Appendix C:
Section 106 Consultation

Letter to SHPO
and
Section 106 Survey Report

U.S. Department
of Transportation

**Federal Aviation
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

February 23, 2023

DNR/SHPO
Attn: Review & Compliance
1659 E. Elm Street
Jefferson City, MO 65101

RE: St. Louis Lambert International Airport Airfield Maintenance Campus Replacement and West Deicing Pad Construction Project
St. Louis, St. Louis County, Missouri
Initiation of Section 106 Consultation and Finding of No Historic Properties Affected

The Federal Aviation Administration (FAA) is considering a proposal by St. Louis Lambert International Airport (STL) to replace the existing airfield maintenance (AFM) campus, and construct a new west deicing pad (WDP) (Project). The Project is an undertaking subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations (36 CFR Part 800) (Section 106). The purpose of this letter is to initiate Section 106 consultation for the Project and seek concurrence on a Finding of No Historic Properties Affected pursuant to 36 CFR § 800.4(d)(1).

Description of Undertaking

Consistent with the Airport Layout Plan Update and Master Plan, STL proposes to construct a replacement AFM campus on a site immediately northwest of its current location. The current AFM campus, which was constructed beginning in the 1960s and continuously altered since that time, is situated in a flood-prone area that puts the existing facilities and equipment at great damage risk. Further, the existing campus buildings cannot accommodate modern airport equipment, such as large snow removal equipment. As a result, most of the equipment is repaired and stored outside, subjecting the equipment to weathering and negatively impacting function and useful life.

Once the replacement AFM campus is commissioned, the existing buildings would be demolished, and the site redeveloped as the West Deicing Pad. Existing deicing facilities are located in several areas across the airport, causing inefficiencies and safety hazards on the airfield, as well as making it difficult to collect used aircraft deicing fluid. The Project's WDP would allow for greater operational safety and efficiency by moving deicing operations closer to departure runway ends with connections to adjacent runways and taxiways. When completed, the WDP would appear as concrete pavement and would be used during times of the year when deicing is required, or as overflow aircraft parking as needed.

Additional Project design considerations include improvements to non-standard taxiways in the vicinity of the proposed WDP, which would require pavement removal and reconfiguration of the taxiways to enhance safety and facilitate access to the WDP. Because the area is prone to flooding from Coldwater Creek, potential stormwater storage basins (depths to be determined)

would be constructed in areas east and south of the proposed WDP, and the existing stormwater basin north of the WDP would be utilized. Connections to these stormwater areas and to the existing deicer force main system would be made through a series of buried pipes. Haul routes and construction staging would occur to the west of the Project area. A conceptual plan of the proposed Project is included as **Attachment 1**.

Area of Potential Effects

The Area of Potential Effects (APE), as defined in 36 CFR Part 800.16(d), is "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

The APE has been delineated to reflect the nature, scale, and location of the Project activities. It consists of the area where the Project has the potential to cause effects on historic properties, if present, and considers both direct and indirect Project effects. Direct project effects may include a physical impact in a particular area in addition to visual, noise, vibration, or other atmospheric effects. Indirect effects may include those caused as a result of project implementation that occur later in time, are farther removed in distance, or are cumulative.[1]

A qualified architectural historian conducted a field visit on October 3-4, 2022, to confirm APE boundaries. See **Attachment 2**. As proposed, the APE encompasses an area centered around the existing AFM campus west of Terminal 1, where potential Project activities would occur. Project implementation would result in removal and replacement of existing maintenance facilities immediately northwest of their current location; the replacement facilities would be built in an Airport-owned area currently comprised of expansive paved lots, resulting in no changes to the setting beyond airport property. Minor project elements, including stormwater storage basins and infrastructure improvements to connect to these storage basins are low-lying or buried and would not affect the setting.

Project activities would occur in areas where similar airport infrastructure and facilities currently exist. Airport operations would continue throughout Project construction, limiting discernible changes to existing noise and atmospheric effects. Once completed, airport equipment would be stored within the new AFM campus. Deicing activities have minimal noise or atmospheric effects and occur only when deicing is required. Temporary haul routes and a staging area used during construction would be located northwest of the proposed AFM campus and are included in the APE.

Ground-disturbing activities required for Project implementation would occur in areas previously disturbed through decades of airport improvements. Prior archaeological field investigations were conducted as part of a 1997 Environmental Impact Statement, and archaeological sites identified in that study are no longer extant due to prior runway construction activities. As a result, a vertical or archaeological APE has not been delineated for this Project.

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[1] *National Parks Conservation Association v. Semonite*, 916 F.3d 20175 (2019); *See also* Advisory Council on Historic Preservation Office of General Counsel, Memorandum, "Re: Recent Court Decision Regarding the Meaning of 'Direct' in Sections 106 and 110(f) of the National Historic Preservation Act," June 7, 2019.

Identification of Historic Properties

To identify historic properties in the APE, the qualified historian reviewed available information, including data provided by STL; National Register of Historic Places (NRHP) listings; available historic maps and images (e.g., Sanborn fire insurance maps, historic aerials, historic topographic quadrangles, plat maps); and information derived from in-person and online research at various repositories, historical societies and other sources.

No previously identified historic properties are located within the APE. Because of proposed Project construction timing, consultants surveyed the APE and completed NRHP determinations of eligibility on properties constructed in 1981 or earlier. These properties received intensive-level documentation and evaluations using Missouri Department of Natural Resources, State Historic Preservation Office Architectural/Historic Inventory Forms. As a result of these evaluations, no properties were determined NRHP-eligible. Inventory forms are included in a survey report included as **Attachment 3**.

Conclusion

In accordance with 36 CFR § 800.4(d)(1), FAA has determined the Project will result in No Historic Properties Affected.

Consulting Party Outreach

In accordance with 36 CFR Part 800.2(c), FAA and STL identified parties that may be interested in the Project and FAA's findings. The following party is copied on this letter to serve as their invitation to participate as a Section 106 Consulting Party and to provide comment: City of Bridgeton.

Request for Section 106 Concurrence

FAA requests SHPO's concurrence with our No Historic Properties Affected finding within 30 calendar days from the date of receipt of this letter. FAA welcomes an opportunity to discuss the undertaking with you and other consulting parties throughout the Section 106 process. Questions and correspondence can be directed to me at scott.tener@faa.gov or 816-329-2639.

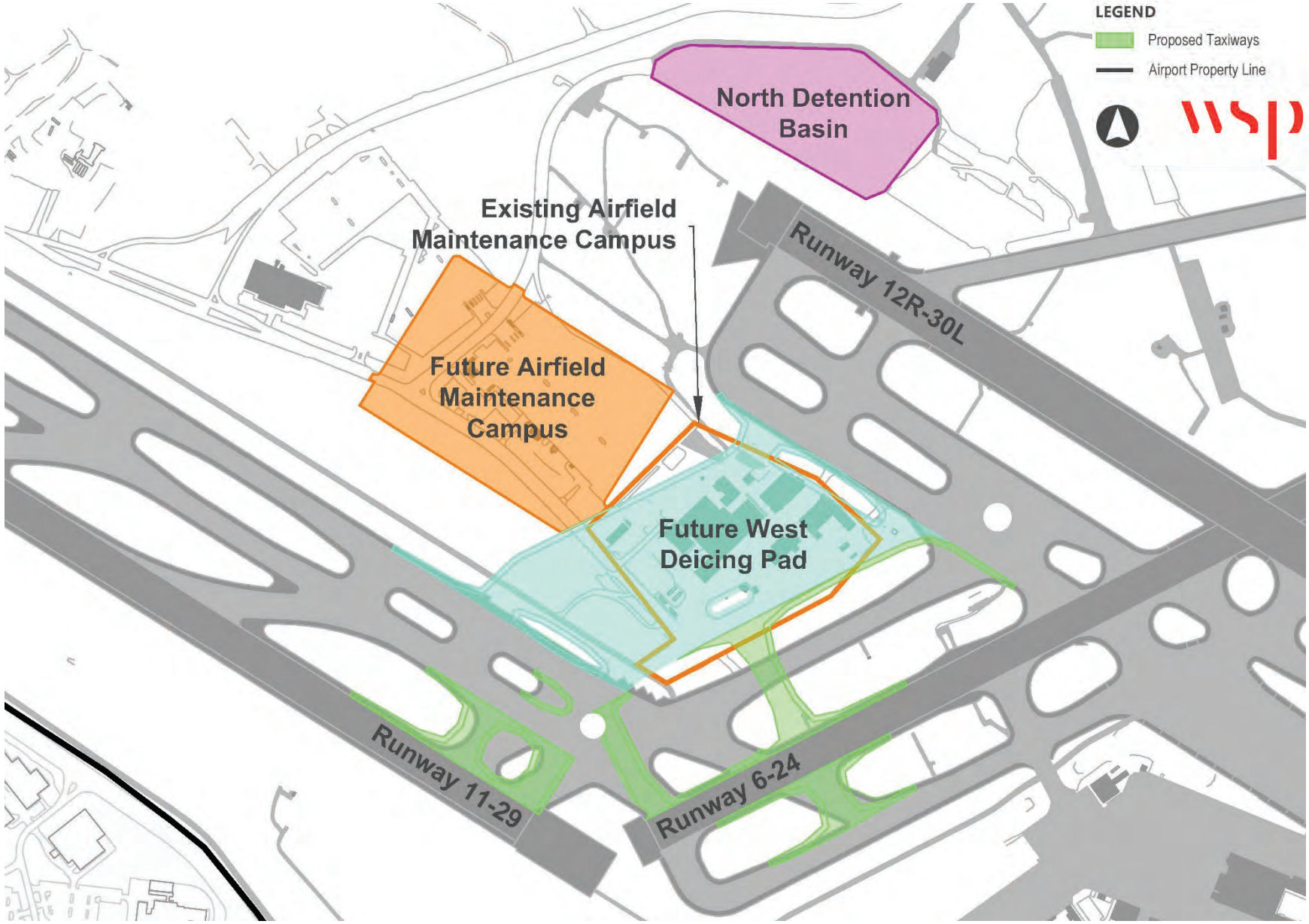
Sincerely,

Scott Tener
Lead Environmental Specialist
Federal Aviation Administration, Central Region Office of Airports

Enc: **Attachment 1: Conceptual Project Layout**
Attachment 2: Area of Potential Effects Map
Attachment 3: Section 106 Survey Report

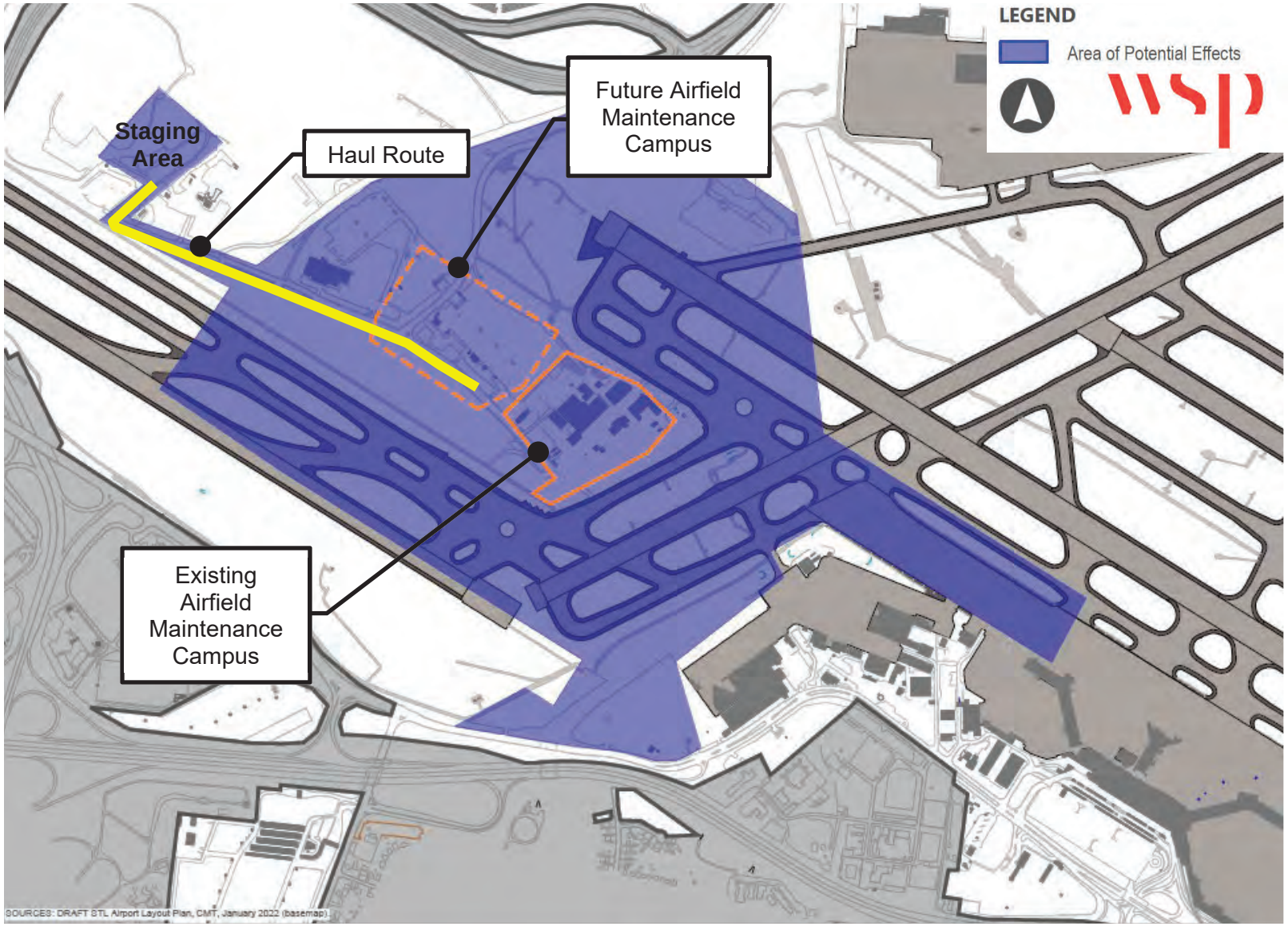
cc: Jerry Beckmann, St. Louis Airport Authority
Karen Robinson, City Clerk, City of Bridgeton
Jennifer Kuchinski, WSP
Guy Blanchard, WSP

Attachment 1: Project Layout



Source: WSP USA, 2023.

Attachment 2: Area of Potential Effects Map


LEGEND
Area of Potential Effects
wsp
Staging Area
Haul Route
Future Airfield Maintenance Campus
Existing Airfield Maintenance Campus
SOURCES: DRAFT STL Airport Layout Plan, CMT, January 2022 (basemap)

Attachment 3: Section 106 Survey Report

ST. LOUIS LAMBERT INTERNATIONAL AIRPORT®

AIRFIELD MAINTENANCE CAMPUS REPLACEMENT AND WEST DEICING PAD CONSTRUCTION

SECTION 106 SURVEY REPORT

FEBRUARY 2023

wsp

Executive Summary

St. Louis Lambert International Airport (STL) is proposing the Airfield Maintenance Campus Replacement and West Deicing Pad Construction Project (the Project), which would replace existing maintenance facilities and consolidate deicing operations in an area where existing maintenance facilities are currently located. The Project is an undertaking subject to the National Historic Preservation Act of 1966 and its Section 106 regulations, which require federal agencies to consider project effects on historic properties. For this Project, the Federal Aviation Administration is responsible for Section 106 compliance.

Section 106 regulations require that federal agencies identify historic properties listed in or eligible for listing in the National Register of Historic Places within the project's Area of Potential Effects (APE); assess effects to historic properties; avoid, minimize, and/or mitigate any adverse effects; and consult with the State Historic Preservation Officer (SHPO) and other consulting parties throughout the Section 106 process, as appropriate.

Consultants[1] who meet the Secretary of the Interior Professional Qualifications Standards (36 C.F.R. Part 61) delineated an APE for the Project, conducted research and a field survey, and completed evaluations to identify any historic properties within the APE. As a result of these evaluations, no historic properties were identified. Survey results and individual intensive-level inventory forms are included in this report.

[1] WSP list of preparers: Guy Blanchard, Lead Architectural Historian (Task Lead, Determinations of Eligibility, QAQC); John Perry, Sr. Consultant-Historian (Determinations of Eligibility, QAQC); Hansel Hernandez, Lead Architectural Historian (Determinations of Eligibility, QAQC, Field Investigations, APE).

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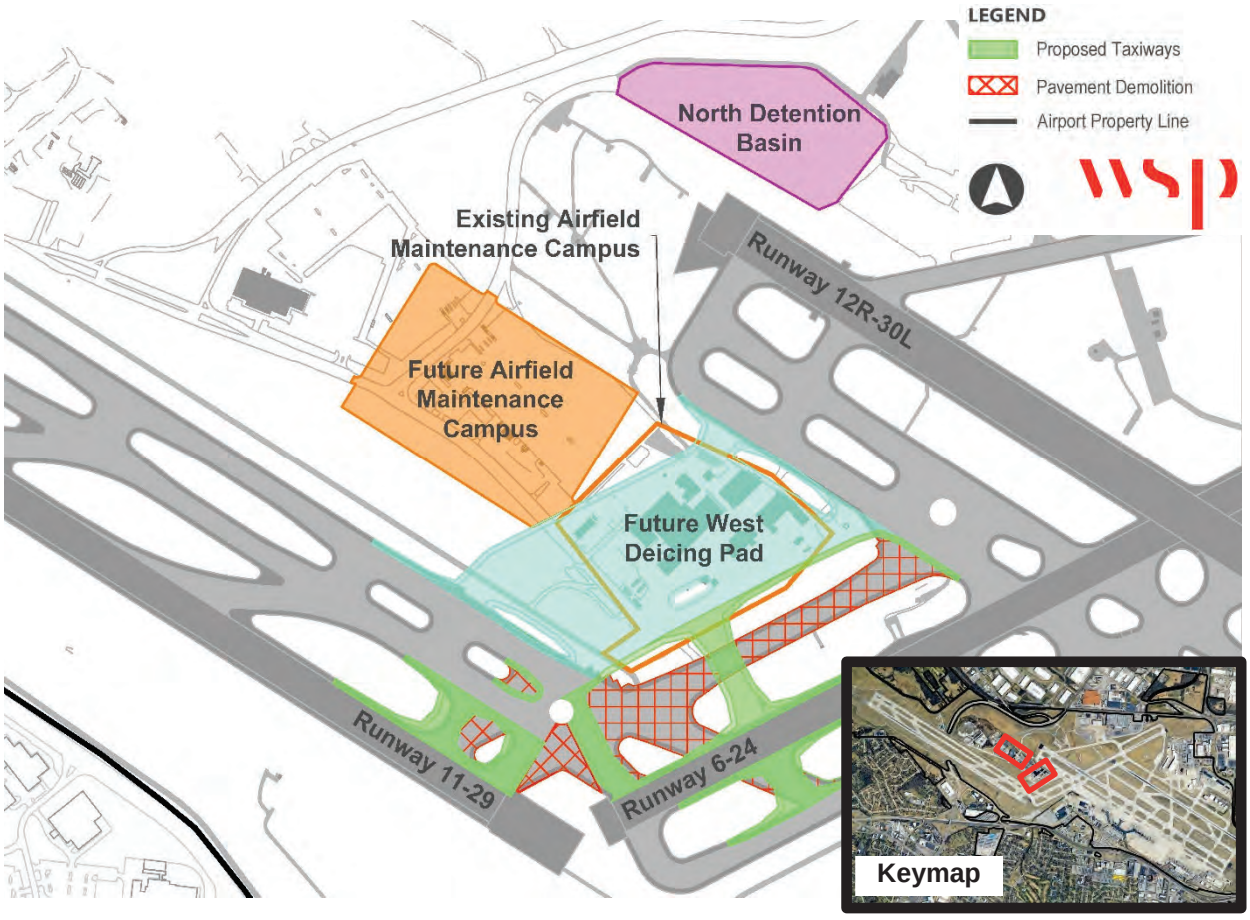
1 INTRODUCTION

The Federal Aviation Administration (FAA) is considering a proposal by St. Louis Lambert International Airport (STL) to replace the existing airfield maintenance (AFM) campus northwest of Terminal 1 into new facilities, and construct a new west deicing pad (Project), as depicted in **Figure 1-1**. The Project is an undertaking subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations (36 Code of Federal Regulations [C.F.R.] Part 800) (Section 106).

Figure 1-1: Overview of Project



Sources: Google Earth, 2022; WSP USA, 2023.

Consistent with the ongoing Airport Layout Plan Update and Master Plan, STL proposes to replace its existing AFM campus on a site immediately northwest of its current location. The current AFM campus, which was constructed beginning in the 1960s and continuously altered since, is situated in a flood-prone area that puts the existing facilities and equipment at greater risk of damage. Further, the existing campus is not well configured for storing modern airport equipment, such as large snow and ice removal equipment; as a result, most of the equipment is repaired and stored outside, subjecting the equipment to weathering and negatively impacting its function and useful life.

Once the replacement AFM campus is commissioned, the existing buildings would be demolished, and the site redeveloped as the West Deicing Pad. Existing deicing facilities are dispersed, causing inefficiencies

and safety hazards on the airfield, as well as negatively affecting collection of spent aircraft deicing fluid. The Project's WDP would allow for greater operational safety and efficiency by moving deicing operations proximate to departure runways and consolidating deicing infrastructure at a single location with connections to adjacent runways and taxiways. When completed, the WDP would appear as an asphalt paved area and would only be used during times of the year when deicing is required.

Additional Project design considerations include improvements to non-standard taxiways in the vicinity of the proposed WDP, which would require pavement removal and reconfiguration of the taxiways to enhance safety and facilitate access to the WDP. Because the area is prone to flooding from Coldwater Creek, potential compensatory stormwater storage areas, with depths to be determined, would be constructed in areas to the east and south of the proposed WDP, and the existing stormwater basin north of the WDP would be utilized and potentially expanded. Connections to these stormwater areas and to the existing deicer force main system would be made through a series of buried pipes or other conduits. Haul routes and construction staging would occur to the west of the Project area.

The Project would be constructed in phases and is expected to be completed in 2027.

2 NATIONAL HISTORIC PRESERVATION ACT OF 1966

The Project is an undertaking subject to compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA) (54 United States Code [U.S.C.] § 300101) and its implementing regulations (36 C.F.R. Part 800). Specifically, Section 106 of the NHPA requires that the lead federal agency considers the effects of its actions on historic properties and provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on the undertaking.

Under 36 C.F.R. § 800.3, Section 106, requires the lead federal agency, in consultation with State Historic Preservation Officer (SHPO), to develop an Area of Potential Effects (APE), identify historic properties in the APE, and make a finding of the proposed project's effects on historic properties in the APE. Section 106 regulations require that the lead federal agency consult with the SHPO and identified parties with a demonstrated interest in the undertaking during planning and development of the proposed project. The ACHP may participate in the consultation or may leave such involvement to the SHPO and other consulting parties who have a demonstrated interest in historic preservation. The SHPO and other consulting parties may participate in developing a Memorandum of Agreement or Programmatic Agreement to avoid, minimize, or mitigate adverse effects, as applicable.

