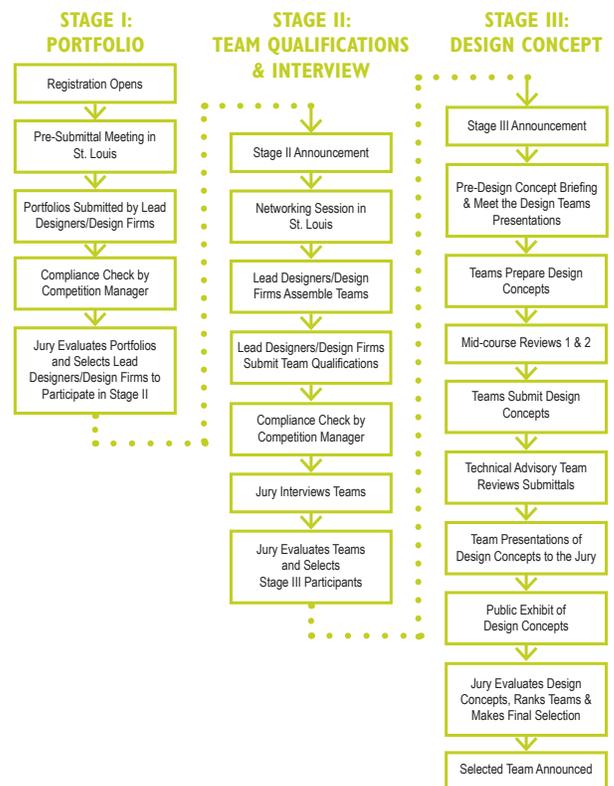
The challenge was great – to take one of America's first urban park sites and weave it into the fabric of the St. Louis region – as well as connect it with both sides of the Mississippi River.

Integral to the competition was the achievement of a balance between new ideas and the retention of the character-defining features of the site, the core of which is a National Historic Landmark. The Arch and the grounds immediately surrounding it would be honored. But the larger area surrounding the Arch, the downtown St. Louis entry ways and both the Missouri and Illinois riverfronts were open to the inspiration of designers and architects.

The goals of the competition were to:

1. Create an iconic place for the international icon, the Gateway Arch.
2. Catalyze increased vitality in the St. Louis region.
3. Honor the character defining elements of the National Historic Landmark.
4. Weave connections and transitions from the City and the Arch grounds to the River.
5. Mitigate the impact of transportation systems.
6. Embrace the Mississippi River and the east bank in Illinois as an integral part of National Park.
7. Reinvigorate the mission to tell the story of St. Louis as the gateway to national expansion.
8. Create attractors to promote extended visitation to the Arch, the City and the River.
9. Develop a sustainable future.
10. Enhance the visitor experience and create a welcoming and accessible environment.

This report provides a summary and record of the competition process. The competition was conducted as originally presented in the Competition Manual (diagram at right).





STAGE II: TEAM QUALIFICATIONS & INTERVIEW

Stage II Announcement

STAGE II FINALISTS:

The design teams selected to advance were announced on February 10, 2010.

“The Jury had the challenge of evaluating portfolios that represented designers of international and national recognition, emerging designers and design teams comprised of individuals that provide great promise as collaborators,” said Competition Manager Donald J. Stastny. “The lead designers and design teams invited to participate in Stage II represent individuals and firms that have local, national and international ties – and have the potential to come up with extraordinary solutions to the design challenges presented by the City, the Arch and the River.”

The lead designers and design teams were:

- Behnisch Architekten, Gehl Architects, Stephen Stimson Associates, Buro Happold, Transsolar, Applied Ecological Services, Limno-Tech, Herbert Dreiseitl, Arne Quinze, Peter MacKeith, Eric Mumford
- FIT (Fully Integrated Thinking) Team – Cecil Balmond-ArupAGU, Doug Aitken Studio, HOK Planning Group, HOK
- Michael Maltzan Architecture, Stoss Landscape Urbanism, Rafael Lozano-Hemmer, Richard Sommer, Buro Happold
- Michael Van Valkenburgh Associates, Steven Holl Architects, Greenberg Consultants, Uhler Consulting, HR&A Advisors, Guy Nordenson and Associates, Arup, LimnoTech, Ann Hamilton Studio, James Carpenter Design Associates, Elizabeth K. Meyer, Project Projects
- PWP Landscape Architecture, Foster + Partners, Civitas, Ned Kahn, Buro Happold
- Quennell Rothschild and Partners and Diller Scofidio + Renfro, Vishkan Chakrabarti, Buro Happold, Atelier Ten, and Nicholas Baume
- Rogers Marvel Architects and Nelson Byrd Woltz Landscape Architects, Urban Strategies, Local Projects, Arup
- SOM, BIG, Hargreaves Associates, Jaume Plensa, URS
- Weiss/Manfredi, Magnusson Klemencic Associates, Mark Dion

Networking Session in St. Louis

Over 100 people attended a networking session on February 18, 2015. The session provided a networking opportunity to minority, disadvantaged, or women-owned businesses, local contractors, and others to meet with the short-listed Design Teams for potential teaming opportunities. The Competition Manager and representatives of the Sponsor made brief presentations on the process and on regulatory compliance issues relevant to the project. The presentations were followed by an open house to meet the participating teams. Interest forms for potential teaming opportunities were provided at the event and on the website. 42 completed interest forms were forwarded to the nine finalist teams.



Networking Session INTEREST FORM

The Competition Manager will compile all interest forms received in person at the Networking Session on Thursday, February 18, 2015 or via e-mail by Monday, February 22, 2015. The compilation will be delivered to all nine finalist teams as a PDF via e-mail on the 23rd. While there is no limitation to the type or amount of information you may bring to the Networking Session or give to the finalist, for the purposes of this form, limit attachments to four single-sided pages for two double-sided.

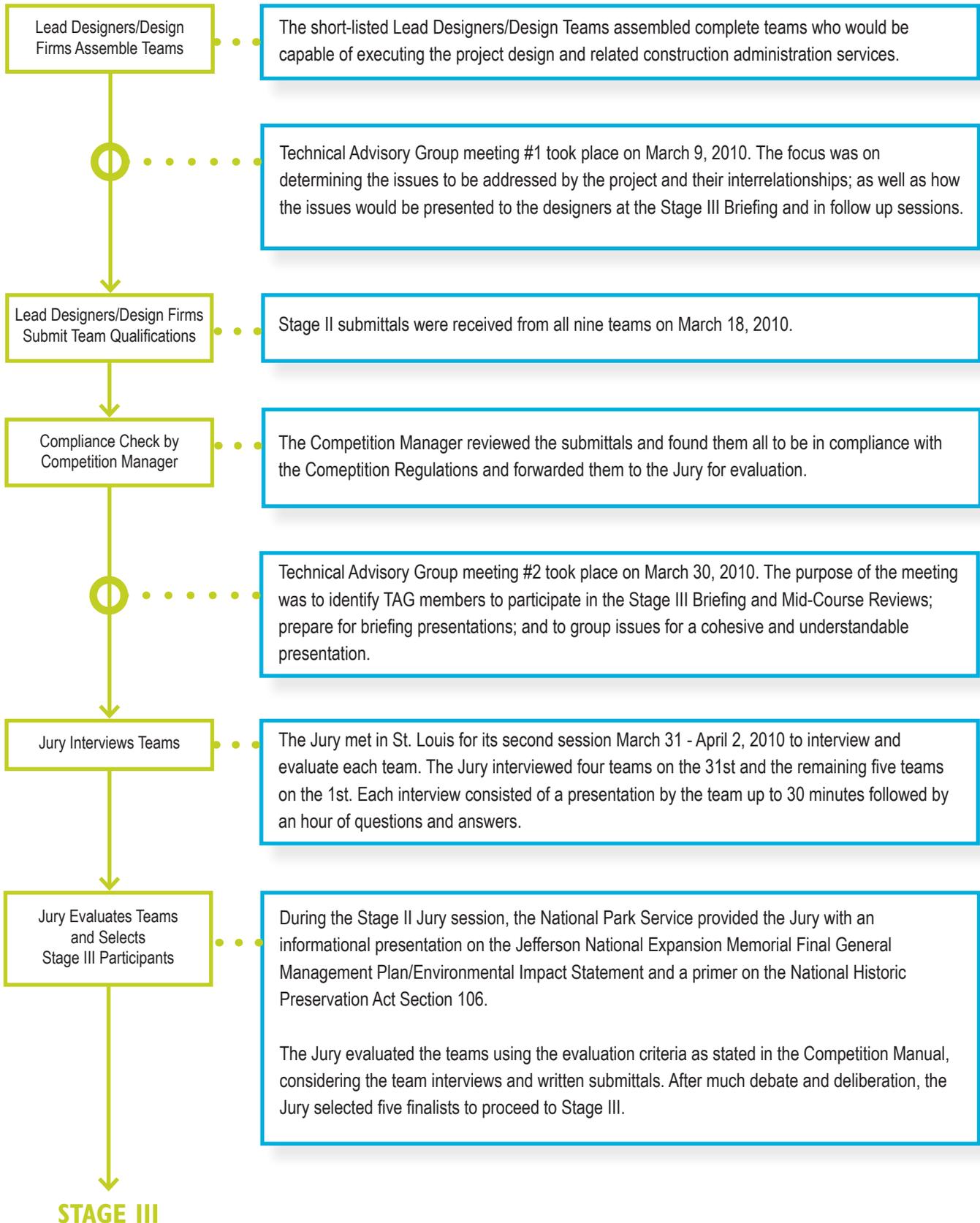
FIRM NAME: SWT Design
OFFICE LOCATION: 7722 Big Bend Blvd, Saint Louis, MO 63119
CONTACT NAME: Hunter Backham or Ted Spaid
PHONE: 314-644-5700
E-MAIL ADDRESS: hunterb@swtdesign.com

Please list the type of services offered by your firm, specialty services for this project, and any certifications held by your firm.

SWT Design is a St. Louis based landscape architecture and planning firm with award winning civic and institutional work including multiple projects at Washington University, Saint Louis Botanical Garden, Forest Park and many other locations around the region. The services and employees are intimately familiar with the history, politics and design challenges associated with the Gateway Competition and the City of Saint Louis. SWT Design is valued for high quality and creative solutions, expertise in a broad spectrum of projects, and our commitment to strong client relationships. Our award-winning designs, featured across the country, make SWT Design one of the most sought after firms in the Midwest. Project's needs are met with our experienced, multidisciplinary staff of professionals whose backgrounds range from horticulture to business administration to urban design and of course landscape architecture, trails, and greenway development. With a diverse project portfolio including parks and recreation, campus design, corporate and retail planning, and urban design, clients can be sure that we have the experience to meet all of their needs. At SWT Design, we are dedicated to providing our clients with the highest quality environmental and landscape design, performance, and satisfaction during all phases of landscape architecture and planning projects.

It is important to respect the history of where the city has come from as well as the original design intent of the Saarinen and Kiley design. It is evident that portions of the Park need a face lift and this project should identify and place a priority on those areas. While this is a competition focused primarily on the Arch Gateway project, embracing the urban adjacencies, engaging the new and urban community and weaving the connections in and out of this project will be critical. The winning solution that frames the modern masterpiece will be a project that engages and supports the local community, creates and stimulates the economy, connects to and improves the natural environment and provides a platform to draw visitors from around the globe.





STAGE III: DESIGN CONCEPT

Stage III Announcement

STAGE III FINALISTS:

The teams selected to advance to Stage III were announced on April 7, 2010.

“The goal of the first two steps of the process was to identify design teams with the talent, capacity and commitment to create thoughtful design solutions addressing the complex issues of the site and its relationship to the city, the river and the Illinois side. With this selection, that goal has been accomplished,” said Competition Manager Donald J. Stastny. “The selected teams represent local, national and international perspective, and we look forward to working with them over the next few months as their visions evolve and they create their designs.”

“Having this level of architectural, engineering and landscape design power focused on such a visible urban park is exciting,” said Tom Bradley, superintendent of the Jefferson National Expansion Memorial. “We are committed to incorporating our parks into the life of their surrounding communities. I look forward to seeing the designs in August.”

The lead designers and design teams as listed on their submittals were:

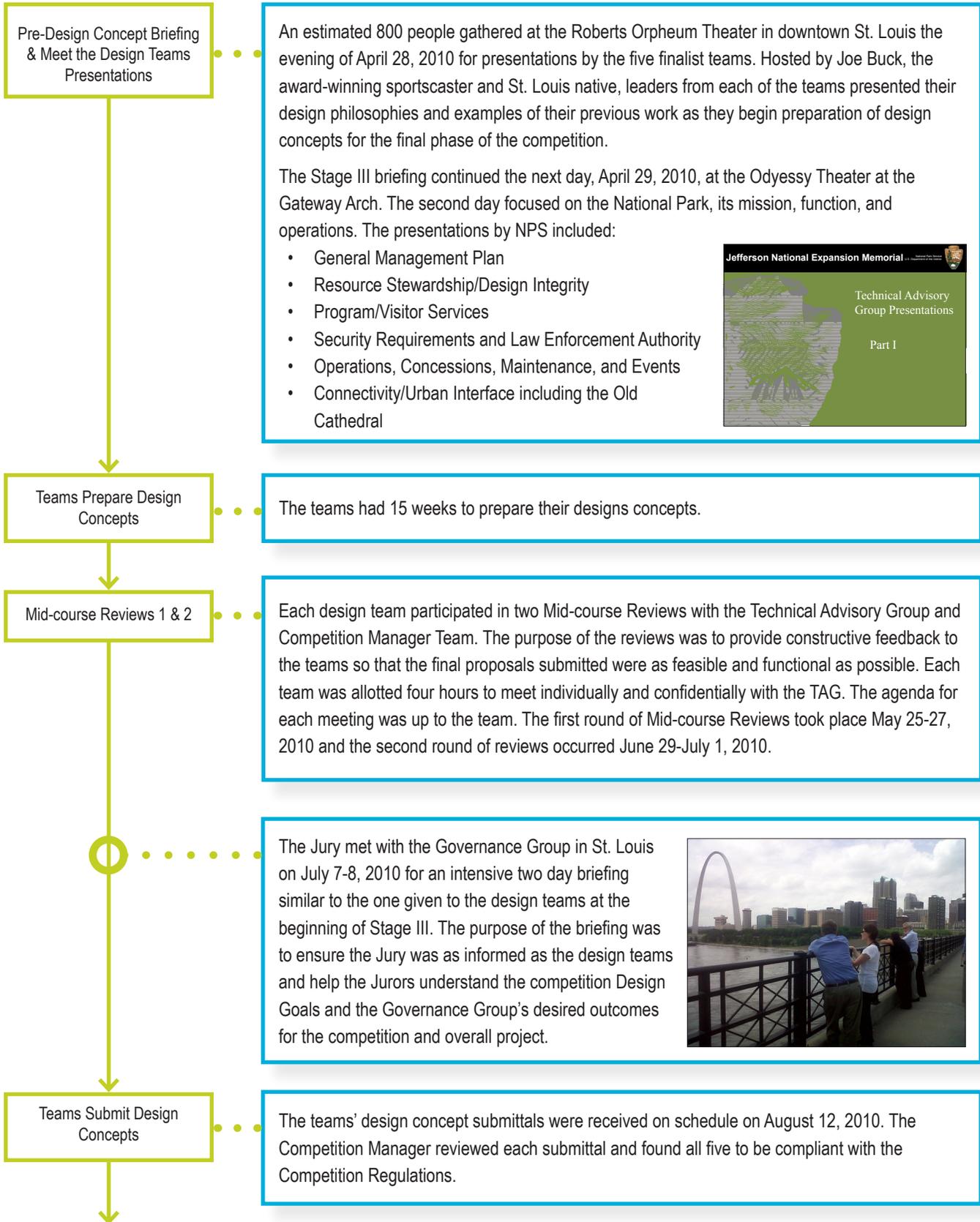
- Behnisch Architekten, Gehl Architects, Stephen Stimson Associates, Buro Happold, Transsolar, Applied Ecological Services, Limno-Tech, Herbert Dreiseitl, Arne Quinze, Peter MacKeith, Eric Mumford
- Michael Van Valkenburgh Associates, Steven Holl Architects, Greenberg Consultants, Uhler Consulting, HR&A Advisors, Guy Nordenson and Associates, Arup, LimnoTech, Ann Hamilton Studio, James Carpenter Design Associates, Elizabeth K. Meyer, Project Projects
- PWP Landscape Architecture, Foster + Partners, Civitas, Ned Kahn, Buro Happold
- SOM, BIG, Hargreaves Associates, Jaume Plensa, URS
- Weiss/Manfredi, Magnusson Klemencic Associates, Mark Dion

Pre-Design Concept Briefing & Meet the Design Teams Presentations

The design teams attended a two-day briefing on April 28-29, 2010. The first day included broader information, technical issues, and a tour of the area. Beginning at the Monsanto Research Center, Missouri Botanical Garden, the tour featured St. Louis' cultural and entrepreneurial riches. The agenda included:

- Welcome and Design Goals by Superintendent Tom Bradley and Mayor Francis Slay
- Presentations by TAG members:
 - City and Region Design and Development - Planning & Urban Design, City of St. Louis & Gateway Mall Conservancy
 - Transportation - MoDOT & Streets Department, City of St. Louis
 - Regional Trail System - Great Rivers Greenway
 - Mississippi River Navigation, Flood Risk Management, Environmental – US Army Corps of Engineers & US Coast Guard
 - East Bank, Malcolm Martin Memorial Park - MetroEast Park and Recreation District
 - Accessibility, Universal Design - Office of the Disabled, City of St. Louis
- Tour of St. Louis and East Bank
- Presentation of St. Louis in History and Today at the Missouri History Museum





Technical Advisory Team
Reviews Submittals

The Technical Advisory Group met on August 13, 2010 to review each submittal. The focus of the review was on the level of risk inherent in the design as it would affect implementation of the concept. The TAG identified not only high-risk proposals, but they also identified beneficial proposals that were in harmony with or furthered current initiatives in the city and region. The TAG's review was an object analysis of each scheme and not a comparative evaluation of the submittals. The review was summarized in a succinct report the Jury.



