

**U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CENTRAL REGION**



FINDING OF NO SIGNIFICANT IMPACT/RECORD OF DECISION

For the Proposed

REPLACEMENT BULK FUEL STORAGE FACILITY

**ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
ST. LOUIS, MISSOURI**

This Finding of No Significant Impact (FONSI) and Record of Decision (ROD) was prepared for a proposed action at the St. Louis Lambert International Airport in St. Louis, Missouri. The attached Final Environmental Assessment (Final EA) dated June 2019, was prepared in accordance with the guidelines and requirements set forth by the Council of Environmental Quality (CEQ) and the Federal Aviation Administration (FAA). Presented is a description of the Purpose and Need for the Proposed Action, Proposed Action, Alternatives Considered, and Assessment and Mitigation as discussed in the attached Final EA with Federal Findings regarding the Proposed Action.

PURPOSE AND NEED FOR THE PROPOSED ACTION

The existing Bulk Fuel Storage Facility (BFSF) is 60-years old and features 41 underground fuel storage tanks of various ages, with earliest tanks installed in 1957. Petroleum contamination has been detected in both groundwater and soil at the existing BFSF. The site and petroleum release have been registered with the Missouri Department of Natural Resources. Unlike most commercial airports in the United States, the Airport is one of the last to retain a BFSF with underground tanks. The existing BFSF does not comply with recent changes to U.S. Environmental Protection Agency (EPA) regulation (40 CFR 280) for underground storage tanks. The revised regulations were published in July 2015 and the changes are being implemented in phases through October 2018.

The existing BFSF must be replaced with a modern, above ground facility properly sized for airline needs, which will meet industry-standards for operational integrity and reliability, complies with applicable environmental regulatory changes, and does not impinge on aeronautical functions. If the facility is not replaced, or in the alternative rebuilt, the existing BFSF will be unable to comply with EPA regulations. The result will be potential monetary fines and/or mandated closure of the facility.

PROPOSED ACTION

The Federal Action is providing environmental approval for the Proposed Action which consists of the following improvements, as shown January 16, 2019 on the conditionally approved Airport Layout Plan (ALP), dated February 5, 2013 and as described in detail in the Final EA.

The Proposed Action includes:

1. Construct a replacement BFSF consisting of three above ground storage tanks (planned total capacity 3,024,000 gallons) and,
2. Construct support structures including fuel receiving facilities, support buildings, vehicle parking lot, security fencing, stormwater management structures, and an access driveway

Included with this Proposed Action are four connected actions:

1. Construct an underground fuel transfer line connecting the BFSF to an existing hydrant main at Concourse E (length 9,400 linear feet, diameter 16-inch)
2. Extend Department of Transportation governed pipelines to the replacement BFSF
 - a. Extend Buckeye Pipeline to the BFSF (200 linear feet)
 - b. Decommission Buckeye Pipeline no longer needed (15,100 linear feet)
 - c. Extend St. Louis Pipeline to the BFSF (5,200 linear feet)
 - d. Decommission St. Louis Pipeline no longer needed (16,700 linear feet)
3. Relocate a Spire Natural Gas Main (2,500 linear feet)
4. Decommission the existing BFSF
 - a. Remove all underground storage tanks
 - b. Remove all underground ground fuel pipes, pumps, and oil/water separators
 - c. Remove all above ground structures and pipes
 - d. Remediate existing BFSF site to environmental standards

ALTERNATIVES CONSIDERED

A site selection study was completed and seven criteria framed the alternative evaluation:

1. Site similar to the Existing BFSF: on the airport, not reserved for another aeronautical purpose, and outside the Airport Operation Area

2. Size: preferred six (6) acres with expansion potential
3. U.S. Department of Transportation (DOT) pipelines: adjacent to or near one of the two DOT pipelines that serve the airport
4. Utilities: adjacent to or in close proximity
5. Part 77 surfaces and flight procedures: no impact
6. Adjacencies: land uses compatible with BFSF
7. Access: road(s) suitable for heavy trucks

The study focused on six (6) sites that appeared favorable to house a replacement BFSF. The candidate sites include the existing BFSF site. After initial assessment, three sites were eliminated after failing one or more criteria.

Two potential sites, plus the existing BFSF and the no-action alternative, were further considered:

- **No Action Alternative:** Not to construct a new BFSF and continue to operate the existing BFSF. The No Action alternative does not meet the project purpose and need; however, in addition to being a Council on Environmental Quality/National Environmental Policy Act (CEQ/NEPA) requirement, it does serve as a baseline for a comparison of impacts to the preferred alternative and is therefore retained for further environmental evaluation.
- **Alternative A – Existing Bulk Fuel Site:** Rebuilding the existing BFSF in order to attain regulatory compliance is problematic due to age and site limitations, which would make rebuilding the facility cost prohibitive. The existing facility occupies three acres and expansion is constrained by adjacent land uses. With only three acres, the physical size could not accommodate constructing a replacement facility while still maintaining operational needs of the Airport. The lack of space did not meet the second criteria, therefore, not meeting the Purposed and Need. Alternative A - Existing BFSF was eliminated from further environmental evaluation.
- **Alternative B – Banshee Site:** Preliminary engineering estimated the size for above ground storage tanks and found that the storage tanks heights would be fifty-foot or more above ground level. The 50-foot height would penetrate the approach and departure surfaces to Runway 12L/30R. In addition, the large expanse of structural steel could adversely impact electronic navigation aids needed for landing aircraft. The height of the tanks would adversely affect aeronautical functions and violate the fifth selection criterion, therefore, not meeting the Purpose and Need. Alternative B - Banshee Site was eliminated from further environmental evaluation.
- **Alternative C – Airport Road Site (Preferred Alternative):** This site meets all criteria established for the preferred site. The Airport Road Site is located on-airport, not reserved for other purposes, and outside the Airport Operations Area. The site can provide the required six acres and can be expanded to more than ten

acres. One of the two DOT pipelines are adjacent to the site and all utilities are located in nearby utility corridors. Tank heights can be readily accommodated without adversely affecting aeronautical surfaces or other aeronautical functions. The site is compatible to adjacent land uses and surrounding property is largely vacant. The existing road network is suitable for heavy truck traffic. Alternative C – Airport Road Side meets the Purpose and Need and is carried forward for further environmental evaluation.

ASSESSMENT AND MITIGATION

The attached Final EA addresses the applicable environmental impact areas in accordance with Federal Aviation Administration (FAA) Orders 1050.1 and 5050.4 and analyzes the potential for significant impacts. The attached Final EA and associated correspondence were reviewed by the FAA to determine whether each of the affected impact categories exceeded an established threshold of significance.

The sponsor's Proposed Action will not significantly affect environmental resources as discussed and analyzed in the attached Final EA, which contains detailed discussions, analyses, and mitigation measures of all affected impact categories. Statements of consistency with community planning from state and local governments are highlighted in the attached Final EA.

The most important environmental issues related to the proposed project are summarized below. If the sponsor undertakes the project, the sponsor must complete the mitigation measures as discussed in the attached Final EA and as described below.

Resources Not Affected:

- **Climate** - The Proposed Action and No Action will not cause an increase in the consumption of jet fuel and will not increase the greenhouse gas emission rate.
- **Coastal Resources** – Not present in the project area.
- **Department of Transportation Act, Section 4(f)** – Not present in the project area.
- **Farm Lands** – Not present in the project area.
- **Natural Resources and Energy Supply** – There will be no net change in electricity demands, water usage or sewage disposal between the Proposed Action and No Action Alternatives. No additional demands will be placed on water resources. Fuel consumption by the replacement BFSF will be similar to that of the existing BFSF. No scarce or unusual materials will be needed for the construction and operation of the replacement BFSF or for the connected actions.
- **Noise and Noise-Compatible Land Use** – The Proposed Action and No Action Alternatives will not cause a change in airfield configuration, runway use, or flight patterns and the project is not within the 65+ DNL noise contour. The

Proposed Action and No Action Alternatives will have no impact on the number of annual propeller operations, annual jet operations, or daily helicopter operations.

Air Quality: St. Louis County is designated as a non-attainment area for 8-hour ozone and PM-2.5.

As described in the attached Final EA, an air quality quantitative emissions evaluation of the Proposed Action was completed and shows that the potential emissions from all sources are below *de minimis* thresholds and are comparable to levels currently emitted by the No Action alternative, therefore a conformity determination is not required.

Neither the No Action nor the Proposed Action alternatives will impact the level of aircraft operations, the number of passengers per year using the Airport, vehicular traffic in the area or other indirect source of air emissions. Air emissions generated during the construction of the Proposed Action will be *de minimis*.

Since emissions from the Proposed Action are below *de minimis* levels, the Missouri Department of Natural Resources (MDNR) determined that the replacement BFSF would not be required to obtain an operating permit (see Attachment F of the Final EA). On this basis, Missouri Rule 10 CSRIO 6.065, *Operating Permits*, stipulates no permit is required. Similarly, the MDNR determined that the St. Louis County Health Department would not require a permit to construct the Proposed Action. The Proposed Action will not have a significant impact on air quality.

Biological Resources: Listed species that are known to occur near the project area include the Gray Bat, Indiana Bat, Northern Long-eared Bat, and Decurrent False Aster. Suitable roosting habitat was found for the Indiana Bat and Northern Long-eared Bat.

USFWS regulations prohibit the removal of suitable bat roost trees during the active period for bats, 1 April through 31 October. To mitigate potential disturbance of bats, tree clearing, and disturbance of forested areas will be performed prior to construction, between 1 November and 31 March. Outside the tree roosting period, the USFWS guidance allows the removal of potential roost trees without further consultation with the USFWS. Restricting tree clearing activities as described will prevent the taking, harming or harassing of endangered species, as defined by the Endangered Species Act and will result in no effect to endangered species. Consultation with USFWS dated March 25, 2019, confirmed the tree clearing restrictions (Attachment G of the Final EA).

The FAA determined that the Proposed Action will not effect the Indiana Bat and Northern Long-eared Bat. The determination was based on minimal impacts to suitable roosting habitat, implementation of winter clearing as a conservation measure (November 1 to March 31), and coordination with the USFWS.

Suitable habitat for the Gray Bat and Decurrent False Aster is not present at the project site and the project will have no effect on these species.

The Migratory Bird Treaty Act (MBTA) applies to Federal agency actions. Trimming or removing migratory bird nesting habitat during the nesting season from April 1 to July 15 should be avoided. If tree trimming or removal takes place during this period, conduct a field survey of the affected habitats and structures to determine the presence of active nests. Contact the USFWS for further guidance if a field survey identifies the existence of one or more active bird nests that cannot be avoided temporally or spatially by the project.

Hazardous Materials, Solid Waste, and Pollution Prevention: The existing BFSF generates small volumes of solid wastes and petroleum contact wastes. Disposal of these items is handled by local vendors. No hazardous wastes are generated by the existing BFSF. Occasionally, the existing BFSF handles off-specification fuel which is sent off site to a recycling facility and converted for use as heating oil. After the replacement BFSF is in operation, similar waste streams are anticipated and management of those waste streams will be identical to those currently in place at the existing BFSF.

The fuel stored in the tanks is hazardous material, as defined in 49 CFR 172.101. The above-ground storage tanks at the replacement BFSF will be constructed and maintained, including secondary containment, in accordance with all applicable codes and regulations. The operation of the replacement BFSF will comply with the Emergency Planning and Community Right to Know Act.

An *Environmental Site Assessment* conducted in 2017 for the replacement BFSF site found no evidence of prior contamination and recommended no further action. Based on this finding, the construction of the Proposed Action is not expected to uncover hazardous materials.

A small amount of solid waste will be generated during construction of the Proposed Action, but is expected to be small and easily accommodated by local solid waste disposal facilities. Small quantities of fuel used by construction equipment and other small quantities of hazardous materials may be used during construction of the Proposed Action.

Generation of hazardous waste during the operation of the replacement BFSF is not anticipated. In most circumstances, fuel will be transferred to and from the replacement BFSF via pipeline. These pipelines will be constructed and operated in accordance with all applicable regulations.

Petroleum contamination has been detected in both groundwater and soil at the existing BFSF. The site and release have been registered with the Missouri Department of Natural Resources (MDNR). Decommissioning of the existing BFSF, including removal of existing storage tanks, will encounter and may disturb petroleum impacted soil. While the necessity of off-site disposal has not yet been determined, if contaminated soils are

removed from the site as part of regulatory closure, the contaminated soil will be shipped as a special waste to a nearby landfills for disposal which are anticipated to have sufficient capacity to accept the waste stream. All work to obtain regulatory closure of the site will be performed under plans approved by the MDNR.

The Proposed Action will not have a significant impact to the generation and disposal of solid waste or hazardous materials.

Historic, Architectural, Archeological or Cultural Resources: A review of the National Register of Historic Places (NRHP) and the MDNR State Historical Preservation Office (SHPO) registries indicate there are no historic places on or near the project site. Implementation of the Proposed Action and connected actions will not have the potential to adversely affect any known historical, architectural, archaeological or cultural resources. The FAA determined, and the SHPO concurred, that no historic properties will be effected.

No Tribes were consulted as the proposed project location is entirely on airport property and does not significantly or uniquely affect tribes. The Proposed Action will have no potential to adversely affect any known archeological, historical, or sacred sites

If construction work uncovers buried archeological materials, all activities in the area of the discovery will stop and the FAA and SHPO will be immediately notified.

Land Use: The City of Berkeley is the public agency authorized by the State of Missouri to zone the area that contains the replacement BFSF project site. The project site for the replacement BFSF was zoned AD-2 Airport District, a classification that protects areas devoted to public-use aviation and associated activities from airspace obstructions or hazards, to impose land use controls within the Airport District that will protect airport operations and ensure a compatible relationship between airport operations and other land uses in the vicinity of such airport operations and to ensure comprehensive, uniform development of the Airport District.

BFSF is not a land use called out in the zoning regulation, therefore, the City of Berkeley recommended, and the Airport requested, a zoning change to M-1 Industrial District and a special use permit that would allow construction and operation of the replacement BFSF.

Zoning action on this subject approved by the Berkeley Planning Zoning Commission and the Board of Adjustment. The City Council convened a public hearing followed by a first read of an ordinance authorizing a special use permit, new site plan, and zoning change. The City Council received a second and third read of the ordinance. The City Council unanimously passed the ordinance and approved the zoning change, special use permit and site plan.

Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risks:

The Proposed Action will not have any significant impacts to this resource. The Proposed Action will not induce substantial economic growth in the area and will not disrupt or divide

established communities. The Airport currently owns the project site and the connected actions occur either on airport property or in existing public rights-of-way, therefore, no residents or businesses will require relocation. The Proposed Action will not cause adverse impacts to minority and/or low-income populations. No property will be acquired for the project and no persons will be displaced because of the project. The Proposed Action will have a negligible impact on local traffic. The Proposed Action will not have adverse impact on employment or potential employment in the area. No day-care facilities, hospitals or other facilities housing sensitive populations are located on or near the project site. The Proposed Action will not cause adverse socioeconomic impacts.

Visual Effects: No visually protected areas are near the project site. The Proposed Action will blend into the surrounding industrial land uses and be visually consistent with existing airport-related uses and will not degrade the existing visual character or quality of the site and surroundings. No significant visual effects impacts will occur as a result of the Proposed Action.

Water Resources: There are no significant impacts to water resources. Wetlands, Floodplains, Groundwater, and Wild and Scenic Rivers are not present or will not be affected by the Proposed Action.

Stormwater management related to the construction and operation of the Proposed Action will follow all Federal, state and local requirements. Stormwater from the project site currently discharges to the Airport stormwater management system and will continue to be discharged to the Airport system after construction. The Proposed Action will include Best Management Practice (BMP) such as stormwater detention basins, to be designed in accordance with the requirements of the Metropolitan St. Louis Sewer District. The decommissioning and remediation of the existing BFSF will be performed under a land disturbance permit issued by MDNR and the City of Berkeley.

Construction of the Proposed Action will require a Construction Storm Water Pollution Prevention Plan (SWPPP) and Land Disturbance Permits from both the MDNR and the City of Berkeley. Operation of the Proposed Action will require a National Pollution Discharge and Elimination System (NPDES) Permit, SWPPP Permit, and a Spill Prevention, Control and Countermeasure Plan (*SPCC*).

Cumulative Impacts: The past, present, and reasonably foreseeable future actions were evaluated for cumulative impacts from these actions that could result in environmental impacts from implementation of the Proposed Action.

With implementation of the Proposed Action, the level of cumulative impacts anticipated to occur within these environmental resource categories is not significant due to: the types of past, present, and reasonably foreseeable future projects; the extent of the built environment in which they would occur; the lack of certain environmental resources in the area; and the mitigation measures identified for the Proposed Action. Therefore, as stated in the Final EA, implementation of the Proposed Action would not result in significant cumulative environmental impacts.

AGENCY COORDINATION AND PUBLIC OUTREACH

Chapter 6, Appendix C and Appendix K of the Final EA describe the public involvement effort and consultation that occurred with local officials representing the City of Berkeley (MO), local stakeholders, and the general public. Opportunity for public involvement was provided through the request for zoning change and special use permit which entailed six public meetings. Additionally, a public hearing requested by the City of Berkeley for the Draft EA was held. Appendix K contains transcripts of comments received and responses to comments. No written comments were received for the Draft EA.

DECISION AND ORDER

Based on the information in this FONSI/ROD and supported by detailed discussion in the attached Final EA, the Proposed Action has been identified as the FAA's selected alternative. Applicable federal requirements relating to the proposed airport development have been met.

Under the authority delegated to me by the Administrator of the Federal Aviation Administration, I find that the project is reasonably supported. I, therefore, direct that action be taken to carry out the agency actions as discussed in the attached Final EA under "PROPOSED ACTION" and as listed below:

- Unconditional approval of the Airport Layout Plan (ALP) to depict the proposed improvements pursuant to 49 USC §§ 40103(b) and 47107(a)(16).
- Determination under 49 USC § 44502(b) that the airport development is reasonably necessary for use in air commerce or in the interests of national defense.
- Approval of a Construction Safety and Phasing Plan to maintain aviation and airfield safety during construction pursuant to FAA Advisory Circular (AC) 150/5370-2F, Operational Safety on Airports During Construction (14 CFR Part 139 [49 USC § 44706]).
- Approval of changes to the airport certification manual pursuant to 14 CFR Part 139 (49 USC § 44706).
- Approval of potential modification to FAA air traffic control facilities resulting from implementation of the proposed action.
- Determinations, through the aeronautical study process, under 14 CFR Part 77, regarding obstructions to navigable airspace (49 USC Section 40103 (b) and 40113).
- Determinations under 49 USC 47106 and 47107 relating to the eligibility of the Proposed Action for federal funding under the Airport Improvement Program (AIP) and/or determinations under 49 USC 40117, as implemented by 14 CFR 158.25, to impose and use passenger facility charges (PFCs).

This order is issued under applicable statutory authorities, including 49 U.S.C. §§ 40101(d), 40103(b), 40113(a), 44701, 44706, 44718(b), and 47101 et seq.

APPROVING FAA OFFICIAL'S STATEMENT OF ENVIRONMENTAL FINDING

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 of the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental requirements and will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(C) of NEPA. As a result, FAA is issuing this FONSI and will not prepare an Environmental Impact Statement (EIS) for this action.

APPROVED:

 Manager, FAA Airports Division

 Date

DISAPPROVED:

 Manager, FAA Airports Division

 Date

RIGHT OF APPEAL:

This decision document (FONSI/ROD) is a final order of the FAA Administrator and is subject to exclusive judicial review under 49 U.S.C. § 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision lives or has a principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 U.S.C. § 46110.



St. Louis Lambert International Airport (STL)

St. Louis, Missouri

Environmental Assessment (EA)

For

- Construct Replacement Bulk Fuel Storage Facility
- Decommission Existing Bulk Fuel Storage Facility

And other work as described within the EA.

Prepared by: Tetra Tech, Inc.

For: St. Louis Airport Authority

This environmental assessment becomes a Federal document when evaluated, signed and dated by the Responsible Federal Aviation Administration (FAA) Official.

Responsible FAA Official

Date



ST. LOUIS LAMBERT
INTERNATIONAL AIRPORT™

June 2019

Environmental Assessment (EA)
Bulk Fuel Storage Facility
Final

Prepared for
City of St. Louis Airport Authority
St. Louis Lambert International Airport

Prepared by



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Contract P1186

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Attachment E	St. Louis County Clean Air Act Status
Attachment F	MDNR Consultation, Air Quality TANKS Data Sheets
Attachment G	USDOJ Fish & Wildlife Consultation, Endangered Species Report and Wetlands Evaluation
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Attachment I	National Wetlands Inventory Map
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Attachment K	Public Involvement
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1.0 PURPOSE AND NEED

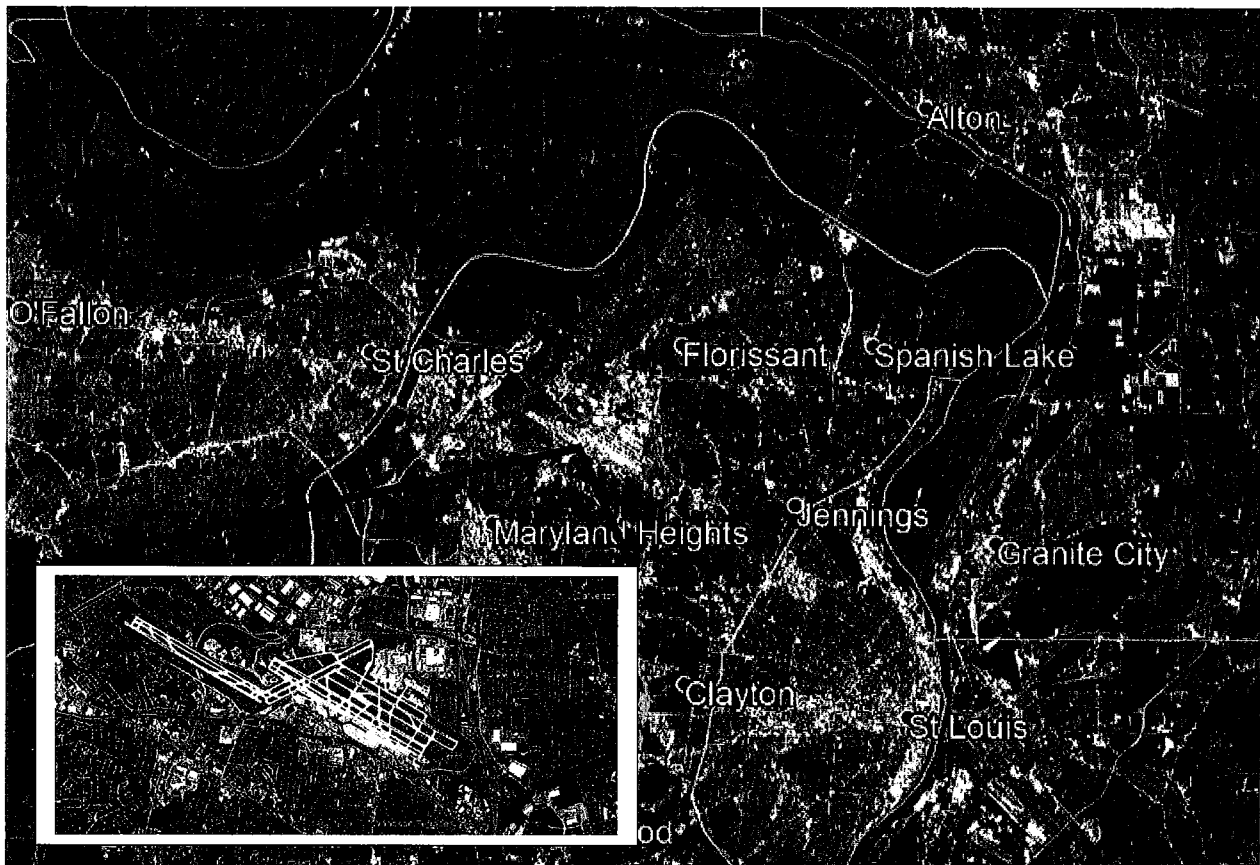
This Environmental Assessment for a proposed Replacement Bulk Fuel Storage Facility was prepared per Federal Aviation Administration (FAA) Order 1050.1F Environmental Impacts: Policies and Procedures, and Order 5050.4B National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.

1.1 Introduction

The St. Louis Lambert International Airport (the Airport) is a medium-hub, commercial service airport owned by the City of St. Louis (MO). The airport is operated on behalf of the City by the St. Louis Airport Authority (a City department).

The Greater Metropolitan St. Louis Region has a population of 2.8 million people. The Airport is the primary access point for commercial passenger airlines that serve the metropolitan population and the region. For calendar year 2018, airlines serving St. Louis provided non-stop flights to 74 destinations. The airlines flew 185,800 scheduled flights and transported over 15.6 million passengers by year-end.

Exhibit 1-1 St. Louis Lambert International Airport

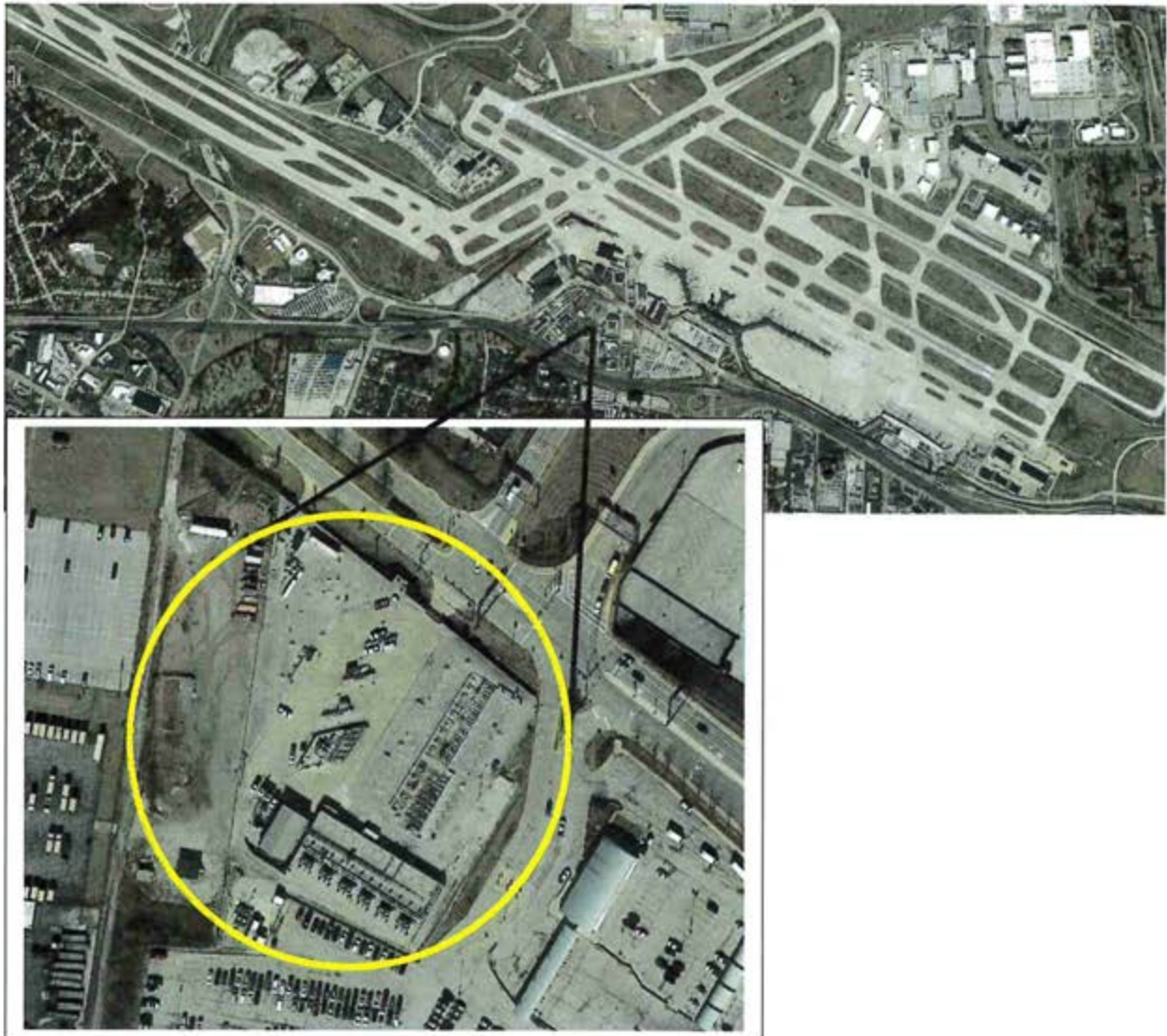


The Airport has an existing Bulk Fuel Storage Facility (BFSF) that stores jet fuel for the commercial airlines that use the Airport. The BFSF is located south of Terminal 1, adjacent to Super Park Lot A. The BFSF features 41 underground fuel storage tanks of various ages, with some tanks dating back to 1957. Unlike most commercial airports in the United States, the Airport is one of the last to retain a BFSF with underground tanks.

The BFSF connects to the airport fuel hydrant distribution system, which acts much like a fire hydrant system. Fuel flows under pressure through a series of pipes to individual airplane gates where a cart meters the transfer of fuel from hydrant into airplane fuel tanks.

The BFSF infrastructure is owned by the City of St. Louis and leased to STL Fuel Company LLC (STL Fuel). In turn, STL Fuel hires a third-party vendor to operate and maintain the storage facility. STL Fuel is a consortium of airlines with each member being responsible for purchasing fuel needed by the individual airline. The fuel is then stored at the BFSF in common use tanks.

Exhibit 1-2 Existing Bulk Fuel Storage Location



1.2 Purpose and Need

The existing BFSF is 60-years old and features 41 underground fuel storage tanks of various ages, with earliest tanks installed in 1957. Petroleum contamination has been detected in both groundwater and soil at the existing BFSF. The site and petroleum release have been registered with the Missouri Department of Natural Resources. Unlike most commercial airports in the United States, the Airport is one of the last to retain a BFSF with underground tanks. The existing BFSF does not comply with recent changes to U.S. Environmental Protection Agency (EPA) regulation (40 CFR 280) for underground storage tanks. The revised regulations were published in July 2015 and the changes are being implemented in phases through October 2018.

The existing bulk fuel storage facility must be replaced with a modern, above ground facility properly sized for airline needs, which will meet industry-standards for operational integrity and reliability, complies with applicable environmental regulatory changes, and does not impinge on aeronautical functions. If the facility is not replaced, or in the alternative re-built, the existing BFSF will be unable to comply with EPA regulations. The result will be potential monetary fines and/or mandated closure of the facility.

1.3 Proposed Action

The Airport proposes to replace the BFSF at a site that will support construction of an above ground fuel storage facility in a manner that will satisfy EPA regulations and meet the requirements of a modern storage facility.

For this proposed action STL Fuel will construct a replacement BFSF consisting of three above ground storage tanks (planned total capacity 3,024,000 gallons) and associated support structures, including fuel receipt facilities, support buildings parking lot security fencing, stormwater management structures and an access driveway.

The Proposed Action includes:

1. Construct a replacement BFSF consisting of three above ground storage tanks (planned total capacity 3,024,000 gallons) and,
2. Construct support structures including fuel receiving facilities, support buildings, vehicle parking lot, security fencing, stormwater management structures, and an access driveway

Included with this Proposed Action are four connected actions:

1. Construct an underground fuel transfer line connecting the BFSF to an existing hydrant main at Concourse E (length 9,400 linear feet, diameter 16-inch)
2. Extend Department of Transportation governed pipelines to the replacement BFSF
 - a. Extend Buckeye Pipeline to the BFSF (200 linear feet)
 - b. Decommission Buckeye Pipeline no longer needed (15,100 linear feet)
 - c. Extend St. Louis Pipeline to the BFSF (5,200 linear feet)

- d. Decommission St. Louis Pipeline no longer needed (16,700 linear feet)
3. Relocate a Spire Natural Gas Main (2,500 linear feet)
4. Decommission the existing BFSF
 - a. Remove all underground storage tanks
 - b. Remove all underground ground fuel pipes, pumps, and oil/water separators
 - c. Remove all above ground structures and pipes
 - d. Remediate existing BFSF site to environmental standards

Attachment A presents exhibits illustrating the proposed action.

1.4 Agency Actions and Approvals

The Proposed Action is not included on the Sponsor's latest Airport Layout Plan (ALP), which was conditionally approved on February 5, 2013. The FAA actions, determinations, and approvals necessary for the Proposed Action to proceed will include the following:

- Approval to change the ALP and add the proposed action and any connected actions to the drawing.
- A favorable obstruction evaluation with a determination of no objection.

2.0 ALTERNATIVES

In accordance with NEPA, FAA Order 1050.1F, FAA Order 5050.4B, and FAA advisory guidance, reasonable alternatives that could accomplish the Purpose and Need for the Proposed Action were identified and evaluated.

2.1 Site Selection Study

Planning for a replacement Bulk Fuel Storage Facility was not contemplated by the last Airport Master Plan Update, completed in November 2012. Need arose subsequent to completion of the master plan when draft changes to environmental regulations became available to the public.

Consequently, the initial planning for a replacement BSFS was undertaken by the Airport sponsor and completed in late 2014. The study consisted of establishing planning parameters that would guide identification of possible sites. Seven broad criteria framed the investigation and a site selection study ensued.

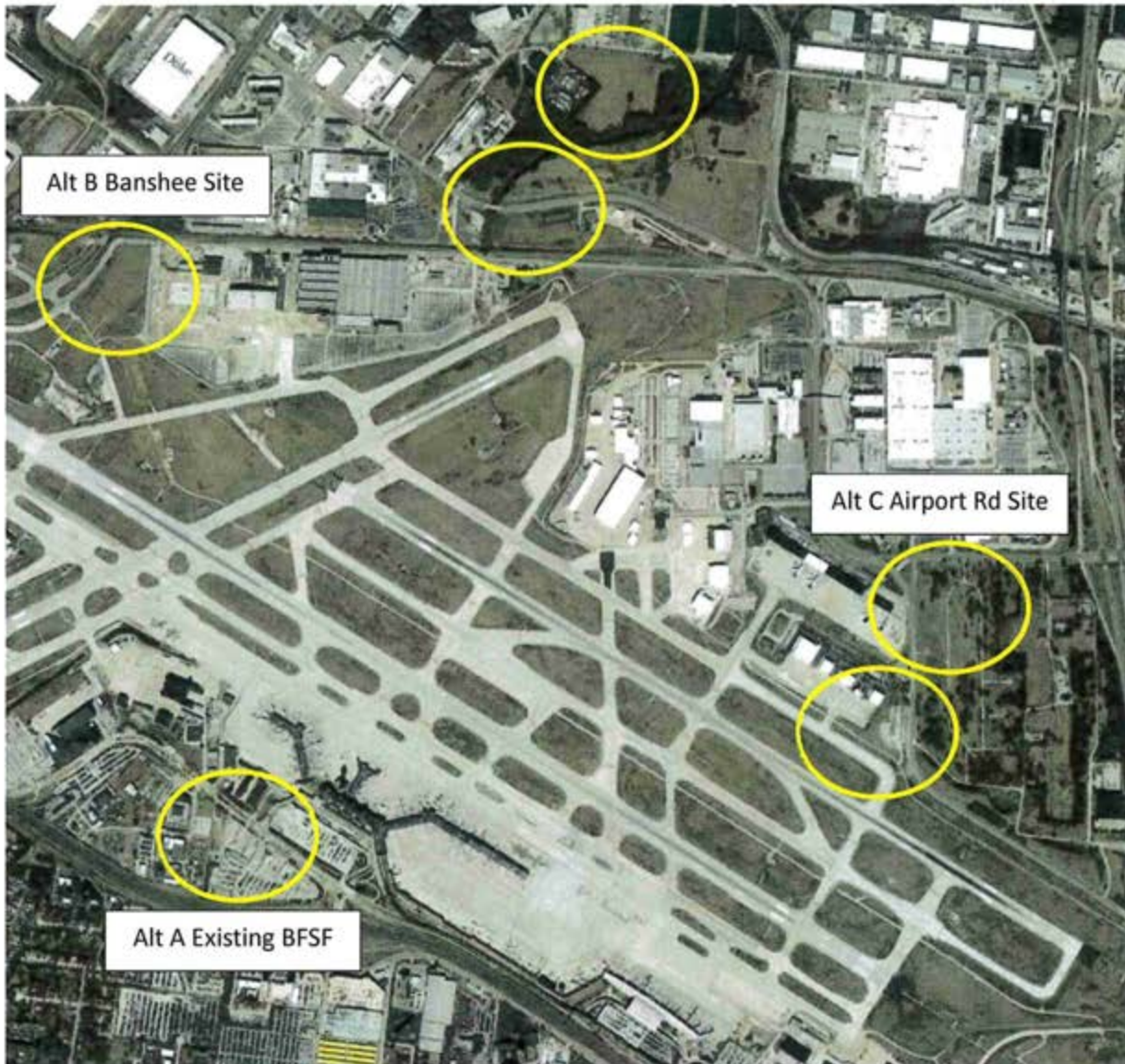
1. Site similar to the Existing BFSF: on the airport, not reserved for another aeronautical purpose, and outside the Airport Operation Area
2. Size: preferred six (6) acres with expansion potential
3. U.S. Department of Transportation (DOT) pipelines: adjacent to or near one of the two DOT pipelines that serve the airport
4. Utilities: adjacent to or in close proximity
5. Part 77 surfaces and flight procedures: no impact
6. Adjacencies: land uses compatible with BFSF
7. Access: road(s) suitable for heavy trucks

The study focused on six (6) sites that appeared favorable to house a replacement BFSF. The candidate sites include the existing BFSF site.

After initial assessment, three sites were eliminated after failing one or more criteria. Two potential sites, plus the existing BFSF and the no-action alternative, were retained for further evaluation.

1. Alternative A – Existing BFSF
2. Alternative B – Banshee Road Site
3. Alternative C – Airport Road Site

Exhibit 2-1 BFSF Alternative Sites



2.2 No-Action Alternative

The No-Action Alternative will not satisfy the project purpose and need statements. However, in addition to a Council on Environmental Quality and a National Environmental Policy Act (CEQ/NEPA) requirement, the no-action alternative serves as a baseline for comparing impacts to the preferred alternative. The alternative is therefore retained for environmental analysis.

2.3 Alternative A – Existing BFSF

Rebuilding the existing BFSF in order to attain regulatory compliance is problematic due to age and site limitations, which would make rebuilding the facility cost prohibitive. The existing facility occupies three acres and expansion is constrained by adjacent land uses. To the west is U.S. Government Property and to the east airport parking. With only three acres, the physical size could not accommodate constructing a replacement facility while still maintaining operational

needs of the Airport. To assemble the necessary real estate would require taking six acres of government property or 800 spaces from the adjoining parking lot. The potential for obtaining government property was not considered viable. Vehicle parking at the Airport is in short supply and the loss of parking inventory and resulting customer inconvenience was unacceptable. The lack of space did not meet the second criteria, therefore, not meeting the Purposed and Need. This fact eliminated Alternative A – Existing BFSF from further evaluation.

2.4 Alternative B – Banshee Site

Subsequent to the site selection study, STL Fuel performed preliminary engineering to estimate the required size for above ground storage tanks. It was found that in order to meet the definition of an above ground BFSF the storage capacity would be greater than initially anticipated. Calculations indicated storage tanks heights would be fifty-feet or more above ground level. The 50-foot height would penetrate the approach and departure surfaces to Runway 12L/30R. In addition, the large expanse of structural steel could adversely impact the integrity of runway glide slope and localizer signals. The height of tanks would adversely affect aeronautical functions and violate the fifth selection criterion, therefore, not meeting the Purpose and Need. This fact eliminated the Alternative B – Banshee Site from evaluation.

2.5 Proposed Action – Alternative C Airport Road Site

Of all sites reviewed, only Alternative C – Airport Road Site meets all criteria established for the preferred site. The Airport Road Site is located on-airport, not reserved for other purposes, and outside the Airport Operations Area. The site can provide the required six acres and can be expanded to more than ten acres. One of the two DOT pipelines are adjacent to the site and all utilities are located in nearby utility corridors. Tank heights can be readily accommodated without adversely affecting aeronautical surfaces or other aeronautical functions. The site is compatible to adjacent land uses and surrounding property is largely vacant. The existing road network is suitable for heavy truck traffic.

In all respects, the Proposed Action is only alternative that meets the Purpose and Need statements and is carried forward, along with the No-Action Alternative, for environmental analysis. In this document, the ‘project site’ refers to Alternative C.