2.1 AREA OF POTENTIAL EFFECTS

The APE, as defined in 36 C.F.R. § 800.16(d), is "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

Qualified professionals delineated the APE to reflect the nature, scale, and location of Project activities. It consists of the area where the Project has the potential to cause effects on historic properties, if present,

and considers both direct and indirect Project effects. Direct project effects may include a physical impact in a particular area in addition to visual, noise, vibration, or other atmospheric effects. Indirect effects may include those caused as a result of project implementation that occur later in time, are farther removed in distance, or are cumulative.[2]

A qualified architectural historian[3] conducted a field visit on October 3-4, 2022, to confirm APE boundaries, which are bounded by existing runways and Banshee Road to the west. As proposed, the APE encompasses a large area centered around the existing AFM campus west of Terminal 1, where potential Project activities would occur, as depicted on **Figure 2-1**. Project implementation would result in removal and replacement of existing maintenance facilities immediately northwest of their current location; the replacement facilities would be built in an Airport-owned area currently comprised of expansive paved lots, resulting in no changes to the setting beyond airport property. Minor project elements, including stormwater compensatory storage areas and infrastructure improvements to connect to these storage areas or the force main, are low-lying or buried and would not affect the setting.

Project activities would occur in areas where similar airport infrastructure and facilities currently exist. Airport operations would continue throughout Project construction, limiting discernible changes to existing noise and atmospheric effects. Once completed, airport equipment would be stored within the new AFM campus. Deicing activities have minimal noise or atmospheric effects and occur only when deicing is required. Temporary haul routes and a staging area used during construction would be located northwest of the proposed AFM campus and are included in the APE.

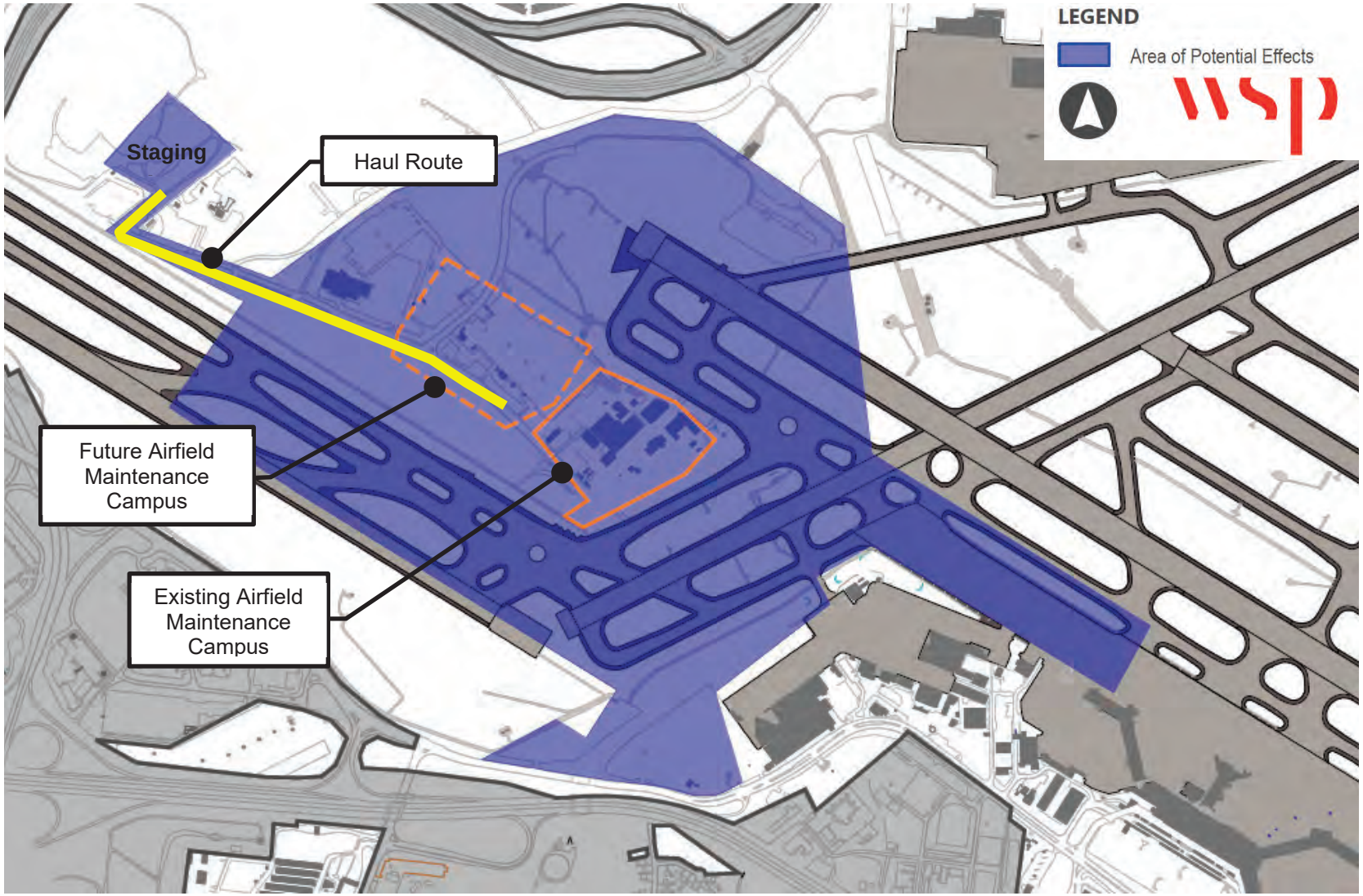
Ground-disturbing activities required for Project implementation would occur in areas previously disturbed through decades of airport improvements. Prior archaeological field investigations were conducted as part of a 1997 Environmental Impact Statement (EIS)[4], and archaeological sites identified in that study are no longer extant due to prior runway construction activities. As a result, a vertical or archaeological APE has not been delineated for this Project.

[2] *National Parks Conservation Association v. Semonite*, 916 F.3d 20175 (2019); *See also* Advisory Council on Historic Preservation Office of General Counsel, Memorandum, "Re: Recent Court Decision Regarding the Meaning of 'Direct' in Sections 106 and 110(f) of the National Historic Preservation Act," June 7, 2019.

[3] Hansel Hernandez, Lead Architectural Historian with WSP USA, conducted field investigations.

[4] Federal Aviation Administration, *Final Environmental Impact Statement Lambert-St. Louis International Airport*, 1997.

Figure 2-1: Area of Potential Effects



Source: CMT, WSP USA, 2023.

2.2 IDENTIFICATION OF HISTORIC PROPERTIES

Historic properties are defined at 36 C.F.R. 800.16(l) as:

> (1) …any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion, in the National Register of Historic Places [NRHP] maintained by the Secretary of the Interior. This term includes all artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register Criteria.
>
> (2) The term eligible for inclusion in the National Register includes both properties formally determined as such in accordance with regulations of the Secretary of the Interior and all other properties that meet the National Register criteria.

2.2.1 CRITERIA FOR EVALUATION

A property is eligible for the NRHP if it is significant under one or more of the following criteria defined in 36 C.F.R. § 60.4, as "the quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of state and local importance that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that:

> A: Are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> B: Are associated with the lives of persons significant in our past; or
>
> C: Embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> D: Have yielded, or may be likely to yield, information important in prehistory or history."

Built resources are typically evaluated under Criteria A, B, and C; Criterion D applies primarily to archaeological resources. The National Register Bulletin "How to Apply the National Register Criteria for Evaluation" (National Park Service 1997) provides guidance for understanding a property's historic significance and applying the criteria for evaluation. Certain property types, such as cemeteries, birthplaces and graves of historical figures, properties owned or used by religious institutions, moved or reconstructed buildings, commemorative properties, and properties less than 50 years of age are not ordinarily eligible for the NRHP, unless they meet specific requirements identified in criteria considerations provided by NRHP guidance.

2.2.2 INTEGRITY

If a property is determined to possess historic significance, its integrity is evaluated using the following seven aspects of integrity to determine if it conveys historic significance: location; design; setting; materials; workmanship; feeling; and association. If a property is determined to possess historic significance under

one or more criteria and retains integrity to convey its significance, the property is determined to be eligible for listing in the NRHP.

The seven aspects of integrity are identified at 36 C.F.R. § 60.4 and described in the bulletin:

> **Location** is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons.
>
> **Design** is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.
>
> Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts, significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related.
>
> **Setting** is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the character of the place in which the property played its historical role. It involves how, not just where, the property is situated and its relationship to surrounding features and open space. Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.
>
> The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as: topographic features (a gorge or the crest of a hill); vegetation; simple manmade features (paths or fences); and relationships between buildings and other features or open space. These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its surroundings. This is particularly important for districts.
>
> **Materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place. A property must retain the key exterior materials dating from the period of its historic significance. If

the property has been rehabilitated, the historic materials and significant features must have been preserved.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character.

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character.

According to guidance found in "How to Apply the National Register Criteria for Evaluation," different aspects of integrity may be more or less relevant depending on why a specific historic property was listed in or determined eligible for listing in the NRHP. For example, a property that is significant for its historic association (Criteria A or B) is eligible if it retains the essential physical features that comprised its character or appearance during the period of its association with the important event, historical pattern, or person(s). A property determined eligible under Criteria A or B ideally might retain some features of all aspects of integrity, although aspects such as design and workmanship might not be as important.

A property important for illustrating a particular architectural style or construction technique (Criterion C) must retain most of the physical features that constitute that style or technique. A property that has lost some historic materials or details can be eligible if it retains the majority of features that illustrate its type and/or style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its type or style. A property significant under Criterion C must retain those physical features that characterize the type, period, or method of construction that the property represents. Retention of design, workmanship, and materials will usually be more important than location, setting, feeling, and association.

Location and setting will be important for those properties whose design is a reflection of their immediate environment, such as designed landscapes.

For a historic district to retain integrity, the majority of the components that comprise the district's historic character must possess integrity even if they are individually undistinguished. In addition, the relationships among the district's components must be substantially unchanged since the period of significance.

In some cases, select aspects of integrity are currently and substantially compromised by undertakings not related to the current project. These changes may have been made prior to determinations of eligibility or since these determinations were made.

3 SURVEY METHODOLOGY

Consultants[5] who meet the Secretary of the Interior Professional Qualifications Standards (36 C.F.R. Part 61) conducted reviews of prior studies, archival research, NRHP and other historic property records, historic maps and images, and airport documents. Coordination with STL staff provided consultants with airfield access for field survey and photography. Because Project activities are proposed to be completed by 2031, built resources constructed in 1981 or earlier (that is, properties that would turn 50 years of age by 2031) received intensive-level documentation and NRHP evaluations, using Missouri Department of Natural Resources, State Historic Preservation Office Architectural/Historic Inventory Forms. All built resources within the APE were photographed and inventoried with their designated STL building number to assist airport staff in future Project planning.

Consultants also reviewed the Section 106 documentation included with the 1997 EIS developed for airport improvements at that time, including construction of a new runway to the west. The APE developed for that project included a wide area that encompassed the airport, airfield, and surrounding areas. Historic properties identified in the 1997 EIS and located within this Project's APE, including archaeological sites, are no longer extant.

As a result, research indicates no previously identified historic properties are located within the APE.

Figures 3-1 and **3-2** show historic aerial images of the APE from 2000 and 2018, showing alterations to the west airfield and maintenance facilities area.

[5] WSP list of preparers: Guy Blanchard, Lead Architectural Historian (Task Lead, Determinations of Eligibility, QAQC); John Perry, Sr. Consultant-Historian (Determinations of Eligibility, QAQC); Hansel Hernandez, Lead Architectural Historian (Determinations of Eligibility, QAQC, Field Investigations, APE).

Figure 3-1: STL West Airfield Area (2000)

Source: St. Louis County GIS.

Figure 3-2: STL West Airfield Area (2018)

Source: St. Louis County GIS.

3.1 LITERATURE REVIEW

Consultants identified and researched a variety of sources to inform the documentation and evaluation of previously and newly surveyed properties. Current aerial imagery and property data, as well as historical plat maps and aerial photography, aided in determining an individual property's development and the existence of subdivision boundaries. These sources included, but were not limited to:

- Current property data from St. Louis County, including land records, plats, and year-built data
- Historical maps, atlases, and aerial imagery
- The St. Louis Post Dispatch and other newspaper archives
- The Missouri Historical Society
- The St. Louis Public Library Special Collections
- The St. Louis County Library
- St. Louis Lambert International Airport Office Building Archives
- The State Historical Society of Missouri, Manuscript Collection
- Various online sources

Consultants used the information gathered from these sources to develop the historic context statements included in the report and in the inventory forms.

3.2 INTERVIEWS

Consultants conducted in-person interviews with STL's Airport Office Building staff on October 3 and 4, 2022, and via email on October 26, November 3 and 8, 2022. Telephone interviews were conducted with TWA Museum staff in Kansas City, MO on October 26, 2022, as well as with the architectural firm of Holleran Duitsman Architects, Inc. on October 28, 2022.

3.3 FIELD SURVEY

Consultants completed a field survey of the APE on October 3 and 4, 2022. The survey was conducted from public right-of-way or from the airfield in coordination with and accompanied by STL staff. **Table 3-1** provides an inventory of all built resources within the Project's APE, individually identified by STL or identified during field survey. These built resources are clustered in an area comprising the existing AFM campus and a nearby office building and are surrounded by runways and taxiways. Airport building numbers are included in the table for future project planning and identification purposes, when available.

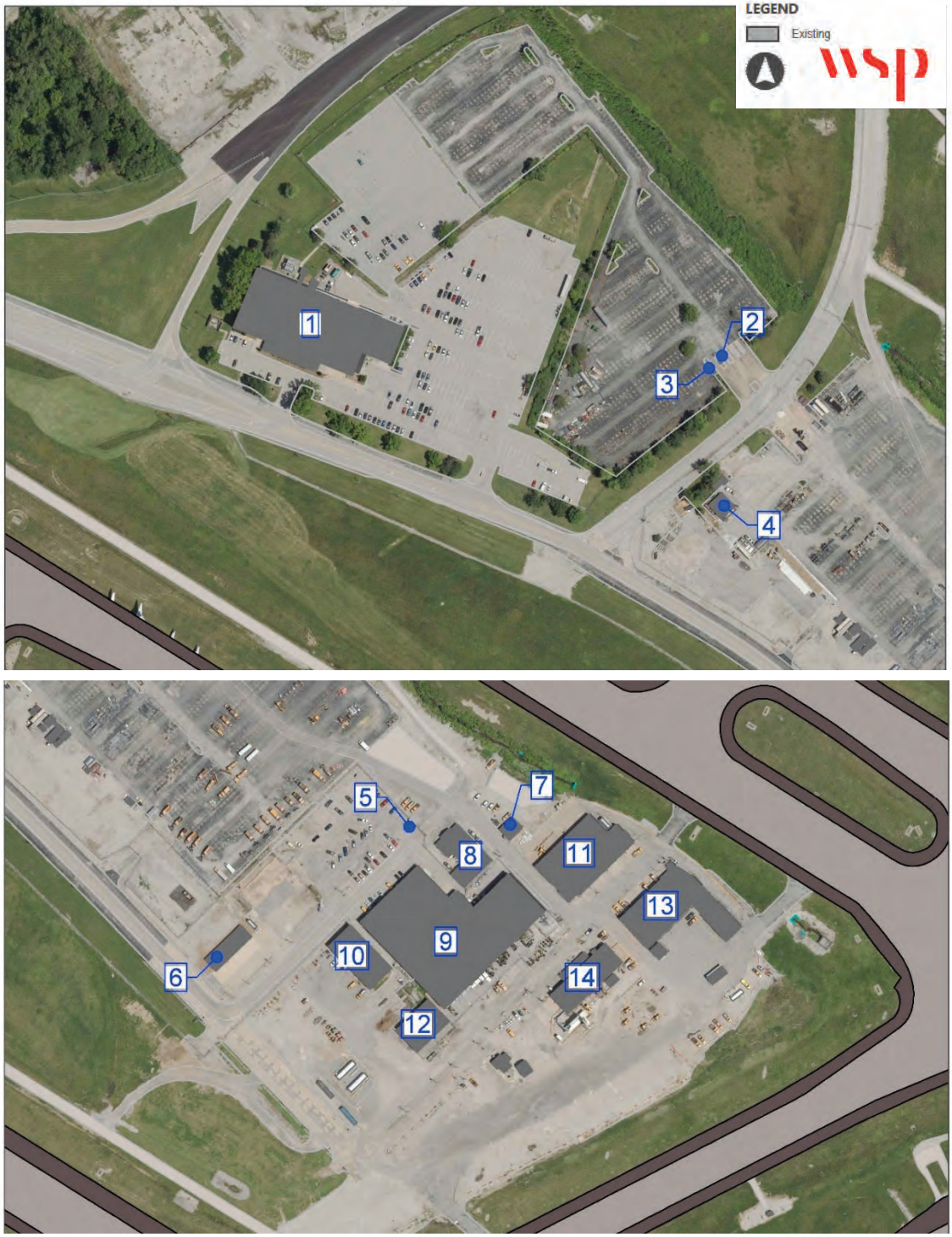
All built resources were subject to additional investigation as part of this survey. Those constructed in 1981 or earlier received intensive-level documentation on Architectural/Historic Inventory Forms. Built resource locations are shown in **Figure 3-3**.

Table 3-1: Built Resources within APE

Map Number	Current Name	Airport Building Number
1	Airport Office Building	420
2	Parking Ticket Booth	-
3	Parking Storage Building	427
4	Airfield Maintenance Storage B Lot	413
5	Check Point 54N	428
6	Salt Storage Building	631
7	Airfield Maintenance Paint Building	620
8	Auto Shop	402
9	Central Stores	401
10	Landscaping Building	407
11	Airfield Maintenance Building C & D	403
12	Central Stores	409
13	Airfield Maintenance Building A & C	404
14	Sand Storage (Dryer) Building	405

Source: STL Airport Master Plan Update, 2022.

Figure 3-3: Built Resources within APE



Sources: Quantum Spatial, 2020 (aerial image); WSP USA, December 2022.

4 HISTORIC CONTEXT

4.1 LAMBERT FLYING FIELD TO LAMBERT-ST. LOUIS MUNICIPAL AIRPORT

Albert Bond Lambert, called "the father of St. Louis aviation," was a scion of the prominent Lambert family, founders and owners of the Lambert Pharmaceutical Company, the maker of Listerine antiseptic mouthwash. Albert Lambert eventually became the company's president, and later, mayor of the City of St. Louis. He was first exposed to balloon flights while traveling in Europe in the early 1900s, made his first balloon flight in 1908, and obtained his balloon pilot's license two years later; he helped found the Aero Club of St. Louis soon after. Having met Orville Wright, including flying with him in 1910, Lambert obtained his pilot's license in 1911. Soon after, Lambert began organizing air events and tournaments that made St. Louis the center of aviation activity during World War I.

Lambert and the Aero Club "established the city's first permanent airfield at Kinloch Park, a former racetrack located 12 miles northwest of downtown St. Louis, as the site of the International Aeronautic Tournament held in October 1910."[6] Lambert contracted with the Wright Brothers' company to have aircraft and pilots, and with the Aero Club, held a tournament of novice pilots in July of 1910 in Washington Park. At Kinloch Park, three hangars and grandstands were built that summer in anticipation of the October tournament. The nine-day event saw the attendance of over 63,000 people and brought President Theodore Roosevelt as a spectator; Roosevelt was even flown over the city, the first United States president to take flight.

Known as Kinloch Flying Field and referred to as Lambert Field in honor of its biggest sponsor and promoter, the airfield became home to several flying schools from 1910 to 1912. However, by the end of 1912, the Aero Club's lease on the land expired and flying activities ceased. The Kinloch Flying Field structures were consequently moved to a new field at 7800 North Broadway, where a nearby airfield also operated before World War I at 6700 North Broadway. With fellow pilot and business partner James W. Bemis, Lambert established the Missouri Aeronautical Society in 1917 to train air balloon pilots for the U.S. Army. During the war, Lambert served in the U. S. Army and rose to the rank of major and served on a commission that selected the site of what would become Scott Air Force Base near Belleville, Illinois.

The United States Post Office Department began transcontinental airmail service in 1918 using surplus DH 400 aircraft from the Army, and the St. Louis postmaster secured a branch line between the city and Chicago. In 1919, the City, with Lambert and other civic leaders, donated the money for construction of a new hangar on a 100-acre field in Forest Park's southeast corner. Airmail service at the park only lasted one year, a victim of postwar budget cutting, but before its demise, Lambert and the Missouri Aeronautical Society acquired a five-year lease on farmland in Bridgeton, 11 miles northwest of downtown St. Louis. Lambert paid for the site to be cleared, graded, and drained, and for a hangar to be built (**Figure 4-1**).

Lambert formed the St. Louis Aeronautic Corporation and leased an additional 316 acres in Bridgeton in order to host the 1923 International Air Races (**Figure 4-2**).

[6] Horgan, James, J. *City of Flight: The History of Aviation in St. Louis* (Gerald, MO: Patrice Press, 1984), 95; Daniel L. Rust, *The Aerial Crossroads of America: St. Louis's Lambert Airport* (St. Louis: Missouri History Museum Press, 2016), 8.

Figure 4-1: First Hangar at Lambert Field, c. 1920

Source: Rust, Daniel L. *The Aerial Crossroads of America: St. Louis's Lambert Airport*. St. Louis: Missouri History Museum Press, 2016. Missouri History Museum.

Figure 4-2: Lambert-St. Louis Flying Field, 1923 October Races

Source: Rust, Daniel L. *The Aerial Crossroads of America: St. Louis's Lambert Airport*. St. Louis: Missouri History Museum Press, 2016. The Paul Vance Collection.

By October 1923, the new Lambert-St. Louis Flying Field, as it became known, covered 446 acres and opened at a cost of $130,000. Facilities included four new 120 feet by 132 feet steel hangars, a machine shop, a ten-thousand-gallon gasoline storage tank, and a ten-thousand-gallon water tank.