The National Park Service and its consulting parties, including the State Historic Preservation Office, National Trust for Historic Preservation, and the Advisory Council on Historic Preservation, conducted a review of the submittals in order to comply with the General Management Plan and the Record of Decision, which stated NPS would conduct a compliance review of each submittal prior to the Jury meeting. The NPS review was a continuation of the TAG review and focused on issues related to the Jefferson National Expansion Memorial grounds, facilities, and operations. The review focused on how well each scheme did or did not meet current legislation and policies, including potential adverse affects on the National Historic Landmark. The review was not an official Section 106 or NEPA review, but identified issues that would be of concern or focus in those processes if the scheme should be chosen.

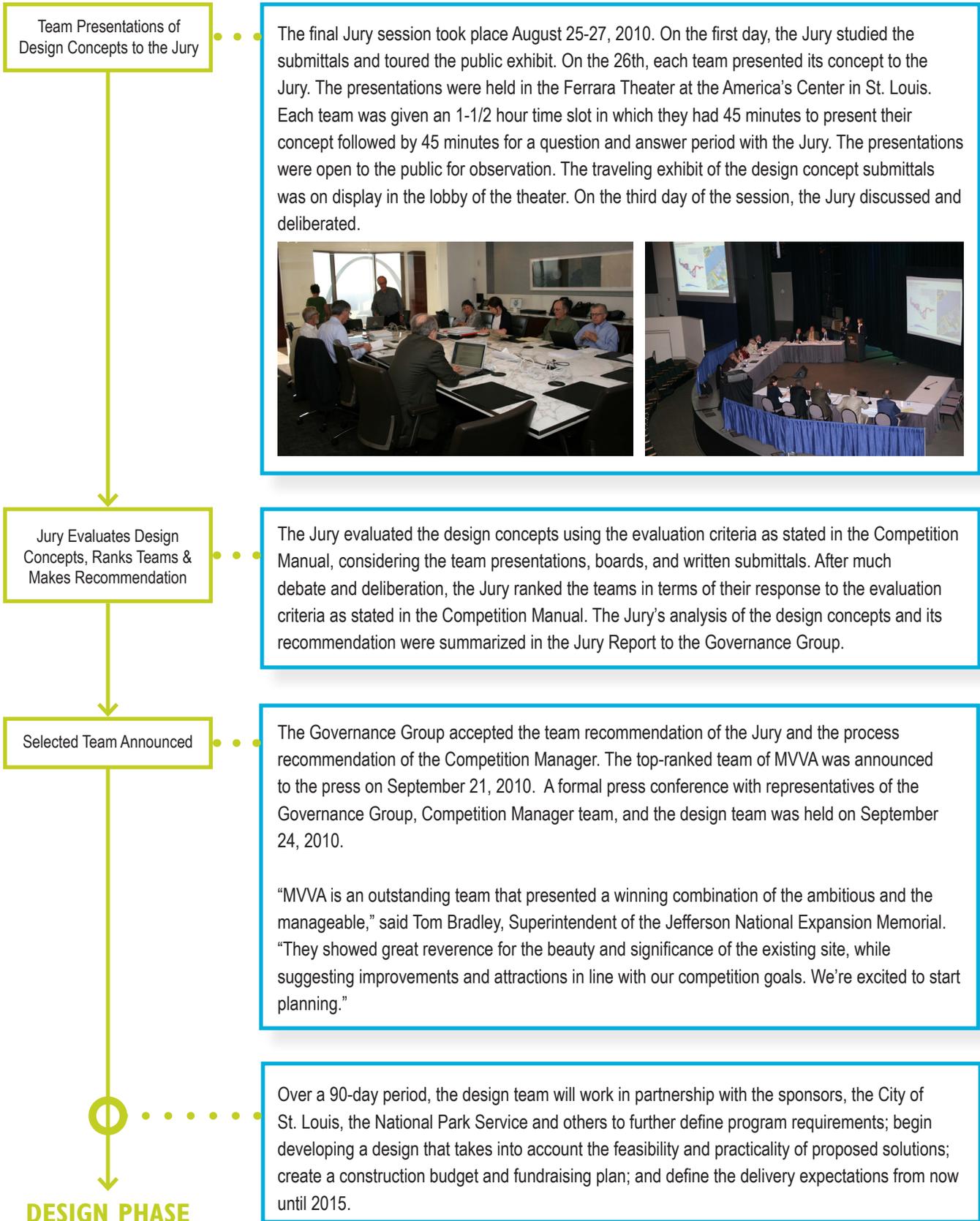
Public Exhibit of
Design Concepts

The design concept submittals were placed on display in the lobby of the Gateway Arch on August 17, 2010. The exhibit will remain on display through September. A second traveling exhibit has been rotating to venues throughout the region. The traveling exhibit was on display at the Missouri Botanical Garden, Southwestern Illinois College, National Great Rivers Museum, Southern Illinois University Edwardsville, Maryville University, University of Missouri – St. Louis, Washington University in St. Louis, St. Charles Community College, and the Missouri History Museum.



Secretary of the Interior Ken Salazar, Senator Claire McCaskill, and National Park Service Director Jon Jarvis toured the exhibit at the Gateway Arch with Superintendent Tom Bradley and Mayor Francis Slay. The leadership expressed their support and enthusiasm for the project and its successful implementation.





PARTICIPATION

GOVERNANCE GROUP

Dedicated to sponsoring a thoughtful, inclusive and objective process – one based on the National Park Service and the City of St. Louis's directives – the CityArchRiver 2015 Foundation is the sponsoring organization that is helping to see this project through its October 2015 completion.

TOM BRADLEY is the superintendent of the Jefferson National Expansion Memorial (popularly known as the Gateway Arch) for the National Park Service. He reported for assignment in April 2008 and has a lengthy history with the National Park Service, beginning in 1972. During his career, Mr. Bradley has served in many distinguished roles, including superintendent at Saint Croix National Scenic Riverway, assistant superintendent at Cuyahoga Valley National Park, assistant superintendent at the Statue of Liberty National Monument, and superintendent of Christiansted National Historic Site/Buck Island Reef National Monument. Mr. Bradley participated in the restoration campaign for Ellis Island, the largest privately funded effort in the National Park Service.

BRUCE LINDSEY, AIA is the Dean of the College of Architecture and Graduate School of Architecture and Urban Design at Washington University in St. Louis. He also serves on the university's steering committee for the International Center for Advanced Renewable Energy and Sustainability, I-CARES. Mr. Lindsey has worked on a number of environmentally sustainable projects across a variety of scales, including a design for the Pittsburgh Glass Center that earned a gold rating under the U.S. Green Buildings Council's Leadership in Environmental & Energy Design (LEED) guidelines. The project also received a Design Honor Award from the American Institute of Architects (AIA) and was chosen as one of 2005's top 10 green buildings by the AIA's Committee on the Environment.

LYNN MCCLURE is the Midwest Regional Director for the National Parks Conservation Association, America's leading voice for our national parks. Ms. McClure was hired to launch NPCA's Midwest office, covering 11 states and more than 50 national parks, in 2007. She is an award-winning strategic planning and public relations consultant who has worked on behalf of many conservation and environmental organizations, public park agencies, and Fortune 500 companies. Ms. McClure is the 2005 recipient of the Edwin Shaughnessy Award for Quality of Life from the Publicity Club of Chicago and a Silver Anvil finalist from the Public Relations Society of America for her role in the campaign to reestablish \$36 million for park and open space funding in Illinois.

WALTER METCALFE, JR. is senior counsel at Bryan Cave, LLP in St. Louis, and former chairman of the firm. Mr. Metcalfe has been involved in numerous civic engagements representing sports franchises, including the New England Patriots National Football League franchise and St. Louis Blues National Hockey League franchise, and development of sports and convention facilities, including Scottrade Center and the Edward Jones Dome. He also represented the Missouri Botanical Garden, Monsanto Company, the University of Missouri and Washington University in the organization of the Donald Danforth Plant Science Center. He is a member of the board of directors of not-for-profit organizations including BJC HealthCare, Danforth Foundation, Pulitzer Foundation for the Arts, St. Louis Children's Hospital and Washington University. He is a former chairman of the Federal Reserve Bank of St. Louis.

DEBORAH PATTERSON is the president of the Monsanto Fund and director of social responsibility for Monsanto Company, where she leads the company's global contributions program and employee engagement programs. Prior to joining Monsanto, Ms. Patterson was Chief Executive Officer of the St. Louis Chapter American Red Cross. Her career includes 10 years of public service in St. Louis City government. She served as executive director of the St. Louis City Employment and Training Agency and the mayor's top advisor for housing and economic development for the balance of her government career. Ms. Patterson currently serves as president of the Board-FOCUS St. Louis, on Girl Scouts of Eastern Missouri-Presidents Council, and on the Executive Committee of United Way of Greater St. Louis.



THE HONORABLE FRANCIS SLAY, mayor of the City of St. Louis, is only the fourth St. Louis mayor to be elected to a third term. The Slay Administration and its public and private partners have received national and international recognition for St. Louis's renaissance. In May 2007, downtown St. Louis's revitalization was the subject of a Preserve America Presidential Award, the nation's highest award for historic preservation. Billions of dollars have been invested in neighborhoods throughout the city and property values have gone up by almost 70 percent. Prior to being elected mayor in 2001, Mayor Slay served as a St. Louis Alderman for 10 years and then was president of the St. Louis Board of Aldermen from 1995 to 2001. An attorney by trade, Slay joined the law firm of Guilfoil, Petzall and Shoemake in 1981, where he practiced for 20 years and became a partner specializing in commercial law and corporate litigation.

DR. VAUGHN VANDEGRIFT is the chancellor of Southern Illinois University Edwardsville. He came to SIUE from Georgia Southern University, where he served as provost, vice president for academic affairs, chief information officer and professor of chemistry. Dr. Vandegrift is a member of St. Louis Civic Progress and President of Leadership Council Southwestern Illinois. He is also a member of the Boards of Directors of University Park, SIUE, Innovate St. Louis, St. Louis Regional Commerce and Growth Association, United Way of Greater St. Louis, the Southern Illinois Collegiate Common Market (SICCM) and the Executive Council of The Alliance of Edwardsville-Glen Carbon.

TECHNICAL ADVISORY GROUP

The Technical Advisory Group (TAG) served as an advisor to the Jury and provided technical overviews and expertise on the Stage III design concept submittals.

Bi-State Development Agency
 City of St. Louis Office on the Disabled
 City of St. Louis Planning and Urban Design Agency
 City of St. Louis Streets Department
 East Gateway Council of Governments
 Federal Highway Administration
 Great Rivers Greenway
 Illinois Department of Transportation
 Illinois State Historic Preservation Office
 Jefferson National Expansion Memorial

Metro East Parks and Recreation District
 Missouri Department of Transportation
 Missouri State Historic Preservation Office
 National Trust for Historic Preservation
 National Park Service
 Port of St. Louis Harbor Master
 St. Louis Archdiocesan Building and Real Estate
 US Army Corps of Engineers
 US Coast Guard

CONTRIBUTORS TO DESIGN COMPETITION

INDIVIDUALS

Peter Fischer
 Emily Rauh Pulitzer
 Anonymous
 M/M David Farrell
 Alison and John Ferring
 John F. McDonnell

FOUNDATIONS

Gateway Center of Metropolitan
 St. Louis (Malcolm Martin Trust)
 Danforth Foundation
 Greater St. Louis Community Foundation
 National Park Foundation

BUSINESSES

Emerson
 Civic Progress
 Wells Fargo Advisors (Wachovia Wells Fargo Foundation)
 Bryan Cave LLP
 Monsanto
 Bank of America



JURY

ROBERT CAMPBELL, FAIA is the Architecture Critic for the Boston Globe and a Contributing Editor for Architectural Record. Mr. Campbell received the Pulitzer Prize in 1996 for his work as an architecture critic for the Boston Globe. He has published more than 100 feature articles in national periodicals, and is a contributing editor and columnist for the magazine Architectural Record. His book, *Cityscapes of Boston: "An American City Through Time,"* a collaboration with photographer Peter Vanderwarker, has achieved critical acclaim. Mr. Campbell also reviews books on architecture, urbanism, popular culture and poetry for the New York Times. Mr. Campbell has been in private practice as an architect since 1975, chiefly as a consultant for the improvement or expansion of cultural institutions. A Fellow of the American Institute of Architects, he has received the AIA's Medal for Criticism, the Commonwealth Award of the Boston Society of Architects, a Design Fellowship from the National Endowment for the Arts and grants from the Graham Foundation and the J. M. Kaplan Fund. Mr. Campbell was the 2004 recipient of the annual Award of Honor of the Boston Society of Architects.

GERALD EARLY, PHD is an essayist, cultural critic, educator and poet. He is the Merle Kling Professor of Modern Letters and the Director of the Center for the Humanities at Washington University in St. Louis. He was formerly Director of African and African American Studies. Gerald's publications include *One Nation Under A Groove: Motown and American Culture*, *Daughters: On Family and Fatherhood*, *Tuxedo Junctions: Essays on American Culture*, and *The Culture of Bruising: Essays on Prizefighting, Literature and Modern American Culture*. He most recently served as series editor for *Best African American Essays 2010* (with guest editor Randall Kennedy) and *Best African American Fiction 2010* (with guest editor Nikki Giovanni). He has served as a consultant on Ken Burns' documentary films *Baseball, Jazz, Unforgivable Blackness: The Rise and Fall of Jack Johnson* and *The War* and he is a regular commentator on National Public Radio's *Fresh Air*. His essays have appeared in numerous editions of *Best American Essays Series*. Mr. Early has received numerous awards including the Whiting Writer's Award and a National Book Critics Circle Award for criticism.

DENIS P. GALVIN is a Former Deputy Director of the National Park Service. He joined the National Park Service in 1963 as a civil engineer at Sequoia National Park, California, after completing a two-year Peace Corps assignment in Tanzania, East Africa. Mr. Galvin served as the Associate Regional Director for Operations and subsequently the Deputy Director for the Regional Office based in Boston. From that post, he transferred to Denver, Colorado, in 1978 where he was manager of the Denver Service Center, which oversees most of the agency's planning, design and construction program. In 1985, he was selected as Deputy Director of the National Park Service. Mr. Galvin returned to planning, design and construction in 1989 when he was named Associate Director for Planning and Development. That position also included policy, information management and land acquisition programs. In September 1997, he accepted a re-assignment to Deputy Director. Mr. Galvin retired from the National Park Service in January, 2002. He is currently a Trustee of the National Parks Conservation Association and a Commissioner of the Second Century Commission, a group of nearly 30 diverse and distinguished Americans charged with developing a 21st century vision for our National Parks. He received numerous awards throughout his career, including the Pugsley Medal for outstanding service to parks and conservation and a Presidential Rank Award for exceptional achievement in the career Senior Executive Service.