3.0 AFFECTED ENVIRONMENT

3.1 Introduction

The project site for the replacement Bulk Fuel Storage Facility (BFSF) is owned by the City of St. Louis. The site occupies approximately 7.86 acres and is within the incorporated municipal boundaries of the City of Berkeley in St. Louis County. The site is bounded on the west by James S. McDonnell Blvd. and to the north by Airport Road. Open space also owned by the City of St. Louis lies to the east and south.

Prior to City of St. Louis ownership of the site, a residential neighborhood known as the Brownleigh Subdivision occupied the site. A review of historical topographic maps shows that homes were built on the project site and surrounding area sometime between 1941 and 1954. The 1941 map shows no development in the area and the 1954 map shows residential development, which remained largely unchanged until the 1980's. Starting in the 1980's, parcels in the area were purchased by the Airport as part of its noise mitigation program and by the early 2000's the Airport had completed the purchase of all parcels. The Airport razed all above ground structures after purchase. Currently, the project area is maintained in grass with occasional trees. Photographs of the project site are presented in Attachment B.

Stormwater at the project site is currently conveyed to the west via a stormwater sewer system that leads to Coldwater Creek. No surface water features are present at the project site.

The nearest residential area is located approximately 3,000 feet to the east. Interstate highway 170 lies between the residential area and the project site.

As an action connected to the construction of the replacement BFSF, a new underground fuel transfer line connecting the replacement BFSF to the existing hydrant main at Concourse E will be constructed.

An additional connected action will be the construction of new section(s) of the St. Louis Pipeline and the Buckeye Pipeline, which currently deliver fuel to the existing BFSF.

It is anticipated that the St. Louis Pipeline will be routed south along the Interstate Highway 170 right-of-way. The new segment will be 5,200 feet long. The final route selection will be made by the Missouri Department of Transportation, the City of Berkeley and the pipeline owner, St. Louis Pipeline Operating Co., LLC. The Airport has no role in the final decision.

The current alignment of the Buckeye Pipeline follows the west shoulder of the James S. McDonnell Blvd. Approximately 200 feet of new pipeline will be required to bring the Buckeye Pipeline into the replacement BFSF.

As part of this connected action approximately 15,100 feet of the existing Buckeye Pipeline and 16,700 feet of the existing St. Louis Pipeline will no longer be needed. The methods by which these unneeded sections of pipeline will be decommissioned will be determined by the owners, Buckeye Pipe Line Co., LLP, and St. Louis Pipeline Operating Co., LLC, respectively.

The relocation of an underground natural gas main owned by Spire Inc. is the third connected action. However, as is the case with the fuel pipelines, the ultimate decision regarding routes and decommission methods will be determined by Spire Inc.

Decommission of the existing BFSF is the fourth connected action. The facility decommission will be performed in accordance with all applicable regulations. It is anticipated that all tanks will be removed along with all piping, oil/water separators and other appurtenances. The Missouri Department of Natural Resources will be the lead regulatory agency over the facility decommission and closure.

3.2 Location Map, Vicinity Map, Airport Diagram, Photographs

Exhibits illustrating the project location and vicinity are found in Attachment A. Attachment B provides photographs of the site location.

3.3 Existing/Planned Land Uses & Zoning

The replacement bulk fuel storage site is presently vacant. The Airport Layout Plan reserves the property for future aeronautical uses and functions that support Airport operations.

During the mid-1990s, the FAA had a Remote Transmitter/Receiver station (RTR) located on the southern portion of the BFSF project site. The RTR facility remained in use until the Airport Expansion Program relocated the RTR in the early 2000s. The RTR site was decommissioned in 2006. The FAA also installed an underground fiber cable loop (located on the south perimeter of the BFSF project site), which remains today.

Attachment C contains the City of Berkeley Zoning Map. The project site for the replacement BFSF is zoned AD-2 Airport District. This classification recognizes and protects areas devoted to public-use aviation and associated activities.

Bulk fuel storage is not a land use called out in the Berkeley zoning codes. For this reason the City recommended a zoning change for the site to M-1 Industrial District and a special use permit for the fuel facility. The required zoning change was endorsed by the City of Berkeley Zoning Commission and the Board of Adjustment, and recommended favorably to the Berkeley City Council.

The City Council conducted a public hearing and first read of the zoning change on October 15, 2018 (Attachment C). A second and third reads occurred on November 5, 2018, and thereafter the Council voted on the measure and by unanimous vote passed the zoning change.

3.3.1 Industrial/Commercial Activities

Air Cargo facilities and the Boeing Defense Space & Security complex adjoin the site. The cargo facilities are to the west, opposite James S McDonnell Blvd, and the Boeing complex is to the north, across Airport Road. Interstate 170 is east of the site and Airport property to the south. The Airport property to the south is vacant and will ultimately be developed for aeronautical activity.

3.3.2 Residential Areas, Schools, Churches, & Hospitals

The nearest residential area is located approximately 3,000 feet east of the project site. Several churches, as well as the nearest medical facility, the John C. Murphy Health Center, are also located approximately 3,000 feet east of the project site. The nearest school is Airport Elementary School, located approximately 1 mile east of the project site.

3.3.3 Publicly-owned Parks, Recreational Areas, Wildlife & Waterfowl Refuges

The nearest publicly-owned parks are Edgewood Park and the Berkeley Municipal Pool, both located approximately 4,000 feet northeast of the project site. No other recreational areas or any refuges are located near the project site.

3.3.4 National/State Forests, Wilderness Areas, Wild & Scenic Rivers, Nationwide Rivers Inventory

No national/state forests, wilderness areas, wild and scenic rivers or rivers enrolled in the Nationwide Rivers Inventory are in St. Louis County. The nearest State Parks are approximately 20 miles west of the project site.

3.3.5 Federally-listed/State-listed Threatened & Endangered Species/Habitat

An Endangered Species Habitat survey was performed for this EA. The survey and its findings are described in Section 4.4.

3.3.6 Wetlands, Floodplains, Floodways, Coastal Zones, & Coastal Barriers

No coastal zones or coastal barriers are in Missouri. Wetlands, floodplains and floodways are discussed in Section 4.11.

3.3.7 Historic, Archeological, or Cultural Resources

A preliminary review of the National Park Service Registry of Historic Places (NRHP) and the MDNR State Historic Preservation Officer registries indicate there are no historic places on or near the project site. No archeological sites are known on the project site or vicinity. Section 4.6 further discusses resources and consultation with the State Historic Preservation Office.

3.4 Affected Political Jurisdiction

The project site is in St. Louis County, within the corporate boundary for the City of Berkeley. In 2016, the population of Berkeley was estimated to be 8,981. According to the 2010 U.S. Census, the City's racial composition was predominantly African American with 81.8% of the residents in that classification. In 2015, the U.S. Census Bureau reported 25.4% of the residents had income in the previous 12 months that was below the poverty level. The nearest residential portions of Berkeley are approximately 3,000 feet east of the project site and physically separated from the project site by Interstate 170.

3.5 Past, Present, and Reasonably Foreseeable Future Actions

The project site occupies the north-western portion of a 130 acre tract, which was purchased as part of the Airport noise compatibility program. An airline commissary service company occupies eight (8) acres in the extreme southeast corner of the tract and the remainder of the land is vacant.

The Airport Layout Plan reserves the tract for development of aeronautical and aviation related functions, and services that would support those functions and the employees. No specific plans have been formalized.

An environmental investigation of the project site found no evidence of past activities at the site that caused environmental contamination.

After the existing BFSF is decommissioned and remediated, STL Fuel will return the existing site to the Airport to be used for possible ground transportation facilities that would support passenger needs.

4.0 ENVIRONMENTAL CONSEQUENCES & MITIGATION

4.1 Introduction

This section is organized by resource topics, with the impacts of all alternatives combined under resource headings. It provides concise analysis, environmental impacts, and conceptual measures needed to mitigate those impacts for resources affected by at least one of the alternatives.

4.2 Environmental Impact Categories Not Affected

The no action, proposed action, and reasonable alternatives would not affect the Impact Categories listed below:

Table 4-1 Environmental Impact Categories Not Affected

Impact Category	Finding
Costal Resources	The project is located in the State of Missouri, which is not located in a coastal zone.
Section 4(f) Resources	The project site and the potential routes for the new transfer line are owned by STL. The nearest public parks are Edgewood Park and the Berkeley Municipal Pool, both located approximately 4000 feet northeast of the project site. The project site is not visible from these locations and project construction or operation will not impact these facilities.
Farm Lands	The Natural Resource Conservation Service classifies the soils at the project site as 'Urban Land – Harvester Complex'. The project site is not in an area designated as prime farm land. Construction of the replacement BFSF does not convert any farmland to non-agricultural use. The inbound supply and outbound transfer lines will be subsurface. The inbound supply lines are DOT lines that the pipeline companies, not STL Fuel, will be responsible for permitting under the DOT and the Pipeline and Hazardous Materials Safety Administration. The new alignments for the supply lines will not impact farmlands or land used for agricultural purposes. The transfer line will connect the replacement BFSF with the hydrant main at Concourse E. The transfer line will be subsurface for its entire length and will be routed across Airport property.
Climate	The proposed project and connected actions are not anticipated to be affected by forecasted climate change conditions. The proposed project and connected actions will not cause an increase in the consumption of jet fuel and will not increase the greenhouse gas emission rate.
Natural Resources and Energy Supply	This project entails the replacement of an existing facility with a similar facility. As a result, there will be no net change in electricity demands, water usage or sewage disposal caused by this project. No additional demands will be placed on water resources. Fuel consumption by the replacement BFSF will be similar to that of the existing BFSF. No scarce or unusual materials will be needed for the

	construction and operation of the replacement BFSF or for the connected actions.
Noise and Noise-Compatible Land Use	The preferred alternative and connected actions will not cause a change in airfield configuration, runway use, or flight patterns and the project is not within the 65+ DNL noise contour (see Attachment D). The project will have no impact on the number of annual propeller operations, annual jet operations, or daily helicopter operations.

4.3 Air Quality

As of 31 December 2017, St. Louis County was designated a non-attainment area for 8-hour ozone and PM-2.5. The status for 8-hour ozone is Marginal and the status for PM-2.5 is Moderate (see Attachment E). The existing BFSF emission sources (emergency electrical generator, gasoline underground storage tank and Jet Fuel storage tanks) are not covered under the Airport Intermediate Operating Permit and the facility does not have a stand-alone MDNR Air Operating Permit.

On 13 December 2019, the Missouri Department of Natural Resources announced the replacement BFSF would not be required to obtain an operating permit (Attachment F). Calculations for the replacement BFSF found emissions would be below de minimis levels. On this basis, Missouri Rule 10 CSR10 6.065, *Operating Permits*, stipulates no permit is required.

Similarly, the MDNR announced the St. Louis County Health Department would not require a permit to construct the replacement BFSF.

Air emissions from the replacement BFSF for the following sources were estimated for this EA.

- 3 above ground storage tanks (ASTs) (48 feet tall, 60 feet in diameter, fixed roof), each with a capacity of 1,008,000 gallons
- 20,000 gallon above ground surge tank, owned and operated by the Buckeye Pipeline Co.
- 6,000 gallon above ground surge tank, owned and operated by the St. Louis Pipeline Co.
- 1,000 gallon AST servicing the emergency generator
- 1,700 horsepower emergency diesel-fired generator

Using the EPA TANKS program (version 4.09D), the project design engineer Burns and McDonnell has estimated anticipated annual volatile organic compound (VOC) and hazardous air pollutants (HAPs) releases from the three ASTs, the two surge tanks and the emergency generator AST. TANKS 4.09D incorporates the most recent emissions factors provided in AP 42. Data sheets from the TANKS program are provided in Attachment F.

Some of the VOCs emitted from the Jet Fuel storage tanks are also organic HAPs. The TANKS program calculates the emission rate of naphthalene (a HAP). However, it provides no estimate for other HAPs. Emission rates for other HAPs potentially present were conservatively estimated using a mass balance, where the concentrations of organic HAP air emissions are proportional to the individual HAP concentrations contained in the Jet Fuel. For instance, if Jet Fuel contains

0.31% xylenes, and the TANKS program estimate of VOC emissions is 100 pounds, it is assumed that 0.31 pounds of naphthalene are emitted.

The Safety Data Sheet from the primary fuel supplier (Chevron) indicates the only organic HAP present is naphthalene at 3%. However, guidance from South Coast Air Quality Management District (SCAQMD) on calculations from liquid organic storage tanks (February 2017) recommends using the following liquid concentrations of HAPs for emission calculations from Jet Fuel A (Jet kerosene).

- Hexane 0.01%
- Toluene 0.13%
- Ethylbenzene 0.13%
- Xylenes 0.31%

The aggregate data (Safety Data Sheet and SCAQMD Guidance) was used to estimate organic HAP concentrations in Jet Fuel and estimate HAPs as summarized below.

- Naphthalene 3.00 %
- Hexane 0.01%
- Toluene 0.13%
- Ethylbenzene 0.13%
- Xylenes 0.31%

The TANKS software estimates emissions from fixed and floating roof storage tanks. Estimates for annual releases from the ASTs were prepared for two scenarios. The first estimate is based on the current fuel usage rate of approximately 102,000,000 gallons per year and the second is based on a doubling of the fuel usage rate to approximately 204,000,000 gallons per year. The ASTs were assumed to have fixed roofs in both cases. Burns and McDonnell's estimates are shown below.

Table 4-2 Replacement BFSF Emission Rates

Compound	Emission Rate (pounds per year)				
	De Minimis Level (pounds per year)	ASTs at Current Annual Throughput (102,000,000 gallons)	ASTs at Future Annual Throughput (205,000,000 gallons)	20,000-gallon Surge Tank (servicing Buckeye Pipeline)	6,000 gallon Surge Tank (servicing St. Louis Pipeline)
Jet Kerosene (VOC)	80,000	2,630	3,140	1.13	0.97
Individual HAPs					
Naphthalene	20,000	28.7	34.3	0.01	0.01
Xylenes	20,000	8.2	9.7	0.003	0.003
Toluene	20,000	3.4	4.1	0.001	0.001
Ethylbenzene	20,000	3.4	4.1	0.001	0.001
Hexane	20,000	2.6	3.1	0.001	0.001
Aggregate HAPs	50,000	46.3	55.3	0.016	0.016

Burns and McDonnell estimated the actual and the potential to emit emissions from the diesel-fired generator using fuel consumption rates and emission factors from AP-42. The actual emissions were based on 100 hours of operation per year. The potential to emit emissions were estimated based on 500 hours of operation per year. The emissions calculations for the generator are shown below.

Table 4-3 Backup Generator Emission Rates

Compound	De Minimis Level (tons/yr)	Actual Emissions tons/year (operation: 100 hr/yr)	Potential Emissions, tons/yr (operation: 500 hr/yr)
CO	100	0.57	2.83
NO _x	40	2.62	13.12
SO _x	40	0.17	0.86
PM ₁₀	15	0.18	0.92

For the existing facility in calendar year 2017, when Jet A use totaled 97,442,376 gallons, it is estimated that the total emissions of Jet Kerosene from the existing BFSF was 1,829 pounds.

Because the quantitative emissions evaluation shows that the emissions rates are below de minimis thresholds, a conformity determination is not required.

The connected actions will not adversely impact air quality.

Because the anticipated staffing for the proposed project is similar to the continued operation of the existing BFSF (the no action alternative) and the project site is located in close proximity to the existing BFSF (the two sites are separated by approximately 1.5 miles), the proposed action will not increase employee vehicle miles required for continued service and operation. The number of future employee vehicle miles will be approximately equal under the proposed project as compared to the no action alternative.

Neither the proposed action nor the no action alternative will impact the level of aircraft operations, the number of passengers per year using the Airport, vehicular traffic in the area or other indirect source of air emissions.

Air emissions generated during the construction of the replacement BFSF will be de minimis, though there is uncertainty associated with the estimate. The current project schedule estimates that 'procurement and construction' will require approximately 10 months, though the duration of actual construction activities is unknown. The sequencing of construction activities on the 7.86-acre site has not yet been determined. Final grades of the site have not yet been designed.

Assuming site soils are 50% silt and have a moisture content of 20%, and using the factors provided in Table 11.9-1 from AP 42, a bulldozer (of unspecified size) is estimated to generating PM-10 emissions of approximately 4 pounds/hour. This estimate assumes no mitigation practices are employed.

The de minimis level for PM-10 is 15 tons/yr. Given the estimated PM-10 emission rate of 4 pounds/hour, approximately 7,500 bulldozer-hours are required before the de minimis level is exceeded. Without a final design and construction schedule it is difficult to estimate actual equipment hours. However, 2,000 hours represents a reasonable upper bound on an estimate of actual hours (two bulldozers, eight hours per day, 25 days per month, for five months), which suggests that the actual PM-10 emissions generated by earth moving construction activity will be below the de minimis level.

Using the soil properties provided above, unimproved haul roads on the site are estimated to generate approximately 13 pounds of PM-10 per vehicle mile traveled. However, given the small size of the site, unimproved haul roads are not expected to be a significant source of PM-10 emissions.

As with all construction projects at the Airport, as a standard practice a water truck will be utilized to moisten site soils in order to minimize the generation of visible dust.

In summary, the potential emissions from all sources at the replacement BFSF are below de minimis levels and are comparable to levels currently emitted by the existing BFSF. No mitigation measures, beyond those required by STL as a matter of standard practice for construction projects, are necessary to implement the proposed action.

4.4 Biological Resources (including fish, wildlife, and plants)

The U.S. Fish and Wildlife Service (USFWS) and Missouri Department of Conservation have provided lists of endangered species that may be present on the project site (Attachment G). The Gray Bat, Indiana Bat, Northern Long-eared Bat and Decurrent False Aster were listed as threatened or endangered species potentially present at the project site. There are no critical habitats within the project area under the jurisdiction of the USFWS. The Missouri Department of Conservation does not provide listings for critical habitat.

Tetra Tech completed a threatened and endangered species evaluation of the project site and found suitable habitat present (i.e. habitat exhibiting the necessary attributes for a given species' requirements) for the Indiana Bat and Northern Long-eared Bat. The suitable habitat is potential roosting trees. The evaluation and findings are presented in Attachment G.

USFWS regulations prohibit the removal of suitable bat roost trees during the active period for bats, 1 April through 31 October. To mitigate potential disturbance of bats, tree clearing, and disturbance of forested areas will be performed prior to construction, between 1 November and 31 March. Outside the tree roosting period, the USFWS guidance allows the removal of potential roost trees without further consultation with the USFWS. Restricting tree clearing activities as described will prevent the taking, harming or harassing of endangered species, as defined by the Endangered Species Act and will result in no effect to endangered species. Consultation with USFWS dated March 25, 2019, confirmed the tree clearing restrictions (Attachment G).

Suitable habitat for the Gray Bat and Decurrent False Aster is not present at the project site and the project will have no effect on these species.

The realignment of the St. Louis pipeline will occur within the Interstate 170 right-of-way. The pipeline will align where there is mowed turf and no impacts to biological resources will occur.

The realignment of the Spire natural gas line will occur on Airport owned property near the project site. The new gas line alignment is anticipated to be exterior to the replacement BFSF fence line. The environmental conditions along the proposed realignment are the same as the project site for the replacement BFSF and the same mitigation practices will be implemented.

The site of the existing BFSF is paved, impermeable surfaces. No trees or other suitable habitat are present. Decommissioning of the existing BFSF will have no impact on biological resources.

No adverse effects are associated with the No Action alternative. The existing BFSF is paved, impermeable surfaces. No trees or other suitable habitat are present at the site.

4.5 Hazardous Materials, Solid Waste, and Pollution Prevention

It is anticipated that the operation of the replacement BFSF will generate wastes of similar types and rates as those currently generated by the operation of the existing BFSF. The existing BFSF generates small volumes of solid wastes (chiefly office waste) and petroleum contact wastes (chiefly spent filter socks and related items) and disposal of these items is handled by local vendors. No hazardous wastes are generated by the existing BFSF.

From time to time, the existing BFSF handles off-specification fuel. Such fuel is sent off site to a recycling facility. Typically, the recycling facility performs necessary polishing of the off-specification fuel to make it suitable for use as heating oil. After the replacement BFSF is in operation, similar waste streams will be generated. It is anticipated that management of those waste streams will be identical to those currently in place at the existing BFSF.

The above-ground storage tanks at the replacement BFSF will be constructed, installed and maintained in accordance with all applicable codes and regulations. Secondary containment will be provided in accordance with applicable regulations. The fuel stored in the tanks is hazardous material, as defined in 49 CFR 172.101 *Purpose and Use of the Hazardous Materials Table*. The operation of the existing BFSF complies with Emergency Planning and Community Right to Know Act and a similar compliance program will be implemented at the replacement BFSF.

An *Environmental Site Assessment* report of the project site performed in 2017 by Environmental Cost Management (ECM), Inc. concluded “Based on the lack of observed petroleum-related impacts to soil and groundwater, and only limited metals impacts likely reflecting background conditions, ECM recommends no further action regarding the environmental conditions at the subject property.” Based on this finding, the construction of the replacement BFSF is not expected to uncover hazardous materials. The report identified one nearby site, approximately one mile northwest of the project site, which is on the National Priority List and four sites listed in the Leaking Underground Storage Tank database. However, the report found no indication that environmental contamination has spread from these sites to the project site.

A small amount of solid waste will be generated during construction of the replacement BFSF and the connected actions, but this rate of generation is expected to be small and easily accommodated by local solid waste disposal facilities. The only hazardous material anticipated to be present on the BFSF project site during construction is fuel for the construction equipment. Very small quantities of other hazardous materials may present from time to time for use in construction of the facility. Generation of hazardous waste during the construction and operation of the proposed action and connected actions is not anticipated.

In most circumstances, fuel will be transferred to and from the replacement BFSF via pipeline. These pipelines will be constructed and operated in accordance with all applicable regulations.

Aside from the removal of the tanks at the existing BFSF, following commissioning of the replacement BFSF, the proposed project and the connected actions will not impact nearby aboveground and underground storage tanks operated by the Airport or others.

The connected action of decommissioning the existing BFSF may generate a significant volume of petroleum impacted soil. Petroleum contamination has been detected in both groundwater and soil at the existing BFSF. The site and release have been registered with the Missouri Department of Natural Resources. Groundwater is currently monitored quarterly and until April 2017 an active groundwater treatment system was operational at the site when, with the concurrence of Missouri Department of Natural Resources (MDNR), the groundwater treatment system was shut down. It is the Airport intention to obtain regulatory closure of this site after decommissioning. If contaminated soils are removed from the site as part of regulatory closure, the contaminated soil will be shipped as a special waste to a nearby landfill for disposal. While the necessity of off-site

disposal has not yet been determined, it is likely that landfills in the area have sufficient capacity to accept the waste stream. All work to obtain regulatory closure of the site will be performed under plans approved by the MDNR.

4.6 Historical, Architectural, Archeological, and Cultural Resources

A review of the National Register of Historic Places (NRHP) and the MDNR State Historical Preservation Office (SHPO) registries indicate there are no historic places on or near the project site. The closest site on the registry is the "Curtiss-Wright Aeroplane Facility" located at 130 Banshee Road, approximately 7,000 feet northwest of the project site. The project site is not visible from the Curtiss-Wright Aero plane Facility.

The first use of the project site was for agriculture. Sometime during the late 1940's and into the early 1950's, the residential subdivision known as Brownleigh Subdivision was developed. The project site was built out in urban land uses by 1955. Historical aerial photograph and topographic maps are presented in Attachment H.

Starting in the 1980's, the Airport began buying the homes and turning the area into open space as part of a federally sponsored noise compatibility program. Purchase of the housing parcels at the BFSF project site was completed by 1986. By the mid 2000's, the Airport had purchased all parcels in the Brownleigh Subdivision in the area. All above ground structures were razed after purchase.

Based upon the previous use of the site and the preliminary review of the NRHP database, implementation of the proposed project would not have the potential to adversely affect any known historical, architectural, archaeological or cultural resources.

June 4, 2019, the State Historic Preservation Office issued a determination that the proposed project and connected actions do not have the potential to affect historic properties (Attachment H). Though no significance threshold has been established for this category, no adverse effects have been identified, and no mitigation is required. However, the SHPO and FAA will be contacted if resources are uncovered during construction.

Under the no action alternative – continued use of the existing BFSF – there are also no effects to historical, architectural, archeological or cultural resources and no mitigation is required.

4.7 Land Use

The City of Berkeley is the public agency authorized by the State of Missouri to zone the area that contains the replacement BFSF project site. As shown on the City of Berkeley Zoning Map (Attachment C), the project site for the replacement BFSF was zoned AD-2 Airport District, a classification that recognizes and protects areas devoted to public-use aviation and associated activities.

Section 400.195(D), *Berkeley Municipal Code*, states the purpose for designating the area AD-2 is "to recognize and protect those areas devoted to public-use aviation and associated activities from airspace obstructions or hazards, to impose land use controls within the Airport District that will protect airport operations and ensure a compatible relationship between airport operations and

other land uses in the vicinity of such airport operations and to ensure comprehensive, uniform development of the Airport District."

However, because bulk fuel storage is not a land use called out in the zoning regulation, the City of Berkeley recommended, and the Airport requested, a zoning change to M-1 Industrial District and a special use permit that would allow construction and operation of the replacement BFSF.

Zoning action on this subject was initiated in July 2018. The project was approved by the Berkeley Planning Zoning Commission and the Board of Adjustment. The City Council convened a public hearing on October 15, 2018, followed by a first read of an ordinance authorizing a special use permit, new site plan, and zoning change. The City Council received a second and third read of the ordinance on November 5, 2018. Immediately thereafter, by unanimous vote, Council passed the ordinance and approved the zoning change, special use permit and site plan (Attachment C).

4.8 Natural Resources and Energy Supply

No scarce or unusual materials will be needed for the construction and operation of the replacement BFSF or for the connected actions. There are no unusual circumstances associated with the construction of the replacement BFSF and connected actions. Construction of the replacement BFSF and connected actions will require diesel fuel and other consumable resources, but none of these resources are scarce or in short supply and consumption for the construction activities will have no impact on local economies or supplies. Impacts under this category are not significant.

Because the proposed project entails the construction of a replacement facility that is similar to an existing facility, there will be little or no net change in electricity demands, water usage or sewage disposal caused by this project. No additional demands will be placed on water resources. Fuel consumption by the replacement BFSF will be comparable to that of the existing BFSF. More broadly, the impacts to natural resources and energy supplies caused by operation of the replacement BFSF are comparable to the No Action alternative. Though no thresholds have been established for this impact category, no significant impacts to natural resources or energy supplies are associated with either the construction or operation of the replacement BFSF, the connected actions or the no action alternative of continued operation of the existing BFSF. Impacts are not significant and no mitigation measures are required.

4.9 Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

The proposed project and connected actions will have negligible socioeconomic impacts. It will not induce substantial economic growth in the area and will not disrupt or divide established communities. Because the Airport currently owns the project site and the connected actions occur either on airport property or in existing public rights-of-way, no residents or businesses will require relocation. The Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 is not applicable to the proposed project, the connected actions or the no action alternative.

In July 2016, St. Louis County measured the traffic on James S. McDonnell Blvd in the vicinity of the project site. The peak hourly volume was 524 vehicles per hour and the average daily traffic count was 3,830 vehicles. Given the planned staffing level of one or two full time employees and

that fuel receipt and issue from the facility will be predominantly via pipeline, the replacement BFSF will have a negligible impact on these traffic counts.

Airport Road, immediately north of the project site, has access to Interstate Highway 170, which in turn provides ready access to the other regional interstate highways. Because of the close proximity to interstate access the replacement BFSF construction and connected actions will have minimal impact on the traffic loads of secondary roads in the area. The existing BFSF is adjacent to Lambert International Blvd with nearby access to Interstate Highway 70. The decommissioning and remediation of the existing BFSF will have minor impact on local traffic.

The proposed project will not cause known adverse impacts to minority and/or low-income populations. The project site is currently owned by the Airport and has been Airport property for approximately 30 years. No public use of the property is allowed. The nearest residential area is approximately 3,000 feet east of the project site and physically separated from the site by Interstate 170. The project site is not visible from the nearest residential area.

No property will be acquired for the project and no persons will be displaced because of the project. The replacement BFSF will not have adverse impact on employment or potential employment in the area. No day-care facilities, hospitals or other facilities housing sensitive populations are located on or near the project site. The nearest day care facility, at 6315 Garfield Avenue, is approximately 3,200 feet northeast of the project site. B&D Adult Daycare is located at 6154 Madison Avenue, approximately 2,700 feet east of the site.

The proposed project and connected actions will not cause adverse socioeconomic impacts and no mitigation is required.

4.10 Visual Effects (including light emissions)

Proposed lighting will blend into the surrounding industrial land uses and be visually consistent with existing airport-related uses. It will also be visually consistent with existing adjacent airport-related uses and, therefore, will not degrade the existing visual character or quality of the site and surroundings. Lighting would be shielded and focused to avoid glare and prevent unnecessary light spillover. Therefore, implementation of the proposed project would not have the potential to create new sources of substantial light or glare, which would adversely affect day or nighttime views in the area. No visually protected areas are near the project site. No significant visual effects impacts will occur as a result of the proposed project and connected actions and no mitigation is required.

4.11 Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

No surface water features are found on the site and no rivers in St. Louis County are listed in the Nationwide Rivers Inventory. The project does not result in the control or modification of a stream or body of water and does not directly or indirectly affect any river or area within ¼ mile of its ordinary high-water mark. The Missouri River, located approximately 5 miles west of the project site, is the source for the public water supply in the area. The nearest lake is in January Wabash Park, approximately 1.7 miles east of the site.

Storm water runoff in the surrounding area is managed via a system of storm sewers, engineered drainage ways and detention ponds. Stormwater management related to the construction and operation of the project will be governed by federal, state and local requirements.

Stormwater from the project site currently discharges to the west and enters the Airport stormwater management system. After construction of the replacement BFSF, site runoff will continue to be discharged to the Airport system. The preliminary site design includes a stormwater detention basin, which is a Best Management Practice (BMP). This BMP will be designed in accordance with the requirements of the Metropolitan St. Louis Sewer District.

The national wetlands inventory shows no wetlands on or near the project area. The nearest wetland is located approximately 0.5 miles northwest of the site on property owned by the Boeing Corporation. A copy of the national wetlands inventory map for the proposed project area is shown in Attachment I. A qualified Tetra Tech wetlands scientist has field verified the National Wetlands Inventory map and found no jurisdictional wetlands are present at the site. A 404 permit will not be required for the proposed project. Tetra Tech's field verification is presented in Attachment G.

The project site is not located in a floodplain. The nearest floodplain is approximately one-mile north-northwest of the project site. A Federal Emergency Management Agency map for the project site and vicinity is shown in Attachment J.

It is anticipated that operation of the replacement BFSF will require a National Pollution Discharge and Elimination System (NPDES) Permit and a Storm Water Pollution Prevention Plan and Permit. Construction of the replacement BFSF will require a Construction Storm Water Pollution Prevention Plan (SWPPP) and Land Disturbance Permits from both the MDNR and the City of Berkeley.

The replacement BFSF will operate under a Spill Prevention, Control and Countermeasure Plan (SPCC), prepared in accordance with 40 CFR 112. The aboveground storage tanks will have secondary containment in accordance with 40 CFR 112. Accumulated stormwater will be managed in accordance with the governing regulations, the SPCC and the SWPPP.

The connected actions will not affect water resources. None of the connected actions will impact wetlands or will occur in flood plains. The existing BFSF occupies approximately three acres and is largely covered with impermeable surfaces. Runoff from the exiting BFSF will not increase following decommissioning and remediation. The decommissioning and remediation of the existing BFSF will be performed under a land disturbance permit issued by MDNR and the City of Berkeley.

The proposed realignment routes for the Buckeye Pipeline, St. Louis Pipeline and the Spire natural gas main do not impinge on wetlands or other surface water features and are not located in a floodplain. Once the realignment routes are determined, the owners will be responsible for obtaining necessary permits and complying with applicable regulations.

Section 404 permits or Section 401 water quality certifications will not be required to implement the proposed project and connected actions.

Groundwater is not used as a source of potable water in the area of the project site. According to the MDNR Well Installation Online Services database, there are no water wells located within two miles of the site. Potable water in St. Louis County is provided by Missouri American Water. Principal sources for Missouri American Waters are the Missouri River, approximately five miles west from the site, and the Meramec River, approximately 20 miles south from the site.

The existing BFSF operates under a NPDES permit (Permit Number MO-0127329). Under this permit, stormwater is monitored quarterly at two outfalls. A review of quarterly data from the first quarter in 2016 through the third quarter of 2017 found no exceedances above the permit benchmark concentrations.

No significant impacts to water resources have been identified. Stormwater BMPs will be implemented in accordance with the Metropolitan St. Louis Sewer District requirements. No other mitigation beyond required permitting is required.

Table 4-4 Summary of Impact Category Determinations and Mitigation

Environmental Consequences	Proposed Action Alternative		No Action Alternative		
	Impact Category	Impacts	Mitigation	Impacts	Mitigation
Air Quality	Not significant	Obtain permits to construct from St. Louis County	Not significant	None	
Biological Resources	Not significant	Prohibit clearing of potential bat roosting trees during the roosting season, 1 April through 31 October	None	None	
Climate	None	None required	None	None	
Coastal Resources	None	None required	None	None	
Section 4(f)	None	None required	None	None	
Farmlands	None	None	None	None	
Hazardous Materials, Solid Waste, & Pollution Prevention	None	None required. Closure of existing BFSF to be performed under plans approved by MDNR.	None	None	
Historical, Architectural, Archeological, and Cultural Resources	None	Contact SHPO and FAA if resources uncovered during construction.	None	None	
Land Use	Not significant	City commitment to Land Use Compatibility Assurance; Establish appropriate Airport zoning/ordinances. Prepare and implement SWPPP and Land Disturbance SWPPP.	None	None	
Natural Resources and Energy Supply	None	None required	None	None	
Noise and Noise Compatible Land Use	None	None required	None	None	
Socioeconomic, Environmental Justice, & Children's Health	None	None required	None	None	
Visual Effects	None	None required	None	None	
Water Resources					
Wetlands	None	None required	None	None	
Floodplains	None	None required	None	None	
Surface Water	None	Implement BMPs. Obtain stormwater and land disturbance SWPPPs. Implement SPCC.	None	None	
Ground Water	None	None required	None	None	
Wild and Scenic Rivers	None	None required	None	None	
Cumulative Impacts	None	None required	None	None	

5.0 CUMULATIVE IMPACT ANALYSIS

No significant cumulative impacts are anticipated.

Air emissions from the replacement BFSF will be below de minimis levels and will not be markedly different from those rates from the existing BFSF.

After construction of the replacement BFSF is completed, including the implementation of anticipated Best Management Practices, the rate of stormwater runoff from the site will not differ markedly from the current rate of runoff.

Impacts caused by the replacement BFSF are universally light. Impacts are also mitigated by the fact that the project consists of replacing an aging facility, not creating a new facility. As such, the net change to potential impacts will be negligible.

A review of the Proposed Action and Connected Actions effects on resources, when combined with other past, present, and reasonable foreseeable actions, has determined that there are no significant cumulative impacts.

6.0 PUBLIC INVOLVEMENT

The following summarizes the public involvement effort and consultation that occurred with local officials representing the City of Berkeley (MO), local stakeholders, and the general public. Opportunity for public involvement was afforded via the request for zoning change and special use permit (Appendix C), which entailed six public meetings and a public hearing requested by the City of Berkeley (Appendix K).

Zoning change and special use permit key dates and activities (Appendix C).

20 August 2018

- Petition for zoning change and presentation to the Berkeley City Council. Attended by 20 local officials and citizens.

12 September 2018

- Presentation of site plans to the Berkeley City Plan Commission. Attended by Berkeley Mayor, City Manager, and Commission members.

8 October 2018

- Presentation to Berkeley Board of Adjustment. Attended by City Manager and Board members.

15 October 2018

- Berkeley City Council convened a public hearing for the zoning change. Berkeley Mayor solicited public comment. No public comments were forthcoming. City Clerk provided the first read of a proposed ordinance authorizing the zoning change. Attended by 25 local officials and citizens

5 November 2018

- Berkeley City Council received 2nd and 3rd reading of the proposed ordinance. Berkeley Mayor solicited public comment and none were forthcoming. Zoning change and special use permit approved. Attended by 15 local officials and citizens.

Public hearing key dates and activities (Appendix K).

12 December 2018

- Berkeley City Manager requested opportunity for a public hearing pursuant to NEPA.

5 January 2019 / 12 January 2019

- Post-Dispatch/stltoday.com published notice of opportunity for public hearing; identified locations where the Environmental Assessment could be viewed in hard copy or in

electronic format; identified February 13 as cut-off date for receiving public comment. Instruction for submitting written comments were identified.

17 January 2019

- St. Louis American published notice of opportunity for public hearing; identified locations where the Environmental Assessment could be viewed in hard copy or in electronic format; identified February 13 as cut-off date for receiving public comment. Instructions for submitting written comments were identified.

6 February 2019

- Public hearing convened in Council Chambers, City of Berkeley. Twenty-eight attendees including elected officials, Berkeley police-fire-public works staff, general public, and project sponsors. Opportunity was offered for public comments and oral statements were given. (Appendix K contains transcripts of comment received and responses to comments.)
- The hearing officer announced written comments could be submitted through February 13.

13 February 2019

- Public comment period for the Environmental Assessment was closed. No written comments were received.