When the lease ended in 1925, Lambert purchased the property, and in 1927, offered it to the City of St. Louis as its municipal airport; Lambert felt strongly that St. Louis should have a modern municipal airport. Lambert also self-published a brochure entitled *A Municipal Airport for St. Louis* (**Figure 4-3**). In it, he advocated for the construction of a new facility on 608 acres in the town of Bridgeton to provide airmail, passenger, and commercial services. The site would front 3,800 feet on Natural Bridge Road, 2,600 feet on Bridgeton Station Road, and 4,000 on the Wabash Railroad. Lambert's publication asserted that "fellow St. Louisan", and Master of Aviation Charles Lindbergh himself, were requesting this new public work that would cement St. Louis as a global aviation leader, and to not do so would be a lost opportunity for the city:

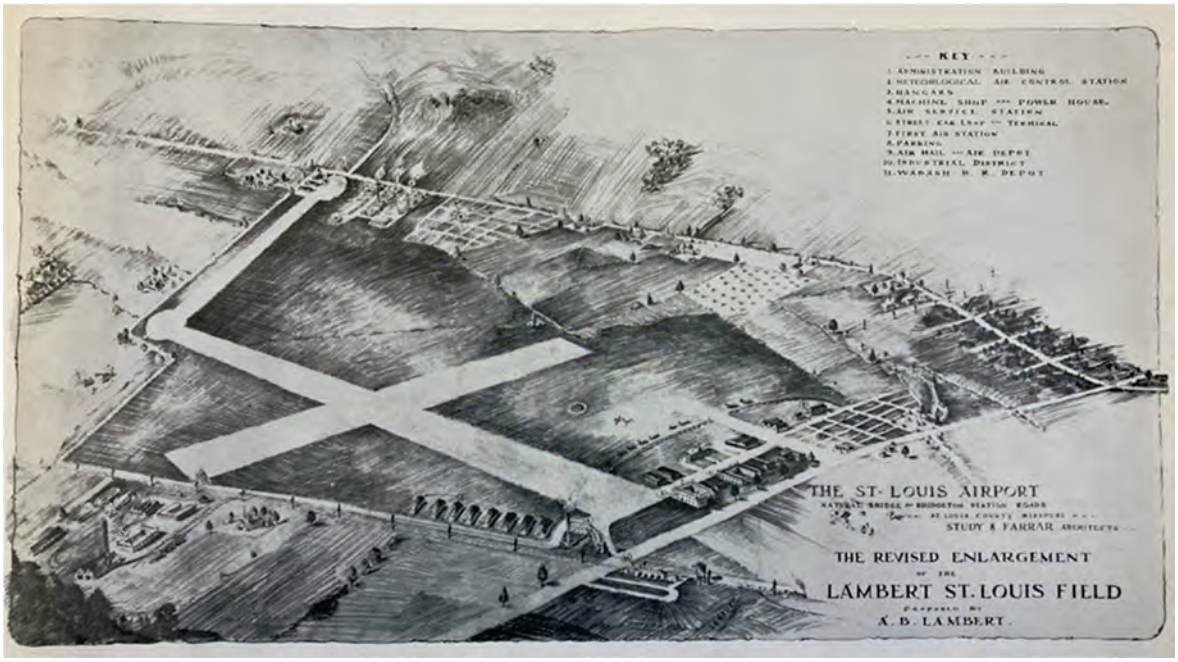
> [Lindbergh's] wish and hope definitely expressed is that St. Louis will grasp the opportunity and take a leading part in the development of the art that has spread the name of St. Louis to the most remote corners of the world…It is an awakened spirit which will no doubt respond-and nobly so-to the hope and urgent advice of the foremost apostle of aviation. The reply of St. Louis to Lindbergh must be on a scale commensurate with the achievement of his flight. It must reflect the inspiration of our citizens and hold the admiration of the world.[7]

Lambert's proposal for a first-class airport included an administration building, air mail and passenger depot, meteorological and air traffic control stations, gasoline and oil supply stations, an air service station, streetcar loop and terminal, railroad station and switching, hangars, a machine shop and central power station, a fire station, a restaurant, and parking facilities **(Figure 4-4)**. Proposed new runways would accommodate passenger planes weighing 15,000 to 25,000 pounds. Lambert estimated a cost of $1,200,000 and emphasized that St. Louis could not be left behind other municipalities, considering there were already 208 airfields in the country, with 303 new ones, according to him, under consideration. He ended the publication asserting that aviation "will prove a dominating influence in the struggle of large cities for supremacy."[8]

That same year, a bond issue was proposed to buy the existing facility in Bridgeton, while Lambert leased the use of the airfield for $1 per year. In January 1928, the mayor signed a bill appropriating $50,000 to temporarily acquire Lambert-St. Louis Flying Field as the municipal airport and begin improvements.

[7] A.B. Lambert, *A Municipal Airport for St. Louis: A Suggestion* (St. Louis: n.p., n.d.), 2.
[8] Ibid., 3.

Figure 4-3: Rendering of the Proposed Airfield



Source: Lambert, A. B. *A Municipal Airport for St. Louis: A Suggestion*. St. Louis: n.p., n.d. St. Louis Public Library Special Collections.

In 1930, the airport was officially dedicated and named "Lambert-St. Louis Municipal Airport." The facility included 546 acres with three runways, extensive tarmac suitable for takeoff by tail-dragger aircraft, and several hangars. Airline companies began to set up headquarters nearby, attracted by the many facilities, and flying clubs, the Navy, and the National Guard also saw the benefits of having a presence at the airport and began to maintain a presence there. In 1932, St. Louis citizens voted to approve a $2,000,000 bond for upgrades and construction of a new airport terminal. Two years later, 82 airplanes and 175 pilots used the airport as their headquarters. From 1935 to 1940, the airport grew 495 percent in arrivals and departures according to records.

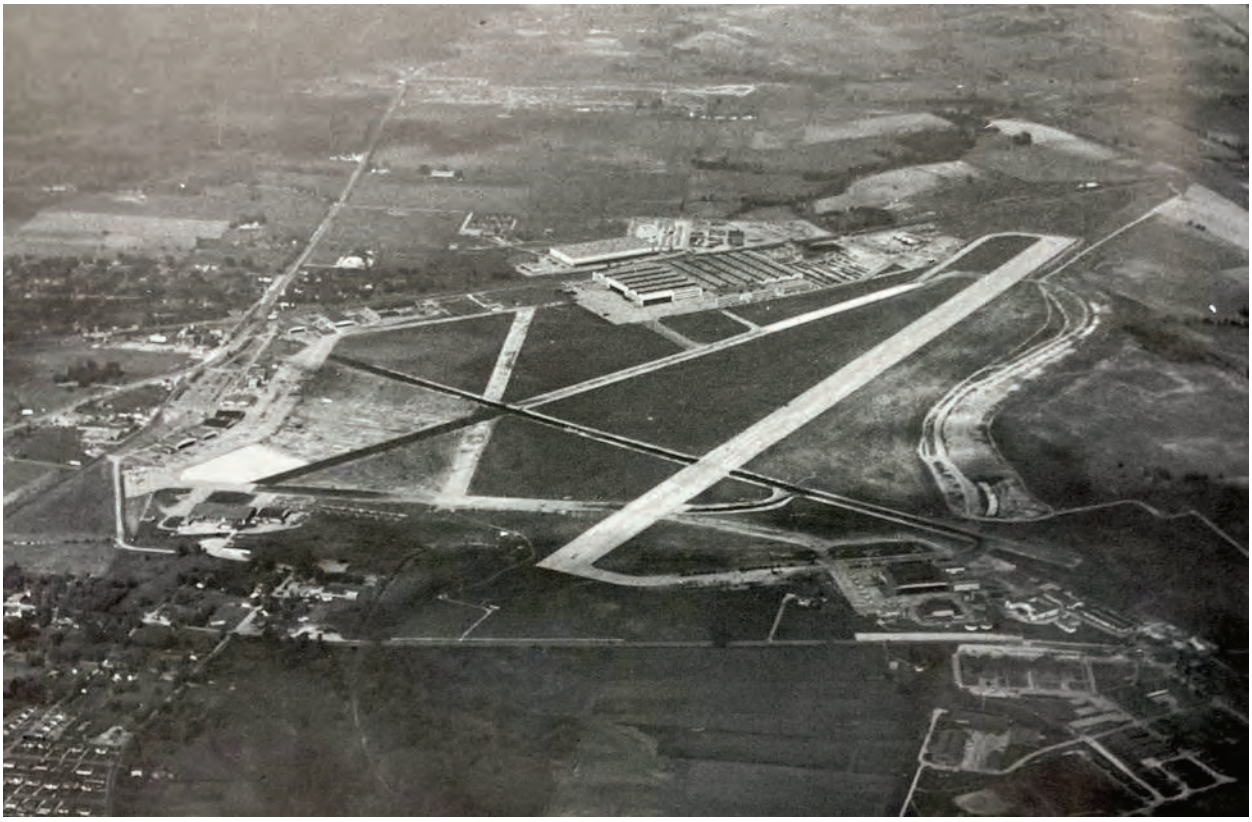
Figure 4-4: Photograph of Administration Building at Lambert Field, St. Louis. Postmarked 1935

Source: St. Louis Public Library Digital Collection.

4.2 A NEW AIRPORT FOR THE JET AGE

By the mid-1940s, St. Louis operated from its 1933 terminal and existing runways became incapable of handling the larger aircraft being fabricated for increased civilian air travel. In 1945, Lambert covered 1,060 acres and had a 6,000-foot-long runway, Runway 6-24 (**Figure 4-5**). In one year alone, from 1945 to 1946, passenger traffic at Lambert increased from 233,000 to 384,000, reaching 446,000 people by 1949.

Figure 4-5: Aerial View of Lambert Airport in 1945 (old terminal at left, new Runway 6-24, and the Curtiss-Wright factory to the right)



Source: Rust, Daniel L. *The Aerial Crossroads of America: St. Louis's Lambert Airport*. St. Louis: Missouri History Museum Press, 2016. City of St. Louis.

Consequently, the City of St. Louis authorized a $9.8 million bond to embark on a new eastward expansion project. The first step required enclosure of Coldwater Creek on the western boundary and the construction of the 5,000-foot-long Runway 12-30 that opened in November of 1947, parallel to Natural Bridge Road. Once city officials realized a second airport site at Columbia Bottom was not feasible, they redirected attention to expand Lambert-St. Louis Municipal Airport between the new runway and Natural Bridge Road.

From 1949 to 1951, the area was graded for the apron (aircraft parking at gate), taxiways, and other facilities, and the storm drainage system for the area was installed. The airport also engaged the firm of Hellmuth, Yamasaki and Leinweber to design a new terminal, while airport consultant Landrum & Brown, prepared an economic study. Their study determined the new terminal should feature a large space for full freedom of movement in anticipation of the ever-increasing thousands of air travelers, and should be able to provide future expansion as air traffic increases over time. Construction began in 1953 on the new $6

million terminal, which the *St. Louis Globe-Democrat* described as "the Grand Central of the Air", in reference to New York's Grand Central Terminal. Principal designer, thirty-nine-year-old Minoru Yamasaki, wanted the terminal's interior space to be a "gateway", similar to the arch that his friend Eero Saarinen had designed a few years earlier for the St. Louis waterfront. Yamasaki envisioned the hall to be as airy, open, and uncluttered as an air terminal could allow (**Figure 4-6**).

Figure 4-6: Exterior, New Lambert-St. Louis Municipal Airport Terminal Building, c.1956

Source: Charles Trefts Photographs Collection. The State Historical Society of Missouri.

The terminal was inaugurated on March 10, 1956, and along with it, the airport featured a field lighting system, 1,282 acres of concrete runways, including a lengthened Runway 12-30, as well as a concrete parking lot. According to airport historian Daniel Rust,

> [T]he new Lambert terminal's architectural concept was unlike any other air terminal design of the time, and served as the prototype for a new generation of terminals…Lambert's design inspired architect Eero Saarinen—the designer of St. Louis's Gateway Arch—in creating his designs for the TWA terminal at New York's Kennedy and Washington's Dulles airports.[9]

[9] Rust, *The Aerial Crossroads of America*), 139.

Not only was the new terminal one of the most advanced in the country, but it became one of the few civilian airports able to handle the new generation of jetliners. The airport featured three narrow passenger concourses with twenty-eight gates, capable of accommodating 1.2 million passengers each year.

4.3 AIRPORT GROWTH AND EXPANSION

By 1962, Lambert-St. Louis Municipal Airport was the sixth busiest airport in the United States, and with progressively increasing air travel, it was fast outgrowing its runways and facilities. A secondary municipal airport opened in 1964 (Spirit of St. Louis Airport). Ozark Air Lines, which utilized Lambert-St. Louis Municipal Airport as its hub, invested heavily by constructing new facilities, including an office, shop, and hangar to house its fleet. Industry growth also led to Lambert-St. Louis Municipal Airport's expansion by building a fourth terminal dome in 1966.

However, capacity concerns at the airport persisted: Lambert-St. Louis Municipal Airport's passenger traffic had increased fourfold between 1958 and 1969. A new $200 million revenue bond was approved in 1968 to finance future development and a new improvement program, and the City began exploring the concept of a new satellite passenger terminal at Lambert. The need was amplified in a FAA 1968 national report that indicated Lambert-St. Louis Municipal Airport would not be able to accommodate increased air traffic expected by 1982 and recommended that an ancillary airport be in place by 1980. During the 1969-1970 fiscal year, the airport launched its $47 million improvement program, which projected building a new East Terminal located a mile southeast, covering 20 acres with 400,000 square feet of space and parking facilities; modernizing and enlarging the present terminal; increasing the number of gates from 32 to 40; and adding 8 baggage carousels. In the summer of 1969, construction began on the new 4-level parking, the 10,000-foot runway was resurfaced, the terminal apron was expanded and taxiway fillets enlarged, and a new fire-crash truck was purchased. In 1970, the airport's official name became "St. Louis International Airport", though it was later revised to "Lambert-St. Louis International Airport" in 1971, following outcry by aviation community organizations and Charles Lindbergh to acknowledge Lambert's contribution to aviation in the city.

By 1977, Lambert-St. Louis International Airport featured a 10,000-foot runway, encompassed 2,000 acres, and accommodated 6.7 million passengers a year. Late that year, the airport announced a $40 million plan to resurface and extend Runway 12R-30L to reach 11,000 feet in length, extend Runway 12L-30R from 6,600 feet to 8,500 feet, and add 2.5 miles of taxiways and new runway lighting. These improvements required demolition of the 1933 terminal building and the last hangars from the 1920s for the projected runway expansion. The city sold $30 million in revenue bonds in the summer of 1978, followed by a $11.4 million grant from the Carter administration and the U.S. Department of Transportation. Still, the airport was unable to handle the growing number of passengers, and in early 1979, the airport announced a $30 million plan for an additional concourse at the terminal's east end to provide 20 to 30 more gates. The total budget for all the improvements ballooned to $121 million.

These changes followed the Airline Deregulation Act, which President Carter signed into law in late October 1978, and changed the airline-airport relationship and the overall aviation industry. The number of airlines proliferated, and this new environment of unrestrained competition greatly affected Lambert-St. Louis International Airport and St. Louis. Airlines began to adopt a "hub-and-spoke" route system that focused operations at select hub cities and served other destinations primarily from these hubs. This scheme

"reduced operating costs, increase regional market dominance, and led to higher passenger load factors."[10] In keeping with this trend, TWA began to make Lambert-St. Louis International Airport its domestic hub and began to reduce its presence in Chicago, since American Airlines and United were vying for a larger presence there.

While work on the runways progressed, a master plan modification called for a satellite terminal east of the new east concourse for American Airlines; the target date of completion was 1983. Runway 12L-30R was extended to 9,000 feet in December of 1980; and main Runway 12R-30L was reconstructed and extended to 11,000 feet in August of 1982. Even with these improvements, Lambert-St. Louis International Airport suffered from increased competition and the eminent air traffic brought on by its hub status for TWA. "Lambert's traffic increased by more than 30 percent in the first half of 1983, making it the sixth busiest airport in the country."[11] Conversely, an FAA study found the airport to be the third highest inflight delays, more than John F. Kennedy International Airport and LaGuardia Airport in New York. From 1982 to 1984, passenger traffic at Lambert increased from 11 million to 20 million. The airport opened a new extension to Concourse C on the east, including twelve additional gates with 400 feet of moving sidewalks; it demolished the old cargo hangars and the TWA maintenance hangar for the new southeast concourse, and built a new cargo city complex with five hangars at the airfield's southeast corner. When finished in 1985, the new southeast Concourse D featured 1,500 feet of moving sidewalks (**Figure 4-7**).

[10] Rust, *The Aerial Crossroads of America*, 201.
[11] Rust, *The Aerial Crossroads of America*, 208.

Figure 4-7: 1987 Completed Improvements to Lambert Airport, City of St. Louis, Missouri

Source: Rust, Daniel L. The Aerial Crossroads of America: St. Louis's Lambert Airport.

In the late 1980s, Lambert-St. Louis International Airport's extended parallel runways were only 1,300 feet apart, making them too close to allow simultaneous landings; space did not exist for an additional runway. To resolve this issue, the airport pursued a new master plan study by Landrum & Brown, the original consultants on the 1950s airport. The 1989 master plan study identified four expansion proposals, each requiring acquisition of portions of Bridgeton to the west of the airport, which incensed the town. Bridgeton's mayor complained of being excluded from the planning process and vowed to oppose any airport expansion incurring in their city. In October, the airport selected plan "F-4," which proposed replacing and re-orienting the two parallel runways; constructing a new runway to the west, thereby eliminating several Bridgeton residential subdivisions; and increasing the number of gates from 80 to 119. The airport claimed the expansion assured retention of Lambert-St. Louis International Airport as an airline hub, 13,000 jobs, and a $2 billion economic boost to St. Louis and environs. TWA supported the plan since it planned to remain at Lambert-St. Louis International Airport until 2005 under its current lease agreement. In November 1991, St. Louis voters approved a $1.5 billion bond issue for the project, which upset residents of Bridgeton who claimed St. Louis was deciding the fate of their community.

It soon became clear that the plan's execution would interfere with the airport's ability to function as a hub for a number of years. TWA expressed concerns about potential financial losses and additional fees the interruption of service would bring. Consequently, the airport revised the plan in 1993 and eliminated a proposed fourth north runway. By Fall 1994, a new airport director abandoned "F-4" and advocated for a decision-making process that largely excluded Bridgeport. Bridgeton, meanwhile, advocated constructing a runway northeast of Lambert-St. Louis International Airport and supported the idea of a passenger terminal at Scott Air Force Base near Belleville, Illinois. That year, Lambert-St. Louis International Airport served 23 million passenger a year and handled 480,000 landings and takeoffs, adding pressure to the need for expansion.

In the Spring of 1995, the airport announced six new alternative expansion plans, one included a revised "F-4," which it called "Revised 1993." However, St. Louis and the airport favored an alternative called "W-1W," which required demolition of 1,500 homes and 70 businesses and the displacement of 5,000 Bridgeton residents at a cost of $1.77 billion. Bridgeton city officials vowed to continue opposing any plans involving the displacement adding, "This is going to be a long haul. We're going to fight every inch of the way."[12] Their counter efforts produced a competing expansion proposal, *Lambert 2020*, which called for a shorter new runway within the airport boundaries, as well as the relocation of the passenger terminal to the north side.

Ultimately, the airport released the *Master Plan Supplement Study Final Report* in January of 1996, which included low-, middle-, and high passenger traffic forecasts for the next 20 years at Lambert-St. Louis International Airport and settled on plan alternative "W-1W," which offered a more cost-efficient solution to the airport's capacity needs. According to airport historian Daniel Rust, by this time, many Bridgeton residents wanted to get on with their lives after seven years of dispute. However, lawyers for Bridgeton filed a lawsuit against the City of St. Louis blocking the plan on the grounds it violated Bridgeton's zoning ordinance and did not receive city approval. Because the FAA had not yet approved "W-1W," the lawsuit was later dismissed. In September 1996, the FAA published a draft environmental impact statement in which it estimated that "W-1W" would be the least disruptive alternative, requiring demolition of fewer homes and no additional taxiways across Interstate 70.

During the "W-1W" environmental review process, Terminal 2 opened in March 1998 with little fanfare. In September, the FAA published its final environmental impact statement and Record of Decision in which it identified "W-1W" as the preferred alternative in solving the capacity needs and delays at Lambert-St. Louis International Airport. Bridgeport soon filed lawsuits against the City of St. Louis for not complying with zoning codes and to challenge the FAA's approval of "W-1W." In early 1999, a state court held that St. Louis was not required to comply with Bridgeton zoning laws, but the town appealed the decision and continued litigation. Meanwhile, preparations for building the new runway moved forward, and the airport began acquiring and clearing real estate. In April 2000, and involving separate litigation working through the federal court system, the U. S. Court of Appeals upheld FAA's approval of "W-1W," noting that the Bridgeton counter plan failed to provide arrival capacity and that the approved plan was the less disruptive alternative to the airport's surrounding communities compared to the other five alternatives. The eleven-year battle finally ended when the Missouri Court of Appeals upheld the lower court ruling against Bridgeton's zoning claim.

TWA's continued operational capabilities at Lambert-St. Louis International Airport depended on the airport's *F-4 Expansion Plan* from 1987, which promised new runways and an expanded and improved terminal in order to have St. Louis as its hub. (Runway 11-29 was completed in 2006, but the planned terminal expansion never occurred.) TWA survived bankruptcy several times during the 1980s and 1990s and had lost market share in the industry due to competition from low-cost carriers. The airline was once again facing a dire financial situation and on the brink of a complete shutdown when it put itself for sale. In January 2001, American Airlines announced an agreement to purchase TWA with plans to preserve jobs and maintain the important hub in St. Louis. The two companies merged in April of that year with American

[12] Rust, *The Aerial Crossroads of America,* 243.

paying $742 million in cash and taking on TWA's $2 billion debt, $15.5 million of which was owed to Lambert-St. Louis International Airport. TWA operated its last flight on December 1, 2001.

The September 11 terrorist attacks caused travelers to suspend air travel plans and forced businesses to halt non-essential travel for their employees. The Transportation Security Administration (TSA), created by Congress, took over the private security contractors paid for by the major air carriers and forever changed the passenger screening process. In November 2003, American Airlines reduced the number of departures at Lambert from 417 to just 207 and announced layoffs of 2,000 employees in St. Louis. The airport authority's planned expansion of the main terminal was shelved indefinitely. Actions by American Airlines had a dramatic effect at Lambert-St. Louis International Airport: the airport froze spending $39 million in terminal upgrades; passengers numbers fell from 26 million in 2001 to 13 million by 2004; and landings and takeoffs decreased from 474,000 to 283,000. St. Louis went from being the eighth busiest airport in the country to the thirty second by 2005. Runway 11-29 on the westernmost portion of an expanded airfield was completed in 2006.

In 2010, the airport began a $70 million project known as the *Airport Experience*, which began in 2007 to improve terminal facilities. It was during these improvements that the Good Friday Tornado struck Lambert-St. Louis International Airport, on April 22, 2011, the most powerful tornado to hit St. Louis in 45 years, causing extensive damage: the roof of Concourse C was torn off, and the copper roof of Terminal 1 suffered extensive damage. Miraculously, Lambert-St. Louis International Airport remained 70 percent operational by Sunday. Terminal 2 was relatively unaffected and Southwest Airlines flights operated normally. Southwest Airlines merged with AirTran Airways in 2011, making it the dominant carrier at Lambert-St. Louis International Airport.

4.4 AIRPORT MAINTENANCE FACILITIES

Adjacent to the growing airport is the City of Bridgeton, formed in 1794, nine years prior to the Louisiana Purchase with 15 original platted blocks on the western boundary where the present-day St. Louis Lambert International Airport boundary and Natural Bridge Road meet. The city was incorporated in 1843, and because of its proximity to a ferry across the Missouri River at its western boundary, Bridgeton became a popular stop for travelers on their way to St. Louis, and simultaneously a stop for emigrants seeking the Santa Fe and Oregon Trails to venture west.

Through the nineteenth and into the twentieth centuries, Bridgeton developed as a typical agricultural community. Aviators found this location to be ideal in establishing Lambert Field, and the site continued to grow through the 1930s. Aerial images from 1937 show a farmstead directly behind the early Lambert Field and its runway system, and another farmhouse with buildings at the southwest corner at the intersection of Banshee and Natural Bridge Road north of the Wabash Railroad tracks with the Fairmont Park and Hazelwood Subdivisions, as well as near the new Town of Bridgeton to the south.