ALEX KRIEGER, FAIA has combined a career of teaching and practice, dedicating himself in both to understanding how to improve the quality of place and life in our major urban areas. Mr. Krieger is founding principal of Chan Krieger Sieniewicz, an architecture and urban design firm based in Cambridge, Massachusetts, since 1984. Offering services in architecture, urban design and planning, the firm has received more than two-dozen regional, national and international awards for its work. The firm has served a broad array of clients in over 30 cities, focusing primarily on educational, institutional, health-care and public projects in complex urban settings. Mr. Krieger is a professor at the Harvard Graduate School of Design, where he has taught since 1977. He is Chairman of the Department of Urban Planning and Design, presently and from 1998-2004. Mr. Krieger's major publications include: co-editing *Urban Design* (University of



Minnesota Press, 2008), two volumes of Harvard Design Magazine (focusing on the evolution of urban design as a discipline), 2005-06; Remaking the Urban Waterfront, 2004; Mapping Boston, 1999; Towns and Town Planning Principles, 1994; A Design Primer for Towns and Cities, 1990; and Past Futures: Two Centuries of Imagining Boston, 1988. He has also authored more than two-dozen essays on American urbanization for various publications. He lectures frequently at national conferences and universities and is a frequent advisor to mayors and their planning staffs.

DAVID C. LELAND, CRE is Chief Executive Officer of Leland Consulting Group, a real estate strategy firm headquartered in Portland, Oregon. Mr. Leland is among the more knowledgeable urban strategists in the United States, with more than 45 years of experience in the real estate industry as a consultant, advisor, developer and owner. As the former CEO of a national real estate acquisitions and development company, and educated in architecture, city planning and urban economics, he brings a unique and thorough perspective to any project. Mr. Leland's particular interest lies in downtown revitalization, smart growth and sustainable communities, transit oriented development, and innovative mixed-use centers. He has worked with development organizations from privately held firms to Fortune 500s, and more than 300 communities with a portfolio that includes 80 downtown revitalization and implementation strategies, 70 light rail transit stations, 45 urban corridors, and a host of smaller centers, corridors, main streets and greenfield communities. Mr. Leland's philosophy is to balance his firm's workload between public and private developer clients and thereby maintain continuous awareness of the issues that always arise in building successful public-private partnerships. He has served as both panelist and chair on numerous Urban Land Institute Advisory Panels, guest lectured at universities, professional associations and conferences, and served on boards ranging from the National Charrette Institute to Portland State University's School of Urban and Public Affairs.

CARA MCCARTY is Curatorial Director at the Smithsonian Institution's Cooper-Hewitt, National Design Museum in New York City, where she supervises all exhibitions and related activities in the broad field of design, including architecture, environmental, landscape, and urban design. For 14 years prior to joining the Cooper-Hewitt in 2007, Ms. McCarty was at the Saint Louis Art Museum as the Grace L. Brumbaugh and Richard E. Brumbaugh Curator of Decorative Arts and Design. In St. Louis, Ms. McCarty served on the Executive Committee of the Saint Louis Art Museum's expansion, participating in the selection of the architect and landscape architect and working with David Chipperfield, the architect of the master plan and design. In New York, she is playing a lead role in the programming, scheduling and redesign of Cooper-Hewitt's premises. She initiated the thesis for the Museum's 2010 Triennial Exhibition, Why Design Now?, which will focus on the latest worldwide innovations in the fields of urban mobility and energy use and she is supervising curator of the Museum's other forthcoming major exhibitions. In 2004, Ms. McCarty was selected to the mid-career Loeb Fellowship at Harvard's Graduate School of Design, attending courses at the Kennedy School of Government and doing advance work in urban design and architecture both at Harvard and at the Massachusetts Institute of Technology. In 2008 and 2009, she was the American juror for the annual Dutch Design Awards to select the major design awards in the country, including architecture and landscape design.

LAURIE D. OLIN, RLA, FASLA is a Partner and Landscape Architect at OLIN in Philadelphia, Pennsylvania. Mr. Olin is a distinguished teacher and author and one of the most renowned landscape architects practicing today. His involvement often marks the signature of OLIN's distinguished portfolio of projects, which span the history of the studio from Bryant Park in New York City to the Brancusi Ensemble in Romania. Recent projects include Simon and Helen Director Park in Portland, Ore., and Nationwide Children's Hospital in Columbus, Ohio. Mr. Olin and his fellow partners at OLIN recently received the 2008 Landscape Design Award from the Smithsonian's Cooper-Hewitt, National Design Museum for excellence and innovation in landscape design and dedication to sustainability. Mr. Olin is currently a practice professor of Landscape Architecture at the University of Pennsylvania, where he has taught for 30 years. He is a Fellow of the American Academy of Arts and Sciences, a Fellow of the American Society of Landscape Architects, and recipient of the 1998 Award in Architecture from the American Academy of Arts and Letters.



CAROL ROSS BARNEY, FAIA is founder and Principal of Ross Barney Architects. She is responsible for the design excellence of all projects undertaken by the firm. Dedicated to improving the built environment, her work has an international reputation in design of institutional and public buildings. The work of her firm has been published in national and international journals, books and newspapers and has received numerous honors including four Institute Honor Awards from the American Institute of Architects and over 25 AIA Chicago Design Awards. Her drawings have been widely exhibited and collected by the Art Institute of Chicago, the Chicago Historical Society, The Museum of Contemporary Art Chicago and the National Building Museum. Ms. Ross Barney is the recipient of the American Institute of Architects 2005 Thomas Jefferson Award for Public Architecture. This award recognizes excellence for a career of architectural achievement. Recently, Ms. Ross Barney's firm received an AIA COTE Top Ten Project award for the LEED Platinum, Jewish Reconstructionist Congregation in Evanston, Illinois. Ms. Ross Barney is a graduate of the University of Illinois at Urbana Champaign. Following graduation, she served as a U.S. Peace Corps volunteer in Costa Rica planning national parks. Ms. Ross Barney is a Fellow of the American Institute of Architects, one of the highest honors the Institute bestows upon its members. She has taught at the University of Illinois at Chicago, the University of Oklahoma (Goff Chair for Creative Architecture) and the Illinois Institute of Technology, where she is teaching an advanced Design Studio and serves on the College Board of Overseers.

COMPETITION MANAGEMENT

The Competition Manager is responsible for the organization and execution of the Competition to ensure an equitable and clear process. As the sole contact of, and representative for, the participants throughout the Competition, the Competition Manager will facilitate all communications and meetings, receive and check submittals, and report the findings of the Jury. Donald J. Stastny, one of the nation's most experienced competition advisors, and collaborator Jennifer Mannhard have been retained as the Competition Manager.

DONALD J. STASTNY, FAIA, FAICP, a founder and CEO of Portland's StastnyBrun Architects, Inc., has been a practicing architect, urban designer, and process facilitator for forty years rebuilding communities, physically and culturally. Using design as a comprehensive and strategic tool, he works toward elevating the public's understanding and expectations of architecture locally, nationally, and internationally. Don is recognized as one of the preeminent competition advisors and managers in the country. Providing a stewardship role in design competitions, he "designs" opportunities for architects to create outstanding architecture. In 1980, he conducted his first design competition for Portland's Pioneer Courthouse Square, creating a process that was published in the *1988 AIA Guidebook for Architectural Competitions* and has become a national model. Additionally, he authored *The Design Excellence Program Guide: Building a Legacy* for the U.S. General Services Administration. He has evolved design and design/build competition processes into an art form that has resulted in national models protecting the architect from exploitation and initiating collaboration between architects, landscape architects and artists – and raising the public's expectation of design. An award-winning architect and planner, Don has been honored with Fellowship in the American Institute of Architects, the American Institute of Certified Planners, and the Institute of Urban Design. He was awarded the 2006 AIA Northwest and Pacific Region's Medal of Honor and the 2009 AIA Thomas Jefferson Award for Public Architecture.

JENNIFER MANNHARD, AICP, LEED AP is a senior urban planner and project manager at Otak, Inc., an international, award-winning design and planning firm. With education and experience in architecture, planning, and real estate development, Jennifer brings a truly integrated approach to projects. Over the past five years Jennifer has worked with StastnyBrun Architects to execute high-profile and complex design competitions, serving as project manager for such competitions as the Transbay Transit Center and Tower Design and Development Competition in San Francisco and the National Museum of African American History and Culture Design Competition for the Smithsonian Institution. She manages the exchange of information between competitors and sponsors, develops the competition materials, and ensures successful coordination and execution of the competition processes. A professional planner, Jennifer is a member of the American Institute of Certified Planners and a LEED Accredited Professional.





FRAMING A
MODERN MASTERPIECE
THE CITY+THE ARCH+THE RIVER | 2015

JURY REPORT

September 16, 2010

The following report of the Jury summarizes the analysis and evaluation of the design concepts as submitted by the five design teams that participated in Stage III of Framing a Masterpiece | The City + The Arch + The River | 2015 | International Design Competition. The Governance Group (competition sponsor) will consider this evaluation and the recommendation of the Jury and make the final team selection, marking the completion of the design competition process and setting the stage for implementation of the project.

The Jury, in response to its charge by the Governance Group, completed its process of rigorous preparation, analysis and evaluation over a period of 60 days using the following methodology:

Step 1: Briefing of the Jury

The Jury met in St. Louis in early July 2010 for a briefing conducted by the Governance Group and the Competition Manager. The session began with a meeting between the Jury and the Governance Group to discuss the competition's design goals and the individual aspirations of members of the Governance Group. The Jury then received an abbreviated version of the briefing given the design teams at the beginning of Stage III. This included identification of issues to be addressed in Stage III by the National Park Service and the Technical Advisory Group. The Jury was then given a tour of the competition site and St. Louis. The purpose of the Jury briefing was to provide individual Jury members with the same information given the design teams.

Step 2: Individual Study of Submissions

Upon receipt of the Stage III submissions by the Competition Manager, and a check for compliance with the competition regulations, the five submittals were sent to each Juror in preparation for the Jury sessions in St. Louis. The goal of this step was to have each Juror arrive with an overall understanding of the submittals and be able to begin work with a general knowledge of the submittals they would be evaluating.

Step 3: Jury Study and Discussion

The Jury met in closed session on August 25, 2010, for the purpose of individual and collective review of the submittals. The Jury was briefed on the material submitted, the process of evaluation and the criteria for evaluation. The Jury then toured the public exhibition of the design concepts in the lobby of the Gateway Arch. Returning to closed session, the Competition Manager presented the Technical Advisory Group (TAG) Report, which included analysis by the TAG as a whole and a more specific report by the National Park Service as required for compliance with the Jefferson National Expansion Memorial (JNEM) General Management Plan. The Jury was also provided a summary of public comments received at the exhibit as well as a compendium of media articles compiled since the designs were revealed to the public. Upon completion of the first day, each Juror had completed their individual review of each submittal and was prepared to meet with the teams to hear presentations.



JURY REPORT

September 16, 2010

STEP 4: Public Presentations by Design Teams

Each team presented their design concept followed by a period of questions by the Jury. These presentations and Q/A sessions were open to the public. Each presentation included a narrated electronic slide presentation and video animation of the design concept. All teams were given an equal amount of time (90 minutes) for the presentation and interaction with the Jury. The presentations gave the Jury the opportunity to further understand the intent of the teams and how each team would approach the on-going work should they be selected to proceed with implementation.

Step 5: Jury Deliberation

To determine a recommendation, the Jury met in final session on August 26, 2010. Prior to any voting, each submittal was discussed individually by each Juror. The discussion was framed around the Stage III evaluation criteria as listed in the Competition Manual, which is as follows:

Responding to the Vision and Goals

FRAMING A MODERN MASTERPIECE | The City + The Arch + The River | 2015 design should embody, and interpret through the design, the vision and specific goals of this project. The design concept should create an overall image that reflects the history and cultural landscape of downtown St. Louis and Arch grounds, honor the Arch and its symbolic iconography, and celebrate the Mississippi River and its historic role in the urban development of the city.

Functionality & Contractibility

The design concept should respond to Section 106 and other applicable requirements necessary to deliver this project. The design concept should be easily taken from this competition's conceptual stage to a buildable, cost effective design that can be completed by October 28, 2015.

Following the discussion, the Jury went through a series of individual ballots and ongoing discussion to formulate its recommendation. Per the competition regulations, the Jury determined a ranking of the teams to deliver to the Governance Group.

Step 6: Report of the Jury

The Jury evaluation and recommendation is recorded in this report, which completes the duties of the Jury for the competition. This report is submitted to the Governance Group for its review and action. It does not portend to be a full and exhaustive record of all discussions and evaluations, but does identify and discuss how each submittal was viewed by the Jury relative to the evaluation criteria.

Evaluation of Individual Submittals

The following evaluation is presented in the order by which the teams presented to the Jury. The Jury comments for each team are organized with respect to the competition's design goals.



JURY REPORT

September 16, 2010

Weiss/Manfredi Team

The proposal meets the design goals with a convincing plan. The St. Louis public may find critical elements too bold or too dramatic of a change. The team is very articulate and shows a great knowledge of existing laws, regulations, and previous and current plans and sponsors.

1. Create an iconic place for the international icon, the Gateway Arch.

In its grandness, this proposal establishes a strong sense of place. It is powerful and visually stunning. The proposal makes the case for extending west into the city and to the east bank, but may be a bit over ambitious. The new west museum entrance would be a grand space. Some Jurors, however, felt it is too aggressive and distracts from the Arch.

2. Catalyze increased vitality in the St. Louis region.

The proposal creates a variety of options for visitors and could make the region feel very proud. The urban bluff is an exciting and inviting element; however, its implementation and maintenance is questionable. The corridor into downtown is widened to include Washington Avenue and Walnut Street. Some Jurors doubt how well this scheme meets the goal to catalyze vitality.

3. Honor the character defining elements of the National Historic Landmark.

The new western museum entrance needs to be refined. While some Jurors felt the Arch was respected, other felt the deep carve into the existing berm and resulting tall retaining walls would upstage the Arch. The reconstructed village is not necessary.

4. Weave connections and transitions from the City and the Arch grounds to the River.

The plan extends the park landscape from Luther Ely Smith Square to Kiener Plaza enhancing the connection of JNEM and the city. There is, however, not much development or discussion of the Old Courthouse or links to the Gateway Mall. Providing new programs in Kiener Plaza is a positive aspect, but overall the plaza design is not adequately developed. Dispersing parking into three separate parking garages spreads people out throughout the area, which is an effective strategy. Exiting from the garage under Luther Ely Smith Square needs further resolution. Good connections to Washington Avenue are provided. The north end canopies and garage refinements link well into Laclede's Landing. Some Jurors, however, felt maintaining extensive parking on the north end would hinder the connection and visits to the city. Excellent connections into Choteau's Landing are also provided by the trails and the underpass park. Proposed changes to the Eads Bridge deck would significantly increase pedestrian connectivity and capitalize on wonderful views of the Arch. The plan also proposes a shuttle bus.

5. Embrace the Mississippi River and the east bank in Illinois as an integral part of the National Park.

Creation of a visual connection to the river from inside the museum through the "trainspotting" window is a brilliant idea. The urban bluffs on the western waterfront are a big and intriguing solution, but are overly complex. The dynamic solution takes flooding into account and allows for continued use during high water; however, the peninsulas/islands add more space to the large site and would be a maintenance problem for clean up after flooding events.

The east bank proposal is also a big idea. The oxbow ribbon landform/wetland park has character. It is a powerful place with high educational and ecological potential. The cultural and ecological center



JURY REPORT

September 16, 2010

Weiss Manfredi Team continued

programming is in synch with the overall National Park Service mission. There is a good sequence of space and circulation to the east bank. The east riverfront is simple and in contrast to the oxbow park. The walkway structure is grand yet overly aggressive. Some Jurors question the lack of city building on the east bank and what community benefit East St. Louis may gain from the proposal.

6. Reinvigorate the mission to tell the story of St. Louis as the gateway to national expansion.

The “trainspotting” window is an excellent way to connect the museum to the greater transportation story of the area on the rails and river. The new orientation center is a good idea. The Jury felt the proposal was weak in addressing this goal. The proposal implied that an expanded museum would address this design goal through exhibits and story-telling.

7. Create attractors to promote extended visitation to the Arch, the City and the River.

The proposal includes a large number of attractors and points of interest. The pedestrian amenities added to the Eads and Poplar Street Bridges will transform them into attractors. The “trainspotting” window would also become an attraction. The cultural canopies at the northern end help to energize the area without invading JNEM. The park configuration below the underpasses into Choteau’s Landing provides recreation and connection. Some Jurors felt the Choteau’s connection is overly complex and includes too much to be feasible (i.e., wetlands and recreation around existing transportation infrastructure).