Attachment A
Proposed Action Drawings

- LEGEND:**
- EXISTING ST. LOUIS PIPELINE
 - PROPOSED ST. LOUIS PIPELINE
 - EXISTING BUCKEYE PIPELINE
 - PROPOSED FUEL LINE
 - - - SURVEY LIMITS

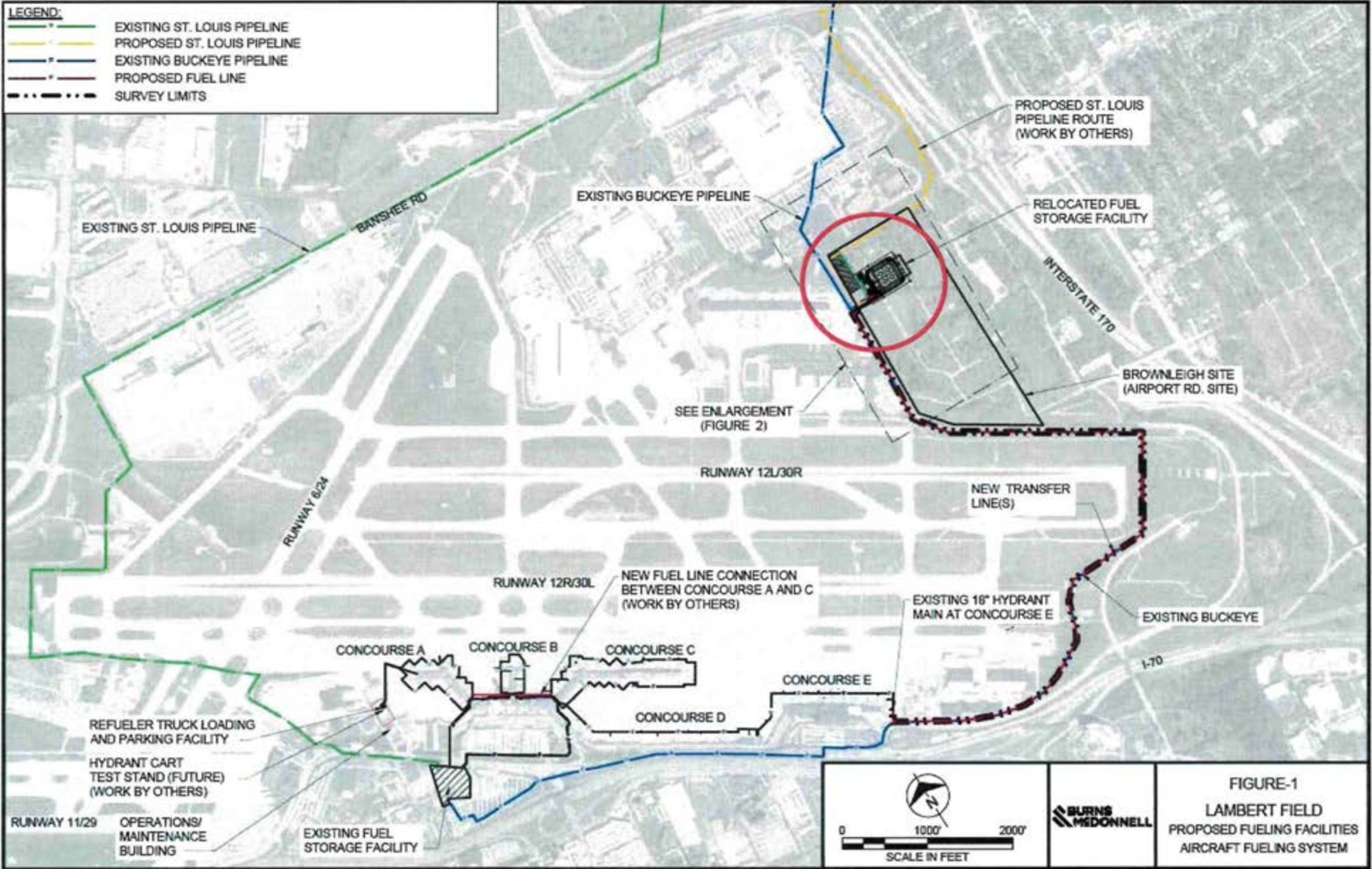


FIGURE-1
LAMBERT FIELD
PROPOSED FUELING FACILITIES
AIRCRAFT FUELING SYSTEM

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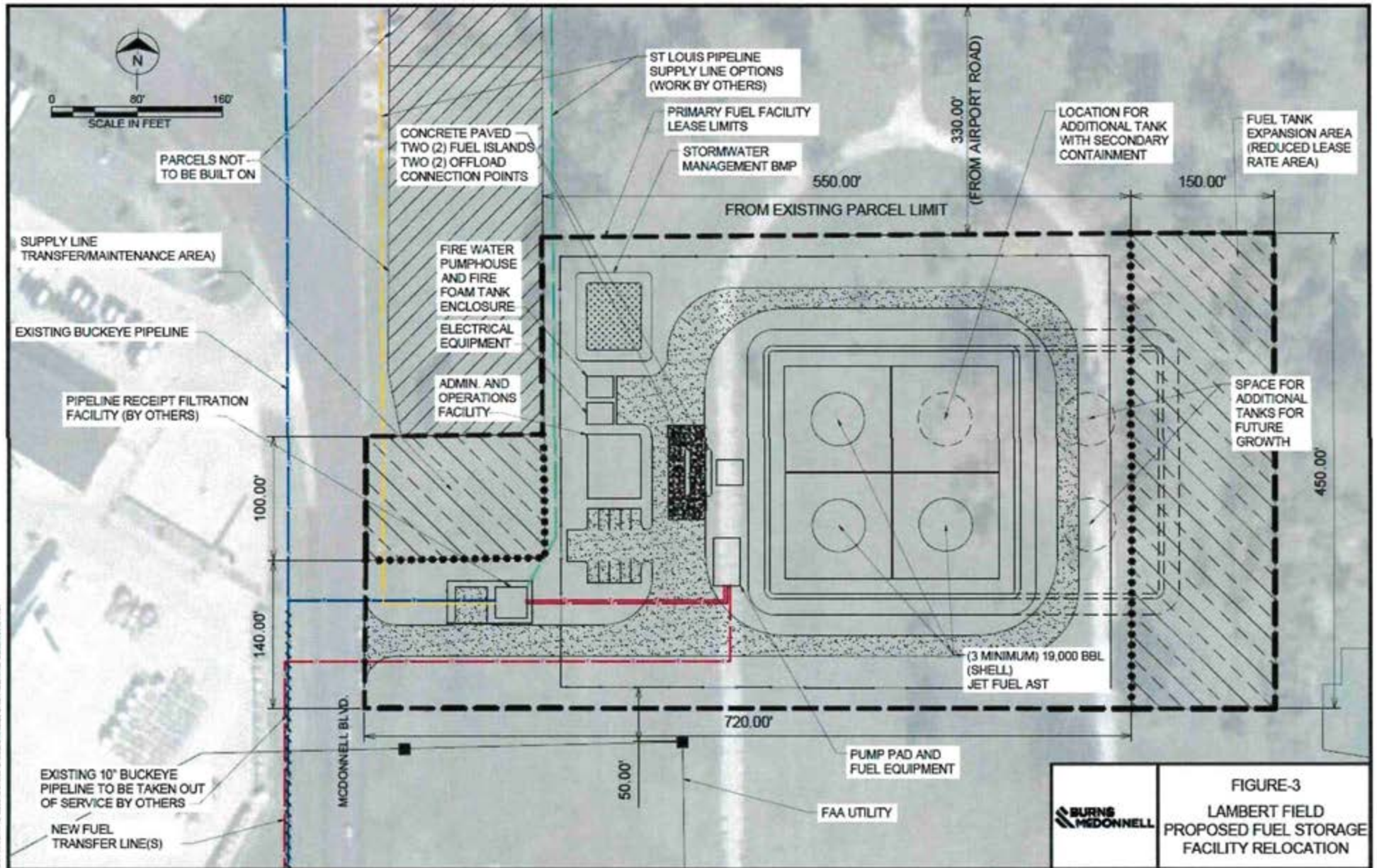
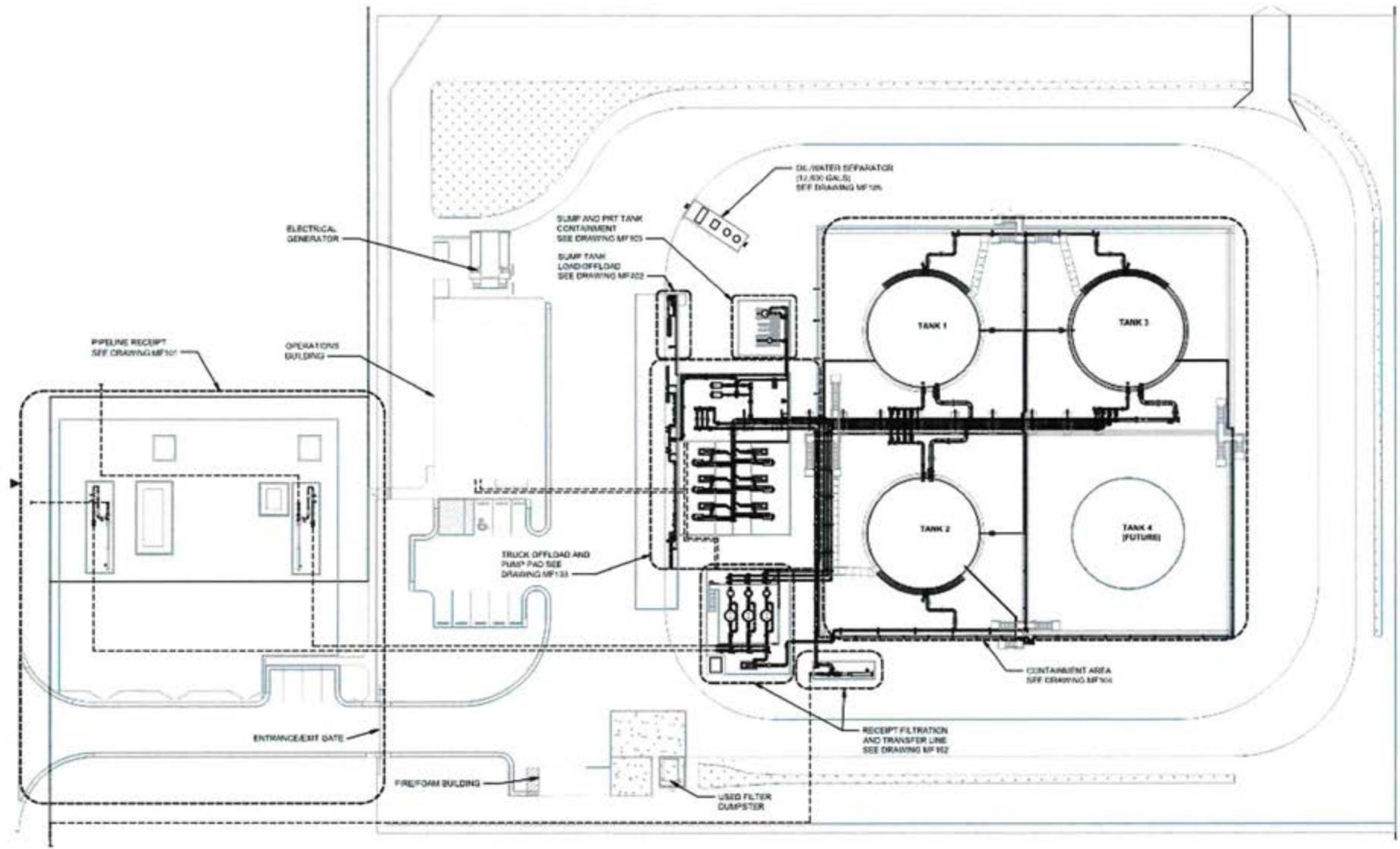


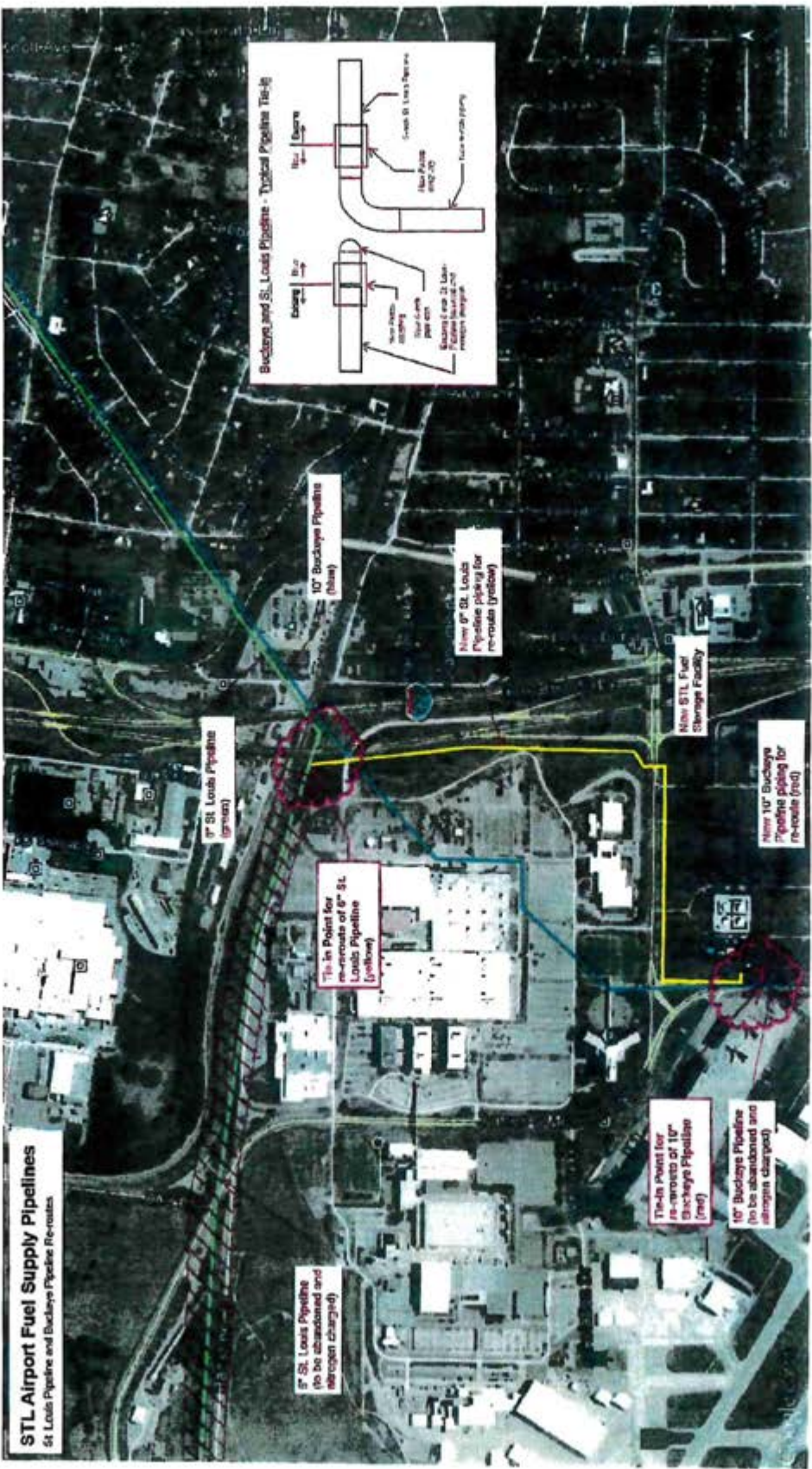
FIGURE-3
 LAMBERT FIELD
 PROPOSED FUEL STORAGE
 FACILITY RELOCATION

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STL Fuel Farm – Site Plan





STL Airport Fuel Supply Pipelines
St Louis Pipeline and Buckeye Pipeline Re-routes

8" St. Louis Pipeline (to be abandoned and nitrogen charged)

7 1/2" In Point for re-routes of 8" St. Louis Pipeline (yellow)

7" St. Louis Pipeline (green)

10" Buckeye Pipeline (blue)

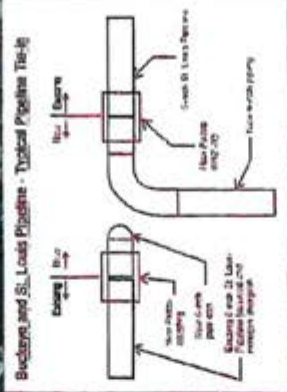
11 1/2" St. Louis Pipeline piping for re-routes (yellow)

New STL Fuel Storage Facility

New 10" Buckeye "going piping for re-routes (red)

In-its Point for re-routes of 10" Buckeye Pipeline (red)

10" Buckeye Pipeline (to be abandoned and nitrogen charged)



Attachment B
Project Site Photographs

Photo 1, looking north-northwest along James S McDonnell Blvd to the intersection of McConnell and Airport Road:



Photo 2, from near southwest corner of project site, looking northeast



Photo 3, From near Airport Road, looking south across proposed Site.



Photo 4. From east side of proposed Site, looking west, UPS facilities shown in background, across James S McDonnell Blvd from site.



Photo 5, from near southeast corner of proposed site, looking northwest. Boeing office building in background.



Photo 6, from east side of proposed site, looking west-northwest. FedEx facility in background.



Photo 7. From near northeast corner of proposed site, looking south-southwest.



Attachment C

**City of Berkeley Consultation
Zoning Change, Special Use Permit**

Attachment C

City of Berkeley Zoning Map Zoning Application and Public Involvement

City of Berkeley, MO Official Zoning Map 11/07/11

I HEREBY DO CERTIFY THAT THIS IS THE LATEST ADDED/REVISED MAPS PROVIDED TO IN THE City of Berkeley Zoning Regulations, Chapter 403 (codified in Sections 403.010 through 416.170). This map replaces and supercedes the previous Official Zoning Map through the adoption of Ordinance NO. 4016 by the City of Berkeley, Missouri on November 7th, 2011.

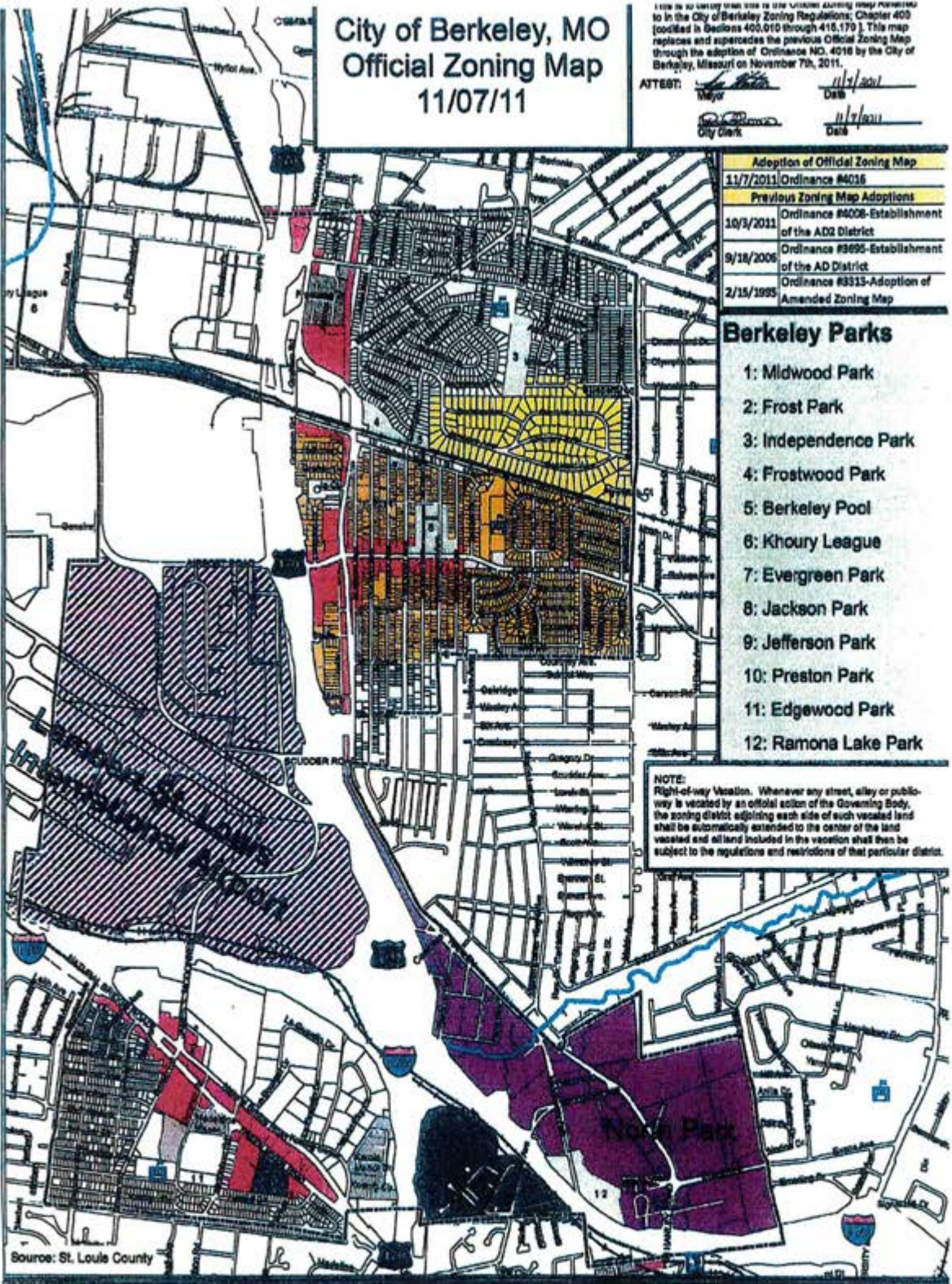
ATTEST:  11/7/2011
Date
 11/7/2011
Date

Adoption of Official Zoning Map	
11/7/2011	Ordinance #4016
Previous Zoning Map Adoptions	
10/3/2011	Ordinance #4008-Establishment of the AD2 District
9/18/2006	Ordinance #3695-Establishment of the AD District
2/15/1995	Ordinance #3313-Adoption of Amended Zoning Map

Berkeley Parks

- 1: Midwood Park
- 2: Frost Park
- 3: Independence Park
- 4: Frostwood Park
- 5: Berkeley Pool
- 6: Khoury League
- 7: Evergreen Park
- 8: Jackson Park
- 9: Jefferson Park
- 10: Preston Park
- 11: Edgewood Park
- 12: Ramona Lake Park

NOTE:
Right-of-way Vacation. Whenever any street, alley or public way is vacated by an official action of the Governing Body, the zoning district adjoining each side of such vacated land shall be automatically extended to the center of the land vacated and all land included in the vacation shall then be subject to the regulations and restrictions of that particular district.















Source: St. Louis County

Legend

-  City Limits
-  Schools
-  MetroLink Stations
-  Railways
-  Streams

Zoning

-  "R-1" Single Family Residence District
-  "R-2" Single Family Residence District
-  "R-3" Single Family Residence District
-  "R-4" Multiple Family Residence District
-  "C-1" Local Commercial District
-  "C-2" General Commercial District
-  "C-3" Planned Commercial District
-  "M-1" Industrial District
-  "M-2" Planned Research & Ind. Dist.
-  "AD" North Park
-  "AD-2" Airport
-  "P-1" Park District



Attachment C

City of Berkeley Zoning Map, Zoning Application and Public Involvement

Petition Request Time Line of Activity

Date	Activity	Outcome
9 August 2018	Application submitted to City of Berkeley for zoning change and special use permit	City Manager recommended the application to City Council
20 August 2018	Petition to Berkeley City Council for zoning change and special use permit, and presentation of project plan	Council referred application to the City Plan Commission
12 September 2018	Petition and presentation of site plans to Berkeley City Plan Commission	Commission recommended a public hearing and approval of petition by City Council; referred to Board of Adjustment
13 September 2018	City Clerk posted Notice of Public Hearing scheduled for October 15 at Berkeley City Council chambers	N/A
24 September 2018	Response to City Plan Commission questions	N/A
8 October 2018	Petition to Board of Adjustment requesting change to side-yard setback	Board recommended change be granted by City Council
15 October 2018	Public Hearing for zoning change, special use permit, and Board of Adjustment change	Hearing no objections from the public, City Council recommended an ordinance be introduced
15 October 2018	City Clerk introduced Bill #4650 an ordinance authorizing a zoning change, special use permit, and approving a site plan	Approved by City Council and recommended for second and third read.
5 November 2018	Second and third read of Bill #4650	By unanimous vote Bill #4650 adopted and motion passed by City Council as Ordinance #4494



TYPE OF APPLICATION

(Please check all that apply)

INITIAL FEE \$350

<input type="checkbox"/> Preliminary (Plats)	<input checked="" type="checkbox"/> Special Use Permit
<input type="checkbox"/> Re-approval (Plats)	<input checked="" type="checkbox"/> Zoning Change
<input type="checkbox"/> Amending (Plats)	<input type="checkbox"/> Resubdivision/Reconsolidation
<input type="checkbox"/> Site Plan	<input type="checkbox"/> Business Name/Ownership Change
<input type="checkbox"/> Lot Consolidation	<input type="checkbox"/> Variance
<input type="checkbox"/> Street Name (New, Change)	<input type="checkbox"/> Liquor/Lottery/Financials (Money Grams/Order)
<input type="checkbox"/> Street Vacation	<input type="checkbox"/> Other

REQUIREMENTS:

1. Prepare twenty (20) legible sets of drawings detailing interior & exterior of property.
2. Submit a completed application three (3) weeks prior to Planning meeting. (SEE attached Deadline & Meeting dates)
3. **DO NOT** destroy, tear down or remodel proposed business structure until 'FINAL' approval by City Council.
4. If you do not submit your application in a timely manner your request will be considered on the next meeting date.

APPLICANT(S) LEGAL NAME(S) St. Louis Lambert International Airport

APPLICANT IS (CHECK ONE): OWNER _____ AGENT X PURCHASER OF CONTRACT _____ TENANT _____

APPLICANT(S) ADDRESS: STREET 10701 Lambert International Blvd.

CITY St. Louis STATE MO ZIP 63145 PHONE (314) 551-5034 E-MAIL GABeckmann@flystl.com

LOCATION OF PROPOSED USE

STREET ADDRESS: James S. McDonnell Boulevard, Berkeley MO 63134

PROPERTY DESCRIPTION: Three tracts of land located east of James S. McDonnell Boulevard and south of Airport Road.

PRESENT ZONING DISTRICT: "AD-2" Airport PROPOSED ZONING DISTRICT (If applicable) "M-1" Industrial District

THE PROPERTY IS PRESENTLY BEING USED AS FOLLOWS: Unused

THE PROPERTY IS TO USE IT FOR: (Type of Business) St. Louis Lambert International Airport - Bulk Jet Fuel Storage

DAYS & HOURS OF OPERATION ETC. 7 days per week, 24 hours per day

PROPOSED NAME OF BUSINESS: STL Fuel Company, Fuel Storage Facility

APPROXIMATE SIZE OF TRACT: ACRES 7.858 SQ FT OF SPACE (Under roof) 4,287 (M&O building) 429 (fire protection buldg)

IF APPLICANT IS NOT OWNER: OWNER(S) NAME: City of St. Louis Missouri

ADDRESS: STREET: PO Box 10212 CITY: St. Louis

STATE: Missouri ZIP: 63145 PHONE: (314) 428-8000 E-MAIL: RKHamm-Niebruegge@flystl.com

I HAVE AUTHORITY TO ACT ON BEHALF OF THE OWNER: [Signature]
SIGNATURE

By signing this application the owner(s) and applicant(s) attest that all information and facts provided on this form and attachments are complete and accurate and that any omission or incorrect fact or information may invalidate any notice or subsequent action taken by the City of Berkeley Board of Adjustments, City of Berkeley Planning & Zoning Commission. (All applicants and owners shall sign the application. Attach additional name/address/signature/date pages as needed.)

APPLICANT(S) SIGNATURE [Signature] OWNER(S) SIGNATURE [Signature]

DATE 8/9/18 DATE _____
Gerald A Beckmann, Deputy Airport Director Rhonda Hamm-Niebruegge, Airport Director

On this date _____, all items necessary for a technical review of the proposed special use permit plan have been submitted and constitute a COMPLETE APPLICATION. STAFF SIGNATURE: _____

DATE PAID _____ Cash Check Money Order Debit/Credit RECEIPT NO: _____ CASE NO: _____



City of Berkeley, Missouri
City Council Meeting
August 20, 2018
Minutes

Meeting Called to Order:

Mayor Hoskins called the special council meeting to order and requested the reading of the notice at 6:32pm.
Special Meeting Notice

Notice is hereby given that the City Council of the City of Berkeley, Missouri shall hold a Special Meeting in the Council Chambers, located at 8425 Airport Road, with a vote to go into closed session on Monday, August 20, 2018 at 6:30 pm.

1. Meeting Called To Order
 - a. Roll Call
 - b. Vote to go into closed session for Real Estate.
2. Real Estate (RSMo. 610.021 (2))
3. Adjournment

Roll Call:

Councilwoman Mitchell (W1)	present	Councilwoman Williams (W2)	present
Councilwoman Hoskins (W3)	absent	Councilwoman Mathison (W4)	Rest in Peace
Councilman Hindeleh (W5)	present	Councilwoman-at-Large Greene	present
Mayor Hoskins	present	Quorum established.	

City Manager Irvin, City Attorney Smith, Finance Director King, Martin Ghafoori (Stifel) and City Clerk Jones were in attendance.

No action was taken during this meeting.

Councilwoman Williams moved and Councilwoman-at-Large Green seconded the motion for adjournment at 6:54pm. Roll Call: Mayor-Aye, Hoskins-Absent, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-5) motion passed.

Meeting Called to Order:

Mayor Hoskins called the council meeting to order at 7:00 pm.

Roll Call:

Councilwoman Mitchell (W1)	present	Councilwoman Williams (W2)	present
Councilwoman Hoskins (W3)	present	Councilwoman Mathison (W4)	Rest in Peace
Councilman Hindeleh (W5)	present	Councilwoman-at-Large Greene	present
Mayor Hoskins	present	Quorum established.	

A "Moment of Silence" was called by Mayor Hoskins. There was a recitation of the Pledge of Allegiance. City Manager Irvin and Department Directors were present.

Approval of the Minutes:

Mayor Hoskins moved, Councilman Hindeleh seconded, and the motion carried to approve the 07/16/18 regular meeting minutes.

Public Hearings:

Mayor Hoskins opened the Public Hearing to discuss the submission of the 2019 MML Grant application to improve the Lee Etta Hoskins Park, William Miller Park, and the Municipal Pool Swimming Pool House Renovations. The public did not offer any additional enquiries or comments about the 3 projects. Councilwomen Williams moved, Councilwoman-at-Large Greene seconded, and the motion carried to close this Public Hearing.

Request for Rezoning, Special Use Permits, Resubdivision:

Citizens Hearing:

Councilman Hindeleh moved, Councilwoman-at-Large Greene moved, and the motion carried to allow Ms.

Chiquetta Roy to use the City Float on 09-09-18 in the Prince Hall Americanism Day Parade.

Mayor Hoskins moved, Councilwoman-at-Large Greene seconded, and the motion carried to grant an open air permit for Deer Valley Community Day (8600 Airport) on 08-25-18 10am-2pm.

Mayor Hoskins, on behalf of the council, presented Councilwoman Louvenia Mathison's family with her name plate.

Request for Referral to City Plan Commission September 12, 2018 Agenda:

- Councilwoman Mitchell moved, Councilman Hindeleh seconded, and the motion carried for Case #18-07 St. Louis Lambert International Airport – Bulk Jet Fuel Storage.
- Councilwoman Mitchell moved, Councilwoman Williams seconded, and the motion carried for Case #18-08 Lauren & Dawon Stokes, Chloe's Playhouse – 4340 Marshall Rd (W5).
- Councilman Hindeleh moved, Councilwoman-at-Large Greene seconded, and the motion carried for Case #18-09 Pandey Corporation, Hotel RL St. Louis – 9600 Natural Bridge (W5).
- Councilwoman Mitchell moved, Councilman Hindeleh seconded, and the motion carried for Case #18-10 Barclenon Dixon & Henry Trinidad, Auto Repair Shop – 5814 N. Hanley (W4).
- Councilwoman Mitchell moved, Councilwoman-at-Large Greene seconded, and the motion carried for Case #18-11 Derek Willyard, Paintless Dent Removal & Minor Repairs – 583.2 Garfield (W4).
- Councilwoman Hoskins moved, Councilman Hindeleh seconded, and the motion carried for Case #18-12 Mitesh Limbachia, A-1 Smoke Shop – 9351 Natural Bridge (W5)
- Councilwoman Mitchell moved, Councilwoman-at-Large Greene seconded, and the motion carried for Case #18-13 Amend Zoning Code – Definitions
- Councilwoman Mitchell moved, Councilman Hindeleh seconded, and the motion carried for Case #18-14 James Leahy – Ownership & Name Change – Current Coin Laundry 8650 Frost Ave (W3).

Councilwoman Williams moved, Councilwoman-at-Large Greene seconded, and the motion carried to close the citizens hearing session of this meeting.

Resolutions:

Res #3449 – A Resolution to Reimburse such Councilpersons and City Manager for Expenses Specifically Incurred by them, if any, for the Months of July/August 2018 (Council)

Mayor Hoskins moved and Councilwoman Williams seconded the motion to adopt Resolution #3449. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed.

Petitions:

Unfinished Business:

Bill #4634 – An Ordinance of the City of Berkeley, MO, Amending Schedule XIIA-Defining One Way Streets; By Authorizing the Closure of Madison Avenue at Fourth Avenue, Eliminating the One Way in St. Louis County, Berkeley MO (Council) – 2nd & 3rd Reading

Councilwoman Mitchell moved, Councilwoman Williams seconded, and the motion carried for the 2nd reading of Bill #4634, by title only. Councilwoman-at-Large Greene moved and Councilman Hindeleh seconded the motion for the 3rd reading, by title only, and adoption of Bill #4634. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed. (*Ordinance #4477*)

Bill #4635 – An Ordinance of the City of Berkeley Amending the Employee Handbook of Personnel Rules and Regulations, Policies, and Benefits in Section 9.02: Sick Leave (Council) – 2nd & 3rd Reading

Councilwoman Hoskins moved, Councilman Hindeleh seconded, and the motion carried for the 2nd reading of Bill #4635, by title only. Councilwoman-at-Large Greene moved and Councilman Hindeleh seconded the motion for the 3rd reading, by title only, and adoption of Bill #4635. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed. (*Ordinance #4478*)

Bill #4636 – An Ordinance of the City of Berkeley, MO, Authorizing the Mayor to Execute the Attached Agreement with Alpha & Omega Demolition for Demolition for Structures according to Bid #872 – CDBG Funds (Council) – 2nd & 3rd Reading

Councilwoman Hoskins moved, Councilman Hindeleh seconded, and the motion carried for the 2nd reading of Bill #4636, by title only. Councilwoman Mitchell moved and Councilwoman-at-Large Greene seconded the motion for the 3rd reading, by title only, and adoption of Bill #4636. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed. (*Ordinance #4479*)

Bill #4637 – An Ordinance of the City of Berkeley, MO, Authorizing the Mayor to Execute the Attached Agreement with Sweetens Concrete Service, LLC for the Sidewalk Replacement Project According to Bid #873 – CDBG Funds (Council) – 2nd & 3rd Reading

Councilwoman Hoskins moved, Councilwoman Williams seconded, and the motion carried for the 2nd reading of Bill #4637, by title only. Councilwoman Hoskins moved and Councilman Hindeleh seconded the motion for the 3rd reading, by title only, and adoption of Bill #4637. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed. (*Ordinance #4480*)

New Business:

Introduction of Bills:

Bill #4638 – An Ordinance for the City of Berkeley, MO, Authorizing the Mayor to Execute the Attached Agreement with Sweetens Concrete Service, LLC for the Berkeley Firehouse No 2 – Building Entrance Concrete Replacement Project (Council)

Bill #4639 – An Ordinance for the City of Berkeley, Amending the Employee Handbook of Personnel Rules and Regulations, Policies, and Benefits in Section 9.10; Relating to Death in the Family (Council)

Bill #4640 – An Ordinance for the City of Berkeley, Amending the Employee Handbook of Personnel Rules and Regulations, Policies, and Benefits in Section 9.07; Relating to Military Leaved (Council)

Bill #4641 – An Ordinance for the City of Berkeley, Authorizing the Mayor to execute the Attached Contract with Stifel, Nicolaus, & Company, Inc. for Financial Advisory Services (Council)

Bill #4642 – An Ordinance Ordering the Levy and Fixing the Rate of Taxes to be Collected in the City of Berkeley, MO, for the Fiscal 2018/2019, to provide for the General Revenue; Establishment and Maintenance of Public Parks; and to Provide for the Payment of Interest and Principal on All Outstanding bonds of the City of Berkeley, MO (Council)

Appointments to Boards and Commissions:

Communications:

Reports and Recommendations from the City Manager:

Reports from the Clerk:

Reports from the City Attorney:

Reports from the Special Committees:

Reports from the Standing Committees:

Reports from the Council:

Audience Participation (Limited to Subjects Addressed During the Meeting):

Adjourn:

Councilman Hindeleh moved, Councilwoman-at-Large Greene seconded, and the motion carried to adjourn the meeting at 8:22 pm.

Approved: This 10th day of September 2018

Attest:

Theodore Hoskins, Mayor

Deanna Jones, City Clerk

PLAN COMMISSION MEETING MINUTES OF SEPTEMBER 10, 2018



MEETING MINUTES

City of Berkeley City Plan Commission

Wednesday, September 12, 2018

6:00 P.M.

Council Chambers, 8425 Airport Road, St. Louis, MO 63134

Note: The agenda for this meeting was posted on the bulletin board at the City Hall complex, 8425 Airport Road, September 5, 2018 at 5:00 p.m. in compliance with the Open Meetings Law.

Members Present: Mayor Hoskins, Kyra Watson, Robert Phillips, Carolyn Crimes and, Will Ferguson

Staff present: Debra M. Irvin, City Manager and Jim Linhardt, Fire Chief

CALL TO ORDER / DECLARATION OF QUORUM

With a quorum present, Chairperson Watson called the meeting to order at 6:03 pm

MINUTES

Approval of June 13, 2018 City Plan Regular Meeting Minutes:

Phillips made a **MOTION** to approve the minutes as presented. Hoskins **SECOND** the motion. A voice vote was taken, and the minutes were unanimously approved with a voice vote 5:0, Watson, Hoskins, Ferguson, Crimes, and Phillips

PUBLIC COMMENT:

Chairperson Watson asked if anybody present from the public would like to speak. With no public comment, Chairperson Watson moved to the next item on the agenda

OLD BUSINESS

None

NEW BUSINESS:

CASE NO. 18-07 – A request for a Special Use Permit, Zoning Change, and a referral to Board of Adjustment for three tracts of land by Saint Louis International Airport, located east of James S. McDonnell Blvd, and south of Airport Road in the City of Berkeley, St. Louis County, Missouri.

Representatives from Saint Louis International Airport (Dana Ryan), Burns and McDonnell (Kurt Janisch) and a member of the Fuel Consortium (Jim Stevenson) appeared before the Commission and gave a detailed overview of the \$50M fuel farm. The fuel consortium consists of Southwest Airlines, Delta, American, United, Frontier, and Spirit. The airlines have joined together to share the cost of the new fuel farm. The group showed a PowerPoint presentation, giving an overview of the proposed site, and the existing site. It was noted that St Louis Pipeline and Buckeye Pipeline will relocate their lines during construction. The construction time line is about 24 months, at which time the old pipe lines and underground tanks will be demolished. The Commissioners asked questions on pipe type, size, spills, fire response, and the size of office building, impact to neighbors and businesses, EPA inspections, fueling procedures, fuel separators, and water treatment, alarm detectors, leak detections,

PLAN COMMISSION MEETING MINUTES OF SEPTEMBER 10, 2018

and frequency of inspections. The airport group responded, "the site does not have a physical address at this time, the office is less ant 4500 sq. and does not require a sprinkler system, spills will be contained in the 5-foot dike wall surrounding the tanks, the floor has drains that will open in the event of a spill, no product should reach outside of the dike. Berkeley Fire will be the first responders in the event of a fire or spill and training will be provided to Fire Staff, and neighboring mutual aid agencies. The fuel is Jet A – combustible, and alarm sensors are buried 6-ft below grade that will sensor in the event of a spill. The tanks are double wall, steel plat, and can withstand punctures. The underground sensors will rapidly extinguish with Triple F-foam mixed with water. Buckeye and St Louis Pipelines will install new 16" lines to 138 locations throughout the airport for fueling. Testing will be done every 10 years; however, there will be regular pigging and degradation testing every 2 years, where Berkeley fire department will be on site and share finding with mutual aid agencies. Kurt Janisch, Burns and McDonnell stated he will send over a testing report before the public hearing to ensure that testing times are in compliance. After much discussion; Chairperson Watson entertained a motion to approve the request with conditions and add (19) to conditions "Leak detections shall be done semi-annually or annually, corrosion testing and pigging test every ____ years (council discretion) or earlier; Consortium to install leak detection alarm at time of construction. *Note: Testing report received on September 24, 2018 via email.*

Phillips made a **MOTION** to add (19) to conditions "Leak detections shall be done semi-annually or annually, corrosion testing and pigging test every ____ years (council discretion) or earlier; Consortium to install leak detection alarm at time of construction. Crimes **SECOND** the motion. A voice vote was taken, and (19) was unanimously approved to the conditions with a voice vote 5:0, Watson, Hoskins, Ferguson, Crimes, and Phillips.

Chairperson Watson entertained a motion to approve Case No. 18-07 and refer to City Council; Hoskins made a **MOTION** to refer to Board of Adjustment (BOA) to reduce the setbacks; depending on BOA then refer to City Council Case No 18-07 with conditions. Phillips **SECOND** the motion. A voice vote was taken, and the minutes were unanimously approved with a voice vote 5:0, Watson, Hoskins, Ferguson, Crimes, and Phillips.

Mayor Hoskins announced he needed to be excused for the remainder of the meeting, and asked to remove Case No. 18-15 from the agenda until further discussion with the owner. Chairperson Watson asked if any other cases needed to be removed. CM Irvin announced Case No. 18-08 withdrew, and Case No. 18-11, made no further contact with the City. With that, Chairperson Watson entertained a motion to remove Cases 18-08, 18-11 and 18-15 from tonight's agenda. Hoskins made a **MOTION** to motion to remove Cases 18-08, 18-11 and 18-15 from tonight's agenda. Phillips **SECOND** the motion. A voice vote was taken, and the minutes were unanimously approved with a voice vote 5:0, Watson, Hoskins, Ferguson, Crimes, and Phillips.

Mayor Hoskins left the meeting 7:03pm.

CASE NO. 18-09 – A request for a Special Use Permit by Pandey Corporation for Hotel RL St. Louis to operate a full-service hotel, bar and restaurant located at 9600 Natural Bridge Road, in the City of Berkeley, St. Louis County, Missouri.

Charles Richards, Maintenance Chief Engineer for the hotel appeared before the commission seeking approval to re-open the hotel. Commission noted that this is the third time that Charles has appeared and no activity has occurred. Charles promised that this is the final time and the hotel will open

PLAN COMMISSION MEETING MINUTES OF SEPTEMBER 10, 2018

January 16, 2019. Commission asked what are some of the changes at the hotel; Charles said the interior stage and check in will be revised a platform areas. The applicant is requesting an SUP for hotel operations, liquor and a full service restaurant offering room service. Watson stated that the chain link fence shall be removed from the generator and a vinyl fence install to remain uniform with the Business District; this change will become number (20) in the list of conditions. With no further discussion.