Bridgeton's original town streets included St. Andrew Street (now St. Andrew Lane) and St. Phillip Street and other streets that comprised an approximately 15-block town (**Figure 4-8**). Other streets included St. Thomas Street (which became Cypress Road) on the southeast, Bridgeton Station Road on the northwest, and Natural Bridge Road traversing southeast to northwest over what used to be St. Charles Street. Land records from the 1930s and 1940s indicate a flurry of acquisitions and transfers during that time, likely a result of airport encroachment. In November 1946, the airport purchased the remaining blocks lying

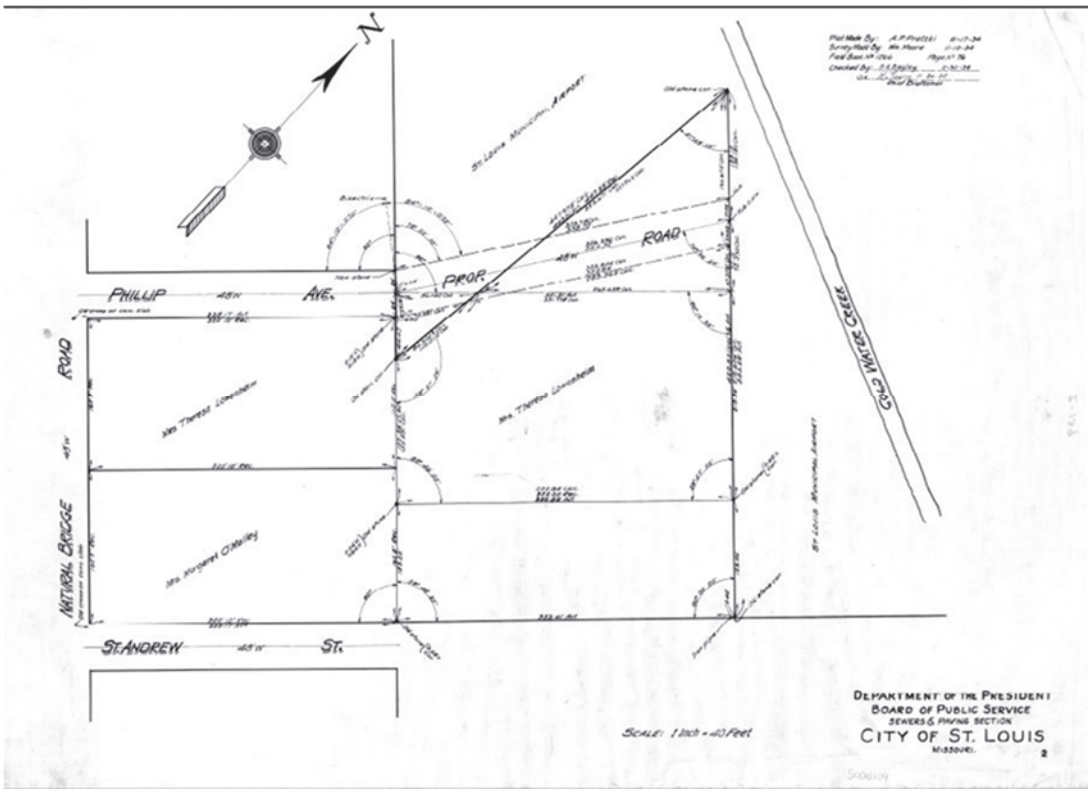
between the original streets of St. James, St. Phillip, St. Andrew, and St. Thomas, north of Natural Bridge Road.

By 1955, during the creation and expansion of the new Lambert-St. Louis Municipal Airport, Bridge Station Road had developed a large industrial area behind the old airfield. Areas to the south show an established trailer park, some large houses on large lots, a commercial or industrial center at the corner of Banshee and Natural Bridge Roads, and the Airport View residential development. At the time, Runway 6-24 had not yet been extended south; large industrial buildings along St. Andrew Lane and Navaid Road likely comprised the earliest airport maintenance buildings (**Figure 4-9**).

Despite major airport redevelop and expansion occurring in the 1950s, the airfield maintenance facilities did not develop until the 1960s. In 1966, Runway 6-24 had been extended further southwest and the Central Stores and the Auto Shop were constructed.[13]

The maintenance facility's build-out continued into the 1970s. In 1972, the aerial images show Maintenance Buildings A and B, and the presence of other large industrial buildings north of St. Andrew Lane. At the intersection of Banshee and Navaid Roads, the Ozark Air Lines Office Building (later called the TWA Training Center and currently the Airport Office Building) was built around the same time. Ozark Air Lines had utilized St. Louis Lambert International Airport as a hub since the 1950s, and in the 1960s began investing heavily in the airport with a new office building, shop, and hangar near the main terminal.

Figure 4-8: 1934 Property Survey Map

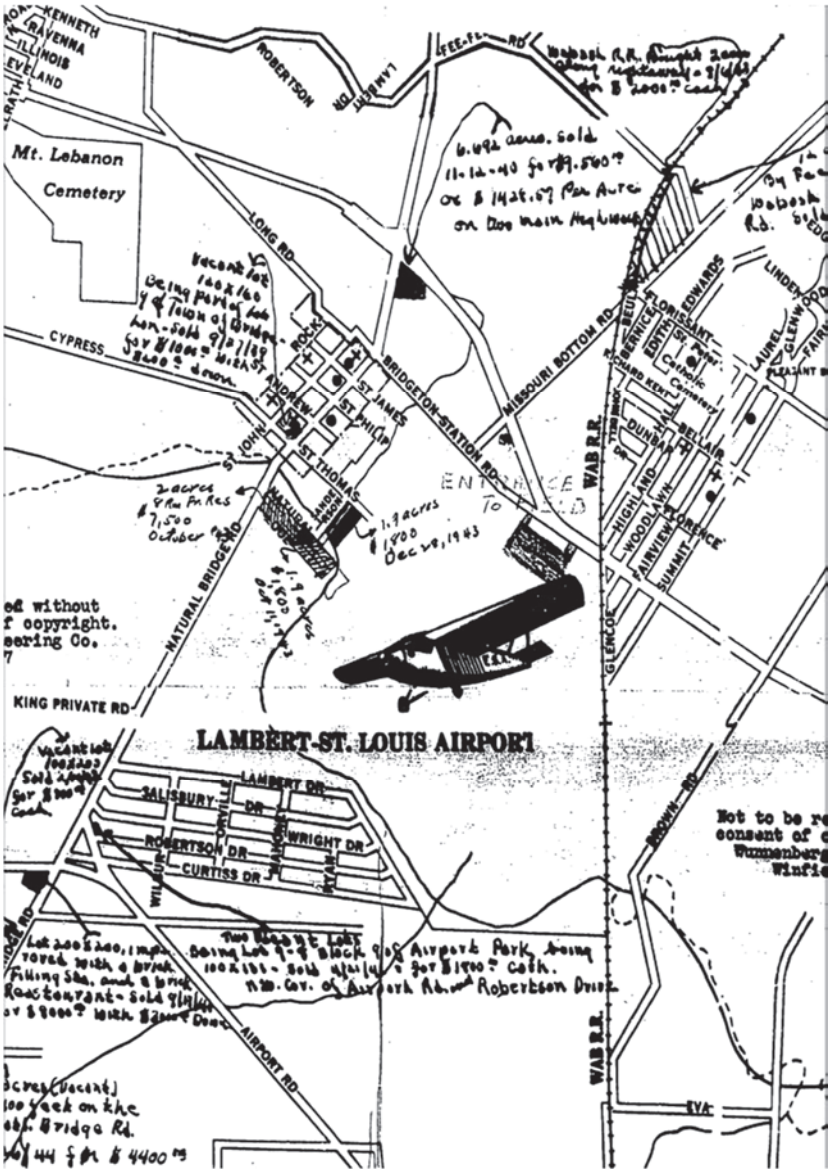


[13] Jackson, James K., PE, STL Airport Operations. Interview. 26 October 2022. By Hansel A. Hernandez. Email.

Source: City of St. Louis Board of Public Service. Airport Office Building Collection.

Aerial images from 1981 indicate the Central Stores building had been substantially expanded to its present footprint and Maintenance Buildings C and D, as well as the Sand Storage facility, had been built. In 1991, what was then the TWA Training Center was dramatically enlarged and doubled in size to its present rectangular footprint. The 1990s also witnessed demolition and redevelopment of the nearby Airport View subdivision and the trailer park into large asphalt parking lots. Demolitions continued into the 2000s and airport maintenance facilities also expanded during this time, likely in anticipation of the new runway project completed in 2006.

Figure 4-9: Old 1943 Map of Roads

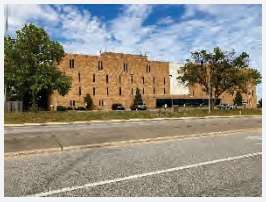


Source: City of St. Louis Board of Public Service. Airport Office Building Collection.

5 SURVEY RESULTS

Built resources within the APE were constructed as early as 1966, with several constructed or altered in the 1990s, 2000s, and 2010s. In total, eight properties were constructed after 1981. The remaining six properties constructed in 1981 or earlier received intensive-level evaluations. These six properties were evaluated for the NRHP by applying the Criteria for Evaluation (36 C.F.R. § 60.4) and using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation." Properties surveyed were not associated with major airport expansions during their period of construction, lacked an association with innovations in aviation technologies, or were not good examples of aviation-related architecture or infrastructure from their period of development. Further, the properties were constructed and modified over a period of several decades, resulting in a loss of integrity and a lack of continuity in plan, aesthetics, and physical development. As a result of these evaluations, none of the properties were determined individually NRHP-eligible and no potential NRHP-eligible historic district was identified. Surveyed properties are included in **Table 5-1**. Survey forms are provided in **Attachment A**.

Table 5-1: Survey Results Summary

Map Number	Photo	Current Name	Historic Name	Airport Building Number	Year Built and Alterations	NRHP Status
1		Airport Office Building	TWA Charles A. Lindbergh Flight Training Center	420	1972, 1991	Not Eligible
2		Parking Ticket Booth	Parking Ticket Booth	-	2000	Not Evaluated (Age)
3		Parking Storage Building	Parking Storage Building	-	2000	Not Evaluated (Age)
4		Airfield Maintenance Storage B Lot	Airfield Maintenance Storage B Lot	413	1995, 2012	Not Evaluated (Age)

Map Number	Photo	Current Name	Historic Name	Airport Building Number	Year Built and Alterations	NRHP Status
5		Check Point 54N	Check Point 54N	428	2005	Not Evaluated (Age)
6		Salt Storage Building	Salt Storage Building	631	2016	Not Evaluated (Age)
7		Airfield Maintenance Paint Building	Airfield Maintenance Paint Building	620	1995	Not Evaluated (Age)
8		Auto Shop	Auto Shop	402	1966	Not Eligible

Map Number	Photo	Current Name	Historic Name	Airport Building Number	Year Built and Alterations	NRHP Status
9		Central Stores	Central Stores	401	1966	Not Eligible
10		Landscaping Building	Landscaping Building	407	1997	Not Evaluated (Age)
11		Airfield Maintenance Building C & D	Airfield Maintenance Building C & D	403	1981, 1997	Not Eligible
12		Central Stores Yellow Building	Central Stores	409	1997	Not Evaluated (Age)

Map Number	Photo	Current Name	Historic Name	Airport Building Number	Year Built and Alterations	NRHP Status
13		Airfield Maintenance Building A & B	Airfield Maintenance Building A & B	404	1981, 1997	Not Eligible
14		Sand Storage (Dryer) Building	Sand Storage (Dryer) Building	405	1981, 2000	Not Eligible

Source: WSP USA, 2022.

6 SUMMARY

Qualified professionals developed an APE and conducted research and a field survey to identify historic properties with the APE. A total of 14 built resources were identified within the APE using information provided by STL, in conjunction with field observations. All built resources within the APE were photographed and inventoried with their designated STL building number to assist airport staff in future planning. Of these 14 built resources, only 6 were constructed in 1981 or earlier, and received NRHP evaluations and intensive-level documentation using Missouri Department of Natural Resources, State Historic Preservation Office Architectural/Historic Inventory Forms.

As a result of these evaluations, none of the properties were determined individually NRHP-eligible, and due to lack of continuity in plan, aesthetics, and physical development, no potential historic district was identified. Consequently, there are no historic properties within the APE.

7 WORKS CONSULTED

"Berkeley Now City in County," July 30, 1937. In Berkeley, Mo., Vertical File, Missouri Historical Society Library, St. Louis.

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ATTACHMENT 3A

Section 106 Inventory Forms

MISSOURI DEPARTMENT OF NATURAL RESOURCES
STATE HISTORIC PRESERVATION OFFICE, P.O. Box 176, Jefferson City, MO 65102

ARCHITECTURAL/HISTORIC INVENTORY FORM

1. Survey No. SL-AS-002-0001		2. Survey name: Airfield Maintenance Facility Relocation and West Deicing Pad Construction	
3. County: St. Louis		4. Address (Street No.) 11495	Street (name) Navaid Road
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat: 38.753343, Lon:-90.386795	7. Township/Range/Section: T: 46N R: 6E S: 7
8.Historic name (if known): TWA Charles A. Lindbergh Flight Training Center		9. Present/other name (if known): Airport Office Building	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Education/school Commerce/Trade; business	11b. Current use: Commerce/Trade; business

HISTORICAL INFORMATION

12. Construction date: 1972; 1991, addition	15. Architect: Gornet & Shearman, architect, engineer; Holleran Duitsman Architects, Inc. (addition)	18. Previously surveyed? ☐ Cite survey name in box 22 cont. (page 3)
13. Significant date/period:	16. Builder/contractor: The Kloster Company (addition)	19. On National Register? ☐ individual ☐ district Cite nomination name in box 22 cont. (page 3)
14. Area(s) of significance:	17. Original or significant owner: City of St. Louis	20. National Register eligible? ☐ individually eligible ☐ district potential (☐ C ☐ NC) ☒ not eligible ☐ not determined
21. History and significance on continuation page. ☒		22. Sources of information on continuation page. ☒

ARCHITECTURAL INFORMATION

23. Category of property: ☒ building(s) ☐ site ☐ structure ☐ object	30: Roof material: Bituminous membrane	37.Windows: ☒ historic ☐ replacement Pane arrangement: Fixed, single
24. Vernacular or property type:	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? ☒
25. Architectural Style: No discernible style	32. Structural system: Steel frame	39. Changes (describe in box 41 cont.): ☒ Addition(s) Date(s): 1991; 2000 ☐ Altered Date(s): ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Brick, limestone	
27. No. of stories: 4	34. Foundation material: Concrete	
28. No. of bays (1st floor): 17	35. Basement type: Full	40. No. of outbuildings (describe in box 40 cont.): 7
29. Roof type: Flat	36. Front porch type/placement: Closed Center	41. Further description of building features and associated resources on continuation page. ☒

OTHER

42. Current owner/address: STL Airport Administration 10701 Lambert International Blvd. St. Louis, MO 63145	43.Form prepared by (name and org.): Hansel A. Hernandez WSP, Inc.	44. Survey date: October 4, 2022 45. Date of revisions:

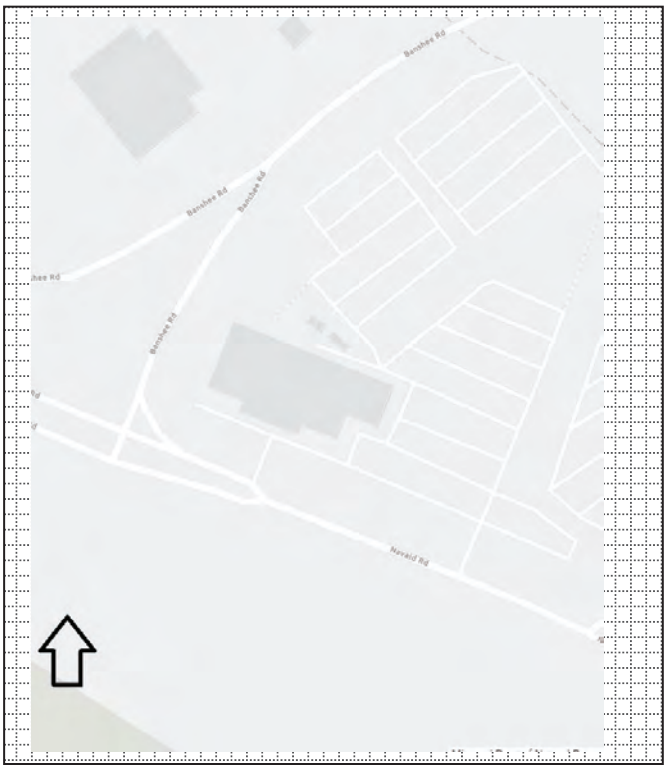
ARCHITECTURAL/HISTORIC INVENTORY FORM

FOR SHPO USE

Date entered in inventory:	Level of survey ☐ reconnaissance ☐ intensive	Additional research needed? ☐ yes ☐ no
National Register Status: ☐ listed ☐ in listed district Name: ☐ pending listing ☐ eligible (individually) ☐ eligible (district) ☐ not eligible ☐ not determined	Other:	

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)



PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	October 4, 2022	Looking northeast toward the south façade and west elevation from Navaid Road.

Insert photograph of primary structure on property.

ADDITIONAL INFORMATION:

21. (cont.) History and significance. Expand box as necessary or add continuation pages.

Lambert Field to St. Louis Lambert International Airport

The airport is located between the cities of Berkeley and Bridgeton, Missouri, which developed as agricultural communities northwest of St. Louis. Areas cleared for farmland were suitable for aviation activities beginning in the early 20th century. In the first decades of the 20th century, Kinloch (now Berkeley) hosted the Aero Club of St. Louis, formed in September 1906 at the Kinloch Flying Field. Prominent local citizen and aviation enthusiast Albert Bond Lambert founded the organization and championed aviation in St. Louis by hosting events and races that demonstrated this new aviation technology. After the sudden closure of the airfield due to lease disputes in 1912, Lambert sought to reopen Kinloch without success. However, other airfields appeared during this period in Anglum (later Robertson) and North Broadway. Lambert organized the Missouri Aeronautical Society to train balloon pilots following United States entry into World War I in April 1917. In 1920, Lambert and the Missouri Aeronautical Society leased 170 acres in Bridgeton to establish the St. Louis Flying Field, later renamed Lambert St. Louis Flying Field (and colloquially known as Lambert Field) in 1923.

During the 1920s and 1930s, Lambert Field served as a site for recreational flying, a stop on the new transcontinental airmail service, as well as military posts. In 1923, the Missouri Air National Guard (MoANG) began operating from Lambert Field, and a naval air station was established shortly thereafter in 1925. With the lease for Lambert Field expiring in 1925, Lambert purchased the flying field and in 1927 offered it to the City of St. Louis, which purchased Lambert Field the following year and subsequently developed and opened Lambert-St. Louis Municipal Airport in 1930 with a dedicated passenger terminal opening in 1933. While projects to extend the airport's runways continued throughout the decade, the increase in passenger travel and freight traffic strained the 1933 terminal. Land adjacent to the airport developed into locations for airplane manufacturing, and during World War II, the airport and vicinity experienced a surge of military traffic and became a manufacturing center for aircraft builder Curtiss-Wright.

Following World War II, the airport struggled with capacity issues and the expansion of civilian air travel. In 1951, the airport engaged the architectural firm Hellmuth, Yamasaki, and Leinweber to design a new terminal, maintenance buildings, and supporting airport operation facilities. Minoru Yamasaki, the terminal's principal designer, created a terminal with three distinctive groin-vaulted domes inspired by Jet Age design motifs and extensively utilizing glass-and-steel construction that allowed for unencumbered interiors, free-flowing natural light, and a sense of flight. Construction on the expansive airport overhaul and new terminal commenced in 1953 and was completed in 1956.

Following the terminal's completion in 1956, Lambert St. Louis Municipal Airport experienced almost continuous change and expansion. The naval air station vacated the airport in 1958 and relocated to Niagara Falls, New York. By 1962, it was the sixth-busiest airport in the United States, and with increasing air travel, it was fast outgrowing its runways and facilities. A secondary airport serving the greater St. Louis area opened in 1964 (Spirit of St. Louis Airport), and Lambert-St. Louis Municipal Airport expanded by building its fourth dome at the main terminal in 1966. Plans for the 1956 terminal show that the original design could support up to six domes, though only four were ever completed. In 1970, the airport's official name became St. Louis International Airport, though it was later revised to Lambert-St. Louis International Airport in 1971 following outcry by aviation community organizations and Charles Lindbergh to acknowledge Lambert's contribution to aviation in the city. The airport continued to expand during this time and added a four-level, 3,000-car parking garage in front of the domed terminal in 1972 as part of a larger facility expansion and modernization project that began in the late 1960s. A new international concourse opened east of the easternmost terminal dome in 1974, and continued expansion throughout the 1980s made Lambert-St. Louis International Airport a major hub for Trans World Airlines.

Needing to grow in order to stay competitive, the airport began implementing an expansion plan in 1987, which required the re-orientation of the existing parallel runways and demolishing several Bridgeton subdivisions to construct a new western runway. The airport began to buy out residents in the late 1990s, and after eleven years of contentious legal battles between the city, the airport, and the Federal Aviation Administration, the U. S. Court of Appeals approved the final expansion alternative known as *W-1W* in April of 2000. Runway 11-29 was completed in 2006. The airport returned 43 acres of land previously acquired and Bridgeton was able to create a new park and government center.

Upon the completion of Terminal 2 in 1998 and a new runway to the west in 2006, the airport reached its current footprint. MoANG departed from the airport in 2009 and the airport name was revised to St. Louis Lambert International Airport in 2016.

Airport Office Building

Ozark Air Lines began operations in St. Louis in 1950, establishing its headquarters and operational hub at Lambert-St. Louis Municipal Airport. The City of St. Louis built offices and a hangar at the airport and began leasing it to Ozark Air Lines in 1952. By 1955, the airline was serving 36 cities and had 535 employees, and in 1966, Ozark Air Lines constructed a new office, shop, and hangar closer to the terminal building.

In 1972, Ozark Airlines constructed an office and training center at the intersection of Banshee and Navaid Roads, where a former

industrial site was replaced by the square footprint of the new four-story building. After Ozark Air Lines was acquired by TWA in 1986, the building became TWA's Charles A. Lindbergh Flight Training Center.[1] TWA substantially expanded the building to the east in 1991 matching the original building's exterior brick and window patters, adding a central vertical concrete section, and constructing an enclosed portico along the façade. These additions increased the square footage of the building by over 50 percent.

TWA filed for bankruptcy and vacated the building in November 2001. The airport then began relocating departments to what was then called the Airport Office Building. For a brief period, Trans State Airlines, a smaller regional airline, utilized office space in the building.[2] Go Jet and Boeing currently lease space in the Airport Office Building.[3]

Significance

The Airport Office Building as evaluated for the National Register of Historic Places (NRHP) by applying the Criteria for Evaluation (36 C.F.R. § 60.4) and using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The Airport Office Building is not significant under Criterion A, association with events that have made a significant contribution to the broad patterns of our history. Although the building served as a training and operations office at St. Louis-Lambert International Airport following its construction in 1972 for Ozark Air Lines, it appears to have been used as additional office space for the airline likely to alleviate crowding at their other airport office building. The building is not associated with major airport expansions during this period or with innovations or changes in aviation technology.

The Airport Office Building is not significant under Criterion B, association with lives of persons significant in our past. Research did not indicate any significant historical associations with individuals whose specific contributions to history can be identified or are demonstrably important within a local, state, or national historic context.

