Appendix G:
Section 106 Consultation

SHPO Concurrence of APE

MISSOURI
DEPARTMENT OF
NATURAL RESOURCES

Michael L. Parson
Governor

Dru Buntin
Director

December 13, 2022

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

Re: **SHPO Project Number: 017-SL-23** – Consolidated Terminal Program; St. Louis Lambert International Airport - 10701 Lambert International Boulevard, St. Louis, St. Louis County, 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 Marie Taylor (573) 522-4641, marie.taylor@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: 017-SL-23 – Consolidated Terminal Program; St. Louis Lambert International Airport - 10701 Lambert International Boulevard, St. Louis, St. Louis County, Missouri (FAA)

COMMENTS:

Based on the information submitted we concur that the proposed area of potential effect (APE) constitutes a reasonable and good faith effort to identify historic properties. We look forward to reviewing the completed identification and determination of effects.

SHPO Reviewer: Marie Taylor, (573) 522-4641, marie.taylor@dnr.mo.gov

Section 106 Survey Report

ST. LOUIS LAMBERT INTERNATIONAL AIRPORT®

CONSOLIDATED TERMINAL PROGRAM

SECTION 106 SURVEY REPORT

APRIL 2023

wsp

Executive Summary

St. Louis Lambert International Airport (STL) is proposing the Consolidated Terminal Program (the Project), which is a multi-phase project that would redevelop Terminal 1, construct a new passenger concourse, and improve parking and roadway circulation within airport property. 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, three historic properties were identified: Lambert Field Historic District, Terminal Building, and Ozark Airlines Office, Shop, and Hangar. Survey results and individual intensive-level inventory forms are included in **Attachment A**.

[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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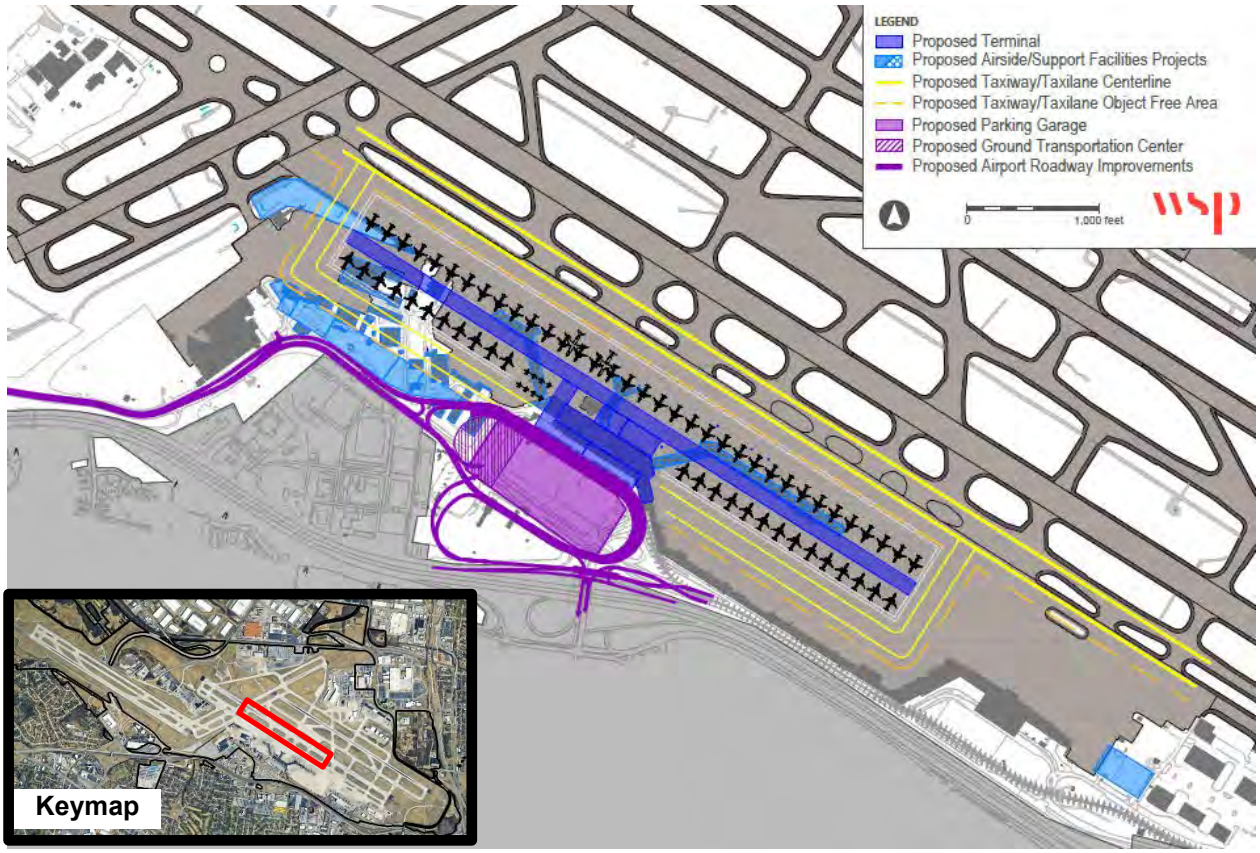
1 INTRODUCTION

The Federal Aviation Administration (FAA) is considering a proposal by St. Louis Lambert International Airport (STL) to redevelop Terminal 1 and improve parking and roadway circulation within airport property (Project), as depicted on **Figure 1-1**. The Project is an undertaking subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and its implementing regulations (36 Code of Federal Regulations [C.F.R.] Part 800) (Section 106).

Figure 1-1: Proposed Project Layout



Source: WSP USA, 2023.

Consistent with the ongoing Airport Layout Plan Update and Master Plan, STL proposes a multi-phase improvement project 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 Concourse D would be decommissioned as airline passenger terminal facilities. Terminal 2 would be repurposed for some other Airport function, which will be determined in the course of future planning. Concourse D may be repurposed, which will be determined in the course of future planning. Project activities would not increase the forecast number of passengers or aircraft operations (the FAA-approved forecast projects unconstrained demand).[2]

[2] STL Master Plan, *Aviation Activity Analysis and Forecasts*, approved by FAA in August 2020.

Terminal 1's existing domes, designed by Modernist architect Minoru Yamasaki in 1955 and previously determined to be eligible for listing in the National Register of Historic Places (NRHP) (see Section 5.1.3), 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 previously determined NRHP-eligible (see Section 5.1.2) 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.

The Project would be constructed in phases and is expected to be completed in 2031.

2 NATIONAL HISTORIC PRESERVATION ACT OF 1966

The Project is an undertaking subject to compliance with Section 106 of the NHPA of 1966, as amended (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 consider 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 effect 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.[3]

A qualified architectural historian[4] conducted a field visit on October 3-4, 2022, to confirm APE boundaries. The APE, depicted on **Figure 2-1**, encompasses a large area centered around Terminal 1, where the majority of Project activities would occur. Both Interstate 70, which has a variable height with bridges, ramps, and flyovers near the Airport, and Lambert International Boulevard, which is on a berm and elevated above the airfield side of the Airport, act as visual and noise buffers to areas located south of the Airport.

[3] *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.

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

Further, the American Airlines facilities on the Airport's west end and the warehouses and hangars on the Airport's east end, which will not be physically affected by Project implementation, would provide additional visual and noise buffers in those areas of the Airport.

Figure 2-1: Area of Potential Effects

Source: WSP USA, 2022.

Views across the airfield toward Project activities are limited due to distance; facilities northeast of the terminal and across the airfield, which were extensively altered and expanded in the mid-1980s and early 2000s, are over 3,000 feet away. All Project activities on the airfield side would occur in areas where similar airport infrastructure and facilities currently exist. Current airport operations would continue throughout Project construction, limiting discernible changes to existing noise and other atmospheric effects. No changes are proposed to the runway layout, which has been continuously altered and expanded over multiple decades.

On the landside, south of the airfield side of the Airport, proposed demolition and reconstruction of the parking garage would occur substantially within the same footprint as the current parking garage. 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. Prior archaeological field investigations were conducted as part

of a 1997 Environmental Impact Statement (EIS)[5], and no archaeological sites were identified within the Project APE as a result of those prior investigations. Thus, a vertical or archaeological APE was not delineated for this Project and no further archaeological investigations were recommended.

Pursuant to 36 C.F.R. § 800.4(a), FAA submitted the APE to the SHPO for review and comment on November 11, 2022. SHPO responded on December 14, 2022 and concurred with the proposed APE.

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

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

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[6] who meet the Secretary of the Interior's 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.

3.1 PREVIOUSLY IDENTIFIED HISTORIC PROPERTIES

Consultants 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. No historic properties identified in the 1997 EIS were located within this Project's APE, including archaeological sites.

STL records searches yielded information on the Lambert Field Historic District, which was originally determined eligible for the NRHP in 2006, following an extensive survey of military facilities adjacent to and within STL property. The results of this survey were included in the *Final Report Cultural Resources Survey Missouri Air National Guard Property at Lambert Field and Fort Leonard Wood, Missouri*. The area was surveyed again in the 2012 *Final Architectural Survey for the Reevaluation of the Missouri Air National Guard Property Historic District at Lambert Field*, which clarified information from the 2006 report, provided

[6] 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).

an updated count of contributing and noncontributing resources, and delineated a historic property boundary for the NRHP-eligible Lambert Field Historic District.

The 2013 *Thematic Survey of Modern Movement Non-Residential Architecture, 1945 – 1975, in St. Louis City* identified STL's main terminal (now called Terminal 1 and referred to in the 2013 thematic study as the Lambert International Air Terminal, Lambert Terminal, and Lambert Field Main Terminal, among other names) as a significant property eligible for listing in the NRHP.

Additional information on these historic properties is provided in Section 5.

3.2 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.

3.3 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 on October 26, 2022.

3.4 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. The APE is characterized by typical airport buildings and structures, including terminals, concourses, hangars, storage and maintenance facilities, and other supporting infrastructure. An inventory and map of all built resources

within the Project's APE that are individually identified by STL or were identified during field survey are included in Attachment A. In total, 78 built resources were identified within the APE.

4 HISTORIC CONTEXT

4.1 BERKELEY

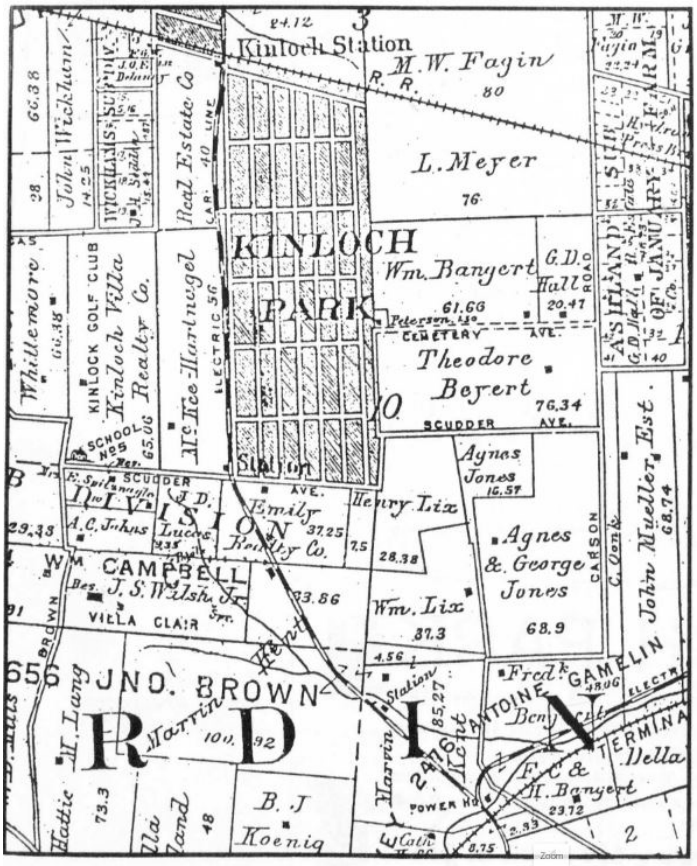
STL is located between the City of Berkeley and the City of Bridgeton, in northwest St. Louis County, Missouri. Berkeley is roughly bounded by I-270 on the north, I-70 on the south, the airport on the west, and Mabel Avenue on the east. According to early historic records, Major Richard Graham arrived from Virginia in 1807 and bought 1,100 acres comprising the area. He became aid-de-camp of President William Henry Harrison in the War of 1812, and after the war, returned with several slaves and settled in his property, named Hazelwood, which was in the vicinity of present-day Frost Avenue and Hanley Road. Graham lived there with his wife Catherine Mullanphy of Missouri and his four daughters.

Known early on as Kinloch, the area slowly grew but benefited from the advent of the railroad. After the Wabash Railroad's construction in 1855, Kinloch received a station known as Graham Station; the connection allowed the owners of nearby country estates to quickly commute to St. Louis. Once the City of St. Louis separated from the county in 1877, the county came to have five townships; Kinloch became part of St. Ferdinand Township. Commuting became easier when the steam-power Narrow Gauge Streetcar line opened in 1878, connecting St. Louis to Kirkwood, Kinloch, and Florissant in the western suburbs, until the line closed in 1931. By then, numerous railroad employees had settled in Kinloch, and early suburban development took advantage of connections to downtown St. Louis.

Black residents began arriving after the Kinloch Park subdivision was established in the 1890s (**Figure 4-1**). A 1983 report by the Kinloch History Committee entitled *Kinloch: Yesterday, Today and Tomorrow*, described that some lots had been reserved for Black residents who moved to the area to work as servants. However, the majority of lots were sold to Whites, who then sold them to Black families. Once established White families learned they had Black neighbors, they quickly moved away; when other Whites would not move in, Blacks began buying more lots and more than 30 Black families settled in the southeast portion of the subdivision in its early days. The Olive Street Terrace Realty Company, realizing the increased demand for lots by Black families, began acquiring nearby farms; the Lix, Bangert, and Jones farms, encompassing 180 acres, were quickly purchased. "The realty company adopted the policy of not selling any of this property to whites. The subdivision was called South Kinloch Park, distinguishing it from the original, mostly white portion of Kinloch Park."[7] The company aggressively pursued new residents: they advertised door-to-door and through printed material in multiple publications. Because Black residents could often not obtain financing, a property transfer scheme developed, whereby Whites bought lots and sold them to Black residents at double the original price.

[7] John A. Wright et al., *Kinloch: Yesterday, Today and Tomorrow*, (Kinloch: Kinloch History Committee, 1983), 7.

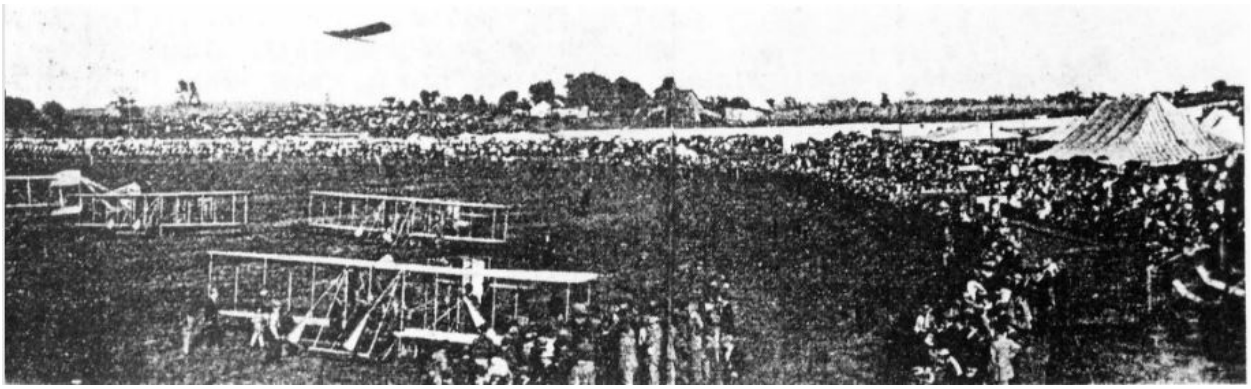
Figure 4-1: 1890s Map of Kinloch Area



Source: Kinloch: Yesterday, Today and Tomorrow

Kinloch also became home to St. Louis aviation. Aviation pioneer Albert Bond Lambert founded the Aero Club of St. Louis in the first decade of the 20th-century and started the city's first permanent airfield at Kinloch Park, a former racetrack located 12 miles northwest of downtown St. Louis (**Figure 4-2**). From 1910 to 1912, several flying schools gave instruction at Kinloch, but by the end of 1912, the Aero Club's lease on the land expired and flying activities ceased. The field's spectator and operational structures were consequently moved to a new field at 7800 North Broadway.

Figure 4-2: First International Air Meet at Kinloch Aviation Field, 1910



Source: Kinloch: Yesterday, Today and Tomorrow

A 1930 St. Louis County plat book indicates that the area comprised farmsteads and farmland, as well as large estates. Between the early Lambert Field on the west and the platted Berkeley Acres and Kinloch Park subdivisions on the east, is land belonging to J. A. Massey, J. & C. Edwards, Anton and Henry Haarmaan, C. E. Champ, J. D. Lucas, F. J. Hollerus, F. C. Whittlemore, J. Wickham, and Colonel Graham's Hazelwood Farm, north of the railroad tracks. Along Natural Bridge Road to the south, the landowners were D. Horton, M. Flichman, F. Getz, and J. W. Ottermeier.

A newspaper account indicates that the incorporation of the City of Berkeley was the result of racial strife in 1930s Kinloch.[8] The commuter suburb had an influx of Black residents during the 1900s. In April 1937, 350 students in the white territory of Kinloch School District No. 18 went on strike in support of their parents, who wished to create a separate white school district. The following month, white residents filed a petition to incorporate the community of Berkeley after white residents attempted to divide the Kinloch district. The school superintendent denied the separation, but in July of that year, the St. Louis County Court approved the incorporation of Berkeley, which included the white territory of the school district, along with 3,000 acres and 2,000 residents. Although Black residents protested the incorporation, claiming it would include tracts of farmland, "[f]ormer State Senator Clarence Shotwell, attorney for the petitioners, contended in his memoranda that the farm lands [sic] were farm land in name only, and in reality they were country estates."[9] Soon after, the new town of "white" Berkeley went as far as objecting to the election of a site for a new Black high school, claiming it was too close to its community. The community was named after Berkeley Acres, a 1920s unbuilt planned residential development that was platted north of the eastern edge of present-day Runways 12L-30R.

The growth of Berkeley reflects that of the neighboring community of Bridgeton west of the airport. Residents were historically employed by the aviation industry, which prospered during the war years and subsequently with the continued growth of civilian air travel. Industry employees and young veterans with their families settled in Berkeley and its population rose from 2,577 residents in 1940 to 14,123 by 1960, according to U. S. Census data. It peaked at 19,743 by 1970 and began to decrease after that time. The latest census data puts Berkeley's population at 8,148. African Americans make up the majority of Berkeley's residents, with 87.3 percent of the population, followed by Hispanics at 11.6 percent, and Whites at 10.5 percent.

4.2 BRIDGETON

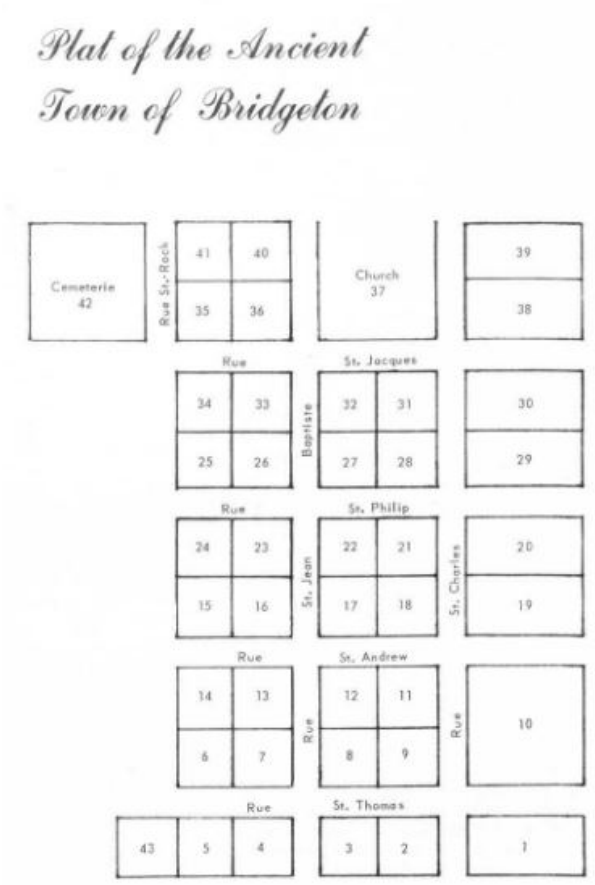
The 1763 Treaty of Paris awarded Spain the land west of the Mississippi River; however, the land known as Missouri had become home to French fur traders and settlers, who started arriving from Canada in the late-seventeenth century. After 1776, the "new Americans" began to move west into the Ohio Valley, and viewing them as a threat to Spanish territorial sovereignty, Spain began to issue tax-free land grants along the west bank of the Mississippi River to the settled French, Spanish, and even Protestant Americans willing to take a loyalty oath. The Osage and other Native American tribes, displaced by new settlers, retaliated against the European encroachment; however, both Spain and Great Britain soon began recruiting tribes as allies against one other.

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

[9] Ibid.

By the 1790s, Jean Louis Marc and his family settled in an area known as Tudos Trace, a name derived from an early Indian trail between St. Charles and St. Louis. Then, James Mckay, a Scotsman, was given land in *Marais Des Liards*, near the Missouri River, where he and others settled: "On Mackay's property was built the log cabin now known as the 'Fee Fee Mystery House', at 3170 Fee Fee Road,"[10] approximately 2.5 miles south of present-day STL. In 1793, east of the nearby Cold Water Creek, Robert Owen and François Honoré built a fortified town called *Village à Robert*, which later became Owen's Station, to protect English and French settlers against the Osage. The following year, the settlement was platted, and seven streets were laid out in a 15-block grid that included an arsenal, cemetery, church, and common field. It was then renamed *Marais Des Liards* (marsh of the cottonwood): "The common fields for the Marais Des Liards included a large tract of ground south of Natural Bridge, from the then city limits to the property later in St. James Estates, all of McNulty Manor, Berryhill and part of Carrollton Oaks."[11] A 1799 census counted 379 people living in the village, 42 of them slaves (**Figure 4-3**)

Figure 4-3: 1794 Plat of the Town of Bridgeton



Source: Branneky, Laorraine A., et al. *Bridgeton: Since 1794*. (Bridgeton: Historical Commission of the City of Bridgeton, Missouri,1968)

[10] Jane Mobley, *Home Place: A Celebration of Life in Bridgeton, Missouri* (Kansas City: The Lowell Press, 1993), 6.

[11] Ibid., 7.

The village grew by attracting men who were seeking sanctuary from the East and the opportunity to own land. At the same time, Spain enticed Shawnee and Delaware Indians, displaced from their homelands in the East by the Americans, to settle in Marais Des Liards. One Shawnee, a former captive white man named Lewis Rogers, owned as much as 85 acres on Natural Bridge Road. Rogers became a civic leader and helped establish the first school in northern St. Louis County. James Richardson, who arrived in 1787 after escaping a murder charge in Kentucky, became a wealthy landowner and county deputy surveyor by the end of the eighteenth century. A more celebrated resident of the area was Auguste Chouteau, who with his sons Pierre and François, ran the Louisiana Fur Trading Company and became one of the most powerful merchants on the continent. By 1829, Chouteau "accepted vast Spanish land tracts along the Missouri River (including most of the land in what is now the Carrollton subdivision of Bridgeton, as well as land in the river bottoms) and became a powerful force in the development of St. Louis and the surrounding region."[12]

After Napoleon convinced Spain to relinquish Upper Louisiana in 1800, he quickly sold the territory to the Americans in 1803. Once completed in 1804, the Louisiana Purchase welcomed 10,350 Missourians to the United States, 60 percent of them of European descent and 15 percent Black and Indian slaves; the rest were Native Americans of different tribes. President Thomas Jefferson and Congress split the newly acquired territory into two regions to manage the area's settlement. Missouri fell into "the District of Louisiana," which was further divided into five subdivisions: St. Louis, St. Charles, Ste. Genevieve, Cape Girardeau, and New Madrid. Marais Des Liards fell into St. Louis, and by 1807, Marais Des Liards was organized into St. Ferdinand Township. English common law became part of the township's system with established taxation, courts of law, and a sheriff appointed by the governor. The first sheriff, James Rankin, along with two of the first county judges, Jacques Clamorgan and James Mckay, were all from Marais Des Liards.

Progress and growth in the region occurred shortly after the Lewis & Clark expedition passed through Bridgeton along the former Indian trail, the "Road to St. Charles," and "broadened awareness of the potential of Missouri, and tempted many new settlers into the land west of St. Louis."[13] Growth, migration, and settlement continued in the region. A ferry service established in 1805 across the Missouri River improved transportation between St. Charles and St. Louis. In 1819, the St. Charles Road became a post and stage route, with three trips per week through Bridgeton by the Overland Stagecoach Company, taking travelers between St. Louis and St. Charles. The ordered "Indian removals" by Congress from 1812 to 1820 eliminated a barrier to mass immigration into the territory of Missouri. Many tribes left the eastern regions of the territory to settle within more narrowly defined boundaries. The government put public land for sale in 1818 and created new counties. However, property owners found their Spanish land grants questioned by the United States and wanted verified land claims, resulting in land quarrels that continued until after the Civil War.

Missourians were ready to become a State and drew their own constitution in 1818. The most contentious issue of admitting Missouri to the Union, was that it was a slave-holding state, since slavery had been forbidden since 1787 north of the Ohio River. Many in Congress felt the same ban should extend west of the Mississippi River. The resulting Missouri Compromise of 1820 "made the southern boundary of Missouri

[12] Ibid., 8.

[13] Mobley, 9.

the line between slavery and freedom in the United States, prohibiting slavery north of the line-except Missouri-and setting the state for bitter and bloody conflict."[14] Missouri was admitted to the Union in August 1821. The Missouri legislature also banned Blacks from entering the state, which resulted in few Black families settling in the Bridgeton area from the rest of the nineteenth century and into the twentieth century.

An influential publication published in 1826 by the Reverend Timothy Flint, *Recollections of the Last Ten Years*, described his family's time in St. Charles, and described an idyllic area in which any abled-bodied person could escape poverty by working hard. Another book by German traveler Gottfried Dunden, published in 1829, recounted his travels in the Mississippi-Missouri valley, in which he praised and exalted the natural wealth and agrarian promise Missouri offered. Soon after, German immigrants began arriving. Large farmsteads in Bridgeton began to flourish, served by meadows bordered by forests, a network of creeks and river bottomlands, and fertile tillable land, leading to growth of numerous small communities. The town of Marais Des Liard was platted once again in 1842, and incorporated by the state legislature as Bridgeton in February 1843.

Germans who arrived in Bridgeton in the 1840s included not only farmers, but also doctors, teachers, lawyers, musicians, and clergy. They did not possess Spanish land grants but made good use of the land they bought. The Grosjohans settled in Patonville in the late 1830s; they were joined by the Schuettes who lived on the Long Road, and the Lucases who set up a blacksmith shop on the south side of St. Charles Road near Fee Fee Road. Frederik Heidorn started Bridgeton's first forge and carriage-making store shop. This German migration continued well into the 1860s.

During the Civil War, the residents of Bridgeton sympathized with the South, and St. Louis County maintained the state's highest slave population. In 1860, residents of Bridgeton voted for Stephen A. Douglas for President over Abraham Lincoln; however, Missouri never seceded from the Union and Bridgeton's residents served equally in the Union and Confederate forces. It is likely some area houses were part of the underground railroad helping slaves flee to the North.

At mid-century, the railroad expansion across the country encountered resistance in Missouri, where citizens long reliant on river travel opposed using public funds to build rail lines. Finally in 1849, the state approved to charter the Pacific Railroad, and by the mid-1850s, seven rail lines crisscrossed Missouri. By 1855, a stop on the North Missouri Railroad Company's rail line included Bridgeton and took people from St. Louis to the Missouri River. In 1876, the line was consolidated as the Wabash Railroad. "From the City of St. Louis, it ran northwest through Normandy and Ferguson, crossing the Missouri River at the north end of St. Charles."[15] The Wabash Railroad encircled the city of St. Louis and had three main stations. The western-bound trains traversed St. Ferdinand Township on their way to St. Charles and stopped in Ferguson, Kinloch, Bridgeton, and Bonfils. Thanks to the railroad, Bridgeton commerce experienced greater growth.

It was also at mid-century that important roads opened. The Fee Fee Church Road connected Bridgeton with the Baptist Church in 1829, using a former Indian trail; it was the only north-south corridor for many

[14] Ibid., 11

[15] Branneky, Laorraine A., Carl Boenker, Doris Baruzzini. *Bridgeton: Since 1794.* (Bridgeton: Historical Commission of the City of Bridgeton, Missouri,1968), 63.

years, and was finally paved in 1905. In 1858, Addie Road opened, followed by Missouri Bottom Road and Taussig Road in 1865. An east-west corridor called Natural Bridge Road was laid parallel to St. Charles Road in 1796 and was made into a single plank road in 1851. In 1863, the road was turned over to the county and parts of it macadamized after the Civil War. It was renamed Natural Bridge after a former bridge over Coldwater Creek. This road was widened and became a main route to the airport in 1947. It is still an important road in Bridgeton, and the site of the Bridgeton City Hall.

From the 1880s to the World War I, Bridgeton was fundamentally a farming community. Its rich soil allowed farmers to make huge profits following developments in the canning industry, and the network of rail lines facilitated transport of both canned and perishable goods, not only to its residents, but to St. Louis, the rest of the state, and beyond.

The United Railway Company (URC) laid streetcar tracks along St. Charles Road in 1902, and streetcar service began between St. Louis and St. Charles, with Wellston as a transfer point. In addition, the company laid a single track on Cypress Road from St. Charles to Natural Bridge Road, serving the people of Bridgeton. In 1923, the URC laid additional tracks from Wellston to Lindbergh, but less than a decade later, the routes to Bridgeton and St. Charles were discontinued, in 1931 and 1932, respectively. In lieu of rail transit, a bus service operated between St. Charles and Wellston.