8. Mitigate the impact of transportation systems.

The modular bridge over I-70 is modest but practical and the proposal provides a good explanation of closing Memorial Drive. Dispersal of parking areas will spread people out into different areas. The couplet would work and help to reinforce the grid; however, closure of Memorial Drive overturns that sense of grid.

9. Develop a sustainable future.

Limited demolition and reuse of current facilities and structures is a strong positive sustainability statement – the north parking garage, maintenance facility, and Malcolm Martin Memorial Park overlook are all incorporated into the design. It suggests that future capital investment is focused on new elements while preserving and improving existing facilities. The east bank would be an ecological destination – a powerful place with high educational potential. The proposal provides a strong technological approach on the east bank reflecting an understanding of the infrastructure and stormwater management; however, it spoke little of sustainability on the grounds or upkeep of JNEM. A photovoltaic canopy is mentioned for the north side.

10. Enhance the visitor experience and create a welcoming and accessible environment.

This proposal provided good specifics about the Old Courthouse and its role in the concept. The bridges over Leonor K. Sullivan to the new peninsulas/islands provide an accessible route to enjoy the riverfront. There is a need to further refine the entry to the museum to make it more welcoming. The grandness of scale would provide a memorable experience but the Jury questions if the grand scale is appropriate.

JURY REPORT

September 16, 2010

MVVA Team

This plan successfully addresses each of the design goals and is an appropriate fit for St. Louis. A strong team with solid methodology, they convey intelligence and provide clear technical support for their design proposals. This scheme appears as one that can realistically be implemented by 2015.

1. Create an iconic place for the international icon, the Gateway Arch.

As the most “landscape” solution, this proposal has minimal buildings. The proposed structures are woven into the landscape. It is a superb overall plan for the original grounds with a good entry response to the museum. There is a vagueness regarding the architectural solutions that, in their development, could add to the iconic stature of the place. The west riverfront is an elegant and simple solution with memorable light towers. Continuing the JNEM’s allees into the city as street trees begins to tie the grounds to the city; however, the design of Kiener Plaza and Luther Ely Smith Square needs to be developed further to better make the connection to the Gateway Mall.

2. Catalyze increased vitality in the St. Louis region.

The distribution of parking into three separate areas disperses people throughout the area. Parking under Luther Ely Smith square brings people into the downtown corridor. Placement of remote ticketing facilities/kiosks throughout the city is an excellent idea that ties multiple venues together and may increase the time visitors spend in the area. The design solutions are considered strategic moves to incentivize private development – each section should result in a positive private development reaction.

3. Honor the character defining elements of the National Historic Landmark.

The proposal shows a superior technical knowledge of the site and effectively analyzes the dilemma of historic preservation versus a changing landscape. A superb overall plan for the Arch grounds, the landscape restoration is a well thought out response to repairing the Kiley landscape that seeks to enhance the original vision. A most thoughtful approach to the historic landscape, the design is realistic and shows much reverence and skill. Integration of structures and a carefully scaled new entrance to the expanded museum are woven into the landscape to provide minimal disruption to the historic landscape. The design considers security and addresses how to integrate the bollards into the grounds.

4. Weave connections and transitions from the City and the Arch grounds to the River.

The proposal truly focuses on transforming the edges of JNEM to make new connections into the city. The new museum entry on Memorial Drive is subtle and respectful, but accomplishes the direct connection to the west. Dispersing parking into multiple locations and reliance on existing downtown parking spreads people out throughout the area. The street trees along Luther Ely Smith Square and Kiener Plaza form a visual continuance of JNEM’s allees into the city. The insertion of a plaza and new banquet/café facility creates a “place” for the Old Cathedral and provides a transition from urban downtown to the more serene JNEM. The connection through Laclede’s Landing is a strong idea on how to draw the area into the overall plan; however, closing Washington Avenue is not a feasible solution. Vitality is brought to the north end by provision of an amphitheater/civic space for people to gather. A connection is made from JNEM to Choteau’s Landing by reconceiving the underpass area as a park and creating a theme of an artists’ district. The simple and elegant west waterfront promenade allows access to the river. A proposed bicycle loop connects the entire area.



JURY REPORT

September 16, 2010

MVVA Team continued

5. Embrace the Mississippi River and the east bank in Illinois as an integral part of the National Park.

The cobblestone beach is a simple and lovely, yet bold, treatment for the western river front. It recalls and celebrates the historic waterfront of the city. Repeating this cobblestone treatment on the Memorial Drive “lid” shows continuity and helps link the overall site. The lighted river gauges are brilliant. The floating pavilions are not well described and appear to be an after-thought.

An inventive response to the east bank, the design is a well-conceived bottomland and excellent contribution to restoring the environment. The park would be a natural, as opposed to urbanized, attraction. The avian emphasis has synergy with NPS conservation and biodiversity. While the elevated walkways and avian center are beautiful, some Jurors felt the high path is not persuasive and the program does little for East St. Louis other than its positive environmental contribution. The wetland reserve could be interpreted as wastewater infrastructure. The program needs to be thought through more to create an invitation for East St. Louis to be part of the region. It has a good connection to and respects the existing features of the Malcolm Martin Memorial Park, but is overall too passive regarding new development and use. Additionally, the “swell” along the east waterfront is a simple, flood friendly solution for performances and temporary programming.

6. Reinvigorate the mission to tell the story of St. Louis as the gateway to national expansion.

With a well-developed museum expansion, the proposal paid some attention to the needs for temporary exhibits and climate control. The revitalization of the cobblestone levee recalls the historical significance of the St. Louis waterfront.

7. Create attractors to promote extended visitation to the Arch, the City and the River.

The plan places energetic activities at the edge of JNEM to complement the calm reverence of the interior. Modest but active program creates a place for residents as well as visitors. The event/gathering space provides a venue for programmed activity. Recreation and sports venues draw return visits. The beer garden/ice rink would be a success, but a replacement facility for maintenance is not mentioned. The projection of peoples’ shadows on the flood walls is exciting and the river gauges are intriguing.

8. Mitigate the impact of transportation systems.

The proposal calls for a modest deck across Memorial Drive to dampen the noise from I-70 and create a more pedestrian friendly environment. Closure of Washington Avenue from Memorial Drive to the river is a mistake. The reasoning for that recommendation is not clear. The team cleverly analyzed the existing parking in downtown and provided a good proposal for decentralized parking and utilizing parking throughout the downtown. The alterations to the existing garage are not well thought out including the location of the entrance/exit in the flood zone.

9. Develop a sustainable future.

The proposal shows a strong understanding of sustainability. It is an intelligent and sensible selection of design moves. This is the only team to mention geothermal possibilities in JNEM. The team has a strong understanding of plant materials, soil, and landscape health and what is needed to refurbish ailing plants and trees. The proposed scheme for the grounds is designed to reduce maintenance. The east bank wetlands reserve provides environmental remediation.



JURY REPORT

September 16, 2010

MVVA Team continued

10. Enhance the visitor experience and create a welcoming and accessible environment.

Remote ticketing is a good idea that makes a big change in how people who visit the Arch interact with St. Louis. New ADA compatible routes are provided. It is a superb overall plan of original grounds with good entry response to museum.



JURY REPORT

September 16, 2010

Behnisch Team

The team's capacity and talent is impressive, particularly in its strong local component. In the judgment of the Jury, the plan could be controversial. The material is clever and highly detailed, yet simultaneously illusive and vague. However, the Great River Expo 2010 – 2015 is an interesting concept, but is undeveloped in detail as a suggestion for establishing a process for further design refinement. It could build momentum for 2015 and sustained vitality beyond.

1. Create an iconic place for the international icon, the Gateway Arch.

As the most energetic and transformative scheme, the overall plan would create a memorable and iconic space. It proposes considerable entertainment elements; however, in doing so, it revises the character of the Arch. Possibly compromising its dignity, the plan makes the Arch a piece of the system. The numerous small and informal interventions on the Arch ground bring fun, but could also trivialize the grounds. The large skylights could be problematic in the museum and would transform the character of the lawn. The gondola is a powerful image representative of a 21st century urban space.

2. Catalyze increased vitality in the St. Louis region.

This proposal, more than others, focuses on city building and capitalizing on the current downtown resurgence. The vitality seems to spur from temporary and improvisational treatments rather than permanent interventions. The ideas for the Washington Avenue underpass area provide excellent and immediate continuity from the redeveloping district further up Washington. The plan acknowledges and advocates for redevelopment of the existing buildings along Memorial Drive to create an active and vibrant urban boulevard. The plan proposes multiple fun events and festivals that emphasize the St. Louis region's strengths and characteristics. It also proposes many practical, quick-win projects to build momentum for the increased and ongoing vitality. Overall, the plan could be controversial and divisive: some may see the activity as energy, while others will feel the number of small interventions and intense programming trivializes the Arch in a theme-park manner.

3. Honor the character defining elements of the National Historic Landmark.

The intense redevelopment of the central axis and lawn challenges the grandeur and dignity of the Arch. New tall masses, the immense skylight, and rectilinear patterns and paving are not respectful of the National Historic Landmark. The scheme is lacking in its interpretation of the Kiley landscape and does not discuss the ponds in enough detail. The plan also includes too many programmatic elements throughout JNEM.

4. Weave connections and transitions from the City and the Arch grounds to the River.

This proposal is the most comprehensive connection between the Arch grounds and into downtown St. Louis. There is much emphasis on engaging local residents and eco development that emphasizes regional strengths – agriculture, food, music. A new built edge on Memorial Drive is a complete transformation and good urban design. Through traffic is eliminated and five new pedestrian bridges connect the entire boulevard length with the face of JNEM. The pedestrian esplanade along Chestnut Street reinforces the central axis and connection to the Gateway Mall. The City Pavilion in Luther Ely Smith Square is a great idea. This team most successfully addressed the Washington Avenue/Memorial Drive/I-70 overpass area underscoring the important connection to downtown and current development projects. The programmed activity at the north and south ends effectively connects to the adjacent neighborhoods. The gondola would provide the most direct visual and physical connection between the two sides of the river.



JURY REPORT

September 16, 2010

Behnisch Team continued

5. Embrace the Mississippi River and the east bank in Illinois as an integral part of the National Park.

The west riverfront promenade seems overly complex and is not well depicted. The east bank proposal includes many program elements but little detail on how they work together to form a cohesive plan. The performance venue as a programmatic element is interesting, but its placement on the river seems highly problematic due to its proximity to operating industry. The natural resource center idea is much better for East St. Louis and the ecology theme is compatible with NPS policy. The elements seem somewhat incompatible – an entertainment venue and an ecological center in a restored bottomland environment. Again, the gondola would provide a direct physical and visual link between the two sides of the river and provide an accessible route that is available 12 months of the year.

6. Reinvigorate the mission to tell the story of St. Louis as the gateway to national expansion.

The proposed program for the north and south nodes and new smaller pockets of activity throughout JNEM do not fit with the current park purpose and may be better suited in the downtown.

7. Create attractors to promote extended visitation to the Arch, the City and the River.

This plan presents a multitude of new attractors on and around the Arch grounds that cater to St. Louis' strengths and characteristics. It is by far the most fun and radical proposal; however, the activity may be overwhelming and better justified in the city versus on JNEM proper. The City Pavilion information center in Luther Ely Smith Square is a great idea that could be a significant architectural element in its own right. This plan has everything from reading "rooms" to a full recreation center. Some of the elements are more practical than others and all would require a well coordinated programming plan. The gondola would most definitely be an attractor, but would also become a point of contention. It may be a good idea and a rather minor feature of the plan, but the gondola would easily become a symbol and divisive element. For some, it would indicate that the Arch was being trivialized, being made into a theme park. For others, it would be seen as the wave of the future.

8. Mitigate the impact of transportation systems.

Memorial Drive is completely transformed not only through reduction of traffic, but also through significant urbanization and increased pedestrian amenities. The suggestion of a trolley line on Market Street is good. The dispersal of parking garages spreads people and activity throughout the area. The gondola bypasses many transportation impediments presented by the bridges and river to directly connect people to both sides of the river.

9. Develop a sustainable future.

The plan certainly stretches in terms of sustainability. From new urban bioswales to wholesale reconstruction of the American bottomland, the proposal incorporates sustainability in most facets. Stormwater management and eco-development were emphasized.

10. Enhance the visitor experience and create a welcoming and accessible environment.

The general feeling is one of exhaustion. There are too many seemingly unnecessary programmatic elements throughout JNEM. The huge skylights in the museum are problematic for visitors' viewing comfort as well as wasted space inside and out. The large amount of new construction would presumably be ADA accessible.



JURY REPORT

September 16, 2010

SOM | HARGREAVES | BIG | PLENSA | URS

The team's plan to build 17 projects by the 2015 deadline is ambitious and confident. This scheme is a more "architecturally" driven and the least vague proposal. The team is energetic, but the promotion language and "soar" branding was not well received.

1. Create an iconic place for the international icon, the Gateway Arch.

The "magic carpet" edges curved up to create enclosed structures is artistic and clever. A bit of a gimmick, it is an interesting treatment for Memorial Drive and would likely become a landmark if built. Appears to be a true collaboration of the team, but became ordinary as a sum of all its parts. Mounds and terraces are used as a solution for everything, which gives an overall sameness to the project. The north and south pavilions provide a green roof as the essential design feature. On the whole, the plan seems serviceable, not iconic.

2. Catalyze increased vitality in the St. Louis region.

The team had the most elaborate vision for how the design would increase vitality to the region. As the only team to discuss financial data explicitly, they started with an economic perspective but could have developed or discussed it further. The idea of Kiener city room is good and the connection to the Gateway Mall work well and encourages continuity and flow. The east bank proposal seeks to catalyze and raise potential for new urban development – a facet that was missing from most concepts and an element that some Jurors felt was important to East St. Louis.

3. Honor the character defining elements of the National Historic Landmark.

The team inspires confidence in how the Historic Landmark would be treated, but the proposal lacked a clear definition of how the grounds would be addressed. ADA accessible pathways would work within the scheme.

4. Weave connections and transitions from the City and the Arch grounds to the River.

The sequence and connection to the Gateway Mall is strong. The design of Kiener Plaza and Luther Ely Smith Square continue the spirit of Citygarden through to JNEM. The artwork provides a strong visual connection. Some of the Jurors, however, questioned the scale of the "Leaves." The Eads and MacArthur Bridge proposals would highly increase multi-modal connectivity. Bike rental is a good added amenity compatible with the park and transportation strategy. The facilities as part of the freeway cap provide a draw toward the city. The north pavilion provides an innovative connection to the Eads Bridge, but is a questionable interface with Washington Avenue and Laclede's Landing. The south pavilion program is well developed, but architecturally unresolved. Both pavilions are designed with a playful inventiveness that some Jurors thought might be impractical to maintain and perhaps too idiosyncratic in form to fit well into the larger scheme.

5. Embrace the Mississippi River and the east bank in Illinois as an integral part of the National Park.

West river front is a nice but typical promenade. Raising Sullivan Boulevard to reduce the number of days it is flooded is a good idea. Lighting the bridges is a nice idea.

The east bank solution is inviting and assumes urbanization and a variety of experiences over time. It was the only scheme to introduce the concept of residential development in the future north of the Eads Bridge. The performance venue is a good idea if placement and market are feasible. Access is provided to the waterfront



JURY REPORT

September 16, 2010

SOM | HARGREAVES | BIG | PLENSA | URS *continued*

over the railroad. The mound park is a strong and powerful approach to the east bank; however, many Jurors questioned the mound form and large heads in terms of simulation and interpretation given the proximity to Cahokia Mounds.

6. Reinvigorate the mission to tell the story of St. Louis as the gateway to national expansion.

The proposal delves into the museum and interpretation plan more so than the other proposals. It is a very specific plan that is in synch with JNEM documents. The proposal calls for the renovation of the Old Courthouse into a museum and better public facility, which is a strategic move in terms of location and draw into the city. The programs called for in the north and south pavilions are compatible with current JNEM park purpose and NPS policy.

7. Create attractors to promote extended visitation to the Arch, the City and the River.

The swimming pool on the river would be an exciting draw. The large performance venue on the east bank is definitely an attractor. The north and south pavilions add new compatible programs and recreation at the south end. Connection to the Choteau Greenway is a positive. MacArthur Bridge as a pedestrian/bicycle path is a great idea; however, the technical report says the teams were made aware of its unlikely feasibility due to ownership and potential demolition. They were the only team to talk about explicit public art. The fact that the team believes that public art is important is much to the team's credit.