Chairperson Watson entertained a motion to add number (20) vinyl fencing not to exceed 8-ft around the generator. Phillips made a **MOTION** to approve adding number (20); Crimes **SECOND** the motion. A voice vote was taken, and number (20) was unanimously added as a condition with a voice vote 4:0, Watson, Ferguson, Crimes, and Phillips

Chairperson Watson entertained a motion to approve Case No. 18-09 and refer to City Council for a Public Hearing; a request for a Special Use Permit by Pandey Corporation for Hotel RL St. Louis to operate a full-service hotel, liquor license, and restaurant located at 9600 Natural Bridge Road, in the City of Berkeley, St. Louis County, Missouri. Phillips made a **MOTION** to approve Case 18-09 Crimes **SECOND** the motion. A voice vote was taken, and the minutes were unanimously approved with a voice vote 4:0, Watson, Ferguson, Crimes, and Phillips.

CASE NO. 18-10– A request for a Special Use Permit and Name Change by Barclenon Dixon and Henry Trinidad for the continued operation of an Auto Repair Shop at 5814 North Hanley, in the City of Berkeley, St. Louis County, Missouri.

Barclenon Dixon and Henry Trinidad appeared before the Commission requesting to continue operating the existing auto repair shop at 5814 North Hanley Road. Applicants stated they are already operating, they took over the lease from previous tenant. Commissioners knows the location and did not ask any questions of the applicants. Chairperson Watson entertained a motion to approve Case No. 18-10 and refer to City Council for a Public Hearing; Phillips made a **MOTION** to approve Case 18-10, Crimes **SECOND** the motion. A voice vote was taken, and Case 18-10 were unanimously approved with a voice vote 4:0, Watson, Ferguson, Crimes, and Phillips.

CASE NO. 18-12– A request for a Special Use Permit by Mitesh Limbachia to operate a Smoke Shop, selling tobacco products & accessories, under the name **A-1 Smoke Shop** at 9351 Natural Bridge, in the City of Berkeley, St. Louis County, Missouri.

Mitesh “Sam” Limbachia, appeared before the Commission requesting to open and operate smoke shop. Commissioners asked several questions of the applicant, “Is there a business like this in the area; are customers allowed to smoke in the shop, are children allowed, what else you are selling.” Applicant responded, he owns the A-1 Liquor store in the plaza and the Laundromat. The store will not allow smoking, children are allowed in the company of an adult. The products are all tobacco products and smoking accessories, such as pipe, bong, bulk cigarettes and cigars. No Cuban cigars. City Manager Irvin asked he would sell Lottery Tickets, applicant stated yes. With no further questions, Chairperson Watson entertained a motion to add the sale of Lottery tickets as (12) on the list of conditions. Phillips made a **MOTION** to add Lottery as (12) on the conditions, Crimes **SECOND** the motion. A voice vote was taken, and unanimously approved with a voice vote 4:0, Watson, Ferguson, Crimes, and Phillips.

PLAN COMMISSION MEETING MINUTES OF SEPTEMBER 10, 2018

Chairperson Watson entertained a motion to approve Case No. 18-12 and refer to City Council for a Public Hearing; Phillips made a **MOTION** to approve Case 18-12, Ferguson **SECOND** the motion. A voice vote was taken, and Case 18-12 was unanimously approved with a voice vote 4:0, Watson, Ferguson, Crimes, and Phillips.

CASE NO. 18-13 – A request from the City Manager to amend the Zoning Code, Chapter 400 by adding additional definitions.

City Manager (CM) Irvin presented to the commission the new definitions supporting the changes that have been made to certain types of uses in the past year. CM Irvin desired to add two additional definitions, Short Term Rentals/Vacations Rentals (prohibited) and Primary Residence; however, after much discussion the commissioners decided that they would support adding primary residence as a new definition, but not prohibiting Short Term Rentals/Vacations Rentals. Commission Crimes spoke passionately about the city considering Short Term Rentals/Vacations Rentals, she has used Short Term Rentals/Vacations Rentals when she travels and they are kept well because owners want to have profitable property. Commission Crimes believes that the city would do well to consider these types of investment in the city. Chairperson Watson asked for more research with the next few months. The board nodded in agreement.

Chairperson Watson entertained a motion to add "Primary Residence" into the definitions. Phillips made a **MOTION** to add "Primary Residence," Crimes **SECOND** the motion. A voice vote was taken, and was unanimously approved with a voice vote 4:0, Watson, Ferguson, Crimes, and Phillips.

Chairperson Watson entertained a motion to approve Case No. 18-12 and refer to City Council for a Public Hearing; Phillips made a **MOTION** to approve Case 18-12, Ferguson **SECOND** the motion. A voice vote was taken, and Case 18-12 was unanimously approved with a voice vote 4:0, Watson, Ferguson, Crimes, and Phillips.

CASE NO. 18-14 – A request for a Special Use Permit to James Leahy for a Change of Ownership and Name Change for the continued operation of an existing coin laundry at 8650 Frost Ave, in the City of Berkeley, St. Louis County, Missouri.

James Leahy 808 Dutchhill Road, Ballwin, Missouri appeared before the Commission, seeking a Special Use Permit and a Change of Ownership and Name Change for the continued operation of an existing coin laundry at 8650 Frost Ave. Mr. Leahy is buying the laundromat and will add new washers, dryers and bring the property up to code. He will have an attendant on duty. Commissioners asked about the loitering problem and security. Leahy explained that he will have security cameras and will monitor the problem. He hopes that the hours of operation, security and attending will curtail the loitering problem.

With no further questions, Chairperson Watson entertained a motion to approve Case No. 18-14 and refer to City Council for a Public Hearing; Phillips made a **MOTION** to approve Case 18-14, Crimes **SECOND** the motion. A voice vote was taken, and Case 18-14 was unanimously approved with conditions with a voice vote 4:0, Watson, Ferguson, Crimes, and Phillips.

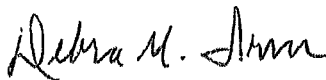
PLAN COMMISSION MEETING MINUTES OF SEPTEMBER 10, 2018

CONCLUDED

That the next regularly scheduled meeting of the City Plan Commission is held on Wednesday, October 10, 2018 at 6:00 p.m. and that consideration of the dates and times of future Committee meetings be deferred to this meeting.

ADJOURNMENT

There being no further business to come before the Commission, Chairman Watson adjourned the meeting at 8:03 p.m. with a voice vote 4:0, Watson, Hoskins, Ferguson and Phillips



Respectfully submitted by:
Debra Irvin, City Manager
Recording Secretary



Approved for submittal by:
Kyra Watson, Chairman

These minutes are subject to the City Plan Commission approval at their next scheduled meeting.

PLAN COMMISSION MEETING MINUTES OF SEPTEMBER 10, 2018

CONDITIONS CASE NO. 18-07

CASE NO. 18-07 – A request for a Special Use Permit, Zoning Change, and refer to Board of Adjustment for three tracts of land located east of James S. McDonnell Blvd and South of Airport Road in the City of Berkeley, St. Louis County, Missouri.

1. Refer to the Board of Adjustment for encroachment into side yards setback
 - a. New side yard setback 10'
2. Adhere to the Performance Standards of the M-1 District
3. Owner shall provide a legal address numbers, routing to Berkeley Fire Department
4. Hours of operation shall be 24 hours per day – 7 days per week.
5. Owner shall comply with Ordinance 4373 and install a commercial enclosure
6. After construction of the replacement fuel farm, owner shall close and decommission the existing fuel storage facility, by removing underground and above-ground tanks, structures, and related equipment, and remediating environmental conditions on the site.
7. Pipes and associated equipment connecting to the Fuel Hydrant System located outside of the existing fuel farm shall be cleaned, capped, and abandoned in place. *(Permits required from City of Berkeley)*
8. The building, lot, landscaping and yard areas shall be maintained and kept free and clear of any debris or trash or weeds including maintenance of all landscaped areas.
9. All parking areas must be a paved surface, the parking lot should be cleaned of all the debris, weeds and trash, etc.
10. Install perimeter fence in accordance to plans submitted
11. All required inspections by the city are required before issuance of occupancy permit or business license.
12. This Special Use Permit will be revoked if for any reason the applicant ceases operation and closes its doors to the public for a period of six (6) months or more and not complying with the City's Special Use Permit.
13. The Special Use Permit shall not be assigned, or sold, or conveyed, or operated by another without prior approval by the City Council and occupancy permit, building permit or business license shall be issued to such assignee until such approves is secured.
14. Any violations can be a reason for the City to revoke this permit, according to the City's current regulations. The applicant will comply with all the City's rules and regulations.
15. Prior to issuance of any Occupancy Permit, the above noted conditions, the conditions as described in the attached Report, the inspections as part of the normal occupancy permit process shall be met, and as approved by the City Council.
16. If the City Council determines that the public health, welfare and safety are adequately protected in view of the foregoing criteria, then the special use permit shall be granted; but if it is negative as to any of such paragraphs, then the special use permit shall be denied.
17. In granting such special use permits, the City Council may provide that the permit be valid for a limited period of time not to exceed fifty (50) years. Upon expiration of the time limit specified in the permit, the holder of the permit may request the permit be reviewed by the City Council, and the City Council may extend it for another limited period of time not to exceed fifty (50) years. The City Council shall provide that the permit be exclusive only for the holder and non-transferable.
18. The City Council may, in accordance with Section 400.580, institute a rezoning. The City Council, after a public hearing, may revoke a special use permit for failure of compliance with the regulations and restrictions of this Chapter or the requirements of the special use permit.

PLAN COMMISSION MEETING MINUTES OF SEPTEMBER 10, 2018

19. "Leak detections shall be done semi-annually or annually, corrosion testing and pigging test every ____ years (council discretion) or earlier; Consortium to install leak detection alarm at time of construction.

CONDITIONS CASE NO. 18-09

CASE NO. 18-09 – A request for a Special Use Permit by Pandey Corporation for Hotel RL St. Louis located at 9600 Natural Bridge Road, in the City of Berkeley, St. Louis County, Missouri.

1. Established hours of operations - 24 hours
2. Paint exterior of hotel to conform to natural colors in the area
3. Build new trash enclosures in accordance with city ordinance.
4. Signage needs to be replaced.
5. Replace dilapidated fence around property.
6. The entire parking lot shall be sealed and striped.
7. The entire interior will be thoroughly inspected by City's Building and Fire Departments. The St. Louis County Health Department needs to be brought in for their inspection of the restaurant.
8. The applicant will need to acquire all the necessary building/occupancy & fire safety permits from the City of Berkeley and other jurisdictions, after getting Council's approval on this Special Use Permit application. The applicant is being informed of the following items:
9. To continue occupying the building and facilities while complying with all the applicable rules and regulations of the City of Berkeley, St. Louis County, State and Federal rules and regulations.
10. Any vehicle licensed in excess of twelve thousand (12,000) pounds gross vehicle weight is not permitted on the parking lot.
11. No truck, truck trailer or vehicle of any type shall be used for storage purposes, not on skids, jacks or any other device that will make them immobile or inoperable. No repair of any nature will be performed on these parking lots.
12. This facility will comply with "performance standards", in terms of vibrations, noise, odor, smoke, toxic gases, emissions, air pollution.
13. Commercial occupancy and business license will be required from the City of Berkeley.
14. This Special Use Permit will be revoked if for any reasons the applicant ceases operations and not complying with the City's Special Use Permit.
15. This Special Use Permit shall not be assigned, or sold, or conveyed, without prior written approval from the City Council.
16. Any violations can be a reason for the City to revoke this permit, according to the City's current regulations. The applicant agrees to comply with all the City's rules and regulations.
17. The applicant needs to provide a written time schedule by when these outstanding items mentioned above will be completed.
18. Prior to issuance of any Occupancy Permit, the above noted conditions shall be met.
19. In granting such special use permits, the City Council may provide that the permit be valid for a limited period of time not to exceed ten (10) years. Upon expiration the holder may request a review and the City Council may extend it for another limited period of time not to exceed ten (10) years.
20. Remove chain-link construction fence around generator; add white vinyl not to exceed 8-ft. in height.



September 24, 2018

Debra M. Irvin,
City of Berkeley
8425 Airport Rd
Berkeley Mo 63134

RE: Case Number 18-07 – STL Bulk Jet Fuel Storage

Dear Ms. Irvin,

I want to thank you, the City Council and the Planning Commission for your consideration of our request for the zoning change and special use permit for the upcoming bulk jet fuel storage facility at St Louis Lambert International Airport.

At the planning commission meeting there was a request for some additional information. The first question was regarding the toxicity of burning jet fuel and concern for the impact to the residents of Berkeley in case of a fire. The combustion of jet fuel to ambient air would generally produce the same products of combustion/air emissions as a diesel or kerosene-fueled fire and would have less emission of pollutants than a gasoline fire. As shown below, the primary products of Jet A fuel combustion are carbon dioxide and water.

Jet A Products of combustion:

- Carbon dioxide (CO₂) – 70%
- Water vapor (H₂O) - < 30%
- Nitrous oxides (NO_x) - < 1%
- Carbon Monoxide (CO) - < 1%
- Oxides of sulfur (SO_x) - < 1%
- Unburned/partially combusted hydrocarbons (C) - < 1%

As a comparison, below are the products of combustion of a typical house fire.

House fire products of combustion:

- Carbon dioxide (CO₂)
- Water vapor (H₂O)
- Nitrous oxides (NO_x)
- Carbon Monoxide (CO)
- Oxides of sulfur (SO_x)
- Hydrogen cyanide (HCN)
- Hydrochloric acid (HCL)
- Hydrogen bromide (HBr)
- Hydrogen fluoride (HF)
- Carbonyl fluoride (COF₂)
- Phosphoric acid (H₃PO₄)
- Phosphorous pentoxide (P₂O₅)
- Phosgene
- Additional irritants (acrolein, formaldehyde, crotonaldehyde)
- Particulates

Sources of this information is provided below.

It is important to note the fuel storage industry has many codes and regulations in place to reduce the risk of a fuel fire and/or quickly extinguish it. Because of this, in the past 30 years there have only been three major jet fuel fires at airport fuel storage facilities in the U.S. Jet fuel fires at airport fuel storage facilities are rare, unlike for example, house fires.

As discussed, we will have an emergency response plan for a fire incident which is fully coordinated with the Fire Department. This plan will include procedures on how to notify local emergency services and the surrounding community if a fire event were to occur. Most importantly, the fire protection for this facility exceeds the code requirements. Our Jet A fuel storage facility will have state-of-the-art optical flame detection on the pump pad, which will recognize and automatically notify emergency responders during the incipient stages of a fire. We are also providing an onsite foam/water cannon which will allow emergency responders spray a foam/water solution on areas where fuel is stored or transferred. This will allow for the rapid smothering and extinguishment of a fire event from a distance.

The other question was a request for more information regarding the inspection of the transfer pipeline. As we discussed, the transfer pipeline will include a leak detection system. The leak detection system will have an EPA-approved minimum detectable leak rate and will be tested semiannually. The cathodic protection system, which protects the piping against corrosion, will be inspected annually. In addition, the transfer pipeline is being designed with the ability to use a "smart pig" for inspections to evaluate the integrity of the pipe. While not a requirement by industry code or standards, the smart pig provides an additional method of inspection for the pipeline.

Due to the cost to perform the smart pig inspection and the potential impact to airport operations, the planned inspection interval is customarily 10 or more years. The reason that the smart pig is not used more frequently is because of the potential for the smart pig to become lodged in or otherwise damage the pipeline. Since this pipeline will be the only source of fuel to the airport, should the smart pig become lodged in the pipe, there is a potential that fueling operations at STL could be interrupted for several days while the smart pig is removed from the pipeline and for repairs to be made. The transfer pipeline piping has a design life of 50 years; however, it is expected to last indefinitely with proper maintenance. Use of the smart pig is not for leak detection or to otherwise protect the pipe, but instead to evaluate the metal and perform other measurements. For that reason, use of the smart pig should be limited to no more than once every 10 years.

Lastly, there was a concern raised for possible damage to the tanks from tornadoes. We design the tanks to meet all codes and regulations. The wind load in the local building code that we design for is for wind pressures on a vertical plane and not tornado winds; however, the tanks will typically have fuel in them, so this will help prevent damage or movement of the tank in the event of a tornado or strong winds. In the event the tank is empty, the tank has anchor bolts to prevent tank movement/turnover (due to wind loads) and floatation (if the dike fills up with water). Regarding puncture strength of the tank, the tanks are made of A36 carbon steel plates that are 1/4-inch thick toward the top and the plates typically get thicker lower on the shell. A36 steel plate has a yield strength of 36,000 psi and an ultimate tensile strength of 58,000 psi. Puncturing the tank with flying objects from a tornado would be difficult. If somehow a tank was to get punctured, the tank farm operators would detect it and quickly transfer fuel

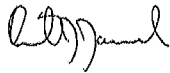
City of Berkeley MO – Ms. Debora Irvin
September 24, 2018
Page 3

from that tank to another tank to stop the release of fuel. Any leaked fuel would be contained within the 5 ft tall concrete tank dike containment area and would not leave the site.

We have also discussed the tornadoes impact concern with a tank construction contractor. They had previously performed a high-level study on the potential effects of a tornado impacting a fuel storage facility with above ground fuel storage tanks similar to the ones that will be constructed here. They specifically looked at a facility in Cushing OK in the heart of tornado alley. Their research indicated that while damage will most likely occur, there are no records of complete failures of tanks. Damage of equipment and local buckling of the shell may occur from direct impacts of debris; however, as previously stated, if failure were to occur, the facilities containment system would reduce the likelihood of a release from the site.

Please let me know if you have any questions or need more information. I look forward to seeing you during the public hearing on October 1.

Sincerely,



Kurt Janisch
Project Manager

Cc: Jim Stevenson, Chair STL Fuel Company
Dana Ryan, St Louis Lambert International Airport

Fire Information Sources:

FAA (https://www.faa.gov/regulations_policies/policy_guidance/envir_policy/media/AEPRIMER.pdf)
Risk Factors of Jet Fuel Combustion Products

(<https://www.sciencedirect.com/science/article/pii/S0378427403005095?via%3Dihub>)

NIST (https://www.nist.gov/sites/default/files/documents/el/fire_research/4-Purser.pdf)

World Health Organization

(http://www.who.int/hac/techguidance/tools/products_of_combustion_July2006.pdf)

Fire Engineering *Toxicology of Smoke Inhalation* (<https://www.fireengineering.com/articles/print/volume-162/issue-8/features/toxicology-of-smoke-inhalation.html>)



City of Berkeley, Missouri
City Council Meeting
October 15, 2018
Minutes

Meeting Called to Order:

Mayor Hoskins called the council meeting to order at 7:00 pm.

Roll Call:

Councilwoman Mitchell (W1)	present	Councilwoman Williams (W2)	present
Councilwoman Hoskins (W3)	present	(W4)	vacant
Councilman Hindeleh (W5)	present	Councilwoman-at-Large Greene	present
Mayor Hoskins	present	Quorum established.	

Approval of the Minutes:

Councilwoman Williams moved, Councilwoman-at-Large Greene seconded, and the motion carried to approve the 10/01/18 regular meeting minutes.

Public Hearings:

Mayor Hoskins opened the Public Hearing to discuss Case #18-07: Shall a Special Use Permit, Zoning Change, and referral from the Board of Adjustment be granted for three tracts of land located east of James S. McDonnell Blvd and South of Airport Rd in the City of Berkeley, St. Louis County, MO? The public did not offer any additional questions or comments. The council members were given an opportunity for clarification inquiries. Councilwoman-at-Large Greene moved, Councilwoman Williams seconded, and the motion carried to close this Public Hearing.

Mayor Hoskins opened the Public Hearing to discuss Case #18-10: Shall a Special Use Permit be granted to Barclenon Dixon and Henry Trinidad to operate an Auto Repair Shop at 5814 North Hanley? The public did not offer any additional questions or comments. The council members were given an opportunity for clarification inquiries. Motor Vehicles are not allowed to be sold from this business or location. Councilman Hindeleh moved, Mayor Hoskins seconded, and the motion carried to close this Public Hearing

Request for Rezoning, Special Use Permits, Resubdivision:

Citizens Hearing:

Mayor Hoskins moved and Councilwoman Mitchell seconded the motion to continue with the demolition process of 8431 Pinon. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed. The request by owner Rauchelle Reed to consider stopping the demolition process is denied.

Councilman Hindeleh moved, Councilman-at-Large Greene seconded, and the motion carried to close the citizens hearing session of this meeting.

Resolutions:

Res #3455 – A Resolution Authorizing Barclenon Dixon & Henry Trinidad a Special Use Permit to Operate an Auto Repair Shop Located at 5814 North Hanley, in the City of Berkeley, St. Louis County, MO (Council)

Councilwoman Mitchell moved and Councilwoman-at-Large Greene seconded the motion to adopt Resolution #3455. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed.

Proclamation #18-04 – A Proclamation Dedicating the William Miller City Park to William “Bill” Former Mayor & Councilman Ward I (Council)

Councilwoman-at-Large Greene moved and Councilman Hindeleh seconded the motion to adopt Proclamation #18-04. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed.

Petitions:

Unfinished Business:

Bill #4646 – An Ordinance Amending the Zoning Code Chapter 400 by Adding Additional Definitions (Council) – 2nd & 3rd Reading

Councilwoman Williams moved, Councilwoman-at-Large Greene seconded, and the motion carried for the 2nd reading of Bill #4646, by title only. Councilwoman-at-Large Greene moved and Councilman Hindeleh seconded the motion for the 3rd reading, by title only, and adoption of Bill #4646. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed. (*Ordinance #4490*)

Bill #4647 – An Ordinance for the City of Berkeley, MO, Authorizing the Mayor and City Manager to Execute the Attached Memorandum of Understanding with BKM Fitness for a Family Fitness Program (Council) – 2nd & 3rd Reading

Councilwoman Mitchell moved, Councilman Hindeleh seconded, and the motion carried for the 2nd reading of Bill #4647, by title only. Councilwoman-at-Large Greene moved and Councilwoman Mitchell seconded the motion for the 3rd reading, by title only, and adoption of Bill #4647. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed. (*Ordinance #4491*)

Bill #4648 – An Ordinance for the City of Berkeley, MO, Authorizing the Mayor and City Manager to Execute the Attached Memorandum of Understanding with Explosion Sports Academy for a Flag Football Program (Council) – 2nd & 3rd Reading

Councilwoman-at-Large Greene moved, Councilwoman Hoskins seconded, and the motion carried for the 2nd reading of Bill #4648, by title only. Councilwoman Hoskins moved and Councilman Hindeleh seconded the motion for the 3rd reading, by title only, and adoption of Bill #4648. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed. (*Ordinance #4492*)

Bill #4649 – An Ordinance Authorizing an Agreement with the MO Office of State Courts Administrator (OSCA) for Implementation of the Show-Me Courts (SMC) Automation Software and Imposing a Court Automation Surcharge of Seven Dollars on Municipal Cases in Order to Assist in Payment Thereof and Amending the Municipal Code Relating Thereto (Council) – 2nd & 3rd Reading

Councilwoman Mitchell moved, Mayor Hoskins seconded, and the motion carried for the 2nd reading of Bill #4649, by title only. Councilwoman-at-Large Greene moved and Councilman Hindeleh seconded the motion for the 3rd reading, by title only, and adoption of Bill #4649. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed. (*Ordinance #4493*)

New Business:

Introduction of Bills:

Bill #4650 – An Ordinance Authorizing a Special Use Permit for Bulk Jet Fuel Storage, New Site Plan, and Zoning Change for Three Tracts of Land located East of James S. McDonnell Blvd and South of Airport Road in the City of Berkeley, St. Louis County, Missouri (Council)

Bill #4651 – An Ordinance Authorizing the Mayor to Execute the Attached School Resource Officer Memorandum of Understanding between the Ferguson-Florissant School District and the City of Berkeley, Missouri 2018-2019 (Council)

Appointments to Boards and Commissions:

Councilwoman Mitchell moved, Mayor Hoskins seconded the motion to accept Councilwoman Mitchell's nomination to reappoint Richard Schmitt to the Board of Adjustment. Councilwoman Mitchell moved, Mayor Hoskins seconded the motion to accept Councilwoman Mitchell's nomination to appoint Delores Broadnax to the Economic Development Commission.

Communications:

Reports and Recommendations from the City Manager:

Councilman Hindeleh moved and Councilwoman-at-Large Greene seconded the motion to hold a closed session for litigation. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed.

Reports from the Clerk:

Reports from the City Attorney:

Reports from the Special Committees:

Reports from the Standing Committees:

Councilwoman Hoskins moved, Councilwoman Mitchell seconded, and the motion carried to receive and file the Pension Board minutes – 03/29/18 & 06/28/18.

Councilwoman Mitchell moved, Councilwoman Williams seconded, and the motion carried to receive and file the Board of Adjustment minutes – 04/09/18.

Councilwoman Hoskins moved, Councilwoman-at-Large Greene seconded, and the motion carried to receive and file the City Plan Commission minutes – 06/13/18 & 09/10/18.

Reports from the Council:

City Manager Irvin was directed to put together a RFP for the Community Center.

Audience Participation (Limited to Subjects Addressed During the Meeting):

Adjourn:

Councilwoman Mitchell moved, Councilwoman-at-Large Greene seconded, and the motion carried to adjourn the meeting at 7:59 pm.

Closed Session:

Mayor Hoskins moved and Councilwoman Mitchell seconded the motion to open the closed session at 8:00 pm. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed. City Manager Irvin, City Attorney Smith, and City Clerk Jones were present.

No action taken during this session.

Councilwoman Mitchell moved, Councilwoman Williams seconded, and the motion carried to adjourn the meeting at 8:13 pm.

Approved: This 05th day of November 2018

Attest:

Theodore Hoskins, Mayor

Deanna Jones, City Clerk



City of Berkeley, Missouri
City Council Meeting
November 05, 2018
Minutes

Meeting Called to Order:

Mayor Hoskins called the council meeting to order at 7:00 pm.

Roll Call:

Councilwoman Mitchell (W1)	present	Councilwoman Williams (W2)	present
Councilwoman Hoskins (W3)	present	(W4)	vacant
Councilman Hindeleh (W5)	present	Councilwoman-at-Large Greene	present
Mayor Hoskins	present	Quorum established.	

Approval of the Minutes:

Councilman Hindeleh moved, Councilwoman Williams seconded, and the motion carried to approve the 10/15/18 regular meeting minutes.

Public Hearings:

Application has been withdrawn for consideration for Case #18-14: Shall a Special Use Permit be granted to Joshua Hampton to operate a dine-in and carry out seafood restaurant at 8544 Airport Road, St. Louis MO?

Councilwoman Mitchell moved, Councilman Hindeleh seconded, and the motion carried to close this Public Hearing

Request for Rezoning, Special Use Permits, Resubdivision:

Citizens Hearing:

Mayor Hoskins moved and Councilwoman Mitchell seconded the motion to continue with the demolition process of 8431 Pinon. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed. The request by owner Rauchelle Reed to consider stopping the demolition process is denied.

Councilman Hindeleh moved, Councilman-at-Large Greene seconded, and the motion carried to close the citizens hearing session of this meeting.

Resolutions:

Petitions:

Unfinished Business:

Bill 4650 – An Ordinance Authorizing a Special Use Permit for Bulk Jet Fuel Storage, New Site Plan, and Zoning Change for Three Tracts of Land located East of James S. McDonnell Blvd and South of Airport Road in the City of Berkeley, St. Louis County, Missouri (Council) – 3rd Reading

Councilwoman Williams moved and Councilwoman Mitchell seconded the motion for the 3rd reading, by title only, and adoption of Bill #4650. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed. (*Ordinance #4494*)

Bill #4651 – An Ordinance Authorizing the Mayor to Execute the Attached School Resource Officer Memorandum of Understanding between the Ferguson-Florissant School District and the City of Berkeley, Missouri 2018-2019 (Council)4649 – An Ordinance Authorizing an Agreement with the MO Office of State Courts Administrator (OSCA) – 2nd & 3rd Reading

Councilman Hindeleh moved, Councilwoman Mitchell seconded, and the motion carried for the 2nd reading of Bill #4651, by title only. Councilman Hindeleh moved and Councilwoman-at-Large Greene seconded the motion for the 3rd reading, by title only, and adoption of Bill #4651. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed. (*Ordinance #4495*)

New Business:

Introduction of Bills:

Bill #4652 – An Ordinance of the City of Berkeley, MO, Authorizing the Mayor to Execute the Attached Fy2018 CDBG Supplemental Cooperation Agreement *(The City Council does hereby find and declare that an emergency exists which requires the immediate passage of this ordinance for preservation of the welfare of the citizens for the City of Berkeley.)*

Councilwoman-at-Large Greene moved, Councilwoman Williams seconded, and the motion carried for the 2nd reading of Bill #4652, by title only. Councilwoman-at-Large Greene moved and Councilman Hindeleh seconded the motion for the 3rd reading, in its entirety, and adoption of Bill #4652. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed. *(Ordinance #4496)*

Bill #4653 – An Ordinance Authorizing the Appropriation of not to Exceed \$325,000 for the Purpose of Defeating a Portion of the City's Outstanding General Obligation bonds, Paying Certain costs of Such Defeasance and Authorizing Certain Other Actions in Connection Therewith. (Council)

Bill #4654 – An Ordinance Repealing Berkeley Police Department General Order Policy #2016-07, 2016-13, 2016-22, 28, 29, 39, 54, 56, and 57 and Replacing with New General Order Policy #7, 13, 22, 28, 29, 39, 54, 56, and 57 (Council)

Bill #4655 – An Ordinance for the Berkeley Police Department General Order #66 “Administrative Reporting System” Policy (Council)

Bill #4656 – An Ordinance Amending Section 200.050 Disposition of Unclaimed Property (Council)

Bill #4657 – An Ordinance of the City of Berkeley, MO, Authorizing the Transfer of Certain Real Estate Properties from St. Louis County to the City of Berkeley, See Exhibit A (Council)

Appointments to Boards and Commissions:

Councilwoman Williams moved, Councilwoman Mitchell seconded the motion to accept Councilwoman Williams's nomination to appoint Damon Swink to the Betterment.

Communications:

Reports and Recommendations from the City Manager:

Councilman Hindeleh moved and Councilwoman-at-Large Greene seconded the motion to hold a closed session for litigation and real estate. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed.

Reports from the Clerk:

Mayor Hoskins moved, Councilman Hindeleh seconded, and the motion carried to accept the 2019 Calendar: Canceled City Meeting Dates 01/15/19, 07/01/19, 08/05/19, & 09/02/19.

Mayor Hoskins moved, Councilwoman-at-Large Greene seconded, and the motion carried to accept the bid from Messenger Print Group to print the 2019 City Calendars.

Reports from the City Attorney:

Reports from the Special Committees:

Reports from the Standing Committees:

Reports from the Council:

City Manager Irvin was directed to put together a RFP for the Community Center.

Audience Participation (Limited to Subjects Addressed During the Meeting):

Adjourn:

Mayor Hoskins moved, Councilwoman-at-Large Greene seconded, and the motion carried to adjourn the meeting at 7:44 pm.

Closed Session:

Mayor Hoskins moved and Councilwoman Mitchell seconded the motion to open the closed session at 7:48 pm. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed. City Manager Irvin, City Attorney Smith, and City Clerk Jones were present.

Councilwoman Hoskins moved and Councilwoman Mitchell seconded the motion to hire Errol Bush as a broker advisor. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed.

Councilman Hindeleh moved and Councilwoman-at-Large Greene seconded the motion to accept and pay for court order payment; case 44250659. Roll Call: Mayor-Aye, Hoskins-Aye, Mitchell-Aye, Williams-Aye, Greene-Aye, and Hindeleh-Aye (Aye-6) motion passed.

Councilwoman Williams moved, Councilwoman-at-Large Greene seconded, and the motion carried to adjourn the meeting at 8:30 pm.

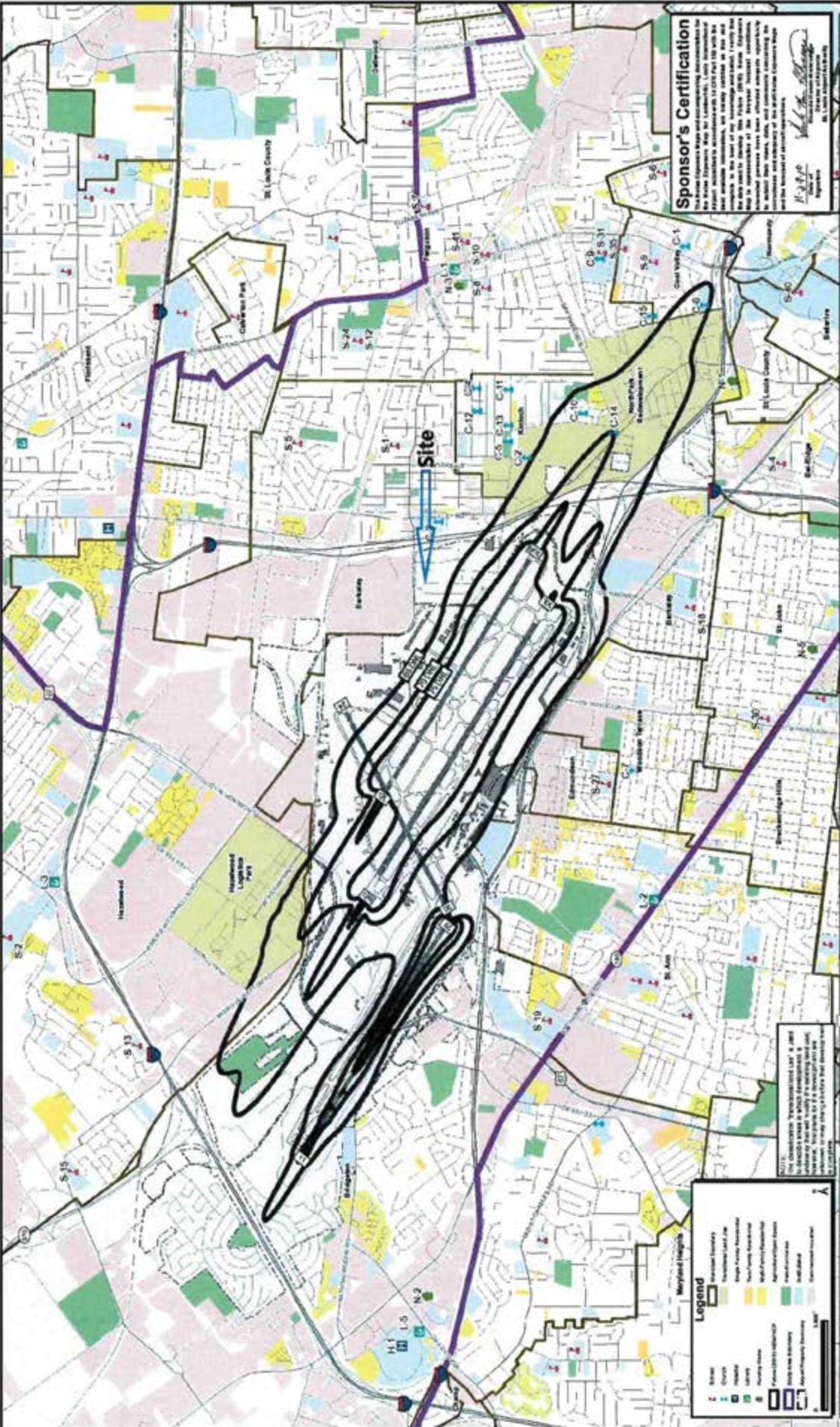
Approved: This 19th day of November 2018

Attest:

Theodore Hoskins, Mayor

Deanna Jones, City Clerk

Attachment D
Airport Noise Contours Map



Sponsor's Certification

The Sponsor certifies that the information provided in this map is true and correct to the best of their knowledge and belief. The Sponsor also certifies that the information provided in this map is not intended to be used for any purpose other than the purpose for which it was prepared. The Sponsor further certifies that the information provided in this map is not intended to be used for any purpose other than the purpose for which it was prepared. The Sponsor also certifies that the information provided in this map is not intended to be used for any purpose other than the purpose for which it was prepared.

[Signature]
 Director of Operations
 Lambert-St. Louis International Airport

Future (2015) Noise Exposure Map
 EXHIBIT NEM-2
 14 CFR Part 150 Study Update
 Lambert - St. Louis International Airport
 1. FINAL
 Approved for Release by the Airport Director
 Date: 10/15/2014 10:00 AM
 Version: 1.0

Legend

- Boundary
- City
- County
- Highway
- Interstate
- Major Road
- Minor Road
- Water
- Forest
- Open Space
- Residential
- Commercial
- Industrial
- Public Use
- Unimproved Land
- Other

Map Scale: 1" = 1000'



Attachment E

St. Louis County Clean Air Act Status



You are here: EPA Home > Green Book > >National Area and County-Level Multi-Pollutant Information >Missouri Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants

Missouri Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants

Data is current as of December 31, 2017

Listed by County, NAAQS, Area. The 8-hour Ozone (1997) standard was revoked on April 6, 2015 and the 1-hour Ozone (1979) standard was revoked on June 15, 2005.

* The 1997 Primary Annual PM-2.5 NAAQS (level of 15 µg/m³) is revoked in attainment and maintenance areas for that NAAQS. For additional information see the PM-2.5 NAAQS SIP Requirements Final Rule, effective October 24, 2016. (81 FR 58009)

Change the State:

MISSOURI

Important Notes

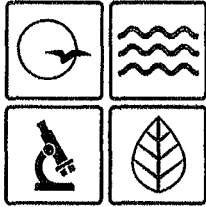
County	NAAQS	Area Name	Nonattainment in Year	Redesignation to Maintenance	Classification	Whole or/ Part County	Population (2010)	State/ County FIPS Codes
MISSOURI								
Clay Co	1-Hour Ozone (1979)-NAAQS revoked	Kansas City, MO-KS		07/23/1992	Other	Whole	221,939	29/047
Dent Co	Lead (2008)	Iron, Dent, and Reynolds Counties, MO	10 11 12 13 14 15 16 17	//		Part	106	29/065
Franklin Co	1-Hour Ozone (1979)-NAAQS revoked	St. Louis, MO-IL	92 93 94 95 96 97 98 99 00 01 02	05/12/2003	Serious	Whole	101,492	29/071
Franklin Co	8-Hour Ozone (1997)-NAAQS revoked	St. Louis, MO-IL	04 05 06 07 08 09 10 11 12 13 14	02/20/2015	Moderate	Whole	101,492	29/071

County	NAAQS	Area Name	Nonattainment in Year	Redesignation to Maintenance	Classification	Whole or Part County	Population (2010)	State/County FIPS Codes
Franklin Co	8-Hour Ozone (2008)	St. Louis-St. Charles-Farmington, MO-IL	12 13 14 15 16 17	//	Marginal	Whole	101,492	29/071
Franklin Co	PM-2.5 (1997)	St. Louis, MO-IL	05 06 07 08 09 10 11 12 13 14 15 16 17	//	Moderate	Whole	101,492	29/071
Iron Co	Lead (1978)	Iron County (part); Dent Township, MO	92 93 94 95 96 97 98 99	12/18/2000		Part	1,194	29/093
Iron Co	Lead (1978)	Iron County (part); Liberty and Arcadia, MO	92 93 94 95 96 97 98 99 00 01 02 03	11/29/2004		Part	6,066	29/093
Iron Co	Lead (2008)	Iron, Dent, and Reynolds Counties, MO	10 11 12 13 14 15 16 17	//		Part	253	29/093
Jackson Co	1-Hour Ozone (1979)-NAAQS revoked	Kansas City, MO-KS		07/23/1992	Other	Whole	674,158	29/095
Jackson Co	Sulfur Dioxide (2010)	Jackson County, MO	13 14 15 16 17	//		Part	57,293	29/095
Jefferson Co	1-Hour Ozone (1979)-NAAQS revoked	St. Louis, MO-IL	92 93 94 95 96 97 98 99 00 01 02	05/12/2003	Serious	Whole	218,733	29/099
Jefferson Co	8-Hour Ozone (1997)-NAAQS revoked	St. Louis, MO-IL	04 05 06 07 08 09 10 11 12 13 14	02/20/2015	Moderate	Whole	218,733	29/099
Jefferson Co	8-Hour Ozone (2008)	St. Louis-St. Charles-Farmington, MO-IL	12 13 14 15 16 17	//	Marginal	Whole	218,733	29/099
Jefferson Co	Lead (1978)	Jefferson County (part); Herculaneum, MO	92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17	//		Part	2,560	29/099

County	NAAQS	Area Name	Nonattainment in Year	Redesignation to Maintenance	Classification	Whole or Part County	Population (2010)	State/County FIPS Codes
Jefferson Co	Lead (2008)	Jefferson County, MO	10 11 12 13 14 15 16 17	//		Part	4,814	29/099
Jefferson Co	PM-2.5 (1997)	St. Louis, MO-IL	05 06 07 08 09 10 11 12 13 14 15 16 17	//	Moderate	Whole	218,733	29/099
Jefferson Co	Sulfur Dioxide (2010)	Jefferson County, MO	13 14 15 16 17	//		Part	61,933	29/099
Platte Co	Ozone (1979)-NAAQS revoked	Kansas City, MO-KS		07/23/1992	Other	Whole	89,322	29/165
Reynolds Co	Lead (2008)	Iron, Dent, and Reynolds Counties, MO	10 11 12 13 14 15 16 17	//		Part	101	29/179
St Charles Co	1-Hour Ozone (1979)-NAAQS revoked	St. Louis, MO-IL	92 93 94 95 96 97 98 99 00 01 02	05/12/2003	Serious	Whole	360,485	29/183
St Charles Co	8-Hour Ozone (1997)-NAAQS revoked	St. Louis, MO-IL	04 05 06 07 08 09 10 11 12 13 14	02/20/2015	Moderate	Whole	360,485	29/183
St Charles Co	8-Hour Ozone (2008)	St. Louis-St. Charles-Farmington, MO-IL	12 13 14 15 16 17	//	Marginal	Whole	360,485	29/183
St Charles Co	PM-2.5 (1997)	St. Louis, MO-IL	05 06 07 08 09 10 11 12 13 14 15 16 17	//	Moderate	Whole	360,485	29/183
St Louis	1-Hour Ozone (1979)-NAAQS revoked	St. Louis, MO-IL	92 93 94 95 96 97 98 99 00 01 02	05/12/2003	Serious	Whole	319,294	29/510
St Louis	8-Hour Ozone (1997)-NAAQS revoked	St. Louis, MO-IL	04 05 06 07 08 09 10 11 12 13 14	02/20/2015	Moderate	Whole	319,294	29/510

Attachment F

MDNR Consultation TANKS Data Sheets



Missouri Department of dnr.mo.gov

NATURAL RESOURCES

Michael L. Parson, Governor

Carol S. Comer, Director

DEC 13 2018

Mr. Jim Stevenson
STL Fuel Chairman
STL Fuel Company, LLC. - Lambert St. Louis International Airport Bulk Storage Facility
10735 Lambert International Blvd.
St. Louis, MO 63145

RE: Air Operating Permit Application - Project No. 2018-09-036
Installation ID: 189-1304

Dear Mr. Stevenson:

On September 24, 2018, the Air Pollution Control Program received an air operating permit applicability determination for a proposed bulk fuel storage facility (BFSF) to be located at the Lambert – International St. Louis Airport in St. Louis County, Missouri from Burns & McDonald Engineering Company, Inc. on behalf of STL Fuel Company LLC.