The population of Bridgeton grew by 25 percent between 1920 and 1930, from 121 to 152 residents. However, few amenities existed at the time; Bridgeton operated without electric streetlights, electricity in homes, running water, or a police force. Families continued farming in what was mostly a rural community. Consequently, no food shortages occurred in Bridgeton during the Great Depression, although some farmers, whose land was mortgaged, experienced foreclosures. Overall, Bridgeton residents lived frugally, helped each other, and got by.

The increased demand for military aircraft during World War II brought a frenzy of activity to Bridgeton, as companies like Curtiss-Wright and McDonnell Douglas Corporation, large airplane manufacturers, had operations based at St. Louis-Lambert Airport. These companies' employees resided in Bridgeton, resulting in an increasing local population. Many air industry and air defense companies, include Bridgeton's Airpath Industries, continued to prosper with new technologies and future progress. In 1950, Bridgeton had 202 residents and its territory comprised 196 acres. Subdivisions added in the previous decade, such as Bridgeport in 1941, Cypress Gardens in 1946, and Charles Park in 1948, added new housing stock to the area. In 1952, the Bridgeton Board of Trustees reviewed the town's 1843 charter and determined towns with populations under 10,000 could extend their municipal limits without a popular vote of the town's citizens or of the citizens of the area to be acquired. Consequently, in January of 1953, the Trustees voted to double the size of the town by taking adjacent areas in every direction. A new city hall was built, and in 1955, the town doubled its size again by extending the city limits to a line between the Wabash Railroad tracks on the north and Long Road on the south. Trustees further moved the city limits westward beyond Fee Fee Road six months later. By mid-century, the community of St. Ann requested annexation by Bridgeton in an effort to obtain additional services. Suburban growth continued during this time, as new developments appeared during the decade: Fee Fee Hills, Carmel Gardens, Rolling Green Acres, Margaret Manor, and West Pattonville. Town expansion continued through 1956, as Bridgeton voted to extend its boundaries west several times.

Typical of postwar American town development, Bridgeton's farming community turned into the modern, clean, and ideal 1950s suburban community the Baby Boomer generation enjoyed. The children of the

farmers got degrees in engineering, astrophysics, business management, and other fields, moved to the suburban communities close to their jobs, and took up jobs at McDonnell Douglas and Trans World Airlines (TWA). One model subdivision was Carrollton. Begun in 1956 by developers Fischer & Fritchel, Inc., it was a 1200-acre planned community, which Mobley tells us "came to define modern Bridgeton, not only in its design, but in its lifestyle." Planned to be a 'community-within-a-community', it featured 1,826 homes with a nearby shopping district, a community recreation center featuring a pool, tennis and badminton courts, schools and churches, as well as several parks, within a 20-minute drive from St. Louis.

As the new decade of the 1960s began, and up to that point, for a largely rural community like Bridgeton, "the idea that a middle-income home purchase could guarantee a particular quality of life—complete with recreational amenities—presented a new, and hugely appealing, opportunity."[16] Located northwest of the existing airfield maintenance campus, between Cowmire Creek and I-270 on the north and a southern portion between Gallatin Lane and Bonfils Drive, Carrollton once boasted 6,000 residents and was skillfully planned, featuring curved, connecting streets with large lots accommodating the workers of the nearby aviation industry and their families. The commercial strip was located along Natural Bridge Road, between Bonfils and Carrollton Drives.

From a low of just a few hundred residents, Bridgeton's population boomed beginning in the 1950s, and expanded in size, through annexations, to sixteen square miles. Operations and expansions at Lambert St. Louis Municipal Airport continued to increase, and Bridgeton's population nearly tripled during a ten-year period, from 7,820 residents in 1960 to 19,992 in 1970. The airport doubled its passenger traffic during that decade, and STL invested $22 million in renovations of roads and runways. "Now that large scale building is under way, and the smell of progress is in the air, your town has every natural asset to become one of the largest municipalities in the county," boasted the Bridgeton Board of Trustees' 1960 Progress Report.[17] Established subdivisions continued to develop, and new ones were begun during the 1960s, with the Ranch Style being the predominant housing type and form. From 1960 to 1969, eighteen residential subdivisions developed in the vicinity of Bridgeton, adding 8,000 single-family homes, a trend that continued in subsequent decades.

During the 1970s, Bridgeton continued to grow and attract industry. In 1970, voters agreed to collect a half-cent sales tax to finance city expenses. The city's annual budget grew to $500,000 and was used to improve city services and infrastructure. Workers continued to call Bridgeton home because of favorable real estate prices and tax rates, while large employers moved to town, such as DePaul Community Health Center, Hussman Refrigerator Company, Shnuck Markets, and Ozark Air Lines. A new community center was built in 1977, and the decade also witnessed development of three new subdivisions: Caldwell Estates in 1975, White Oak Woods in 1977, and DePaul Hills in 1979.

In the 1980s, Bridgeton found itself opposite the agent which had played a large part in its growth, fortunes, and prosperity. STL needed to expand in order to stay competitive and meet future anticipated air travel growth into the millennium. Started in 1987 and known as "F-4," the airport expansion master plan "called for replacing and reorienting Lambert's two existing parallel runways and constructing a new runway to the

[16] Mobley, 81.

[17] Mobley, 80.

west, requiring demolition of several Bridgeton subdivisions."[18] Slated for demolition were the Berry Hill Golf Course and Bridgeton Terrace, which included Carrollton, northwest of the airport. Concerned Bridgeton citizens, along with the city's mayor, organized in opposition to the plan. 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 FAA, the U. S. Court of Appeals approved the final expansion alternative known as "W-1W" in April 2000. Soon after, air travel declined after the September 11, 2001 attacks; the decline severely impacted the airport. STL's arrivals and departures declined, and what was once the country's eighth busiest airport found itself at thirty-second by 2005. However, improvements continued and Runway 11-29 was completed in 2006; portions of Carrollton were demolished, while other sections laid vacant, though the golf course was spared. The airport entered into an agreement with the Bridgeton to return 43 acres of land previously acquired for airport expansion, in exchange for land surrounding the Bridgeton City Hall. As a result, Bridgeton was able to create a new park and government center.

4.3 LAMBERT FLYING FIELD: 1910-1923

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."[19] 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

[18] Daniel L. Rust, *The Aerial Crossroads of America: St. Louis's Lambert Airport* (St. Louis: Missouri History Museum Press, 2016), 235.

[19] James J. Horgan, *City of Flight: The History of Aviation in St. Louis* (Gerald, MO: Patrice Press, 1984), 95; Rust, *The Aerial Crossroads of America,* 8.

the war, Lambert served in the U. S. Army , where he 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 4-4**).

Figure 4-4: 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.

4.4 LAMBERT-ST. LOUIS FLYING FIELD: 1923-1927

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 4-5**). 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-foot by 132-foot steel hangars, a machine shop, a ten-thousand-gallon gasoline storage tank, and a ten-thousand-gallon water tank.

Figure 4-5: Lambert-St. Louis Flying Field, 1923 October Races

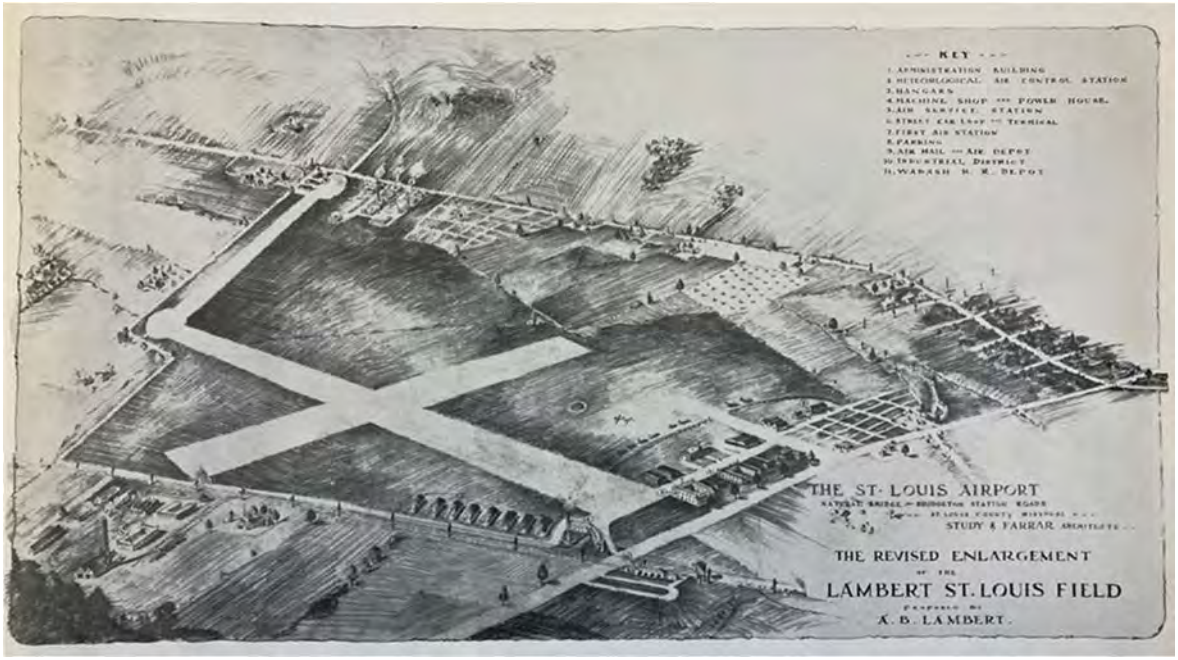
Source: Rust, Daniel L. *The Aerial Crossroads of America: St. Louis's Lambert Airport*. St. Louis: Missouri History Museum Press, 2016. The Paul Vance Collection.

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. In October of that year, Lambert also self-published a brochure entitled *A Municipal Airport for St. Louis* **(Figure 4-6)**. 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 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 remotes 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.[20]

[20] Lambert, A. B. *A Municipal Airport for St. Louis: A Suggestion* (St. Louis: n.d.), 2.

Figure 4-6: 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.

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 4-7)**.

Figure 4-7: Photograph of Administration Building at Lambert Field, St. Louis. Postmarked 1935

Source: St. Louis Public Library Digital Collection.

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."[21]

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.

4.5 LAMBERT-ST. LOUIS MUNICIPAL AIRPORT: 1930-1939

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.

4.6 WORLD WAR II AND MILITARY INSTALLATIONS

By 1939, Lambert had fallen behind in airport infrastructure and capacity. Its runways were not long enough to accommodate new aircraft and had deteriorated under heavier airplanes, making the runways inadequate for the new, four-engine airplanes being developed. To address these issues, the Civil Aeronautics Administration (CAA) and the Works Progress Administration (WPA) appropriated funds for the $1.5 million construction of Runway 6-24 in 1941, with a length of 4,800 feet; it was extended to 6,000 feet two years later, allowing the airport to accommodate new airplanes and serve military needs.

While a Naval Reserve Air Base existed at Lambert Field since the 1930s, it was small with little aircraft and personnel. In 1941, the Navy decided to lease 21 acres on Natural Bridge Road and constructed a flight training base known as Naval Air Station (NAS) St. Louis. Eventually, the base expanded to more than 40 acres, and at its peak, NAS St. Louis housed 160 aircraft; in 1944, it began training Royal Navy cadets from the United Kingdom.

During wartime, a second local airport was under consideration by members of the St. Louis Chamber of Commerce. The organization conducted a 1941 study that examined possible sites and recommended a long-term expansion plan of airport facilities to be financed by a new bond. The study also recommended that the city buy land in the Columbia Bottom area, north of St. Louis, for a second airport. Even after a second study identified twenty-two possible airport locations, the CAA concluded all locations were unsuitable due to necessary flood protection. A third survey of potential sites for a second airport was conducted by a private engineering firm, which recommended a set of three parallel runways east of Runway 6-24, and concluded that Columbia Bottom was the only suitable location for a second airport. In

[21] Lambert, A. B., 3.

the summer of 1942, the city of St. Louis passed a new $4.5 million bond issue for airport expansion. However, the development of a second airport was shelved for the duration of World War II.

Having started at Lambert Field in the early 1930s as an aircraft and parts manufacturer, Curtiss-Wright developed a large industrial complex at the STL, focusing on the research, design, testing, and manufacturing of aircraft for the war effort from 1939 to 1946. Another early aircraft manufacturer, McDonnell Aircraft Corporation, also began operations at the airport in 1939, occupying the former Lambert Aircraft factory, where it produced the FH Phantom and the F2H Banshee jet fighter planes during World War II. Once Curtiss-Wright closed operations at Lambert Field in 1946, McDonnell bought their plant and began producing fighter jets during the 1960s, and formed McDonnell Douglas in 1968.

4.6.1 MISSOURI AIR NATIONAL GUARD BASE AT LAMBERT FIELD (ANGLF) 1941-1958

The history of the Missouri Air National Guard at STL is summarized in a cultural resources survey prepared in 2006 by Engineering-Environmental Management, Inc. According to the survey report, prior to the ANGLF, the NAS occupied facilities at Lambert Field. Navy reserves began meeting in a shed outside Lambert Field in 1925, with Major Albert Bond Lambert donating a plane for them to use. In 1930, the Navy designated their unit as a Naval Reserve Aviation Base. From 1932 to 1942, the unit used a hangar on the northwest corner of the airport built by the City of St. Louis. The large hangar featured a concrete ramp for parking aircraft, shop and offices were attached on both sides of the structure and a parachute loft was in the rafters of the hangar. No barracks existed, since the group consisted of two officers and 10 enlisted men in 1932.

Additional fields were established to handle the training schedule at Lambert Field; however, it became obvious the original base could not accommodate the increasing number of students and the aircraft needed for training. Ramp space had to be borrowed from other airlines and plane manufacturers. Improvements began in 1941 “on the southwest corner of the airport of what was to become NAS St. Louis, Missouri.”[22] The site was located on the north side of Natural Bridge Road, just east of Coldwater Creek, and according to the 2006 survey, had large hangars and repair shops, a steam plant, garages, an underground re-fueling system, a sewage treatment plant, and administrative offices. Soon after, additional construction began on the south side of the road, to be used primarily as living quarters for the cadets and enlisted men, which, the report tells us, included:

> A bachelor officers’ quarters, a recreation hall, an Olympic-size swimming pool, large gymnasium, a mess hall, a sick bay, including some hospital facilities, a training building, and many smaller buildings were added…an officers’ club, a recreation building containing a movie theatre, bowling alley, a chief petty officers’ club, a White Hat’s (enlisted) Club, a gasoline filling station, and a Navy Exchange Store. There were several barracks for enlisted sailors and Marines who lived on the base. A large mess hall served three meals a day.[23]

[22] Engineering-Environmental Management, Inc., *Final Report Cultural Resources Survey Missouri Air National Guard Property at Lambert Field and Fort Leonard Wood, Missouri* (Denver: Engineering-Environmental Management, Inc., 2006), 3-14.

[23] Engineering-Environmental Management, Inc., 3-14.

The second airport control tower was built atop the Navy hangar once the airport expanded to the east. After the Navy left Lambert Field, a larger, higher tower was built near the front gate of the naval base with a building at its base to house the local FAA offices.

The Naval Air Station at Lambert provided all crash, fire, rescue, and snow removal at the airport, and the medical department and its hospital provided emergency care for the area. After the attack on Pearl Harbor, STL's base incurred a surge in the enrollment of sailors. After the war, the base continued operating and began using jet planes. In the fall of 1957, NAS St. Louis received de-commissioning orders from Washington, D.C. That year, the base had 47 aircraft assigned to it, including twenty-four FJ-2 fighters; five P2V patrol planes; two R5D transports; and sixteen SNB, TV-2, SNJ, and T34 trainers. The base logged 15,839 hours of flying time: 2,338 by active-duty station personnel and 13,501 by pilots in the reserve squadrons. Once NAS St. Louis closed in the winter of 1958, all fighter aircraft and maintenance logs were transferred to NAS Niagara Falls in New York, personnel and their records were dispersed among other naval activities, and files and photos of historical importance were sent to Washington, D.C.

4.6.2 THE 131ST FIGHTER WING AT MISSOURI AIR NATIONAL GUARD BASE AT LAMBERT FIELD 1946-1980

The 131st unit of the Missouri Air National Guard dates to 1923, as an observation squadron at Lambert Field. During World War II, the unit participated in active wartime service in the Pacific, but was also engaged in stateside training until 1944, when it mobilized to Australia as part of the 71st Tactical Reconnaissance Group.

After World War II, the 110th Squadron returned to Lambert Field and became the 110th Fighter Squadron of the 71st Fighter Wing, Missouri Air National Guard. In 1950, the 71st Fighter Wing became the 131st Composite Wing and became active for Korean War service in March 1951, as the 131st Fighter Bomber Wing. It moved to Bergstrom Base in Texas temporarily, then in July 1951, it transferred to Tactical Air Command, moving to George Air Force Base in California to become the 110th Fighter Bomber Squadron. Its personnel deployed to Korea during 1951-1952, and reverted to state control in late 1952, returning to the southwest corner of Lambert Field. It then re-formed as a bombing unit and became the 110th Bombardment Squadron.

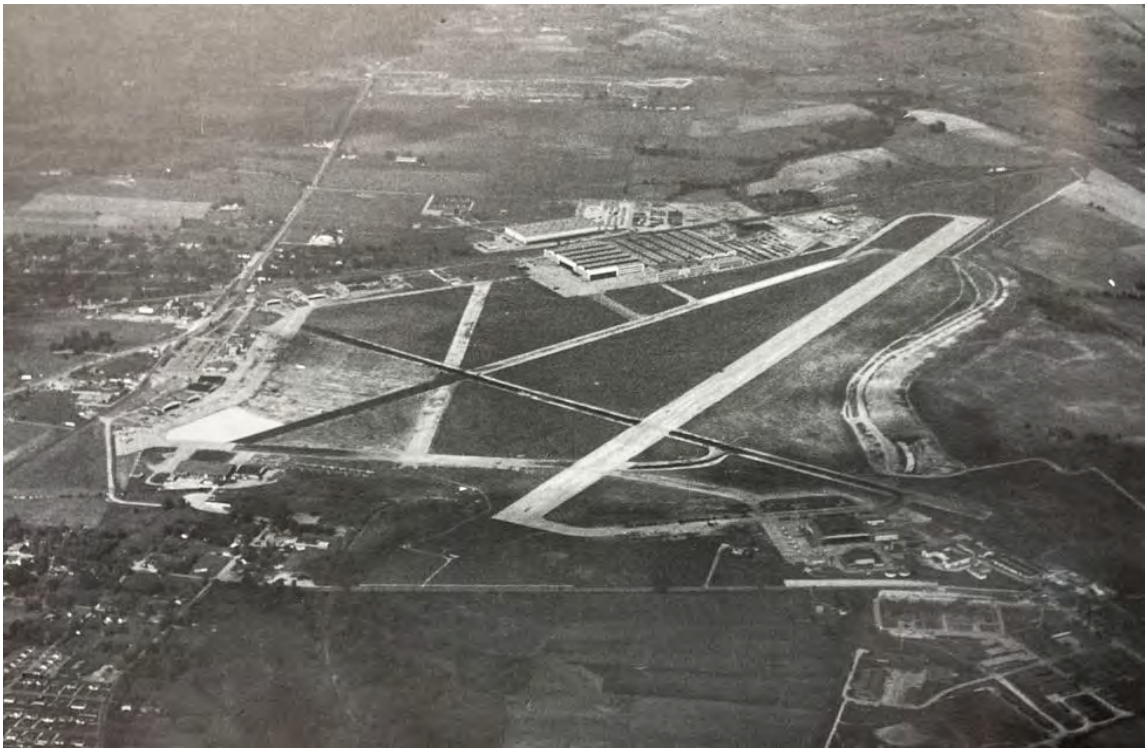
During the rest of the 1950s, the unit became the 110th Fighter Interceptor Squadron with the conversion to jet planes, coming under the Air Defense Command. After the Navy Reserve departed their facilities at Lambert, the 110th moved from its cramped quarters at the southwest corner of Lambert to the former NAS St. Louis buildings in February 1958. In 1960, the unit became the 110th Tactical Fighter Squadron. From 1961 to 1962, the squadron deployed to Europe during the Berlin Wall crisis, when the United States activated National Guard and Reserve units, including the 110th. Once tensions in Europe decreased in the summer of 1962, the unit returned to Lambert. The Missouri Air National Guard continued training operations at Lambert from 1962 to 1973 during the Vietnam War, and from 1968-1977, it continued training and providing air transport for the Missouri governor and other state officials. At the height of the Cold War during the 1970s, avionics, jet fuel, and support buildings were added to NAS St. Louis, enabling it to handle new technological requirements of jet aircraft. In addition, other buildings and structures were added to the base in the 1980s, centered around support facilities as new headquarter buildings, traffic checkpoints, and

storage. During this time, the unit was deploying overseas for demonstrations and live-fire exercises in Italy, the Gulf of Mexico, the United Kingdom in 1982, and Germany in 1988.

4.7 THE JET AGE AND A NEW AIRPORT

By the mid-1940s, STL operated from its 1933 terminal and existing runways became increasingly incapable of handling the larger aircraft being fabricated for increased postwar passenger travel demand. In 1945, Lambert covered 1,060 acres and had a 6,000-foot-long runway, Runway 6-24 **(Figure 4-8).** 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. 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, officials redirected attention to expand Lambert-St. Louis Municipal Airport between the new runway and Natural Bridge Road.

Figure 4-8: 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.

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. Looking to finance the enterprise, St. Louis struck a deal with the McDonnell Aircraft Corporation in 1951: "In 1947, the city purchased the Curtiss-Wright plant at the airport from the Federal Government for $500,000, and four years later sold it to McDonnell for $9,873,093. The aircraft firm made a down payment of $1,000,000 and agreed to pay the

remainder at the rate of $74,000 a month, with interest of 2 percent on the unpaid balance. McDonnell still owe[d] $6,800,000 [as of 1954]."[24] St. Louis relied on the McDonnell payments for the airport improvements.

The airport engaged the firm of Hellmuth, Yamasaki and Leinweber to design a new terminal in 1951. The firm, along with airport consultant Landrum & Brown, prepared an economic study that 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 that it should be able to provide future expansion as air traffic increases over time. Construction began in 1953 on the new $6 million terminal, described as "the Grand Central of the Air" in reference to the great hall at New York's Grand Central Terminal. The principal designer was thirty-nine-year-old Minoru Yamasaki, who wanted the 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.

For maximum terminal efficiency, Yamasaki and his team distributed functions inside the new terminal with three distinct levels: an "apron" or lower level of service facilities and the ramp area for aircraft; a "finger floor" for arriving and departing passengers in the middle; and a top level known as the passenger floor for ticketing agents, departing passengers, and the public. Ticket counters, information and insurance booths would be located at the eastern third of the top passenger level; a coffee shop, cocktail lounge, dining terrace, private dining room and kitchen would be located at the west, with a waiting area, escalators and stairs, and concessions in the center **(Figure 4-9)**.

The middle, or finger level **(Figure 4-10),** would connect to the general public level via stairs and escalators and would accommodate the offices of airlines and airport management, along with an amusement room, nursery, restrooms, barbershop, and facilities for baggage claim. The passenger concourse would descend to the various fingers that would lead out to the lower apron level. The fingers were to be enclosed heated walkways with active gate positions, where airlines board and disembark passengers. In the apron level, additional offices, air mail and air cargo operations facilities, and catering kitchens, would be included, along with heating and cooling installations. A key element in the new airport scheme was a spectator deck extending 700 feet out from the terminal's central dome, to provide visitors and waiting travelers a view of airfield operations **(Figure 4-11)**.

Before deciding on the terminal's domed design, Yamasaki explored other roofing design types that would meet the terminal design program's desire for a single, expansive room, 412 feet long with no interior pillars or columns. Ultimately, Yamasaki covered the space with three shell-like concrete domes, 32 feet high, and 120 feet square **(Figure 4-12)**. A 1956 newspaper article recounts that Yamasaki's roof design drew inspiration from the Ancient World: "When I completed the plans, I remembered where I had seen such concrete shell-type construction…It was the Roman Baths at Caracalla, built in the Third Century. The building was 80-foot square on the same principle."[25]

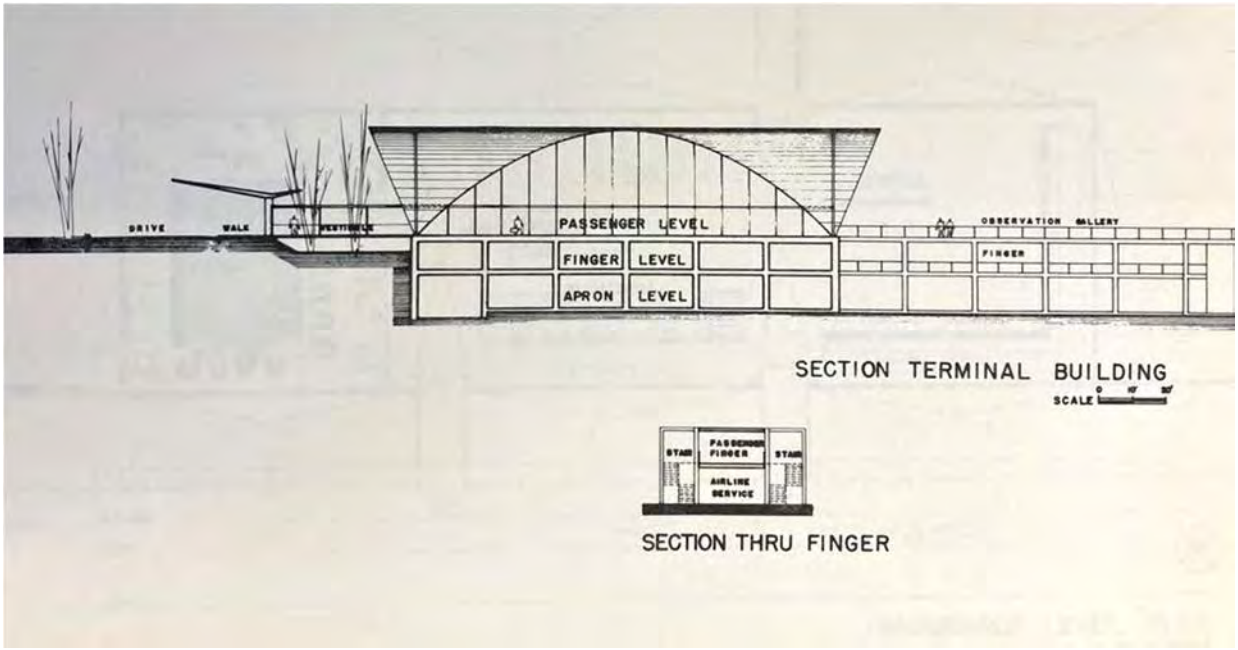
[24] Boeschenstein, C. K. "Describe as the 'Grand Central of the Air' St. Louis' New Air Terminal to Be One of Nation's Best." *St. Louis Globe-Democrat,* March 28, 1954. 53.

[25] Krell, Edwin D. "New St. Louis Air Terminal Building Opens: Public Service Role Stressed." *St. Louis Globe-Democrat,* March 11, 1956. 59.

Figure 4-9: The Passenger Floor at the New Lambert-St. Louis Municipal Airport Terminal c.1956

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

Figure 4-10: Section Thru Finger



Source: In Hellmuth, Yamasaki & Leinweber & Landrum & Brown. *Lambert St. Louis Municipal Airport: Economic Studies Terminal Building and Area Design for the City of St. Louis*. St. Louis: Hellmuth, Yamasaki & Leinweber, 1952. St. Louis Public Library Special Collections.

Figure 4-11: Photographs of new airport terminal models showing the spectator deck atop the center concourse

Source: In Hellmuth, Yamasaki & Leinweber & Landrum & Brown. *Lambert St. Louis Municipal Airport: Economic Studies Terminal Building and Area Design for the City of St. Louis*. St. Louis: Hellmuth, Yamasaki & Leinweber, 1952. St. Louis Public Library Special Collections.

Figure 4-12: Exterior, New Lambert-St. Louis Municipal Airport Terminal Building, c.1956

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

Initially unreinforced, the three groin vaults "are powerfully braced on the upper side with concrete ribs that reach a depth of about seven feet at the outside ends. And the outside edges of the 4 ½-inch shells are thickened for extra resistance, as they are at Saarinen's TWA terminal, at JFK Airport in New York. Heavy diagonal reinforcing bars were added in the floor at Lambert to brace the vault support corners against outward thrust."[26] The three domes were sheathed in copper and design plans supported expansion to six domes if required by future demand.

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 airport.[27]

Not only was the new terminal one of the most advanced in the country, but it also 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.

4.8 AIRPORT EXPANSIONS 1964-1985 AND THE COLUMBIA-WATERLOO PLAN

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), and Ozark Air Lines, which utilized the airport as its hub, invested heavily at Lambert-St. Louis Municipal Airport by constructing new facilities including an office, shop, and hangar to house its fleet. Industry growth also led to Lambert-St. Louis Municipal Airport expansion by building its fourth dome at the terminal 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 to explore 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

[26] Peters, Frank. "Minoru Yamasaki's Pivotal Building Years In St. Louis." *St. Louis Post-Dispatch,* February, 16, 1986.

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

garage, the 10,000-foot runway was resurfaced, the terminal apron was expanded and taxiway fillets enlarged, and a new fire-crash truck was purchased.

St. Louis had longed planned for alternatives to Lambert Field: the City purchased over 4,000 acres of land north of downtown St. Louis, where the Missouri and Mississippi Rivers met at Columbia Bottom, and planned to build a second airport after World War II. At the time of the purchase, mayor Joseph Darst proposed a plan to construct a new airport in Illinois closer to Downtown St. Louis than Lambert-St. Louis Municipal Airport. The idea was abandoned once major airlines voiced their preference for staying at Lambert-St. Louis Municipal Airport and hoped a new expressway could be built at much less the cost of a new facility.

In the spring of 1970, then-mayor Alfonso J. Cervantes and Illinois governor Richard Ogilvie announced plans for a new airport across the Mississippi River in Illinois, under a St. Louis metropolitan airport authority, and included eventual management of Lambert-St. Louis Municipal Airport. The St. Louis Metropolitan Area Airport Authority (also known as the Illinois Authority) was established in July that year, with state funding to conduct feasibility and engineering studies and with the ability to issue revenue bonds to finance all activities. Many residents and aldermen initially supported the concept, but concerns mounted that it would take away wealth, jobs, and trade from Missouri, as well as money and investment from Lambert-St. Louis Municipal Airport. Meanwhile, 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.