The Airport Office Building is not significant under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction. The property is a common example of Modern Movement architecture, with modest references to the International Style in its lack of ornamentation and plain appearance. The building was later substantially altered in 1991 with a large addition on its east elevation that increased the building's size by more than 50 percent and obscured its original design intent despite mimicking the building's existing exterior treatments. Its type and features do not indicate architectural significance and it is not a good example of early 1970s aviation-related architecture.

The property was not evaluated under Criterion D as part of this assessment.

Therefore, the property is not eligible for inclusion in the NRHP.

22. (cont.) Sources of information. Expand box as necessary or add continuation pages.

Blaschum, Pamela, Director of the TWA Museum. Interview. 26 October 2022. By Hansel A. Hernandez. Telephone Interview.

Branneky, Laorraine A., Carl Boenker, Doris Baruzzini. *Bridgeton: Since 1794.* Bridgeton: Historical Commission of the City of Bridgeton, Missouri, 1968. PDF download.

Holleran, Jack. Principal, Holleran Duitsman Architects, Inc. Interview. 28 October 2022. By Hansel A. Hernandez. Telephone Interview.

Information St. Louis, Inc. "City of Bridgeton, Missouri." Accessed October 19, 2022. https://aboutstlouis.com/local/communities/Bridgeton-missouri#:~:text=Bridgeton%20began%20in%201794%20as,the%20year%20it%20was%20incorporated.

Jackson, James K., PE, STL Airport Operations. Interview. 26 October 2022. By Hansel A. Hernandez. Email.

Lambert, A. B. *A Municipal Airport for St. Louis: A Suggestion.* St. Louis: *1927?*

Mobley, Jane. *Home Place: A Celebration of Life in Bridgeton, Missouri.* Kansas City: The Lowell Press, 1993. PDF download.

Rust, Daniel L. *The Aerial Crossroads of America: St. Louis's Lambert Airport.* St. Louis: Missouri History Museum Press, 2016.

St. Louis County GIS Service Center. "Property Lookup." Accessed October 2022. https://stlcogis.maps.arcgis.com/apps/webappviewer/index.html?id=e70f8f1814a34cd7bf8f6766bd950c68/

St. Louis Public Library, Digital Collection.

[1] Blaschum, Pamela, Director of the TWA Museum. Interview. 26 October 2022. By Hansel A. Hernandez. Telephone Interview.
[2] Ibid.
[3] Jackson, James K. Interview.

TWA Collection (118, 275), The State Historical Society of Missouri, Manuscript Collection.

Urban Review/St. Louis. "Carrollton: A Walkable Suburban Subdivision in 1956." 8 October 2013. Accessed October 19, 2022. https://www.urbanreviewstl.com/2013/10/carrollton-a-walkable-suburban-subdivision-in-1956/

40. (cont.) Description of environment and outbuildings. Expand box as necessary or add continuation pages.

The Airport Office Building is surrounded by open landscaped rights-of-way with encircling concrete roadways between Runways 11-29 to the south and the intersection of Runways 6-24 and 12R-30L to the east, west of the St. Louis International Airport Terminal 1. There are minimally landscaped front and west lawns featuring tall trees and asphalt-covered parking lots south, east, and north of the building. Concrete sidewalks are located only along the south-facing façade. The rear parking lots are enclosed with chain link fencing.

Outbuildings

Located at the rear, north elevation, the fire simulation building is a small, square one-story, brick-clad building on a concrete slab. It has a flat roof of bituminous membrane and metal coping. The small building features a metal door; there are fixed one-over-one duranodic bronze aluminum windows along the east and west elevations.

41. (cont.) Description of primary resource. Expand box as necessary or add continuation pages.

The four-story office building is clad in buff and light brown colored brick and covered by a flat roof with bituminous membrane and limestone coping. The roof features HVAC units on steel dunnage and a one-story, brick-clad rectangular addition with limestone copings. The building's south-facing facade features a nonoriginal partial-width, one-story enclosed portico, clad in brick and covered with a flat roof and limestone coping. The portico's staggered corners feature recessed horizontal brick rows that mimic the appearance of quoins while a row of tall, single and fixed tinted windows in duranodic bronze aluminum extend across the portico. Glass entry doors provide access to the building on the portico's east and west elevations. Behind the portico, the building façade is dominated by regularly placed, vertically oriented, narrow inset windows; the ground floor and uppermost floor features windows hung in pairs. At the façade's center is a multi-story, concrete panel section that lacks openings and is not original.

The window treatment and arrangement is continued across the north, east, and west elevations. At the rear, north elevation is a large HVAC unit on steel dunnage surrounded by chain link fencing adjacent to a square one-story, flat-roof, brick-clad building with a concrete base and metal coping covers. The east elevation features a nonoriginal metal-clad, single-story addition.

Additions
1991, the building was extended to the east with a matching four-story addition to form its current rectangular footprint;
2000, a rectangular two-story metal-clad addition to the east elevation

Photographer:	Date:	Description:
Hansel A. Hernandez	October 4, 2022	Looking northeast toward the south façade and west elevation from Navaid Road.

MISSOURI DEPARTMENT OF NATURAL RESOURCES
STATE HISTORIC PRESERVATION OFFICE, P.O. Box 176, Jefferson City, MO 65102

ARCHITECTURAL/HISTORIC INVENTORY FORM

1. Survey No. SL-AS-002-0002		2. Survey name: Airfield Maintenance Facility Relocation and West Deicing Pad Construction	
3. County: St. Louis		4. Address (Street No.) 4780	Street (name) St. Andrew Lane
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.750382 Long.:-90.380000	7. Township/Range/Section: T: 46N R: 6E S: 7
8.Historic name (if known): Central Stores		9. Present/other name (if known): Central Stores (Building 401)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Industrial Storage	11b. Current use: Industrial Storage

HISTORICAL INFORMATION

12. Construction date: 1966	15. Architect:	18. Previously surveyed? ☐ Cite survey name in box 22 cont. (page 3)
13. Significant date/period:	16. Builder/contractor:	19. On National Register? ☐ individual ☐ district Cite nomination name in box 22 cont. (page 3)
14. Area(s) of significance:	17. Original or significant owner: St. Louis Airport	20. National Register eligible? ☐ individually eligible ☐ district potential (☐ C ☐ NC) ☒ not eligible ☐ not determined
21. History and significance on continuation page. ☒		22. Sources of information on continuation page. ☒

ARCHITECTURAL INFORMATION

23. Category of property: ☒ building(s) ☐ site ☐ structure ☐ object	30: Roof material: Bituminous membrane	37.Windows: ☐ historic ☒ replacement Pane arrangement: Fixed; casement
24. Vernacular or property type:	31. Chimney placement: Center	38. Acreage (rural): Visible from public road? ☐
25. Architectural Style: No discernible style	32. Structural system: CMU	39. Changes (describe in box 41 cont.): ☒ Addition(s) Date(s): 1981 ☐ Altered Date(s): ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: L	33. Exterior wall cladding: CMU, Brick	
27. No. of stories: 2	34. Foundation material: Concrete	
28. No. of bays (1st floor): 13	35. Basement type:	40. No. of outbuildings (describe in box 40 cont.):
29. Roof type: Flat	36. Front porch type/placement:	41. Further description of building features and associated resources on continuation page. ☒

OTHER

42. Current owner/address: STL Airport Administration 10701 Lambert International Blvd. St. Louis, MO 63145	43.Form prepared by (name and org.): Hansel A. Hernandez, WSP, Inc.	44. Survey date: 10/3/2022 45. Date of revisions:

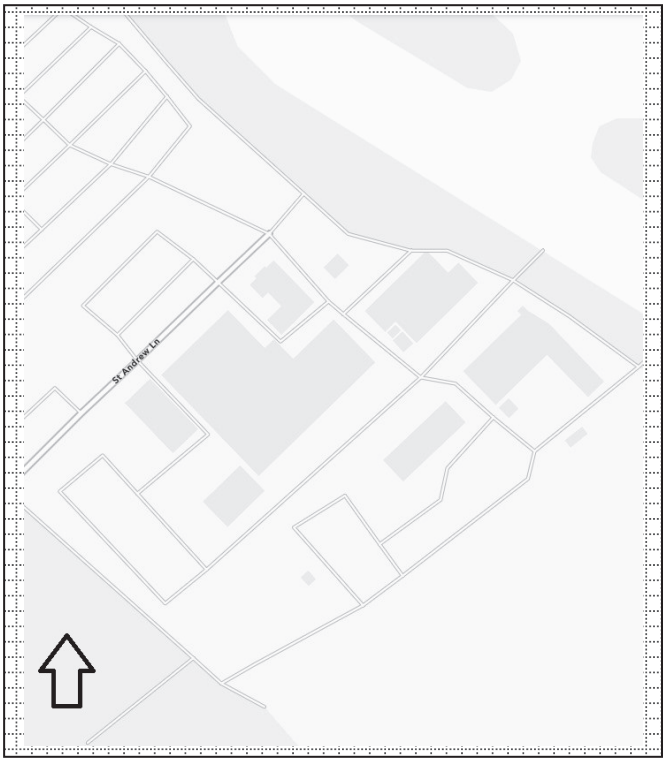
ARCHITECTURAL/HISTORIC INVENTORY FORM

FOR SHPO USE

Date entered in inventory:	Level of survey ☐ reconnaissance ☐ intensive	Additional research needed? ☐ yes ☐ no
National Register Status: ☐ listed ☐ in listed district Name: ☐ pending listing ☐ eligible (individually) ☐ eligible (district) ☐ not eligible ☐ not determined	Other:	

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)



ARCHITECTURAL/HISTORIC INVENTORY FORM

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking southeast toward the west-facing façade and north elevation from St. Andrew Lane

ADDITIONAL INFORMATION:

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

Lambert Field to St. Louis Lambert International Airport

The airport is located between the cities of Berkeley and Bridgeton, Missouri, which developed as agricultural communities northwest of St. Louis. Areas cleared for farmland were suitable for aviation activities beginning in the early 20th century. In the first decades of the 20th century, Kinloch (now Berkeley) hosted the Aero Club of St. Louis, formed in September 1906 at the Kinloch Flying Field. Prominent local citizen and aviation enthusiast Albert Bond Lambert founded the organization and championed aviation in St. Louis by hosting events and races that demonstrated this new aviation technology. After the sudden closure of the airfield due to lease disputes in 1912, Lambert sought to reopen Kinloch without success. However, other airfields appeared during this period in Anglum (later Robertson) and North Broadway. Lambert organized the Missouri Aeronautical Society to train balloon pilots following United States entry into World War I in April 1917. In 1920, Lambert and the Missouri Aeronautical Society leased 170 acres in Bridgeton to establish the St. Louis Flying Field, later renamed Lambert St. Louis Flying Field (and colloquially known as Lambert Field) in 1923.

During the 1920s and 1930s, Lambert Field served as a site for recreational flying, a stop on the new transcontinental airmail service, as well as military posts. In 1923, the Missouri Air National Guard (MoANG) began operating from Lambert Field, and a naval air station was established shortly thereafter in 1925. With the lease for Lambert Field expiring in 1925, Lambert purchased the flying field and in 1927 offered it to the City of St. Louis, which purchased Lambert Field the following year and subsequently developed and opened Lambert-St. Louis Municipal Airport in 1930 with a dedicated passenger terminal opening in 1933. While projects to extend the airport's runways continued throughout the decade, the increase in passenger travel and freight traffic strained the 1933 terminal. Land adjacent to the airport developed into locations for airplane manufacturing, and during World War II, the airport and vicinity experienced a surge of military traffic and became a manufacturing center for aircraft builder Curtiss-Wright.

Following World War II, the airport struggled with capacity issues and the expansion of civilian air travel. In 1951, the airport engaged the architectural firm Hellmuth, Yamasaki, and Leinweber to design a new terminal, maintenance buildings, and supporting airport operation facilities. Minoru Yamasaki, the terminal's principal designer, created a terminal with three distinctive groin-vaulted domes inspired by Jet Age design motifs and extensively utilizing glass-and-steel construction that allowed for unencumbered interiors, free-flowing natural light, and a sense of flight. Construction on the expansive airport overhaul and new terminal commenced in 1953 and was completed in 1956.

Following the terminal's completion in 1956, Lambert St. Louis Municipal Airport experienced almost continuous change and expansion. The naval air station vacated the airport in 1958 and relocated to Niagara Falls, New York. By 1962, it was the sixth-busiest airport in the United States, and with increasing air travel, it was fast outgrowing its runways and facilities. A secondary airport serving the greater St. Louis area opened in 1964 (Spirit of St. Louis Airport), and Lambert-St. Louis Municipal Airport expanded by building its fourth dome at the main terminal in 1966. Plans for the 1956 terminal show that the original design could support up to six domes, though only four were ever completed. In 1970, the airport's official name became St. Louis International Airport, though it was later revised to Lambert-St. Louis International Airport in 1971 following outcry by aviation community organizations and Charles Lindbergh to acknowledge Lambert's contribution to aviation in the city. The airport continued to expand during this time and added a four-level, 3,000-car parking garage in front of the domed terminal in 1972 as part of a larger facility expansion and modernization project that began in the late 1960s. A new international concourse opened east of the easternmost terminal dome in 1974, and continued expansion throughout the 1980s made Lambert-St. Louis International Airport a major hub for Trans World Airlines.

Needing to grow in order to stay competitive, the airport began implementing an expansion plan in 1987, which required the re-orientation of the existing parallel runways and demolishing several Bridgeton subdivisions to construct a new western runway. The airport began to buy out residents in the late 1990s, and after eleven years of contentious legal battles between the city, the airport, and the Federal Aviation Administration, the U. S. Court of Appeals approved the final expansion alternative known as *W-1W* in April of 2000. Runway 11-29 was completed in 2006. The airport returned 43 acres of land previously acquired and Bridgeton was able to create a new park and government center.

Upon the completion of Terminal 2 in 1998 and a new runway to the west in 2006, the airport reached its current footprint. MoANG departed from the airport in 2009 and the airport name was revised to St. Louis Lambert International Airport in 2016.

Central Stores

The Central Stores (Building 401) was built in 1966 to serve as an office and storage facility for maintenance staff and for equipment used in maintenance of the airport's runways and taxiways. As part of an upgrade and expansion plan in 1981, the building was substantially extended to the west and south, more than doubling in size and footprint.

Significance

Central Stores (Building 401) was evaluated individually for the National Register of Historic Places (NRHP) and considered significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

Central Stores (Building 401) is not significant under Criterion A, association with events that have made a significant contribution to the broad patterns of our history. The utilitarian building was built in 1966 to serve as an airport maintenance/storage facility and later enlarged. It is not associated with major construction campaigns or improvements at the airport and likely was built in response to a need for additional maintenance storage space.

Central Stores (Building 401) is not significant under Criterion B, association with lives of persons significant in our past. Research did not indicate any significant historical associations with individuals whose specific contributions to history can be identified or are demonstrably important within a local, State, or national historic context.

Central Stores (Building 401) is not significant under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction. It is a modest and utilitarian storage facility displaying no discernible style and was later substantially altered and enlarged. Its type, style, and features do not indicate architectural significance.

The property was not evaluated under Criterion D as part of this assessment.

Therefore, the property is not eligible for inclusion in the NRHP.

22. (cont.) Sources of information. Expand box as necessary or add continuation pages.

Blaschum, Pamela, Director of the TWA Museum. Interview. 26 October 2022. By Hansel A. Hernandez. Telephone Interview.

Branneky, Laorraine A., Carl Boenker, Doris Baruzzini. *Bridgeton: Since 1794.* Bridgeton: Historical Commission of the City of Bridgeton, Missouri, 1968. PDF download.

Holleran, Jack. Principal, Holleran Duitsman Architects, Inc. Interview. 28 October 2022. By Hansel A. Hernandez. Telephone Interview.

Information St. Louis, Inc. "City of Bridgeton, Missouri." Accessed October 19, 2022. https://aboutstlouis.com/local/communities/Bridgeton-missouri#:~:text=Bridgeton%20began%20in%201794%20as,the%20year%20it%20was%20incorporated.

Jackson, James K., PE, STL Airport Operations. Interview. 26 October 2022. By Hansel A. Hernandez. Email.

Lambert, A. B. *A Municipal Airport for St. Louis: A Suggestion.* St. Louis: *1927?*

Mobley, Jane. *Home Place: A Celebration of Life in Bridgeton, Missouri.* Kansas City: The Lowell Press, 1993. PDF download.

Rust, Daniel L. *The Aerial Crossroads of America: St. Louis's Lambert Airport.* St. Louis: Missouri History Museum Press, 20016.

St. Louis County GIS Service Center. "Property Lookup." Accessed October 2022. https://stlcogis.maps.arcgis.com/apps/webappviewer/index.html?id=e70f8f1814a34cd7bf8f6766bd950c68/

St. Louis Public Library, Digital Collection.

TWA Collection (118, 275), The State Historical Society of Missouri, Manuscript Collection.

Urban Review/St. Louis. "Carrollton: A Walkable Suburban Subdivision in 1956." 8 October 2013. Accessed October 19, 2022. https://www.urbanreviewstl.com/2013/10/carrollton-a-walkable-suburban-subdivision-in-1956/

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Central Stores (Building 401) is situated in an airport maintenance area bordered by the westernmost edge of Runway 12R-30L to the north, the southernmost edge of Runway 6-24 to the east, and the easternmost edge of Runway 11-29 to the south. The building is surrounded by asphalt-covered driveways and parking lots.

41. (cont.) Description of primary resource. Expand box as necessary, or add continuation pages.

The west-facing L-shaped building consists of a one-story volume to the north and a two-story volume to the south, with the L at the rear extending north. The building's exterior features CMU block walls while west-facing façade is clad in brick. The building's expansive flat roof is covered in a bituminous membrane and feature metal coping covers. Windows throughout are metal casements or are fixed. The one-story building section features a set of metal double doors covered by a fabric canopy as well as a garage opening with a rolling metal gate. To the north and set back from the façade is a CMU-clad double loading dock. The two-story building section features staggered height roofline parapets.

There are no windows at the east and south elevations. These elevations feature sealed former loading docks, metal louvered vents, and a single metal door with metal stairs.

Additions
1981, the two-story volume was added to the south and at the rear, the L extending west was added.

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Two story section façade, looking east toward the west facade from St. Andrew Lane

MISSOURI DEPARTMENT OF NATURAL RESOURCES
STATE HISTORIC PRESERVATION OFFICE, P.O. Box 176, Jefferson City, MO 65102

ARCHITECTURAL/HISTORIC INVENTORY FORM

1. Survey No. SL-AS-002-0003		2. Survey name: Airfield Maintenance Facility Relocation and West Deicing Pad Construction	
3. County: St. Louis		4. Address (Street No.) 4790	Street (name) St. Andrew Lane
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.750887 Long.: -90.379935	7. Township/Range/Section: T: 46N R: 6E S: 7
8.Historic name (if known): Auto Shop		9. Present/other name (if known): Auto Shop (Building 402)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Transportation/air related	11b. Current use: Transportation/air related

HISTORICAL INFORMATION

12. Construction date: 1966	15. Architect:	18. Previously surveyed? ☐ Cite survey name in box 22 cont. (page 3)
13. Significant date/period:	16. Builder/contractor:	19. On National Register? ☐ individual ☐ district Cite nomination name in box 22 cont. (page 3)
14. Area(s) of significance:	17. Original or significant owner: St. Louis Airport	20. National Register eligible? ☐ individually eligible ☐ district potential (☐ C ☐ NC) ☒ not eligible ☐ not determined
21. History and significance on continuation page. ☒		22. Sources of information on continuation page. ☒

ARCHITECTURAL INFORMATION

23. Category of property: ☒ building(s) ☐ site ☐ structure ☐ object	30: Roof material: Asphalt shingle	37.Windows: ☐ historic ☒ replacement Pane arrangement: Fixed, d/h, 1/1
24. Vernacular or property type:	31. Chimney placement: Center	38. Acreage (rural): Visible from public road? ☐
25. Architectural Style: No discernible style	32. Structural system:	39. Changes (describe in box 41 cont.): ☒ Addition(s) Date(s): 1997 ☒ Altered Date(s): 1997 ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: U	33. Exterior wall cladding: Metal, brick	
27. No. of stories: 1	34. Foundation material: Concrete	
28. No. of bays (1st floor): 5	35. Basement type:	40. No. of outbuildings (describe in box 40 cont.):
29. Roof type: Cross Gable	36. Front porch type/placement: Open Centered	41. Further description of building features and associated resources on continuation page. ☒

OTHER

42. Current owner/address: STL Airport Administration 10701 Lambert International Blvd. St. Louis, MO 63145	43.Form prepared by (name and org.): Hansel A. Hernandez WSP, Inc.	44. Survey date: 10/3/2022 45. Date of revisions:

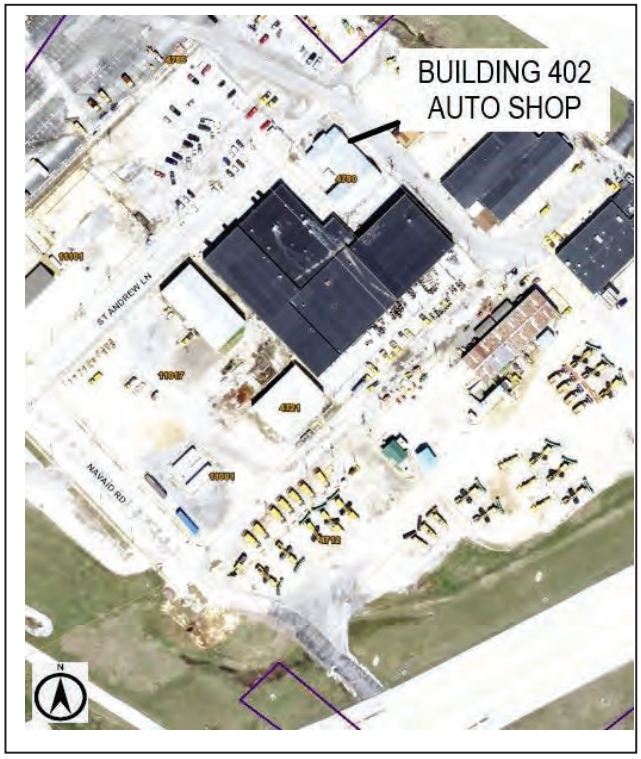
FOR SHPO USE

Date entered in inventory:	Level of survey ☐ reconnaissance ☐ intensive	Additional research needed? ☐ yes ☐ no

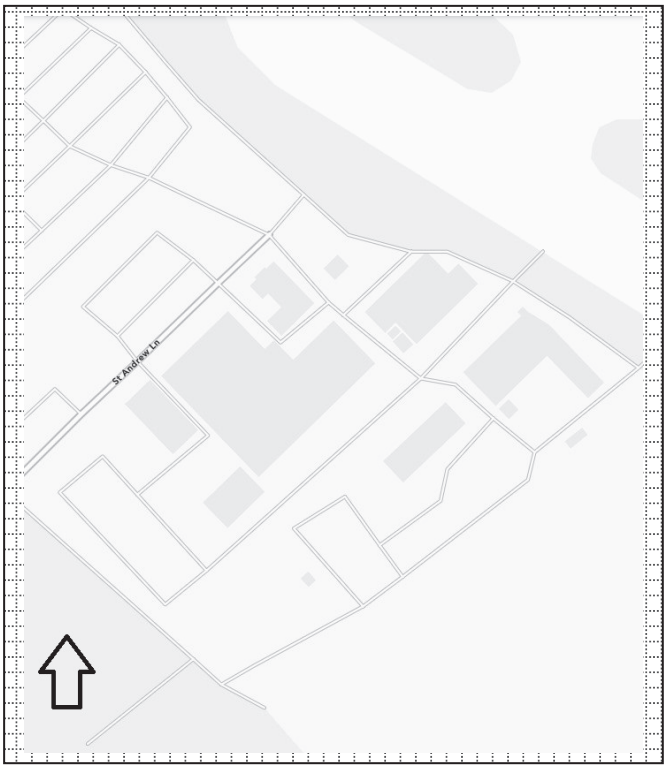
ARCHITECTURAL/HISTORIC INVENTORY FORM

National Register Status:	Other:
☐ listed ☐ in listed district Name: ☐ pending listing ☐ eligible (individually) ☐ eligible (district) ☐ not eligible ☐ not determined	

LOCATION MAP (include north arrow)



SITE MAP/PLAN (include north arrow)



ARCHITECTURAL/HISTORIC INVENTORY FORM

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking east toward the west façade from St. Andrew Lane

ADDITIONAL INFORMATION:

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

Lambert Field to St. Louis Lambert International Airport

The airport is located between the cities of Berkeley and Bridgeton, Missouri, which developed as agricultural communities northwest of St. Louis. Areas cleared for farmland were suitable for aviation activities beginning in the early 20th century. In the first decades of the 20th century, Kinloch (now Berkeley) hosted the Aero Club of St. Louis, formed in September 1906 at the Kinloch Flying Field. Prominent local citizen and aviation enthusiast Albert Bond Lambert founded the organization and championed aviation in St. Louis by hosting events and races that demonstrated this new aviation technology. After the sudden closure of the airfield due to lease disputes in 1912, Lambert sought to reopen Kinloch without success. However, other airfields appeared during this period in Anglum (later Robertson) and North Broadway. Lambert organized the Missouri Aeronautical Society to train balloon pilots following United States entry into World War I in April 1917. In 1920, Lambert and the Missouri Aeronautical Society leased 170 acres in Bridgeton to establish the St. Louis Flying Field, later renamed Lambert St. Louis Flying Field (and colloquially known as Lambert Field) in 1923.