STL Fuel operates a bulk fuel storage facility (BFSF) owned by the city of St. Louis, located on Lambert Airport property. The new BFSF will continue to be owned by the City of St. Louis, located on Airport property, and leased and operated by STL Fuel. The existing tank farm will be replaced by a new tank farm. The St. Louis County Department of Public Health has determined that this proposed new tank farm is not required to obtain a construction permit.

Emission sources to be constructed and operated at the new BFSF are:

- Three (3) 24,000 barrel (1.08 Million Gallon) Fixed-roof tanks (Jet Fuel A)
- Diesel powered back-up emergency electrical generator (1,250 kW)
- Diesel tank (approximately 1,000 gallon) associated with emergency electrical generator
- Pipeline receipt surge tanks (20,000 gallon and 6,000 gallon)

The new BFSF is not required, for reasons outlined below, to obtain an operating permit.

According to Missouri State Rule 10 CSR 10 6.065, *Operating Permits*, **no operating permit is required** from the Missouri Air Pollution Control Program. Based on the information that Burns & McDonald Engineering Company, Inc. has provided, the estimated facility-wide potential emissions for the new BFSF are all well below the de minimis emissions levels. The following table shows the facility's potential to emit (PTE) and the de minimis level for each of these pollutants. All figures are in tons per year (tpy).



Recycled paper

Mr. Jim Stevenson
Page Two

Pollutant	Calculated Facility PTE	Deminimis Level
Carbon Monoxide	2.83	100
Nitrogen Oxides	13.12	40
Particulate Matter PM ₁₀ ¹ /PM _{2.5} ²	0.92	15/10
Sulfur Oxides	0.86	40
Volatile Organic Compounds	2.66	40
Hazardous Air Pollutants	0.027	25

¹PM₁₀ – particulate matter less than 10 microns in diameter.

²PM_{2.5} – particulate matter less than 2.5 microns in diameter.

An operating permit is not required for the new BFSF even though New Source Performance Standard 40 CFR 60 Subpart III, *Standards of Performance for Stationary Compression Ignition Internal Combustion Engines* and Maximum Achievable Control Technology 40 CFR 63 Subpart ZZZZ, *National Emission Standard for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Engines* are both applicable to the new emergency electric generator. Each of these subparts exempts you from the obligation to obtain a permit under 40 CFR Part 70 or 40 CFR Part 71, provided you are not required to obtain a permit under 40 CFR 70.3(a) or 40 CFR 71.3(a) for a reason other than your status as an area source under the subparts. Per 10 CSR 10-6.020(2)(B)8.B., because EPA has made a decision with respect to the need to obtain a Part 70 operating permit, the installation in this case is not required to obtain a Basic operating permit either. Since no operating permit is required, 10 CSR 10-6.110 *Reporting Emission Data, Emission Fees, and Process Information* does not apply.

You are still obligated to meet all applicable air pollution control rules, Department of Natural Resources' rules, or any other applicable federal, state, or local agency regulations.

A copy of this letter should be kept at the installation and be made available to Department of Natural Resources' personnel upon verbal request. If you have any questions regarding this determination, please contact Berhanu A. Getahun at (314) 416-2960, or you may write to the Department of Natural Resources' Air Pollution Control Program, P.O. Box 176, Jefferson City, Missouri 65102.

Sincerely,

AIR POLLUTION CONTROL PROGRAM



Kendall B. Hale
Permits Section Chief

KBH:bjj

c: St. Louis County Department of Health Air Pollution Control Program
PAMS File 2018-09-036

TANKS 4.0.9d
Emissions Report - Detail Format
Tank Identification and Physical Characteristics

Identification

User Identification:	STL Airport JFT- Tank 1
City:	St. Louis
State:	Missouri
Company:	
Type of Tank:	Vertical Fixed Roof Tank
Description:	Jet Fuel Storage Tank #1 - 60' dia. 48' ht Fixed Roof; Max Nominal Cap. 24,000 bbl; 811,111 bbl/yr throughput; Actual Emissions Calculation

Tank Dimensions

Shell Height (ft):	48.00
Diameter (ft):	60.00
Liquid Height (ft):	47.00
Avg. Liquid Height (ft):	38.00
Volume (gallons):	994,084.81
Turnovers:	34.27
Net Throughput(gal/yr):	34,066,662.00
Is Tank Heated (y/n):	N

Paint Characteristics

Shell Color/Shade:	White/White
Shell Condition:	Good
Roof Color/Shade:	White/White
Roof Condition:	Good

Roof Characteristics

Type:	Dome
Height (ft)	2.00
Radius (ft) (Dome Roof)	60.00

Breather Vent Settings

Vacuum Settings (psig):	-0.03
Pressure Settings (psig)	0.03

Meteorological Data used in Emissions Calculations: St. Louis, Missouri (Avg Atmospheric Pressure = 14.46 psia)

TANKS 4.0.9d
Emissions Report - Detail Format
Liquid Contents of Storage Tank

STL Airport JFT- Tank 1 - Vertical Fixed Roof Tank
St. Louis, Missouri

Mixture/Component	Month	Daily Liquid Surf. Temperature (deg F)			Liquid Bulk Temp (deg F)	Vapor Pressure (psia)			Vapor Mol. Weight	Liquid Mass Fract.	Vapor Mass Fract.	Mol. Weight	Basis for Vapor Pressure Calculations
		Avg.	Min.	Max.		Avg.	Min.	Max.					
Jet kerosene	All	57.84	52.89	62.80	56.05	0.0077	0.0065	0.0090	128.9803			160.73	Option 1: VP50 = .006 VP60 = .0085
Jet kerosene						0.0080	0.0067	0.0092	130.0000	0.9700	0.9892	162.00	Option 1: VP50 = .006 VP60 = .0085
Naphthalene						0.0023	0.0018	0.0028	128.2000	0.0300	0.0108	128.20	Option 2: A=7.3729, B=1968.36, C=222.51

TANKS 4.0.9d
Emissions Report - Detail Format
Detail Calculations (AP-42)

STL Airport JFT- Tank 1 - Vertical Fixed Roof Tank
St. Louis, Missouri

Annual Emission Calculations	
Standing Losses (lb):	70.3070
Vapor Space Volume (cu ft):	31,105.9560
Vapor Density (lb/cu ft):	0.0002
Vapor Space Expansion Factor:	0.0343
Vented Vapor Saturation Factor:	0.9955
Tank Vapor Space Volume:	
Vapor Space Volume (cu ft):	31,105.9560
Tank Diameter (ft):	60.0000
Vapor Space Outage (ft):	11.0015
Tank Shell Height (ft):	43.0000
Average Liquid Height (ft):	38.0000
Roof Outage (ft):	1.0015
Roof Outage (Dome Roof)	
Roof Outage (ft):	1.0015
Dome Radius (ft):	60.0000
Shell Radius (ft):	30.0000
Vapor Density	
Vapor Density (lb/cu ft):	0.0002
Vapor Molecular Weight (lb/lb-mole):	129.9803
Vapor Pressure at Daily Average Liquid	
Surface Temperature (psia):	0.0077
Daily Avg. Liquid Surface Temp. (deg. R):	517.5110
Daily Average Ambient Temp. (deg. F):	56.0333
Ideal Gas Constant R (psia cuft / (lb-mol-deg R)):	10.731
Liquid Bulk Temperature (deg. R):	515.7233
Tank Paint Solar Absorptance (Shell):	0.1700
Tank Paint Solar Absorptance (Roof):	0.1700
Daily Total Solar Insulation Factor (Btu/sqft day):	1,337.6368
Vapor Space Expansion Factor	
Vapor Space Expansion Factor:	0.0343
Daily Vapor Temperature Range (deg. R):	19.8192
Daily Vapor Pressure Range (psia):	0.0024
Breather Vent Press. Setting Range (psia):	0.0800
Vapor Pressure at Daily Average Liquid	
Surface Temperature (psia):	0.0077
Vapor Pressure at Daily Minimum Liquid	
Surface Temperature (psia):	0.0065
Vapor Pressure at Daily Maximum Liquid	
Surface Temperature (psia):	0.0090
Daily Avg. Liquid Surface Temp. (deg R):	517.5110
Daily Min. Liquid Surface Temp. (deg R):	512.5652
Daily Max. Liquid Surface Temp. (deg R):	522.4558
Daily Ambient Temp. Range (deg. R):	18.6833
Vented Vapor Saturation Factor	
Vented Vapor Saturation Factor:	0.9955
Vapor Pressure at Daily Average Liquid:	
Surface Temperature (psia):	0.0077
Vapor Space Outage (ft):	11.0015
Working Losses (lb):	
Working Losses (lb):	815.6054
Vapor Molecular Weight (lb/lb-mole):	129.9803
Vapor Pressure at Daily Average Liquid	
Surface Temperature (psia):	0.0077
Annual Net Throughput (gallyr.):	34,066,662.0000
Annual Turnovers:	34.2694
Turnover Factor:	1.0000
Maximum Liquid Volume (gal):	994,094.9370
Maximum Liquid Height (ft):	47.0000
Tank Diameter (ft):	60.0000
Working Loss Product Factor:	1.0000
Total Losses (lb):	
Total Losses (lb):	886.9124

TANKS 4.0.9d
Emissions Report - Detail Format
Individual Tank Emission Totals

Emissions Report for: Annual

STL Airport JFT- Tank 1 - Vertical Fixed Roof Tank
St. Louis, Missouri

Components	Losses(lbs)		Total Emissions
	Working Loss	Breathing Loss	
Jet kerosene	816.61	70.31	886.91
Jet kerosene	807.79	69.55	877.34
Naphthalene	8.81	0.76	9.57

Attachment G

USDOI, Fish & Wildlife Service Consultation Endangered Species Report and Wetlands Evaluation

Ryan, Dana L.

Subject: FW: [EXTERNAL] St. Louis Lambert Replacement Bulk Fuel Storage Facility

From: Germeroth, David <Dave.Germeroth@tetrattech.com>
Sent: Monday, March 25, 2019 4:05 PM
To: dlryan <dlryan@flystl.com>; jmstrobels@flystl.com
Subject: FW: [EXTERNAL] St. Louis Lambert Replacement Bulk Fuel Storage Facility

From: Herrington, Karen <karen_herrington@fws.gov>
Sent: Monday, March 25, 2019 3:27 PM
To: Germeroth, David <Dave.Germeroth@tetrattech.com>
Subject: Re: [EXTERNAL] St. Louis Lambert Replacement Bulk Fuel Storage Facility

David,

Provided the trees are not removed when bats may be roosting in them (April 1 - October 31), the Service does not have concerns about this project. If the trees need to be removed during the bat active season, you can survey for bats following the most recent Indiana bat summer survey guidelines (link below). If there are no Indiana bats found during surveys, the trees can be removed at any time of the year. If there are 12 or less suitable roost trees, you also have the option of conducting emergence surveys for individual potential Indiana bat roosts to determine use prior to removal. If you choose that route, you would need to follow the guidelines in Appendix E of the summer survey guidelines. Please let me know if you have any additional questions.

<https://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html>

Best,

Karen Herrington
Field Supervisor, Missouri Ecological Service Field Office
U.S. Fish and Wildlife Service
work: (573) 234-5031
cell: (850) 348-6495

On Mon, Mar 25, 2019 at 2:25 PM Germeroth, David <Dave.Germeroth@tetrattech.com> wrote:

Karen:

As we discussed, the Airport is in the planning stages for the construction of a replacement bulk fuel storage facility on 7.86 acres of land, currently owned by the airport. I am forwarding to you a Threatened and Endangered Species and Wetlands Delineation letter for the project prepared by Tetra Tech. If you need additional information or have questions, please call me at 618-343-2305 (office) or 314-852-4507 (cell).

Thanks,

Dave Germeroth

Tetra Tech, Inc.

November 27, 2017

Mr. Dave Germeroth
Tetra Tech, Inc.
1634 Eastport Plaza Drive
Collinsville, Illinois 62234

Subject: Bulk Fuel Storage Facility Threatened & Endanger Species and Wetland Delineation Letter

Dear Mr. Dave Germeroth:

Tetra Tech, Inc. (Tetra Tech) has completed a routine wetland delineation and an evaluation of federally listed threatened or endangered (T&E) flora and fauna species that have the potential to occur within the referenced project corridor. Tetra Tech understands that the project consists of the initial phase of a proposed bulk fuel storage facility adjacent to the UPS terminal at the Lambert International Airport in St. Louis County, Missouri. A copy of an aerial map (with the site location) is enclosed for your review (Figure 1). The site is located within an old residential neighborhood; the habitat is primarily manicured turf grass with small wood thickets throughout. The site is bordered by commercial developments on all four sides. Any activities that will result in disturbance to any disturbances to T&E will be coordinated through the U.S. Fish and Wildlife Service (USFWS) and Missouri Department of Conservation (MDC).

Tetra Tech completed the investigation for wetland and other waters of the U.S. on November 22, 2017; the field survey was conducted outside of the Natural Resource Conservation Service (NRCS) published growing season. The site is primarily a maintained manicured turf grass field with small wood thickets throughout. No wetlands or other waters of the U.S. were found on site. Therefore no notification to the USACE – St. Louis District is needed.

The wood thickets are typical of an eastern Missouri wood thicket and consists of the following dominate species; Sycamore (*Platanus occidentalis*), sweetgum (*Liquidambar styraciflua*), red mulberry (*Morus rubra*), eastern cottonwood (*Populus deltoides*), red oak (*Quercus rubra*) amur honeysuckle (*Lonicera maackii*) with the average diameter at breast height (DBH) of 3.6 to 36.7.

The manicured turf grass area is dominated by fescue spp. (*Festuca spp.*), orchardgrass (*Dactylis glomerata*), common plantain (*Plantago major*), common dandelion (*Taraxacum officinale*), goldenrod spp. (*Solidago spp.*) and white clover (*Trifolium repens*).

Tetra Tech obtained a list of federally threatened and endangered species for St. Louis County, Missouri. This list was obtained from the USFWS Information for Planning and Consultation (IPaC) website on November 6, 2017. Additionally, a Natural Heritage Review Report was initiated through the MDC on November, 6, 2017, and has been received for the project. Both the USFWS IPaC report, USFWS Fact sheet for each species and the MDC Heritage Review report have been enclosed for your review.

According to information obtained from the USFWS IPaC website, there are four threatened and/or endangered species that have the potential to occur within the boundary of the project corridor and may be affected by the proposed project. These species include: Gray Bat, Indiana bat, Northern long-eared bat, and the Decurrent False Aster. An assessment of each of the species follows:

Gray bat – This species is found in caves year-round. During the winter gray bats hibernate in deep, vertical caves. In the summer, they roost in caves which are scattered along rivers. These caves are located in limestone karst areas. **The required habitat for this species is not found within the project site.**

Indiana bat – This species hibernates during winter in caves or, occasionally, in abandoned mines. They migrate to summer habitat in forested areas after emerging from hibernation. Preferred habitat includes live or dead trees and snags with peeling or exfoliating bark, split trunks, or cavities. Preferred tree species may include eastern cottonwood, maple, oak species, shagbark hickory, or shellbark hickory. Foraging habitat typically includes upland forest, riparian areas, and stream corridors. **Tetra Tech recommends assuming the bats are present on the property and avoiding all tree clearing and disturbance to forested areas of the site during the tree roosting period from April 1 through October 31. If disturbances can be avoided during this time period, no further restrictions related to these species would be required. Alternatively, if tree cutting cannot be avoided during the roosting period, the USFWS states a qualified biologist can conduct surveys to determine if bats are present.**

Northern long-eared bat – Similarly to the Indiana bat, this species hibernates in caves or mines only during the winter. The rest of the year they roost under loose tree bark in tree crevices or cavities during the day and forage around tree canopies of floodplain, riparian, and upland forests at night. **Tetra Tech recommends assuming the bats are present on the property and avoiding all tree clearing and disturbance to forested areas of the site during the tree roosting period from April 1 through October 31. If disturbances can be avoided during this time period, no further restrictions related to this species would be required. Alternatively, if tree cutting cannot be avoided during the summer roosting period, the USFWS states a qualified biologist can conduct surveys to determine if bats are present.**

Decurrent false aster – The aster is a perennial plant found in moist, sandy floodplains and prairie wetlands along the Mississippi and Illinois Rivers. The aster relies on periodic flooding and minimal ground disturbance to scour away other plants that compete for the same habitat. **The required habitat for this species is not found within the project site.**

Tetra Tech has reviewed all of the above listed species and their preferred habitats and determined that suitable habitat for any federally-listed, candidate, or proposed species are not likely to be affected by the project assuming that all tree removal is conducted outside of the tree roosting period of April 1 through October 31. If tree removal must be conducted from April 1 through

October 31, Tetra Tech recommends that a qualified biologist conduct a tree survey to determine if suitable roosting trees are present on the site. If suitable roosting trees are present, a qualified biologist should conduct evening emergence surveys of all suitable roost trees present on the property. If bats are noted during the emergence surveys, acoustic bat surveys may be required by the USFWS.

If any of the above mentioned species are identified during construction, construction will be ceased immediately and the USFWS and MDC will be notified for further guidance.

Respectfully,



Mark Eldridge
TETRA TECH, INC.

Enclosure

Figure 1 – Vicinity and Topographic Map
USFWS IPaC Report and Species Fact Sheets
MDC Natural Heritage Level Three Report

Replacement BFSF

Southeast of intersection of James S McDonnell Blvd and Airport Road

Legend



Google Earth

4000 ft



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Missouri Ecological Services Field Office
101 Park Deville Drive
Suite A
Columbia, MO 65203-0057
Phone: (573) 234-2132 Fax: (573) 234-2181

In Reply Refer To:
Consultation Code: 03E14000-2018-SLI-0235
Event Code: 03E14000-2018-E-00495
Project Name: Replace BFSF

November 06, 2017

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

This response has been generated by the Information, Planning, and Conservation (IPaC) system to provide information on natural resources that could be affected by your project. The U.S. Fish and Wildlife Service (Service) provides this response under the authority of the Endangered Species Act of 1973 (16 U.S.C. 1531-1543), the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d), the Migratory Bird Treaty Act (16 U.S.C. 703-712), and the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.).

Threatened and Endangered Species

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and may be affected by your proposed project. The species list fulfills the requirement for obtaining a Technical Assistance Letter from the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. **Note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days.** The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

Consultation Technical Assistance

Refer to the Midwest Region [S7 Technical Assistance](#) website for step-by-step instructions for making species determinations and for specific guidance on the following types of projects: projects in developed areas, HUD, pipelines, buried utilities, telecommunications, and requests for a Conditional Letter of Map Revision (CLOMR) from FEMA.

Federally Listed Bat Species

Indiana bats, gray bats, and northern long-eared bats occur throughout Missouri and the information below may help in determining if your project may affect these species.

Gray bats - Gray bats roost in caves or mines year-round and use water features and forested riparian corridors for foraging and travel. If your project will impact caves, mines, associated riparian areas, or will involve tree removal around these features particularly within stream corridors, riparian areas, or associated upland woodlots gray bats could be affected.

Indiana and northern long-eared bats - These species hibernate in caves or mines only during the winter. In Missouri the hibernation season is considered to be November 1 to March 31. During the active season in Missouri (April 1 to October 31) they roost in forest and woodland habitats. Suitable summer habitat for Indiana bats and northern long-eared bats consists of a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees and/or snags 5 inches diameter at breast height (dbh) for Indiana bat, and 3 inches dbh for northern long-eared bat, that have exfoliating bark, cracks, crevices, and/or hollows), as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Tree species often include, but are not limited to, shellbark or shagbark hickory, white oak, cottonwood, and maple. Individual trees may be considered suitable habitat when they exhibit the characteristics of a potential roost tree and are located within 1,000 feet (305 meters) of other forested/wooded habitat. Northern long-eared bats have also been observed roosting in human-made structures, such as buildings, barns, bridges, and bat houses; therefore, these structures should also be considered potential summer habitat and evaluated for use by bats. If your project will impact caves or mines or will involve clearing forest or woodland habitat containing suitable roosting habitat, Indiana bats or northern long-eared bats could be affected.

Examples of unsuitable habitat include:

- Individual trees that are greater than 1,000 feet from forested or wooded areas;
- Trees found in highly-developed urban areas (e.g., street trees, downtown areas);
- A pure stand of less than 3-inch dbh trees that are not mixed with larger trees; and
- A stand of eastern red cedar shrubby vegetation with no potential roost trees.

Using the IPaC Official Species List to Make No Effect and May Affect Determinations for Listed Species

1. If IPaC returns a result of "There are no listed species found within the vicinity of the project," then project proponents can conclude the proposed activities will have **no effect** on any federally listed species under Service jurisdiction. Concurrence from the Service is not required for **No Effect** determinations. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records. An example ["No Effect" document](#) also can be found on the S7 Technical Assistance website.

2. If IPaC returns one or more federally listed, proposed, or candidate species as potentially present in the action area of the proposed project other than bats (see #3 below) then project proponents can conclude the proposed activities **may affect** those species. For assistance in determining if suitable habitat for listed, candidate, or proposed species occurs within your project area or if species may be affected by project activities, you can obtain [Life History Information for Listed and Candidate Species](#) through the S7 Technical Assistance website.

3. If IPaC returns a result that one or more federally listed bat species (Indiana bat, northern long-eared bat, or gray bat) are potentially present in the action area of the proposed project, project proponents can conclude the proposed activities **may affect** these bat species **IF** one or more of the following activities are proposed:

- a. Clearing or disturbing suitable roosting habitat, as defined above, at any time of year;
- b. Any activity in or near the entrance to a cave or mine;
- c. Mining, deep excavation, or underground work within 0.25 miles of a cave or mine;
- d. Construction of one or more wind turbines; or
- e. Demolition or reconstruction of human-made structures that are known to be used by bats based on observations of roosting bats, bats emerging at dusk, or guano deposits or stains.

If none of the above activities are proposed, project proponents can conclude the proposed activities will have **no effect** on listed bat species. Concurrence from the Service is not required for **No Effect** determinations. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records. An example ["No Effect" document](#) also can be found on the S7 Technical Assistance website.

If any of the above activities are proposed in areas where one or more bat species may be present, project proponents can conclude the proposed activities **may affect** one or more bat species. We recommend coordinating with the Service as early as possible during project planning. If your project will involve removal of over 5 acres of suitable forest or woodland habitat, we recommend you complete a Summer Habitat Assessment prior to contacting our office to expedite the consultation process. The Summer Habitat Assessment Form is available in Appendix A of the most recent version of the [Range-wide Indiana Bat Summer Survey Guidelines](#).

Other Trust Resources and Activities

Bald and Golden Eagles - Although the bald eagle has been removed from the endangered species list, this species and the golden eagle are protected by the Bald and Golden Eagle Act

and the Migratory Bird Treaty Act. Should bald or golden eagles occur within or near the project area please contact our office for further coordination. For communication and wind energy projects, please refer to additional guidelines below.

Migratory Birds - The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Service. The Service has the responsibility under the MBTA to proactively prevent the mortality of migratory birds whenever possible and we encourage implementation of recommendations that minimize potential impacts to migratory birds. Such measures include clearing forested habitat outside the nesting season (generally March 1 to August 31) or conducting nest surveys prior to clearing to avoid injury to eggs or nestlings.

Communication Towers - Construction of new communications towers (including radio, television, cellular, and microwave) creates a potentially significant impact on migratory birds, especially some 350 species of night-migrating birds. However, the Service has developed [voluntary guidelines for minimizing impacts](#).

Transmission Lines - Migratory birds, especially large species with long wingspans, heavy bodies, and poor maneuverability can also collide with power lines. In addition, mortality can occur when birds, particularly hawks, eagles, kites, falcons, and owls, attempt to perch on uninsulated or unguarded power poles. To minimize these risks, please refer to [guidelines](#) developed by the Avian Power Line Interaction Committee and the Service. Implementation of these measures is especially important along sections of lines adjacent to wetlands or other areas that support large numbers of raptors and migratory birds.

Wind Energy - To minimize impacts to migratory birds and bats, wind energy projects should follow the Service's [Wind Energy Guidelines](#). In addition, please refer to the Service's [Eagle Conservation Plan Guidance](#), which provides guidance for conserving bald and golden eagles in the course of siting, constructing, and operating wind energy facilities.

Next Steps

Should you determine that project activities **may affect** any federally listed species or trust resources described herein, please contact our office for further coordination. Letters with requests for consultation or correspondence about your project should include the Consultation Tracking Number in the header. Electronic submission is preferred.

If you have not already done so, please contact the Missouri Department of Conservation (Policy Coordination, P. O. Box 180, Jefferson City, MO 65102) for information concerning Missouri Natural Communities and Species of Conservation Concern.

We appreciate your concern for threatened and endangered species. Please feel free to contact our office with questions or for additional information.

Karen Herrington

Attachment(s):

- Official Species List
 - USFWS National Wildlife Refuges and Fish Hatcheries
 - Wetlands
-

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Missouri Ecological Services Field Office
101 Park Deville Drive
Suite A
Columbia, MO 65203-0057
(573) 234-2132

Project Summary

Consultation Code: 03E14000-2018-SLI-0235
Event Code: 03E14000-2018-E-00495
Project Name: Replace BFSF
Project Type: DEVELOPMENT
Project Description: Construct a bulk fuel storage facility

Project Location:

Approximate location of the project can be viewed in Google Maps:

<https://www.google.com/maps/place/38.74704927402618N90.34164121403981W>



Counties:

St. Louis, MO

Endangered Species Act Species

There is a total of 4 threatened, endangered, or candidate species on this species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

Mammals

NAME	STATUS
Gray Bat <i>Myotis grisescens</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6329	Endangered
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Flowering Plants

NAME	STATUS
Decurrent False Aster <i>Boltonia decurrens</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7705	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

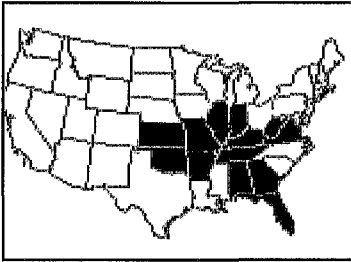
For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.



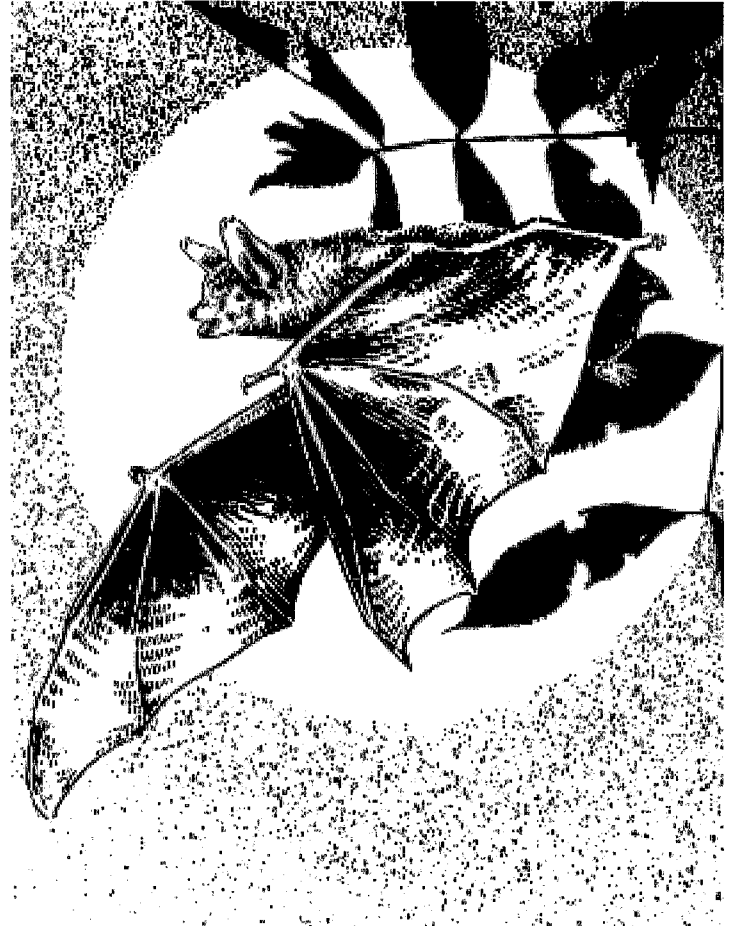
Threatened and Endangered Species

Gray Bat *Myotis grisescens*



State where the gray bat is found.

The gray bat is an endangered species. Endangered species are animals and plants that are in danger of becoming extinct. Threatened species are animals and plants that are likely to become endangered in the foreseeable future. Identifying, protecting, and restoring endangered and threatened species is the primary objective of the U.S. Fish and Wildlife Service's endangered species program.



What is the Gray Bat?

Appearance - Gray bats are distinguished from other bats by the unicolored fur on their back. In addition, following their molt in July or August, gray bats have dark gray fur which often bleaches to a chestnut brown or russet. They weigh 7-16 grams. The bat's wing membrane connects to its ankle instead of at the toe, where it is connected in other species of *Myotis*.

Habitat - With rare exceptions, gray bats live in caves year-round. During the winter, gray bats hibernate in deep, vertical caves. In the summer, they roost in caves which are scattered along rivers. These caves are in limestone karst areas of the southeastern United States. They do not use houses or barns.

Reproduction - Females give birth to a single young in late May or early June.

Feeding Habitats - The bats eat a variety of flying aquatic and terrestrial insects present along rivers or lakes.

What is the Gray Bat? (cont'd.)

Range - The gray bat occupies a limited geographic range in limestone karst areas of the southeastern United States. They are mainly found in Alabama, northern Arkansas, Kentucky, Missouri, and Tennessee. A few can be found in northwestern Florida, western Georgia, southeastern Kansas, southern Indiana, southern and southwestern Illinois, northeastern Oklahoma, northeastern Mississippi, western Virginia, and possibly western North Carolina.

Why is the Gray Bat threatened?

Human Disturbance - Gray bats are endangered largely because of their habit of living in very large numbers in only a few caves. As a result, they are extremely vulnerable to disturbance. Arousing bats while they are hibernating can cause them to use up a lot of energy, which lowers their energy reserves. If a bat runs out of reserves, it may leave the cave too soon and die. In June and July, when flightless young are present, human disturbance can lead to mortality as frightened females drop their young in the panic to flee from the intruder.

Habitat Loss or Degradation - Many important caves were flooded and submerged by reservoirs. Other caves are in danger of natural flooding. Even if the bats escape the flood, they have difficulty finding a new cave that is suitable.

Cave Commercialization and Improper Gating- The commercialization of caves drives bats away. Any gating on the cave that prevents access or alters the air flow, temperature, humidity, and amount of light is harmful.

What is being done to prevent extinction of the Gray Bat?

Listing - The gray bat was added to the U.S. List of Endangered and Threatened Wildlife and Plants on April 28, 1976.

Recovery Plan - The U.S. Fish and Wildlife Service has developed a recovery plan that describes actions needed to help the bat survive.

Habitat Protection - A variety of government and private conservation agencies are all working to preserve gray bats and their caves.

What can I do to help prevent the extinction of species?

Learn - Learn more about the gray bat and other endangered and threatened species. Understand how the destruction of habitat leads to loss of endangered and threatened species and our nation's plant and animal diversity. Tell others about what you have learned.

Join - Join a conservation group; many have local chapters.

Volunteer - Volunteer at a local nature center, Wildlife Refuge, or zoo.



Indiana Bat (*Myotis sodalis*)

The Indiana bat is an endangered species. Endangered species are animals and plants that are in danger of becoming extinct. Threatened species are those that are likely to become endangered in the foreseeable future. Identifying, protecting, and restoring endangered and threatened species are primary objectives of the U.S. Fish and Wildlife Service's endangered species program.

What is the Indiana Bat?

Description

The scientific name of the Indiana bat is *Myotis sodalis* and it is an accurate description of the species. *Myotis* means "mouse ear" and refers to the relatively small, mouse-like ears of the bats in this group. *Sodalis* is the Latin word for "companion." The Indiana bat is a very social species; large numbers cluster together during hibernation. The species is called the Indiana bat because the first specimen described to science in 1928 was based on a specimen found in southern Indiana's Wyandotte Cave in 1904.

The Indiana bat is quite small, weighing only one-quarter of an ounce (about the weight of three pennies). In flight, it has a wingspan of 9 to 11 inches. The fur is dark-brown to black. The Indiana bat is similar in appearance to many other related species. Biologists can distinguish it from similar species by comparing characteristics such as the structure of the foot and color variations in the fur.

Habitat

Indiana bats hibernate during winter in caves or, occasionally, in abandoned mines. For hibernation, they require cool, humid caves with stable temperatures, under 50° F but above freezing. Very few caves within the range of the species have these conditions.



Photo by Rich Fields

Indiana bats eat up to half their body weight in insects each night.

Hibernation is an adaptation for survival during the cold winter months when no insects are available for bats to eat. Bats must store energy in the form of fat before hibernating. During the six months of hibernation the stored fat is their only source of energy. If bats are disturbed or cave temperatures increase, more energy is needed and hibernating bats may starve.

After hibernation, Indiana bats migrate to their summer habitat in wooded areas where they usually roost under loose tree bark on dead or dying trees. During summer, males roost alone or in small groups, while females roost in larger groups of up to 100 bats or more. Indiana bats also forage in or along the edges of forested areas.

Reproduction

Indiana bats mate during fall before they enter caves to hibernate. Females store the sperm through winter and become pregnant in spring soon after they emerge from the caves.

After migrating to their summer areas, females roost under the peeling bark of dead and dying trees in groups of up to 100 or more. Such groups are called maternity colonies. Each female in the colony gives birth to only one pup per year. Young bats are nursed by the mother, who leaves the roost tree only to forage for food. The young stay with the maternity colony throughout their first summer.

Feeding Habits

Indiana bats eat a variety of flying insects found along rivers or lakes and in uplands. Like all insect-eating bats, they benefit people by consuming insects that are considered pests or otherwise harmful to humans. Their role in insect control is not insignificant – Indiana bats eat up to half their body weight in insects each night.

Range

Indiana bats are found over most of the eastern half of the United States. Almost half of all Indiana bats (207,000

in 2005) hibernate in caves in southern Indiana. In 2005, other states which supported populations of over 40,000 included Missouri (65,000), Kentucky (62,000), Illinois (43,000) and New York (42,000). Other states within the current range of the Indiana bat include Alabama, Arkansas, Connecticut, Iowa, Maryland, Michigan, New Jersey, North Carolina, Ohio, Oklahoma, Pennsylvania, Tennessee, Vermont, Virginia, West Virginia. The 2005 population estimate is about 457,000 Indiana bats, half as many as when the species was listed as endangered in 1967.

Why is the Indiana Bat Endangered?

Human Disturbance

Indiana bats, because they hibernate in large numbers in only a few caves, are extremely vulnerable to disturbance. During hibernation, they cluster in groups of up to 500 per square foot. Since the largest hibernation caves support from 20,000 to 50,000 bats, it is easy to see how a large part of the total population can be affected by a single event. Episodes of large numbers of Indiana bat deaths have occurred due to human disturbance during hibernation.

Cave Commercialization and Improper Gating

The commercialization of caves – allowing visitors to tour caves during hibernation – drives bats away. Changes in the structure of caves, such as blocking an entrance, can change the temperature in a cave. A change of even a few degrees can make a cave unsuitable for hibernating bats. Some caves are fitted with gates to keep people out, but improper gating that prevents access by bats or alters air flow, temperature, or humidity can also be harmful. Properly constructed gates are beneficial because they keep people from disturbing hibernating bats while maintaining temperature and other requirements and allowing access for bats.

Summer Habitat Loss or Degradation

Indiana bats use trees as roosting and foraging sites during summer months.

Loss and fragmentation of forested habitats can affect bat populations.

Pesticides and Environmental Contaminants

Insect-eating bats may seem to have an unlimited food supply, but in local areas, insects may not be plentiful because of pesticide use. This can also affect the quality of the bats' food supply. Many scientists believe that population declines occurring today might be due, in part, to pesticides and environmental contaminants. Bats may be affected by eating contaminated insects, drinking contaminated water, or absorbing the chemicals while feeding in areas that have been recently treated.

What is Being Done to Prevent Extinction of the Indiana Bat?

Listing

Prompted by declining populations caused by disturbance of bats during hibernation and modification of hibernacula, the Indiana bat was listed in 1967 as "in danger of extinction" under the Endangered Species Preservation Act of 1966. It is listed as "endangered" under the current Endangered Species Act of 1973. Listing under the Endangered Species Act protects the Indiana bat from take (harming, harassing, killing) and requires Federal agencies to work to conserve it.

Recovery Plan

The Endangered Species Act requires that recovery plans be prepared for all listed species. The U.S. Fish and Wildlife Service developed a recovery plan for the Indiana bat in 1983 and is now revising that Plan. The recovery plan describes actions needed to help the bat recover.

Habitat Protection

Public lands like National Wildlife Refuges, military areas, and U.S. Forest Service lands are managed for Indiana bats by protecting forests. This means ensuring that there are the size and species of trees needed by Indiana bats for roosting; and providing a supply of dead and dying trees that can be used as roost sites. In addition, caves used for hibernation are managed to

maintain suitable conditions for hibernation and eliminate disturbance.

Education and Outreach

Understanding the important role played by Indiana bats is a key to conserving the species. Helping people learn more about the Indiana bat and other endangered species can lead to more effective recovery efforts.

U.S. Fish & Wildlife Service

1 Federal Drive

Fort Snelling, Minnesota 55111

612/713-5350

<http://www.fws.gov/midwest/endangered>

December 2006



Northern Long-Eared Bat

Myotis septentrionalis

The northern long-eared bat is federally listed as a threatened species under the Endangered Species Act. **Endangered** species are animals and plants that are in danger of becoming extinct. **Threatened** species are animals and plants that are likely to become endangered in the foreseeable future. Identifying, protecting and restoring endangered and threatened species is the primary objective of the U.S. Fish and Wildlife Service's Endangered Species Program.

What is the northern long-eared bat?

Appearance: The northern long-eared bat is a medium-sized bat with a body length of 3 to 3.7 inches and a wingspan of 9 to 10 inches. Their fur color can be medium to dark brown on the back and tawny to pale-brown on the underside. As its name suggests, this bat is distinguished by its long ears, particularly as compared to other bats in its genus, *Myotis*.