In May 1971, the Illinois Authority adopted the Columbia-Waterloo Plan, a $350 million airport located 19 miles southeast of St. Louis, comprising close to 18,000 acres of land and 6 runways. The Illinois Authority applied for $8.4 million of federal funds in early 1972 to begin land acquisition. In opposition, the Missouri state legislature formed its own Missouri-St. Louis Metropolitan Authority (known as the Missouri Authority) supporting the idea of a second airport, but in Missouri, not Illinois. In the spring, the Missouri Authority released a study claiming it would be more economical to improve Lambert-St. Louis International Airport than building a new airport; that abandoning Lambert-St. Louis International Airport would represent a severe economic dislocation in the city; and that an improved Lambert-St. Louis International Airport could remain as the main city airport for the next 20 years due to a recent decline in air traffic.

By the summer of 1972, opposition to Columbia-Waterloo grew among state legislators and city politicians to the point of enacting legislation to hold a referendum on the continued use of Lambert-St. Louis International Airport and support of a second Missouri airport, rather than one in Illinois. The FAA agreed to hold a public hearing in August for funding Columbia-Waterloo. Those present included Mayor Cervantes and Illinois governor Ogilvie in support of Columbia-Waterloo, while Missouri governor Warren Hearnes and St. Louis County supervisor Lawrence Roos advocated for Lambert-St. Louis International Airport and a second Missouri airport. The *Lambert-St. Louis 2000 Plan* was unveiled in October by the Missouri Authority and called for adding 800 acres to the airport with a new northwest-southeast runway and a new 90-gate terminal building. The $370 million project would accommodate 60 million annual passengers. On election day, the St. Louis region ballot referendum favored Lambert-St. Louis International Airport and a second Missouri airport more than 10 to 1 over an Illinois airport. Mayor Cervantes conceded to the public's wishes, but in Illinois, new governor Dan Walker vowed to continue pushing for the Columbia-Waterloo airport. The U. S. Department of Transportation, meanwhile, decided to consider Lambert-St. Louis International Airport's possible expansion. Regardless of the *Lambert-St. Louis 2000 Plan*, David Leigh, the

airport's director, announced a needed 3-year, $20 million plan to increase Lambert's passenger capacity to 20 million a year that included double-decking and extending the concourses and adding a wing for mobile transporters to take passengers to planes parked far away from the terminal. Meanwhile, at the airport, implementation of capacity improvements slowly continued with completion of a 3,000-vehicle concrete parking garage located immediately adjacent to the terminal. The airport also acted on its "international airport" status by offering flights to Mexico.

In 1973, the city's new mayor, John H. Polker, opposed Columbia-Waterloo. However, McDonnell Douglas opposed the *Lambert-St. Louis 2000 Plan*'s proposal to acquire the company facilities north of the airport for the expansion. The City, the aircraft manufacturer, and other opponents of the Illinois airport urged development of a new master plan for Lambert-St. Louis International Airport 's expansion and hired the Ralph M. Parsons Company to prepare it. Around the same time, the oil crisis and subsequent energy shortages allowed FAA to conclude a second St. Louis airport impractical. In addition, the U. S. Department of Transportation expressed a preference for not building new airports but expanding existing ones. In the spring of 1973, the U. S. Department of Transportation approved funds for the Ralph M. Parsons Company's master plan study and announced it would postpone a decision on Columbia-Waterloo until after the master plan's publication. The released plan, in January 1975, recommended extending the parallel runways and building a new east terminal to increase the number of gates to forty-nine by 1985. The $144.7 million expense would allow Lambert-St. Louis International Airport to continue to be the primary city airport through 1995. In late 1975, airlines operating at Lambert-St. Louis International Airport agreed to support the double-decking of concourses and increases to the number of gates. The U. S. Department of Transportation declared that "it appeared that [Lambert] may be technically capable of serving the area's air carrier need into the mid-1990s."[28] Furthermore, the FAA testified in congressional hearings that based on reduced air traffic, building the once-proposed airport at Columbia-Waterloo would cost more than $1 billion, rather than the previously predicted $350 million.

Following a public hearing earlier in the year, in September 1976, Secretary of Transportation William T. Coleman, in an eight-page decision, determined the proposed Lambert-St. Louis International Airport expansion presented in the Ralph M. Parsons Company's master plan was feasible and able to increase Lambert-St. Louis International Airport 's capacity through the early 1990s, but not beyond that time. In addition, he approved federal funding to acquire land for a future Columbia-Waterloo on condition that air traffic operations begin no earlier than January 1992, that new jobs at the new airport are given to people who lose jobs at Lambert-St. Louis International Airport as a result, and that employment priority is given to Missouri construction and building trade employees. Before he left office in early 1977, Secretary Coleman approved a $100,000 grant to begin acquisition of land at Columbia-Waterloo. The subsequent Secretary of Transportation, Brock Adams, met with delegations from both states, and in March 1977, withdrew federal funding for Columbia-Waterloo, contending the area residents' opposition to it, aviation forecasts for St. Louis considerably declined since 1972, and it was premature to speculate Lambert-St. Louis International Airport would not face capacity issues until the 1990s, since airlines extended their leases through 1995. The subsequent FAA *1978-1989 National Airport Systems Plan* made no mention of a new St. Louis airport, ending the 10-year battle over Lambert-St. Louis International Airport's fate.

[28] Rust, Daniel L. *The Aerial Crossroads of America: St. Louis's Lambert Airport*, 183.

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."[29] 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."[30] Conversely, an FAA study found the airport to be the third highest for 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. TWA further increased its position at the airport in 1986 through a merger with Ozark Air Lines, which cause the latter to cease to exist.

[29] Rust, *The Aerial Crossroads of America*, 201.

[30] Rust, *The Aerial Crossroads of America*, 208.

4.9 LATER AIRPORT EXPANSIONS AND ALTERNATIVES F-4 AND W-1W

In the late 1980s, Lambert-St. Louis International Airport's extended parallel runways only occupied 1,300 feet apart, making them too close to allow simultaneous landings; space did not exist for an additional runway **(Figure 4-13)**. 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 into 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.

Figure 4-13: 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.

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, 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."[31] 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.

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

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 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.

While American Airlines was taking over TWA, the September 11, 2001, attacks occurred. American Airlines considerably reduced the number of aircraft in its fleet and laid off a third of its employees, following a marked decline in air travel. The airline barely avoided bankruptcy and new management began focusing on successful hub operations in Chicago and Dallas-Ft. Worth.

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 in 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 in 2005.

However, Runway 11-29 on the westernmost portion of an expanded airfield, was completed in 2006 **(Figure 4-14)**.

Figure 4-14: View of new Runway 11-29 under construction in 2005

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

Passenger volume fell to 12 million by 2009, as effects of the 2008 financial crisis and ensuing recession took hold. American Airlines continued reducing its service in St. Louis, eliminated the airport's hub status, and avoided bankruptcy. Other airlines underwent Chapter 11 bankruptcies, restructured their operations, and merged with other carriers.

> St. Louis did not generate enough traffic to make it a successful hub. Its terminal facilities were not competitive with those of other cities, and it was burdened with the cost of the new runway. It was difficult for residents of the St. Louis area to accept the loss of the convenience and revenue of the former hub, resulting in a negative attitude toward the airport.[32]

New airport director, Rhonda Hamm-Niebruegge, who took over operations in 2010, decided to capitalize on Lambert-St. Louis International Airport's lack of congestion and its new runway as assets to promote the airport as an international cargo hub. At the same time, the airport was undergoing 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, Hamm-Niebruegge was able to deliver on her promise of having Lambert-St. Louis International Airport 70 percent operational by Sunday. Fortunately, Terminal 2 was relatively unaffected and Southwest Airlines flights operated normally. Southwest Airlines merged with AirTran Airways in 2011, making it the dominant

[32] Rust, Daniel L. *The Aerial Crossroads of America: St. Louis's Lambert Airport,* 269.

carrier at Lambert-St. Louis International Airport. Southwest airlines experimented with a connecting hub in 2016. The following year, it commenced hub operations and by 2019, nearly 35% of Southwest's enplaned passengers were connections.

As the millennium's second decade rolled in, St. Louis community leaders, along with airport officials, pursued creation of an air cargo hub at Lambert. A regional Foreign-Trade Zone was set aside next to the airport on the former Curtiss-Wright and McDonnell plants to develop new cargo facilities, which would benefit from reduced customs taxes on goods. The project also received a $1.7 million grant from the Midwest-China Hub Commission. However, the Missouri legislature failed to enact the tax-credit legislation and the plan was never realized. The airport continued efforts to promote international cargo service from other regions like the Middle East and Latin America, and in 2015, the airport announced the lease of 48 acres to Bi-National Gateway Terminal, a Mexican company, to develop a dual customs air cargo facility for importing and exporting goods. The ambitious project was terminated by the airport in May of 2019.

5 SURVEY RESULTS

5.1 IDENTIFIED HISTORIC PROPERTIES

As a result of survey and evaluations, three historic properties were identified within the APE, as depicted on **Figure 5-1**:

- Ozark Air Lines Office, Shop, and Hangar
- Lambert Field Historic District
- Terminal Building

All other evaluated built resources were determined not eligible for listing in the NRHP or were not evaluated because they were constructed after 1981. A table of surveyed built resources, along with a map of their location and survey forms, are included in Attachment A.

Figure 5-1: Identified Historic Properties

Source: WSP USA, 2022.

5.1.1 OZARK AIR LINES OFFICE, SHOP, AND HANGAR

The Ozark Air Lines Shop & Office Building and the adjacent Ozark Air Lines Hangar were built in 1964, as part of a new 130,000-square-foot office and maintenance facility, west of the passenger terminal at Lambert-St. Louis Municipal Airport (Figure 5-2). Construction of these facilities emphasized the importance of Ozark Air Lines' relationship with the airport, which had been its operational hub since the early 1950s. These 1964 facilities consist of the three-story office building with a U-shaped footprint along Lambert International Boulevard, a one-story shop building attached to the rear of the office, with a rectangular footprint, and a connected but functionally separate five-story rectangular hangar building to the north. Subsequent additions to the complex occurred in the 1970s and 1980s. Although evaluated on separate survey forms, collectively, the Ozark Air Lines Office, Shop, and Hangar constitute a single historic property that reflects significant airport investment and new facilities that adapted to changes in aviation technologies during the 1960s.

The Ozark Air Lines Office, Shop, and Hangar is significant under Criterion A. The buildings reflect trends in aviation modernization and technologies during the mid-twentieth century, as aircraft size increased and operations became more sophisticated. Additionally, the Ozark Air Lines Office, Shop, and Hangar reflect an investment by a major regional airline in St. Louis that utilized the airport as a hub for decades. Following

construction of its new facilities, Ozark Air Lines continued to operate throughout the Midwest, the Eastern seaboard and western parts of the country in the 1960s, and to the nation's capital and the southeast in the 1970s.

Figure 5-2: Ozark Air Lines Shop & Office (left) and Ozark Air Lines Hangar (right)

Source: WSP USA, 2022.

The complex is also significant under Criterion C. The Ozark Air Lines Shop & Office Building is a good example of the International Style with Brutalist influences, as applied to corporate office architecture popularized by the United States from the 1950s to the early 1970s. The block-like effect of the building's geometric shape, scale, and massing along the street, its uniform glazing pattern, and its use of modest yet elegant materials are characteristics of the style. Conversely, the steel frame and concrete-sheathed Hangar is representative of the consecutive-rectangular hangar type, used in the aircraft industry for weather protection, maintenance, repair, manufacturing, assembly and storage of airplanes. It features steel posts supporting steel trusses, which in turn support the roof deck, with tall and large sliding hangar doors which fold into an outrigger beyond the width of the hangar.

The Ozark Air Lines Office, Shop, and Hangar retain integrity of location, materials, workmanship, feeling, and association. Integrity of design has been slightly diminished by the extension of the shop building to the west and the small addition to the east. Its integrity of setting has also been slightly diminished through later airport improvement projects, resulting in surroundings that reflect decades of airport and roadway development. Therefore, the property is eligible for inclusion in the NRHP.

The period of significance is 1964, the date of construction, representing Ozark Air Lines' investment into its operational hub in St. Louis and preparation for larger commercial aircraft. Due to later building extensions to the east and west, the historic property boundary is the shop and office building footprint and the footprint of the hangar building, including the hangar's characteristic outriggers for door storage **(Figure 5-3)**.

Figure 5-3: Ozark Air Lines Office, Shop, and Hangar - Historic Property Boundary

Source: WSP USA, 2022.

5.1.2 LAMBERT FIELD HISTORIC DISTRICT

As described in Section 3.1, the Lambert Field Historic District was previously determined eligible for the NRHP in 2006 and documented in the *Final Report Cultural Resources Survey Missouri Air National Guard Property at Lambert Field and For Leonard Wood, Missouri*. The area was surveyed again in the 2012 *Final Architectural Survey for the Reevaluation of the Missouri Air National Guard Property Historic District at Lambert Field*, which clarified information from the 2006 report, provided an updated count of contributing and noncontributing resources, and delineated a historic property boundary for the NRHP-eligible Lambert Field Historic District. For the current survey, the Lambert Field Historic District was re-photographed and documented on survey forms **(Figure 5-4)**. The historic district appears substantially as described in the 2012 survey, with no major discernible changes; these buildings and all other built resources within the APE are documented on survey forms included in Attachment A.

Figure 5-4: Aircraft Maintenance (left) and Engine Shop (right)

Source: WSP USA, 2022.

The Missouri Air National Guard (MoANG) began operating from Lambert Field in 1923, and a naval air station was established shortly thereafter in 1925. Existing facilities date to the early 1940s through 1950s, representing the increased military presence in St. Louis during World War II and the early part of the Cold War. In total, the Lambert Field Historic District comprises seven buildings and a tunnel that retain sufficient integrity to convey significance and relate to one another in their spacing, massing, and finishes, as described in the 2012 survey report. The historic district is significant under Criterion A for its associated military and generally aviation history during World War II and the Cold War. It retains integrity of location, design, setting, materials, and feeling, and its period of significance is 1942 through 1955. The historic property boundary encompasses the district's building footprints and tunnel, as depicted on **Figure 5-5**. Prior studies found that none of the buildings or tunnel would be individually eligible.

Figure 5-5: Lambert Field Historic District - Historic Property Boundary

Source: WSP USA, 2022.

5.1.3 TERMINAL BUILDING

When completed in 1956, the Terminal Building (the name given to the facility on its original architectural plans) was described as "the Grand Central of the Air" **(Figure 5-6)**. Its principal designer, Minoru Yamasaki, focused on creating a terminal interior space that could be as airy, open, and uncluttered as the business of an air terminal could allow. His concept ushered in a new and innovative era in airport terminal design and construction. Jet Age architecture was born in St. Louis, and soon became the new paradigm in airport design in the years to come. As previously noted, the 2013 The*matic Survey of Modern Movement Non-Residential Architecture, 1945 – 1975, in St. Louis City* identified the terminal as a significant property eligible for listing in the NRHP.

Figure 5-6: Terminal Building

Source: WSP USA, 2022.

The Terminal Building is significant under Criterion A. The Terminal Building was part of an extensive project to replace the 1930 Lambert Airfield, St. Louis' original airport, and when finished in 1956, the Terminal Building was one of the most advanced in the country. Its capacity improvements made Lambert St. Louis Municipal Airport one of the few civilian airports in the country able to handle the new generation of jetliners. The creation of the new Lambert St. Louis Municipal Airport made a significant contribution to the economic and urban development history of the City of St. Louis. During its first decade, the airport became St. Louis' symbolic gateway for those arriving by air.

The Terminal Building, which is limited to the terminal and its four domes, is significant under Criterion C. It is emblematic of early Jet Age architecture, a Modernistic design aesthetic, which blended ideals and concepts of flight and futurism. Jet Age architecture began being constructed in earnest following the opening of the Terminal Building in St. Louis, which became a harbinger for subsequent airport redevelopment and design efforts at Los Angeles International Airport (1961), TWA Flight Center at Idlewild Airport (1962), and Dulles International Airport (1962). Further, the Terminal Building is the work of a master, Minoru Yamasaki, who was a prominent and influential Modern architect throughout the twentieth century. The Terminal Building's vaulted ceilings, use of natural light and high windows, and expansive and open interior space are notable characteristics of Jet Age expressionist architecture and the work of Yamasaki.

The Terminal Building, comprising the terminal and its four domes, retains integrity of location, design, workmanship, materials, feeling, and association. Its integrity of setting has been diminished over time due to construction of newer airport facilities, modifications to the concourses, construction of the air traffic control tower, and major changes to the Terminal Building's views facing south, which are now blocked by a concrete parking garage, which in turn obscures views toward the terminal. The Terminal Building retains its integrity of feeling as a mid-century, Jet Age airport terminal and its integrity of association with air travel modernization during the twentieth century. Therefore, the Terminal Building, comprising its terminal and four domes, are eligible for inclusion in the NRHP.

The period of significance is 1956-1966, the building's date of construction through construction of the terminal's fourth dome, which followed Yamasaki's original design and plan for airport expansion.

Due to subsequent additions and alterations, the historic property boundary for the Terminal Building is the footprint of the original terminal comprising the four domes **(Figure 5-7)**. Due to extensive alterations over time, the concourses are considered noncontributing to the Terminal Building and are excluded from its historic property boundary, as are later modifications and additions that fall outside the Terminal Building's period of significance.

Figure 5-7: Terminal Building - Historic Property Boundary

Source: WSP USA, 2023.

6 SUMMARY

Qualified professionals developed an APE and conducted research and a field survey to identify historic properties within the APE. A total of 78 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.

Following evaluations, 3 historic properties were identified within the APE:

- Ozark Air Lines Office, Shop, and Hangar
- Lambert Field Historic District
- Terminal Building

All other evaluated built resources were determined not eligible for listing in the NRHP or were not evaluated because they were constructed after 1981.

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ATTACHMENT A

Section 106 Survey Maps, Survey Results and Inventory Forms

Survey Summary Table

Map Number	Photo	Current Name	Historic Name	Airport Building Number	Year Built	NRHP Status
1		Southwest Electrical Cabinets and HVAC Facility	-	-	c. 2006	Not Evaluated (Age)
2		American Airlines Maintenance Docks	Ozark Air Lines Hangar Maintenance Docks	302	1981	Not Eligible
3		American Airlines Stores	Ozark Air Lines Stores	303	1981	Not Eligible
4		American Airlines Hangar	Ozark Air Lines Hangar	301	1964	Eligible

Map Number	Photo	Current Name	Historic Name	Airport Building Number	Year Built	NRHP Status
5		American Airlines Shop & Office Building	Ozark Air Lines Shop & Office Building	304	1964	Eligible
6		American Airlines Hangar Hush House	Ozark Air Lines Hangar Hush House	300	1972	Not Eligible
7		Community America Credit Union	Community America Credit Union	316	1978	Not Eligible
8		JetLinx Hush House	Equipment (Building 107)	613	1981	Not Eligible
9		Shed by Hush House	-	614	c. 1995	Not Evaluated (Age)

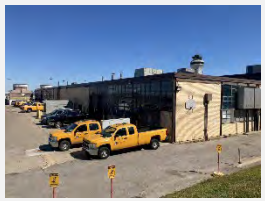
Map Number	Photo	Current Name	Historic Name	Airport Building Number	Year Built	NRHP Status
10		Fuel Systems Dock (JetLinx)	Fuel Systems Dock (Building 115)	612	1978	Not Eligible
11		Fire Station	-	604	1986	Not Evaluated (Age)
12		Aircraft Maintenance	Aircraft Maintenance (Building 12)	605	1942	Eligible, Contributing to Lambert Field Historic District
13		Hangar Maintenance	Hangar Maintenance (Building 001)	601	1942	Eligible, Contributing to Lambert Field Historic District
14		Engine Shop	Engine Shop (Building 002)	606	1941	Eligible, Contributing to Lambert Field Historic District

Map Number	Photo	Current Name	Historic Name	Airport Building Number	Year Built	NRHP Status
15		Shop	Shop/ A / M /Ogrl (Building 047)	611	1944	Eligible, Contributing to Lambert Field Historic District
16		Water Storage	Water Storage (Building 41)	623	1943	Not Eligible
17		Storage & Aircraft Support	Storage & Aircraft Support (Building 108)	602	1979	Not Eligible
18		Weapons Release	Weapons Release (Building 008)	603	1941	Not Eligible
19		Paint Shop	Paint Shop (Building 006)	617	1942	Eligible, Contributing to Lambert Field Historic District

Map Number	Photo	Current Name	Historic Name	Airport Building Number	Year Built	NRHP Status
20		Pump House	Pump House (Building 005)	608B	1941	Eligible, Contributing to Lambert Field Historic District
21		General Purpose Aircraft Shop	General Purpose Aircraft Shop (Building 004)	608	1941	Eligible, Contributing to Lambert Field Historic District
22		Avionics Shop	-	616	1986	Not Evaluated (Age)
23		Egress & Explosives	Egress & Explosives (Building 079)	609	1953	Not Eligible
24		Avionics	Avionics (Building 110)	610	1975	Not Eligible

Map Number	Photo	Current Name	Historic Name	Airport Building Number	Year Built	NRHP Status
25		Traffic Control	Traffic Control (Building 085)	615	1973	Not Eligible
26		Tunnel	Tunnel	-	c. 1944	Eligible, Contributing to Lambert Field Historic District
27		West Triturator	-	323	1975	Not Eligible
28		South Firehouse Medical Stores	-	410	1967	Not Eligible
29	-	*Quonset Hut*	-	*340*	-	*No Longer Extant*
30	-	*Trailer*	-	*341*	-	*No Longer Extant*

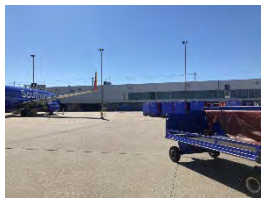
Map Number	Photo	Current Name	Historic Name	Airport Building Number	Year Built	NRHP Status
31		Checkpoint Station	-	322	c. 2000	Not Evaluated (Age)
32		SwissPort Maintenance Shop	-	308	c. 1997	Not Evaluated (Age)
33		SwissPort Office Building	-	309	c. 1997	Not Evaluated (Age)
34		Host Commissary	-	307	1967	Not Eligible
35		Building Maintenance	-	315	1967	Not Eligible

Map Number	Photo	Current Name	Historic Name	Airport Building Number	Year Built	NRHP Status
36		Lambert Substation	-	419	c. 1995	Not Evaluated (Age)
37		Old Airfield Lightning Vault	-	411	1981	Not Eligible
38		Airline Service Maintenance	-	310	1956	Not Eligible
39		Boiler Shop West Power Plant	-	406	1956	Not Eligible
40		Checkpoint Terminal 1	-	312	c. 2002	Not Evaluated (Age)

Map Number	Photo	Current Name	Historic Name	Airport Building Number	Year Built	NRHP Status
41		Garage Generator Enclosure	-	342	-	
42		Super Park LIB Office Lot A	-	112	c. 2000	Not Evaluated (Age)
43		Super Park LIB Toll Booths Lot A	-	113	c. 2000	Not Evaluated (Age)
44		Super Park Long Term Parking Lot A	Super Park Long Term Parking (Lot A)	114	1972	Not Eligible
45		Bus Port T2 Express Bus Pick Up Building	-	116	1968	Not Eligible

Map Number	Photo	Current Name	Historic Name	Airport Building Number	Year Built	NRHP Status
46		Former FAA Radar Facility Building	-	-	1972	Not Eligible
47		Terminal 1 Parking Garage	-	110	1972	Not Eligible
48		Concourse A	-	103	1956	Not Eligible
49		FAA Tower	-	108	2000	Not Evaluated (Age)
50		Concourse B	-	104	1956	Not Eligible

Map Number	Photo	Current Name	Historic Name	Airport Building Number	Year Built	NRHP Status
51		Terminal 1	Terminal Building	101	1956	Eligible
52		Concourse C	-	105	1956	Not Eligible
53		Concourse D	-	106	1997	Not Evaluated (Age)
54		East Cooling Towers	-	118	1997	Not Evaluated (Age)
55		Terminal 2 Substation	-	115	1998	Not Evaluated (Age)

Map Number	Photo	Current Name	Historic Name	Airport Building Number	Year Built	NRHP Status
56		Terminal 2 Metro Platform	-	454	c. 1997	Not Evaluated (Age)
57		Terminal 2 Parking Garage	-	109	1998	Not Evaluated (Age)
58		Terminal 2 & Concourse E	-	102	1997	Not Evaluated (Age)
59		Terminal 2 Garage Exit Booth Structures (3)	-	452	1998	Not Evaluated (Age)
60		Terminal 2 Storm Water Pump Station	-	633	1998	Not Evaluated (Age)

Map Number	Photo	Current Name	Historic Name	Airport Building Number	Year Built	NRHP Status
61		Generator Building Terminal 2	-	107	1998	Not Evaluated (Age)
62		Guard Shack T2 Delivery Docks	-	450	c. 2002	Not Evaluated (Age)
63		East Metrolink Power Station	-	220	c. 1997	Not Evaluated (Age)
64		East Ramp Pump Station Building	-	629	c. 2000	Not Evaluated (Age)
65		Snow Melt Pad Boiler Building	-	630	c. 2000	Not Evaluated (Age)

Map Number	Photo	Current Name	Historic Name	Airport Building Number	Year Built	NRHP Status
66		Parking Lot E Guard Shack	-	429	c. 2016	Not Evaluated (Age)
67		Checkpoint 7S	-	120	c. 1997	Not Evaluated (Age)
68		East Triturator	-	628	c. 1997	Not Evaluated (Age)
69		Building 201/Gate 6s Shed	-	456	c. 1997	Not Evaluated (Age)
70		Covered/Unenclosed Area	-	214	c. 1997	Not Evaluated (Age)

Map Number	Photo	Current Name	Historic Name	Airport Building Number	Year Built	NRHP Status
71		Cargo #2	-	205	c. 1997	Not Evaluated (Age)
72		Cargo #3	-	201	c. 1997	Not Evaluated (Age)
73		FAA RTR-C Site Building	-	219	c. 2000	Not Evaluated (Age)
74		Cargo #4	-	202	c. 1997	Not Evaluated (Age)
75		Cargo #1	-	204	c. 1997	Not Evaluated (Age)

Map Number	Photo	Current Name	Historic Name	Airport Building Number	Year Built	NRHP Status
76		Cargo #5	-	203	c. 1997	Not Evaluated (Age)
77		Snow Contractor Maintenance Building	-	216	c. 2006	Not Evaluated (Age)
78		Utility (Multipurpose) Building	-	215	c. 1997	Not Evaluated (Age)

ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
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Section 106 Survey Map
Area 1

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ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
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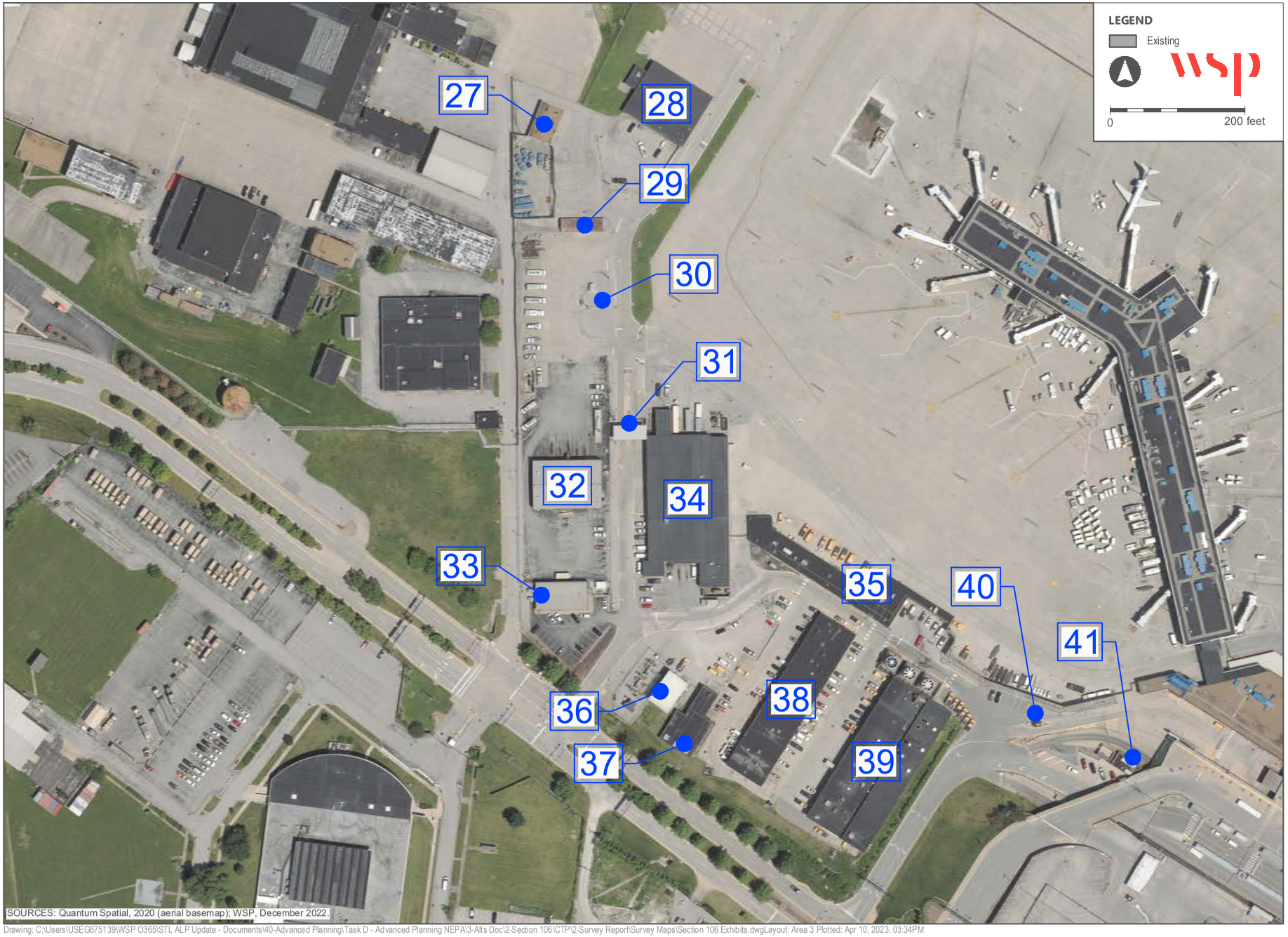
April 2023