8. Mitigate the impact of transportation systems.

The transportation strategy is clear. Reduction of traffic lanes and the lid on Memorial Drive are good, as is the reintroduction of the two way street grid. The renovation of the Eads Bridge deck provides more multi-modal connectivity.

9. Develop a sustainable future.

Sustainability on the grounds is discussed through stormwater management and the health of the ponds. The Center for Sustainable Rivers and cities on east side compatible with the NPS mission.

10. Enhance the visitor experience and create a welcoming and accessible environment.

The proposal gave much attention to accessibility and universal design, including improving access into and through the Old Courthouse. Accessible ramps are also provided from the Arch grounds down to the waterfront. The continuity from Kiener Plaza through to JNEM provides a welcoming experience into the park or into the city.



JURY REPORT

September 16, 2010

PWP Landscape Architecture | FOSTER + PARTNERS | CIVITAS

The strengths of this proposal are also its weaknesses. The spectacular vista and complementary east bank mound form are a pure and singular idea to transform the area; however, this proposal focuses on JNEM. As a park it is superb, but how well it meet the goals of attractors and catalytic vitality in questionable. Not considering historic preservation compliance issues, which would be extremely contentious, the proposal could be accomplished by 2015.

1. Create an iconic place for the international icon, the Gateway Arch.

The design would definitely result in an iconic landscape in a subtle and aesthetically enlightened way. It is a beautiful proposal that reinforces the majesty of the Arch and provides a strong visual connection to the river and east bank. The overall treatment of JNEM, and especially the removal of the berm to create the stunning vista of the river and east bank, would make the park grounds match the Arch in its grandeur. It is a powerful and restrained statement that gives elegance and dignity to the grounds while allowing activity to occur in the city. The proposal creates a platform on which to build in the future. The mound on the east bank creates a complementary icon across the river and most effective view terminus.

2. Catalyze increased vitality in the St. Louis region.

The proposal may be too formal for a 21st century solution. It creates a distinct “district”, but lacks the connections and attractions to increase vitality in the larger area. This is a park solution: it is the most passive and trades vitality for a pastoral and reverent feel. The riverfront is largely ignored. Many will feel this plan doesn’t go far enough or create sufficient change. The proposal is subtle, has a strong emphasis on the JNEM grounds, and lacks energy to excite the city.

3. Honor the character defining elements of the National Historic Landmark.

This proposal disregards what currently exists on the site; however, many on the Jury felt the landscape treatment would be an improvement. Some Jurors felt the scheme is respectful of the landscape and most in keeping with the original intent of Kiley. There is a sensitivity and allegiance to Kiley’s mission in the proposal; however, it flies in the face of current historic preservation compliance policy. To redesign the ponds, grand staircase, railroad cuts, and allees (all character defining features of the historic landscape) would be a large undertaking in terms of regulatory compliance with low payoff/reward and may not be achievable given established regulations and policy.

4. Weave connections and transitions from the City and the Arch grounds to the River.

The proposal creates a singular, but very successful connection into the city at its central access. It ignores the context of adjacent areas and bridges, but the boldness of the park plan carries into the center of the city as the allees continue through Luther Ely Smith Square and Kiener Plaza. The allees truly connect JNEM to the Gateway Mall. Placing parking under Kiener Plaza is a good idea that brings people further into the city and provides an excellent place for a visitor center. Concentrating parking in one central location, however, does little to activate the north and south ends. Little thought overall is devoted to the north and south ends, which are labeled as “future cultural facility.” The lack of programming or design proposals in these areas ignores the goal to create viable connections to adjacent areas by 2015; however, some of the Jury felt this could be a significant opportunity for greater dialogue and potentially two new great pieces of separately commissioned architecture. Connections to the river are accomplished through new sightlines and the new riverbank bluff created by covering the railroad cuts. Closure of Washington Avenue from Memorial Drive to the river is a mistake. The reasoning for that is not clear. Many felt the solution for Memorial Drive is



JURY REPORT

September 16, 2010

PWP Landscape Architecture | FOSTER + PARTNERS | CIVITAS continued

excellent, but some Jurors felt the proposed forest edge would increase the isolation of the site. Additionally, the reasons for such dramatic changes to I-70 access are not clear.

5. Embrace the Mississippi River and the east bank in Illinois as an integral part of the National Park.

Extension of the cobblestone levee is a simple yet lovely treatment for the western river front. It recalls and celebrates the historic waterfront of the city. Remaking the grand staircase implements Saarinen's original intent for a beautiful catenary curved stair. A very simple gesture, the new stairs would connect directly to the expanded cobblestone levee. Some Jurors felt redoing the steps is impractical as the catenary stairs were abandoned for safety and comfort reasons and the cost of recreating them would be of marginal aesthetic improvement. Covering the railroad cuts is a subtle but extremely effective way to connect the entire park to the river, creating unforgettable bluffs.

The earthen mound is a brilliant move to create an iconic image for the east bank. A center for agriculture and well-being is a unique idea in that it not only reinforces the regions agricultural importance, but also may provide a transformational force in East St. Louis regarding food education, markets, and culture. The agricultural program is questionable as a national park. It seems that the program would require a sponsor and an entity to manage the experimental gardens. There is a question as to how well farming would work on prior industrial, and presumably contaminated, land.

6. Reinvigorate the mission to tell the story of St. Louis as the gateway to national expansion.

Lowering the floor of the museum to such a degree and expanding the overall footprint will create a large museum that can accommodate a variety of exhibits. In terms of the museum design, the few renderings indicate a very interesting space much in the spirit of Saarinen. Their proposal discusses ideas on how the museum could help fulfill the educational mission of JNEM. The light beams caused by repetition of skylights could be disturbing for visitor viewing experience.

7. Create attractors to promote extended visitation to the Arch, the City and the River.

This proposal is most modest in terms of providing attractors. Presumably the larger museum will extend visitor stays. Additional activities are not recommended in JNEM, which questions what the draw might be in winter months, in particular. The proposed Frontier Village is kitschy and not in keeping with NPS policy. Other than the subtle, effective park enhancements, creation of attractors is largely left to future, undefined phases.

8. Mitigate the impact of transportation systems.

Treatment of Memorial Drive is convincing; however, the reasons for such dramatic changes to I-70 access are not clear. Closure of Washington Avenue between Memorial Drive and the river is a mistake and is not clearly justified.

9. Develop a sustainable future.

The ideas and treatment of the Arch grounds fully embrace the idea of a sustainable future. Unfortunately, the same concern and effort is not demonstrated in other areas the competition was to address, such as linkages to the city.



JURY REPORT

September 16, 2010

PWP Landscape Architecture | FOSTER + PARTNERS | CIVITAS continued

10. Enhance the visitor experience and create a welcoming and accessible environment.

The park refinements and new museum expansion significantly enhance the visitor experience. The dark/light rhythm created by proposed skylights in the museum is problematic for visitor viewing inside the museum. The below grade museum entered on the sides via the continuous walks arcing up from Courthouse provides visitors a clear sense of arrival and welcome without impeding the view and connection to the river and east bank.



The Jury Recommendation

Throughout the competition process, the Jury has been most impressed with the complexity of issues addressed, the design goals as stated by the Governance Group, and the well-defined and rigorous process that has governed the way designers and design teams participate. Without question or reservation, the Jury wishes to extend its congratulations to each and every design team for their thoughtful and innovative responses to the issues at hand. One of the products of a design competition is the "lessons learned" from seeing how very talented design professionals address a problem, how specific design solutions resolve issues, and how teams bring together multiple disciplines to produce solutions that may raise more questions than they answer.

The Jury is humbled by the task put before it and realizes that their judgments will set the path for the continued development and implementation of the design concept. We have embraced the design goals and have taken seriously the charge to select a design concept that could be achieved by October 28, 2015. In the eyes of the Jury, a project of this complexity may have many answers for all the pieces of the plan – some of which may be better or worse than others. Realizing this, the Jury searched for an organizing concept that would be the starting point for further design and planning evolution. The Jury was also cognizant that the resources that each team brought to the effort would be a prime determinant in ensuring a positive and cohesive evolution of the City+Arch+River initiative.

The Jury appreciates and honors the extraordinary partnership between the City of St. Louis, the National Park Service and the community leaders that have brought the project to this point. Moreover, the Jury also realizes that the incorporation of Illinois into the partnership provides great opportunities and presents great challenges to move the project forward. The recommendation of the Jury is based on a belief that as each and every part of this great puzzle evolves, the whole will coalesce into an extraordinary regional and national attraction that is sustainable functionally, economically and culturally.

In analyzing the various design concepts, it is important to note that every design requires further cooperation and coordination by and with the current partnership, including whether proposed cultural institutions – museums and music spaces – are feasible or redundant given existing St. Louis cultural assets. There needs to be a separate, but robust, program initiated by the City for improvement of streets and rights-of-way configuration and beautification within the downtown to help erase the barriers between the JNEM and the City. There needs to be an ongoing dialogue with the Illinois partners as to the intensity of the program needed to catalyze further park and urban development on the east side. And there needs to be further dialogue within the National Park Service to further define how an "urban national park" not only integrates with, but embraces, the host city in which it lies. The Jury sincerely believes that this project can serve as a national model of how to weave a national park and its mission into the legacy of building a great city.

In recognition of the above, the Jury respectfully submits its ranking of the five design teams in fulfillment of its charge and responsibilities:

1. MVVA Team
2. Weiss Manfredi Team
3. PWP Landscape Architecture | FOSTER + PARTNERS | CIVITAS
4. SOM | HARGREAVES | BIG | PLENSA | URS
5. Behnisch Team

“Signed”

Robert Campbell FAIA, Gerald Early PhD, Denis P. Galvin, Alex Krieger FAIA, David C. Leland CRE, Cara McCarty, Laurie D. Olin RLA FASLA, Carol Ross Barney FAIA

The City + The Arch + The River 2015 Competition Jury



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FRAMING A
MODERN MASTERPIECE
THE CITY+THE ARCH+THE RIVER | 2015

Comment and Analysis on Final Design Entries

Technical Advisory Group + National Park Service and Consulting Partners

This report is an integrated summary of the findings of the Technical Advisory Group's review of the design entries on August 13, 2010, and the National Park Service and Consulting Partners' review of the design entries on August 16-20, 2010. These reviews were undertaken as a service to the process in order to help facilitate feasible and realistic solutions. This report will be provided to the competition jury as part of the final selection process. These reviews do not supplant any required regulatory or compliance processes. The selected entry will be required to meet all NPS and other jurisdictional requirements and procedures.

Design Competition

FRAMING A MODERN MASTERPIECE | The City + The Arch + The River | 2015 is an international design competition organized by national park supporters, the design community and leadership from both Missouri and Illinois. The National Park Service provided the framework for change through its Fall 2009 General Management Plan and the competition has the backing of federal, state and local government officials.

A 10-month process that runs from December 2009 until September 2010, The City + The Arch + The River competition presents the opportunity of a lifetime for architects, landscape architects, designers, and artists. The challenge is great – to take one of America's first urban park sites and weave it into the fabric of the St. Louis region – as well as connect it with both sides of the Mississippi River.

Integral to the competition is the achievement of a balance between new ideas and the retention of the character-defining features of the site, the core of which is a National Historic Landmark. The intent of the competition is to honor the Arch and the grounds immediately surrounding while reinvigorating the larger area surrounding the Arch, the downtown St. Louis entry ways and both the Missouri and Illinois riverfronts.

As part of the competition process, a Technical Advisory Team (TAG) -- see page 12 for a listing of TAG members -- was formed to serve as an advisor to the process and provide technical expertise on issues that may impact the feasibility of design solutions, including urban design and city planning; federal, state and local transportation; navigation, flood control, and industry of the Mississippi River; accessibility and universal design; historic preservation; planning and aspirations of the East Bank properties; and National Park Service goals, planning, operations, and maintenance of the Park.

Assessment Methodology

The TAG members briefed the competitors on their respective topic of expertise over a two-day workshop at the beginning of the Stage III design period. Subsequently, the TAG participated in two Mid-Course Reviews where the competitors were each given a half-day session to discuss issues and ask questions of them. The purpose of the reviews was to help ensure the most feasible design solutions possible while not infringing on the creative design process. Upon receipt of the design entries, the TAG met on August 13, 2010, to review the submittals. This report contains a summary technical review of the feasibility for implementation and areas of concern or benefit for each of the design entries.

Additionally, the National Park Service in consultation with the Missouri State Historic Preservation Office, the Missouri Preservation / National Trust for Historic Preservation, Metro East Park and Recreation District, the Bi-State Development Agency / Metro, and the Jefferson National Parks Association, met in St. Louis the week of August 16-20, 2010, to evaluate the competition entries. The assessment focused on the degree to which the designs support the Park Purpose and the Jefferson National Expansion Memorial General Management Plan and Record of Decision (2009), and preserve the integrity of the Gateway Arch National Historic Landmark. This report provides a summary of their findings.



The National Park Service and Consulting Parties began by reviewing background materials that frame the decision making of the National Park Service. From the Jefferson National Expansion Memorial General Management Plan and Record of Decision (2009), the working group pulled Park Purpose, long-term goals (as recorded in the management zones) and the agency's short-term goals for the design competition. The Jefferson National Expansion Memorial Cultural Landscape Report (2010) provided the template for assessing the essential character-defining features of the National Historic Landmark. The group then studied the Stage III Design Concepts (boards) and companion reports submitted by the design teams. The assessment that followed was undertaken topic by topic, with detailed notes recorded for each design submission. The topics addressed by the other agencies and other representatives of the TAG were not evaluated. In the case of historic preservation, the historic and cultural resources outside the boundaries of the Memorial were addressed by the TAG, and included, for the most part, Eads Bridge and the Old Cathedral. The analysis notes were refined and consolidated into a series of summary statements that focused on key issues pertaining to each of the designs.

The following summary report, organized by each of the five entrant submissions, documents both the TAG and NPS analysis. For the TAG, the summary statements are organized by topical area and focus on the level of risk or benefit inherent in the design proposals. The NPS summary statements are organized under four broad headings: resource stewardship and design integrity; programs and visitor services; connectivity/urban interface; and operations of the National Park Service, Jefferson National Parks Association, Bi-State Development Agency and MetroEast Park and Recreation District as they pertain to the Memorial. This report is intended to provide information to the jury for use in their evaluation of each of the competition designs regarding the evaluation criteria stated in the Competition Manual. The analysis is based on the boards and accompanying manuals for each entrant, as delivered to CityArchRiver 2015 Foundation (August 12, 2010), and does not incorporate any subsequent information that may be gleaned from the oral presentations and animated fly-throughs to be presented to the jury on August 26, 2010.



WEISS MANFREDI TEAM FULL CIRCLE

Technical Advisory Group Comments

Transportation and Trails

- **Memorial Drive/I-70**
Low risk, but would need a detailed traffic study to make sure city street grid and Memorial/I-70 work.
- Lid over I-70 would require review by Homeland Security.

Pedestrian/Bicycle Connections

- Closing of Memorial Drive between Market and Chestnut Streets provides an unobstructed pedestrian connection between the city and the park grounds.
- Provision of underground parking at Smith Square coupled with one block closure of Memorial Drive should minimize traffic and pedestrian conflicts.
- Acknowledgement of trail planning in the region and the necessary connections in many directions.
- Good discussion of the connections on the south side – from the Arch grounds into Grouteau's Landing.
- Lack of information on connections to the North.

Poplar Street Pedestrian Bridge

- High risk due to engineering and cost.
- Extremely costly to hang ("clip on") the pedestrian bridge off of Poplar Street bridge.
- It would require engineering evaluation to see if it is physically possible.

Under Poplar Street Bridge

- Would need air space agreements that would make highway maintenance and future new interchange modifications possible.
- Would require review by Homeland Security.
- Wetlands would have to be evaluated.

Multi-modal considerations include a shuttle bus

River and Levees

East St. Louis

- Usage of relief well flows is creative and probably doable. Metro East Sanitary District (MESD) would have to approve and maintain the system. It may be an issue during normal to low water periods.
- Ecosystem restoration and flood risk management by taking interior drainage and creating wetlands complementing an existing USACE/County project.
- It is unclear whether structures are built into the river on the east side.

Water Taxis/Ferries

- Low to moderate risk for navigation and safety reasons, need permit.
- Will require Coast Guard inspection and certification.
- Passenger terminal may require inspection.
- Must be sufficiently structured and outfitted to operate safely on the Mississippi River.