Winter Habitat: Northern long-eared bats spend winter hibernating in caves and mines, called hibernacula. They use areas in various sized caves or mines with constant temperatures, high humidity, and no air currents. Within hibernacula, surveyors find them hibernating most often in small crevices or cracks, often with only the nose and ears visible.

Summer Habitat: During the summer, northern long-eared bats roost singly or in colonies underneath bark, in cavities or in crevices of both live trees and snags (dead trees). Males and non-reproductive females may also roost in cooler places, like caves and mines. Northern long-eared bats seem to be flexible in selecting roosts, choosing roost trees based on suitability to retain bark or provide cavities or crevices. They rarely roost in human structures like barns and sheds.

Reproduction: Breeding begins in late summer or early fall when males begin to swarm near hibernacula. After



Photo by Steve Taylor, University of Illinois

This northern long-eared bat, observed during an Illinois mine survey, shows visible symptoms of white-nose syndrome.

copulation, females store sperm during hibernation until spring. In spring, females emerge from their hibernacula, ovulate and the stored sperm fertilizes an egg. This strategy is called delayed fertilization.

After fertilization, pregnant bats migrate to summer areas where they roost in small colonies and give birth to a single pup. Maternity colonies of females and young generally have 30 to 60 bats at the beginning of the summer, although larger maternity colonies have also been observed. Numbers of bats in roosts typically decrease from the time of pregnancy to post-lactation. Most bats within a maternity colony give birth around the same time, which may occur from late May or early June to late July, depending where the colony is located within the species' range. Young bats start flying by 18 to 21 days after birth. Maximum lifespan for the northern long-eared bat is estimated to be up to 18.5 years.

Feeding Habits: Like most bats, northern long-eared bats emerge at dusk to feed. They primarily fly through the

understory of forested areas feeding on moths, flies, leafhoppers, caddisflies, and beetles, which they catch while in flight using echolocation or by gleaning motionless insects from vegetation.

Range: The northern long-eared bat's range includes much of the eastern and north central United States, and all Canadian provinces from the Atlantic Ocean west to the southern Yukon Territory and eastern British Columbia. The species' range includes 37 States and the District of Columbia: Alabama, Arkansas, Connecticut, Delaware, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and Wyoming.

Why is the northern long-eared bat in trouble?

White-nose Syndrome: No other threat is as severe and immediate as

this. If this disease had not emerged, it is unlikely that northern long-eared bat populations would be experiencing such dramatic declines. Since symptoms were first observed in New York in 2006, white-nose syndrome has spread rapidly from the Northeast to the Midwest and Southeast; an area that includes the core of the northern long-eared bat's range, where it was most common before this disease. Numbers of northern long-eared bats (from hibernacula counts) have declined by up to 99 percent in the Northeast. Although there is uncertainty about the rate that white-nose syndrome will spread throughout the species' range, it is expected to continue to spread throughout the United States in the foreseeable future.

Other Sources of Mortality:

Although no significant population declines have been observed due to the sources of mortality listed below, they may now be important factors affecting this bat's viability until we find ways to address WNS.

Impacts to Hibernacula: Gates or other structures intended to exclude people from caves and mines not only restrict bat flight and movement, but also change airflow and microclimates. A change of even a few degrees can make a cave unsuitable for hibernating bats. Also, cave-dwelling bats are vulnerable to human disturbance while hibernating. Arousal during hibernation causes bats to use up their energy stores, which may lead to bats not surviving through winter.

Loss or Degradation of Summer

Habitat: Highway construction, commercial development, surface mining, and wind facility construction permanently remove habitat and are activities prevalent in many areas of this bat's range. Many forest management activities benefit bats by keeping areas forested rather than converted to other uses. But, depending on type and timing, some forest management activities can cause mortality and temporarily remove or degrade roosting and foraging habitat.

Wind Farm Operation: Wind turbines kill bats, and, depending on the species, in very large numbers. Mortality from windmills has been documented for northern long-eared bats, although a

small number have been found to date. However, there are many wind projects within a large portion of the bat's range and many more are planned.

What Is Being Done to Help the Northern Long-Eared Bat?

Disease Management: Actions have been taken to try to reduce or slow the spread of white-nose syndrome through human transmission of the fungus into caves (e.g. cave and mine closures and advisories; national decontamination protocols). A national plan was prepared by the Service and other state and federal agencies that details actions needed to investigate and manage white-nose syndrome. Many state and federal agencies, universities and non-governmental organizations are researching this disease to try to control its spread and address its affect. See www.whitenosesyndrome.org/ for more.

Addressing Wind Turbine

Mortality: The Service and others are working to minimize bat mortality from wind turbines on several fronts. We fund and conduct research to determine why bats are susceptible to turbines, how to operate turbines to minimize mortality and where important bird and bat migration routes are located. The Service, state natural resource agencies, and the wind energy industry are developing a Midwest Wind Energy Habitat Conservation Plan, which will provide wind farms a mechanism to continue operating legally while minimizing and mitigating listed bat mortality.

Listing: The northern long-eared bat is listed as a threatened species under the federal Endangered Species Act. Listing a species affords it the protections of the Act and also increases the priority of the species for funds, grants, and recovery opportunities.

Hibernacula Protection: Many federal and state natural resource agencies and conservation organizations have protected caves and mines that are important hibernacula for cave-dwelling bats.

What Can I Do?

Do Not Disturb Hibernating Bats:

To protect bats and their habitats, comply with all cave and mine closures, advisories, and regulations. In areas without a cave and mine closure policy, follow approved decontamination protocols (see <http://whitenosesyndrome.org/topics/decontamination>). Under no circumstances should clothing, footwear, or equipment that was used in a white-nose syndrome affected state or region be used in unaffected states or regions.

Leave Dead and Dying Trees

Standing: Like most eastern bats, the northern long-eared bat roosts in trees during summer. Where possible and not a safety hazard, leave dead or dying trees on your property. Northern long-eared bats and many other animals use these trees.

Install a Bat Box: Dead and dying trees are usually not left standing, so trees suitable for roosting may be in short supply and bat boxes may provide additional roost sites. Bat boxes are especially needed from April to August when females look for safe and quiet places to give birth and raise their pups.

Support Sustainability: Support efforts in your community, county and state to ensure that sustainability is a development goal. Only through sustainable living will we provide rare and declining species, like the northern long-eared bat, the habitat and resources they need to survive alongside us.

Spread the Word: Understanding the important ecological role that bats play is a key to conserving the northern long-eared and other bats. Helping people learn more about the northern long-eared bat and other endangered species can lead to more effective recovery efforts. For more information, visit www.fws.gov/midwest/nleb and www.whitenosesyndrome.org

Join and Volunteer: Join a conservation group; many have local chapters. Volunteer at a local nature center, zoo, or national wildlife refuge. Many state natural resource agencies benefit greatly from citizen involvement in monitoring wildlife. Check your state agency websites and get involved in citizen science efforts in your area.



U.S. Fish & Wildlife Service

Threatened and Endangered Species



Although not very tolerant to prolonged flooding, this plant relies on periodic flooding to scour away other plants that compete for the same habitat.



Decurrent False Aster **(*Boltonia decurrens*)**

The Decurrent False Aster is a federally *threatened species*. Threatened species are animals and plants that are likely to become endangered in the foreseeable future. *Endangered species* are animals and plants that are in danger of becoming extinct. Identifying, protecting, and restoring endangered and threatened species is the primary objective of the U.S. Fish and Wildlife Service's endangered species program.

Habitat

This plant is found on moist, sandy floodplains and prairie wetlands along the Illinois River. It relies on periodic flooding to scour away other plants that compete for the same habitat.

Why It's Threatened

Excessive silting seems to be a major cause of the decurrent false aster's decline. Highly intensive agricultural practices have increased topsoil runoff, which smothers seeds and seedlings.

Habitat destruction is another threat. Agriculture has eliminated wet prairies and marshes within the species' range, natural lakes have been drained and converted to row crops. Building levees along rivers and draining wetlands for cultivation has also changed patterns of flooding and eliminated habitat. Herbicides also kill these plants and may be a factor in the decline of the species.

Several communities of decurrent false asters have been found in areas of low-intensity agriculture. Biologists believe that the plant may actually benefit from occasional farming, which eliminates competitive plant species.



Missouri Department of Conservation

Missouri Department of Conservation's Mission is to protect and manage the forest, fish, and wildlife resources of the state and to facilitate and provide opportunities for all citizens to use, enjoy and learn about these resources.

Natural Heritage Review Level Two Report: State Listed Endangered Species and/or Missouri Species/Natural Communities of Conservation Concern

There are records for state-listed Endangered Species, or Missouri Species or Natural Communities of Conservation Concern within or near the defined Project Area. Please contact Missouri Department of Conservation for further coordination.

Foreword: Thank you for accessing the Missouri Natural Heritage Review Website developed by the Missouri Department of Conservation with assistance from the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers, Missouri Department of Transportation and NatureServe. The purpose of this website is to provide information to federal, state and local agencies, organizations, municipalities, corporations and consultants regarding sensitive fish, wildlife, plants, natural communities and habitats to assist in planning, designing and permitting stages of projects.

PROJECT INFORMATION

Project Name and ID Number: Construct Replacement Bulk Fuel Storage Facility #3510

Project Description: Construct replacement bulk fuel storage facility

Project Type: Residential, Commercial and Governmental Building Development

Contact Person: Mark Eldridge

Contact Information: mark.eldridge@tetrattech.com or 618.3432338

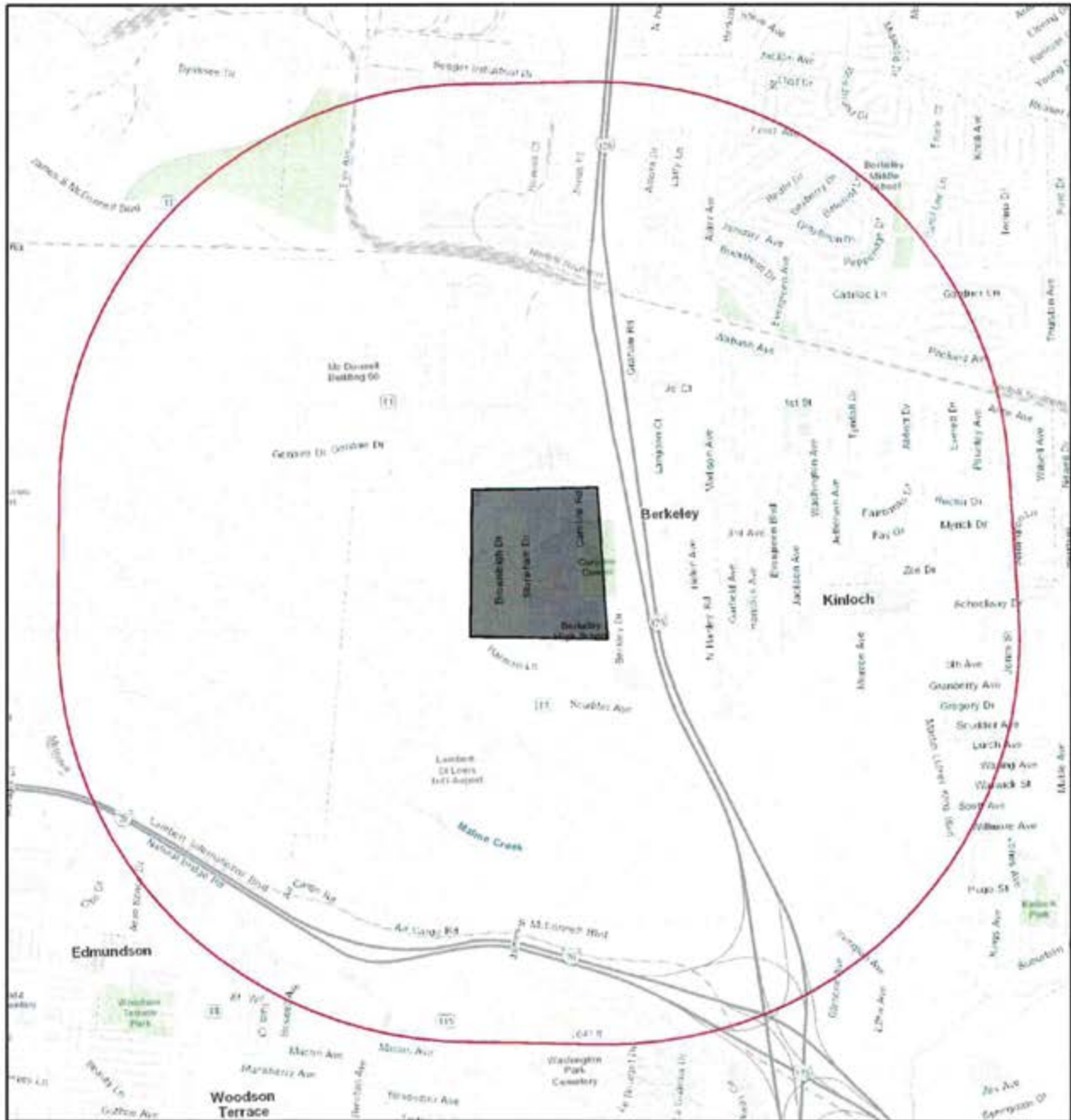
Disclaimer: The NATURAL HERITAGE REVIEW REPORT produced by this website identifies if a species tracked by the Natural Heritage Program is known to occur within or near the area submitted for your project, and shares suggested recommendations on ways to avoid or minimize project impacts to sensitive species or special habitats. If an occurrence record is present, or the proposed project might affect federally listed species, the user must contact the Department of Conservation or U.S. Fish and Wildlife Service for more information. The Natural Heritage Program tracks occurrences of sensitive species and natural communities where the species or natural community has been found. Lack of an occurrence record does not mean that a sensitive plant, animal or natural community is not present on or near the project area. Depending on the project, current habitat conditions, and geographic location in the state, surveys may be necessary. Additionally, because land use conditions change and animals move, the existence of an occurrence record does not mean the species/habitat is still present. Therefore, Reports include information about records near but not necessarily on the project site.

The Natural Heritage Report is not a site clearance letter for the project. It provides an indication of whether or not public lands and sensitive resources are known to be (or are likely to be) located close to the proposed project. Incorporating information from the Natural Heritage Program into project plans is an important step that can help reduce unnecessary impacts to Missouri's sensitive fish, forest and wildlife resources. However, the Natural Heritage Program is only one reference that should be used to evaluate potential adverse project impacts. Other types of information, such as wetland and soils maps and on-site inspections or surveys, should be considered. Reviewing current landscape and habitat information, and species' biological characteristics would additionally ensure that Missouri Species of Conservation Concern are appropriately identified and addressed in planning efforts.

U.S. Fish and Wildlife Service – Endangered Species Act (ESA) Coordination: Lack of a Natural Heritage Program occurrence record for federally listed species in your project area does not mean the species is not present, as the area may never have been surveyed. Presence of a Natural Heritage Program occurrence record does not mean the project will result in negative impacts. The information within this report is not intended to replace Endangered Species Act consultation with the U.S. Fish and Wildlife Service (USFWS) for listed species. Direct contact with the USFWS may be necessary to complete consultation and it is required for actions with a federal connection, such as federal funding or a federal permit; direct contact is also required if ESA concurrence is necessary. Visit the USFWS Information for Planning and Conservation (IPaC) website at <https://ecos.fws.gov/ipac/> for further information. This site was developed to help streamline the USFWS environmental review process and is a first step in ESA coordination. The Columbia Missouri Ecological Field Services Office may be reached at 573-234-2132, or by mail at 101 Park Deville Drive, Suite A, Columbia, MO 65203.

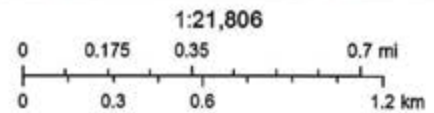
Transportation Projects: If the project involves the use of Federal Highway Administration transportation funds, these recommendations may not fulfill all contract requirements. Please contact the Missouri Department of Transportation at 573-526-4778 or www.modot.mo.gov/ehp/index.htm for additional information on recommendations.

Construct Replacement Bulk Fuel Storage Facility



November 6, 2017

- Project Boundary
- Buffered Project Boundary



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Species or Communities of Conservation Concern within the Area:

There are records for state-listed Endangered Species, or Missouri Species or Natural Communities of Conservation Concern within or near the defined Project Area. Please contact the Missouri Department of Conservation for further coordination.

MDC Natural Heritage Review
Resource Science Division
P.O. Box 180
Jefferson City, MO
65102-0180
Phone: 573-522-4115 ext. 3182
NaturalHeritageReview@mdc.mo.gov

Other Special Search Results:

No results have been identified for this project location.

Project Type Recommendations:

New construction, maintenance and remodeling, including government, commercial and residential buildings and other structures. Fish, forest, and wildlife impacts can be avoided by siting projects in locations that have already been disturbed or previously developed, where and when feasible, and by avoiding alteration of areas providing existing habitat, such as wetlands, streams, forest, native grassland, etc. The project should be managed to minimize erosion and sedimentation/runoff to nearby wetlands, streams and lakes, including adherence to any "Clean Water Act Permit" conditions. Project design should include stormwater management elements that assure storm discharge rates to streams for heavy rain events will not increase from present levels. Revegetate areas in which the natural cover is disturbed to minimize erosion using native plant species compatible with the local landscape and wildlife needs. Annual ryegrass may be combined with native perennials for quicker green-up. Avoid aggressive exotic perennials such as crownvetch and sericea lespedeza. Pollutants, including sediment, can have significant impacts far downstream. Use silt fences and/or vegetative filter strips to buffer streams and drainages, and monitor the site after rain events and until a well-rooted ground cover is reestablished.

Project Location and/or Species Recommendations:

Endangered Species Act Coordination - Indiana bats (*Myotis sodalis*, federal- and state-listed endangered) and Northern long-eared bats (*Myotis septentrionalis*, federal-listed threatened) may occur near the project area. Both of these species of bats hibernate during winter months in caves and mines. During the summer months, they roost and raise young under the bark of trees in wooded areas, often riparian forests and upland forests near perennial streams. During project activities, avoid degrading stream quality and where possible leave snags standing and preserve mature forest canopy. Do not enter caves known to harbor Indiana bats or Northern long-eared bats, especially from September to April. **If any trees need to be removed for your project, please contact the U.S. Fish and Wildlife Service (Ecological Services, 101 Park Deville Drive, Suite A, Columbia, Missouri 65203-0007; Phone 573-234-2132 ext. 100 for Ecological Services) for further coordination under the Endangered Species Act.**

The project location submitted and evaluated is within the range of the Gray Myotis (i.e., Gray Bat) in Missouri. Depending on habitat conditions of your project's location, Gray Myotis (*Myotis grisescens*, federal and state-listed endangered) could occur within the project area, as they forage over streams, rivers, lakes, and reservoirs. Avoid entry or disturbance of any cave inhabited by Gray Myotis and when possible retain forest vegetation along the stream and from the cave opening to the stream. See <http://mdc.mo.gov/104> for best management recommendations.

Invasive exotic species are a significant issue for fish, wildlife and agriculture in Missouri. Seeds, eggs, and larvae may be moved to new sites on boats or construction equipment. Please inspect and clean equipment thoroughly before moving between project sites. See <http://mdc.mo.gov/9633> for more information.

- Remove any mud, soil, trash, plants or animals from equipment before leaving any water body or work area.
- Drain water from boats and machinery that have operated in water, checking motor cavities, live-well, bilge and transom wells, tracks, buckets, and any other water reservoirs.
- When possible, wash and rinse equipment thoroughly with hard spray or HOT water (?140° F, typically available at do-it-yourself car wash sites), and dry in the hot sun before using again.

Streams and Wetlands – Clean Water Act Permits: Streams and wetlands in the project area should be protected from activities that degrade habitat conditions. For example, soil erosion, water pollution, placement of fill, dredging, in-stream activities, and riparian corridor removal, can modify or diminish aquatic habitats. Streams and wetlands may be protected under the Clean Water Act and require a permit for any activities that result in fill or other modifications to the site. Conditions provided within the U.S. Army Corps of Engineers (USACE) Clean Water Act Section 404 permit (<http://www.nwk.usace.army.mil/Missions/RegulatoryBranch.aspx>) and the Missouri Department of Natural Resources (DNR) issued Clean Water Act Section 401 Water Quality Certification (<http://dnr.mo.gov/env/wpp/401/index.html>), if required, should help minimize impacts to the aquatic organisms and aquatic habitat within the area. Depending on your project type, additional permits may be required by the Missouri Department of Natural Resources, such as permits for stormwater, wastewater treatment facilities, and confined animal feeding operations. Visit <http://dnr.mo.gov/env/wpp/permits/index.html> for more information on DNR permits. Visit both the USACE and DNR for more information on Clean Water Act permitting.

For further coordination with the Missouri Department of Conservation and the U.S. Fish and Wildlife Services, please see the contact information below.

MDC Natural Heritage Review
Resource Science Division
P.O. Box 180
Jefferson City, MO
65102-0180
Phone: 573-522-4115 ext. 3182
NaturalHeritageReview@mdc.mo.gov

U.S. Fish and Wildlife Service
Ecological Service
101 Park Deville Drive
Suite A
Columbia, MO
65203-0007
Phone: 573-234-2132

Miscellaneous Information

FEDERAL Concerns are species/habitats protected under the Federal Endangered Species Act and that have been known near enough to the project site to warrant consideration. For these, project managers must contact the U.S. Fish and Wildlife Service Ecological Services (101 Park Deville Drive Suite A, Columbia, Missouri 65203-0007; Phone 573-234-2132; Fax 573-234-2181) for consultation.

STATE Concerns are species/habitats known to exist near enough to the project site to warrant concern and that are protected under the Wildlife Code of Missouri (RSMo 3 CSR 1 0). "State Endangered Status" is determined by the Missouri Conservation Commission under constitutional authority, with requirements expressed in the Missouri Wildlife Code, rule 3CSR 1 0-4.111. Species tracked by the Natural Heritage Program have a "State Rank" which is a numeric rank of relative rarity. Species tracked by this program and all native Missouri wildlife are protected under rule 3CSR 10-4.110 General Provisions of the Wildlife Code.

Additional information on Missouri's sensitive species may be found at <http://mdc.mo.gov/discover-nature/field-guide/endangered-species>. Detailed information about the animals and some plants mentioned may be accessed at http://mdc4.mdc.mo.gov/applications/mofwis/mofwis_search1.aspx. If you would like printed copies of best management practices cited as internet URLs, please contact the Missouri Department of Conservation.

Attachment H

State Historic Preservation Office Consultation Historical Aerial Photographs and Topographic Maps

CULTURAL RESOURCE ASSESSMENT
Section 106 Review

CONTACT PERSON/ADDRESS

C:

Ms. Dana Ryan
Planning Development
St. Louis Lambert International Airport
P.O. Box 10212
St. Louis, MO 63145-0212

Scott Tener, FAA

PROJECT:

Bulk Fuel Storage Facility EA, St. Louis Lambert Airport

FEDERAL AGENCY

FAA

COUNTY:

St. Louis

The State Historic Preservation Office has reviewed the information submitted on the above referenced project. Based on this review, we have made the following determination:

After review of initial submission, the project area has a low potential for the occurrence of cultural resources. A cultural resource survey, therefore, is not warranted.

Adequate documentation has been provided (36 CFR Section 800.11). There will be "no historic properties affected" by the current project.

An adequate cultural resource survey of the project area has been previously conducted. It has been determined that for the proposed undertaking there will be "no historic properties affected".

For the above checked reason, the State Historic Preservation Office has no objection to the initiation of project activities. PLEASE BE ADVISED THAT, IF THE CURRENT PROJECT AREA OR SCOPE OF WORK ARE CHANGED, A BORROW AREA IS INCLUDED IN THE PROJECT, OR CULTURAL MATERIALS ARE ENCOUNTERED DURING CONSTRUCTION, APPROPRIATE INFORMATION MUST BE PROVIDED TO THIS OFFICE FOR FURTHER REVIEW AND COMMENT. Please retain this documentation as evidence of compliance with Section 106 of the National Historic Preservation Act, as amended.

By: Toni M. Prawl June 4, 2019
Toni M. Prawl, Ph.D., Deputy State Historic Preservation Officer Date

MISSOURI DEPARTMENT OF NATURAL RESOURCES
STATE HISTORIC PRESERVATION OFFICE
P.O. Box 176, Jefferson City, Missouri 65102
For additional information, please contact Amy Rubingh, (573) 751-4589.
Please be sure to refer to the project number: 054-SL-19



January 25, 2019

Ms. Toni Prawl
State Historic Preservation Office
P.O. Box 176
Jefferson City, MO 65102

Re: Section 106 Review
STL EA Bulk Fuel Storage Facility

Dear Ms. Prawl:

The City of St. Louis Airport Authority is sponsoring a project at St. Louis Lambert International Airport that proposes to replace an antiquated, underground, fuel storage facility with a state-of-the-art, above ground, facility.

A draft environmental assessment for the project has been prepared in accord with the National Environmental Policy Act and guidance received from the Federal Aviation Administration.

Please accept this letter and the enclosed project information form as the Airport Authority's formal request to initiate a Section 106 review and consultation. The draft environmental assessment and other support documents pertinent to the review are also included.

I am the point-of-contact for the project and will be available to answer questions or provide additional material. Look forward to your favorable review.

Regards,

A handwritten signature in blue ink that reads "Dana Ryan".

Dana Ryan
Airport Planning Manager
P: 314-551-5027
E: dlryan@flystl.com

Enc.



MISSOURI DEPARTMENT OF NATURAL RESOURCES
 STATE HISTORIC PRESERVATION OFFICE
SECTION 106 PROJECT INFORMATION FORM

Submission of a completed Project Information Form with adequate information and attachments constitutes a request for a review pursuant to Section 106 of the National Historic Preservation Act of 1966 (as amended). We reserve the right to request more information. **Please refer to the CHECKLIST on Page 2 to ensure that all basic information relevant to the project has been included.** For further information, refer to our website at: <http://dnr.mo.gov/shpo> and follow the links to Section 106 Review.

NOTE: Section 106 regulations provide for a 30-day response time by the Missouri State Historic Preservation Office from the date of receipt.

PROJECT NAME
 Draft Environmental Assessment (EA) Bulk Fuel Storage Facility

FEDERAL AGENCY PROVIDING FUNDS, LICENSE, OR PERMIT
 Federal Aviation Administration

APPLICANT City of St. Louis Airport Authority	TELEPHONE 314-426-8000
--	---------------------------

CONTACT PERSON Dana L. Ryan	TELEPHONE 314-551-5027
--------------------------------	---------------------------

ADDRESS FOR RESPONSE
 Planning Development
 St. Louis Lambert International Airport
 P.O. Box 10212
 St. Louis, MO 63145-0212

LOCATION OF PROJECT
 COUNTY
 St. Louis County

STREET ADDRESS 6024 James S. McDonnell Blvd	CITY Berkeley
--	------------------

LEGAL DESCRIPTION OF PROJECT AREA (TOWNSHIP, RANGE, SECTION, ¼ SECTION)
 USGS TOPOGRAPHIC MAP QUADRANGLE NAME (SEE MAP REQUIREMENTS ON PAGE 2)

YEAR 2017	TOWNSHIP Township 46 North	RANGE Range 6 East	SECTION Section 9
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PROJECT DESCRIPTION

DESCRIBE THE OVERALL PROJECT IN DETAIL. IF IT INVOLVES EXCAVATION, INDICATE HOW WIDE, HOW DEEP, ETC. IF THE PROJECT INVOLVES DEMOLITION OF EXISTING BUILDINGS, MAKE THAT CLEAR. IF THE PROJECT INVOLVES REHABILITATION, DESCRIBE THE PROPOSED WORK IN DETAIL. USE ADDITIONAL PAGES IF NECESSARY.

- See Enclosed Environmental Assessment Document
1. Purpose and Need Statement: Page 1
 2. Proposed Action and Project Description: Page 3
 3. Affect Environment: Page 8
 4. Historic, Archeological, or Cultural Resources Page 10
 5. Project Site Photographs: Attachment B
 6. Historical Aerial Photography and DOI Geological Survey Topographic Maps: Attachment H

The project site is presently vacant with no structures or buildings present.

The project site is comprised of approximately 6.23 acres. In order to obtain a level pad, the site will be cleared and grubbed of all vegetation. The site will be graded with cut-and-fill requirements roughly equal.



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

1/24/2019 11:17:04 AM 11:17:07 AM CDT



Disclaimer: Although this map has been compiled by the Missouri Department of Natural Resources, no warranty, expressed or implied, is made by the department as to the accuracy of the data and related materials. The act of distribution shall not constitute any such warranty, and no responsibility is assumed by the department in the use of these data or related materials.

REPLACEMENT FUEL FARM LEASE AREA

A TRACT OF LAND BEING PART OF LOTS 10-19 IN BLOCK 1; PART OF LOTS 1-3, 10, AND 52 OF BLOCK 2; ALL OF LOTS 4-9, AND 53-58 OF BLOCK 2; PART OF LOTS 6-12, 15, AND 73, ALL OF LOTS 13, 14, 74, AND 75, OF BLOCK 3; PART OF STONEHAM (50'W) DRIVE AND BROWNLEIGH (50'W) DRIVE ALL BEING PART OF BROWNLEIGH SUBDIVISION AS RECORDED IN PLAT BOOK 41, PAGE 45 OF THE ST LOUIS COUNTY RECORDER'S OFFICE, AND BEING LOCATED IN SECTION 9, TOWNSHIP 46 NORTH, RANGE 6 EAST, CITY OF BERKLEY, ST LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 75 IN BLOCK 3 OF SAID BROWNLEIGH SUBDIVISION, SAID CORNER ALSO BEING ON THE EAST RIGHT-OF-WAY LINE OF JAMES S MCDONNELL BOULEVARD (80 FEET WIDE); THENCE, DEPARTING SAID EAST RIGHT-OF-WAY LINE AND ALONG THE NORTH LINE OF SAID LOT 75 AND SAID LOT 12, SOUTH 89°38'00" EAST, 170.00 FEET; THENCE DEPARTING SAID NORTH LOT LINE AND PARALLEL WITH THE WEST LINE OF LOTS 7 THROUGH 12 IN SAID BLOCK 3 OF SAID BROWNLEIGH SUBDIVISION, NORTH 00°22'00" EAST, 310.00 FEET; THENCE, DEPARTING SAID WEST LINE OF LOTS 7 THROUGH 12, SOUTH 89°38'00" EAST, 550.00 FEET; THENCE, SOUTH 00°22'00" WEST, 450.00 FEET; THENCE, NORTH 89°38'00" WEST, 720.00 FEET TO SAID EAST RIGHT-OF-WAY LINE OF JAMES S MCDONNELL BOULEVARD; THENCE, NORTH 00°22'00" EAST ALONG SAID EAST RIGHT-OF-WAY LINE, 140.00 FEET TO THE POINT OF BEGINNING,

CONTAINING APPROXIMATELY 6.23 ACRES (271,300 SQUARE FEET) MORE OR LESS.

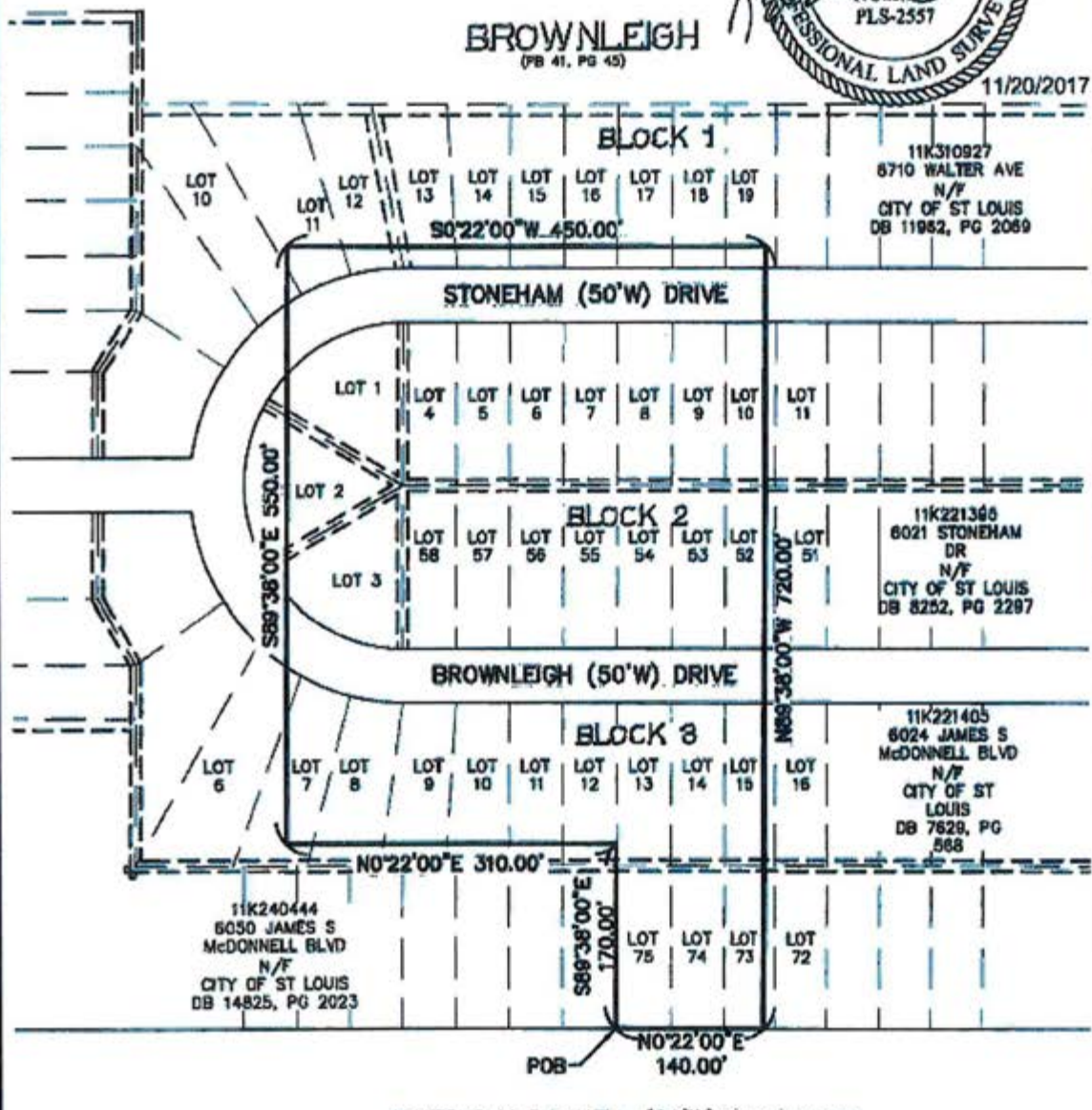


11/20/2017



SCALE: 1" = 150'
0 75 150

BROWNLEIGH
(PB 41, PG 45)



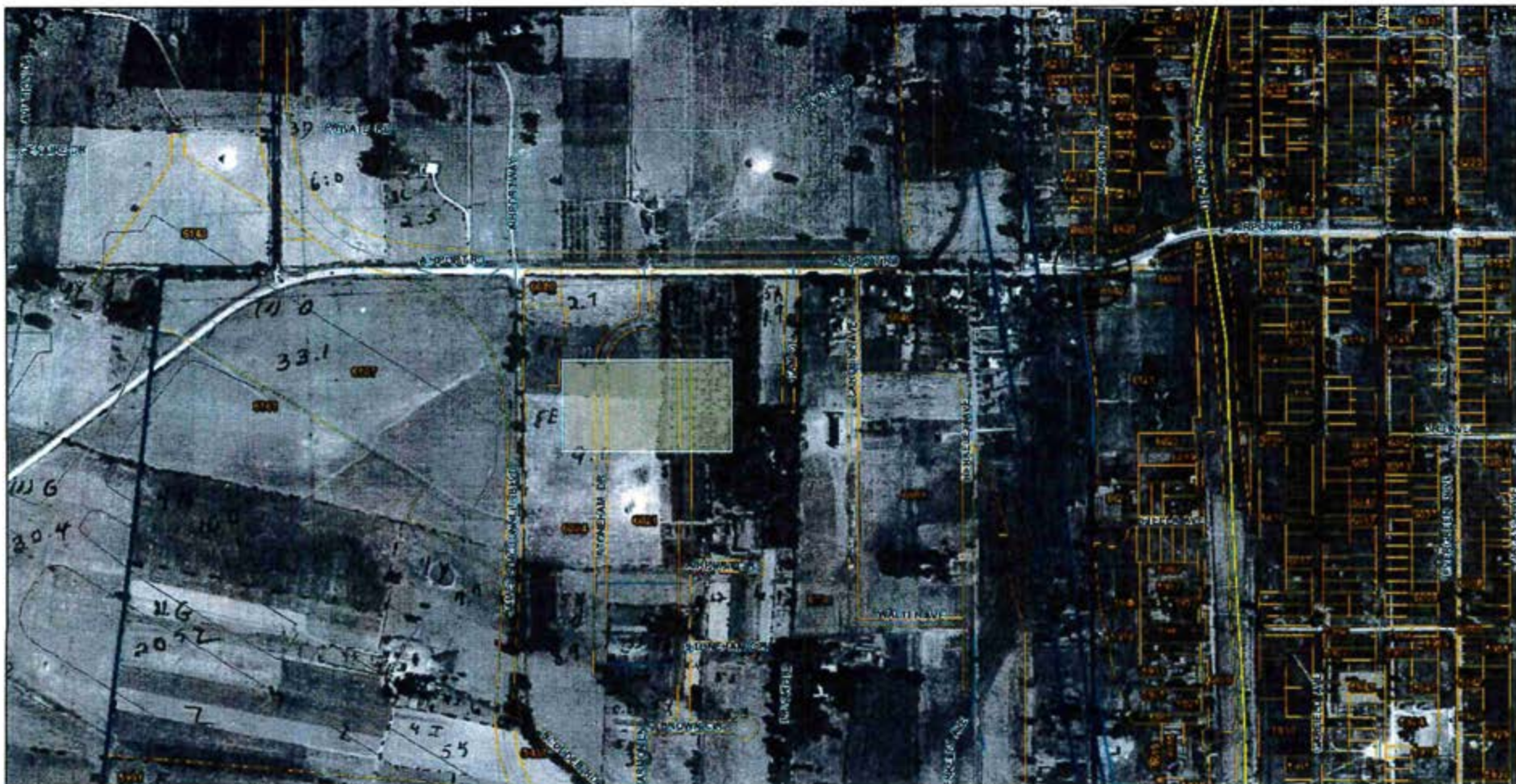
JAMES S McDONNELL (80'W) BOULEVARD

EXHIBIT "L-1"

INITIAL:

REPLACEMENT FUEL FARM LEASE AGREEMENT EXHIBIT
PART OF BROWNLEIGH
PLAT BOOK 41, PAGE 43
BERKELEY, ST LOUIS COUNTY, MISSOURI

Project Site Brownleigh Sub-division 1933

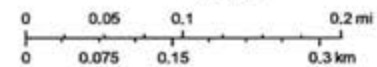


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Project Site Brownleigh Sub-division 1955

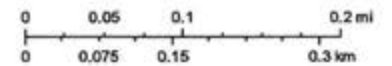


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Project Site Brownleigh Sub-division 1966

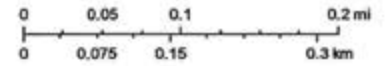


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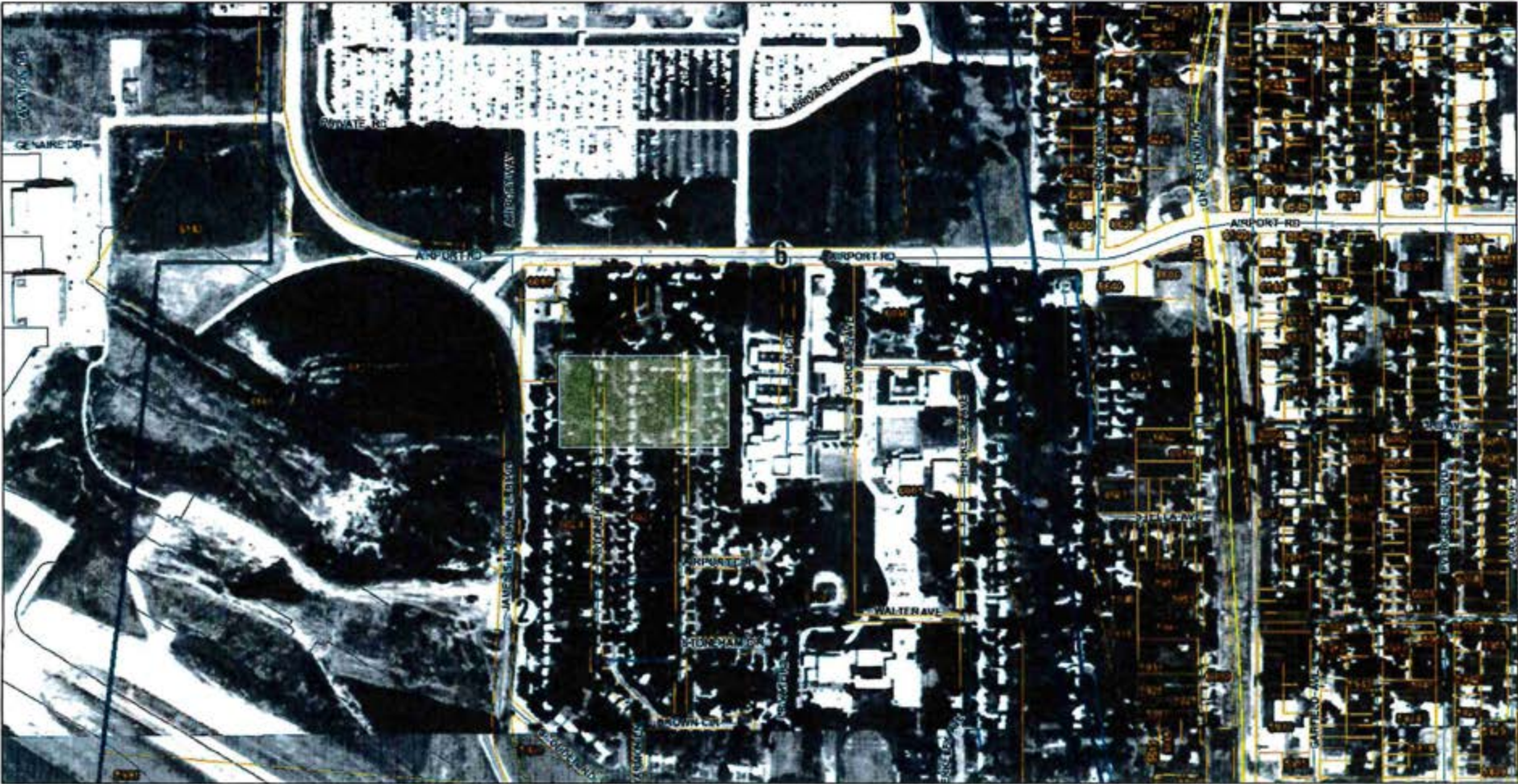
Areas

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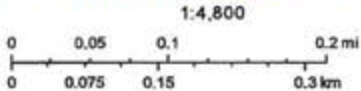


Project Site Brownleigh Sub-division 1972



1/25/2019 2:07:29 PM

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Map Provided by the St. Louis County GIS Service Center. Copyright 2018, St. Louis County. All rights reserved.