Section 106 Survey Map
Area 2

ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
Advanced Planning
April 2023

Section 106 Survey Map
Area 3



ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
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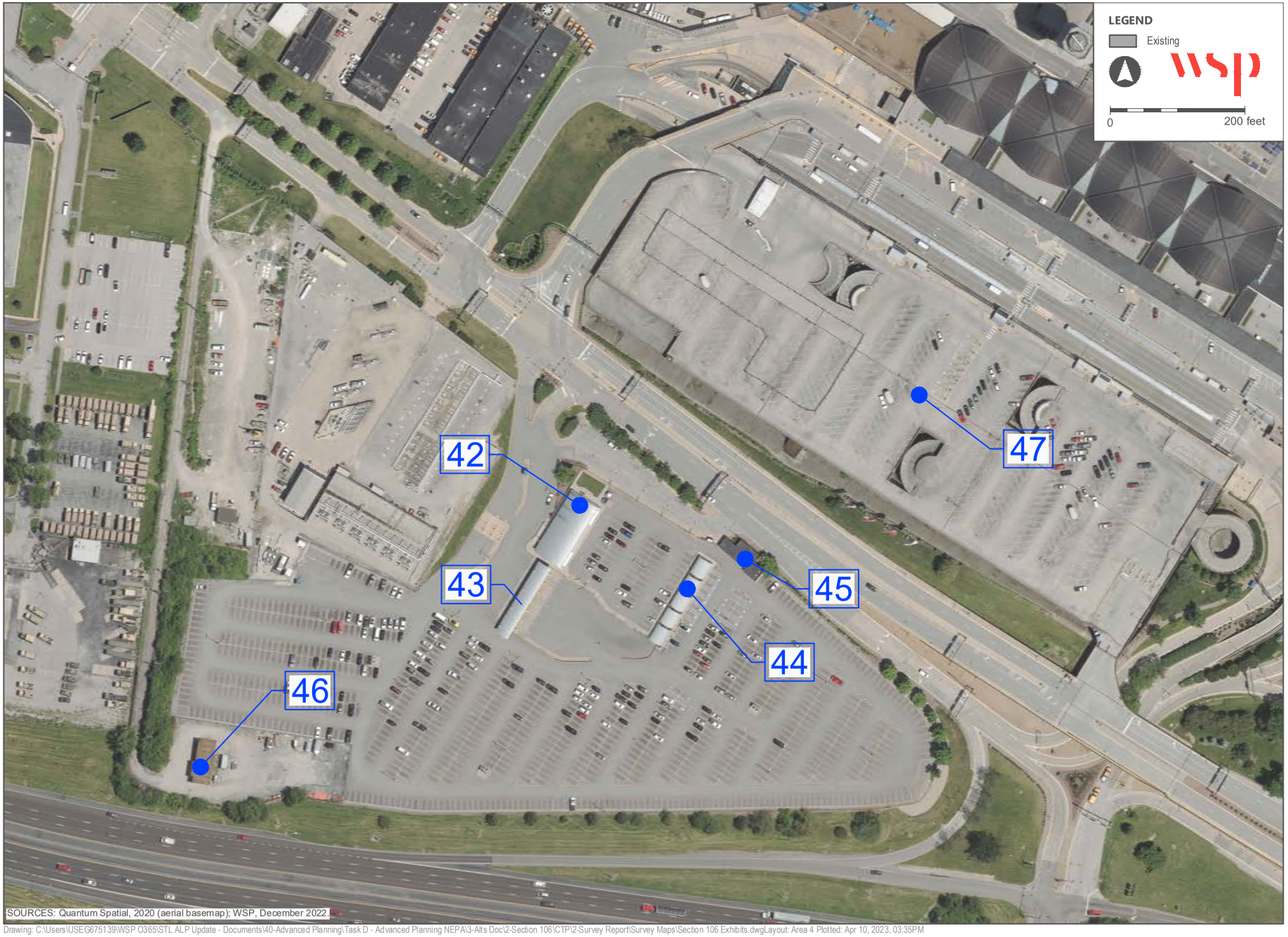
April 2023

Section 106 Survey Map
Area 4



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ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
Advanced Planning
April 2023

Section 106 Survey Map
Area 5

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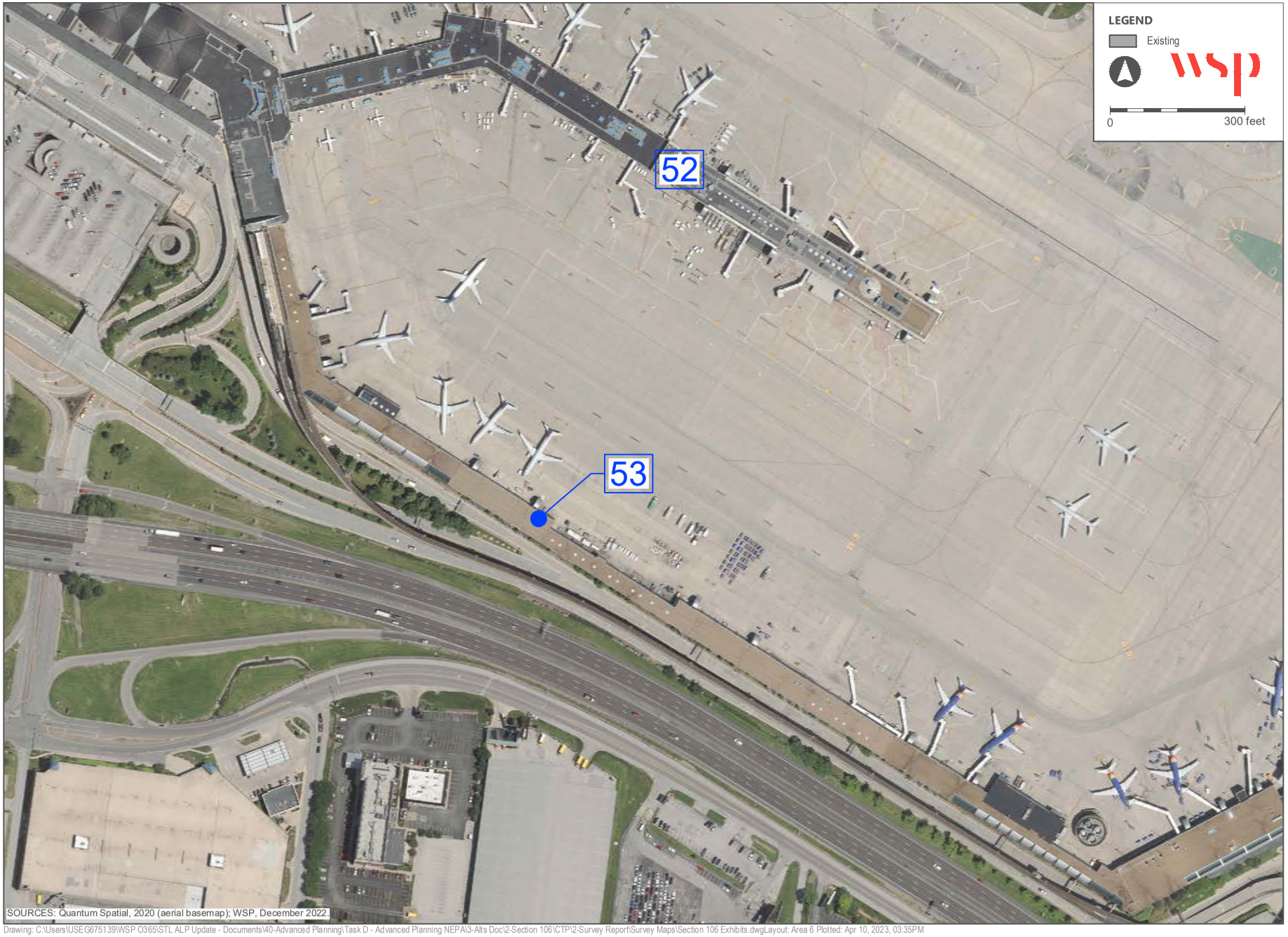
ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
Advanced Planning
April 2023

Section 106 Survey Map
Area 6



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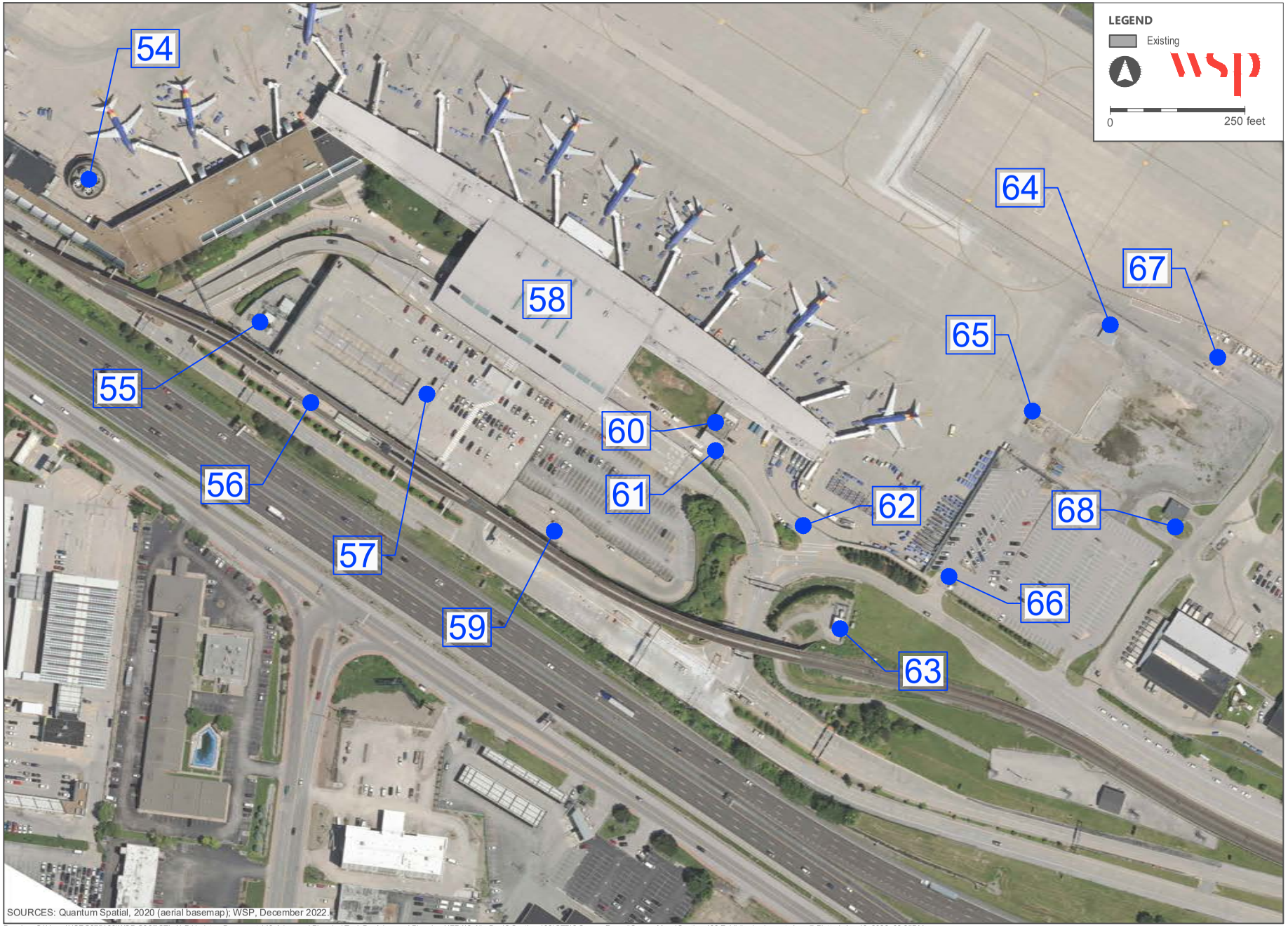
ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
Advanced Planning
April 2023

Section 106 Survey Map
Area 7



Drawing: C:\Users\USEG675139\WSP O365\STL ALP Update - Documents\40-Advanced Planning\Task D - Advanced Planning NEPA\3-Alts Doc\2-Section 106\CTP\2-Survey Report\Survey Maps\Section 106 Exhibits.dwgLayout: Area 7 Plotted: Apr 10, 2023, 03:35PM

ST. LOUIS LAMBERT INTERNATIONAL AIRPORT
Advanced Planning
April 2023

Section 106 Survey Map
Area 8

Drawing: C:\Users\USEG675139\WSP O365\STL ALP Update - Documents\40-Advanced Planning\Task D - Advanced Planning NEPA\3-Alts Doc\2-Section 106\CTP\2-Survey Report\Survey Maps\Section 106 Exhibits.dwgLayout: Area 8 Plotted: Apr 10, 2023, 03:35PM

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-001-0002		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10900	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.744761 Long.: -90.376686	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Ozark Air Lines Hangar Maintenance Docks		9. Present/other name (if known): AA Hangar Maintenance Docks (Building 302)	
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: 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:
24. Vernacular or property type:	31. Chimney placement: Side, right	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.1981 ☐ Altered Date(s): ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Triangular	33. Exterior wall cladding: Metal	
27. No. of stories: 1 ½ , 5	34. Foundation material: Concrete	
28. No. of bays (1st floor): 1	35. Basement type: Unknown	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: 10/03/2022 45. Date of revisions:

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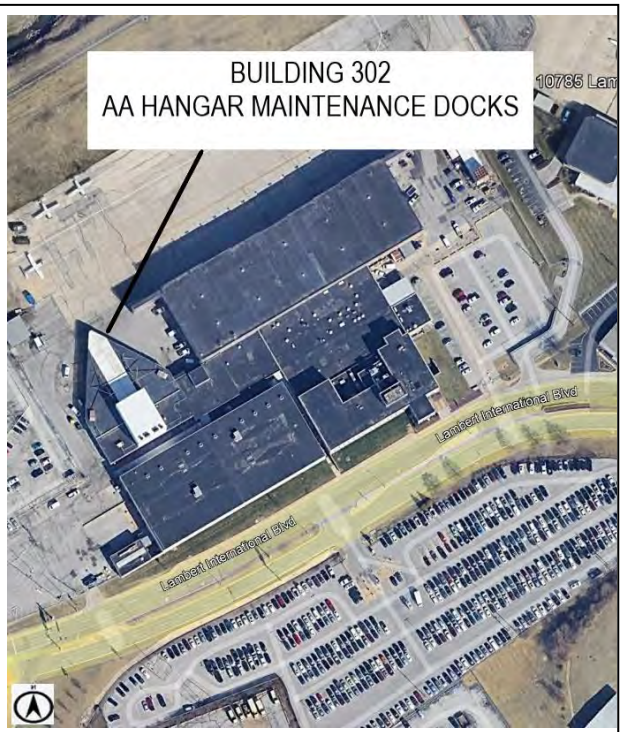
Date entered in inventory:	Level of survey ☐ reconnaissance ☐ intensive	Additional research needed? ☐ yes ☐ no
National Register Status: ☐ listed ☐ in listed district Name: ☐ pending listing ☐ eligible (individually) ☐ eligible (district) ☐ not eligible ☐ not determined	Other:	

LOCATION MAP (include north arrow)



SITE MAP/PLAN (include north arrow)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking east toward the west façade from Lambert International Boulevard at Coldwater Creek.

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. 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.

Ozark Air Lines

Ozark Air Lines started operations in St. Louis in 1943 offering passenger service between the city and Springfield. After a brief period in which its license was revoked by the Civil Aeronautics Board, the company secured the rights to operate the routes of Parks Air Transport in September 1950. St. Louis became its hub, and the airline served the Midwest region including, Chicago, Tulsa, and Memphis, TN. By the 1955, the airline had expanded service to 35 cities including, Indianapolis and Nashville, as well as medium-sized cities like Wichita, KS and Sioux City, IA. In the continuing growth during the 1950s and 1960s, the airline diversified its fleet by using DC-3x, Martin 4-0-4s, a piston-engine aircraft, and Fairchild F-27s, a turboprop aircraft. "St. Louis supported Ozark's growth by constructing a new 130,000 square-foot maintenance facility and office building west of the passenger terminal at Lambert. Ozark first occupied the space in 1964.[1] In the mid-1960s, the airline began to expand service to the Eastern seaboard and added key service to the western part of the country in Denver by 1966. At this time the airline transitioned to jet engine aircraft with the adoption of DC-9s and DC-10s. By the 1970s service expanded to the Southeast with Atlanta and several cities in Florida as new destinations. In 1979 the airline got a contract to fly from Washington Dulles to Champaign and Peoria, IL. By 1986, Ozark held 26.3 percent of the air traffic at St. Louis, while TWA held 56.5 percent, and talks about a possible merger had begun. Finally, in September of that year, the Department of Transportation approved the merger. On October 27, 1986, Ozark ceased to exist and TWA took over the building

Daniel L. Rust, *The Aerial Crossroads of America: St. Louis's Lambert Airport* (St. Louis: Missouri History Museum Press, 2016), 148.

complex on Lambert International Boulevard.

Deregulation

The economic downturn of the early 1970s and rise in fuel prices resulting from the energy crisis of 1973-74 led to a $100 million in airline industry losses. In order to avoid the bankruptcy that had befallen the rail industry, the Civil Aeronautics Board (CAB) started regulatory reforms in the mid-1970s which called for phasing out airline economic regulation. Both houses of Congress passed airline deregulation legislation by large majorities in 1978. President Carter signed the Airline Deregulation Act into law in late October 1978. As many as 150 new airlines formed by the end of the year and a new era in the airline industry began. TWA decided to adopt St. Louis as its hub in order to reduce operating costs, increase regional market dominance, and increase passenger loads. But deregulation turned out to be a mixed blessing for the airlines and for passengers. Some airlines did not survive, and in order to stay competitive, TWA increased fares over 100 percent from St. Louis to Kansas City, Los Angeles, New York, and Chicago. By 1983, Lambert had become the sixth-busiest airport in the country and TWA was offering 178 daily flights to St. Louis. Then TWA began to suffer from lagging sales, debt, and higher operating costs because of the Ozark acquisition in 1986. In January of 2001, American Airlines announced an agreement to purchase TWA wishing to preserve jobs and the important hub in St. Louis. TWA filed for bankruptcy to get rid of unwanted obligations. The two companies merged in April of that year with American paying $742 million in cash and taking on the other airline's debt of $2 billion; $15.5 million of those was owed to Lambert Airport. TWA flew its last flight on December 1, 2001, and American Airlines took over the large complex on Lambert International Boulevard.

AA Hangar Maintenance Docks (Building 302)

From 1964 until the 1970s, the large complex remained unchanged. In 1981 the Ozark Air Lines hangar maintenance docks was built to complement the western expansion of the 1964 shop and to provide additional maintenance facilities.

In 1972 AA Hangar Hush House (Building 300) was built northeast of the complex; in c.1997, a small one-story brick-clad building with a flat roof and metal exhaust vents was added to the 1964 shop's east elevation; and by c.2006, a metal shed roof was added to the north elevation of the c.1997 addition.

Significance

AA Hangar Maintenance Docks (Building 302) 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."

AA Hangar Maintenance Docks (Building 302) is not significant under Criterion A, association with events that have made a significant contribution to the broad patterns of our history. The facility was constructed as a much later addition to Ozark Air Lines' existing complex at the airport and does not appear significant in the history of the airline or of the airport.

AA Hangar Maintenance Docks (Building 302) 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.

AA Hangar Maintenance Docks (Building 302) 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 is a common and utilitarian example of a metal-clad aviation maintenance hangar 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.

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

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

AA Hangar Maintenance Docks (Building 302) is situated directly west of the Missouri Air National Guard campus and southwest of an international airport; the area is enframed by the southernmost edge of Runway 6-24, the westernmost edge of Runway 12R-30L, and Lambert International Boulevard on the south. The building is surrounded by concrete-covered driveways and parking lots; there is an open section of Coldwater Creek along the northwest.

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

AA Hangar Maintenance Docks (Building 302) is a one-and-a-half building occupying a triangular footprint on the north, with a one-story building occupying a rectangular footprint on the south and featuring a five-story tall addition. The entire building is clad in corrugated metal panels, has no windows, has a flat roof of bituminous membrane with metal coping covers; and the flat roof of the tall addition features metal exhaust flue above the southern parapet. The west elevation features a metal louver and a metal door.

Additions
c.1981, AA Shop & Office Building (Building 304) was extended to the west and connected to the east elevation of AA Hangar Maintenance Docks (Building 302) .

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Perspective view looking east toward the west façade of maintenance docks and stores building from Lambert International Boulevard at Coldwater Creek.

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-001-0003		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10900	Street (name) Lambert International Boulevard
5.City:	Vicinity: ☐	6. Geographical Reference: Lat.: 38.744374 Long.: -90.375880	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Ozark Air Lines Stores		9. Present/other name (if known): AA Stores (Building 303)	
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: 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:
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25. Architectural Style: No discernible style	32. Structural system: Steel frame	39. Changes (describe in box 41 cont.): ☐ Addition(s) Date(s): ☐ Altered Date(s): ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Cast stone	
27. No. of stories: 2	34. Foundation material: Concrete	
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29. Roof type: Flat	36. Front porch type/placement:	41. Further description of building features and associated resources on continuation page. ☒

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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: 10/03/2022 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)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking northwest toward the south façade from Lambert International Boulevard


STL
Parking
B

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.

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[1] Daniel L. Rust, *The Aerial Crossroads of America: St. Louis's Lambert Airport.,*(St. Louis: Missouri History Museum Press, 2016), 148.

complex on Lambert International Boulevard.

Deregulation

The economic downturn of the early 1970s and rise in fuel prices resulting from the energy crisis of 1973-74 led to a $100 million in airline industry losses. In order to avoid the bankruptcy that had befallen the rail industry, the Civil Aeronautics Board (CAB) started regulatory reforms in the mid-1970s which called for phasing out airline economic regulation. Both houses of Congress passed airline deregulation legislation by large majorities in 1978. President Carter signed the Airline Deregulation Act into law in late October 1978. As many as 150 new airlines formed by the end of the year and a new era in the airline industry began. TWA decided to adopt St. Louis as its hub in order to reduce operating costs, increase regional market dominance, and increase passenger loads. But deregulation turned out to be a mixed blessing for the airlines and for passengers. Some airlines did not survive, and in order to stay competitive, TWA increased fares over 100 percent from St. Louis to Kansas City, Los Angeles, New York, and Chicago. By 1983, Lambert had become the sixth-busiest airport in the country and TWA was offering 178 daily flights to St. Louis. Then TWA began to suffer from lagging sales, debt, and higher operating costs because of the Ozark acquisition in 1986. In January of 2001, American Airlines announced an agreement to purchase TWA wishing to preserve jobs and the important hub in St. Louis. TWA filed for bankruptcy to get rid of unwanted obligations. The two companies merged in April of that year with American paying $742 million in cash and taking on the other airline's debt of $2 billion; $15.5 million of those was owed to Lambert Airport. TWA flew its last flight on December 1, 2001, and American Airlines took over the large complex on Lambert International Boulevard.

AA Stores (Building 303)

From 1964 until the 1970s, the Ozark Air Lines' large complex remained unchanged. In 1981 AA Stores (Building 303) was built to serve as an aircraft and engine parts storage facility which featured loading docks on the west elevation which were easily accessed from the boulevard.

In 1972 the AA Hangar Hush House (Building 300) was built northeast of the complex; in 1981, the shop building was extended west connecting to AA Hangar Maintenance Docks (Building 302) and AA Stores (Building 303); in 1997, a small one-story brick-clad building with a flat roof and metal exhaust vents was added to the shop's east elevation; and by 2006, a metal shed roof was added to the north elevation of the 1997 addition.

Significance

AA Stores (Building 303) 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."

AA Stores (Building 303) is not significant under Criterion A, association with events that have made a significant contribution to the broad patterns of our history. The facility was constructed as a much later addition to Ozark Air Lines' existing complex at the airport and does not appear significant in the history of the airline or of the airport.

AA Stores (Building 303) 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.

AA Stores (Building 303) 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 storage 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.

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

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Jackson, James K., PE, STL Airport Operations. Interview. October 26, 2022, November 3, 2022, November 8, 2022. By Hansel A. Hernandez. Email.

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Wong, Daniel. "The History of St. Louis-Based Carrier Ozark Air Lines." *Simple Flying*, July 26, 2022. Accessed December 19, 2022. https://simpleflying.com/ozark-air-lines-history/.

Wright, John A., Ina Watson, J. Luther Covington, and Victoria Cothran. *Kinloch: Yesterday Today and Tomorrow*. Kinloch: Kinloch History Committee, 1983. PDF download.

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

AA Stores (Building 303) is situated directly west of the Lambert Field Historic District and southwest of the airport; the area is enframed by the southernmost edge of Runway 6-24, the westernmost edge of Runway 12R-30L, and Lambert International Boulevard on the south. The building occupies the southwest corner of the American Airlines complex. There is a large asphalt-covered parking lot and three concrete-covered driveways directly west of the building; there is an open section of Coldwater Creek along the northwest. There are landscaped front yards directly south of the building and concrete sidewalks front the south façade along the boulevard. There is a concrete walkway and staircase with an eastern retaining concrete wall leading from the sidewalk into the building complex at the southeast corner of the building.

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

AA Stores (Building 303) is a long, two-story cast stone-clad building that sits on a concrete base and occupies a rectangular footprint facing south onto the boulevard. The building has a flat roof of bituminous membrane, metal coping covers, and metal exhaust ventilators and pipes along the north. Elevation walls and corners are clad in cast stone block, while the parapet is concrete beam. The walls of the south façade are clad in panels of fluted concrete block, have no windows, but there are three vertical metal louvers centered at the first floor. The west elevation features six loading dock openings with metal rolldown gates.

Original to the building, is a one-story, fluted concrete block-clad building extension at the southwest corner; it has a flat roof of bituminous membrane, metal exhaust ventilators and other mechanicals, and metal coping covers. The building has no windows along the south façade; there is a single large loading opening at the west elevation with a metal rolldown gate.

ARCHITECTURAL/HISTORIC INVENTORY FORM

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking southeast toward the west elevation from Lambert International Boulevard

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-001-0004		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10900	Street (name) Lambert International Boulevard
5.City: St. Louis	Vicinity: ☐	6. Geographical Reference: Lat.: 38.745176 Long.: -90.375606	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Ozark Air Lines Hangar		9. Present/other name (if known): AA Hangar (Building 301)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Transportation/air related	11b. Current use: Transportation/air related

HISTORICAL INFORMATION

12. Construction date: 1964	15. Architect:	18. Previously surveyed? ☐ Cite survey name in box 22 cont. (page 3)
13. Significant date/period: 1964	16. Builder/contractor:	19. On National Register? ☐ individual ☐ district Cite nomination name in box 22 cont. (page 3)
14. Area(s) of significance: Transportation/Air-Related Engineering	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:
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): c.2000 ☐ Altered Date(s): ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Concrete	
27. No. of stories: 5	34. Foundation material: Concrete	
28. No. of bays (1st floor): 1	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.):
29. Roof type: Flat	36. Front porch type/placement: Center Umbrage	41. Further description of building features and associated resources on continuation page. ☒

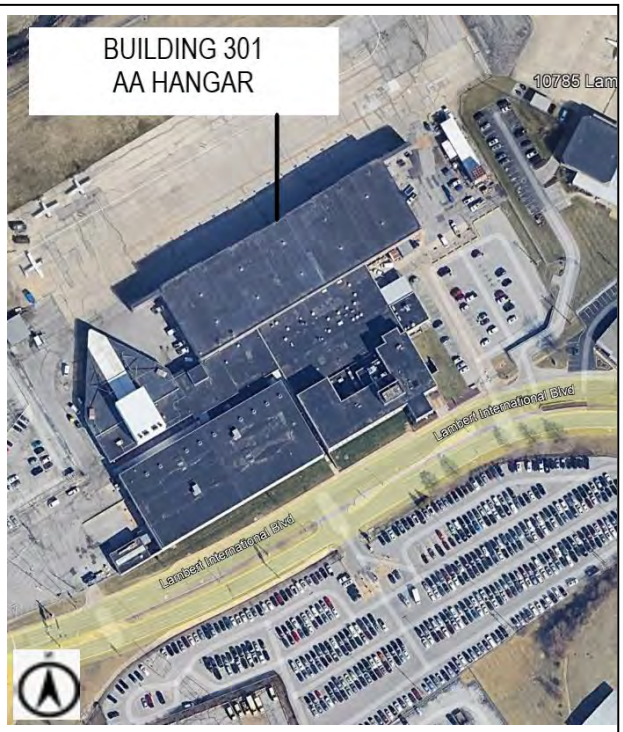
OTHER

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: 10/04/2022 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)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/04/2022	Looking southwest toward the north façade from Runway 6-24.

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. 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.

Ozark Air Lines

Ozark Air Lines started operations in St. Louis in 1943 offering passenger service between the city and Springfield. After a brief period in which its license was revoked by the Civil Aeronautics Board, the company secured the rights to operate the routes of Parks Air Transport in September 1950. St. Louis became its hub, and the airline served the Midwest region including, Chicago, Tulsa, and Memphis, TN. By the 1955, the airline had expanded service to 35 cities including, Indianapolis and Nashville, as well as medium-sized cities like Wichita, KS and Sioux City, IA. In the continuing growth during the 1950s and 1960s, the airline diversified its fleet by using DC-3x, Martin 4-0-4s, a piston-engine aircraft, and Fairchild F-27s, a turboprop aircraft. "St. Louis supported Ozark's growth by constructing a new 130,000 square-foot maintenance facility and office building west of the passenger terminal at Lambert. Ozark first occupied the space in 1964."[1] In the mid-1960s, the airline began to expand service to the Eastern seaboard and added key service to the western part of the country in Denver by 1966. At this time the airline transitioned to jet engine aircraft with the adoption of DC-9s and DC-10s. By the 1970s service expanded to the Southeast with Atlanta and several cities in Florida as new destinations. In 1979 the airline got a contract to fly from Washington Dulles to Champaign and Peoria, IL. By 1986, Ozark held 26.3 percent of the air traffic at St. Louis, while TWA held 56.5 percent, and talks about a possible merger had begun. Finally, in September of that year, the Department of Transportation approved the merger. On October 27, 1986, Ozark ceased to exist and TWA took over the building

[1] Daniel L. Rust, *The Aerial Crossroads of America: St. Louis's Lambert Airport* (St. Louis: Missouri History Museum Press, 2016), 148.

complex on Lambert International Boulevard.