During the 1920s and 1930s, Lambert Field served as a site for recreational flying, a stop on the new transcontinental airmail service, as well as military posts. In 1923, the Missouri Air National Guard (MoANG) began operating from Lambert Field, and a naval air station was established shortly thereafter in 1925. With the lease for Lambert Field expiring in 1925, Lambert purchased the flying field and in 1927 offered it to the City of St. Louis, which purchased Lambert Field the following year and subsequently developed and opened Lambert-St. Louis Municipal Airport in 1930 with a dedicated passenger terminal opening in 1933. While projects to extend the airport's runways continued throughout the decade, the increase in passenger travel and freight traffic strained the 1933 terminal. Land adjacent to the airport developed into locations for airplane manufacturing, and during World War II, the airport and vicinity experienced a surge of military traffic and became a manufacturing center for aircraft builder Curtiss-Wright.

Following World War II, the airport struggled with capacity issues and the expansion of civilian air travel. In 1951, the airport engaged the architectural firm Hellmuth, Yamasaki, and Leinweber to design a new terminal, maintenance buildings, and supporting airport operation facilities. Minoru Yamasaki, the terminal's principal designer, created a terminal with three distinctive groin-vaulted domes inspired by Jet Age design motifs and extensively utilizing glass-and-steel construction that allowed for unencumbered interiors, free-flowing natural light, and a sense of flight. Construction on the expansive airport overhaul and new terminal commenced in 1953 and was completed in 1956.

Following the terminal's completion in 1956, Lambert St. Louis Municipal Airport experienced almost continuous change and expansion. The naval air station vacated the airport in 1958 and relocated to Niagara Falls, New York. By 1962, it was the sixth-busiest airport in the United States, and with increasing air travel, it was fast outgrowing its runways and facilities. A secondary airport serving the greater St. Louis area opened in 1964 (Spirit of St. Louis Airport), and Lambert-St. Louis Municipal Airport expanded by building its fourth dome at the main terminal in 1966. Plans for the 1956 terminal show that the original design could support up to six domes, though only four were ever completed. In 1970, the airport's official name became St. Louis International Airport, though it was later revised to Lambert-St. Louis International Airport in 1971 following outcry by aviation community organizations and Charles Lindbergh to acknowledge Lambert's contribution to aviation in the city. The airport continued to expand during this time and added a four-level, 3,000-car parking garage in front of the domed terminal in 1972 as part of a larger facility expansion and modernization project that began in the late 1960s. A new international concourse opened east of the easternmost terminal dome in 1974, and continued expansion throughout the 1980s made Lambert-St. Louis International Airport a major hub for Trans World Airlines.

Needing to grow in order to stay competitive, the airport began implementing an expansion plan in 1987, which required the re-orientation of the existing parallel runways and demolishing several Bridgeton subdivisions to construct a new western runway. The airport began to buy out residents in the late 1990s, and after eleven years of contentious legal battles between the city, the airport, and the Federal Aviation Administration, the U. S. Court of Appeals approved the final expansion alternative known as *W-1W* in April of 2000. Runway 11-29 was completed in 2006. The airport returned 43 acres of land previously acquired and Bridgeton was able to create a new park and government center.

Upon the completion of Terminal 2 in 1998 and a new runway to the west in 2006, the airport reached its current footprint. MoANG departed from the airport in 2009 and the airport name was revised to St. Louis Lambert International Airport in 2016.

Auto Shop

The Auto Shop (Building 402) was built to serve as offices and as a repair facility for vehicles used in maintenance of the runways and taxiways. In 1997, the building was substantially enlarged with an extension to the east, addition of the front portico, and modifications to the roof.

Significance

Building 402-Auto Shop was evaluated for the National Register of Historic Places (NRHP) by applying the Criteria for Evaluation (36 C.F.R. § 60.4) and using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

Auto Shop (Building 402) is not significant under Criterion A, association with events that have made a significant contribution to the broad patterns of our history. The utilitarian building was built in 1966 to serve as an airport vehicle repair facility and later enlarged. It is not associated with major construction campaigns or improvements at the airport or changes in aviation technology.

Auto Shop (Building 402) is not significant under Criterion B, association with lives of persons significant in our past. Research did not indicate any significant historical associations with individuals whose specific contributions to history can be identified or are demonstrably important within a local, State, or national historic context.

Auto Shop (Building 402) is not significant under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction. It is a common and altered example of a utilitarian auto repair facility displaying no discernible style. Its type and features do not indicate architectural significance.

The property was not evaluated under Criterion D as part of this assessment.

Therefore, the property is not eligible for inclusion in the NRHP.

22. (cont.) Sources of information. Expand box as necessary or add continuation pages.

Blaschum, Pamela, Director of the TWA Museum. Interview. 26 October 2022. By Hansel A. Hernandez. Telephone Interview.

Branneky, Laorraine A., Carl Boenker, Doris Baruzzini. *Bridgeton: Since 1794.* Bridgeton: Historical Commission of the City of Bridgeton, Missouri, 1968. PDF download.

Holleran, Jack. Principal, Holleran Duitsman Architects, Inc. Interview. 28 October 2022. By Hansel A. Hernandez. Telephone Interview.

Information St. Louis, Inc. "City of Bridgeton, Missouri." Accessed October 19, 2022. https://aboutstlouis.com/local/communities/Bridgeton-missouri#:~:text=Bridgeton%20began%20in%201794%20as,the%20year%20it%20was%20incorporated.

Jackson, James K., PE, STL Airport Operations. Interview. 26 October 2022. By Hansel A. Hernandez. Email.

Lambert, A. B. *A Municipal Airport for St. Louis: A Suggestion.* St. Louis: *1927?*

Mobley, Jane. *Home Place: A Celebration of Life in Bridgeton, Missouri.* Kansas City: The Lowell Press, 1993. PDF download.

Rust, Daniel L. *The Aerial Crossroads of America: St. Louis's Lambert Airport.* St. Louis: Missouri History Museum Press, 20016.

St. Louis County GIS Service Center. "Property Lookup." Accessed October 2022. https://stlcogis.maps.arcgis.com/apps/webappviewer/index.html?id=e70f8f1814a34cd7bf8f6766bd950c68/

St. Louis Public Library, Digital Collection.

TWA Collection (118, 275), The State Historical Society of Missouri, Manuscript Collection.

Urban Review/St. Louis. "Carrollton: A Walkable Suburban Subdivision in 1956." 8 October 2013. Accessed October 19, 2022. https://www.urbanreviewstl.com/2013/10/carrollton-a-walkable-suburban-subdivision-in-1956/

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Auto Shop (Building 402) is situated in an airport maintenance area bordered by the westernmost edge of Runway 12R-30L to the north, the southernmost edge of Runway 6-24 to the east, and the easternmost edge of Runway 11-29 to the south. The building is surrounded by asphalt-covered driveways and parking lots.

41. (cont.) Description of primary resource. Expand box as necessary, or add continuation pages.

Auto Shop (Building 402) has a U-shaped footprint with the opening formed by its U shape facing southwest. It is a cross-gabled, one-story building consisting of two parallel gabled buildings and a pitched roof connector. All roofs are sheathed in asphalt shingle and have metal exhaust flues. The west façade is clad in brick and has a gabled open portico with four square vinyl columns and vinyl-clad gable. The central entry features a wood frame and a metal door; flanking the entry are two bays with fixed or double-hung vinyl windows and inoperable vinyl shutters. The east, west, and north elevations are clad in vinyl siding. The west elevation features a large square opening with a rolling gate, a metal door, concrete steps, and loading dock.

Additions/Alterations
In 1997, the building was enlarged with extension to the east; brick cladding and the front portico were added; former flat roofs were changed to gable roofs.

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking southeast toward the west-facing façade and north elevation from St. Andrew Lane

MISSOURI DEPARTMENT OF NATURAL RESOURCES
STATE HISTORIC PRESERVATION OFFICE, P.O. Box 176, Jefferson City, MO 65102

ARCHITECTURAL/HISTORIC INVENTORY FORM

1. Survey No. SL-AS-002-0004		2. Survey name: Airfield Maintenance Facility Relocation and West Deicing Pad Construction	
3. County: St. Louis		4. Address (Street No.) 4780	Street (name) St. Thomas Lane
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat: 38.750734 Long:-90.379228	7. Township/Range/Section: T: 46N R: 6E S: 7
8.Historic name (if known): Airfield Maintenance Building C & D		9. Present/other name (if known): Airfield Maintenance Building C & D (Building 403)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Industrial Storage	11b. Current use: Industrial Storage

HISTORICAL INFORMATION

12. Construction date: 1981	15. Architect:	18. Previously surveyed? ☐ Cite survey name in box 22 cont. (page 3)
13. Significant date/period:	16. Builder/contractor:	19. On National Register? ☐ individual ☐ district Cite nomination name in box 22 cont. (page 3)
14. Area(s) of significance:	17. Original or significant owner: St. Louis Lambert Airport	20. National Register eligible? ☐ individually eligible ☐ district potential (☐ C ☐ NC) ☒ not eligible ☐ not determined
21. History and significance on continuation page. ☒		22. Sources of information on continuation page. ☒

ARCHITECTURAL INFORMATION

23. Category of property: ☒ building(s) ☐ site ☐ structure ☐ object	30: Roof material: Bituminous membrane	37.Windows: ☐ historic ☐ replacement Pane arrangement:
24. Vernacular or property type:	31. Chimney placement: Center	38. Acreage (rural): Visible from public road? ☒
25. Architectural Style: No discernible style	32. Structural system: Steel frame	39. Changes (describe in box 41 cont.): ☒ Addition(s) Date(s): 1997 ☐ Altered Date(s): ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Corrugated metal	
27. No. of stories: 1 ½	34. Foundation material: Concrete	
28. No. of bays (1st floor): 6	35. Basement type:	40. No. of outbuildings (describe in box 40 cont.): 2
29. Roof type: Gable	36. Front porch type/placement: N/A	41. Further description of building features and associated resources on continuation page. ☒

OTHER

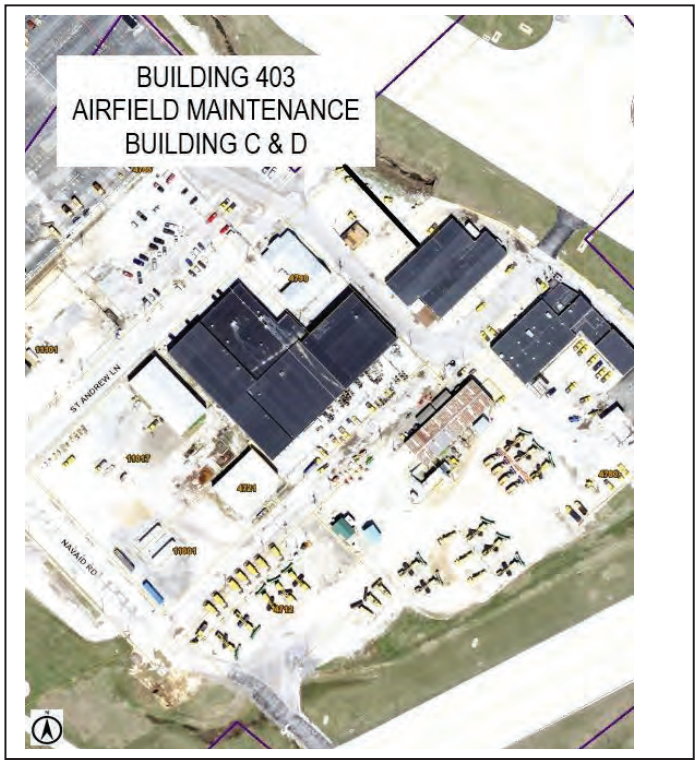
42. Current owner/address: STL Airport Administration 10701 Lambert International Blvd. St. Louis, MO 63145	43.Form prepared by (name and org.): Hansel A. Hernandez WSP, Inc.	44. Survey date: October 3, 2022 45. Date of revisions:

ARCHITECTURAL/HISTORIC INVENTORY FORM

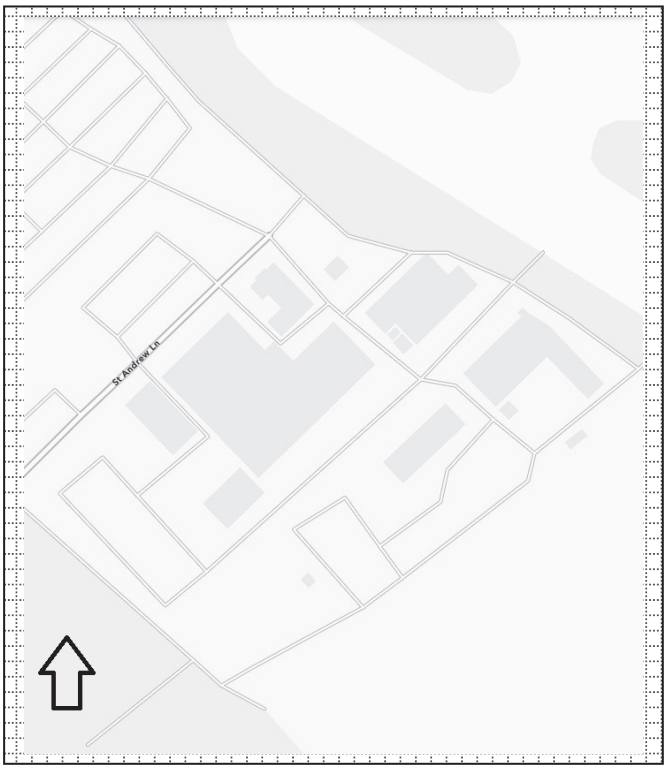
FOR SHPO USE

Date entered in inventory:	Level of survey ☐ reconnaissance ☐ intensive	Additional research needed? ☐ yes ☐ no
National Register Status: ☐ listed ☐ in listed district Name: ☐ pending listing ☐ eligible (individually) ☐ eligible (district) ☐ not eligible ☐ not determined	Other:	

LOCATION MAP (include north arrow)



SITE MAP/PLAN (include north arrow)



PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	October 3, 2022	Looking northeast toward the west façade and south elevation from St. Andrew Lane

ARCHITECTURAL/HISTORIC INVENTORY FORM

ADDITIONAL INFORMATION:

21. (cont.) History and significance. Expand box as necessary or add continuation pages.

Lambert Field to St. Louis Lambert International Airport

The airport is located between the cities of Berkeley and Bridgeton, Missouri, which developed as agricultural communities northwest of St. Louis. Areas cleared for farmland were suitable for aviation activities beginning in the early 20th century. In the first decades of the 20th century, Kinloch (now Berkeley) hosted the Aero Club of St. Louis, formed in September 1906 at the Kinloch Flying Field. Prominent local citizen and aviation enthusiast Albert Bond Lambert founded the organization and championed aviation in St. Louis by hosting events and races that demonstrated this new aviation technology. After the sudden closure of the airfield due to lease disputes in 1912, Lambert sought to reopen Kinloch without success. However, other airfields appeared during this period in Anglum (later Robertson) and North Broadway. Lambert organized the Missouri Aeronautical Society to train balloon pilots following United States entry into World War I in April 1917. In 1920, Lambert and the Missouri Aeronautical Society leased 170 acres in Bridgeton to establish the St. Louis Flying Field, later renamed Lambert St. Louis Flying Field (and colloquially known as Lambert Field) in 1923.

During the 1920s and 1930s, Lambert Field served as a site for recreational flying, a stop on the new transcontinental airmail service, as well as military posts. In 1923, the Missouri Air National Guard (MoANG) began operating from Lambert Field, and a naval air station was established shortly thereafter in 1925. With the lease for Lambert Field expiring in 1925, Lambert purchased the flying field and in 1927 offered it to the City of St. Louis, which purchased Lambert Field the following year and subsequently developed and opened Lambert-St. Louis Municipal Airport in 1930 with a dedicated passenger terminal opening in 1933. While projects to extend the airport's runways continued throughout the decade, the increase in passenger travel and freight traffic strained the 1933 terminal. Land adjacent to the airport developed into locations for airplane manufacturing, and during World War II, the airport and vicinity experienced a surge of military traffic and became a manufacturing center for aircraft builder Curtiss-Wright.

Following World War II, the airport struggled with capacity issues and the expansion of civilian air travel. In 1951, the airport engaged the architectural firm Hellmuth, Yamasaki, and Leinweber to design a new terminal, maintenance buildings, and supporting airport operation facilities. Minoru Yamasaki, the terminal's principal designer, created a terminal with three distinctive groin-vaulted domes inspired by Jet Age design motifs and extensively utilizing glass-and-steel construction that allowed for unencumbered interiors, free-flowing natural light, and a sense of flight. Construction on the expansive airport overhaul and new terminal commenced in 1953 and was completed in 1956.

Following the terminal's completion in 1956, Lambert St. Louis Municipal Airport experienced almost continuous change and expansion. The naval air station vacated the airport in 1958 and relocated to Niagara Falls, New York. By 1962, it was the sixth-busiest airport in the United States, and with increasing air travel, it was fast outgrowing its runways and facilities. A secondary airport serving the greater St. Louis area opened in 1964 (Spirit of St. Louis Airport), and Lambert-St. Louis Municipal Airport expanded by building its fourth dome at the main terminal in 1966. Plans for the 1956 terminal show that the original design could support up to six domes, though only four were ever completed. In 1970, the airport's official name became St. Louis International Airport, though it was later revised to Lambert-St. Louis International Airport in 1971 following outcry by aviation community organizations and Charles Lindbergh to acknowledge Lambert's contribution to aviation in the city. The airport continued to expand during this time and added a four-level, 3,000-car parking garage in front of the domed terminal in 1972 as part of a larger facility expansion and modernization project that began in the late 1960s. A new international concourse opened east of the easternmost terminal dome in 1974, and continued expansion throughout the 1980s made Lambert-St. Louis International Airport a major hub for Trans World Airlines.

Needing to grow in order to stay competitive, the airport began implementing an expansion plan in 1987, which required the re-orientation of the existing parallel runways and demolishing several Bridgeton subdivisions to construct a new western runway. The airport began to buy out residents in the late 1990s, and after eleven years of contentious legal battles between the city, the airport, and the Federal Aviation Administration, the U. S. Court of Appeals approved the final expansion alternative known as *W-1W* in April of 2000. Runway 11-29 was completed in 2006. The airport returned 43 acres of land previously acquired and Bridgeton was able to create a new park and government center.

Upon the completion of Terminal 2 in 1998, and the main terminal thus becoming Terminal 1, and a new runway to the west in 2006, the airport reached its current footprint. MoANG departed from the airport in 2009 and the airport name was revised to St. Louis Lambert International Airport in 2016.

Airfield Maintenance Building C & D

Airfield Maintenance Building C & D (Building 403) was built in 1981 to serve as a repair and maintenance facility for vehicles used in the maintenance of runways and taxiways. In 1997, the building was substantially altered through construction of a two-story and a one-story addition built at the building's south end.

Significance

Airfield Maintenance Building C & D (Building 403) was evaluated individually for the National Register of Historic Places (NRHP) and considered significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

Airfield Maintenance Building C & D (Building 403) is not significant under Criterion A, association with events that have made a significant contribution to the broad patterns of our history. The utilitarian building was built in 1981 to serve as an airport maintenance facility and later enlarged. It is not associated with major construction campaigns or improvements at the airport or changes in aviation technology.

Airfield Maintenance Building C & D (Building 403) is not significant under Criterion B, association with lives of persons significant in our past. Research did not indicate any significant historical associations with individuals whose specific contributions to history can be identified or are demonstrably important within a local, State, or national historic context.

Airfield Maintenance Building C & D (Building 403) is not significant under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction. It.is a modest and utilitarian example of a maintenance facility displaying no discernible style. Its type, style, and features do not indicate architectural significance.

The property was not evaluated under Criterion D as part of this assessment.

Therefore, the property is not eligible for inclusion in the NRHP.

22. (cont.) Sources of information. Expand box as necessary or add continuation pages.

Blaschum, Pamela, Director of the TWA Museum. Interview. 26 October 2022. By Hansel A. Hernandez. Telephone Interview.

Branneky, Laorraine A., Carl Boenker, Doris Baruzzini. *Bridgeton: Since 1794.* Bridgeton: Historical Commission of the City of Bridgeton, Missouri, 1968. PDF download.

Holleran, Jack. Principal, Holleran Duitsman Architects, Inc. Interview. 28 October 2022. By Hansel A. Hernandez. Telephone Interview.

Information St. Louis, Inc. "City of Bridgeton, Missouri." Accessed October 19, 2022. https://aboutstlouis.com/local/communities/Bridgeton-missouri#:~:text=Bridgeton%20began%20in%201794%20as,the%20year%20it%20was%20incorporated.

Jackson, James K., PE, STL Airport Operations. Interview. 26 October 2022. By Hansel A. Hernandez. Email.

Lambert, A. B. *A Municipal Airport for St. Louis: A Suggestion.* St. Louis: *1927?*

Mobley, Jane. *Home Place: A Celebration of Life in Bridgeton, Missouri.* Kansas City: The Lowell Press, 1993. PDF download.

Rust, Daniel L. *The Aerial Crossroads of America: St. Louis's Lambert Airport.* St. Louis: Missouri History Museum Press, 20016.