Project Site Brownleigh Sub-division 1981

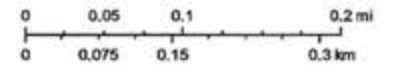


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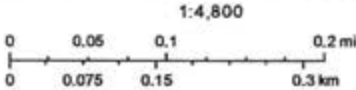


Project Site Brownleigh Sub-division 1997



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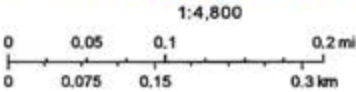


Project Site Brownleigh Sub-division 2002



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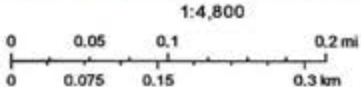


Project Site Brownleigh Sub-division 2008



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Project Site Brownleigh Sub-division 2016



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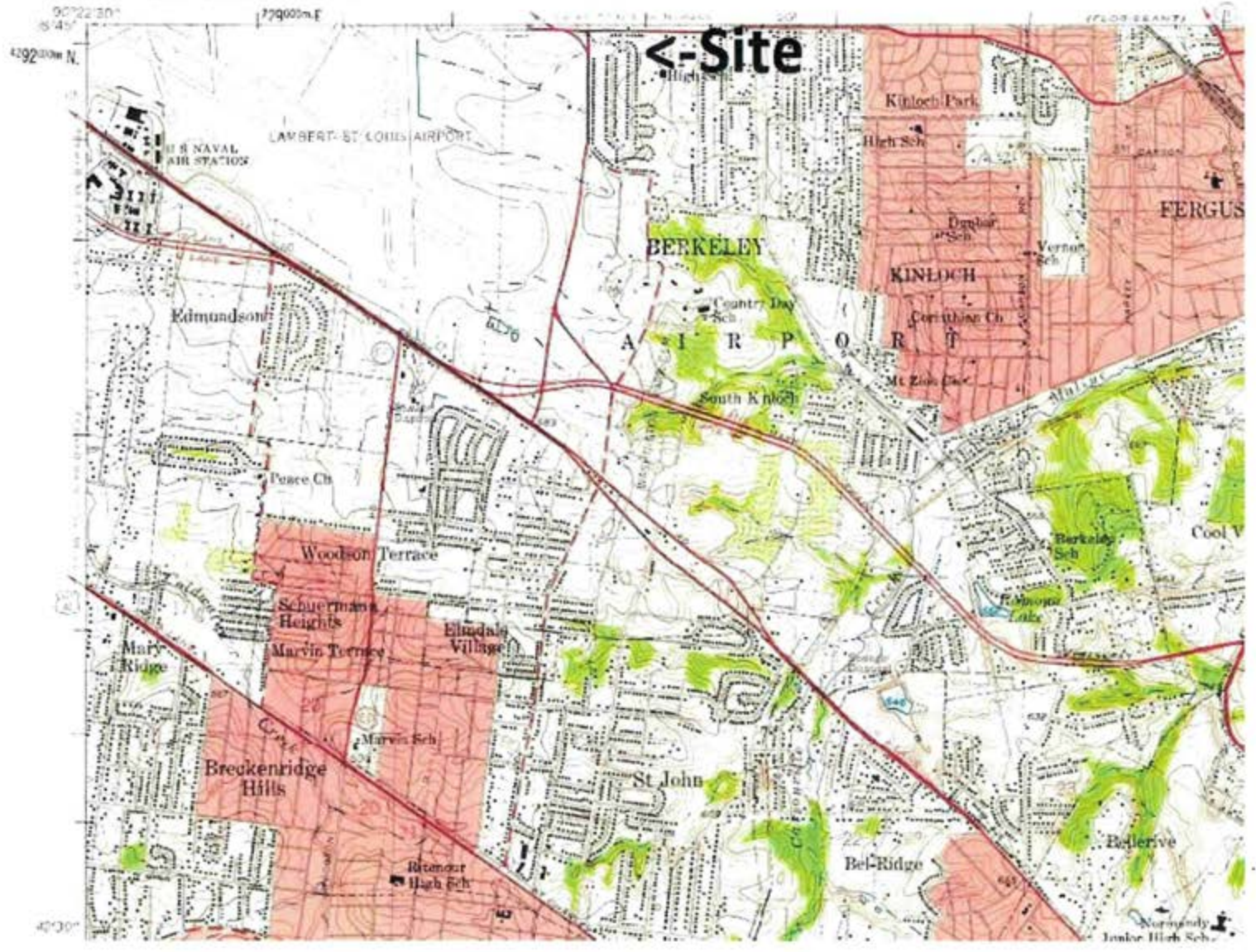
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0 0.05 0.1 0.2 mi
0 0.075 0.15 0.3 km

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

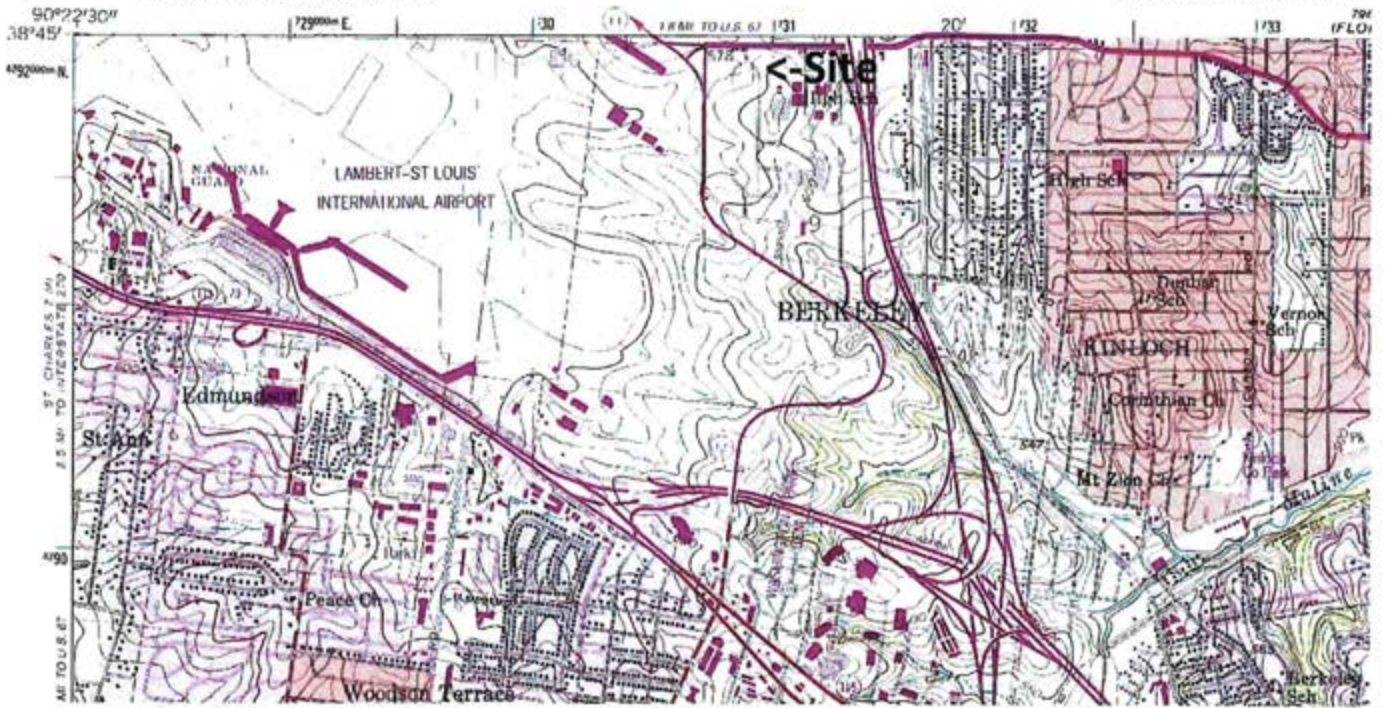
STATE OF MISSOURI
GEOLOGICAL SURVEY AND WATER



700' 14" SW
ST. CHARLES

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

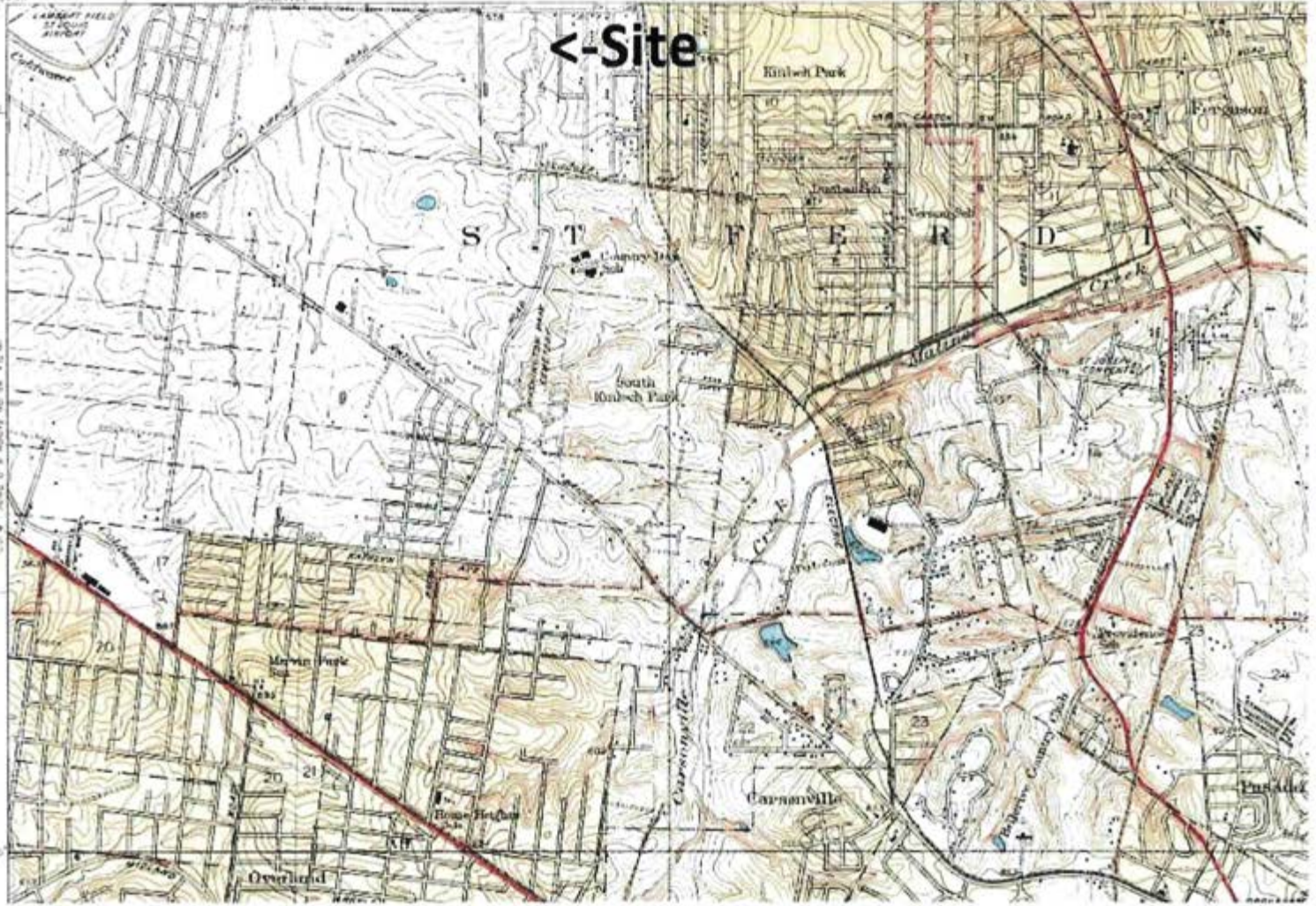
STATE OF
GEOLOGICAL SURVEY



UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

PLAT 32821 2 11
STATE OF MISSOURI
GEOLOGICAL SURVEY AND WATER RESOURCES
H.A. BUEHLER, STATE GEOLOGIST
(1963 Edition)

<-Site



1 of 1



88.1%



Attachment I
National Wetlands Inventory Map



U.S. Fish and Wildlife Service

National Wetlands Inventory

New Bulk Fuels Storage Facility Site



October 30, 2017

Wetlands

- | | | | | | |
|---|--------------------------------|---|-----------------------------------|---|----------|
|  | Estuarine and Marine Deepwater |  | Freshwater Emergent Wetland |  | Lake |
|  | Estuarine and Marine Wetland |  | Freshwater Forested/Shrub Wetland |  | Other |
| | |  | Freshwater Pond |  | Riverine |

This map is for general reference only. The U.S. Fish and Wildlife Service is not responsible for the accuracy or completeness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Wetlands Inventory (NWI)
This page was produced by the NWI Mapper

Attachment J

FEMA Flood Map

FEMA's National Flood Hazard Layer (Official)



Data from Flood Insurance Rate Maps (FIRMs) where available digitally. New NFHL FIRMette Print app available: <http://tinyurl.com/j4xwp5e>

USGS The National Map: Orthoimagery | Print here instead: <http://tinyurl.com/j4xwp5e> Support: FEMAMapSpecialist@riskmapcgs.com | USGS The National Map: Orthoimagery

Attachment K
Public Involvement

Public Hearing
Response to Comments
Draft Environmental Assessment
Replacement Bulk Fuel Storage Facility

February 14, 2019

Synopsis

Doors to the public hearing opened at 10:00am, February 6, 2019. For the initial hour, the public was given opportunity to review presentation boards and engage with project representatives. A large contingent from the Berkeley fire department, police department, and public works was present and used the time to gain an understanding of the project details.

At 11:00am the formal public hearing was called to order – Mr. Paul Smith presiding.

Upon opening the hearing, the proposed project was presented and explained by Burns & McDonnell, Inc. (acting on behalf of STL Fuels, LLC). Tetra Tech, Inc. followed and presented findings from the environmental research.

The floor was opened for the public's verbal testimony and/or questions and comments. Ms. Debra Irvin, Berkeley City Manager, was the sole person attending that asked questions. No other testimony was received nor was there a request to give testimony in a private setting, which was available. No written comments or questions were received at the hearing nor received prior to the comment period being closed on February 13, 2014.

Representatives from the St. Louis Pipeline and Buckeye Pipeline were in attendance. Debra Irvin, Berkeley City Manager, asked to question the pipeline staff, which was allowed.

Response to Comments

1. Question 1 (transcript pg. 17): pertained to clarification of "decommissioning" and did it include the St. Louis and Buckeye pipelines?

Response: as used in the environmental assessment, decommissioning concerns only the existing bulk fuel storage facility. Once the new facility is operational, the old facility will be removed and the property restored to other beneficial use.

2. Question 2 (transcript pg. 18): pertained to potential impacts on Berkeley residents when the St. Louis and Buckeye pipelines are re-routed?

Response: re-routing the pipelines to the replacement bulk fuel storage facility should have no impact on residents. The St. Louis line will be aligned on the west side of the Interstate 170 corridor. At the closest there would be a 500 feet separation between the realigned pipe and the nearest residence. The Buckeye pipeline is presently at the proposed site and there is no requirement to realign the pipe.

3. Question 3 (transcript pg. 19): pertained to when the pipelines companies would submit design plans to the City of Berkeley?

Response: both pipeline companies verbally committed to 90 days.

4. Question 4 (transcript pg. 21): pertained to the Buckeye pipeline alignment on Midwood Avenue, which experience a collapse due to a void attributed to the pipeline and the need for mitigation?

Response: at its closest Midwood Avenue is located about one mile north-northeast of the project site and located east of Interstate 170. The issue is outside the scope of the environmental assessment and is a matter between the City of Berkeley and the pipeline company.

Public Hearing
Response to Comments
Draft Environmental Assessment
Replacement Bulk Fuel Storage Facility

February 14, 2019

Synopsis

A Public Hearing was convened February 6, 2019, in the Council Chambers at the City of Berkeley (MO). Doors to the public hearing opened at 10:00am, February 6, 2019.

For the initial hour, the public was given opportunity to review presentation boards and engage with project representatives. A large contingent from the Berkeley fire department, police department, and public works was present and used the time to gain an understanding of the project details.

At 11:00am the formal public hearing was called to order – Mr. Paul Smith presiding.

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Response to Comments/Questions

Representatives from the St. Louis Pipeline and Buckeye Pipeline were in attendance. Debra Irvin, Berkeley City Manager, asked to question the pipeline staff, which was allowed.

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Response: at its closest Midwood Avenue is located about one mile north-northeast of the project site and located east of Interstate 170. The issue is outside the scope of the environmental assessment and is a matter between the City of Berkeley and the pipeline company.

Hearing Close

No other verbal testimony was received nor was there a request to give testimony in a private setting, which was available.

At 1:30 pm Paul Smith, the presiding official, announced that written comments could be submitted until February 13, 2019. A final call was issued for the public to give verbal testimony. There being none the hearing was closed.

No written comments or questions were received at the hearing nor received prior to the comment period being closed on February 13, 2014.

AFFIDAVIT OF PUBLICATION

The attached advertisement for

TETRA TECH INC

was published as follows:

- On stloday.com
 In the St. Louis Post-Dispatch
 In the Suburban Journals

Saturdays: 01/05/19 and 01/12/19
(dates)

AD# 2383020

Notice of Draft Environmental Assessment and Public Hearing

The St. Louis Lambert International Airport announces the availability of the Draft Environmental Assessment for a Proposed Bulk Fuel Storage Facility for public review and comment. The Airport plans to construct a new Bulk Fuel Storage Facility near the intersection of James S. McDonnell Blvd and Airport Road on property owned by the Airport. Other actions associated with the project will include the realignment of existing pipelines and the decommissioning of the Airport's existing Bulk Fuel Storage Facility. The Draft Environmental Assessment is available for review at the Berkeley City Hall at 8425 Airport Road, Berkeley MO between the hours of 8:30 am through 4:00 pm; at the Airport Office Building at 11405 Nevada Road, Bridgeton MO between the hours of 9:00 am and 4:00 pm; and at www.livati.com/about-us/noise-program. Interested parties are invited to a Public Hearing concerning this project, to be held in the Berkeley City Council Chambers located at the Berkeley City Hall on 6 February 2019 from 10:00 am to 1:30 pm. Comments on the Environmental Assessment can be provided to the Airport at the Public Hearing or via mail at: BPSF EA (at: Planning), St. Louis Lambert International Airport, P.O. Box 11405, St. Louis, MO 63148. Public comments must be received on or before 12 February 2019.

Tanya L. Lemons

Tanya L. Lemons
(signed)

Advertising Account Executive - Classified/Legal
(title)

Sworn to and subscribed before me,

This 26 day of February 2019

Beth A. Bradley
Notary Public, City of St. Louis

My term expires 7-1-22

Affidavit charge \$ _____ each.

BETH A. BRADLEY
Notary Public - Notary Seal
St. Louis City - State of Missouri
Commission Number 14991746
My Commission Expires Jul 1, 2022

ST. LOUIS AMERICAN NEWSPAPER
2515 PINE STREET
SAINT LOUIS, MO. 63103
314-533-8000

JANUARY 17, 2019

TETRA TECH
1634 EAST PORT PLAZA
COLLINSVILLE, IL 62234
INVOICE#82620

ATTN: DAVID GERMERO TH

**SEALED BIDS: NOTICE OF DRAFT
ENVIRONMENTAL ASSESSMENT AND PUBLIC HEARING
THE ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
ANNOUNCES THE AVAILABILITY OF THE DRAFT
ENVIRONMENTAL ASSESSMENT FOR A PROPOSED
BULK FUEL STORAGE FACILITY FOR PUBLIC REVIEW
AND COMMENT. THE AIRPORT PLANS TO CONSTRUCT
A NEW BULK FUEL STORAGE FACILITY NEAR THE
INTERSECTION OF JAMES S. MCDONNELL BLVD AND
AIRPORT ROAD ON PROPERTY OWNED BY THE
AIRPORT .OTHER ACTIONS ASSOCIATED WITH THE
PROJECT WILL INCLUDE THE REALIGNMENT OF
EXISTING PIPELINES AND THE DECOMMISSIONING
OF THE AIRPORT'S EXISTING BULK FUEL STORAGE
FACILITY. THE DRAFT ENVIRONMENTAL ASSESSMENT
IS AVAILABLE FOR REVIEW AT THE BERKELEY CITY
HALL AT 8425 AIRPORT ROAD, BERKELEY MO
BETWEEN THE HOURS OF 8:30 AM THROUGH 4:00
PM; AT THE AIRPORT OFFICE BUILDING AT 11495
NAVAID ROAD, BRIDGETON MO BETWEEN THE
HOURS OF 9:00 AM AND 4:00**

DEIRDRE SNIDER:



ACCOUNT ASST:

*Who certifies the above-referenced advertisement January 10, 2019 in the Size
Charged For, and in the Entire press run of the ST. LOUIS AMERICAN NEWSPAPER,
Please find the invoice And tearsheet(s) regarding said ad enclosed*

Enclosure(s)

Telephone: 314-533-8000

Editorial Fax: 314-533-0038

Sales Fax: 314-533-2332

STATE OF MISSOURI)
LAND, MISS

COUNTY OF ST. LOUIS

Subscribed and sworn to before me this 17 day of January, 2019
Robin R. Britt Notary Public

Maintenance Department located at 7469
Minter Industrial Drive, Ferguson, MO
63125. Bid specs must be obtained at:
<http://new.forgfor.k12.mo.us/facilities-rfn>.
Contact Matt Furfuro (314) 506-9184

Notice of Draft Environmental Assessment and Public Hearing

The St. Louis Lambert International Airport announces the availability of the Draft Environmental Assessment for a Proposed Bulk Fuel Storage Facility for public review and comment. The Airport plans to construct a new Bulk Fuel Storage Facility near the intersection of James A. McDonnell Blvd and Airport Road on property owned by the Airport. Other actions associated with the project will include the realignment of existing pipelines and the decommissioning of the Airport's existing Bulk Fuel Storage Facility. The Draft Environmental Assessment is available for review at the Berkeley City Hall at 8425 Airport Road, Berkeley MO between the hours of 8:30 am through 4:00 pm; at the Airport Office Building at 11495 Navaid Road, Bridgeton MO between the hours of 9:00 am and 4:00 pm; and at www.flystl.com/about-us/noise-program. Interested parties are invited to a Public Hearing concerning this project, to be held in the Berkeley City Council Chambers located at the Berkeley City Hall on 6 February 2019 from 10:00 am to 1:30 pm. Comments on the Environmental Assessment can be provided to the Airport at the Public Hearing or via mail at: BPSF FA (at: Planning), St. Louis Lambert International Airport, P.O. Box 11495, St. Louis, MO 63145. Public comments must be received on or before 12 February 2019.

**SITE Improvement Association Office,
2071 Exchange Drive St. Charles, MO 63303**

Project plans are available from MSD. For questions regarding this prebid meeting, Contact the SITE Improvement Association office at 314/966-2950.

MWBE PreBid Meeting Notice

The SITE Improvement Association is hosting a Prebid meeting for Qualified and Certified MWBE contractors to discuss working on:

**MSD's Hermitage Sanitary Relief
(SKME-615)
Contract Letting No. 10863-015.1**

This meeting is being held on behalf of the following SITE contractor member:

Fred M. Luth & Sons, Inc.
4516 McRee Ave. St. Louis, MO 63110
314/771-3892

The meeting will take place at

10:30 a.m.

January 17, 2019

**SITE Improvement Association Office,
2071 Exchange Drive St. Charles, MO 63303**

Project plans are available from MSD. For questions regarding this prebid meeting, Contact the SITE Improvement Association office at 314/966-2950.

LETTING NO. 863 TRAFFIC MANAGEMENT ENHANCEMENT LAMBERT INTERNATIONAL BOULEVARD, FEDERAL PROJECT NO. CMAQ-9991(840), ST. LOUIS, MISSOURI

Sealed proposals will be received by the Board of Public Service in Room 208 City Hall, 1200 Market Street, St. Louis, Mo. Until 1:45 PM, CT, on **JANUARY 28, 2019** then publicly opened and read. Drawings and Specifications may be examined on the Board of Public Service website <http://www.st-louis.org/bids> (BPS On Line Plan Room) and may be purchased directly through the BPS website from ENDOX Services at cost plus shipping. No refunds will be made.

The prime contractor must have a fully responsive contractor questionnaire on file with the Missouri Highway and Transportation Commission at least 7 days prior to bid opening date in order for MODOT to concur with the award of this project. Bidders shall comply with all applicable City, State and Federal laws (including DBE policies).

There will be a Pre-bid meeting on Thursday, January 18, 2019, at 1:00 PM at 11495 Navaid Rd., Bridgeton, MO 63044, on the Fourth Floor in the Onyx Conference Room (Rm. AO-4066).

All bidders must regard Federal Executive Order 11246, "Notice of Requirement for Affirmative Action to Ensure Equal Employment Opportunity", the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Specifications" set forth within and referenced at www.st-louis.org (Announcements).

The City of St. Louis hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, businesses owned and controlled by socially and economically disadvantaged individuals will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, religion, creed, sex, age, ancestry, or national origin in consideration for an award.

Contractors and sub-contractors who sign a contract to work on public works project provide a 10-Hour OSHA construction safety program, or similar program approved by the Department of Labor and Industrial Relations, to be completed by their on-site employees within sixty (60) days of beginning work on the construction project.

The DBE Goal for this project is 14%.

SEALED BIDS

for
Missouri
Veterans
Home
Renovation,
St. Louis,
Missouri,
Project No.
U1804-01 will
be received
by EMDC, State
of MO, UNTIL
1:30 PM,
2/7/2019.
For specific
project
information an
ordering plans
go
to: <http://ca.mi.gov/facilities>

ST. LOUIS AMERICAN NEWSPAPER
2315 PINE STREET
SAINT LOUIS, MO. 63103
314-533-8000

JANUARY 17, 2019

TETRA TECH
1634 EAST PORT PLAZA
COLLINSVILLE, IL 62234
INVOICE#82711

ATTN: DAVID GERMERO TH

SEALED BIDS: NOTICE OF DRAFT ENVIRONMENTAL ASSESSMENT AND PUBLIC HEARING-THE ST. LOUIS LAMBERT INTERNATIONAL AIRPORT ANNOUNCES THE AVAILABILITY OF THE DRAFT ENVIRONMENTAL ASSESSMENT FOR A PROPOSED BULK FUEL STORAGE FACILITY FOR PUBLIC REVIEW AND COMMENT. THE AIRPORT PLANS TO CONSTRUCT A NEW BULK FUEL STORAGE FACILITY NEAR THE INTERSECTION OF JAMES S. MCDONNELL BLVD AND AIRPORT ROAD ON PROPERTY OWNED BY THE AIRPORT. OTHER ACTIONS ASSOCIATED WITH THE PROJECT WILL INCLUDE THE REALIGNMENT OF EXISTING PIPELINES AND THE DECOMMISSIONING OF THE AIRPORT'S EXISTING PIPELINES AND THE DECOMMISSIONING OF THE AIRPORT'S EXISTING BULK FUEL STORAGE FACILITY. THE DRAFT ENVIRONMENTAL ASSESSMENT IS AVAILABLE FOR REVIEW AT THE BERKELEY CITY HALL AT 8425 AIRPORT ROAD, BERKELEY MO BETWEEN THE HOURS OF 8:30 AM THROUGH 4:00 PM AT THE AIRPORT OFFICE BUILDING AT 11495 NAVAID ROAD, BRIDGETON MO BETWEEN THE HOURS OF 9:00 AM AND 4:00

DEIRDRE SNIDER:
Deirdre Snider

ACCOUNT ASST:

Who certifies the above-referenced advertisement January 17, 2019 in the Size Charged For, and in the Entire press run of the ST. LOUIS AMERICAN NEWSPAPER,

Telephone: 314-533-8000

Editorial Fax: 314-533-0038

Sales Fax: 314-533-2332

Please find the invoice And tearsheet(s) regarding said ad enclosed

Enclosure(s)

STATE OF MISSOURI)
LAND, MISS

COUNTY OF ST. LOUIS

Subscribed and sworn to before me this 30 day of January, 2019
Robin R. Britt Notary Public

ROBIN R. BRITT
Notary Public - Notary Seal
State of Missouri, St. Louis County
Commission # 11384770
My Commission Expires Oct 25, 2019

Notice of Draft Environmental Assessment and Public Hearing

The St. Louis Lambert International Airport Authority has published a Draft Environmental Assessment (EA) for the proposed expansion of the existing 2800-foot-long, 150-foot-wide Runway 16R/16L. The EA is available for public review and comment from January 24, 2015, to February 11, 2015. A public hearing will be held on February 11, 2015, at 7:00 p.m. at the airport terminal. Comments received will be considered in the final EA report.

REQUEST FOR PROPOSALS

The St. Louis Economic Development Partnership (the Partnership) solicits proposals from qualified firms to provide services as the Partnership's representative and program management services during the design and construction of an approximately \$0.85-billion fast-track project for the new terminal located at 7100 Corporate Square Drive, St. Louis, Missouri 63121.

To be considered, proposals must be submitted to the Partnership by 4:00 p.m. on Thursday, January 24, 2015. Proposals should be sent by email to procurement@stlpartnership.com or to St. Louis Economic Development Partnership, ATTN: Human Resources, 15775 N. Grand Blvd., Suite 2000, St. Louis, Missouri 63104. Questions and proposals are encouraged and a free pre-bid conference will be held on January 22, 2015, at 10:00 a.m. at the St. Louis Convention Center. For more information, contact the Partnership at (314) 678-7400 or procurement@stlpartnership.com.

Advertisement

Advertisement for St. Louis Economic Development Partnership. The text describes the partnership's mission to create jobs and economic growth in the St. Louis region. It highlights the partnership's commitment to transparency and accountability in its operations. The advertisement also mentions the partnership's recent success in securing major contracts for infrastructure projects.

Formis (CD, cadmium, effluve) must be submitted to the appropriate authority. Request forms may be received no later than 3:00 p.m. on Friday, January 25, 2015. For more information, contact the St. Louis Economic Development Partnership at (314) 678-7400.

All inquiries and requests to obtain complete copies of the EA should be directed to the St. Louis Economic Development Partnership, Attention: Environmental Assessment, at (314) 678-7400.

CREW OF ST. LOUIS INTERNATIONAL AIRPORT

Self-employment opportunities available for individuals with experience in airport operations. Positions include ground crew, baggage handling, and aircraft cleaning. Interested parties should contact the St. Louis Economic Development Partnership at (314) 678-7400.

Individuals seeking employment at the St. Louis International Airport should contact the airport authority. The airport is currently hiring for various positions, including security, maintenance, and administrative roles. Applications should be submitted to the airport's human resources department.

MEMORANDUM FOR THE DIRECTOR

Memorandum regarding the proposed expansion of the airport terminal. The document discusses the environmental impact of the project and the need for a thorough assessment. It also outlines the partnership's commitment to minimizing disruption to airport operations during the construction phase.

Information regarding the airport's operations and the partnership's role in managing the facility. The text provides details on the airport's capacity, security measures, and the partnership's commitment to providing high-quality services to passengers.

NOTICE OF CONTRACT

Notice of contract awarded to a qualified contractor for the construction of a new terminal building at the St. Louis International Airport. The contract value is approximately \$100 million. The contractor is expected to start work in early 2015.

Information regarding the airport's future plans and the partnership's vision for the facility. The text discusses the airport's long-term strategy to become a world-class hub for international travel and commerce.

Information regarding the partnership's financial performance and its commitment to transparency. The text provides a summary of the partnership's revenue, expenses, and assets for the previous year.

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**Public Hearing
Draft Environmental Assessment
Replacement Bulk Fuel Storage Facility**

February 6, 2019

Agenda

1. 10:00 am – Doors Open to Public
2. 10:00 am to 11:00 am – Board Presentations and Open Discussion
3. 11:00 am – Welcome by Host and Introductions
4. 11:10 am – Presentation by Burns & McDonnell
5. 11:20 am – Presentation by Tetra Tech
6. 11:30 am – Public Hearing Called to Order
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Attn: Planning Development
P.O. Box 10212
St. Louis, MO 63145-0212

Comment period expires February 13, 2019



Public Hearing
Draft Environmental Assessment
Replacement Bulk Fuel Storage Facility

February 6, 2019

Roster

Name	City of Residence
Sgt. Jackson	Berkeley P.D.
James Hreed	Berkeley FD
TJ Stevens	Berkeley FD
Matt Morris	Berkeley FD
Elise Labiowski	Berkeley PD
Wesley Lekarek	Buckeye Partners, L.P.
Shane Thrasher	Southwest Airlines
Nick Grove	Burns + McDonnell
Justin Light	Berkeley FD
Robbie Ghirardi	Berkeley FD
KURT JAOLICH	BURNS & McDONNELL

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Public Hearing
Draft Environmental Assessment
Replacement Bulk Fuel Storage Facility

February 6, 2019

Roster

Name	City of Residence
Jim Linhardt	Berkeley Fire Chief
Bob Crets	Berkeley Inspections
Deanna Jones	Berkeley City Clerk
MIKE MALONEY	CITY OF BERKELEY
Chrlisha Burton	city of Berkeley
JERRY BECKMANN	STL AA
ART JACKSON	CITY OF BERKELEY
RON SIDES	HOUSE SPACES, MO
Emmalee Mitchell	City of Berkeley
CAPT. STEVE RUNGE	Berkeley PD
Det Sgt Ervin	Berkeley PD

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Public Hearing
Draft Environmental Assessment
Replacement Bulk Fuel Storage Facility

February 6, 2019

Roster

Name	City of Residence
Reginald Gully	Facilities Manager ^{CITY OF} Barkdale
ION STROBEL	STL EHS, CITY OF ST. LOUIS
PAUL SMITH	ST. LOUIS, MO / TETRA TECH
DAVID GERMEROTH	Tetra Tech
Carolyn Crimes	Residence
Bryant Gilbert	SF Pipeline

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Welcome

Public Hearing

For the
Draft

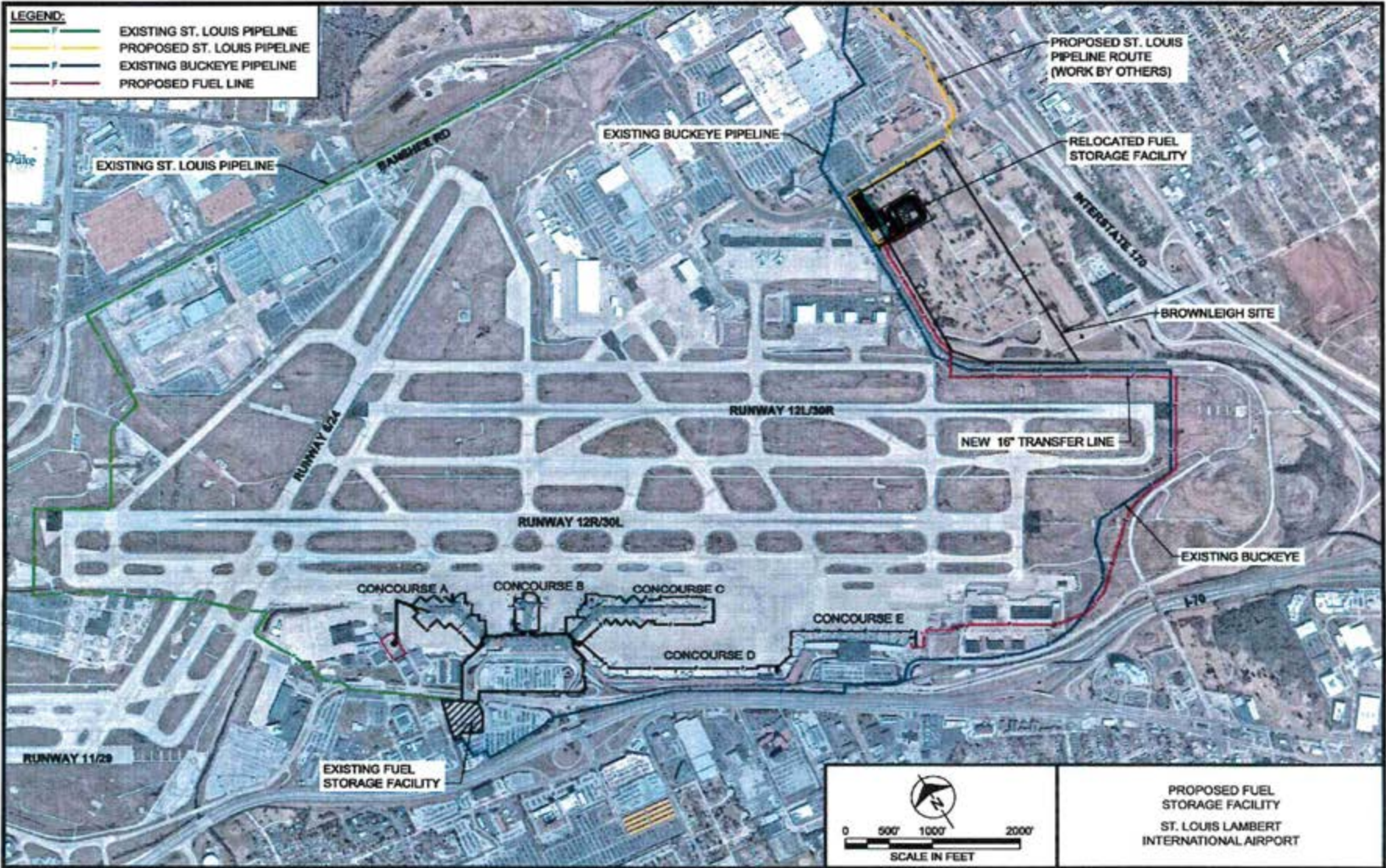
Environmental Assessment (EA)