Deregulation

The economic downturn of the early 1970s and rise in fuel prices resulting from the energy crisis of 1973-74 led to a $100 million in airline industry losses. In order to avoid the bankruptcy that had befallen the rail industry, the Civil Aeronautics Board (CAB) started regulatory reforms in the mid-1970s which called for phasing out airline economic regulation. Both houses of Congress passed airline deregulation legislation by large majorities in 1978. President Carter signed the Airline Deregulation Act into law in late October 1978. As many as 150 new airlines formed by the end of the year and a new era in the airline industry began. TWA decided to adopt St. Louis as its hub in order to reduce operating costs, increase regional market dominance, and increase passenger loads. But deregulation turned out to be a mixed blessing for the airlines and for passengers. Some airlines did not survive, and in order to stay competitive, TWA increased fares over 100 percent from St. Louis to Kansas City, Los Angeles, New York, and Chicago. By 1983, Lambert had become the sixth-busiest airport in the country and TWA was offering 178 daily flights to St. Louis. Then TWA began to suffer from lagging sales, debt, and higher operating costs because of the Ozark acquisition in 1986. In January of 2001, American Airlines announced an agreement to purchase TWA wishing to preserve jobs and the important hub in St. Louis. TWA filed for bankruptcy to get rid of unwanted obligations. The two companies merged in April of that year with American paying $742 million in cash and taking on the other airline's debt of $2 billion; $15.5 million of those was owed to Lambert Airport. TWA flew its last flight on December 1, 2001, and American Airlines took over the large complex on Lambert International Boulevard.

Ozark Air Lines Hangar
Ozark Air Lines Hangar (Building 301) was built in 1964 for Ozark Air Lines along with the office and shop building as part of the airline's expansion of its facilities at Lambert St. Louis Municipal Airport, which it used as its operational hub.. It functioned as a maintenance and storage facility for the airline's aircraft.

From 1964 until the 1970s, the Ozark Air Lines complex remained unchanged. In 1972, the AA Hangar Hush House (Building 300) was built northeast of the complex; in 1981, the shop building was extended west connecting to AA Hangar Maintenance Docks (Building 302) and AA Stores (Building 303); in 1997, a small one-story brick-clad building with a flat roof and metal exhaust vents was added to the shop's east elevation; and by 2006, a metal shed roof was added to the north elevation of the 1997 addition.

Significance

Ozark Air Lines Hangar (Building 301) 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."

Ozark Air Lines Hangar (Building 301) is significant under Criterion A, association with events that have made a significant contribution to the broad patterns of our history. The building and was built in 1964 to serve as an aircraft and maintenance hangar for Ozark Air Lines, following the construction of the new, modern Lambert-St. Louis Municipal Airport in 1956. Starting in the early 1950s, Ozark Air Lines made St. Louis its operational hub expanding service through the Midwest, the Eastern seaboard and western parts of the country during the 1960s. Construction of the office and shop building demonstrated Ozark Air Lines' extensive investment at the airport.

Ozark Air Lines Hangar (Building 301) 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.

Ozark Air Lines Hangar (Building 301) is 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 1964 hangar is a good example of the consecutive-rectangular hangar type used in the aircraft industry for weather protection and for the maintenance, repair, manufacture, assembly and storage of airplanes. The consecutive-rectangular type is designed to house aircraft to be stored beside each other. The steel frame structure is clad in concrete and metal and features steel posts supporting steel trusses which in turn support the roof deck. The tall and large sliding hangar doors fold onto themselves when open and feature an outrigger on each end to allow the extension of the doors beyond the width of the hangar. This design facilitated storage of increasingly larger aircraft that were then being used by airlines during this time.

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

Ozark Air Lines Hangar (Building 301) retains integrity of location, design, materials, workmanship, feeling, and association. Integrity of setting has been slightly diminished through alterations at the airport over the years to accommodate changing technologies and modernization of the aviation industry

Therefore, the property is eligible for inclusion in the NRHP.

Its period of significance is 1964, the building's date of construction and representing Ozark Air Lines' investment into St. Louis for its

operational hub and preparation for larger commercial aircraft.

The historic property boundary is the hangar footprint.

Collectively with the adjacent Ozark Air Lines office and shop, the original 1964 Ozark Air Lines Office, Shop, and Hangar complex constitutes a single historic property eligible under Criteria A and C as described above and on the Ozark Air Lines Shop & Office Building survey form.

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

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

Wong, Daniel. "The History of St. Louis-Based Carrier Ozark Air Lines." *Simple Flying*, July 26, 2022. Accessed December 19, 2022. https://simpleflying.com/ozark-air-lines-history/.

Wright, John A., Ina Watson, J. Luther Covington, and Victoria Cothran. *Kinloch: Yesterday Today and Tomorrow*. Kinloch: Kinloch History Committee, 1983. PDF download.

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

Building 301-AA Hangar is situated directly west of the Missouri Air National Guard campus and southwest of an international airport; the area is enframed by the southernmost edge of Runway 6-24, the westernmost edge of Runway 12R-30L, and Lambert International Boulevard on the south. The building is surrounded by concrete-covered driveways and parking lots; there is an open section of Coldwater Creek along the northwest; and landscaped yards directly east in a neighboring parcel.

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

Building 301-AA Hangar is a five-story concrete building with a rectangular footprint, a flat roof of bituminous membrane, metal exhaust cylinders, metal coping covers, with a metal-clad top floor. The building features no windows and a building-wide opening at the north façade. The opening features a series of tall folding metal doors; at each end are external, metal-clad pockets to receive the folding doors. There is series of single and paired spotlights above the north-facing parapet.

Additions
c. 2000 the external, metal-clad pockets for the large doors were installed at each end of the building.

Photographer:	Date:	Description:
Hansel A. Hernandez	10/04/2022	Looking northwest toward the south and east elevations from Lambert International Boulevard

ARCHITECTURAL/HISTORIC INVENTORY FORM

Photographer:	Date:	Description:
Hansel A. Hernandez	10/04/2022	Looking northwest toward the east elevation from Lambert International Boulevard

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-001-0005		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10900	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.744841 Long.: -90.375120	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Ozark Air Lines Shop & Office Building		9. Present/other name (if known): AA Shop & Office Building (Building 304)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Commerce/Trade; business Transportation/Air-related	11b. Current use: Commerce/Trade; business Transportation/Air-related

HISTORICAL INFORMATION

12. Construction date: 1964	15. Architect:	18. Previously surveyed? ☐ Cite survey name in box 22 cont. (page 3)
13. Significant date/period: 1964	16. Builder/contractor:	19. On National Register? ☐ individual ☐ district Cite nomination name in box 22 cont. (page 3)
14. Area(s) of significance: Transportation/Air-Related Architecture	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, DH, casement
24. Vernacular or property type:	31. Chimney placement: Side, left	38. Acreage (rural): Visible from public road? ☐
25. Architectural Style: International Style; Brutalism	32. Structural system: Steel frame	39. Changes (describe in box 41 cont.): ☒ Addition(s) Date(s): c. 1981, c.1997, c.2006 ☐ Altered Date(s): ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: U; rectangular	33. Exterior wall cladding: Brick, concrete, pebble dash, powdered coated aluminum	
27. No. of stories: 1; 2	34. Foundation material: Concrete	
28. No. of bays (1st floor): 23	35. Basement type: Full	40. No. of outbuildings (describe in box 40 cont.):
29. Roof type: Flat	36. Front porch type/placement: Platform Side	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: 10/03/2022 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)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking north toward the south façade from Lambert International Boulevard


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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. 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.

Ozark Air Lines

Built in 1964, the Ozark Air Lines Shop & Office Building (now called the AA Shop & Office Building, Building 304) originally served Ozark Air Lines. The airline started operations in St. Louis in 1943 offering passenger service between the city and Springfield. After a brief period in which its license was revoked by the Civil Aeronautics Board, the company secured the rights to operate the routes of Parks Air Transport in September 1950. St. Louis became its hub, and the airline served the Midwest region including, Chicago, Tulsa, and Memphis, TN. By the 1955, the airline had expanded service to 35 cities including, Indianapolis and Nashville, as well as medium-sized cities like Wichita, KS and Sioux City, IA. In the continuing growth during the 1950s and 1960s, the airline diversified its fleet by using DC-3x, Martin 4-0-4s, a piston-engine aircraft, and Fairchild F-27s, a turboprop aircraft. "St. Louis supported Ozark's growth by constructing a new 130,000 square-foot maintenance facility and office building west of the passenger terminal at Lambert. Ozark first occupied the space in 1964."[1] In the mid-1960s, the airline began to expand service to the Eastern seaboard and added key service to the western part of the country in Denver by 1966. At this time the airline transitioned to jet engine aircraft with the adoption of DC-9s and DC-10s. By the 1970s service expanded to the Southeast with Atlanta and several cities in Florida as new destinations. In 1979 the airline got a contract to fly from Washington Dulles to Champaign and Peoria, IL. By 1986, Ozark held 26.3 percent of the air traffic at St. Louis, while TWA held 56.5 percent, and talks about a possible merger had begun. Finally, in September of that year, the

[1] Daniel L. Rust, *The Aerial Crossroads of America: St. Louis's Lambert Airport* (St. Louis: Missouri History Museum Press, 2016), 148. I don't know where the Bourne and Roberts source is but the4 quote is from Rust so I changed the citation to reflect that

Department of Transportation approved the merger. On October 27, 1986, Ozark ceased to exist, and TWA took over the building complex on Lambert International Boulevard.

Deregulation

The economic downturn of the early 1970s and rise in fuel prices resulting from the energy crisis of 1973-74 led to a $100 million in airline industry losses. In order to avoid the bankruptcy that had befallen the rail industry, the Civil Aeronautics Board (CAB) started regulatory reforms in the mid-1970s which called for phasing out airline economic regulation. Both houses of Congress passed airline deregulation legislation by large majorities in 1978. President Carter signed the Airline Deregulation Act into law in late October 1978. As many as 150 new airlines formed by the end of the year and a new era in the airline industry began. TWA decided to adopt St. Louis as its hub in order to reduce operating costs, increase regional market dominance, and increase passenger loads. But deregulation turned out to be a mixed blessing for the airlines and for passengers. Some airlines did not survive, and in order to stay competitive, TWA increased fares over 100 percent from St. Louis to Kansas City, Los Angeles, New York, and Chicago. By 1983, Lambert had become the sixth-busiest airport in the country and TWA was offering 178 daily flights to St. Louis. Then TWA began to suffer from lagging sales, debt, and higher operating costs because of the Ozark acquisition in 1986. In January of 2001, American Airlines announced an agreement to purchase TWA wishing to preserve jobs and the important hub in St. Louis. TWA filed for bankruptcy to get rid of unwanted obligations. The two companies merged in April of that year with American paying $742 million in cash and taking on the other airline's debt of $2 billion; $15.5 million of those was owed to Lambert Airport. TWA flew its last flight on December 1, 2001, and American Airlines took over the large complex on Lambert International Boulevard.

International Style

International Style describes a type of design that developed at the Bauhaus school in Germany and with Le Corbusier in France during the 1920s, before spreading to America in the 1930s, where it became the dominant style in American architecture during the middle decades of the 20th century. Although not as fashionable for residential use, in the United States, the International Style was especially suited to skyscraper architecture, where its sleek, modern look became synonymous with corporate modernism during the period 1955-70. German émigré Mies van der Rohe became the style's most prolific designer in America. The style was characterized by an almost complete absence of architectural ornamentation, box-shaped buildings, large expanses of windows, smooth surfaces, flat roofs, and cantilevered extensions with glass and steel as the predominant building materials. The popular style quickly influenced institutional and civic architecture across the United States during the mid-twentieth century, leading to a proliferation of buildings that eschewed ornamentation and exhibited simple and sometimes austere exteriors with variations in massing, materials, and fenestration.

Brutalism

More a design philosophy than a style, Brutalism originated in the 1950s with younger British architects and spread quickly in the United States in the 1960s and 1970s Brutalism emphasized monumental, sculptural forms with exposed concrete surfaces, often textured by wood forms, and mixed with exposed brick. The trend for textured concrete came directly from French architect Le Corbusier's use of "béton brut", or raw concrete evidenced in his post-war work. The poured-in-place concrete is imprinted with the texture of the wood form and exposed in interior and exterior surfaces. Brutalism embraces the roughness of concrete, or the heavy simplicity of its natural forms used sometimes in highly sculptural shapes through the plasticity of poured concrete. Brutalist buildings have a heavy mass and scale, and their highly sculptural shapes are generally stacked together in various ways creating an unbalanced look.

Character-defining features include raw and exposed materials emphasizing stark forms; sculptural forms; heavily-textured surfaces and massiveness created by large areas of brick or concrete; small window openings; combination and interplay of solids and voids; and exposed mechanical systems. The large brick or concrete surfaces are often interrupted by deep-shadow penetrations or breaks on the wall plane; or vertical slots or tall openings with horizontal slots. Louis Kahn's Yale Art Gallery of 1953 is considered the first building of this raw aesthetic in America.

Ozark Air Lines Shop & Office Building

The Ozark Air Lines Shop & Office Building were built in 1964 along with the large hangar to the north as part of the airline's expansion of its facilities at Lambert St. Louis Municipal Airport, which it used as its operational hub. The building functioned as a regional office and as a shop facility for the airline's aircraft.

From 1964 until the 1970s, Ozark Air Lines Shop & Office Building remained unchanged. In 1972 the Hangar Hush House (Building 300) was built northeast of the complex; in 1981, the shop building was extended west connecting to Hangar Maintenance Docks (Building 302) and Stores (Building 303); in 1997, a small one-story brick-clad building with a flat roof and metal exhaust vents was added to the shop's east elevation; and by 2006, a metal shed roof was added to the north elevation of the 1997 addition

Significance

Ozark Air Lines Shop & Office Building (Building 304) 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."

Ozark Air Lines Shop & Office Building (Building 304) is significant under Criterion A, association with events that have made a significant contribution to the broad patterns of our history. The building was built in 1964 to serve as offices and maintenance shop for Ozark Air Lines, following the construction of the new, modern Lambert-St. Louis Municipal Airport in 1956 and the expansion of the jet age in air travel. Starting in the early 1950s, Ozark Air Lines made St. Louis its operational hub expanding service through the Midwest, the Eastern seaboard and western parts of the country during the 1960s. Construction of the office and shop building demonstrated Ozark Air Lines' extensive investment at the airport.

Ozark Air Lines Shop & Office Building (Building 304) 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.

Ozark Air Lines Shop & Office Building (Building 304) is 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 building is a good example of the International Style with Brutalist influences as applied to corporate office architecture popularized by the United States from the 1950s to the early 1970s. It features separate and distinct orthogonal volumes, the square entrance volume and the large rectangular office block, brought together harmoniously in plan with the shop building at rear and the larger hangar building directly north built that same year, unifying the complex into one single entity. The inherent monumentally the building bestows along the streetscape is achieved by the character-defining feature of a block-like effect of the building façade with solid, large, and expansive planes of brick and the imposing concrete entrance pavilion. In contrast, the windows are set in slender bays on the wall plane. The effect is an interplay of solids and voids, which is a character-defining feature of this modern aesthetic. The block-like effect of the building's geometric shape, scale, and massing along the street, its uniform glazing pattern, and its use of modest yet elegant materials are characteristics of the International Style.

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

Ozark Air Lines Shop & Office Building (Building 304) retains integrity of location, materials, workmanship, feeling, and association. Integrity of design has been slightly diminished by the extension of the shop building to the west and the small addition to the east and its integrity of setting has been slightly diminished through alterations at the airport over the years to accommodate changing technologies and modernization of the aviation industry.

Therefore, the property is eligible for inclusion in the NRHP.

Its period of significance is 1964 the building's date of construction and representing Ozark Air Lines' investment into St. Louis for its operational hub and preparation for larger commercial aircraft.

Due to shop building's extension to the east and west, the historic property boundary is collectively the footprint of the office building and its connected shop.

Collectively with the adjacent Ozark Air Lines office and shop, the original 1964 Ozark Air Lines Office, Shop, and Hangar complex constitutes a single historic property eligible under Criteria A and C as described above and on the Ozark Air Lines Hangar survey form.

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

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St. Louis Public Library, Digital Collection.

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

Wong, Daniel. "The History of St. Louis-Based Carrier Ozark Air Lines." *Simple Flying*, July 26, 2022. Accessed December 19, 2022. https://simpleflying.com/ozark-air-lines-history/.

Wright, John A., Ina Watson, J. Luther Covington, and Victoria Cothran. *Kinloch: Yesterday Today and Tomorrow.* Kinloch: Kinloch History Committee, 1983. PDF download.

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

Ozark Air Lines Shop & Office Building (Building 304) is situated directly west of the Lambert Field Historic District and southwest of Terminal 1; the area is enframed by the southernmost edge of Runway 6-24, the westernmost edge of Runway 12R-30L, and Lambert International Boulevard on the south. The building occupies the southeast corner of the American Airlines complex, which follows a downward slope to the north. There is a large asphalt-covered parking lot and a concrete-covered driveway directly east of the building; there is an open section of Coldwater Creek along the northwest. There are stone-clad planting beds and landscaped front yards directly south of the building and concrete sidewalks front the south façade along the boulevard. There western retaining concrete wall and concrete walkway leading from the sidewalk into the building complex at the southwest corner of the building.

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

The three-story plus basement office building along the south occupies a U-shaped footprint facing south along the boulevard and has a one-story shop building directly at the rear with a rectangular footprint, which connects to the large hangar the north. The buildings have flat roofs of bituminous membrane, with metal chimney flues along the north edge of the shop's roof. The office building features large mechanical equipment on the roof with a metal enclosure; metal fixed and double-hung windows with powder-coated aluminum spandrels above and below them; and the basement floor with metal casements.

A pebble dash and concrete side platform lead to a projecting two-story square volume serving as the entrance to the office building, southeast of the south facade. The building features concrete piers dividing the facades into three bays; there are tall, fixed metal windows at the first floor, brick header-clad spandrels above, and fixed metal windows at the second floor, topped by a concrete parapet.

The south façade and the secondary east and west elevations of the office building feature a tripartite organization with the brick-clad basement floor with stone stringcourse supporting the brick-clad first floor, and the alternating bays of the second floor in pebble-dash and powder-coated aluminum spandrels and window units, then a cantilever stone canopy topped by the low stone parapet wall.

<u>Additions</u>
c.1981, the shop building was extended west connecting to Building 302 Maintenance Docks and Building 303 Stores;
c.1997, a small one-story brick-clad building with a flat roof and metal exhaust vents was added to the shop's east elevation;
c.2006, a metal shed roof was added to the north elevation of the c. 1997 addition.

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking northwest toward the south façade and east elevation from Lambert International Boulevard

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking northwest toward the south façade entrance and west elevation from Lambert International Boulevard

ARCHITECTURAL/HISTORIC INVENTORY FORM

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking northwest toward the west elevation from Lambert International Boulevard

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-001-0006		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10785	Street (name) Lambert International Boulevard
5.City: St. Louis	Vicinity: ☐	6. Geographical Reference: Lat.: 38.745795 Long.: -90.374730	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Ozark Air Lines Hangar Hush House		9. Present/other name (if known): AA Hangar Hush House (Building 300)	
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: 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:
24. Vernacular or property type:	31. Chimney placement: Side, right	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): ☐ Altered Date(s): ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Concrete	
27. No. of stories: 1, 2	34. Foundation material: Concrete	
28. No. of bays (1st floor):	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.):
29. Roof type: Flat	36. Front porch type/placement: Closed Side, left	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: 10/04/2022 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)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/04/2022	Looking northeast toward the west façade from Lambert International Boulevard.


SPILL CART
N40285
N40250

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. 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.

Ozark Air Lines

Ozark Air Lines started operations in St. Louis in 1943 offering passenger service between the city and Springfield. After a brief period in which its license was revoked by the Civil Aeronautics Board, the company secured the rights to operate the routes of Parks Air Transport in September 1950. St. Louis became its hub, and the airline served the Midwest region including, Chicago, Tulsa, and Memphis, TN. By the 1955, the airline had expanded service to 35 cities including, Indianapolis and Nashville, as well as medium-sized cities like Wichita, KS and Sioux City, IA. In the continuing growth during the 1950s and 1960s, the airline diversified its fleet by using DC-3x, Martin 4-0-4s, a piston-engine aircraft, and Fairchild F-27s, a turboprop aircraft. "St. Louis supported Ozark's growth by constructing a new 130,000 square-foot maintenance facility and office building west of the passenger terminal at Lambert. Ozark first occupied the space in 1964."[1] In the mid-1960s, the airline began to expand service to the Eastern seaboard and added key service to the western part of the country in Denver by 1966. At this time the airline transitioned to jet engine aircraft with the adoption of DC-9s and DC-10s. By the 1970s service expanded to the Southeast with Atlanta and several cities in Florida as new destinations. In 1979 the airline got a contract to fly from Washington Dulles to Champaign and Peoria, IL. By 1986, Ozark held 26.3 percent of the air traffic at St. Louis, while TWA held 56.5 percent, and talks about a possible merger had begun. Finally, in September of that year, the Department of Transportation approved the merger. On October 27, 1986, Ozark ceased to exist and TWA took over the building

[1] Daniel L. Rust, *The Aerial Crossroads of America: St. Louis's Lambert Airport* (St. Louis: Missouri History Museum Press, 2016), 148.

complex on Lambert International Boulevard.

Deregulation

The economic downturn of the early 1970s and rise in fuel prices resulting from the energy crisis of 1973-74 led to a $100 million in airline industry losses. In order to avoid the bankruptcy that had befallen the rail industry, the Civil Aeronautics Board (CAB) started regulatory reforms in the mid-1970s which called for phasing out airline economic regulation. Both houses of Congress passed airline deregulation legislation by large majorities in 1978. President Carter signed the Airline Deregulation Act into law in late October 1978. As many as 150 new airlines formed by the end of the year and a new era in the airline industry began. TWA decided to adopt St. Louis as its hub in order to reduce operating costs, increase regional market dominance, and increase passenger loads. But deregulation turned out to be a mixed blessing for the airlines and for passengers. Some airlines did not survive, and in order to stay competitive, TWA increased fares over 100 percent from St. Louis to Kansas City, Los Angeles, New York, and Chicago. By 1983, Lambert had become the sixth-busiest airport in the country and TWA was offering 178 daily flights to St. Louis. Then TWA began to suffer from lagging sales, debt, and higher operating costs because of the Ozark acquisition in 1986. In January of 2001, American Airlines announced an agreement to purchase TWA wishing to preserve jobs and the important hub in St. Louis. TWA filed for bankruptcy to get rid of unwanted obligations. The two companies merged in April of that year with American paying $742 million in cash and taking on the other airline's debt of $2 billion; $15.5 million of those was owed to Lambert Airport. TWA flew its last flight on December 1, 2001, and American Airlines took over the large complex on Lambert International Boulevard.

AA Hangar Hush House (Building 300)

From 1964 until the 1970s, Ozark Air Lines' large complex remained unchanged. In 1972 AA Hangar Hush House (Building 300)was built northeast of the complex to serve as a testing location for aircraft engines.

In 1981, the shop building was extended west connecting to AA Hangar Maintenance Docks (Building 302) and AA Stores (Building 303); in c.1997, a small one-story brick-clad building with a flat roof and metal exhaust vents was added to the shop's east elevation; and by c.2006, a metal shed roof was added to the north elevation of the c.1997 addition.

Significance

AA Hangar Hush House (Building 300) 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."

AA Hangar Hush House (Building 300) House is not significant under Criterion A, association with events that have made a significant contribution to the broad patterns of our history. The facility was constructed as a later addition to Ozark Air Lines' existing complex at the airport and does not appear significant in the history of the airline or of the airport.

AA Hangar Hush House (Building 300) 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.

AA Hangar Hush House (Building 300) 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 aircraft engine testing 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.

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

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

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Wright, John A., Ina Watson, J. Luther Covington, and Victoria Cothran. *Kinloch: Yesterday Today and Tomorrow*. Kinloch: Kinloch History Committee, 1983. PDF download.

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

AA Hangar Hush House (Building 300)is situated directly west of the Lambert Field Historic District and southwest of St. Louis Lambert International Airport. The area is enframed by the southernmost edge of Runway 6-24, the westernmost edge of Runway 12R-30L, and Lambert International Boulevard on the south. The building is surrounded by concrete and asphalt-covered driveways and parking lots; there is an open section of Coldwater Creek along the northwest; and landscaped yards directly east in a neighboring parcel.

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

AA Hangar Hush House (Building 300) is a one-and-a-half story concrete building with a rectangular footprint, a flat roof of bituminous membrane, metal coping covers, with a with a one-and-a-half story metal-covered opening at the north elevation. The building rises to three-stories at the southern end featuring a flat roof with a grid of chimney openings. There is a small CMU block one-story addition on the west façade with a flat roof and metal coping covers and a single metal door. The building features no windows.

Photographer:	Date:	Description:
Hansel A. Hernandez	October 4, 2022	Looking southwest toward the east façade and north elevation from Missouri Air National Guard complex

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-001-0007		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10895	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.745013 Long.: -90.373715	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Community America Credit Union		9. Present/other name (if known): Community America Credit Union (Building 316)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Commerce/Trade; financial institution	11b. Current use: Commerce/Trade; financial institution

HISTORICAL INFORMATION

12. Construction date: 1978; 1997	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:	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: Standing seam metal	37.Windows: ☒ historic ☐ replacement Pane arrangement: Fixed
24. Vernacular or property type:	31. Chimney placement:	38. Acreage (rural): Visible from public road? ☐
25. Architectural Style: Modern Movement	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: Brick, pebble dash	
27. No. of stories: 1	34. Foundation material: concrete	
28. No. of bays (1st floor): 4	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): 1
29. Roof type: Flat	36. Front porch type/placement: Portico Side, right	41. Further description of building features and associated resources on continuation page. ☒

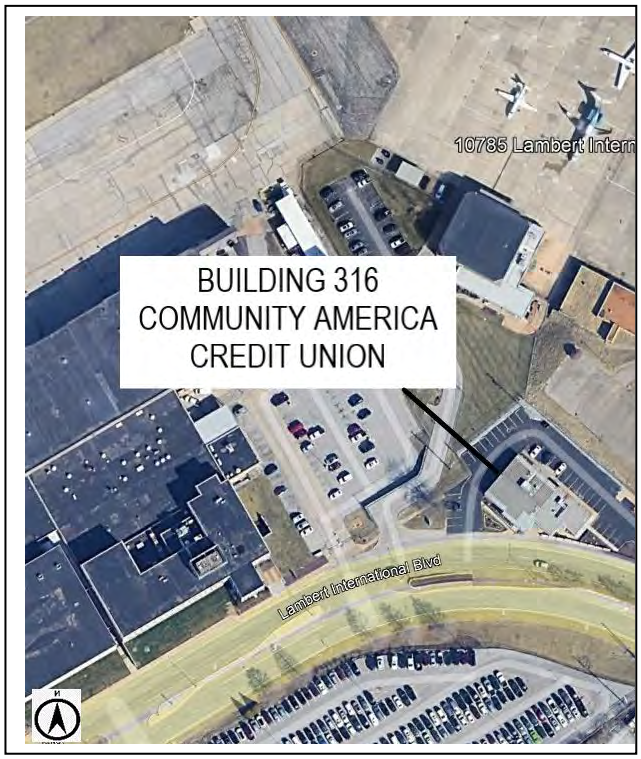
OTHER

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: 10/03/2022 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)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking northeast toward the south façade from Lambert International Boulevard

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.

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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. Upon the completion of Terminal 2 in 1998and 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.

Community America Credit Union (Building 316)

TWA pilot George Duvall founded Community America Credit Union in 1940 as the TWA Club Credit Union. By the following year, the credit union had more than $20,000 in assets and 644 members. In 1978, the branch building was built along Lambert International Boulevard, mostly to serve airport employees and their families. The building expanded its footprint east in around 1997 and added a drive-thru station, according to historic aerials photographs. In 1992, the company changed its name to Members American Credit Union, and in 1998, after American Airlines took over TWA, the bank merged with Midwest United Credit Union. Today, the company is based in Lenexa, Kansas, has 32 locations, a membership of over 250,000 members, and assets valued at $4.6 million.

<u>Significance</u>

Community America Credit Union (Building 316) 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."

Community America Credit Union (Building 316) is not significant under Criterion A, association with events that have made a significant contribution to the broad patterns of our history. The building is not associated with air-related transportation and does not

appear significant in the history of the airport or airlines that used the airport as an operational hub.

Community America Credit Union (Building 316) 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.

Community America Credit Union (Building 316) 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. Although the building does present some of the features of Modern Movement styles, like proportion and scale, classical columns and stylized entablature, it is not an outstanding example of the style, and research does not indicate architectural significance. Further, the building was substantially altered and expanded in the 1990s.

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.

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

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

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

Community America Credit Union (Building 316) is situated southwest of the Lambert Field Historic District, St. Louis Lambert International Airport, and southeast of the American Airlines complex. The area is enframed by the southernmost edge of Runway 6-24, the westernmost edge of Runway 12R-30L, and Lambert International Boulevard on the south. There are asphalt-covered parking lots at the east, west, and north, along with two asphalt-covered driveways along the south. There is a short concrete sidewalk along the boulevard, as well as a short concrete walkway and a small, landscaped yard in front of the building. There is brick-clad stepped wall with stone copings separating the bank from the roadway and there is a landscaped right-of-way farther east along the boulevard; and a chain link fence separates the bank property from the Missouri Air National Guard campus and the American Airlines complex.