St. Louis County GIS Service Center. "Property Lookup." Accessed October 2022. https://stlcogis.maps.arcgis.com/apps/webappviewer/index.html?id=e70f8f1814a34cd7bf8f6766bd950c68/

St. Louis Public Library, Digital Collection.

TWA Collection (118, 275), The State Historical Society of Missouri, Manuscript Collection.

Urban Review/St. Louis. "Carrollton: A Walkable Suburban Subdivision in 1956." 8 October 2013. Accessed October 19, 2022. https://www.urbanreviewstl.com/2013/10/carrollton-a-walkable-suburban-subdivision-in-1956/

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Airfield Maintenance Building C & D is situated in an airport maintenance area bordered by the westernmost edge of Runway 12R-30L to the north, the southernmost edge of Runway 6-24 to the east, and the easternmost edge of Runway 11-29 to the south. The building is surrounded by asphalt-covered driveways and parking lots.

41. (cont.) Description of primary resource. Expand box as necessary, or add continuation pages.

The modest maintenance and repair building is one-and-a-half stories with a rectangular footprint comprising two off-center rectangular volumes. It is completely clad in corrugated metal panels, has a low-pitch gable roof with a bituminous membrane with two centered rows of cylindrical exhaust pipes and metal coping covers, and features six bays with wide garage-type openings on the north-facing façade and the south elevation.

Additions

Along the south elevation are two subsequent additions dating from 1997: a two-story, low gable roof wood building with cages, and a one-story, pitched roof wood garage with two garage openings and metal roll-down gates. Both buildings have asphalt shingle roofs.

Photographer:	Date:	Description:
Hansel A. Hernandez	October 3, 2022	Looking northwest toward the east elevation

MISSOURI DEPARTMENT OF NATURAL RESOURCES
STATE HISTORIC PRESERVATION OFFICE, P.O. Box 176, Jefferson City, MO 65102

ARCHITECTURAL/HISTORIC INVENTORY FORM

1. Survey No. SL-AS-002-0005		2. Survey name: Airfield Maintenance Facility Relocation and West Deicing Pad Construction	
3. County: St. Louis		4. Address (Street No.) 4780	Street (name) St. Thomas Lane
5.City: St. Louis	Vicinity: ☐	6. Geographical Reference: Lat.: 38.750479 Long: -90.378643	7. Township/Range/Section: T: 46N R: 6E S: 7
8.Historic name (if known): Airfield Maintenance Building A & B		9. Present/other name (if known): Airfield Maintenance Building A & B (Building 404)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Transportation/air related	11b. Current use: Transportation/air related

HISTORICAL INFORMATION

12. Construction date: 1972	15. Architect:	18. Previously surveyed? ☐ Cite survey name in box 22 cont. (page 3)
13. Significant date/period:	16. Builder/contractor:	19. On National Register? ☐ individual ☐ district Cite nomination name in box 22 cont. (page 3)
14. Area(s) of significance:	17. Original or significant owner: St. Louis Airport	20. National Register eligible? ☐ individually eligible ☐ district potential (☐ C ☐ NC) ☒ not eligible ☐ not determined
21. History and significance on continuation page. ☒		22. Sources of information on continuation page. ☒

ARCHITECTURAL INFORMATION

23. Category of property: ☒ building(s) ☐ site ☐ structure ☐ object	30: Roof material: Bituminous membrane	37.Windows: ☒ historic ☐ replacement Pane arrangement: Fixed, sliding, and sash; single, 1/1 DH, 1/3
24. Vernacular or property type:	31. Chimney placement: Center	38. Acreage (rural): Visible from public road? ☐
25. Architectural Style: No discernible style	32. Structural system: Steel frame	39. Changes (describe in box 41 cont.): ☒ Addition(s) Date(s): 1997 ☐ Altered Date(s): ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: L	33. Exterior wall cladding: Brick, CMU block, duranodic bronze aluminum	
27. No. of stories: 2	34. Foundation material: Concrete	
28. No. of bays (1st floor): 7	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): 3
29. Roof type: Flat	36. Front porch type/placement: N/A	41. Further description of building features and associated resources on continuation page. ☒

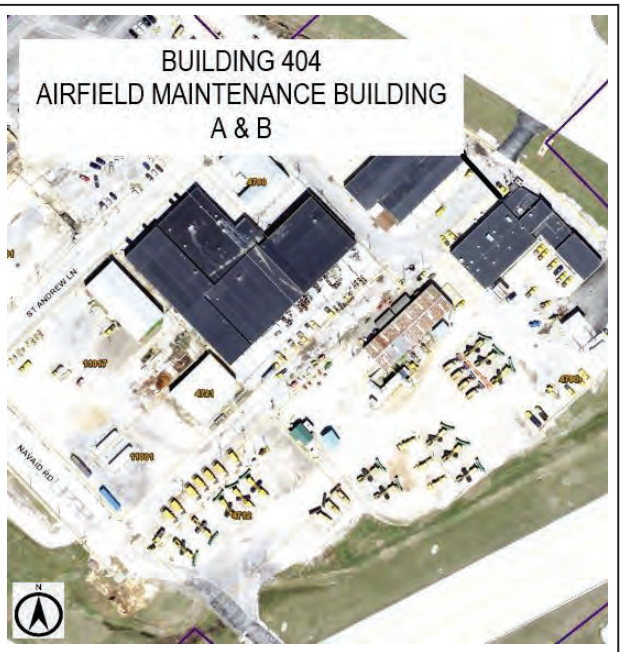
OTHER

42. Current owner/address: STL Airport Administration 10701 Lambert International Blvd. St. Louis, MO 63145	43.Form prepared by (name and org.): Hansel A. Hernandez, WSP.	44. Survey date: October 3, 2022 45. Date of revisions:

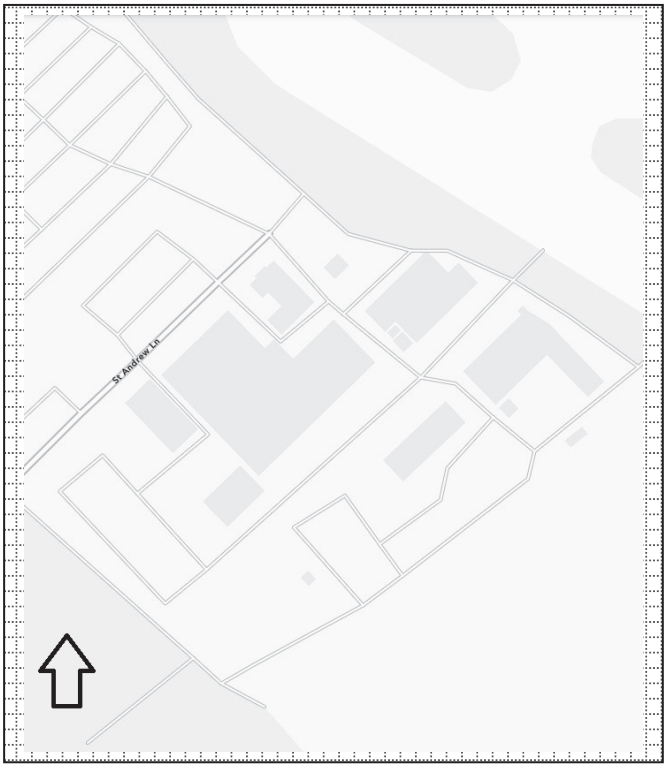
FOR SHPO USE

Date entered in inventory:	Level of survey ☐ reconnaissance ☐ intensive	Additional research needed? ☐ yes ☐ no
National Register Status: ☐ listed ☐ in listed district Name: ☐ pending listing ☐ eligible (individually) ☐ eligible (district) ☐ not eligible ☐ not determined	Other:	

LOCATION MAP (include north arrow)



SITE MAP/PLAN (include north arrow)



PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	October 3, 2022	Looking southwest toward the north façade and east elevation from Runway 12R-30L.

ADDITIONAL INFORMATION:

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

Lambert Field to St. Louis Lambert International Airport

The airport is located between the cities of Berkeley and Bridgeton, Missouri, which developed as agricultural communities northwest of St. Louis. Areas cleared for farmland were suitable for aviation activities beginning in the early 20th century. In the first decades of the 20th century, Kinloch (now Berkeley) hosted the Aero Club of St. Louis, formed in September 1906 at the Kinloch Flying Field. Prominent local citizen and aviation enthusiast Albert Bond Lambert founded the organization and championed aviation in St. Louis by hosting events and races that demonstrated this new aviation technology. After the sudden closure of the airfield due to lease disputes in 1912, Lambert sought to reopen Kinloch without success. However, other airfields appeared during this period in Anglum (later Robertson) and North Broadway. Lambert organized the Missouri Aeronautical Society to train balloon pilots following United States entry into World War I in April 1917. In 1920, Lambert and the Missouri Aeronautical Society leased 170 acres in Bridgeton to establish the St. Louis Flying Field, later renamed Lambert St. Louis Flying Field (and colloquially known as Lambert Field) in 1923.

During the 1920s and 1930s, Lambert Field served as a site for recreational flying, a stop on the new transcontinental airmail service, as well as military posts. In 1923, the Missouri Air National Guard (MoANG) began operating from Lambert Field, and a naval air station was established shortly thereafter in 1925. With the lease for Lambert Field expiring in 1925, Lambert purchased the flying field and in 1927 offered it to the City of St. Louis, which purchased Lambert Field the following year and subsequently developed and opened Lambert-St. Louis Municipal Airport in 1930 with a dedicated passenger terminal opening in 1933. While projects to extend the airport's runways continued throughout the decade, the increase in passenger travel and freight traffic strained the 1933 terminal. Land adjacent to the airport developed into locations for airplane manufacturing, and during World War II, the airport and vicinity experienced a surge of military traffic and became a manufacturing center for aircraft builder Curtiss-Wright.

Following World War II, the airport struggled with capacity issues and the expansion of civilian air travel. In 1951, the airport engaged the architectural firm Hellmuth, Yamasaki, and Leinweber to design a new terminal, maintenance buildings, and supporting airport operation facilities. Minoru Yamasaki, the terminal's principal designer, created a terminal with three distinctive groin-vaulted domes inspired by Jet Age design motifs and extensively utilizing glass-and-steel construction that allowed for unencumbered interiors, free-flowing natural light, and a sense of flight. Construction on the expansive airport overhaul and new terminal commenced in 1953 and was completed in 1956.

Following the terminal's completion in 1956, Lambert St. Louis Municipal Airport experienced almost continuous change and expansion. The naval air station vacated the airport in 1958 and relocated to Niagara Falls, New York. By 1962, it was the sixth-busiest airport in the United States, and with increasing air travel, it was fast outgrowing its runways and facilities. A secondary airport serving the greater St. Louis area opened in 1964 (Spirit of St. Louis Airport), and Lambert-St. Louis Municipal Airport expanded by building its fourth dome at the main terminal in 1966. Plans for the 1956 terminal show that the original design could support up to six domes, though only four were ever completed. In 1970, the airport's official name became St. Louis International Airport, though it was later revised to Lambert-St. Louis International Airport in 1971 following outcry by aviation community organizations and Charles Lindbergh to acknowledge Lambert's contribution to aviation in the city. The airport continued to expand during this time and added a four-level, 3,000-car parking garage in front of the domed terminal in 1972 as part of a larger facility expansion and modernization project that began in the late 1960s. A new international concourse opened east of the easternmost terminal dome in 1974, and continued expansion throughout the 1980s made Lambert-St. Louis International Airport a major hub for Trans World Airlines.

Needing to grow in order to stay competitive, the airport began implementing an expansion plan in 1987, which required the re-orientation of the existing parallel runways and demolishing several Bridgeton subdivisions to construct a new western runway. The airport began to buy out residents in the late 1990s, and after eleven years of contentious legal battles between the city, the airport, and the Federal Aviation Administration, the U. S. Court of Appeals approved the final expansion alternative known as *W-1W* in April of 2000. Runway 11-29 was completed in 2006. The airport returned 43 acres of land previously acquired and Bridgeton was able to create a new park and government center.

Upon the completion of Terminal 2 in 1998 and a new runway to the west in 2006, the airport reached its current footprint. MoANG departed from the airport in 2009 and the airport name was revised to St. Louis Lambert International Airport in 2016.

Airfield Maintenance Building A & B

Airfield Maintenance Building A & B (Building 404) was built in 1972 and used for repair and maintenance of equipment and vehicles used in maintenance of the runways and taxiways. In 1997, the office was extended on the northwest corner and a new garage was added to the west elevation.

Significance

Airfield Maintenance Building A & B (Building 404) was evaluated for the National Register of Historic Places (NRHP) by applying the Criteria for Evaluation (36 C.F.R. § 60.4) and using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

Airfield Maintenance Building A & B (Building 404) is not significant under Criterion A, association with events that have made a significant contribution to the broad patterns of our history. The utilitarian building was built in 1972 to serve as an airport vehicle and equipment repair facility and later enlarged. It is not associated with major construction campaigns or improvements at the airport or changes in aviation technology.

Airfield Maintenance Building A & B (Building 404) is not significant under Criterion B, association with lives of persons significant in our past. Research did not indicate any significant historical associations with individuals whose specific contributions to history can be identified or are demonstrably important within a local, State, or national historic context.

Airfield Maintenance Building A & B (Building 404) is not significant under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction. It is a common and utilitarian example of an airport maintenance facility of no discernible style. Its type and features do not indicate architectural significance.

The property was not evaluated under Criterion D as part of this assessment.

Therefore, the property is not eligible for inclusion in the NRHP.

22. (cont.) Sources of information. Expand box as necessary or add continuation pages.

Blaschum, Pamela, Director of the TWA Museum. Interview. 26 October 2022. By Hansel A. Hernandez. Telephone Interview.

Branneky, Laorraine A., Carl Boenker, Doris Baruzzini. *Bridgeton: Since 1794.* Bridgeton: Historical Commission of the City of Bridgeton, Missouri, 1968. PDF download.

Holleran, Jack. Principal, Holleran Duitsman Architects, Inc. Interview. 28 October 2022. By Hansel A. Hernandez. Telephone Interview.

Information St. Louis, Inc. "City of Bridgeton, Missouri." Accessed October 19, 2022. https://aboutstlouis.com/local/communities/Bridgeton-missouri#:~:text=Bridgeton%20began%20in%201794%20as,the%20year%20it%20was%20incorporated.

Jackson, James K., PE, STL Airport Operations. Interview. 26 October 2022. By Hansel A. Hernandez. Email.

Lambert, A. B. *A Municipal Airport for St. Louis: A Suggestion.* St. Louis: *1927?*

Mobley, Jane. *Home Place: A Celebration of Life in Bridgeton, Missouri.* Kansas City: The Lowell Press, 1993. PDF download.

Rust, Daniel L. *The Aerial Crossroads of America: St. Louis's Lambert Airport.* St. Louis: Missouri History Museum Press, 20016.

St. Louis County GIS Service Center. "Property Lookup." Accessed October 2022. https://stlcogis.maps.arcgis.com/apps/webappviewer/index.html?id=e70f8f1814a34cd7bf8f6766bd950c68/

St. Louis Public Library, Digital Collection.

TWA Collection (118, 275), The State Historical Society of Missouri, Manuscript Collection.

Urban Review/St. Louis. "Carrollton: A Walkable Suburban Subdivision in 1956." 8 October 2013. Accessed October 19, 2022. https://www.urbanreviewstl.com/2013/10/carrollton-a-walkable-suburban-subdivision-in-1956/

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Airfield Maintenance Building A & B (Building 404) is situated in an airport maintenance area bordered by the westernmost edge of Runway 12R-30L to the north, the southernmost edge of Runway 6-24 to the east, and the easternmost edge of Runway 11-29 to the south. The building is surrounded by asphalt-covered driveways and parking lots.

41. (cont.) Description of primary resource. Expand box as necessary, or add continuation pages.

Airfield Maintenance Building A & B (Building 404) is a utilitarian L-shaped building which consists of a two-story CMU block-clad office building with a one-story office and a one-and-a-half-story maintenance garage to the east clad in buff brick. The building features flat roofs with bituminous membranes, metal exhaust pipes, and metal coping covers. The CMU-clad office has vinyl sliding windows on both stories and a ground-level entry door. The garage section features one-over-three, fixed duranodic bronze aluminum windows on its north elevation, while its south elevation features four duranodic bronze aluminum garage openings with roll-down gates. Its adjacent office has fixed and double-hung metal windows. The east and north elevations also feature similarly styled garage openings.

Additions

In 1997, the office was extended on the northwest corner and a new garage was added to the west elevation.

ARCHITECTURAL/HISTORIC INVENTORY FORM

Photographer:	Date:	Description:
Hansel A. Hernandez	October 3, 2022	Looking north toward the south elevation from Navaid Road

MISSOURI DEPARTMENT OF NATURAL RESOURCES
STATE HISTORIC PRESERVATION OFFICE, P.O. Box 176, Jefferson City, MO 65102

ARCHITECTURAL/HISTORIC INVENTORY FORM

1. Survey No. SL-AS-002-0006		2. Survey name: Airfield Maintenance Facility Relocation and West Deicing Pad Construction	
3. County: St. Louis		4. Address (Street No.) 4800	Street (name) St. Thomas Lane
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.750091 Long.: -90.379198	7. Township/Range/Section: T: 46N R: 6E S: 7
8.Historic name (if known): Building 405-Sand Storage (Dryer) Building		9. Present/other name (if known): Building 405-Sand Storage (Dryer) Building	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Transportation/air related	11b. Current use: Transportation/air related

HISTORICAL INFORMATION

12. Construction date: 1981	15. Architect:	18. Previously surveyed? ☐ Cite survey name in box 22 cont. (page 3)
13. Significant date/period:	16. Builder/contractor:	19. On National Register? ☐ individual ☐ district Cite nomination name in box 22 cont. (page 3)
14. Area(s) of significance:	17. Original or significant owner: St. Louis Airport	20. National Register eligible? ☐ individually eligible ☐ district potential (☐ C ☐ NC) ☒ not eligible ☐ not determined
21. History and significance on continuation page. ☒		22. Sources of information on continuation page. ☒

ARCHITECTURAL INFORMATION

23. Category of property: ☒ building(s) ☐ site ☐ structure ☐ object	30: Roof material: Metal	37.Windows: ☐ historic ☐ replacement Pane arrangement:
24. Vernacular or property type:	31. Chimney placement:	38. Acreage (rural): Visible from public road? ☐
25. Architectural Style: No discernible style	32. Structural system: Steel frame	39. Changes (describe in box 41 cont.): ☒ Addition(s) Date(s): c. 2000, c. 2018 ☐ Altered Date(s): ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Metal	
27. No. of stories: 1 ½	34. Foundation material: Concrete	
28. No. of bays (1st floor): 3	35. Basement type:	40. No. of outbuildings (describe in box 40 cont.): 4
29. Roof type: Low gable	36. Front porch type/placement:	41. Further description of building features and associated resources on continuation page. ☒

OTHER

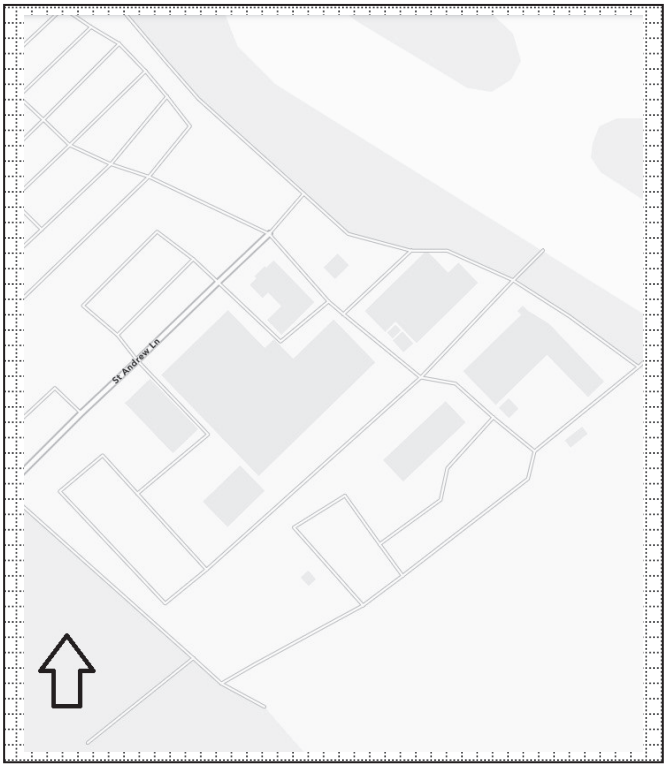
42. Current owner/address: STL Airport Administration 10701 Lambert International Blvd. St. Louis, MO 63145	43.Form prepared by (name and org.): Hansel A. Hernandez WSP, Inc.	44. Survey date: 10/31/2022 45. Date of revisions:

FOR SHPO USE

Date entered in inventory:	Level of survey ☐ reconnaissance ☐ intensive	Additional research needed? ☐ yes ☐ no
National Register Status: ☐ listed ☐ in listed district Name: ☐ pending listing ☐ eligible (individually) ☐ eligible (district) ☐ not eligible ☐ not determined	Other:	

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)



PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking north toward the south façade from Navaid Road.

ADDITIONAL INFORMATION:

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

Lambert Field to St. Louis Lambert International Airport

The airport is located between the cities of Berkeley and Bridgeton, Missouri, which developed as agricultural communities northwest of St. Louis. Areas cleared for farmland were suitable for aviation activities beginning in the early 20th century. In the first decades of the 20th century, Kinloch (now Berkeley) hosted the Aero Club of St. Louis, formed in September 1906 at the Kinloch Flying Field. Prominent local citizen and aviation enthusiast Albert Bond Lambert founded the organization and championed aviation in St. Louis by hosting events and races that demonstrated this new aviation technology. After the sudden closure of the airfield due to lease disputes in 1912, Lambert sought to reopen Kinloch without success. However, other airfields appeared during this period in Anglum (later Robertson) and North Broadway. Lambert organized the Missouri Aeronautical Society to train balloon pilots following United States entry into World War I in April 1917. In 1920, Lambert and the Missouri Aeronautical Society leased 170 acres in Bridgeton to establish the St. Louis Flying Field, later renamed Lambert St. Louis Flying Field (and colloquially known as Lambert Field) in 1923.

During the 1920s and 1930s, Lambert Field served as a site for recreational flying, a stop on the new transcontinental airmail service, as well as military posts. In 1923, the Missouri Air National Guard (MoANG) began operating from Lambert Field, and a naval air station was established shortly thereafter in 1925. With the lease for Lambert Field expiring in 1925, Lambert purchased the flying field and in 1927 offered it to the City of St. Louis, which purchased Lambert Field the following year and subsequently developed and opened Lambert-St. Louis Municipal Airport in 1930 with a dedicated passenger terminal opening in 1933. While projects to extend the airport's runways continued throughout the decade, the increase in passenger travel and freight traffic strained the 1933 terminal. Land adjacent to the airport developed into locations for airplane manufacturing, and during World War II, the airport and vicinity experienced a surge of military traffic and became a manufacturing center for aircraft builder Curtiss-Wright.

Following World War II, the airport struggled with capacity issues and the expansion of civilian air travel. In 1951, the airport engaged the architectural firm Hellmuth, Yamasaki, and Leinweber to design a new terminal, maintenance buildings, and supporting airport operation facilities. Minoru Yamasaki, the terminal's principal designer, created a terminal with three distinctive groin-vaulted domes inspired by Jet Age design motifs and extensively utilizing glass-and-steel construction that allowed for unencumbered interiors, free-flowing natural light, and a sense of flight. Construction on the expansive airport overhaul and new terminal commenced in 1953 and was completed in 1956.