West Bank Islands

- Moderate risk, will require permit.
- Concern that structures extend out into an already narrow channel, but should not extend any further into the river than current structures/moorings.
- The attractions appear to be unprotected from river hazards and would be susceptible to barge breakaways.
- Creates a major maintenance issue. When Leonor K. Sullivan Blvd. is flooded, the flow behind the island will enable significant debris build-up. Concept seems to underestimate the effect of ice and drift.
- Lack of detail on how the floating stage is secured and protected.
- Concept takes away mooring capacity along the riverfront in this area.

Poplar Street Pedestrian Bridge

- Moderate to high risk due to engineering and cost.
- Engineering report describes it as a "clip-on" bridge

- using existing Poplar Street Bridge supports.
- Some concern regarding allisions and barge break-aways.
- Lighting on bridge should not impact navigational traffic.
- Structure needs to be of a height to not impede the navigation on the river.

City Urban Design

- Cutting entrance into the berm is a good measure to bring people in from downtown, but it is difficult to discern the height of the new western entrance in the Museum off Memorial Drive.
- Does not seem to be much consideration of impacts or opportunities beyond the competition boundary.
- Lack of information or explanation on connections to Laclede's Landing. There seems to be little integration of the park grounds and the city at the North end.
- Alternative access to the river via the islands creates a new intimacy with the river, however, the potential canyon-like effect the islands may create on Leonor K. Sullivan Blvd. is of concern.

Non-Park Historic Preservation

- The height and shape of the new entrance to the museum and the retaining walls on either will have substantial impact on the view from the West.
- Structures for pedestrian and bicycle amenity built on the top deck of the Eads Bridge may impact the visual and structural integrity of the bridge.
- Changes to riverfront topography, addition of islands with pedestrian connection to park and window cut in the grand staircase would have significant impacts on the original design of the riverfront and visual impacts on the park from the east side.
- The Poplar Street Pedestrian Bridge would impact the view from the east.
- The new structures on the north node disrupt the symmetry of the North and South Overlooks when viewed from the east and impact the view to Eads Bridge and to the Arch from Eads Bridge.

- In consultation with IL SHPO, plan and implement procedures for protection, mitigation, and interpretation of extant archeological resources.

Accessibility

- Team seems to have paid considerable attention to accessibility.
- Creates a new accessible museum entrance.
- Good access to the river but not to Leonor K. Sullivan Blvd.
- Access into the Old Courthouse is addressed; but access to the top of the Arch and wayfinding not addressed.
- Because so much new construction is proposed on the east bank, one assumes accessibility there.
- Use of shuttle buses as suggested, depending on whether they are inside the park grounds, may solve significant accessibility issues; otherwise there are accessible pedestrian paths to the east bank, but entail traversing long distances.

East Bank

- Would need to make sure water moves so as not to exacerbate the mosquito problem.
- Amount of parking provided may not suffice for the proposed program.
- Not much connection to or programming for East St. Louis.
- It appears that the view to St. Louis may be blocked by the structure.



WEISS MANFREDI TEAM FULL CIRCLE

National Park Service and Consulting Partners Comments

Overall, this alternative supports Park Purpose in the center of the Memorial; however, the activities at the north and south ends of the Memorial generally detract from Park Purpose.



RESOURCE STEWARDSHIP AND DESIGN INTEGRITY

Protection of historic and cultural resources of the Memorial and the National Historic Landmark

This design would not meet the goal of protecting historic and cultural resources. The design would alter the original landscape most visibly in the central lawn because of the tall retaining walls along a sunken west entrance under the Arch, as well as along the riverfront with the addition of islands and the opening in the center of the Grand Staircase. These alterations would substantially alter character-defining views along the east-west axis between the Old Courthouse, the Arch, the riverfront, and East St. Louis. As such, the design would have a moderate to major negative impact on the integrity of the cultural landscape.

There could be a major negative impact to archeological resources due to substantial excavation for underground parking in Luther Ely Smith Square; excavation for the expanded museum and new entrance; and major excavation for a system of landforms on the East St. Louis side.

Collections facilities would be located in the expanded Museum. Primary concerns stem from light levels due to skylights. The proposed climate control is in conflict with National Park Service standards.

Protection of natural resources of the Memorial

This design could result in a minor reduction in traffic noise at the Memorial. There would be both positive and negative impacts to natural resources, and potentially, minor to moderate negative impacts to threatened and endangered species habitat.

PROGRAMS + VISITOR SERVICES

Increased opportunities, through programs and facilities, for the public to be more engaged with the primary themes and stories of the Memorial

This design would result in a slight increase in opportunities for visitors to feel more engaged in the themes and stories of the Memorial, due to increased viewing opportunities of the Arch from different locations, a small increase in educational space, and addition of orientation at Kiener Plaza. Opportunities for visitor engagement would be increased at the expanded museum under the Arch, at the north end through the "cultural canopies" and modified parking garage, and at the south end through the addition of the "Park Steward Center."

Increased opportunities for the public to feel more welcomed to the Memorial with the provision of amenities and services that support a safe and enjoyable experience

This design would increase connections, promoting a sense of welcome. Orientation would be moved to Kiener Plaza, outside the park boundary.

CONNECTIVITY + URBAN INTERFACE

Increased connectivity between the Old Courthouse and the Gateway Arch (including any combination of a single elevated deck, multiple bridges, and improved at-grade pedestrian crossings across Memorial Drive)

This design would soften the division between city and park through addition of new plazas and connections across Memorial Drive.

Increased and improved connectivity between the Memorial, downtown St. Louis, the riverfront, the adjacent commercial districts of LaCade's and Chouteau's Landings and the expanded Memorial in East St. Louis

This design would provide good connectivity overall. New connections would be made at the north end, including pedestrian access to Eads Bridge and a large staircase access from Washington Avenue. Pedestrian access to East St. Louis is provided via Eads Bridge and a pedestrian bridge addition to the Poplar Street Bridge.

OPERATIONS

Operational efficiency and effectiveness for the Memorial's operations in a sustainable manner

This design would have a moderate to major negative impact on Memorial operations, due to maintenance, safety, and security issues, including the glass window in the Grand Staircase and museum skylights; visitor safety concerns at the mixed-use maintenance facility; lack of maintenance materials storage; and lack of vehicular access (service, emergency) to the created islands adjacent to the St. Louis levee. It is difficult to draw further conclusions due to incomplete information about the maintenance and operations functions in the southern area of the Memorial. This design notes that it would retain maintenance function at the south end, but it is unclear in the proposed design how this is accomplished.



MVVA TEAM FRAMING A MODERN MASTERPIECE

Technical Advisory Group Comments

Transportation and Trails

- Memorial Drive/I-70**
- Low risk, but would need a detailed traffic study to make sure city street grid and Memorial/I-70 work.
- Lid over I-70 would require review by Homeland Security.
- Unclear how vehicle access to the Old Cathedral is handled.

City Streets

- Lack of engineering shown – difficult to assess impacts.
- Taking away Washington is okay, but accessing the north garage through Laclede's Landing is problematic.
- Widening Pine Street is a moderate risk. A study needs to be done to see if it is possible.

Pedestrian/Bicycle Connectivity

- Pedestrians must still cross heavy traffic on Memorial Drive.
- Garage placement under Luther Ely Smith Square draws more cars into the area without creating better pedestrian connections to the park grounds.
- The pedestrian connection from Washington into downtown is not addressed.
- No pedestrian or bike connection to the Eads Bridge or to the North Riverfront Trail is shown.
- There are serious concerns with the elimination of Washington Street and the probable routing of traffic through Laclede's Landing.

Pedestrian/Bike Path on Poplar Street Bridge

- Would be very costly.
- It would require engineering evaluation to see if it is physically possible.

Under Poplar Street Bridge

- Would need air-space agreements that would make

- highway maintenance and future new interchange modifications possible.
- Would require review by Homeland Security.
- Good connections under the overpass and into Chouteau's Landing and the connection to greenways.

River and Levees

- Light Towers/River Gauges**
- Low risk, will require 404 permit; unclear of the purpose.
- Will likely collect debris and ice.
- Lighting should not be bright enough to affect nighttime navigation for river traffic.
- Need to be engineered to withstand the rigors of the river (current, drift, ice).

Water Taxis/Ferries

- Low to moderate risk for navigation and safety reasons, need permit.
- Will require Coast Guard inspection and certification.
- Passenger terminal may require inspection.
- Must be sufficiently structured and outfitted to operate safely on the Mississippi River

Floating Pool and Café

- Low to moderate risk, will require permit for mooring.
- As with any publicly accessible structure extending into the river, it is susceptible to strikes from a loose barge or barge breakaway – will require/need evacuation and safety plan, etc.
- Need to address drift/debris and ice.
- Water turbines on the floating pavilions will require FERC licensing, which can be a lengthy permit process.

Pedestrian/Bike Path on Poplar Street Bridge

- Low to moderate risk.
- Cannot change vertical or horizontal bridge clearances for river traffic.
- Support structures will be susceptible to allisions,

particularly on the northbound side from southbound traffic - piers would need to be in line with the existing bridge.

West Riverfront

- Raised the grade of Leonor K. Sullivan Blvd.
- Constant maintenance issue from high water and resultant debris – similar to the existing condition.

City Urban Design

- Connectivity into the City**
- Cutting entrance into the berm is a good measure to bring people in from downtown.
- Kiener Plaza seems isolated in plan.
- Bringing the trees into the city provides pedestrian continuity.
- North end parking garage is gone, but it still doesn't seem porous to Laclede's Landing/North.
- Low-risk treatment of connection between the city and the Arch grounds.
- North gateway does not address Washington Street connection between city and Arch grounds.
- Pockets of activity do not seem to be connected.
- Closing access through Eads Bridge after park hours would limit connection to Laclede's Landing.

Riverfront

- River gauges help explain to people the seasonal dynamics of the Mississippi River.
- Entertainment construct at water seem too timid to meet needs/conditions.
- Old Cathedral**
- New plaza and structure that separates it from the parking will enhance the cathedral space – creates a nice visual separation from the parking and adds life and value to the space.
- Unclear how traffic is handled – if Memorial is one way, not sure how people will get to the space.

Non-Park Historic Preservation

- Fastening of the proposed gates at Laclede's Landing would impact the appearance and masonry structure of Eads Bridge.
- The glazed pavilions on the North & South Overlook would have some degree of visual impact on the park when viewed from Eads Bridge, the East side, or the Arch itself. The combination of the new western entrance to the Museum, the addition of the 2-story restaurant building at the Old Cathedral & the increased height of the maintenance structures on either side

would have a substantial impact on the view from the west.

- The introduction of the River Gauges is a potential adverse effect due to the introduction of a new design element highly visible from the East Bank.
- In consultation with IL SHPO, plan and implement procedures for protection, mitigation, and interpretation of extant archeological resources.

Accessibility

- Access is provided from the grounds to the river through elevators at the overlooks; however, it is a long distance to go from the museum to the overlooks and from the overlooks back to the center of activity at the bottom of the grand stairs, thus compromising accessibility.
- Access into and in the Old Courthouse, to the top of the Arch, to the East Bank, and wayfinding are not addressed.
- The new entrance can be accessible, but using the current points of public egress from underground as exits means the exits are not accessible.
- Pedestrians are not accommodated well from downtown.
- Pathways from the Arch to each overlook are depicted as partially inaccessible.
- Because so much new construction is proposed on the East Bank, one assumes accessibility there.

East Bank

- There is not enough parking shown for the proposed activities. Parking would also be needed for the pool and boat area.
- Scheme is dependent on the new Route 3. How you get there otherwise is unclear.
- An active rail line runs through the proposed program area. The assumption that the rail line would be vacated or relocated is high risk.





MVVA TEAM FRAMING A MODERN MASTERPIECE

National Park Service and Consulting Partners Comments

Overall, this alternative supports Park Purpose in the center of the Memorial. However, the activities at the northern and southern ends of the Memorial and the focus on aviary and wetlands in East St. Louis generally detract from Park Purpose.



RESOURCE STEWARDSHIP AND DESIGN INTEGRITY

Protection of historic and cultural resources of the Memorial and the National Historic Landmark

This design partially meets the goal of preserving historic and cultural resources. It would have a moderate negative impact on the integrity of the cultural landscape. While many aspects of this design appear to be compatible with the character of the historic landscape, the proposed buildings at the service areas and near the Old Cathedral could diminish the integrity of the National Historic Landmark. Proposed plantings throughout the grounds are not in keeping with the original intention of the Kiley landscape design due to their highly naturalized appearance and the expanded list of plant species. Views of the Gateway Arch from Memorial Drive are impeded by the proposed museum entrance and a large new building beside the Old Cathedral.

There could be a major negative impact to archeological resources due to substantial excavation to construct underground parking in Luther Ely Smith Square and a new building near the Old Cathedral; excavation for the expanded museum and new entrance; and possible re-grading in East St. Louis to create a "reconstructed wetland" area.

Collections facilities would be located in the existing museum space. Primary concerns stem from flooding concerns, poor circulation, light levels due to skylights, and pest control issues.

Protection of natural resources of the Memorial

This design could result in a moderate lessening of traffic noise on the Memorial. There would be both positive and negative impacts to natural resources and, potentially, minor negative impacts to threatened and endangered species habitat.

PROGRAMS + VISITOR SERVICES

Increased opportunities, through programs and facilities, for the public to be more engaged with the primary themes and stories of the Memorial

There is a moderate increase in opportunities for visitors to feel more engaged in the themes and stories of the Memorial due to the provision of an area for flexible programming, two special exhibit spaces, many waysides extending Park themes to new locations throughout the grounds, increased opportunities for access to the ponds, and increased viewing opportunities of the Arch from different perspectives. However, the multiple recreational activities in this design do not relate to the park's purpose, themes and stories. The playground and recreational activities, though focused at the north and south ends, are incompatible with park purpose and National Park Service policy.

Increased opportunities for the public to feel more welcomed to the Memorial with the provision of amenities and services that support a safe and enjoyable experience

The design would meet heritage education and amenities goals for the Old Courthouse and expanded museum under the Arch. It would minimally meet the goals for East St. Louis; it would provide a green riverfront with a trail and water taxi, but most facilities are inland; there is no increased parking, and the Gateway Reserve provides a passive experience, primarily bird watching activities. This design would not meet long-term goals for visitor services. The wetland areas would not be compatible with park purpose.

Increased opportunities for the public to feel more welcomed to the Memorial with the provision of amenities and services that support a safe and enjoyable experience

This design provides many opportunities that could meet this goal but some are incompatible with the park purpose and National Park Service policy. Luther Ely Smith Square orientation and parking facility under the square would provide orientation. Proposed wayfinding at the north end is complex. The roundabout replacing Poplar Street would complicate wayfinding on the south side of the Memorial.

CONNECTIVITY + URBAN INTERFACE

Increased connectivity between the Old Courthouse and the Gateway Arch (including any combination of a single elevated deck, multiple bridges, and improved at-grade pedestrian crossings across Memorial Drive)

This design would meet this goal in some respects, with plantings to soften the street edge and a partial deck placed over I-70, though Memorial Drive would remain open to traffic (3 lanes each way).

Increased and improved connectivity between the Memorial, downtown St. Louis, the riverfront, the adjacent commercial districts of LaCade's and Chouteau's Landings and the expanded Memorial in East St. Louis

This design would improve connectivity for pedestrians and bikes at the north and south ends, but reduce vehicular connectivity overall with the closure of Washington Avenue and Poplar Street. Gates would be added to the arches under Eads Bridge, removing vehicular access to Leonor K. Sullivan Boulevard from the north. In addition, moving the garage entrance closer to the river would result in diminished access due to frequent flooding.

OPERATIONS

Operational efficiency and effectiveness for the Memorial's operations in a sustainable manner

This design would have a moderate negative impact on Memorial operations due to increased dense vegetation and resulting visitor-wildlife interactions; the location of a maintenance facility outside the floodwall; the security risk created by the elevator entrance in the train tunnel at the North Overlook; the addition of skylights that could cause maintenance, safety and security problems; eroded access to shipping and receiving through Cathedral Square; and challenges to remote ticketing. In this design, the maintenance facility would be relocated off-site at Chouteau's Landing.



BEHNISCH TEAM RIVER CIRCLE!