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

Community America Credit Union (Building 316) is an altered building that occupies a rectangular footprint north of the boulevard and is comprised of a square building on the west and a setback square building to the east; all roofs are flat standing seam metal panels with roof mechanical equipment. The white brick-clad walls feature tall duranodic bronze aluminum fixed windows and doors and a wrap-around entablature of pebble dash panels slightly projecting from the building plane. The west portico features a cantilever roof supported by a square concrete column, while the east portico features a cantilever roof supported by a round brick-clad column.

Additions

c.1997, a setback addition is built to the east of the bank and the car-thru ATM machine station is installed at the rear is on a concrete slab

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking northwest toward the east and north elevations from Lambert International Boulevard

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking northeast toward the south façade and west elevation from Lambert International Boulevard


Community
America
CREDIT UNION

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-001-0008		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10785	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.747301 Long.: -90.374406	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Equipment (Building 107)		9. Present/other name (if known): JetLinx Hush House (Building 613)	
10. Ownership: ☒ Private ☐ Public		11a. Historic use (if known): Defense/Air Facility	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: U. S. Navy	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): ☐ Altered Date(s): ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: T	33. Exterior wall cladding: Metal	
27. No. of stories: 1, 3	34. Foundation material: Concrete	
28. No. of bays (1st floor): 1	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): 1
29. Roof type: Vault	36. Front porch type/placement: Recessed 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: 10/04/2022 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:	

ARCHITECTURAL/HISTORIC INVENTORY FORM

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/04/2022	Looking northwest toward the south façade and east elevation from Building 601

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. 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.

Military History at Lambert Airport

Prior to the Missouri Air National Guard Base at Lambert Field (ANGLF), the Naval Air Station (NAS) had occupied facilities at Lambert Field. Navy reserves began meeting in a shed outside Lambert Field in 1925 with Major Albert Bond Lambert donating a plane for them to use. In 1930, the Navy designated their unit as a Naval Reserve Aviation Base. From 1932 to 1942 the unit used a hangar on the northwest corner of the airport built by the city of St. Louis. The large hangar featured a concrete ramp for parking aircraft, shop and offices were attached on both sides of the structure. A parachute loft was in the rafters of the hangar. No barracks existed since the group consisted of two officers and 10 enlisted men in 1932. Additional fields were established to handle the training schedule at Lambert Field however, it became obvious the original base could not accommodate the increasing number of students and the aircraft needed in the training; ramp space had to be borrowed from other airlines and plane manufacturers. "In 1941, construction was started on the southwest corner of the airport of what was to become NAS, St. Louis, Missouri."[1] The site was located on the north side of Natural Bridge Road, just east of Coldwater Creek, and had large hangars and repair shops, a steam plant, garages, an underground re-fueling systems, a sewage treatment plant, and administrative office. Soon after, additional construction began on the south side of the road, primarily living quarters for the cadets and enlisted men and many air defense ancillary structures.

[1] Engineering-Environmental Management, Inc., *Final Report Cultural Resources Survey Missouri Air National Guard Property at Lambert Field and Fort Leonard Wood, Missouri* (Denver: Engineering-Environmental Management, Inc., 2006), 3-14.

The second control tower was built atop the Navy hangar once the airport expanded to the east. And once the Navy left Lambert Field, a larger, higher tower was built near the front gate of the naval base with a building at its base to house the local Federal Aviation Administration offices. The Naval Air Station at Lambert came to provide all crash, fire, rescue services, snow removal at the airport, and the medical department and its hospital provided emergency care for the area. After the attack on Pearl Harbor, there was a surge in the enrollment of sailors based at the Lambert base. After the war, the base continued operating and began using jet planes. Then in the fall of 1957 NAS St. Louis received de-commissioning orders from Washington, D.C. and closed in the winter of 1958.

The 131st is a unit of the Missouri Air National Guard and dates to 1923 as an observation squadron at Lambert Field. During World War II the unit was in active wartime service in the Pacific but was also engaged in stateside training until 1944 when it mobilized to Australia as part of the 71st Tactical Reconnaissance Group.

After World War II, the 110th Squadron returned to Lambert and became the 110th Fighter Squadron of the 71st Fighter Wing, Missouri Air National Guard. In 1950, the 71st Wing became the 131st Composite Wing and became active for Korean War service in March 1951 as the 131st Fighter Bomber Wing. It moved to Bergstrom Base in Texas temporarily, then in July 1951, it transferred to Tactical Air Command, moving to George Air Force Base in California to become the 110th Fighter Bomber Squadron. Its personnel deployed to Korea during this period, 1951-1952, and reverted to state control in late 1952, returning to the southwest corner of Lambert. It then re-formed as a bombing unit and became the 110th Bombardment Squadron.

During the rest of the 1950s the unit became the 110th Fighter Interceptor Squadron with the conversion to jet planes, coming under the Air Defense Command. After the Navy Reserve departed their facilities at Lambert, the 110th moved from its cramped quarters at the southwest corner of Lambert to the former NAS St. Louis buildings in February 1958. In 1960, the unit became the 110th Tactical Fighter Squadron. From 1961 to 1961 the squadron went to Europe during the Berlin Wall crisis when the United States activated National Guard and Reserve units, including the 110th. Once tensions in Europe decreased in the summer of 1962, the unit returned to Lambert. The Missouri Air National Guard continued training operations at Lambert from 1962 to 1973 during the Vietnam War, and from 1968-1977 it continued training and providing air transport for the Missouri governor and other state officials. At the height of the Cold War during the 1970s avionics, jet fuel, and support buildings were added to NAS-St. Louis for it to be capable of handling new technological requirements of jet aircraft. In addition, other buildings and structures were added to the base in the 1980s centered around support facilities as new headquarter buildings, traffic checkpoints, and storage. During this time the unit became the 110th Tactical Fighter Squadron at Lambert and was deploying overseas for demonstrations and live-fire exercises in Italy, the Gulf of Mexico, the United Kingdom in 1982, and Germany in 1988.

JetLinx Hush House (Building 613)

JetLinx Hush House (Building 613)was constructed in 1981 as hush house to test airplane engines. It is currently privately owned and operated.

Significance

JetLinx Hush House (Building 613) was previously determined not eligible. The building is excluded from the adjacent Lambert Field Historic District, which was previously determined NRHP-eligible and documented in 2006 and 2012, consists of seven contributing buildings and one contributing structure. The Historic District is significant under Criterion A during the period of 1942-1955 and is unified by the military and general aviation that has continued from World War II through the early Cold War.

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

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

Wong, Daniel. "The History of St. Louis-Based Carrier Ozark Air Lines." *Simple Flying*, July 26, 2022. Accessed December 19, 2022. https://simpleflying.com/ozark-air-lines-history/.

Wright, John A., Ina Watson, J. Luther Covington, and Victoria Cothran. *Kinloch: Yesterday Today and Tomorrow.* Kinloch: Kinloch History Committee, 1983. PDF download.

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

JetLinx Hush House (Building 613) is located along the western boundary of the Missouri Air National Guard complex, which is enframed by the American Airlines Ground Operations Center complex on the west, the intersection of the southernmost edge of Runway 6-24 and an open section of Coldwater Creek and the westernmost edge of Runway 12R-30L on the northwest, Lambert International Boulevard on the south, and Lambert Field Street on the east. A large concrete-covered courtyard leading to both runways is located south and west of the building.

Outbuliding
There is a small, one-story, concrete building with a metal roof at the north elevation

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

JetLinx Hush House (Building 613) is a two-story hangar, which faces toward the southwest and occupies a T-shaped footprint. The hangar has a concave roof and is entirely clad in metal; it has metal-clad rectangular wing on the east and west elevations. There is single metal door on the west elevation. The south façade features a large curved opening with metal sliding doors with a large metal truss supporting reflector lights in front. At the rear is the one-and-a-half story metal cylindrical wind tunnel.

Photographer:	Date:	Description:
Hansel A. Hernandez	10/04/2022	Looking north toward the south facade from Coldwater Creek

Photographer:	Date:	Description:
Hansel A. Hernandez	10/04/2022	Looking west toward the east elevation from Runway 12R-30L

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-001-0010		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10785	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.745776 Long.: -90.374086	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Fuel Systems Dock (Building 115)		9. Present/other name (if known): Fuel Systems Dock (JetLinx) (Building 612)	
10. Ownership: ☒ Private ☐ Public		11a. Historic use (if known): Defense/Air Facility	11b. Current use: Transportation/air-related

HISTORICAL INFORMATION

12. Construction date: 1978	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: U. S. Navy	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:	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): 1978, 1992 ☐ Altered Date(s): ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Square, T	33. Exterior wall cladding: Brick, metal	
27. No. of stories: 1, 5	34. Foundation material: Concrete	
28. No. of bays (1st floor): 6	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): 2
29. Roof type: Flat	36. Front porch type/placement: Recessed 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: 10/04/2022 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:	

ARCHITECTURAL/HISTORIC INVENTORY FORM

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/04/2022	Looking northwest toward the south façade and east elevation from Lambert International Boulevard

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.

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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. 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.

Military History at Lambert Airport

Prior to the Missouri Air National Guard Base at Lambert Field (ANGLF), the Naval Air Station (NAS) had occupied facilities at Lambert Field. Navy reserves began meeting in a shed outside Lambert Field in 1925 with Major Albert Bond Lambert donating a plane for them to use. In 1930, the Navy designated their unit as a Naval Reserve Aviation Base. From 1932 to 1942 the unit used a hangar on the northwest corner of the airport built by the city of St. Louis. The large hangar featured a concrete ramp for parking aircraft, shop and offices were attached on both sides of the structure. A parachute loft was in the rafters of the hangar. No barracks existed since the group consisted of two officers and 10 enlisted men in 1932. Additional fields were established to handle the training schedule at Lambert Field however, it became obvious the original base could not accommodate the increasing number of students and the aircraft needed in the training; ramp space had to be borrowed from other airlines and plane manufacturers. "In 1941, construction was started on the southwest corner of the airport of what was to become NAS, St. Louis, Missouri."[1] The site was located on the north side of Natural Bridge Road, just east of Coldwater Creek, and had large hangars and repair shops, a steam plant, garages, an underground re-fueling systems, a sewage treatment plant, and administrative office. Soon after, additional construction began on the south side of the road, primarily living quarters for the cadets and enlisted men and many air defense ancillary structures.

[1] Engineering-Environmental Management, Inc., *Final Report Cultural Resources Survey Missouri Air National Guard Property at Lambert Field and Fort Leonard Wood, Missouri* (Denver: Engineering-Environmental Management, Inc., 2006), 3-14.

The second control tower was built atop the Navy hangar once the airport expanded to the east. And once the Navy left Lambert Field, a larger, higher tower was built near the front gate of the naval base with a building at its base to house the local Federal Aviation Administration offices. The Naval Air Station at Lambert came to provide all crash, fire, rescue services, snow removal at the airport, and the medical department and its hospital provided emergency care for the area. After the attack on Pearl Harbor, there was a surge in the enrollment of sailors based at the Lambert base. After the war, the base continued operating and began using jet planes. Then in the fall of 1957 NAS St. Louis received de-commissioning orders from Washington, D.C. and closed in the winter of 1958.

The 131st is a unit of the Missouri Air National Guard and dates to 1923 as an observation squadron at Lambert Field. During World War II the unit was in active wartime service in the Pacific but was also engaged in stateside training until 1944 when it mobilized to Australia as part of the 71st Tactical Reconnaissance Group.

After World War II, the 110th Squadron returned to Lambert and became the 110th Fighter Squadron of the 71st Fighter Wing, Missouri Air National Guard. In 1950, the 71st Wing became the 131st Composite Wing and became active for Korean War service in March 1951 as the 131st Fighter Bomber Wing. It moved to Bergstrom Base in Texas temporarily, then in July 1951, it transferred to Tactical Air Command, moving to George Air Force Base in California to become the 110th Fighter Bomber Squadron. Its personnel deployed to Korea during this period, 1951-1952, and reverted to state control in late 1952, returning to the southwest corner of Lambert. It then re-formed as a bombing unit and became the 110th Bombardment Squadron.

During the rest of the 1950s the unit became the 110th Fighter Interceptor Squadron with the conversion to jet planes, coming under the Air Defense Command. After the Navy Reserve departed their facilities at Lambert, the 110th moved from its cramped quarters at the southwest corner of Lambert to the former NAS St. Louis buildings in February 1958. In 1960, the unit became the 110th Tactical Fighter Squadron. From 1961 to 1961 the squadron went to Europe during the Berlin Wall crisis when the United States activated National Guard and Reserve units, including the 110th. Once tensions in Europe decreased in the summer of 1962, the unit returned to Lambert. The Missouri Air National Guard continued training operations at Lambert from 1962 to 1973 during the Vietnam War, and from 1968-1977 it continued training and providing air transport for the Missouri governor and other state officials. At the height of the Cold War during the 1970s avionics, jet fuel, and support buildings were added to NAS-St. Louis for it to be capable of handling new technological requirements of jet aircraft. In addition, other buildings and structures were added to the base in the 1980s centered around support facilities as new headquarter buildings, traffic checkpoints, and storage. During this time the unit became the 110th Tactical Fighter Squadron at Lambert and was deploying overseas for demonstrations and live-fire exercises in Italy, the Gulf of Mexico, the United Kingdom in 1982, and Germany in 1988.

Fuel Systems Dock (JetLinx) (Building 612)

Fuel Systems Dock (JetLinx) (Building 612)was constructed in 1978 and it was used as a hangar, which has undergone alterations. It is currently privately owned and operated.

Significance

Fuel Systems Dock (JetLinx) (Building 612) was previously determined not eligible. The building is excluded from the adjacent Lambert Field Historic District, which was previously determined NRHP-eligible and documented in 2006 and 2012, consists of seven contributing buildings and one contributing structure. The Historic District is significant under Criterion A during the period of 1942-1955 and is unified by the military and general aviation that has continued from World War II through the early Cold War.

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

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History Committee, 1983. PDF download.

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

Fuel Systems Dock (JetLinx) (Building 612) is located along the western boundary of the Missouri Air National Guard complex, which is enframed by the American Airlines Ground Operations Center complex on the west, the intersection of the southernmost edge of Runway 6-24 and the westernmost edge of Runway 12R-30L on the northwest, Lambert International Boulevard on the south, and Lambert Field Street on the east. The building is at the foot of a landscaped hill on the south and has a landscaped front yard and a concrete walkway in front. There is an asphalt-covered driveway leading from the boulevard to the building enclosed by a chain link fence; there's an asphalt-covered parking lot at the buildings southwest corner; and a large concrete-covered courtyard leading to both runways. The American Airlines Ground Operations complex is directly east. A chain link fence separates the building from the MoANG Building 605 building to the east.

Outbuildings
There are two metal electrical cabinets along the front of the east elevation; and there is a metal car shed along the west elevation of duranodic bronze aluminum posts and corrugated flat roof.

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

Fuel Systems Dock (JetLinx) (Building 612) consists of a five-story corrugated metal-clad hangar building occupying a square footprint with chamfered corners and a one-and-a-half, T-shaped, brick-clad office building attached at the hangar's southeast corner. All roofs are flat with bituminous membrane, metal coping covers, and mechanical equipment.

The south façade of the office building features a recessed entrance with metal and glass infill and double doors; windows are large fixed tinted glass; there is a set of double metal doors at the easternmost bay. The north elevation features duranodic bronze aluminum double-hung windows and sliding doors and a metal door. The hangar's façade faces north and features a tall and long roll down gate. At the hangar's parapet are surface-mounted letters, "Jetlinx." There is a metal ship ladder along the hangar's east elevation.

Additions
1978, loading dock and locked storage space added;
1992, oil/water separator added.

Photographer:	Date:	Description:
Hansel A. Hernandez	10/04/2022	Looking south toward the north elevation from Runway 12R-30L

ARCHITECTURAL/HISTORIC INVENTORY FORM

Photographer:	Date:	Description:
Hansel A. Hernandez	10/04/2022	Looking north toward the south façade from Lambert International Boulevard

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-001-0012		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10863	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.745525 Long.: -90.373235	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Aircraft Maintenance (Building 12)		9. Present/other name (if known): Aircraft Maintenance (Building 605)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Defense/Air Facility	11b. Current use:

HISTORICAL INFORMATION

12. Construction date: 1942	15. Architect:	18. Previously surveyed? ☒ Cite survey name in box 22 cont. (page 3)
13. Significant date/period: 1942-1955	16. Builder/contractor:	19. On National Register? ☐ individual ☐ district Cite nomination name in box 22 cont. (page 3)
14. Area(s) of significance: Military	17. Original or significant owner: U. S. Navy	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, casements, sash 1/1
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): 1988 ☒ Altered Date(s): 1980, 1990 ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Brick	
27. No. of stories: 2	34. Foundation material: Concrete	
28. No. of bays (1st floor): 8	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.):
29. Roof type: Flat	36. Front porch type/placement: Recessed Center, right	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: 10/03/2022 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:	

ARCHITECTURAL/HISTORIC INVENTORY FORM

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking southeast toward the north façade and west elevation from Building 601


225
XRS

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. 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.

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Aircraft Maintenance (Building 605)

Built in 1942 as a storehouse, Aircraft Maintenance (Building 605) was eventually converted to an aircraft maintenance facility.

Significance

Aircraft Maintenance (Building 605) is a contributing resource to the Lambert Field Historic District, which was previously determined NRHP-eligible and documented in 2006 and 2012. The district was determined significant under Criteria A during the period of 1942-1955 and is unified by the military and general aviation that has continued from World War II through the early Cold War. The district consists of seven contributing buildings and one contributing structure.

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Wright, John A., Ina Watson, J. Luther Covington, and Victoria Cothran. *Kinloch: Yesterday Today and Tomorrow.* Kinloch: Kinloch

History Committee, 1983. PDF download.

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

Aircraft Maintenance (Building 605) is located along the western boundary of the Missouri Air National Guard complex, which is enframed by the American Airlines Ground Operations Center complex on the west, the intersection of the southernmost edge of Runway 6-24 and the westernmost edge of Runway 12R-30L on the northwest, Lambert International Boulevard on the south, and Lambert Field Street on the east. The building is at the foot of a hill to the south with a concrete-covered ramp and parking lot at the south elevation, and a large concrete-covered courtyard on the north.

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

Aircraft Maintenance (Building 605) is a two-story, brick-clad building that sits on a concrete foundation and is covered by a flat roof with bituminous membrane, stone copings, and metal coping covers. The building features a rectangular footprint and is oriented an approximate northwest-southeast axis among other airport support facilities. The north-facing façade features a concrete staircase with pipe handrails at the center bay leading to a set of double metal doors beneath a cantilevered metal canopy. Fenestration across this elevation and throughout appears altered though spacing is generally regular: window openings feature replacement metal fixed, double-hung, and casement windows. Other openings are infilled with metal. The west elevation features surface-mounted metal chimney flues while the east elevation features a concrete loading dock with concrete staircase and pipe handrails covered by a cantilevered metal canopy. The south elevation features a metal staircase leading to a metal door on the second floor.

Additions

1988, exterior stairs added;
1990, extensive interior remodeling: walls and doors removed and added, ceiling, plumbing, electrical systems upgraded.

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking south toward the north façade from Building 601

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-001-0013		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10863	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.745978 Long.: -90.372143	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Hangar Maintenance (Building 001)		9. Present/other name (if known): Hangar Maintenance (Building 601)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Defense/Air Facility	11b. Current use:

HISTORICAL INFORMATION

12. Construction date: 1942	15. Architect:	18. Previously surveyed? ☒ Cite survey name in box 22 cont. (page 3)
13. Significant date/period: 1942-1955	16. Builder/contractor:	19. On National Register? ☐ individual ☐ district Cite nomination name in box 22 cont. (page 3)
14. Area(s) of significance: Military	17. Original or significant owner: U. S. Navy	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, multi-light
24. Vernacular or property type:	31. Chimney placement: Side, right	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): 1944 ☒ Altered Date(s): 1981, 1983, 1985, 1987, 1988, 1990, 1997 ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Square, U	33. Exterior wall cladding: Metal, brick	
27. No. of stories: 1, 2, 3	34. Foundation material: Concrete	
28. No. of bays (1st floor): 1	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.):
29. Roof type: Flat; low gable	36. Front porch type/placement: Recessed Centered; 3-stories	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: 10/03/2022 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:	

ARCHITECTURAL/HISTORIC INVENTORY FORM

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)

See Survey Map Set

PHOTOGRAPH

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

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. 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.

Military History at Lambert Airport

Prior to the Missouri Air National Guard Base at Lambert Field (ANGLF), the Naval Air Station (NAS) had occupied facilities at Lambert Field. Navy reserves began meeting in a shed outside Lambert Field in 1925 with Major Albert Bond Lambert donating a plane for them to use. In 1930, the Navy designated their unit as a Naval Reserve Aviation Base. From 1932 to 1942 the unit used a hangar on the northwest corner of the airport built by the city of St. Louis. The large hangar featured a concrete ramp for parking aircraft, shop and offices were attached on both sides of the structure. A parachute loft was in the rafters of the hangar. No barracks existed since the group consisted of two officers and 10 enlisted men in 1932. Additional fields were established to handle the training schedule at Lambert Field however, it became obvious the original base could not accommodate the increasing number of students and the aircraft needed in the training; ramp space had to be borrowed from other airlines and plane manufacturers. "In 1941, construction was started on the southwest corner of the airport of what was to become NAS, St. Louis, Missouri."[1] The site was located on the north side of Natural Bridge Road, just east of Coldwater Creek, and had large hangars and repair shops, a steam plant, garages, an underground re-fueling systems, a sewage treatment plant, and administrative office. Soon after, additional construction began on the south side of the road, primarily living quarters for the cadets and enlisted men and many air defense ancillary structures.

[1] Engineering-Environmental Management, Inc., *Final Report Cultural Resources Survey Missouri Air National Guard Property at Lambert Field and Fort Leonard Wood, Missouri* (Denver: Engineering-Environmental Management, Inc., 2006), 3-14.

The second control tower was built atop the Navy hangar once the airport expanded to the east. And once the Navy left Lambert Field, a larger, higher tower was built near the front gate of the naval base with a building at its base to house the local Federal Aviation Administration offices. The Naval Air Station at Lambert came to provide all crash, fire, rescue services, snow removal at the airport, and the medical department and its hospital provided emergency care for the area. After the attack on Pearl Harbor, there was a surge in the enrollment of sailors based at the Lambert base. After the war, the base continued operating and began using jet planes. Then in the fall of 1957 NAS St. Louis received de-commissioning orders from Washington, D.C. and closed in the winter of 1958.

The 131st is a unit of the Missouri Air National Guard and dates to 1923 as an observation squadron at Lambert Field. During World War II the unit was in active wartime service in the Pacific but was also engaged in stateside training until 1944 when it mobilized to Australia as part of the 71st Tactical Reconnaissance Group.

After World War II, the 110th Squadron returned to Lambert and became the 110th Fighter Squadron of the 71st Fighter Wing, Missouri Air National Guard. In 1950, the 71st Wing became the 131st Composite Wing and became active for Korean War service in March 1951 as the 131st Fighter Bomber Wing. It moved to Bergstrom Base in Texas temporarily, then in July 1951, it transferred to Tactical Air Command, moving to George Air Force Base in California to become the 110th Fighter Bomber Squadron. Its personnel deployed to Korea during this period, 1951-1952, and reverted to state control in late 1952, returning to the southwest corner of Lambert. It then re-formed as a bombing unit and became the 110th Bombardment Squadron.

During the rest of the 1950s the unit became the 110th Fighter Interceptor Squadron with the conversion to jet planes, coming under the Air Defense Command. After the Navy Reserve departed their facilities at Lambert, the 110th moved from its cramped quarters at the southwest corner of Lambert to the former NAS St. Louis buildings in February 1958. In 1960, the unit became the 110th Tactical Fighter Squadron. From 1961 to 1961 the squadron went to Europe during the Berlin Wall crisis when the United States activated National Guard and Reserve units, including the 110th. Once tensions in Europe decreased in the summer of 1962, the unit returned to Lambert. The Missouri Air National Guard continued training operations at Lambert from 1962 to 1973 during the Vietnam War, and from 1968-1977 it continued training and providing air transport for the Missouri governor and other state officials. At the height of the Cold War during the 1970s avionics, jet fuel, and support buildings were added to NAS-St. Louis for it to be capable of handling new technological requirements of jet aircraft. In addition, other buildings and structures were added to the base in the 1980s centered around support facilities as new headquarter buildings, traffic checkpoints, and storage. During this time the unit became the 110th Tactical Fighter Squadron at Lambert and was deploying overseas for demonstrations and live-fire exercises in Italy, the Gulf of Mexico, the United Kingdom in 1982, and Germany in 1988.

Hangar Maintenance (Building 601)

Hangar Maintenance (Building 601)was built in 1942 as an administration building and main hangar at the Air National Guard Base at Lambert Field (ANGLF). The building has undergone alterations, the first being the addition of the administration wing in 1944. Other alterations included replacing the flooring in 1981, an electrical upgrade in 1983, upgraded patrol-control room and lavatories in 1985, a new roof in 1987, a new control tower in 1988, interior remodeling and window replacement in 1990, and a new drop ceiling added in 1997.

Significance

Hangar Maintenance (Building 601)is a contributing resource to the Lambert Field Historic District, which was previously determined NRHP-eligible and documented in 2006 and 2012. The district was determined significant under Criteria A during the period of 1942-1955 and is unified by the military and general aviation that has continued from World War II through the early Cold War. The district consists of seven contributing buildings and one contributing structure.

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

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https://simpleflying.com/ozark-air-lines-history/.

Wright, John A., Ina Watson, J. Luther Covington, and Victoria Cothran. *Kinloch: Yesterday Today and Tomorrow.* Kinloch: Kinloch History Committee, 1983. PDF download.

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

Hangar Maintenance (Building 601) is located along the north boundary of the Missouri Air National Guard complex, which is enframed by the American Airlines Ground Operations Center complex on the west, the intersection of the southernmost edge of Runway 6-24 and the westernmost edge of Runway 12R-30L on the northwest, Lambert International Boulevard on the south, and Lambert Field Street on the east. There building is surrounded by concrete-covered taxiways leading to the two runways.

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

Hangar Maintenance (Building 601) is comprised of a large, low-gabled, three-story hangar building occupying a square footprint on the west side of the parcel and an administration wing forming a U occupying the east side, which is made up of one- and two-story buildings with flat roofs surrounding an eastern courtyard. The administration building's bituminous roofs feature several mechanical units and metal coping covers.

The hangar building is clad in brick, steel, and corrugated duranodic bronze aluminum. The north façade and south elevation feature a wide bay with ten tall folding metal and glass doors; each door features six panels arranged two wide and three high, and each panel has twelve lights. Below the north parapet there are painted letters spelling, "Missouri Air National Guard." At the northeast corner of the hangar is the five-story control tower, it rests steel beams above the western roof of the administration wing and is completely clad in duranodic bronze aluminum panels.The west elevation has several contemporary, metal-clad storage facilities on the ground floor; a brick-clad, flat roof second story with replacement, fixed metal windows and a three-story, brick-clad stair tower with a flat roof, and clerestory metal windows on the third floor.

The brick-clad, flat roof administration wing's north façade features a projecting two-story wing with full-height brick piers and replacement sliding and fixed metal windows; the set back wings feature exterior terraces with metal handrails, metal doors and replacement fixed metal windows. The elevations in the U-shaped courtyard are one- and two-stories high with metal coping covers and altered masonry openings of duranodic bronze aluminum infill and replacement fixed metal windows and doors.

Additions
1944, the administration wing

Alterations
1981, the flooring was replaced;
1983, electrical upgrade;
1985, patrol-control room and bathrooms were upgraded;
1987, new roof;
1988, control tower
1990, interior remodeling included a weight room, replacement doors and windows, and upgraded ventilation system;
1997, new drop ceiling with light and offices added.

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking southwest toward the north façade and east elevation from Runway 12R-30L

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Detail of control tower at the north façade from Runway 12R-30L

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-001-0014		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10863	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.745300 Long.: -90.372419	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Engine Shop (Building 002)		9. Present/other name (if known): Engine Shop (Building 606)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Defense/Air Facility	11b. Current use:

HISTORICAL INFORMATION

12. Construction date: 1941	15. Architect:	18. Previously surveyed? ☒ Cite survey name in box 22 cont. (page 3)
13. Significant date/period: 1942-1955	16. Builder/contractor:	19. On National Register? ☐ individual ☐ district Cite nomination name in box 22 cont. (page 3)
14. Area(s) of significance: Military	17. Original or significant owner: U. S. Navy	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, multi-light
24. Vernacular or property type:	31. Chimney placement: Side right	38. Acreage (rural): Visible from public road? ☐
25. Architectural Style: No discernible style	32. Structural system: Steel frame, CMU	39. Changes (describe in box 41 cont.): ☐ Addition(s) Date(s): ☒ Altered Date(s): 1984, 1989 ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Metal, brick, CMU	
27. No. of stories: 3	34. Foundation material: Concrete	
28. No. of bays (1st floor): 3	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.):
29. Roof type: Flat	36. Front porch type/placement: Recessed Center	41. Further description of building features and associated resources on continuation page. ☒

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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:	

ARCHITECTURAL/HISTORIC INVENTORY FORM

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking southeast toward the north façade and west elevation from Building 601

ADDITIONAL INFORMATION:

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

Lambert Field to St. Louis Lambert International Airport

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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. 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.

Military History at Lambert Airport

Prior to the Missouri Air National Guard Base at Lambert Field (ANGLF), the Naval Air Station (NAS) had occupied facilities at Lambert Field. Navy reserves began meeting in a shed outside Lambert Field in 1925 with Major Albert Bond Lambert donating a plane for them to use. In 1930, the Navy designated their unit as a Naval Reserve Aviation Base. From 1932 to 1942 the unit used a hangar on the northwest corner of the airport built by the city of St. Louis. The large hangar featured a concrete ramp for parking aircraft, shop and offices were attached on both sides of the structure. A parachute loft was in the rafters of the hangar. No barracks existed since the group consisted of two officers and 10 enlisted men in 1932. Additional fields were established to handle the training schedule at Lambert Field however, it became obvious the original base could not accommodate the increasing number of students and the aircraft needed in the training; ramp space had to be borrowed from other airlines and plane manufacturers. "In 1941, construction was started on the southwest corner of the airport of what was to become NAS, St. Louis, Missouri."[1] The site was located on the north side of Natural Bridge Road, just east of Coldwater Creek, and had large hangars and repair shops, a steam plant, garages, an underground re-fueling systems, a sewage treatment plant, and administrative office. Soon after, additional construction began on the south side of the road, primarily living quarters for the cadets and enlisted men and many air defense ancillary structures.