Following the terminal's completion in 1956, Lambert St. Louis Municipal Airport experienced almost continuous change and expansion. The naval air station vacated the airport in 1958 and relocated to Niagara Falls, New York. By 1962, it was the sixth-busiest airport in the United States, and with increasing air travel, it was fast outgrowing its runways and facilities. A secondary airport serving the greater St. Louis area opened in 1964 (Spirit of St. Louis Airport), and Lambert-St. Louis Municipal Airport expanded by building its fourth dome at the main terminal in 1966. Plans for the 1956 terminal show that the original design could support up to six domes, though only four were ever completed. In 1970, the airport's official name became St. Louis International Airport, though it was later revised to Lambert-St. Louis International Airport in 1971 following outcry by aviation community organizations and Charles Lindbergh to acknowledge Lambert's contribution to aviation in the city. The airport continued to expand during this time and added a four-level, 3,000-car parking garage in front of the domed terminal in 1972 as part of a larger facility expansion and modernization project that began in the late 1960s. A new international concourse opened east of the easternmost terminal dome in 1974, and continued expansion throughout the 1980s made Lambert-St. Louis International Airport a major hub for Trans World Airlines.

Needing to grow in order to stay competitive, the airport began implementing an expansion plan in 1987, which required the re-orientation of the existing parallel runways and demolishing several Bridgeton subdivisions to construct a new western runway. The airport began to buy out residents in the late 1990s, and after eleven years of contentious legal battles between the city, the airport, and the Federal Aviation Administration, the U. S. Court of Appeals approved the final expansion alternative known as *W-1W* in April of 2000. Runway 11-29 was completed in 2006. The airport returned 43 acres of land previously acquired and Bridgeton was able to create a new park and government center.

Upon the completion of Terminal 2 in 1998 and a new runway to the west in 2006, the airport reached its current footprint. MoANG departed from the airport in 2009 and the airport name was revised to St. Louis Lambert International Airport in 2016.

Sand Storage (Dryer) Building

The Sand Storage (Dryer) Building (Building 405) was built in 1981 for storing sand and preparing sandbags used in fire emergencies on runways. A rectangular metal booth was installed on the south in 2000, and two prefabricated wood storage units installed along at the west elevation in 2018.

Significance

Sand Storage (Dryer) Building (Building 405) was evaluated for the National Register of Historic Places (NRHP) by applying the Criteria for Evaluation (36 C.F.R. § 60.4) and using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

Sand Storage (Dryer) Building (Building 405) is not significant under Criterion A, association with events that have made a significant contribution to the broad patterns of our history. The utilitarian building was built in 1981 to serve as storage facility and later enlarged. It is not associated with major construction campaigns or improvements at the airport or changes in aviation technology.

Sand Storage (Dryer) Building (Building 405) is not significant under Criterion B, association with lives of persons significant in our past. Research did not indicate any significant historical associations with individuals whose specific contributions to history can be identified or are demonstrably important within a local, State, or national historic context.

Sand Storage (Dryer) Building (Building 405) is not significant under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction. It is a common and utilitarian example of a maintenance facility of no discernible style. Its type and features do not indicate architectural significance.

The property was not evaluated under Criterion D as part of this assessment.

Therefore, the property is not eligible for inclusion in the NRHP.

22. (cont.) Sources of information. Expand box as necessary or add continuation pages.

Blaschum, Pamela, Director of the TWA Museum. Interview. 26 October 2022. By Hansel A. Hernandez. Telephone Interview.

Branneky, Laorraine A., Carl Boenker, Doris Baruzzini. *Bridgeton: Since 1794.* Bridgeton: Historical Commission of the City of Bridgeton, Missouri, 1968. PDF download.

Holleran, Jack. Principal, Holleran Duitsman Architects, Inc. Interview. 28 October 2022. By Hansel A. Hernandez. Telephone Interview.

Information St. Louis, Inc. "City of Bridgeton, Missouri." Accessed October 19, 2022. https://aboutstlouis.com/local/communities/Bridgeton-missouri#:~:text=Bridgeton%20began%20in%201794%20as,the%20year%20it%20was%20incorporated.

Jackson, James K., PE, STL Airport Operations. Interview. 26 October 2022. By Hansel A. Hernandez. Email.

Lambert, A. B. *A Municipal Airport for St. Louis: A Suggestion.* St. Louis: *1927?*

Mobley, Jane. *Home Place: A Celebration of Life in Bridgeton, Missouri.* Kansas City: The Lowell Press, 1993. PDF download.

Rust, Daniel L. *The Aerial Crossroads of America: St. Louis's Lambert Airport.* St. Louis: Missouri History Museum Press, 20016.

St. Louis County GIS Service Center. "Property Lookup." Accessed October 2022. https://stlcogis.maps.arcgis.com/apps/webappviewer/index.html?id=e70f8f1814a34cd7bf8f6766bd950c68/

St. Louis Public Library, Digital Collection.

TWA Collection (118, 275), The State Historical Society of Missouri, Manuscript Collection.

Urban Review/St. Louis. "Carrollton: A Walkable Suburban Subdivision in 1956." 8 October 2013. Accessed October 19, 2022. https://www.urbanreviewstl.com/2013/10/carrollton-a-walkable-suburban-subdivision-in-1956/

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

The Sand Storage (Dryer) Building (Building 405) is situated in an airport maintenance area bordered by the westernmost edge of Runway 12R-30L to the north, the southernmost edge of Runway 6-24 to the east, and the easternmost edge of Runway 11-29 to the south. The building is surrounded by asphalt-covered driveways and parking lots.

41. (cont.) Description of primary resource. Expand box as necessary, or add continuation pages.

The Sand Storage (Dryer) Building (Building 405) is a one-and-a-half story concrete storage building with a rectangular footprint and a low-pitched metal roof. The building is sheathed in metal panels. The south-facing façade and north elevation feature three tall garage openings. There are no windows and is the west elevation contains a single metal louver. The east elevation has exposed concrete walls with an opening, and its upper portion is covered in metal panels. The elevation features a metal staircase and landing. Adjacent to the building is a prefabricated metal storage unit.

Additions

c. 2000 a sand dispensing structure was installed at the southeast corner of the building. A conveyer belt runs from the interior of the storage building at the easternmost bay to the dispenser. The dispenser consists of a large metal drum on a steel frame platform and shed roof of corrugated metal. Above is a four-story, steel frame dispensing tower and spout connected to a post and beam structure over a port-cochere with a concrete floor.

c.2000, a rectangular one-story metal booth with a flat roof, metal door, and fixed windows was installed in front of the sand dispensing structure.

c.2018, two prefabricated, one-story, gable roof, wood storage units installed along at the west elevation.

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking southeast toward the west elevation from Runway 12R-30L

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	View of sand dispenser structure. Looking west toward the east elevation from Runway 6-24

Letter from SHPO

MISSOURI
DEPARTMENT OF
NATURAL RESOURCES

Michael L. Parson
Governor

Dru Buntin
Director

March 7, 2023

Jerry Beckmann
St. Louis Airport Authority
10701 Lambert International Boulevard
St. Louis, MO 63145

Re: **SHPO Project Number: 091-SL-23** – West Airfield Program (WAP), St. Louis Lambert International Airport (STL), St. Louis, Missouri (FAA)

Dear Jerry Beckmann:

Thank you for submitting information to the State Historic Preservation Office (SHPO) regarding the above-referenced project for review pursuant to Section 106 of the National Historic Preservation Act, P.L. 89-665, as amended (NHPA), and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which require identification and evaluation of historic properties.

We have reviewed the information regarding the above-referenced project and have included our comments on the following page(s). Please retain this documentation as evidence of consultation with the Missouri SHPO under Section 106 of the NHPA. SHPO concurrence does not complete the Section 106 process as federal agencies will need to conduct consultation with all interested parties. **Please be advised that, if the current project area or scope of work changes, such as a borrow area being added, or cultural materials are encountered during construction, appropriate information must be provided to this office for further review and comment.**

If you have questions please contact the SHPO at (573) 751-7858 or call/email Kevin McHugh, (573) 522-4641, kevin.mchugh@dnr.mo.gov. If additional information is required please submit the information via email to MOSection106@dnr.mo.gov.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

Toni M. Prawl

Toni M. Prawl, PhD
Director and Deputy
State Historic Preservation Officer

c: Jennifer Kuchinski, WSP
Guy Blanchard, WSP

SHPO Project Number: 091-SL-23 – West Airfield Program (WAP), St. Louis Lambert International Airport (STL), St. Louis, Missouri (FAA)

COMMENTS:

We have reviewed the documentation regarding the West Airfield Program (WAP), St. Louis Lambert International Airport (STL), St. Louis, St. Louis County, Missouri submitted on March 2, 2023, proposing the construction of a replacement Airfield Maintenance (AFM) campus on a site immediately northwest of its current location. Once the replacement AFT campus is commissioned, the existing buildings would be demolished and the site redeveloped as the West Deicing Pad.

We have reviewed the information provided and find there are multiple resources within the visual area of potential effects that are eligible for the National Register of Historic Places (NRHP); however, we find that the proposed project will have **no adverse effect** on historic properties.

SHPO Reviewer: Kevin McHugh, (573) 522-4641, kevin.mchugh@dnr.mo.gov

Letter to Tribes

U.S. Department
of Transportation
**Federal Aviation
Administration**

Central Region
Iowa, Kansas,
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64106
(816) 329-2600

December 2, 2022

CERTIFIED MAIL

<NAME> [See Attached List]
<ADDRESS>

Section 106 Consultation
St. Louis Lambert International
St. Louis, St. Louis County, Missouri

Dear <NAME>:

Environmental Assessments (EA) are being prepared for proposed undertakings at the St. Louis Lambert International Airport (airport sponsor) subject to the National Environmental Policy Act (NEPA). In conjunction with the NEPA process, the Federal Aviation Administration (FAA) intends to complete Section 106 of the National Historic Preservation Act (NHPA), as implemented through 36 CFR 800. The intent of this letter is to request your input on properties of cultural or religious significance that may be affected by the proposed projects and invite you to participate in the Section 106 consultation process.

Consistent with the Airport's Master Plan, STL proposes two multi-phase improvement projects:

- Consolidated Terminal Program (CTP)
- West Airfield Program (WAP)

<u>Consolidated Terminal Program (CTP)</u>
The sponsor proposes to consolidate air carrier and passenger operations currently at Terminals 1 and 2 into a new, single terminal and linear concourse at Terminal 1. The existing concourses (A, B, and C) connected to Terminal 1 would be demolished. Terminal 2 and the connecting Concourse D would remain in place, be decommissioned as an airline passenger terminal, and be repurposed for some other Airport function, which will be determined in the course of future planning. Project activities would not increase the number of passengers or aircraft operations.

Terminal 1's existing domes, previously determined to be eligible for listing in the National Register of Historic Places (NRHP), would remain as part of a new head house that includes passenger processing, ticketing, immigration and customs services, and baggage claim areas. The spaces directly under the domes would continue to serve as the terminal ticketing area with interior layout improvements to increase operational efficiency. The level beneath the ticketing area, Baggage Claim, would be expanded to accommodate additional baggage claim units. A new security checkpoint would be constructed between Terminal 1's domed entry hall and the proposed linear concourse. The new security checkpoint would consolidate all security screening

in a single location. After clearing the security checkpoint, passengers would access the new concourse, which will accommodate up to 62 gates. In order to construct the new concourse and associated improvements, existing airport facilities west and south of Terminal 1 would be demolished and/or relocated, including the former Missouri Air National Guard facility, which was also previously determined NRHP-eligible and is currently vacant.

Associated improvements include demolition and reconstruction of the existing parking garage adjacent to Terminal 1. The new parking garage would exist within a substantially similar footprint. Roadway circulation improvements are also proposed for Lambert International Boulevard and connections to Interstate 70 within or near existing on-airport access roads.

West Airfield Program (WAP)
The sponsor proposes to relocate the airfield maintenance facility (AFM) and construct a west deicing pad (WDP). Associated improvements include demolition of the existing AFM facility, realignment of access roads to new AFM facility, realignment of taxiway system, and construction of storm water detention.

The drivers of the AFM campus relocation are the periodic flooding of the facility, consolidating deicing operations for eastbound departures at a larger west deicing pad which requires relocation of the AFM, and remediation of nonstandard Taxiway T. Existing deicing facilities are beyond capacity at STL. During peak periods, the deicing positions are fully utilized, requiring aircraft to seek deicing on the eastern pads, thus affecting hold over times and resulting in an inefficient airfield with potential for safety risks (such as unnecessary taxiing during winter operations). Without improvements to west end deicing, the existing system far exceeds capacity almost every hour of the morning push which can lead to significant system delays downstream.

The AFM buildings were built in the late 70s and early 80s. All are reaching the end of their service life, requiring significant maintenance and replacement projects. Furthermore, the buildings were also sized for maintenance and storage building standards that no longer meet FAA standards for clearance around equipment during its storage and/or maintenance. In many cases, there is not adequate, safe working or maneuvering room inside the buildings around equipment. Many of the buildings were also sized for equipment and machinery that no longer is in use and that was much smaller in size than today’s modern equipment

The preferred site offers the space needed to house modern airport maintenance equipment. Further, the preferred location is outside the planned relocation area for the Taxiway T project to address FAA Design standards, is outside of the planned location for a future consolidated West Deicing pad, and is at a higher elevation, eliminating existing flooding issues.

Both, CTP and WAP, project activities would occur in areas where similar airport infrastructure and facilities currently exist. Current airport operations would continue throughout construction, limiting discernible changes to existing noise and other atmospheric effects. No changes are proposed to existing flight patterns or runway configurations, which have been continuously altered and expanded over multiple decades. Roadway circulation improvements, including connections to Interstate 70, would be consistent with existing roadway infrastructure near and within the airport property.

Ground-disturbing activities required for project implementation would occur in areas previously disturbed through decades of airport improvements. Further, prior archaeological field investigations were conducted as part of a 1997 Environmental Impact Statement, and no archaeological sites were identified within the current proposed project footprints as part of that EIS. As a result, a vertical or archaeological APE has not been delineated for this undertaking.

Two exhibits are attached to this letter for informational purposes. **Exhibit A** is a general location map and **Exhibit B** shows the proposed undertakings as described above.

The FAA is the lead federal agency for the NEPA document. Jim Johnson, Director, FAA Central Region Airports Division, will be making the final FAA decision on the environmental determination.

To help in our preparation of the EA, we would appreciate your input (via mail or e-mail) within thirty (30) days. If you have questions or require additional information, please contact me at 816-329-2639 or scott.tener@faa.gov.

Sincerely,

Scott Tener
Environmental Specialist

Attachment (Vicinity Map, Project Map)

Tribal Coordination – Environmental Evaluation 11/28/2022
West Airfield Program (WAP)
St. Louis Lambert International Airport, St. Louis, St. Louis County, Missouri

This website is recommended by ACHP: https://egis.hud.gov/TDAT/

Contact	Delivered	Response Returned	Action Requested
Mr. Bobby Komardley, Chairman Apache Tribe of Oklahoma PO Box 1330 Anadarko, OK 73005	12/13/22	1/23/23-No Response	Cert Mail#70220410000331736290
Mr. Paul Barton, THPO Eastern Shawnee Tribe of Oklahoma 12705 South 705 Road Wyandotte, OK 74370	12/13/22	**1/9/23-No Adverse Effect**	Cert Mail#70220410000331736283
Ms. Amy Scott Cultural Preservation Department Iowa Tribe of Oklahoma 335588 E 750 Road Perkins, OK 74059	12/12/22	1/23/23-No Response	Cert Mail#70220410000331736276
Ms. Crystal Douglas, THPO Kaw Nation P.O. Box 50 Kaw City, OK 74641	12/10/22	1/23/23-No Response	Cert Mail#70220410000331736269
Ms. Nellie Cadue Director, Land Department Kickapoo Tribe in Kansas 1107 Goldfinch Rd Horton, KS 66439	12/8/22	1/23/23-No Response	Cert Mail#70220410000331736252
Ms. Diane Hunter, THPO Miami Tribe of Oklahoma P.O. Box 1326 Miami, OK 74355	Email: 12/2/22	1/23/23-No Response	dhunter@miamination.com
Mr. Thomas Parker, THPO Omaha Tribe of Nebraska P.O. Box 368 Macy, NE 68039	12/8/22	1/23/23-No Response	Cert Mail#70220410000331736245
Dr. Andrea Hunter, THPO Osage Nation 627 Grandview Avenue Pawhuska, OK 74056	12/12/22	1/18/23-Request for more info.	Cert Mail#70220410000331736238 **Email 4/6/2023-Request archaeological monitoring during construction, no MOA needed.**

Mr. Craig Harper, Chief Peoria Tribe of Indians of Oklahoma PO Box 1527 Miami, OK 74355	12/12/22	1/23/23-No Response	Cert Mail#70220410000331736221
Mr. Shannon Wright, THPO Ponca Tribe of Nebraska PO BOX 288 Niobrara NE 68760	12/9/22	1/23/23-No Response	Cert Mail#70220410000331736214
Mr. Everett Bandy, THPO Quapaw Tribe of Indians PO Box 765 Quapaw, OK 74363-0765	12/20/22	1/23/23-No Response	Cert Mail#70220410000331736207
Mr. William Tarrant, THPO Seneca-Cayuga Nation PO Box 453220 Grove, OK 74345	USPS 1/9/23	1/23/23-No Response	Cert Mail#70220410000331736191

Letter from
Tribal Historic Preservation Officer (THPO) for
the Eastern Shawnee Tribe

EASTERN SHAWNEE
CULTURAL PRESERVATION DEPARTMENT
70500 East 128 Road, Wyandotte, OK 74370

January 9, 2023

US Department of Transportation Federal Aviation
901 Locust
Kansas City, Missouri 64106

RE: ***St. Louis Lambert International, St. Louis, St. Louis County, Missouri***

Dear Mr. Tener,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within St. Louis County, Missouri. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

Paul Barton

Paul Barton, Tribal Historic Preservation Officer (THPO)
Eastern Shawnee Tribe of Oklahoma
(918) 666-5151 Ext:1833
THPO@estoo.net

Letter from
Osage Nation
Historic Preservation Office (ONHPO)

Osage Nation Historic Preservation Office

Date: January 18, 2023 **File: 2223-4404MO-12**

FAA, St. Louis Lambert International Airport: Consolidated Terminal Program (CTP) and West Airfield Program (WAP), St. Louis County, Missouri

Federal Aviation Administration, Central Region
Scott Tener
901 Locust
Kansas City, MO 64106

Dear Mr. Tener,

The Osage Nation Historic Preservation Office has received notification and accompanying information for the proposed project listed as FAA, St. Louis Lambert International Airport: Consolidated Terminal Program (CTP) and West Airfield Program (WAP), St. Louis County, Missouri. **The Osage Nation requests copies of archaeological survey reports for ST-158 and PU-206, two former surveys within the APE performed by Rex Walters.**

In accordance with the National Historic Preservation Act, (NHPA) [54 U.S.C. § 300101 et seq.] 1966, undertakings subject to the review process are referred to in 54 U.S.C. § 302706 (a), which clarifies that historic properties may have religious and cultural significance to Indian tribes. Additionally, Section 106 of NHPA requires Federal agencies to consider the effects of their actions on historic properties (36 CFR Part 800) as does the National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969).

The Osage Nation has a vital interest in protecting its historic and ancestral cultural resources. **The Osage Nation anticipates reviewing and commenting on the archaeological survey reports for ST-158 and PU-206.**

Should you have any questions or need any additional information please feel free to contact Luke Morris at luke.morris@osagenation.nsn.gov. Thank you for consulting with the Osage Nation on this matter.

Andrea A. Hunter, Ph.D.
Director, Tribal Historic Preservation Officer

Luke A. Morris, MA
Archaeologist

627 Grandview Ave. * Pawhuska, OK 74056 Telephone 918-287-5328 * Fax 918-287-5376
www.osagenation-nsn.gov/who-we-are/historic-preservation * HistoricPreservation@osagenation-nsn.gov

E-mail from
Osage Nation
Historic Preservation Office (ONHPO)

From: Luke Morris <luke.morris@osagenation-nsn.gov>
Sent: Thursday, April 6, 2023 2:41 PM
To: Tener, Scott (FAA) <scott.tener@faa.gov>
Subject: RE: FAA, St. Louis Lambert International Airport: Consolidated Terminal Program (CTP) and West Airfield Program (WAP), St. Louis County, Missouri

Scott,

Your correspondence is appreciated. Please add the archaeological construction monitoring as a mitigation requirement in the NEPA determination.

Thank you for your time,

Respectfully,
Luke Morris
Archaeologist, MA
Osage Nation Historic Preservation Office 627
Grandview Avenue,
Pawhuska, OK 74056
Office: (918) 287-5328

From: Tener, Scott (FAA) <scott.tener@faa.gov>
Sent: Thursday, April 6, 2023 2:01 PM
To: Luke Morris <luke.morris@osagenation-nsn.gov>
Subject: RE: FAA, St. Louis Lambert International Airport: Consolidated Terminal Program (CTP) and West Airfield Program (WAP), St. Louis County, Missouri

Thank you. Do you require an MOA for archaeological with the Osage Nation or is it sufficient for us to add the archaeological construction monitoring as a mitigation requirement in our NEPA determination? Either way, the monitoring becomes a project requirement that the airport sponsor must implement.

Although we have not completed our consultation with the SHPO, they have not provided any concerns regarding archaeology. Their main concerns are with a few historic buildings that will be adversely effected and will require a memorandum of agreement. We can add your requirement for monitoring to this MOA and include you as a signatory.

Let me know what you would like to do.

Scott Tener
Environmental Program Manager

FAA Central Region Airports Division 901
Locust St., Room 364
Kansas City, Missouri 64106-2325 T
816.329.2639 | F 816.329.2611
http://www.faa.gov/airports/central/

From: Luke Morris <luke.morris@osagenation-nsn.gov>
Sent: Monday, April 3, 2023 2:39 PM
To: Tener, Scott (FAA) <scott.tener@faa.gov>
Subject: RE: FAA, St. Louis Lambert International Airport: Consolidated Terminal Program (CTP) and West Airfield Program (WAP), St. Louis County, Missouri

Scott,

Osage Nation received and reviewed the Phase I report previously conducted within the APE. After consideration, ONHPO is requesting monitoring to address concerns for buried archaeological deposits.

St. Louis is a very high priority and probability area for Osage Nation. While the previous survey was conducted in the ROW, no shovel tests were excavated. The Phase I is essentially an environmental assessment document. No one can be sure what is present in the ground subsurface, creating increased concerns.

Attached, please see the daily monitoring report template requested for submissions to Osage Nation.

Thank you for consulting Osage Nation on this matter.

Respectfully,

Luke Morris
Archaeologist, MA
Osage Nation Historic Preservation Office 627
Grandview Avenue,
Pawhuska, OK 74056
Office: (918) 287-5328

Starting October 1, 2022 the Osage Nation Historic Preservation Office is changing the project notification process. **All project notifications and reports must be emailed to s106@osagenation-nsn.gov** Include the Lead Agency, Project Name, and Project Number on the subject line.