Technical Advisory Group Comments

Transportation and Trails

Memorial Drive/I-70

- High risk, dramatic changes to I-70 and Memorial Drive will require Access Justification from FHWA.
- Access Justification will be difficult because there is not enough detail regarding closing the ramps and to where the traffic is diverted.
- Pilot program is a good idea but problematic with the FHWA Access Justification process.
- Lid looks pretty long – may be a tunnel. 3 block lid would likely be tunnel, which would be high cost for construction and ongoing maintenance and operations

City Streets

- How the city street grid accesses I-70 needs work.
- A detailed traffic study would be needed.
- Proposal doesn't show where changes east of Broadway connect.
- Lack of detail about transportation road scheme makes it difficult to analyze in terms of risk

Pedestrian/Bicycle Connectivity

- Strong emphasis on pedestrian access between the park grounds and the city.
- Proposed pedestrian bridges provide good access to existing downtown parking facilities.
- Proposal uses all on-street routes, of which there are none on the east side, and are not adding new off-street trails except along Leonor K. Sullivan Blvd.
- Access over the MacArthur Bridge is high risk because it is owned by the railroad.
- Eads Bridge connection is fine for pedestrians but not for cycling, based on event space focus and wood deck.

Under Poplar Street Bridge

- Would need air space agreements that would make highway maintenance and future new interchange modifications possible.
- Would require review by Homeland Security.

- Access under the highway ramps is not depicted and is an important element for the greenway system.

Illinois Route 3 is mentioned to be completed in the 3rd quarter of 2014, but is not shown in the drawings

River and Levees

Appears that all the floating structures aren't anticipated until after 2015 and will be "further evaluated at the next phase"

Water Taxis/Ferries

- Low to moderate risk for navigation and safety reasons, need permit.
- Will require Coast Guard inspection and certification.
- Passenger terminal may require inspection.
- Must be sufficiently structured and outfitted to operate safely on the Mississippi River.

Gondola

- Moderate risk, safety concerns.
- Although support structures are outside the channel, they are susceptible to ice, debris and allisions from loose or breakaway barges/vessels. Must remain above minimum height of bridges.
- Support structure would need to be engineered to withstand significant strike by vessel, ice, or debris. Structural protection cells may mitigate risk.
- Would want protection around the gondola structure. As currently depicted, it would be a single point failure if struck by a breakaway and there are things moored right below it.

Floating Stage

- Moderate risk, safety concerns.
- It is located just below Cargill, which "will remain operational". Occasional barge breakaways at Cargill could impact the stage.
- Structural protection cells may mitigate risk.

Levees and Fill

- East side riverfront seems to need a lot of fill material in the water, which will be a mid to high risk for permitting.
- Vegetation on the levee will be an O&M risk for the MESD and will be required to meet USACE requirements
- Next phase cuts and curves of the river will require 404 permits and will have to be evaluated for impacts to levee integrity. There would be concern for debris catch areas within those curves of the river edge.

Design on both sides of the river is indicated to deflect debris, but it appears it will be a catch basin

Activity appears to extend further into the river than the line of the currently moored barges

Need definition of "floating interventions"

City Urban Design

Connectivity into the City

- Transforming Chestnut into a pedestrian way provides a clear entry into the city and the Gateway Mall.
- Proposed Washington Street Plaza draws the city and Memorial Drive together on the northern end.
- Much attention was paid to the city frontage along Memorial Drive depicting a 24/7 concept.
- The pedestrian bridges over Memorial Drive create good connections into the city at numerous locations.
- Active programming in Kiener Plaza is good.
- Intense programming on the park grounds. Some may be more appropriate in city parks.

Riverfront

- Gondola is a strong visual statement on the skyline.
- Not enough detail provided on the River Balcony – multiple levels would provide interest along the river's edge.

Old Cathedral

- May slightly overwhelm the Old Cathedral.
- Access is maintained but parking is eliminated thus diminishing the Old Cathedral as an active Catholic parish.

Non-Park Historic Preservation

- Although little detail has been provided, the connection between Eads Bridge and the North Overlook appears to be high risk (and appears to involve non-ADA compliant stairs).
- Opening arches in Eads Bridge is VERY high risk as these have historically been blind arches and would require significant engineering.

- The view of the park from the west would be substantially impacted by the new entrance to the Museum at the very edge of lid over 70/Memorial Drive and the Reading Room and other kiosks scattered across the Park landscape.
- The view from East St. Louis would be negatively impacted by the amphitheater roof structure.
- As currently proposed, the gondola would have a major impact and is a visual intrusion from the Arch, Overlooks, and East St. Louis.
- Not enough detail is provided to assess the River Balcony, but it would impact the view from the East of the grand staircase, connection of park to the river, or other design elements.
- The proposed changes to the levee raise concerns about the impact of construction of the extant features on the historic levee.
- In consultation with IL SHPO, plan and implement procedures for protection, mitigation, and interpretation of extant archeological resources.

Accessibility

- Proposed pedestrian bridges require sufficient rise to cross traffic suggesting the possibility that slopes will be inaccessible.
- Assuming the gondola cars are accessible, the gondola is a good 12-month solution for access to the East Bank.
- Access appears to be provided from the grounds to the river through elevators at the overlooks; however, it is a long distance to go from the museum to the overlooks and from the overlooks back to the center of activity at the bottom of the grand stairs, thus compromising accessibility.
- New accessible museum entrance off Memorial Drive.
- Access into the Old Courthouse is addressed, but access in the Old Courthouse and to the top of the Arch is not addressed.
- There is a good discussion of accessibility on the East Bank.
- There is no information on wayfinding provided.
- Because so much new construction is proposed on the East Bank, one assumes accessibility there.

East Bank

- Increased parking in a positive way, but may not have enough parking for the amphitheater venue.
- Increased connectivity and access by creating a new connection through the casino parking lot and bringing people in behind Cargill.
- Positive connection from the Metro Link station to the park, but is high risk as shown because the land is owned by Terminal Railroad.

6 TAG FINAL DESIGN COMPETITION ENTRY COMMENTS

AUGUST 24, 2010





BEHNISCH TEAM RIVER CIRCLE!

National Park Service and Consulting Partners Comments

Overall, this alternative impedes and distracts from Park Purpose by redefining the masterpiece, and significantly deviates from the long-term goals for Visitor experience. The design runs counter to Park Purpose, due to an over-emphasis on commercialization and programmed recreation.



RESOURCE STEWARDSHIP AND DESIGN INTEGRITY

Protection of historic and cultural resources of the Memorial and the National Historic Landmark

This design fails to meet this goal; National Historic Landmark landscape features are substantially modified and there would be a major negative impact on the integrity of the cultural landscape. The character of the Memorial landscape would be completely changed due to the overlay of an incompatible new layer composed of a complex, rectilinear patchwork of structures, paving and plantings and an intrusive network of additional programmatic facilities throughout the grounds. These cumulative changes are in contrast to Saarinen and Kiley's design vocabulary and would cause the contemplative memorial character of the landscape to be lost. Underground areas and skylights would intrude into the original landscape under the Arch and along the central axis. A connection to the Eads bridge from the North Overlook would have a negative impact on the National Historic Landmark.

There could be a major negative impact to archeological resources due to excavation for the construction of the new museum entrance and addition; excavation of a large canal and addition of new buildings on the East St. Louis side; and installation of numerous water features along Memorial Drive.

Collections facilities would be located in the expanded Museum. Primary concerns stem from light levels due to skylights.

This design could result in a minor reduction in traffic noise at the Memorial. There would be both positive and negative impacts to natural resources, and potentially, minor to moderate negative impacts to threatened and endangered species habitat.

Protection of natural resources of the Memorial

PROGRAMS + VISITOR SERVICES

Increased opportunities, through programs and facilities, for the public to be more engaged with the primary themes and stories of the Memorial

There would be a moderate increase in opportunities for visitors to feel more engaged in the themes and stories of the Memorial, due to increased opportunities for visitors to become oriented and view the Arch from different places, and increased opportunities for education through exterior and interior exhibits and programming in new venues. However, much of the planned programming for the music center, recreation center, and Great Rivers Resource Center in East St. Louis does not relate to park purpose.

Increased opportunities for the public to feel more welcomed to the Memorial with the provision of amenities and services that support a safe and enjoyable experience

This design would provide orientation at Luther Ely Smith Square with City Pavilion. It would also add substantial recreation and commercial activities on the Memorial grounds that are incompatible with park purpose.

CONNECTIVITY + URBAN INTERFACE

Increased connectivity between the Old Courthouse and the Gateway Arch (including any combination of a single elevated deck, multiple bridges, and improved at-grade pedestrian crossings across Memorial Drive)

This design would meet this goal by ultimately removing Memorial Drive and introducing commercial activities adjacent to the Park, though bridges connecting the streetscape to the park would compromise the integrity of the historic landscape.

Increased and improved connectivity between the Memorial, downtown St. Louis, the riverfront, the adjacent commercial districts of Laclede's and Chouteau's Landings and the expanded Memorial in East St. Louis

Pedestrian overpasses would add good connectivity to downtown, Riverfront would have added beneficial connections. Washington Avenue would be removed, reducing connectivity. A bridge connection would be added from Eads Bridge to the North Overlook, improving connectivity, but resulting in a negative impact on the National Historic Landmark. There are added beneficial connections to Laclede's Landing and some connection to Chouteau's Landing. This design would close Eads Bridge to vehicular traffic in summer. In East St. Louis, trails along the riverfront would meet goals, though the stage canopy would not, as it would interrupt the view of the Memorial's east-west axis.

OPERATIONS

Operational efficiency and effectiveness for the Memorial's operations in a sustainable manner

This design would have a major negative impact on Memorial operations, due to increased maintenance, safety and security issues from the cantilevered entrance and skylights, increased visitor-wildlife interactions due to increased dense vegetation, safety issues caused by varying surface materials, gondola maintenance, maintenance for the trails, islands, canals and floating amphitheater in East St. Louis, the lack of parking road access. Service and maintenance functions for the Memorial are retained, but are shared with the gondola facility, conflicting with visitor uses.

NPS + PARTNERS FINAL DESIGN COMPETITION ENTRY COMMENTS

AUGUST 24, 2010 7



SOM TEAM RELAUNCH

Technical Advisory Group Comments

Transportation and Trails

- Memorial Drive/I-70**
 - Low risk, but would need a detailed traffic study to make sure city street grid and Memorial/I-70 work.
 - Lid over I-70 would require review by Homeland Security.
 - Buildings over I-70 would require safety and Homeland Security reviews.

City Streets

- Changing quite a few streets to 2-way, which can be done but needs to be studied.

Pedestrian/Bicycle Connectivity

- Creating structures at the ends of the I-70 cap creates a better pedestrian environment but pedestrians must still cross four lanes of traffic.
- Well defined additions to on-street bike routes and clearly defined loop connections for bicycling.
- Acknowledged the Arch grounds as a core connection to the Great Rivers Greenway system.
- Identifies the connections between Chouteau Greenway and the southern Arch grounds.
- Access over the MacArthur Bridge is high risk because it is owned by the railroad.
- Access on the north and south are mostly vehicular without much shown on pedestrian connections.

Under Poplar Street Bridge

- Would need air space agreements that would make highway maintenance and future new interchange modifications possible.
- Would require review by Homeland Security.

River and Levees

Water Taxis/Ferries

- Low to moderate risk for navigation and safety reasons, need permit.

- Will require Coast Guard inspection and certification. Passenger terminal may require inspection.
- Must be sufficiently structured and outfitted to operate safely on the Mississippi River.

Floating swimming pool

- Moderate risk, requires permit.
- Susceptible to loose barges and barge breakaways.
- As currently depicted, it lacks safety measures and considerations.

City Urban Design

Connectivity into the City

- Cutting entrance into the berm is a good measure to bring people in from downtown.
- Shows a conscientiousness of the Gateway Mall.
- Didn't heavily program the north end and provide good access north.
- Architecture features at each end of the I-70 lid defines the ends well, defines the space, and creates a place.
- Narrowed streets and widened sidewalks provide a better pedestrian environment in downtown.
- Propose to provide better access to memorial grounds from the city and Chouteau's Landing by primarily making roadway improvements, as opposed to enhancing the pedestrian environment.

Riverfront Promenade along the river provides for some options in and near the water

Non-Park Historic Preservation

- The structure at the South end of the flying carpet across 70 may have visual impacts on the Old Cathedral.
- Ferry terminals do not appear to block the view. Offset of the ferry terminals means boats will be viewed traversing the river in front of the Arch.
- All walkable green roofs will require railings not currently shown for code compliance which will interfere with viewsheds and create visual clutter.

- The creatively conceived Connector between north node of park and Eads Bridge will have a visual impact on the view of the bridge from within the park, from the bridge itself, from the levee & from the west & will require very creative engineering to avoid touching the bridge as specified in plan.
- The proposed lighting of the bridges also has potential visual impacts.
- The proposal introduces some significantly modern design elements such as the Whispering Leaves and the Magic Carpet. These elements are clearly the product of their own time and, while bold and modern, they do not significantly detract from the character of the historic features. While the concept of the Mound Park is an interesting one, there are concerns about such a feature creating a false sense of history.
- In consultation with IL SHPO, plan and implement procedures for protection, mitigation, and interpretation of extant archaeological resources.

Accessibility

- Team seems to have paid considerable attention to accessibility.
- Provides accessible paths from the Arch grounds to the riverfront with substantial amounts of flat areas for rest along the path.
- Access into and within the Old Courthouse, to the River, to the East Bank, and about wayfinding were all addressed; access to the top of the Arch was not addressed.
- There is a new accessible museum entrance off Memorial Drive.
- Because so much new construction is proposed on the East Bank, one assumes accessibility there.

East Bank

- Very little parking given the program: parking provided for 300 but amphitheater seats 11,000.
- Weaved multiple types of people in the plan creating a regional attraction, economic development for East St.

- Louis, and a tourist attraction. Relocating Trendley Avenue and recessing the parking preserves views to the Arch.
- Intent of sculpted mounds not clear.

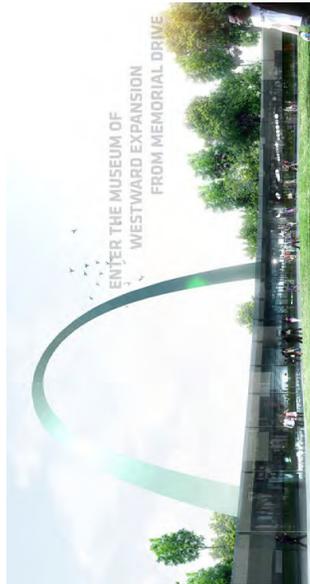




SOM TEAM RELAUNCH

National Park Service and Consulting Partners Comments

Overall, this alternative supports Park Purpose. It is unclear how the Mound Park and its sculptures relate to Park Purpose.



RESOURCE STEWARDSHIP AND DESIGN INTEGRITY

Protection of historic and cultural resources of the Memorial and the National Historic Landmark

In this design, it appears that historic and cultural resources would generally be protected. This design would have minor to moderate negative impacts on the integrity of the cultural landscape. Most aspects of this design appear to be compatible with the character of the historic landscape, with the exception of new terraces and seating areas along new ramps and paths on the east side slopes and at the ponds. The details of the recommended treatment for access at the Old Courthouse may compromise its integrity. A connection to the Eads bridge from the North end of the Memorial would have a negative impact on the National Historic Landmark.

There could be a moderate negative impact to potential archeological sites due to excavation for expanded museum and new entrance; limited excavation as part of re-grading in East St. Louis, expansion of underground facilities at north and south ends.

Collections facilities would be located in new buildings at the south end. Primary concerns are light levels due to the amount of glass, the potential for flooding, and the need to move collections between storage areas at one end of the Memorial to exhibit spaces under the Arch and at the Old Courthouse.

Protection of natural resources of the Memorial

This design could result in a moderate lessening of traffic noise on the Memorial. There would be both positive and negative impacts to natural resources and, potentially, minor to moderate negative impacts to threatened and endangered species habitat.

PROGRAMS + VISITOR SERVICES

Increased opportunities, through programs and facilities, for the public to be more engaged with the primary themes and stories of the Memorial

There would be a large increase in opportunities for visitors to feel more engaged in the themes and stories of the Memorial. This would be due to three new locations for orientation, increased viewing opportunities of the Arch from different perspectives, many new classroom and programming spaces, increased opportunities for access to the ponds, and a large increase in exhibit space at the Old Courthouse, under the Arch, and at the south end. The proposed farmer's market does not meet the park purpose or goals for visitor amenities.

Increased opportunities for the public to feel more welcomed to the Memorial with the provision of amenities and services that support a safe and enjoyable experience

This design would fully meet this goal by providing welcoming entrances on all sides of the Memorial grounds. The "magic carpet" provides visitor orientation on the Memorial Drive streetscape, and the "whispering leaves" in Luther Ely Smith Square provide intuitive wayfinding.