[1] Engineering-Environmental Management, Inc., *Final Report Cultural Resources Survey Missouri Air National Guard Property at Lambert Field and Fort Leonard Wood, Missouri* (Denver: Engineering-Environmental Management, Inc., 2006), 3-14.

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The 131st is a unit of the Missouri Air National Guard and dates to 1923 as an observation squadron at Lambert Field. During World War II the unit was in active wartime service in the Pacific but was also engaged in stateside training until 1944 when it mobilized to Australia as part of the 71st Tactical Reconnaissance Group.

After World War II, the 110th Squadron returned to Lambert and became the 110th Fighter Squadron of the 71st Fighter Wing, Missouri Air National Guard. In 1950, the 71st Wing became the 131st Composite Wing and became active for Korean War service in March 1951 as the 131st Fighter Bomber Wing. It moved to Bergstrom Base in Texas temporarily, then in July 1951, it transferred to Tactical Air Command, moving to George Air Force Base in California to become the 110th Fighter Bomber Squadron. Its personnel deployed to Korea during this period, 1951-1952, and reverted to state control in late 1952, returning to the southwest corner of Lambert. It then re-formed as a bombing unit and became the 110th Bombardment Squadron.

During the rest of the 1950s the unit became the 110th Fighter Interceptor Squadron with the conversion to jet planes, coming under the Air Defense Command. After the Navy Reserve departed their facilities at Lambert, the 110th moved from its cramped quarters at the southwest corner of Lambert to the former NAS St. Louis buildings in February 1958. In 1960, the unit became the 110th Tactical Fighter Squadron. From 1961 to 1961 the squadron went to Europe during the Berlin Wall crisis when the United States activated National Guard and Reserve units, including the 110th. Once tensions in Europe decreased in the summer of 1962, the unit returned to Lambert. The Missouri Air National Guard continued training operations at Lambert from 1962 to 1973 during the Vietnam War, and from 1968-1977 it continued training and providing air transport for the Missouri governor and other state officials. At the height of the Cold War during the 1970s avionics, jet fuel, and support buildings were added to NAS-St. Louis for it to be capable of handling new technological requirements of jet aircraft. In addition, other buildings and structures were added to the base in the 1980s centered around support facilities as new headquarter buildings, traffic checkpoints, and storage. During this time the unit became the 110th Tactical Fighter Squadron at Lambert and was deploying overseas for demonstrations and live-fire exercises in Italy, the Gulf of Mexico, the United Kingdom in 1982, and Germany in 1988.

Engine Shop (Building 606)

Engine Shop (Building 606)was built in 1941 and was used as an engine assembly and repair hangar. Alterations to the building include the replacement of exterior wall and hangar doors in 1984 as well as a 1989 remodeling of wall sections, doors, and windows.

Significance

Engine Shop (Building 606) is a contributing resource to the Lambert Field Historic District, which was previously determined NRHP-eligible and documented in 2006 and 2012. The district was determined significant under Criteria A during the period of 1942-1955 and is unified by the military and general aviation that has continued from World War II through the early Cold War. The district consists of seven contributing buildings and one contributing structure.

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

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History Committee, 1983. PDF download.

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

Engine Shop (Building 606) is located along the center of the Missouri Air National Guard complex, which is enframed by the American Airlines Ground Operations Center complex on the west, the intersection of the southernmost edge of Runway 6-24 and the westernmost edge of Runway 12R-30L on the northwest, Lambert International Boulevard on the south, and Lambert Field Street on the east. The building faces a large concrete-covered courtyard; there is an asphalt covered driveway and a green lawn directly south.

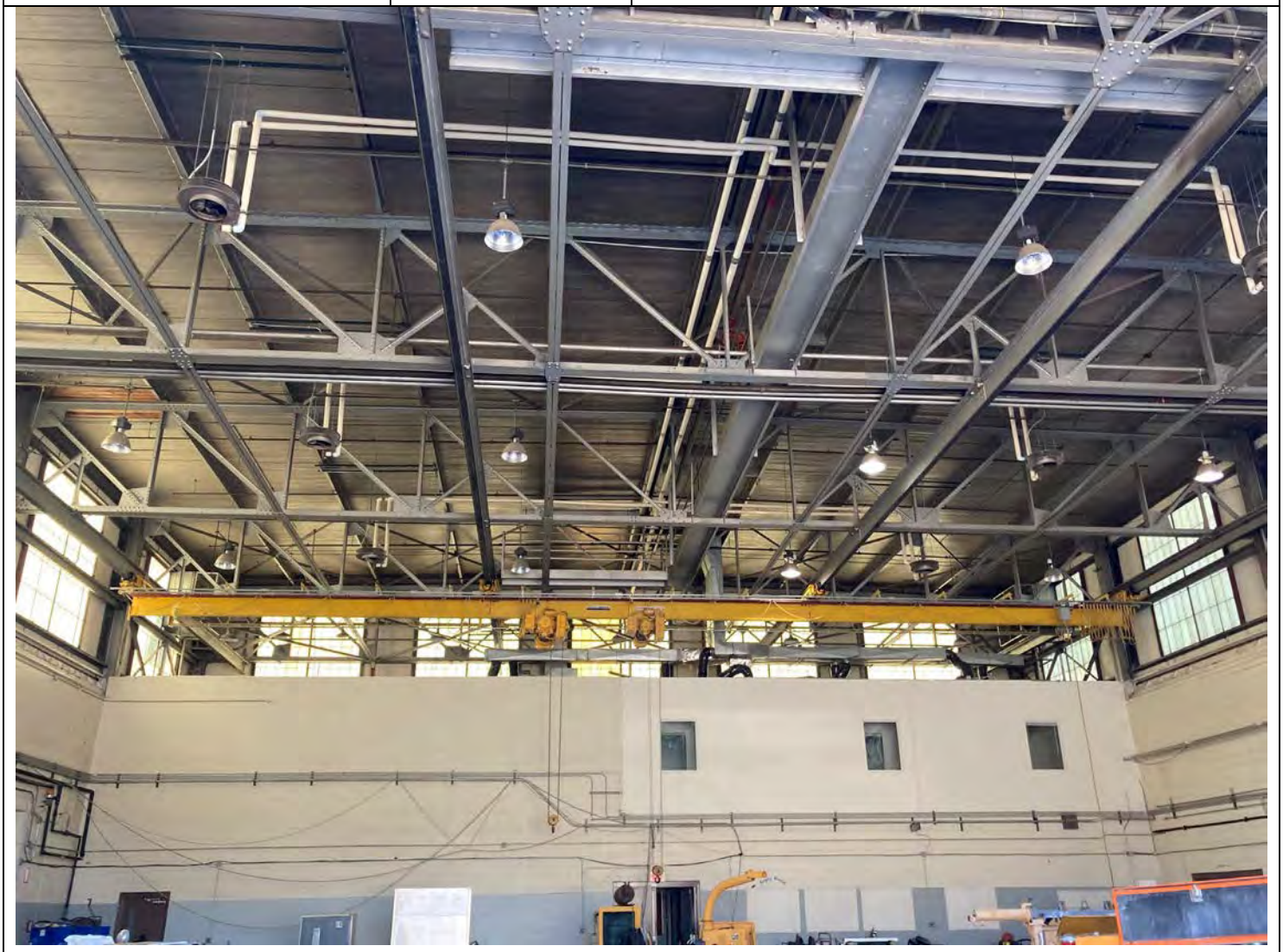
41. (cont.) Description of primary resource. Expand box as necessary, or add continuation pages.

Engine Shop (Building 606) sits on a concrete foundation and occupies a large square footprint and is composed of ta hree-story, CMU block, center, metal-clad hangar building which is flanked by two brick and CMU block two-story office volumes on the east and west, and a one-story office volume at the rear south elevation. All roofs are flat with bituminous membrane and metal coping covers and with mechanical equipment. The hangar building features a large center opening without doors and five sets metal multi-light windows, two-wide by five-tall on the east, west, and south elevations. The north façade of the two flanking wings feature large infilled masonry openings with metal and replacement duranodic bronze aluminum casement windows along the bottom. The east, west, and south elevations feature infilled masonry openings with metal and replacement duranodic bronze aluminum casement windows along the bottom, while the south elevation also has a metal rolldown gate and a metal door. Metal ship ladders are found at the east and west elevation leading to roofs.

Alterations
1984, hangar doors and exterior walls replaced;
1989 remodeling removed wall sections, doors, and windows

Photographer:	Date:	Description:
Hansel A. Hernandez	11/03/2022	Looking south toward the north façade from Building 601

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	View of hangar interior. Looking south toward the north façade from Building 601



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-001-0015		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10863	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.744964 Long.: -90.372807	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Shop/ A / M /Ogrl (Building 047)		9. Present/other name (if known): Shop (Building 611)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Defense/Air Facility	11b. Current use:

HISTORICAL INFORMATION

12. Construction date: 1944	15. Architect:	18. Previously surveyed? ☒ Cite survey name in box 22 cont. (page 3)
13. Significant date/period: 1942-1955	16. Builder/contractor:	19. On National Register? ☐ individual ☐ district Cite nomination name in box 22 cont. (page 3)
14. Area(s) of significance: Military	17. Original or significant owner: U. S. Navy	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: Side left	38. Acreage (rural): Visible from public road? ☐
25. Architectural Style: No discernible style	32. Structural system: CMU block	39. Changes (describe in box 41 cont.): ☒ Addition(s) Date(s): n.d. ☒ Altered Date(s): 1976, 1982, 1992 ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: T	33. Exterior wall cladding: CMU block, brick	
27. No. of stories: 1	34. Foundation material: Concrete	
28. No. of bays (1st floor): 4	35. Basement type: Unknown	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: 10/03/2022 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:	

ARCHITECTURAL/HISTORIC INVENTORY FORM

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking southwest toward the north façade and east elevation from Building 608

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.

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Shop (Building 611)

Shop (Building 611) was built in 1944 and was originally used as an armory. It has undergone renovations from 1976 to 1992 when a metal wall with panels was installed in 1976, HVAC compressed air installed in 1982, and an HVAC system installed in 1992. Bomb storage additions to the east and west were installed at an unknown date..

Significance

Shop (Building 611) is a contributing resource to the Lambert Field Historic District, which was previously determined NRHP-eligible and documented in 2006 and 2012. The district was determined significant under Criteria A during the period of 1942-1955 and is unified by the military and general aviation that has continued from World War II through the early Cold War. The district consists of seven contributing buildings and one contributing structure.

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

Shop (Building 611) is located along the center of the Missouri Air National Guard complex, which is enframed by the American Airlines Ground Operations Center complex on the west, the intersection of the southernmost edge of Runway 6-24 and the westernmost edge of Runway 12R-30L on the northwest, Lambert International Boulevard on the south, and Lambert Field Street on the east. The building sits at the foot of a hill and lawn on the south; there is an asphalt covered driveway directly north of the building.

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

Shop (Building 611) is a plain one-story, CMU block and brick building occupying a T-shaped footprint with a slightly projecting volume on the north. The flat concrete roofs have bituminous membrane and mechanical equipment. The east and west additions have flat wooden roofs with a slight pitch. The building is painted white. The north façade features four metal roll down gates and the projecting volume has two metal doors.

Additions
n.d., east and west storage additions;

Alterations
1976, metal wall with panels installed;
1982, HVAC equipment installed;
1992, HVAC equipment installed

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking southwest toward the north façade from Building 608

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-001-0016		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10863	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.744563 Long.: -90.372447	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Water Storage (Building 41)		9. Present/other name (if known): Water Storage (Building 623)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Defense/Air Facility	11b. Current use:

HISTORICAL INFORMATION

12. Construction date: 1943	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: U. S. Navy	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: Concrete	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	39. Changes (describe in box 41 cont.): ☒ Addition(s) Date(s): c.1981 ☐ Altered Date(s): ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Round	33. Exterior wall cladding: Steel	
27. No. of stories: 2	34. Foundation material: Concrete	
28. No. of bays (1st floor):	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): 1
29. Roof type: Concave	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: 10/03/2022 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:	

ARCHITECTURAL/HISTORIC INVENTORY FORM

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking south toward the north façade from Building 606.

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. 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.

Military History at Lambert Airport

Prior to the Missouri Air National Guard Base at Lambert Field (ANGLF), the Naval Air Station (NAS) had occupied facilities at Lambert Field. Navy reserves began meeting in a shed outside Lambert Field in 1925 with Major Albert Bond Lambert donating a plane for them to use. In 1930, the Navy designated their unit as a Naval Reserve Aviation Base. From 1932 to 1942 the unit used a hangar on the northwest corner of the airport built by the city of St. Louis. The large hangar featured a concrete ramp for parking aircraft, shop and offices were attached on both sides of the structure. A parachute loft was in the rafters of the hangar. No barracks existed since the group consisted of two officers and 10 enlisted men in 1932. Additional fields were established to handle the training schedule at Lambert Field however, it became obvious the original base could not accommodate the increasing number of students and the aircraft needed in the training; ramp space had to be borrowed from other airlines and plane manufacturers. "In 1941, construction was started on the southwest corner of the airport of what was to become NAS, St. Louis, Missouri."[1] The site was located on the north side of Natural Bridge Road, just east of Coldwater Creek, and had large hangars and repair shops, a steam plant, garages, an underground re-fueling systems, a sewage treatment plant, and administrative office. Soon after, additional construction began on the south side of the road, primarily living quarters for the cadets and enlisted men and many air defense ancillary structures.

[1] Engineering-Environmental Management, Inc., *Final Report Cultural Resources Survey Missouri Air National Guard Property at Lambert Field and Fort Leonard Wood, Missouri* (Denver: Engineering-Environmental Management, Inc., 2006), 3-14.

The second control tower was built atop the Navy hangar once the airport expanded to the east. And once the Navy left Lambert Field, a larger, higher tower was built near the front gate of the naval base with a building at its base to house the local Federal Aviation Administration offices. The Naval Air Station at Lambert came to provide all crash, fire, rescue services, snow removal at the airport, and the medical department and its hospital provided emergency care for the area. After the attack on Pearl Harbor, there was a surge in the enrollment of sailors based at the Lambert base. After the war, the base continued operating and began using jet planes. Then in the fall of 1957 NAS St. Louis received de-commissioning orders from Washington, D.C. and closed in the winter of 1958.

The 131st is a unit of the Missouri Air National Guard and dates to 1923 as an observation squadron at Lambert Field. During World War II the unit was in active wartime service in the Pacific but was also engaged in stateside training until 1944 when it mobilized to Australia as part of the 71st Tactical Reconnaissance Group.

After WWII, the 110th Squadron returned to Lambert and became the 110th Fighter Squadron of the 71st Fighter Wing, Missouri Air National Guard. In 1950, the 71st Wing became the 131st Composite Wing and became active for Korean War service in March 1951 as the 131st Fighter Bomber Wing. It moved to Bergstrom Base in Texas temporarily, then in July 1951, it transferred to Tactical Air Command, moving to George Air Force Base in California to become the 110th Fighter Bomber Squadron. Its personnel deployed to Korea during this period, 1951-1952, and reverted to state control in late 1952, returning to the southwest corner of Lambert. It then re-formed as a bombing unit and became the 110th Bombardment Squadron.

During the rest of the 1950s the unit became the 110th Fighter Interceptor Squadron with the conversion to jet planes, coming under the Air Defense Command. After the Navy Reserve departed their facilities at Lambert, the 110th moved from its cramped quarters at the southwest corner of Lambert to the former NAS St. Louis buildings in February 1958. In 1960, the unit became the 110th Tactical Fighter Squadron. From 1961 to 1961 the squadron went to Europe during the Berlin Wall crisis when the United States activated National Guard and Reserve units, including the 110th. Once tensions in Europe decreased in the summer of 1962, the unit returned to Lambert. The Missouri Air National Guard continued training operations at Lambert from 1962 to 1973 during the Vietnam War, and from 1968-1977 it continued training and providing air transport for the Missouri governor and other state officials. At the height of the Cold War during the 1970s avionics, jet fuel, and support buildings were added to NAS-St. Louis for it to be capable of handling new technological requirements of jet aircraft. In addition, other buildings and structures were added to the base in the 1980s centered around support facilities as new headquarter buildings, traffic checkpoints, and storage. During this time the unit became the 110th Tactical Fighter Squadron at Lambert and was deploying overseas for demonstrations and live-fire exercises in Italy, the Gulf of Mexico, the United Kingdom in 1982, and Germany in 1988.

Water Storage (Building 623)

Water Storage (Building 623) dates from 1943 and used as water storage facility. In 1981, a small, one-story, low gable, metal-clad building with a metal chimney flue was added to the northwest wall.

Significance

Water Storage (Building 623) was previously determined not eligible. The property is excluded from the adjacent Lambert Field Historic District, which was previously determined NRHP-eligible and documented in 2006 and 2012. The district consists of seven contributing buildings and one contributing structure. The Historic District is significant under Criterion A during the period of 1942-1955 and is unified by the military and general aviation that has continued from early World War II through the Cold War.

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

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

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Wright, John A., Ina Watson, J. Luther Covington, and Victoria Cothran. *Kinloch: Yesterday Today and Tomorrow*. Kinloch: Kinloch History Committee, 1983. PDF download.

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

Water Storage (Building 623) is located along the south of the Missouri Air National Guard complex, which is enframed by the American Airlines Ground Operations Center complex on the west, the intersection of the southernmost edge of Runway 6-24 and the westernmost edge of Runway 12R-30L on the northwest, Lambert International Boulevard on the south, and Lambert Field Street on the east. The structure is surrounded by a green lawn. A chain link fence separates the structure from an asphalt-covered frontage driveway.

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

Water Storage (Building 623) is a two-story concrete covered structure occupies a circular footprint, has a concave roof of concrete. A metal ship's ladder and handrails on the east leads to the roof. Heavy metal corrosion stains are found on the roof and parts of the walls.

Additions
c.1981, small, one-story, low gable, metal-clad building added to the northwest wall with a metal chimney flue.

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-001-0017		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10863	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.745508 Long.: -90.3712542	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Storage & Aircraft Support (Building 108)		9. Present/other name (if known): Storage & Aircraft Support (Building 602)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Defense/Air Facility	11b. Current use:

HISTORICAL INFORMATION

12. Construction date: 1979	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: U. S. Navy	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): ☐ 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 block	
28. No. of bays (1st floor): 3	35. Basement type:	40. No. of outbuildings (describe in box 40 cont.):
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: 10/03/2022 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:	

ARCHITECTURAL/HISTORIC INVENTORY FORM

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking northwest toward the south façade and east elevation from Lambert Field Street

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.

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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. 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.

Military History at Lambert Airport

Prior to the Missouri Air National Guard Base at Lambert Field (ANGLF), the Naval Air Station (NAS) had occupied facilities at Lambert Field. Navy reserves began meeting in a shed outside Lambert Field in 1925 with Major Albert Bond Lambert donating a plane for them to use. In 1930, the Navy designated their unit as a Naval Reserve Aviation Base. From 1932 to 1942 the unit used a hangar on the northwest corner of the airport built by the city of St. Louis. The large hangar featured a concrete ramp for parking aircraft, shop and offices were attached on both sides of the structure. A parachute loft was in the rafters of the hangar. No barracks existed since the group consisted of two officers and 10 enlisted men in 1932. While additional fields were established to handle the training schedule at Lambert Field, it became obvious the original base could not accommodate the increasing number of students and the aircraft needed in the training; ramp space had to be borrowed from other airlines and plane manufacturers. "In 1941, construction was started on the southwest corner of the airport of what was to become NAS, St. Louis, Missouri."[1] The site was located on the north side of Natural Bridge Road, just east of Coldwater Creek, and had large hangars and repair shops, a steam plant, garages, an underground re-fueling systems, a sewage treatment plant, and administrative office. Soon after, additional construction began on the south side of the road, primarily living quarters for the cadets and enlisted men and many air defense ancillary structures.

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Storage & Aircraft Support (Building 602)

Storage & Aircraft Support (Building 602) was constructed in 1979 and served as a storage facility.

Significance

Storage & Aircraft Support (Building 602) was previously determined not eligible. The building is excluded from the adjacent Lambert Field Historic District, which was previously determined NRHP-eligible and documented in 2006 and 2012 and consists of seven contributing buildings and one contributing structure. The Historic District is significant under Criterion A during the period of 1942-1955 and is unified by the military and general aviation that has continued from World War II through the early Cold War.

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

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

Storage & Aircraft Support (Building 602) is located along the east boundary of the Missouri Air National Guard complex, which is enframed by the American Airlines Ground Operations Center complex on the west, the intersection of the southernmost edge of Runway 6-24 and the westernmost edge of Runway 12R-30L on the northwest, Lambert International Boulevard on the south, and Lambert Field Street on the east. There are asphalt-covered driveways on the east and south, and a large asphalt parking along the north.

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

Storage & Aircraft Support (Building 602) is a low gable, steel framed and corrugated metal-clad storage building with a metal roof resting on concrete block footings and occupies a rectangular footprint at the southeast end of the large Building 601. The south façade features three large openings; all other elevations are plain and metal-clad.

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking west toward the east elevation from Lambert Field Street

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-001-0018		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10863	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.745262 Long.: -90.371381	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Weapons Release (Building 008)		9. Present/other name (if known): Weapons Release (Building 603)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Defense/Air Facility	11b. Current use:

HISTORICAL INFORMATION

12. Construction date: 1941	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: U. S. Navy	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: Sash, 1/1
24. Vernacular or property type:	31. Chimney placement: Side right	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): 1944 ☒ Altered Date(s): 1978, 1990 ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Brick	
27. No. of stories: 1 ½	34. Foundation material: Concrete	
28. No. of bays (1st floor): 4	35. Basement type: Unknown	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: 10/03/2022 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:	

ARCHITECTURAL/HISTORIC INVENTORY FORM

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking west toward the east façade from Lambert Field Street

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. 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.

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Weapons Release (Building 603)

Weapons Release (Building 603) was built in 1941 and used as a maintenance facility. The first additions to the building date from 1944, with a paint shop and storage being added. The electrical system was upgraded in 1978 and the exterior was renovated in 1990 that altered the building's appearance.

Significance

Weapons Release (Building 603)was previously determined not eligible. The building is excluded from the adjacent Lambert Field Historic District, which was previously determined NRHP-eligible and documented in 2006 and 2012, consists of seven contributing buildings and one contributing structure. The Historic District is significant under Criterion A during the period of 1942-1955 and is unified by the military and general aviation that has continued from World War II through the early Cold War

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Wright, John A., Ina Watson, J. Luther Covington, and Victoria Cothran. *Kinloch: Yesterday Today and Tomorrow.* Kinloch: Kinloch History Committee, 1983. PDF download.

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

Weapons Release (Building 603) is located along the center of the Missouri Air National Guard complex, which is enframed by the American Airlines Ground Operations Center complex on the west, the intersection of the southernmost edge of Runway 6-24 and the westernmost edge of Runway 12R-30L on the northwest, Lambert International Boulevard on the south, and Lambert Field Street on the east. There is a small asphalt-covered parking lot at the east façade and asphalt-covered driveways along the north, east, and south.

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

Weapons Release (Building 603) occupies a rectangular footprint facing Lambert Field Street, with the east facade and west elevation making up the short ends of the building, while the north and south elevation make up the long ones. It is brick-clad building of no discernible style, flat roof with bituminous membrane and metal coping covers. The brick-clad east façade features a tall masonry opening with a metal door and metal transom, a large garage opening with a rolldown gate, and replacement metal one-over-one, double-hung windows with stone sills. The north elevation features eleven large garage openings, some feature metal rolldown gates, while others have been altered with cast stone infill to accommodate duranodic bronze aluminum doors and transoms. The west and south elevation is clad in cast stone and also feature duranodic bronze aluminum doors and transoms.

Additions
1944, paint shop and storage;

Alterations
1978, electrical system upgrade;
1990, new windows and trim.

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking southwest toward the east façade and north elevation from Lambert Field Street

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-001-0019		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10863	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.745187 Long.: -90.371998	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Paint Shop (Building 006)		9. Present/other name (if known): Paint Shop (Building 617)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Defense/Air Facility	11b. Current use:

HISTORICAL INFORMATION

12. Construction date: 1942	15. Architect:	18. Previously surveyed? ☒ Cite survey name in box 22 cont. (page 3)
13. Significant date/period: 1942-1955	16. Builder/contractor:	19. On National Register? ☐ individual ☐ district Cite nomination name in box 22 cont. (page 3)
14. Area(s) of significance: Military	17. Original or significant owner: U. S. Navy	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: Side right	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): ☒ Altered Date(s): N/A ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Brick	
27. No. of stories: 2	34. Foundation material: Concrete	
28. No. of bays (1st floor): 1	35. Basement type: Unknown	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: 10/03/2022 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:	

ARCHITECTURAL/HISTORIC INVENTORY FORM

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking southeast toward the west façade and north elevation from Building 601


6

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. Upon the completion of Terminal 2 in 1998and 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.

Military History at Lambert Airport

Prior to the Missouri Air National Guard Base at Lambert Field (ANGLF), the Naval Air Station (NAS) had occupied facilities at Lambert Field. Navy reserves began meeting in a shed outside Lambert Field in 1925 with Major Albert Bond Lambert donating a plane for them to use. In 1930, the Navy designated their unit as a Naval Reserve Aviation Base. From 1932 to 1942 the unit used a hangar on the northwest corner of the airport built by the city of St. Louis. The large hangar featured a concrete ramp for parking aircraft, shop and offices were attached on both sides of the structure. A parachute loft was in the rafters of the hangar. No barracks existed since the group consisted of two officers and 10 enlisted men in 1932. Additional fields were established to handle the training schedule at Lambert Field however, it became obvious the original base could not accommodate the increasing number of students and the aircraft needed in the training; ramp space had to be borrowed from other airlines and plane manufacturers. "In 1941, construction was started on the southwest corner of the airport of what was to become NAS, St. Louis, Missouri."[1] The site was located on the north side of Natural Bridge Road, just east of Coldwater Creek, and had large hangars and repair shops, a steam plant, garages, an underground re-fueling systems, a sewage treatment plant, and administrative office. Soon after, additional construction began on the south side of the road, primarily living quarters for the cadets and enlisted men and many air defense ancillary structures.

[1] Engineering-Environmental Management, Inc., *Final Report Cultural Resources Survey Missouri Air National Guard Property at Lambert Field and Fort Leonard Wood, Missouri* (Denver: Engineering-Environmental Management, Inc., 2006), 3-14.

The second control tower was built atop the Navy hangar once the airport expanded to the east. And once the Navy left Lambert Field, a larger, higher tower was built near the front gate of the naval base with a building at its base to house the local Federal Aviation Administration offices. The Naval Air Station at Lambert came to provide all crash, fire, rescue services, snow removal at the airport, and the medical department and its hospital provided emergency care for the area. After the attack on Pearl Harbor, there was a surge in the enrollment of sailors based at the Lambert base. After the war, the base continued operating and began using jet planes. Then in the fall of 1957 NAS St. Louis received de-commissioning orders from Washington, D.C. and closed in the winter of 1958.

The 131st is a unit of the Missouri Air National Guard and dates to 1923 as an observation squadron at Lambert Field. During World War II the unit was in active wartime service in the Pacific but was also engaged in stateside training until 1944 when it mobilized to Australia as part of the 71st Tactical Reconnaissance Group.

After WWII, the 110th Squadron returned to Lambert and became the 110th Fighter Squadron of the 71st Fighter Wing, Missouri Air National Guard. In 1950, the 71st Wing became the 131st Composite Wing and became active for Korean War service in March 1951 as the 131st Fighter Bomber Wing. It moved to Bergstrom Base in Texas temporarily, then in July 1951, it transferred to Tactical Air Command, moving to George Air Force Base in California to become the 110th Fighter Bomber Squadron. Its personnel deployed to Korea during this period, 1951-1952, and reverted to state control in late 1952, returning to the southwest corner of Lambert. It then re-formed as a bombing unit and became the 110th Bombardment Squadron.

During the rest of the 1950s the unit became the 110th Fighter Interceptor Squadron with the conversion to jet planes, coming under the Air Defense Command. After the Navy Reserve departed their facilities at Lambert, the 110th moved from its cramped quarters at the southwest corner of Lambert to the former NAS St. Louis buildings in February 1958. In 1960, the unit became the 110th Tactical Fighter Squadron. From 1961 to 1961 the squadron went to Europe during the Berlin Wall crisis when the United States activated National Guard and Reserve units, including the 110th. Once tensions in Europe decreased in the summer of 1962, the unit returned to Lambert. The Missouri Air National Guard continued training operations at Lambert from 1962 to 1973 during the Vietnam War, and from 1968-1977 it continued training and providing air transport for the Missouri governor and other state officials. At the height of the Cold War during the 1970s avionics, jet fuel, and support buildings were added to NAS-St. Louis for it to be capable of handling new technological requirements of jet aircraft. In addition, other buildings and structures were added to the base in the 1980s centered around support facilities as new headquarter buildings, traffic checkpoints, and storage. During this time the unit became the 110th Tactical Fighter Squadron at Lambert and was deploying overseas for demonstrations and live-fire exercises in Italy, the Gulf of Mexico, the United Kingdom in 1982, and Germany in 1988.

Paint Shop (Building 617)

Paint Shop (Building 617) was built in 1942 to serve as a spray paint booth. At an unspecified date, the building underwent alterations when its masonry openings were closed up.

Significance

Paint Shop (Building 617) is a contributing resource to the Lambert Field Historic District, which was previously determined NRHP-eligible and documented in 2006 and 2012. The district was determined significant under Criteria A during the period of 1942-1955 and is unified by the military and general aviation that has continued from World War II through the early Cold War. The district consists of seven contributing buildings and one contributing structure.