Of the Replacement Bulk Fuel Storage Facility

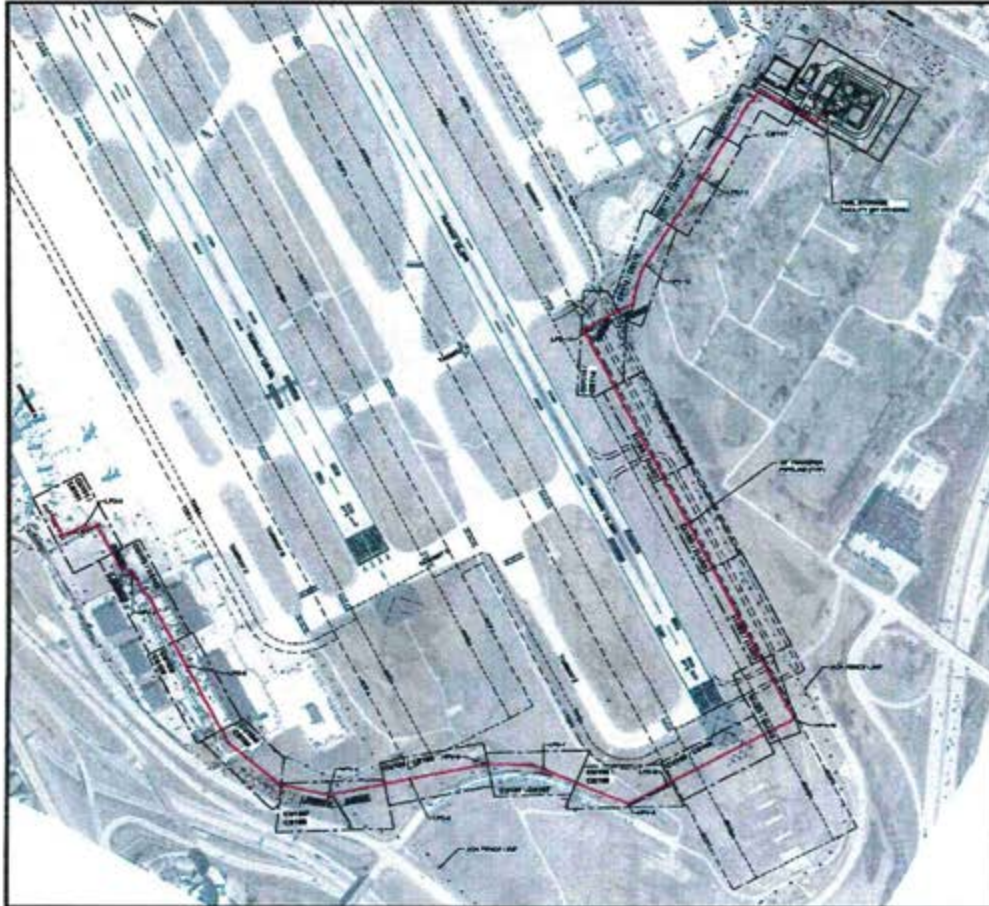
Presented by
St. Louis Lambert International Airport

6 February 2019
Berkeley City Hall

Proposed Project

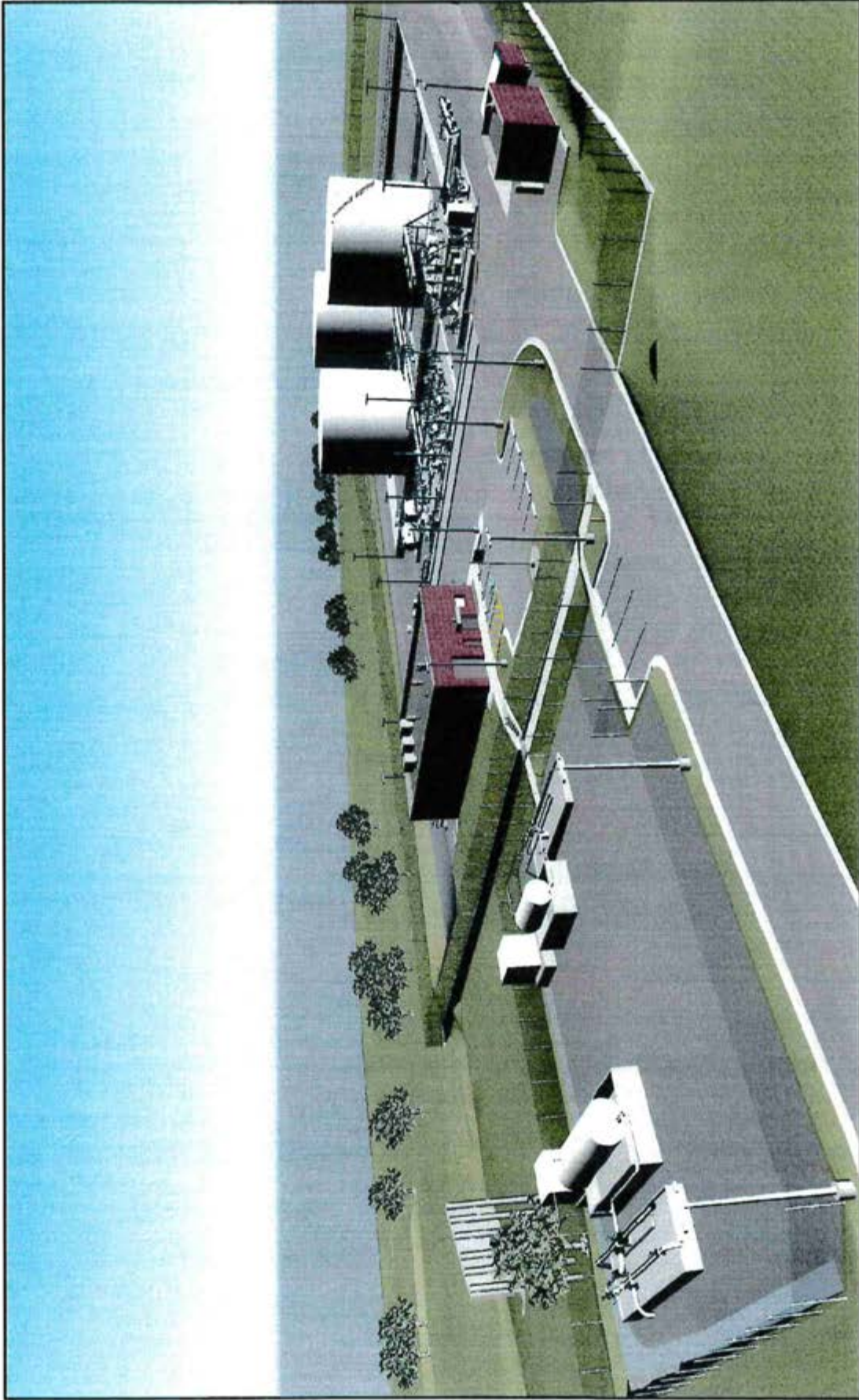


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Replacement STL Fuel Storage Facility Facts

- Three 24,000-barrel tanks (roughly 3 million gallons)
- Each tank will be 60 feet in diameter and 48 feet tall
- Two fuel supply pipelines — 10-inch Buckeye and 6-inch St. Louis pipelines
- Two miles of 16-inch transfer piping to supply terminals
- Fuel receipt area (meters, surge tanks, pig receivers, etc.)
- Inbound fuel filtration
- Fuel pumping/outbound filtration
- Water/foam fire protection system
- 4,300-square-foot control building
- Containment areas and stormwater management



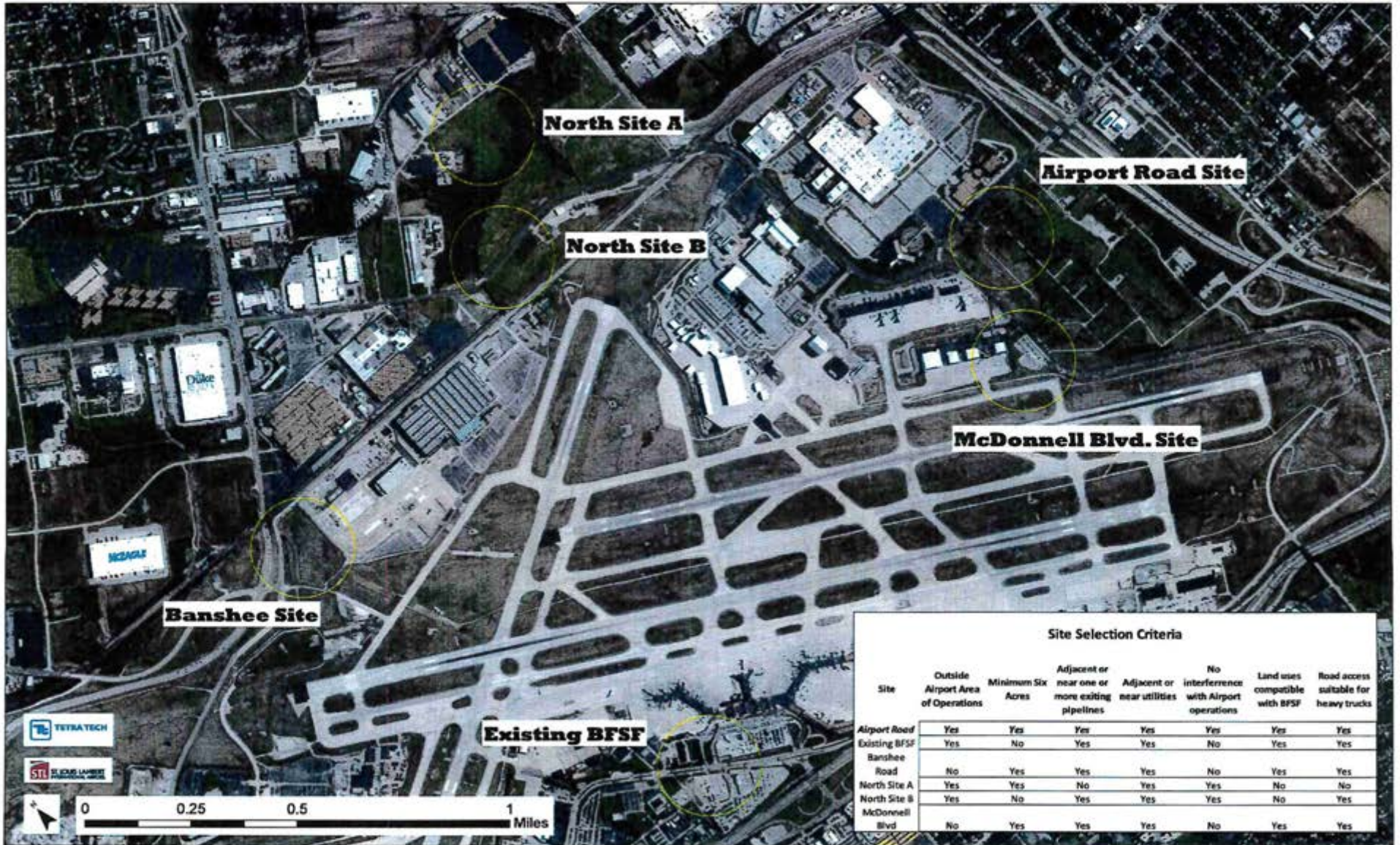
BURNS MEDONNELL



STL Fuel Company, LLC

Environmental Considerations

Evaluated Bulk Fuel Storage Facility Sites



Site Selection Criteria							
Site	Outside Airport Area of Operations	Minimum Six Acres	Adjacent or near one or more exiting pipelines	Adjacent or near utilities	No interference with Airport operations	Land uses compatible with BFSF	Road access suitable for heavy trucks
Airport Road	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Existing BFSF	Yes	No	Yes	Yes	No	Yes	Yes
Banshee Road	No	Yes	Yes	Yes	No	Yes	Yes
North Site A	Yes	Yes	No	Yes	Yes	No	No
North Site B	Yes	No	Yes	Yes	Yes	No	Yes
McDonnell Blvd	No	Yes	Yes	Yes	No	Yes	Yes

Data Source: Solid Level Lookout Submittal Airport

St. Louis Lambert International Airport Replacement Bulk Fuel Storage Facility Summary of Environmental Consequences

Environmental Consequences Impact Category	Proposed Action Alternative		No Action Alternative	
	Impacts	Mitigation	Impacts	Mitigation
Air Quality	Not significant	Obtain permits to construct from St. Louis County	Not significant	None
Biological Resources	Not significant	Prohibit clearing of potential bat roosting trees during the roosting season, 1 April through 31 October	None	None
Climate	None	None required	None	None
Coastal Resources	None	None required	None	None
Section 4(f)	None	None required	None	None
Farmlands	None	None	None	None
Hazardous Materials, Solid Waste, & Pollution Prevention	None	None required. Closure of existing BFSF to be performed under plans approved by MDNR.	None	None
Historical, Architectural, Archeological, and Cultural Resources	None	Contact SHPO and FAA if resources uncovered during construction.	None	None
Land Use	Not significant	City commitment to Land Use Compatibility Assurance; Establish appropriate Airport zoning/ordinances. Prepare and implement SWPPP and Land Disturbance SWPPP.	None	None
Natural Resources and Energy Supply	None	None required	None	None
Noise and Noise Compatible Land Use	None	None required	None	None
Socioeconomic, Environmental Justice, & Children's Health	None	None required	None	None
Visual Effects	None	None required	None	None
Water Resources				
Wetlands	None	None required	None	None
Floodplains	None	None required	None	None
Surface Water	None	Implement BMPs. Obtain stormwater and land disturbance SWPPPs. Implement SPCC.	None	None
Ground Water	None	None required	None	None
Wild and Scenic Rivers	None	None required	None	None
Cumulative Impacts	None	None required	None	None

St. Louis Lambert International Airport

Replacement Bulk Fuel Storage Facility Air Emission Rates*

Compound	De Minimis Level (pounds per year)	Emission Rate (pounds per year)			
		ASTs at Current Annual Throughput (102,000,000 gallons)	ASTs at Future Annual Throughput (205,000,000 gallons)	20,000-gallon Surge Tank (servicing Buckeye Pipeline)	6,000 gallon Surge Tank (servicing St. Louis Pipeline)
Jet Kerosene (VOC)	80,000	2,630	3,140	1.13	0.97
Individual HAPs					
Naphthalene	20,000	28.7	34.3	0.01	0.01
Xylenes	20,000	8.2	9.7	0.003	0.003
Toluene	20,000	3.4	4.1	0.001	0.001
Ethylbenzene	20,000	3.4	4.1	0.001	0.001
Hexane	20,000	2.6	3.1	0.001	0.001
Aggregate HAP	50,000	46.3	55.3	.016	.016

Backup Generator Emission Rates*

Compound	De Minimis Level (tons/yr)	Actual Emissions, tons/year (operation: 100 hr/yr)	Potential to Emit Emissions, tons/yr (operation: 500 hr/yr)
CO	100	0.57	2.83
NO _x	40	2.62	13.12
SO _x	40	0.17	0.86
PM ₁₀	15	0.18	0.92

The Missouri Department of Natural Resources has determined that an Air Operating Permit for the replacement Bulk Fuel Storage Facility will not be required.

* Estimates prepared using the EPA's TANKS program (version 4.09D).



Public Hearing
Draft Environmental Assessment
Replacement Bulk Fuel Storage Facility

February 6, 2019

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Public Hearing
Response to Comments
Draft Environmental Assessment
Replacement Bulk Fuel Storage Facility

February 14, 2019

Synopsis

Doors to the public hearing opened at 10:00am, February 6, 2019. For the initial hour, the public was given opportunity to review presentation boards and engage with project representatives. A large contingent from the Berkeley fire department, police department, and public works was present and used the time to gain an understanding of the project details.

At 11:00am the formal public hearing was called to order – Mr. Paul Smith presiding.

Upon opening the hearing, the proposed project was presented and explained by Burns & McDonnell, Inc. (acting on behalf of STL Fuels, LLC). Tetra Tech, Inc. followed and presented findings from the environmental research.

The floor was opened for the public's verbal testimony and/or questions and comments. Ms. Debra Irvin, Berkeley City Manager, was the sole person attending that asked questions. No other testimony was received nor was there a request to give testimony in a private setting, which was available. No written comments or questions were received at the hearing nor received prior to the comment period being closed on February 13, 2014.

Representatives from the St. Louis Pipeline and Buckeye Pipeline were in attendance. Debra Irvin, Berkeley City Manager, asked to question the pipeline staff, which was allowed.

Response to Comments

1. Question 1 (transcript pg. 17): pertained to clarification of "decommissioning" and did it include the St. Louis and Buckeye pipelines?

Response: as used in the environmental assessment, decommissioning concerns only the existing bulk fuel storage facility. Once the new facility is operational, the old facility will be removed and the property restored to other beneficial use.

2. Question 2 (transcript pg. 18): pertained to potential impacts on Berkeley residents when the St. Louis and Buckeye pipelines are re-routed?

Response: re-routing the pipelines to the replacement bulk fuel storage facility should have no impact on residents. The St. Louis line will be aligned on the west side of the Interstate 170 corridor. At the closest there would be a 500 feet separation between the realigned pipe and the nearest residence. The Buckeye pipeline is presently at the proposed site and there is no requirement to realign the pipe.

3. Question 3 (transcript pg. 19): pertained to when the pipelines companies would submit design plans to the City of Berkeley?

Response: both pipeline companies verbally committed to 90 days.

4. Question 4 (transcript pg. 21): pertained to the Buckeye pipeline alignment on Midwood Avenue, which experience a collapse due to a void attributed to the pipeline and the need for mitigation?

Response: at its closest Midwood Avenue is located about one mile north-northeast of the project site and located east of Interstate 170. The issue is outside the scope of the environmental assessment and is a matter between the City of Berkeley and the pipeline company.

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PUBLIC HEARING FOR THE DRAFT ENVIRONMENTAL
ASSESSMENT (EA) OF THE REPLACEMENT
BULK FUEL STORAGE FACILITY

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12

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PRESENTED BY:

14

ST. LOUIS LAMBERT INTERNATIONAL AIRPORT

15

16

17

18

FEBRUARY 6, 2019

19

BERKELEY CITY HALL, BERKELEY, MISSOURI

20

21

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25

1 A P P E A R A N C E S

2 (Only attendees who spoke on the record noted)

3 Paul Smith - Tetra Tech

4 Kurt Janisch - Burns & McDonnell

5 David Germeroth - Tetra Tech

6 Debra Irvin - City of Berkeley, Missouri

7 Bryant Gilbert - Allied Aviation

8 Wes Pekarek - Buckeye Pipeline

9

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17

18

19

20 Audio recording: Chris Grega, Alaris Litigation

21

 Court Reporter:

22 William L. DeVries, RDR/CRR

 Missouri CCR #566

23 Alaris Litigation Services

 711 North Eleventh Street

24 St. Louis, Missouri 63101

 (314) 644-2191

25 1-800-280-3376

1 (Starting time: 11:02 a.m.)

2 MR. SMITH: Okay. It's about
3 eleven o'clock. Can you hear me, everybody? All
4 right. This meeting will now come to order.

5 Good morning. Welcome to all for
6 attending. This is a public meeting in support of
7 the construction effort for the replacement bulk
8 fuel storage facility at the St. Louis International
9 Airport.

10 My name's Paul Smith, and I'm a
11 chemist, environmental consultant with the firm
12 Tetra Tech over in Collinsville, Illinois. I'll
13 serve as the host for this public meeting.

14 At this time I'd like to recognize the
15 following elected officials that are also with us
16 here today. Ms. Emily Mitchell with the City of
17 Berkeley. Right there, okay. And I'd also like to
18 recognize the city manager, Ms. Debra Irvin. Okay.
19 Thanks.

20 Now I'd like to introduce our airport
21 staff attendees. We have Mr. Gerald Beckmann,
22 airport deputy director for engineering.

23 MR. BECKMANN: Yes.

24 MR. SMITH: Okay. Mr. Jon Strobel,
25 he's our airport environmental safety and health.

1 And Mr. Shane Thrasher, he's the chairman for the
2 STL Fuel Consortium.

3 Okay. Our panel today for -- to
4 continue our discussion in their order of appearance
5 will first be Mr. Kurt Janisch. He's with the firm
6 Burns & McDonnell, and he'll be presenting the
7 design details for the new bulk fuel storage
8 facility.

9 Following Mr. Janisch's presentation
10 will be Mr. Dave Germeroth. He's with the firm
11 Tetra Tech, and he will present the environmental
12 assessment findings.

13 Okay. This public hearing is being
14 held as part of the approval process for an airport
15 for the construction of a replacement bulk fuel
16 storage facility on airport property located at the
17 proximity of McDonnell Boulevard and Airport Road.

18 This public meeting is being held
19 consistent with the National Environmental Policy
20 Act, NEPA, guidelines, which require the preparation
21 and presentation of an environmental assessment to
22 report any potential environmental effects on the
23 proposed bulk fuel storage facility construction
24 project.

25 The airport has prepared an assessment

1 which evaluates the environmental consequences of
2 the new -- of the replacement bulk fuel storage
3 facility project. Copies of the assessment are
4 available both here and at city hall and at the
5 airport for review.

6 This hearing is being video recorded
7 and a stenographer will prepare a transcript of the
8 proceedings. Following these proceedings all
9 attendees are invited to provide comments or
10 questions concerning the information that they've
11 heard today.

12 They also can be submitted in writing.
13 There are sheets at the back on the first table as
14 you walk in where you can write your comment on
15 that. You can either take that home with you, mail
16 that in. There is an address listed at the bottom
17 of that comment/question form. Or you can use that
18 as guidelines here if you'd like to publicly present
19 your comments or questions.

20 Written comments to questions should be
21 addressed to the St. Louis International Airport,
22 and there is also -- there is a mailing address on
23 the form, the comment/question form back there.
24 Those need to be turned in by a week from today.
25 That would be February 13th. Is that Wednesday the

1 13th?

2 Okay. These questions provided here
3 today and by mail will be included in the appendix
4 to the final environmental assessment report. The
5 associated responses and answers will be also
6 provided in an appendix to the report.

7 If you would at this time please
8 refrain from any comments or questions until the
9 presentations have been completed. All verbally
10 communicated comments and questions will be entered
11 into record at the conclusion of the presentation.

12 Comments and questions may not be fully
13 addressed at today's hearing. They will be noted,
14 but may not be able to be addressed at this point
15 based upon our limited available resources for
16 responding to those at this time.

17 Okay. At this time I'd like to
18 introduce our first speaker. Again, that's Mr. Kurt
19 Janisch. He's with the firm Burns & McDonnell.
20 Mr. Janisch, please.

21 MR. JANISCH: Hi. Thank you very much
22 for everybody showing up this morning. We were kind
23 of afraid nobody would show up, so it's good to see
24 a lot of folks here.

25 So my name is Kurt Janisch. I'm a

1 professional engineer and project manager with Burns
2 & McDonnell Engineering. St. Louis Fuel Consortium
3 are the ones that hired us to design this facility.
4 And we have been working on this for about the last
5 four years trying to figure this all out, come up
6 with a plan, and we're ready to get started
7 implementing that plan.

8 Okay. So let me know if anybody can't
9 hear me. I'll try and project.

10 So by way of introductions earlier,
11 what I want to do was go through the -- kind of the
12 history of the facility and let you know why we're
13 doing this and then kind of finish up with what
14 we're actually doing.

15 So first of all, the existing fuel
16 storage facility consists of underground storage
17 tanks. Part of that facility dates back to the
18 fifties, and while, you know, cars and music from
19 the fifties is good, fuel storage facilities from
20 the fifties not so much.

21 So our goal is to replace this to
22 create a safer, more environmentally solid and, you
23 know, real important to the flying public, a more
24 reliable fuel system for the airport.

25 So this is just an illustration of

1 showing the overall airport for your reference. The
2 existing fuel storage facility is down here. If you
3 leave terminal one, that exit right there, the fuel
4 facility is right across the street from you.
5 Because it's all underground storage tanks you may
6 have never even noticed it.

7 It's fed by two existing pipelines, and
8 the replacement facility will be up here on what
9 they call the Brownleigh subdivision. This was a
10 subdivision that was removed for noise abatement
11 issues. Evidently the residents were very noisy and
12 distracting the pilots, so they got rid of all those
13 homes up there, and that's the piece of property
14 that the new fuel storage facility is going to be
15 constructed on.

16 In addition to fuel storage there's
17 going to be a new 16-inch transfer line that goes
18 from that facility all the way down to the airport.
19 So this is kind of just a sketch of what the
20 facility will consist of. There are three 24,000
21 barrel or roughly about a million gallons each
22 aboveground fuel storage tanks. Those are those
23 three there.

24 There's a pipeline receipt area,
25 inbound filtration, pump system that pumps the fuel

1 back out to the airport. You've got a maintenance
2 and operations building here. That's maintain --
3 there's going to be somebody there 24 hours a day,
4 seven days a week. There's fire protection and
5 storm water containment facilities there.

6 So that's the existing facility. Here
7 is just a plan view of that. This is McDonnell Road
8 and Airport Boulevard is up here. This is part of
9 this road you see here is part of the old
10 subdivision, but these are the three tanks. The M&O
11 building, pipeline receipt area, and storm water
12 retention area.

13 So once again, this is the -- kind of a
14 view from the sky. This is the existing storage
15 facility on the other side of the terminal. This is
16 the new fuel storage facility out on the Brownleigh
17 property. This is the Boeing facility for
18 reference, point of reference, and these are like
19 UPS and the cargo facilities that are out there.

20 Just another view of what the facility
21 will look like. This is another early design
22 picture, and that's just the newer one in case
23 anybody has -- and we have that same figure on one
24 of those boards.

25 MS. IRVIN: Kurt, can you go back to

1 the color rendering of this and talk a little bit
2 about fire safety since our fire team is here and in
3 the event of a spill and how that works? I mean,
4 we've gone through it from the additional process,
5 but if you can talk to our life safety people today.

6 MR. JANISCH: Sure. So there will be
7 a -- this is the fire suppression building that is
8 right here. It will contain a foam tank. It's a
9 concentrate that gets mixed with water.

10 There are two ways to put out the fire.
11 One is if the fire is on the tanks or in the tanks,
12 they can dump foam onto the fuel in the tanks, put
13 out the fire. The other option -- and you know,
14 there has not been a whole lot of fuel farm fires in
15 the history. Stapleton back in the early nineties.
16 Miami, Boston.

17 The source of those fires was not
18 inside the tank in the containment. It was on the
19 pumps. So pumps are now outside the containment
20 area and there will be a monitor system, a foam
21 cannon that can be used to put out the fire if it's
22 on the pump pad or in the filters area.

23 And that can be run on both foam or
24 water, and it is -- we were talking about this
25 earlier. Since it can be run on just water, it's a

1 great environment to go out and train with it.

2 So that facility is right here, so it
3 will be coming in through this gate. Once again,
4 this will be monitored 24/7. There's an EFSO
5 system, an emergency fuel shutoff system there so
6 they can close valves remotely as well as start
7 operating the -- that notifications. And then the
8 foam concentrate is there. So --

9 MS. IRVIN: So Kurt, as the site plan
10 there talks about, it shows three aboveground there,
11 but it's showing four. So talk to our staff about
12 why there is an additional tank showing on the site
13 plan.

14 MR. JANISCH: Sure. That is a
15 potential future tank. So it's kind of like your
16 basement, rough in a bathroom down there. So it's
17 being designed in case there is ever an increase in
18 fuel demand.

19 The airlines -- part of the reliability
20 is to have enough storage on-site so that if there's
21 disruption to the supply of that fuel they can still
22 supply the airport. So if the demand ever
23 significantly increases, we have it kind of roughed
24 in to add a fourth tank if necessary. The
25 containment, everything is sized for that for a

1 future tank if needed.

2 So this is the 16-inch transfer line
3 that will feed the airport. So the underground
4 hydrant system's actually out at the gate. At each
5 gate there's a fuel pit that they hook up to the
6 airplane.

7 So right now there will be a 16-inch
8 line that kind of goes along parallel to McDonnell
9 Boulevard, crosses over to the airfield, parallels
10 the taxiway, runway, cuts across, goes down through
11 cargo city, then into the terminal area there.

12 So between the transfer lines and the
13 fuel storage facility, that's kind of the extent of
14 this project right now. I think that's it.

15 MR. GERMEROOTH: All right.

16 MR. SMITH: Thank you, Mr. Janisch.

17 Okay. Our next presenter will be Mr. David
18 Germeroth with the Tetra Tech organization over in
19 Collinsville, Illinois. Mr. David Germeroth will
20 present findings of the environmental assessment.
21 David.

22 MR. GERMEROOTH: Hi, I'm Dave Germeroth.
23 I'm a registered engineer with Tetra Tech. The
24 airport asked us to do an environmental assessment
25 of the replacement bulk fuel storage facility, and

1 we did that under NEPA, which is the National
2 Environmental Policy Act.

3 The purpose of NEPA is to assure that
4 government actions -- that the government considers
5 the environment prior to undergoing major actions.
6 And under FAA regulations when there's a change to
7 the airport layout plan NEPA is triggered because we
8 are going to relocate the bulk fuel storage facility
9 the airport layout plan, which is in essence a map
10 of the facility, changes, so NEPA gets triggered and
11 we do an environmental assessment.

12 Under NEPA there are 16 impact
13 categories that we have to evaluate, air quality,
14 biological resources, climate, coastal resources,
15 you can read them here, farmland, and they're onto
16 the next slide here. Which we looked at all of
17 these.

18 Some of them aren't applicable, as I
19 said. There aren't any coasts in Missouri, so we
20 don't have to evaluate that so much. So when we go
21 into our EA, the first thing we did was a siting
22 study. The airport identified six candidate sites.
23 This is also an exhibit in the back of the room.
24 And they identified selection criteria.

25 We applied that criteria to those six

1 sites and only one site satisfied all of the
2 criteria, and that was the Airport Road site. The
3 Airport Road site is formerly land use -- as Kurt
4 said, it was a subdivision or residential area
5 purchased by the airport.

6 It's currently vacant and unused. The
7 airport maintains it in grass and there are
8 occasional large trees. The nearest residential
9 area is about a half a mile away. And the airport
10 layout plan reserves it -- reserves that site for
11 aeronautical uses and functions that support airport
12 operations. So this use will be consistent with the
13 airport planning.

14 In our EA we found no impacts to parks
15 or parklands. Mostly because the closest one is
16 4,000 feet away. We don't impact any agriculture
17 use. There are no historical structures on or near
18 the site. The nearest historical structure is a
19 Boeing facility on the north side of the airport.

20 There won't be any impacts to natural
21 resources or energy. We are not in a hundred year
22 floodplain. There are no wetlands located on the
23 site. And there will be no change to the airfield
24 configuration, runway use, or flight patterns.

25 As part of our EA we looked at the air

1 emissions of fuel constituents that might be
2 released by the facility. We used an EPA program
3 called TANKS to do those estimates, and we found
4 that the air emissions are expected to be very
5 similar to the existing facility and in both cases
6 are below the level of regulatory concern.

7 We did find that there were suitable
8 habitat for endangered species of bats on the site.
9 They -- some of these bats roost in large trees in
10 the summertime, and so there will have to be some
11 mitigation practices put in place to address that
12 issue.

13 Generation of hazardous materials and
14 solid waste will not be impacted by the new facility
15 in that there's an existing facility. Those rates
16 won't go up. When we go to decommission the
17 existing facility we'll do that under MDNR, Missouri
18 Department of Natural Resources regulations.

19 The site is currently open space and
20 the city is working with the airport to establish a
21 proper -- proper zoning. And the operation and
22 construction will be performed under storm water
23 pollution prevention plans in accordance with city
24 and state requirements.

25 So in summary, no significant impacts

1 were identified. And there are some possible
2 impacts and there's mitigation that will be put into
3 place. Mitigation practices include things like
4 getting the proper permits and complying with the
5 permits for storm water and other issues.

6 Closure of the existing facility will
7 be performed under work plans that are approved in
8 advance by the Missouri Department of Natural
9 Resources. In order to be protective of the bats
10 which may be roosting in the trees in the
11 summertime, site clearing will be performed either
12 in the winter season when bats are not at the site
13 or if it's necessary to remove trees that during the
14 roosting season a certified biologist will determine
15 if there are bats present or not.

16 If there are bats present the tree
17 clearing will be deferred to the winter months. We
18 don't anticipate finding any historical or
19 archeological sites given that the site has already
20 been worked once before, but if we do we'll contact
21 the State Office of Historic Preservation and the
22 FAA and we'll coordinate all our actions through
23 them.

24 And the airport's committed to working
25 with the city to implement the zoning changes and

1 requirements. And that's pretty much the summary of
2 the EA. At the end of the day we found no
3 significant impacts. Okay. Thank you.

4 MS. IRVIN: Sir?

5 MR. GERMEROOTH: Yes.

6 MS. IRVIN: You talked about
7 decommissioning the current tanks. Are you also
8 speaking on behalf of St. Louis Pipeline and Buckeye
9 Pipeline to decommission those lines as well? Or is
10 it just --

11 MR. GERMEROOTH: That -- we're talking
12 just about the existing -- when we say decommission,
13 we're talking about the existing bulk fuel storage
14 facility.

15 MS. IRVIN: All right. Thank you.

16 MR. GERMEROOTH: Any other questions?

17 MR. SMITH: Thank you, David. At this
18 time the panel will accept comments or questions
19 from members of the audience, and those comments and
20 questions will be entered into record. Some of
21 those may be able to be answered directly by the
22 panel. Others will undergo review from a board upon
23 answering.

24 Comments and responses will be included
25 in final documents which are located at the flystl

1 website, the St. Louis website, airport website, and
2 that address is also included in the back on a card
3 for final review. So at this time the panel will
4 accept any additional comments or questions
5 concerning the environmental assessment for the bulk
6 fuel storage facility.

7 MS. IRVIN: I have a question. During
8 the planning and zoning meetings that we held here
9 at the city there was some concerns from the
10 residents of ward one, which is over on Midwood --
11 or ward three and then ward one, which their concern
12 was about the transfer lines from Buckeye Pipeline
13 and St. Louis Pipeline.

14 So if there's someone here that can
15 talk to the city. The councilwoman from ward one is
16 here. So is there someone from St. Louis Pipeline
17 or Buckeye that can talk to us about those lines and
18 how that fuel is going to be transferred and if
19 there will be any impact to the residents in that
20 area?

21 MR. JANISCH: Yeah, I'd like to
22 introduce two people. One is Bryant Gilbert. He's
23 with St. Louis Pipeline Company. And Wes -- I'm
24 sorry. I butcher your last name.

25 MR. PEKAREK: Yeah, Wes Pekarek with

1 Buckeye.

2 MR. JANISCH: Pekarek.

3 MS. IRVIN: Okay.

4 MR. GILBERT: In our case we're
5 actually shortening the line. That St. Louis
6 Pipeline piece will be hopefully abandoned in place,
7 capped and nitrogen charged, and the old pipeline
8 will stay in the ground. The new pipeline is
9 significantly shorter than the pipeline that's in
10 place today.

11 So again, the risk is lessened, and
12 other than that, no additional changes from our side
13 at all. The pumping rates, the flow rates,
14 everything that is in place today will remain in
15 place with the new pipeline. It will just be
16 shorter.

17 MS. IRVIN: So do you know when you'll
18 get those design plans over to the city for review?

19 MR. GILBERT: Well, we're in the very
20 last stages of selecting our engineering firm. I
21 believe that will happen within the next few weeks.
22 And then we'll start some design protocols. So I
23 would say within the next 90 days if that's
24 acceptable to the city.

25 MS. IRVIN: Okay. Okay.

1 MR. GILBERT: We're amenable to any
2 schedule you might have on that.

3 MS. IRVIN: So I'm doing the review
4 right now for the entire facility. The fire chief
5 and I are working to look at that. So we really
6 wanted to get your plans to tie that in so once we
7 issue the structural permit for the consortium we'll
8 be able to issue your site permit as well. So we're
9 about two weeks out. Is there any way that you can
10 give us at least a draft set of plans to look at?

11 MR. GILBERT: I'm sure there is, yes,
12 ma'am.

13 MS. IRVIN: Okay. All right.

14 MR. GILBERT: I'll certainly take that
15 back to my team this afternoon --

16 MS. IRVIN: Okay.

17 MR. GILBERT: -- and get back to you,
18 but I don't see any reason why we can't at least
19 have a draft plan --

20 MS. IRVIN: Okay. Perfect. Thank you.

21 MR. GILBERT: -- in place. And the
22 actual location and the right of ways and such are
23 noted on Kurt's plans.

24 MS. IRVIN: Okay. All right. And the
25 same question to Buckeye.

1 MR. PEKAREK: Right. So it's virtually
2 the same thing for us except we have a shorter
3 segment. We run kind of parallel to James McDonnell
4 Boulevard there. So we're just on the other side of
5 the street from this fuel storage facility. So we
6 have to shoot a new line across the street to tie
7 in. That's virtually the same thing. We're having
8 the same flow rate. Nothing is changing.

9 MS. IRVIN: Okay.

10 MR. PEKAREK: We do have design
11 engineers working on the design currently, so we can
12 certainly try to accommodate any plans -- our plans.

13 MS. IRVIN: Okay. And so is that the
14 exact same line that's running along Midwood up in
15 the ward --

16 MR. PEKAREK: Yes.

17 MS. IRVIN: So that area, several years
18 ago we had a street collapse, and so once we got
19 on-site we recognize that it's a total void being
20 the street for the pipeline. How do you plan to
21 mitigate that when you close off that -- when you
22 close that pipe down -- are you going to close that
23 pipe down that's on the Midwood side?

24 MR. PEKAREK: I'm not sure exactly
25 where you're talking.

1 MS. IRVIN: Okay.

2 MR. PEKAREK: But yeah, I mean, during
3 our construction work we would shut the line down
4 and then obviously have to tie it -- tie the new
5 line into the existing line. So the shutdown time
6 would be minimal. I mean, it would be -- we would
7 have the new line installed, just cross the street
8 there, and then -- and then shut the line down to do
9 our welds and tie in to the existing line.

10 MS. IRVIN: Okay. All right. Thank
11 you.

12 MR. SMITH: Any additional questions?
13 Don't forget there is a comment/question form if you
14 care to send yours by mail, send those in rather
15 than presenting those here today. Those can be
16 filled out and mailed in. Any additional comments
17 or responses from our board? Okay. At that time
18 this concludes this meeting. Thank you all for
19 coming today. I'm sorry? Hi, Dan.

20 MR. RYAN: At that time -- the meeting
21 continues until 1:30 at this point, but there being
22 no questions or comments coming from the audience,
23 basically you're in recess at this point until such
24 time as somebody says, hey, me, all right.

25 Again, it's an open hearing at this

1 point till 1:30 this afternoon. If you know people
2 who need to or desire to speak about this or provide
3 any kind of testimony, if you guys think of a
4 question that you want to bring forward, the floor
5 will be open to take your testimony until 1:30.
6 Other than that, that is indeed what we have to
7 offer so far this morning.

8 MR. SMITH: Thank you.

9 (WHEREIN, the hearing was recessed at
10 11:30 a.m. and continued at 1:27 p.m.)

11 MR. SMITH: We're just going to briefly
12 reconvene and just wrap it up here. At this time is
13 there -- if there's any additional questions or
14 comments to the proposed bulk fuel storage facility
15 construction project, now would be the time to
16 submit those comments or questions.

17 MR. RYAN: All right. Well, thank you,
18 Mr. Chair. I'm Dana Ryan representing the St. Louis
19 Airport Authority, and I want to offer up on behalf
20 of Rhonda Hamm-Niebruegge and the staff over at
21 St. Louis Lambert International Airport our
22 appreciation to the City of Berkeley, Ms. Debra
23 Irvin, and especially Ms. Deanna Jones for allowing
24 us to have this venue for allowing us to conduct
25 this public hearing today. Having said that, thank

1 you, Mr. Chair.

2 MR. SMITH: Thank you. This meeting is
3 over. Thank you.

4 (Ending time: 1:28 p.m.)

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CERTIFICATE OF REPORTER

I, William L. DeVries, a Certified Court Reporter (MO), Registered Diplomate Reporter, and Certified Realtime Reporter, do hereby certify that the hearing aforementioned was held on the time and in the place previously described.

Certified Court Reporter
within and for the State of Missouri

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Attachment L
Preparers and Qualifications

Attachment L

Preparers and Qualifications

1. St. Louis Airport Authority

Dana Ryan

Function: Airport Planning Manager

Education: MA / BA Geography

Role: Section 1, Section 2, Attachments, Public Involvement, Quality Control

Experience: 39 years aviation industry

2. Tetra Tech, Inc.

David Germeroth, P.E.

Function: Project Manager

Education: MS Forestry, BS Engineering

Role: Section 3, Section 4, Section 5, Attachments, Public Involvement

Experience: 26 years environmental projects

3. Burns & McDonnell

Kurt Janisch, P.E.

Function: Design Project Manager

Education: MS Water Resource Engineering, BS Civil Engineering

Role: Zoning and Special Use Permit, Drawings and Exhibits, Public Involvement

Experience: 30 years engineering design