CONNECTIVITY + URBAN INTERFACE

Increased connectivity between the Old Courthouse and the Gateway Arch (including any combination of a single elevated deck, multiple bridges, and improved at-grade pedestrian crossings across Memorial Drive)

This design would meet the goal by providing a lid over I-70, providing traffic calming, reducing speed, and removing a lane from Memorial Drive by 2015. Additional long-term road improvements beyond 2015 have been identified.

Increased and improved connectivity between the Memorial, downtown St. Louis, the riverfront, the adjacent commercial districts of Laclede's and Chouteau's Landings and the expanded Memorial in East St. Louis

This design would meet the goal by improving connectivity for bicycles and pedestrians to and from East St. Louis, Laclede's and Chouteau's Landings.

OPERATIONS

Operational efficiency and effectiveness for the Memorial's operations in a sustainable manner

This design would have a slight negative impact on Memorial operations, due to a mixing of service and visitor use areas at the south end, access to multiple green roofs, and additional maintenance to the paths and vegetation around the ponds.



PWP TEAM REFRAMING THE ARCH

Technical Advisory Group Comments

Transportation and Trails

no depiction of off street trail/path connections; this limits the public's ability to walk or ride without concern of traffic.

Memorial Drive/I-70

- Moderate risk, proposed changes to I-70 ramps and Memorial Drive will require Access Justification from FHWA.
- Many changes are proposed, which are difficult to assess. A detailed traffic study will need to be done to show how the city street grid and Memorial/I-70 work.
- Covering over I-70 is low risk as long as it is not a tunnel – would need to meet homeland security requirements
- South connection at the interstate, 4th and Broadway is discussed as a future connection, but must happen in order to close Memorial Drive as proposed.
- Reasoning for reversing the interstate ramps is not clear. It seems to exit traffic right at Washington Avenue and closes the well-used westward on ramp.
- Buildings over I-70 would require safety and Homeland Security reviews.

City Streets

- Changes west of Broadway, such as narrowing streets, are low risk and would help connect the city with Downtown.
- Parking under Luther Ely Smith and Kiener Plaza, while easing direct access to the park museum, draws additional traffic into the pedestrian zone.

Pedestrian/Bicycle Connectivity

- Good access to Eads Bridge and north riverfront connections are shown.
- No connections on the south side of the arch to Chouteau's Landing or off street connections to trail systems are shown.
- Reduced Memorial Drive to enhance pedestrian connection from the city.
- Focus is on bike routes, which are all on street, with

Old Cathedral

- Seems to diminish its role on the Memorial grounds.
- Eliminates parking, which diminishes the value of the old Cathedral as an active and vibrant Catholic parish. Important parish activities include daily mass and other short duration services. If you have to walk significant distances people will stop attending those services.

Non-Park Historic Preservation

- The lack of information re: proposed connection between Eads Bridge and the North Overlook makes it difficult to assess an element that is by definition very high risk because of its potential negative impact on the bridge's structure as well as its historic appearance.
- The South pavilion on the lid over I-70 tends to obscure view of the Old Cathedral.
- The introduction of a dense "prairie forest" will block much of the view from the West.
- In consultation with IL SHPO, plan and implement procedures for protection, mitigation, and interpretation of extant archeological resources.

Accessibility

- Seems to be two long ramps from the base of the Arch, but does not provide grade information. Ramps as long as these may be inaccessible for people with manual wheelchairs and walkers even if the slopes are less than 1:20. Slopes up to 1:12 would be impossible though permitted by the ADA.
- Appears to have a new accessible museum entrance off Memorial Drive.
- Difficult to assess due to lack of information. Access to the East Bank is addressed. Nothing is said about access into or within the Old Courthouse, to the top of the Arch, or about wayfinding.

- Because so much new construction is proposed on the East Bank, one assumes accessibility there.

East Bank

- Mound may resonate with historical precedents and creates a strong visual linkage across the river.
- More consideration of the effects of the Geyser is needed on the placement of buildings.
- Route 3 is not defined well and could compromise rear access to the plan and buildings.
- Elimination of current park features is problematic.
- Connectivity is questionable. Bicycle and pedestrian routes are shown, but with not much detail.
- Farming as a program may not work due to the condition of the soil as a prior industrial site.

10 TAG FINAL DESIGN COMPETITION ENTRY COMMENTS

AUGUST 24, 2010

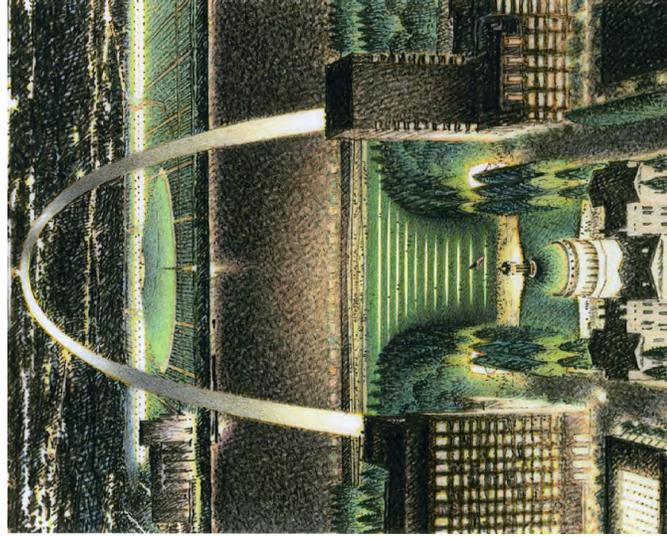




PWP TEAM REFRAMING THE ARCH

National Park Service and Consulting Partners Comments

Overall, this alternative moderately detracts from Park Purpose. By replacing the National Historic Landscape with earlier—and never implemented—design components, the entry misinterprets the significance of the landscape.



RESOURCE STEWARDSHIP AND DESIGN INTEGRITY	
Protection of historic and cultural resources of the Memorial and the National Historic Landmark	This design does not meet the goal of protecting historic and cultural resources or preserving the National Historic Landmark, and would have a major negative impact on the integrity of the cultural landscape. Although it is labeled as “restoration,” this approach is in direct conflict with National Park Service policies and standards regarding resource management. Proposed changes are widespread and would alter the landscape character substantially. A connection to the Eads bridge from the North Overlook would have a negative impact on the National Historic Landmark. There could be a major negative impact to potential archaeological sites due to substantial re-grading at depths well below fill throughout the Memorial grounds to construct the garage under Luther Ely Smith Square and the two pavilions flanking the west entrance, as well as in East St. Louis. Collections facilities would be located in the expanded museum; issues include light levels due to skylights. New museums are proposed for the north and south ends, but the undeveloped designs do not provide detail. This design could result in a moderate lessening of traffic noise at the Memorial. There would be both positive and negative impacts to natural resources and, potentially, minor to moderate negative impacts to threatened and endangered species habitat.
Protection of natural resources of the Memorial	
PROGRAMS + VISITOR SERVICES	
Increased opportunities, through programs and facilities, for the public to be more engaged with the primary themes and stories of the Memorial	There would be a slight increase in opportunities for visitors to feel more engaged in the themes and stories of the Memorial, due to increased viewing opportunities of the Arch from different perspectives and increased opportunities for access to the ponds, and revised exhibits at the Old Courthouse. Many of the opportunities shown on the Memorial grounds duplicate exhibits or programs in the Museum. The design does not provide enough information to determine whether new opportunities would exist at the north and south ends of the Memorial, and the greenhouses and farm in East St. Louis do not relate to the themes and stories of the Memorial. The design is incomplete and appears to only partially meet the goal. The goal appears to be mostly met on the west at Luther Ely Smith Square and on the north but not on the south side of the Memorial.
Increased opportunities for the public to feel more welcomed to the Memorial with the provision of amenities and services that support a safe and enjoyable experience	
CONNECTIVITY + URBAN INTERFACE	
Increased connectivity between the Old Courthouse and the Gateway Arch (including any combination of a single elevated deck, multiple bridges, and improved at-grade pedestrian crossings across Memorial Drive)	This design meets this goal, through narrowed streets and increased planting on Memorial Drive and Chestnut and Market Streets.
Increased and improved connectivity between the Memorial, downtown St. Louis, the riverfront, the adjacent commercial districts of Laclede’s and Chouteau’s Landings and the expanded Memorial in East St. Louis	This design partially meets this goal. There is a connector to Eads Bridge, but limited connections are provided to the south. There is also a water taxi crossing the river East St. Louis, with connections inland to the viewing mound.
OPERATIONS	
Operational efficiency and effectiveness for the Memorial’s operations in a sustainable manner	This design would have a moderate negative impact on Memorial operations. This is due to the removal of delivery areas and roads, increased visitor-wildlife interactions due to increased dense vegetation, visitor safety issues due to irregular paving surface, and skylights that would cause maintenance, safety and security problems and increase cooling loads. It is difficult to understand how operations will be affected in the north and south areas of the Memorial are because they are undefined. It is also unclear where the maintenance facility will be replaced.





FRAMING A MODERN MASTERPIECE

THE CITY+THE ARCH+THE RIVER | 2015

Technical Advisory Group

- Advisory Council on Historic Preservation
- Bi-State Development Agency / Metro
- City of St. Louis Office of the Disabled
- City of St. Louis Planning and Urban Design Agency
- City of St. Louis Street Department
- East West Gateway Council of Governments
- Federal Highway Administration
- Great Rivers Greenway District
- Illinois Department of Transportation
- Illinois State Historic Preservation Office
- Jefferson National Expansion Memorial
- Metro East Park and Recreation District
- Missouri Department of Transportation
- Missouri State Historic Preservation Office
- National Trust for Historic Preservation
- National Park Service
- Port of St. Louis Harbor Master
- St. Louis Archdiocesan Building and Real Estate
- U.S. Army Corps of Engineers
- U.S. Coast Guard

NPS + Consulting Partners

- Bi-State Development Agency / Metro
- Jefferson National Parks Association
- Metro East Park and Recreation District
- Missouri State Historic Preservation Office
- Missouri Preservation / National Trust for Historic Preservation
- National Park Service





FRAMING A
MODERN MASTERPIECE
THE CITY+THE ARCH+THE RIVER | 2015

Report and Recommendation of the Competition Manager

September 15, 2010

Competition Process Overview

As the "preferred alternative" of the JNEM General Management Plan, a design competition was undertaken and embraced through a unique partnership of the National Park Service, the City of St. Louis and civic interests. As the competition process idea evolved, not only were the rules and protocols of the process established, but an area of design concern (eventually identified as "The Competition Site") was defined and a specific set of "Design Goals" were thoughtfully identified by the Governance Group. In leading the pre-competition planning, the Competition Manager and the Governance Group understood the complexity of the problem to be addressed and the magnitude of the effort that would be required to deliver meaningful and implementable design solutions for the myriad issues on the Arch grounds as well as the areas critical to linking the Arch grounds to the City, the river and the East Bank. The aspiration of the process was that there would be a singular concept resulting from the competition that would solve and resolve the functional and technical issues through addressing the Design Goals.

The Jury, charged with task of selection of Stage II and Stage III participants, and then to evaluate the Stage III Submittals, was identified and appointed by the Governance Group to provide a broad base of expertise and disciplines to the evaluation process. The individuals were selected based on experience, background and the promise of participating in a process with rigor and dedication, arriving at decisions through collaboration and consensus. They were charged with making evaluations in consideration of published criteria, and then supporting their decisions with appropriate narrative and explanation of their recommendations to the Governance Group.

The world does not hold still during a competition process. During the design competition period, there was further definition of the potential for the East Bank that was revealed through continued dialogue with the partners on the Illinois side. What we know today about the aspirations for the East Bank and East St. Louis is far advanced from what we knew when the process started. Through discussions, issue identification in the Technical Advisory Group, and "growing" the partnership with the East Bank, there have been opportunities evolving that were not able to be incorporated in the direction given the design teams--and since the program for the East Bank continues to evolve, the expectations for the area continue to evolve.

We also know that competitions offer the opportunity to explore and learn about the subject at hand. Through the process, all the participants on both sides of the table learned a great deal more about the potentials AND the limitations presented by the different components of the Competition Site. Given the diversity and complexity of the problems, certain areas may not have received the attention they deserve. For instance, while the Competition Site included the Kiener Plaza area as a primary extension of, and connection to, the Gateway Mall, the Design Teams tended to focus more on the Luther Ely Smith Square and the relationship of the Courthouse to the Arch grounds and, resulting in



attention given to the design of Kiener Plaza and its role in the overall open space construct that is evolving along the Gateway Mall.

One of the strong products of the Competition Process was the formation of the Technical Advisory Group (TAG). The TAG has evolved from a group of agencies and departments, into a group that considers and understands the interrelationships of the issues faced by the individual constituencies. The TAG is now one of the strong resources that the project can involve as the project moves forward, ensuring a collaborative and coordinated implementation strategy culminating in the completion of the project in October 2015. Through the interaction within the TAG, we have been able to divide the project into specific areas to organize the ongoing design effort as well as implementation. These areas are as follows--all of which share overlays of universal accessibility and sustainability:

1. The Jefferson National Expansion Memorial including the Arch and grounds,
2. Traffic, Transportation, Trails, and the Eads and Poplar Bridges,
3. Old Courthouse and Downtown St. Louis
4. The East Bank
5. The River and the Levee

Within this overall context, the Jury has delivered to the Sponsor (Governance Group), the ranking of the five Design Teams. With this action and submittal of the Jury Report, the Jury officially completes its responsibilities and obligations for the Framing a Masterpiece | City+Arch+River 2015 International Design Competition. Through the Jury Report, the recommendation of the Jury is presented to the Governance Group for consideration and action.

Recommendations of the Competition Manager

As the advisor to the Governance Group and facilitator of the process, the Competition Manager Team offers the following recommendations for consideration by the Governance Group. These recommendations are based on experience both in design competition process, as well as experience in moving the products of design competitions toward implementation. By their very nature, the recommendations include "lessons learned" during the process, realization of what the design concepts represent (and what they lack) and a clear road ahead over the next period of design analysis, evaluation, costing and development. The recommendations are:

1. The Sponsor, through the Design Competition Governance Group, accept the ranking of the Jury and announce the selected team and design concept as submitted by the MVVA Team. The decision is based on a determination that the design concept presented by the MVVA Team is a strong basis for further design exploration of the issues within the project and that the MVVA Team presents an extraordinary collection of professional resources to utilize in resolving issues within the project.
2. The Sponsor and MVVA enter into a 90-day Program Analysis and Design Development contractual arrangement to further define program requirements, initiate design development to clarify feasibility and practicality of solutions, define estimates of construction costs and construction scheduling, and define the delivery expectations from now until 2015. The Sponsor may enlist the services of other professional organizations or individuals to assist and provide professional expertise to accomplish these tasks.
3. The Sponsor convene a series of workshops to analyze and review the Design Concept, identify issues and more detailed design exploration of aspects of the Design Concept. The workshops would include representatives of the Sponsor, appropriate members of the MVVA Team as well as other individuals and groups impacted by the issue. These workshops would include, at a minimum, focus on the following:

- 3.1 TAG Review: Full day critique with Design Team to discuss critical issues including, but not limited to, the proposed treatment of the Levee, Washington Avenue and Memorial Drive.
 - 3.2 Gateway Mall, Old Courthouse and Luther Ely Smith Park.
 - 3.3 East Bank
 - 3.4 Traffic and Transportation
 - 3.5 JNEM: Design and Compliance
4. The Sponsor should initiate the following studies to inform the evolution of the design and the implementation schedule, and insomuch as practicable, use local professional service organizations to execute the studies:
 - 4.1 Costing, Construction Delivery and Construction Scheduling
 - 4.2 Traffic Study (to establish impact as well as feasibility of improvements achievable by October 2015)
 - 4.3 Establishing funding cycles and potential resources to be applied towards implementation
 - 4.4 Support NPS initiative regarding resolving NEPA, NHPA, Section 404 and other compliance issues
 5. The Sponsor establish a monthly web-based Report on Progress to continually update the public of the process and events throughout the implementation period.

Another Step in the Realization of the Dream

The completion of the Design Competition is not the end, but the completion of one more step in a larger process. The results of the Competition, not only the selected Design Concept but the "lessons learned" as well, form the basis to move the project forward. It is with gratitude that the Competition Manager thanks the Sponsor for having been given the opportunity to share in the process to date--and want to confirm our passion and commitment to assist, as required, in moving the vision towards realization in October 2015.

Respectfully submitted,

Donald J. Stastny FAIA FAICP
Jennifer Mannhard AICP LEED AP
The City + The Arch + The River 2015 Competition Manager





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