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

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

Paint Shop (Building 617) is located along the center of the Missouri Air National Guard complex, which is enframed by the American Airlines Ground Operations Center complex on the west, the intersection of the southernmost edge of Runway 6-24 and the westernmost edge of Runway 12R-30L on the northwest, Lambert International Boulevard on the south, and Lambert Field Street on the east. There is an asphalt covered driveway along the west façade and green lawn along the south.

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

Paint Shop (Building 617) sits on a slab of concrete occupying a rectangular footprint and is part of a row of three building fronting Building 606. The brick-clad, two-story building has a flat roof of bituminous membrane and metal coping covers. The west façade is higher than the rear of the building, features a center metal roll down gate at the ground floor and two bricked-up masonry openings on the second floor. The north elevation features full-height brick piers with stone capitals, two metal doors, and a metal staircase attached to the westernmost bay leading to a metal door on the second floor.

Alterations
n.d., masonry openings bricked up

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking east toward the west façade from Building 601

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-001-0020		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10863	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.745108 Long.: -90.372013	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Pump House (Building 005)		9. Present/other name (if known): Pump House (Building 608B)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Defense/Air Facility	11b. Current use:

HISTORICAL INFORMATION

12. Construction date: 1941	15. Architect:	18. Previously surveyed? ☒ Cite survey name in box 22 cont. (page 3)
13. Significant date/period: 1942-1955	16. Builder/contractor:	19. On National Register? ☐ individual ☐ district Cite nomination name in box 22 cont. (page 3)
14. Area(s) of significance: Military	17. Original or significant owner: U.S. Navy	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: Side left	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): ☒ Altered Date(s): 1978, 1987 ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Brick, concrete	
27. No. of stories: 1	34. Foundation material: Concrete	
28. No. of bays (1st floor): 1	35. Basement type: Unknown	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: 10/03/2022 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:	

ARCHITECTURAL/HISTORIC INVENTORY FORM

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking east toward the west façade from Building 606

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. Upon the completion of Terminal 2 in 1998 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.

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The second control tower was built atop the Navy hangar once the airport expanded to the east. And once the Navy left Lambert Field, a larger, higher tower was built near the front gate of the naval base with a building at its base to house the local Federal Aviation Administration offices. The Naval Air Station at Lambert came to provide all crash, fire, rescue services, snow removal at the airport, and the medical department and its hospital provided emergency care for the area. After the attack on Pearl Harbor, there was a surge in the enrollment of sailors based at the Lambert base. After the war, the base continued operating and began using jet planes. Then in the fall of 1957 NAS St. Louis received de-commissioning orders from Washington, D.C. and closed in the winter of 1958.

The 131st is a unit of the Missouri Air National Guard and dates to 1923 as an observation squadron at Lambert Field. During World War II the unit was in active wartime service in the Pacific but was also engaged in stateside training until 1944 when it mobilized to Australia as part of the 71st Tactical Reconnaissance Group.

After World War II, the 110th Squadron returned to Lambert and became the 110th Fighter Squadron of the 71st Fighter Wing, Missouri Air National Guard. In 1950, the 71st Wing became the 131st Composite Wing and became active for Korean War service in March 1951 as the 131st Fighter Bomber Wing. It moved to Bergstrom Base in Texas temporarily, then in July 1951, it transferred to Tactical Air Command, moving to George Air Force Base in California to become the 110th Fighter Bomber Squadron. Its personnel deployed to Korea during this period, 1951-1952, and reverted to state control in late 1952, returning to the southwest corner of Lambert. It then re-formed as a bombing unit and became the 110th Bombardment Squadron.

During the rest of the 1950s the unit became the 110th Fighter Interceptor Squadron with the conversion to jet planes, coming under the Air Defense Command. After the Navy Reserve departed their facilities at Lambert, the 110th moved from its cramped quarters at the southwest corner of Lambert to the former NAS St. Louis buildings in February 1958. In 1960, the unit became the 110th Tactical Fighter Squadron. From 1961 to 1961 the squadron went to Europe during the Berlin Wall crisis when the United States activated National Guard and Reserve units, including the 110th. Once tensions in Europe decreased in the summer of 1962, the unit returned to Lambert. The Missouri Air National Guard continued training operations at Lambert from 1962 to 1973 during the Vietnam War, and from 1968-1977 it continued training and providing air transport for the Missouri governor and other state officials. At the height of the Cold War during the 1970s avionics, jet fuel, and support buildings were added to NAS-St. Louis for it to be capable of handling new technological requirements of jet aircraft. In addition, other buildings and structures were added to the base in the 1980s centered around support facilities as new headquarter buildings, traffic checkpoints, and storage. During this time the unit became the 110th Tactical Fighter Squadron at Lambert and was deploying overseas for demonstrations and live-fire exercises in Italy, the Gulf of Mexico, the United Kingdom in 1982, and Germany in 1988.

Pump House (Building 608B)

Pump House (Building 608B) was built in 1941 as the water fire pump station. Alterations to the building include the installation of a deluge system in 1978 and a spill pit in 1987.

Significance

Pump House (Building 608B) is a contributing resource to the Lambert Field Historic District, which was previously determined NRHP-eligible and documented in 2006 and 2012. The district was determined significant under Criteria A during the period of 1942-1955 and is unified by the military and general aviation that has continued from World War II through the early Cold War. The district consists of seven contributing buildings and one contributing structure.

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

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History Committee, 1983. PDF download.

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

Pump House (Building 608B) is located along the center of the Missouri Air National Guard complex, which is enframed by the American Airlines Ground Operations Center complex on the west, the intersection of the southernmost edge of Runway 6-24 and the westernmost edge of Runway 12R-30L on the northwest, Lambert International Boulevard on the south, and Lambert Field Street on the east. There is an asphalt covered driveway along the west façade and green lawn along the south.

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

Pump House (Building 608B) sits on a slab of concrete occupying a rectangular footprint and is part of a row of three building fronting Building 606. The brick-clad, one-story building has a flat concrete slab roof of bituminous membrane and metal coping covers. The west and east parapets rise above the flat roof. The west façade features a former larger opening now bricked in featuring a set of double metal doors.

Alterations
1978, deluge system installed;
1987, spill pit installed.

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-001-0021		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10863	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.744982 Long.: -90.372137	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): General Purpose Aircraft Shop (Building 004)		9. Present/other name (if known): General Purpose Aircraft Shop (Building 608)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Defense/Air Facility	11b. Current use:

HISTORICAL INFORMATION

12. Construction date: 1941	15. Architect:	18. Previously surveyed? ☒ Cite survey name in box 22 cont. (page 3)
13. Significant date/period: 1942-1955	16. Builder/contractor:	19. On National Register? ☐ individual ☐ district Cite nomination name in box 22 cont. (page 3)
14. Area(s) of significance: Military	17. Original or significant owner: U. S. Navy	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:	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): ☒ Altered Date(s): 1977, 1978, 1993 ☐ Moved Date(s): ☐ Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Brick, limestone	
27. No. of stories: 1 ½	34. Foundation material: Concrete	
28. No. of bays (1st floor): 7	35. Basement type: Unknown	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: 10/03/2022 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:	

ARCHITECTURAL/HISTORIC INVENTORY FORM

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking east toward the west façade from Building 606

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. 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.

Military History at Lambert Airport

Prior to the Missouri Air National Guard Base at Lambert Field (ANGLF), the Naval Air Station (NAS) had occupied facilities at Lambert Field. Navy reserves began meeting in a shed outside Lambert Field in 1925 with Major Albert Bond Lambert donating a plane for them to use. In 1930, the Navy designated their unit as a Naval Reserve Aviation Base. From 1932 to 1942 the unit used a hangar on the northwest corner of the airport built by the city of St. Louis. The large hangar featured a concrete ramp for parking aircraft, shop and offices were attached on both sides of the structure. A parachute loft was in the rafters of the hangar. No barracks existed since the group consisted of two officers and 10 enlisted men in 1932. Additional fields were established to handle the training schedule at Lambert Field however, it became obvious the original base could not accommodate the increasing number of students and the aircraft needed in the training; ramp space had to be borrowed from other airlines and plane manufacturers. "In 1941, construction was started on the southwest corner of the airport of what was to become NAS, St. Louis, Missouri."[1] The site was located on the north side of Natural Bridge Road, just east of Coldwater Creek, and had large hangars and repair shops, a steam plant, garages, an underground re-fueling systems, a sewage treatment plant, and administrative office. Soon after, additional construction began on the south side of the road, primarily living quarters for the cadets and enlisted men and many air defense ancillary structures.

[1] Engineering-Environmental Management, Inc., *Final Report Cultural Resources Survey Missouri Air National Guard Property at Lambert Field and Fort Leonard Wood, Missouri* (Denver: Engineering-Environmental Management, Inc., 2006), 3-14.

The second control tower was built atop the Navy hangar once the airport expanded to the east. And once the Navy left Lambert Field, a larger, higher tower was built near the front gate of the naval base with a building at its base to house the local Federal Aviation Administration offices. The Naval Air Station at Lambert came to provide all crash, fire, rescue services, snow removal at the airport, and the medical department and its hospital provided emergency care for the area. After the attack on Pearl Harbor, there was a surge in the enrollment of sailors based at the Lambert base. After the war, the base continued operating and began using jet planes. Then in the fall of 1957 NAS St. Louis received de-commissioning orders from Washington, D.C. and closed in the winter of 1958.

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General Purpose Aircraft Shop (Building 608)

General Purpose Aircraft Shop (Building 608)was built in 1941 and was used as the ordnance and carburetor shop. In 1977 the building was altered with new windows to the north, the east elevations were filled, drop ceiling was installed, and overhead doors were installed. The lighting and electrical system were updated in 1978. In 1993, the ductwork was also updated..

Significance

General Purpose Aircraft Shop (Building 608) is a contributing resource to the Lambert Field Historic District, which was previously determined NRHP-eligible and documented in 2006 and 2012. The district was determined significant under Criteria A during the period of 1942-1955 and is unified by the military and general aviation that has continued from World War II through the early Cold War. The district consists of seven contributing buildings and one contributing structure.

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

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

General Purpose Aircraft Shop (Building 608) is located along the center of the Missouri Air National Guard complex, which is enframed by the American Airlines Ground Operations Center complex on the west, the intersection of the southernmost edge of Runway 6-24 and the westernmost edge of Runway 12R-30L on the northwest, Lambert International Boulevard on the south, and Lambert Field Street on the east. There is an asphalt covered driveway along the west façade and green lawn along the south.

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

General Purpose Aircraft Shop (Building 608) sits on a slab of concrete occupying a rectangular footprint and is part of a row of three buildings fronting Building 606. The brick-clad, one-and-a-half story building has a flat roof of bituminous membrane and metal coping covers. The west façade features a limestone-clad bay at the north with a side light and a metal entry door; the remaining bays feature a single metal door and tall masonry openings with metal rolldown gates.

Alterations
1977, new windows on the north, east elevation openings filled, drop ceiling installed, overhead doors installed;
1978, lighting and electrical system updated;
1993, ductwork updated.

Photographer:	Date:	Description:
Hansel A. Hernandez	11/03/2022	Looking northeast toward the west façade and south elevation from Building 606

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-001-0023		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10863	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.744683 Long.: -90.371910	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Egress & Explosives (Building 079)		9. Present/other name (if known): Egress & Explosives (Building 609)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Defense/Air Facility	11b. Current use:

HISTORICAL INFORMATION

12. Construction date: 1953	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: U. S. Navy	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, multi light
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): ☒ Altered Date(s): 1979, 1983 ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Concrete stucco	
27. No. of stories: 1 ½	34. Foundation material: Concrete	
28. No. of bays (1st floor): 3	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.):
29. Roof type: Flat	36. Front porch type/placement: Open Side	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: 10/03/2022 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:	

ARCHITECTURAL/HISTORIC INVENTORY FORM

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking southwest toward the east façade and north elevation from Building 610.

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. 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.

Military History at Lambert Airport

Prior to the Missouri Air National Guard Base at Lambert Field (ANGLF), the Naval Air Station (NAS) had occupied facilities at Lambert Field. Navy reserves began meeting in a shed outside Lambert Field in 1925 with Major Albert Bond Lambert donating a plane for them to use. In 1930, the Navy designated their unit as a Naval Reserve Aviation Base. From 1932 to 1942 the unit used a hangar on the northwest corner of the airport built by the city of St. Louis. The large hangar featured a concrete ramp for parking aircraft, shop and offices were attached on both sides of the structure. A parachute loft was in the rafters of the hangar. No barracks existed since the group consisted of two officers and 10 enlisted men in 1932. Additional fields were established to handle the training schedule at Lambert Field however, it became obvious the original base could not accommodate the increasing number of students and the aircraft needed in the training; ramp space had to be borrowed from other airlines and plane manufacturers. "In 1941, construction was started on the southwest corner of the airport of what was to become NAS, St. Louis, Missouri."[1] The site was located on the north side of Natural Bridge Road, just east of Coldwater Creek, and had large hangars and repair shops, a steam plant, garages, an underground re-fueling systems, a sewage treatment plant, and administrative office. Soon after, additional construction began on the south side of the road, primarily living quarters for the cadets and enlisted men and many air defense ancillary structures.

[1] Engineering-Environmental Management, Inc., *Final Report Cultural Resources Survey Missouri Air National Guard Property at Lambert Field and Fort Leonard Wood, Missouri* (Denver: Engineering-Environmental Management, Inc., 2006), 3-14.

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The 131st is a unit of the Missouri Air National Guard and dates to 1923 as an observation squadron at Lambert Field. During World War II the unit was in active wartime service in the Pacific but was also engaged in stateside training until 1944 when it mobilized to Australia as part of the 71st Tactical Reconnaissance Group.

After World War II, the 110th Squadron returned to Lambert and became the 110th Fighter Squadron of the 71st Fighter Wing, Missouri Air National Guard. In 1950, the 71st Wing became the 131st Composite Wing and became active for Korean War service in March 1951 as the 131st Fighter Bomber Wing. It moved to Bergstrom Base in Texas temporarily, then in July 1951, it transferred to Tactical Air Command, moving to George Air Force Base in California to become the 110th Fighter Bomber Squadron. Its personnel deployed to Korea during this period, 1951-1952, and reverted to state control in late 1952, returning to the southwest corner of Lambert. It then re-formed as a bombing unit and became the 110th Bombardment Squadron.

During the rest of the 1950s the unit became the 110th Fighter Interceptor Squadron with the conversion to jet planes, coming under the Air Defense Command. After the Navy Reserve departed their facilities at Lambert, the 110th moved from its cramped quarters at the southwest corner of Lambert to the former NAS St. Louis buildings in February 1958. In 1960, the unit became the 110th Tactical Fighter Squadron. From 1961 to 1961 the squadron went to Europe during the Berlin Wall crisis when the United States activated National Guard and Reserve units, including the 110th. Once tensions in Europe decreased in the summer of 1962, the unit returned to Lambert. The Missouri Air National Guard continued training operations at Lambert from 1962 to 1973 during the Vietnam War, and from 1968-1977 it continued training and providing air transport for the Missouri governor and other state officials. At the height of the Cold War during the 1970s avionics, jet fuel, and support buildings were added to NAS-St. Louis for it to be capable of handling new technological requirements of jet aircraft. In addition, other buildings and structures were added to the base in the 1980s centered around support facilities as new headquarter buildings, traffic checkpoints, and storage. During this time the unit became the 110th Tactical Fighter Squadron at Lambert and was deploying overseas for demonstrations and live-fire exercises in Italy, the Gulf of Mexico, the United Kingdom in 1982, and Germany in 1988.

Egress & Explosives (Building 609)

Egress & Explosives (Building 609) was constructed in 1953 and used as a paint and inflammables storage facility. Beginning in 1979, the building was altered with the replacement of its doors and windows and in 1983 the roof was replaced.

Significance

Egress & Explosives (Building 609) was previously determined not eligible. The building is excluded from the adjacent Lambert Field Historic District, which was previously determined NRHP-eligible and documented in 2006 and 2012, consists of seven contributing buildings and one contributing structure. The Historic District is significant under Criterion A during the period of 1942-1955 and is unified by the military and general aviation that has continued from World War II through the early Cold War.

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

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

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

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

Egress & Explosives (Building 609) is located along the south of the Missouri Air National Guard complex, which is enframed by the American Airlines Ground Operations Center complex on the west, the intersection of the southernmost edge of Runway 6-24 and the westernmost edge of Runway 12R-30L on the northwest, Lambert International Boulevard on the south, and Lambert Field Street on the east. The structure is surrounded by a green lawn along the south and west, and there is an asphalt-covered parking lot along the east façade.

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

Egress & Explosives (Building 609) occupies a rectangular footprint, it rests on a concrete slab foundation, faces east onto Lambert Field Street, has a flat roof of bituminous membrane and metal coping covers, and is currently covered in concrete stucco or an elastomeric coating. A high concrete landing along the east façade serves as a porch with a concrete staircase at the northern end and metal pipe handrails. A metal porch shed roof is supported by slender metal posts. There are two single metal doors and a set of tall metal double doors and two fixed wood windows with two lights.

Alterations
1979, replacement windows and doors;
1983, roof replacement.

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking west toward the east façade and north from Building 610.

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-001-0024		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10863	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.744743 Long.: -90.3712898	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Avionics (Building 110)		9. Present/other name (if known): Avionics (Building 610)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Defense/Air Facility	11b. Current use:

HISTORICAL INFORMATION

12. Construction date: 1975	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: U. S. Navy	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
24. Vernacular or property type:	31. Chimney placement: Side left	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): ☒ Altered Date(s): 1978, 1991, 1992 ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Square	33. Exterior wall cladding: Brick, metal	
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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:	

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LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking northwest toward the east façade and south façade from Lambert Field Street

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.

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Avionics (Building 610)

Avionics (Building 610)was built in 1975 to design and test aviation systems. In 1978, metal cladding was added to the parapet along two bays of the east façade, overhead door moved, and exterior ramp installed. Further alterations included new ceiling light installed in 1991 and a new fire protection system installed in 1992.

Significance

Avionics (Building 610) was previously determined not eligible. The building is excluded from the adjacent Lambert Field Historic District, which was previously determined NRHP-eligible and documented in 2006 and 2012, consists of seven contributing buildings and one contributing structure. The Historic District is significant under Criterion A during the period of 1942-1955 and is unified by the military and general aviation that has continued from World War II through the early Cold War

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

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

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

Avionics (Building 610) is located at the southeast corner of the Missouri Air National Guard complex, which is enframed by the American Airlines Ground Operations Center complex on the west, the intersection of the southernmost edge of Runway 6-24 and the westernmost edge of Runway 12R-30L on the northwest, Lambert International Boulevard on the south, and Lambert Field Street on the east. There is an asphalt-covered lot on the east and asphalt-covered driveways on the south, east, and west, and there is an asphalt-covered parking lot directly at the rear (north).

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

Avionics (Building 610) occupies a square footprint facing east onto Lambert Field Street, has a flat roof of bituminous membrane with metal coping covers, and mechanical equipment and HVAC exhaust vents. The parapet rises a foot higher on the east and west. The east façade and all remaining elevations feature a combination of duranodic bronze aluminum rolldown gates and sets of double doors. There is one fixed square window and a metal ships ladder on the north elevation.

Alterations
1978, metal cladding was added to the parapet along two bays of the east façade, overhead door moved, exterior ramp installed;
1991, ceiling lights installed;
1992, mechanical fire protection system installed.

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking northeast toward the south and west elevation from Lambert International Boulevard

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-001-0025		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10863	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.744480 Long.: -90.371160	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Traffic Control (Building 085)		9. Present/other name (if known): Traffic Control (Building 615)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Defense/Air Facility	11b. Current use:

HISTORICAL INFORMATION

12. Construction date: 1973	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: U. S. Navy	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
24. Vernacular or property type:	31. Chimney placement: Side, left	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): ☐ Altered Date(s): ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Fluted concrete panels, metal	
27. No. of stories: 1	34. Foundation material: Concrete	
28. No. of bays (1st floor): 1	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.):
29. Roof type: Flat	36. Front porch type/placement: Recessed Side	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: 10/03/2022 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:	

ARCHITECTURAL/HISTORIC INVENTORY FORM

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking southwest toward the east façade and north elevation from Lambert Field Street.

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. 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.

Military History at Lambert Airport

Prior to the Missouri Air National Guard Base at Lambert Field (ANGLF), the Naval Air Station (NAS) had occupied facilities at Lambert Field. Navy reserves began meeting in a shed outside Lambert Field in 1925 with Major Albert Bond Lambert donating a plane for them to use. In 1930, the Navy designated their unit as a Naval Reserve Aviation Base. From 1932 to 1942 the unit used a hangar on the northwest corner of the airport built by the city of St. Louis. The large hangar featured a concrete ramp for parking aircraft, shop and offices were attached on both sides of the structure. A parachute loft was in the rafters of the hangar. No barracks existed since the group consisted of two officers and 10 enlisted men in 1932. Additional fields were established to handle the training schedule at Lambert Field however, it became obvious the original base could not accommodate the increasing number of students and the aircraft needed in the training; ramp space had to be borrowed from other airlines and plane manufacturers. "In 1941, construction was started on the southwest corner of the airport of what was to become NAS, St. Louis, Missouri."[1] The site was located on the north side of Natural Bridge Road, just east of Coldwater Creek, and had large hangars and repair shops, a steam plant, garages, an underground re-fueling systems, a sewage treatment plant, and administrative office. Soon after, additional construction began on the south side of the road, primarily living quarters for the cadets and enlisted men and many air defense ancillary structures.

[1] Engineering-Environmental Management, Inc., *Final Report Cultural Resources Survey Missouri Air National Guard Property at Lambert Field and Fort Leonard Wood, Missouri* (Denver: Engineering-Environmental Management, Inc., 2006), 3-14.

The second control tower was built atop the Navy hangar once the airport expanded to the east. And once the Navy left Lambert Field, a larger, higher tower was built near the front gate of the naval base with a building at its base to house the local Federal Aviation Administration offices.The Naval Air Station at Lambert came to provide all crash, fire, rescue services, snow removal at the airport, and the medical department and its hospital provided emergency care for the area. After the attack on Pearl Harbor, there was a surge in the enrollment of sailors based at the Lambert base. After the war, the base continued operating and began using jet planes. Then in the fall of 1957 NAS St. Louis received de-commissioning orders from Washington, D.C. and closed in the winter of 1958.

The 131st is a unit of the Missouri Air National Guard and dates to 1923 as an observation squadron at Lambert Field. During World War II the unit was in active wartime service in the Pacific but was also engaged in stateside training until 1944 when it mobilized to Australia as part of the 71st Tactical Reconnaissance Group.

After World War II, the 110th Squadron returned to Lambert and became the 110th Fighter Squadron of the 71st Fighter Wing, Missouri Air National Guard. In 1950, the 71st Wing became the 131st Composite Wing and became active for Korean War service in March 1951 as the 131st Fighter Bomber Wing. It moved to Bergstrom Base in Texas temporarily, then in July 1951, it transferred to Tactical Air Command, moving to George Air Force Base in California to become the 110th Fighter Bomber Squadron. Its personnel deployed to Korea during this period, 1951-1952, and reverted to state control in late 1952, returning to the southwest corner of Lambert. It then re-formed as a bombing unit and became the 110th Bombardment Squadron.

During the rest of the 1950s the unit became the 110th Fighter Interceptor Squadron with the conversion to jet planes, coming under the Air Defense Command. After the Navy Reserve departed their facilities at Lambert, the 110th moved from its cramped quarters at the southwest corner of Lambert to the former NAS St. Louis buildings in February 1958. In 1960, the unit became the 110th Tactical Fighter Squadron. From 1961 to 1961 the squadron went to Europe during the Berlin Wall crisis when the United States activated National Guard and Reserve units, including the 110th. Once tensions in Europe decreased in the summer of 1962, the unit returned to Lambert. The Missouri Air National Guard continued training operations at Lambert from 1962 to 1973 during the Vietnam War, and from 1968-1977 it continued training and providing air transport for the Missouri governor and other state officials. At the height of the Cold War during the 1970s avionics, jet fuel, and support buildings were added to NAS-St. Louis for it to be capable of handling new technological requirements of jet aircraft. In addition, other buildings and structures were added to the base in the 1980s centered around support facilities as new headquarter buildings, traffic checkpoints, and storage. During this time the unit became the 110th Tactical Fighter Squadron at Lambert and was deploying overseas for demonstrations and live-fire exercises in Italy, the Gulf of Mexico, the United Kingdom in 1982, and Germany in 1988.

Traffic Control (Building 615)

Traffic Control (Building 615)was constructed in 1973 to serve as entry security to the Air National Guard Base at Lambert Field (ANGLF) complex. The building underwent alterations in 1987 with metal cladding added to the cantilever and in 1988 with the addition of a new bituminous roof membrane.

Significance

Traffic Control (Building 615)was previously determined not eligible. The building is excluded from the adjacent Lambert Field Historic District, which was previously determined NRHP-eligible and documented in 2006 and 2012, consists of seven contributing buildings and one contributing structure. The Historic District is significant under Criterion A during the period of 1942-1955 and is unified by the military and general aviation that has continued from World War II through the early Cold War.

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

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Wright, John A., Ina Watson, J. Luther Covington, and Victoria Cothran. *Kinloch: Yesterday Today and Tomorrow.* Kinloch: Kinloch History Committee, 1983. PDF download.

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

Traffic Control (Building 615) is the entry to the Missouri Air National Guard complex, which is enframed by the American Airlines Ground Operations Center complex on the west, the intersection of the southernmost edge of Runway 6-24 and the westernmost edge of Runway 12R-30L on the northwest, Lambert International Boulevard on the south, and Lambert Field Street on the east. A green lawn is south and west of the booth surrounded by a chain-link fence, a concrete sidewalk and an asphalt-covered driveway on east, and there is an asphalt-covered parking lot directly at the rear (north). There is a boom barrier or gate with steel bollards at the southeast corner of the building.

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

Traffic Control (Building 615) occupies a rectangular footprint perpendicular to Lambert Field Street, it rests on a concrete slab, has a flat roof of bituminous membrane with metal coping covers, is clad in fluted concrete panels, with ribbons of fixed and sliding duranodic bronze aluminum windows in wood frame, mullions, and sills on the east façade and the north and south elevations. The recessed entrance portico on the east façade leads to a metal door on the south.
The parapet is clad in metal panels projecting from the building plane; there are light fixtures bolted to the cladding. The west elevation is clad in cast stone and features a metal ships ladder to the roof and concrete steps with pipe railing leading to an upper metal door.

Alterations
c.1987, metal cladding added to cantilever parapet; c.1988, new bituminous roof membrane added.

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking northwest toward the east façade and south elevation from Lambert Field Street

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-001-0026		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10863	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.743641 Long.: -90.371136	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Tunnel		9. Present/other name (if known): Tunnel	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Defense/Air Facility	11b. Current use:

HISTORICAL INFORMATION

12. Construction date: c.1944	15. Architect:	18. Previously surveyed? ☒ Cite survey name in box 22 cont. (page 3)
13. Significant date/period: 1942-1955	16. Builder/contractor:	19. On National Register? ☐ individual ☐ district Cite nomination name in box 22 cont. (page 3)
14. Area(s) of significance: Military	17. Original or significant owner: U. S. Navy	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: Concrete	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: Poured-in-place, reinforced concrete	39. Changes (describe in box 41 cont.): ☐ Addition(s) Date(s): ☐ Altered Date(s): ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Concrete	
27. No. of stories: 1	34. Foundation material: Concrete	
28. No. of bays (1st floor):	35. Basement type:	40. No. of outbuildings (describe in box 40 cont.):
29. Roof type:	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: 10/03/2022 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:	

ARCHITECTURAL/HISTORIC INVENTORY FORM

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking south toward the north pedestrian tunnel entrance from Lambert Field Street.

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. 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.

Military History at Lambert Airport

Prior to the Missouri Air National Guard Base at Lambert Field (ANGLF), the Naval Air Station (NAS) had occupied facilities at Lambert Field. Navy reserves began meeting in a shed outside Lambert Field in 1925 with Major Albert Bond Lambert donating a plane for them to use. In 1930, the Navy designated their unit as a Naval Reserve Aviation Base. From 1932 to 1942 the unit used a hangar on the northwest corner of the airport built by the city of St. Louis. The large hangar featured a concrete ramp for parking aircraft, shop and offices were attached on both sides of the structure. A parachute loft was in the rafters of the hangar. No barracks existed since the group consisted of two officers and 10 enlisted men in 1932. Additional fields were established to handle the training schedule at Lambert Field however, it became obvious the original base could not accommodate the increasing number of students and the aircraft needed in the training; ramp space had to be borrowed from other airlines and plane manufacturers. "In 1941, construction was started on the southwest corner of the airport of what was to become NAS, St. Louis, Missouri."[1] The site was located on the north side of Natural Bridge Road, just east of Coldwater Creek, and had large hangars and repair shops, a steam plant, garages, an underground re-fueling systems, a sewage treatment plant, and administrative office. Soon after, additional construction began on the south side of the road, primarily living quarters for the cadets and enlisted men and many air defense ancillary structures.

[1] Engineering-Environmental Management, Inc., *Final Report Cultural Resources Survey Missouri Air National Guard Property at Lambert Field and Fort Leonard Wood, Missouri* (Denver: Engineering-Environmental Management, Inc., 2006), 3-14.

The second control tower was built atop the Navy hangar once the airport expanded to the east. And once the Navy left Lambert Field, a larger, higher tower was built near the front gate of the naval base with a building at its base to house the local Federal Aviation Administration offices.

The Naval Air Station at Lambert came to provide all crash, fire, rescue services, snow removal at the airport, and the medical department and its hospital provided emergency care for the area. After the attack on Pearl Harbor, there was a surge in the enrollment of sailors based at the Lambert base. After the war, the base continued operating and began using jet planes. Then in the fall of 1957 NAS St. Louis received de-commissioning orders from Washington, D.C. and closed in the winter of 1958.

The 131st is a unit of the Missouri Air National Guard and dates to 1923 as an observation squadron at Lambert Field. During World War II the unit was in active wartime service in the Pacific but was also engaged in stateside training until 1944 when it mobilized to Australia as part of the 71st Tactical Reconnaissance Group.

After WWII, the 110th Squadron returned to Lambert and became the 110th Fighter Squadron of the 71st Fighter Wing, Missouri Air National Guard. In 1950, the 71st Wing became the 131st Composite Wing and became active for Korean War service in March 1951 as the 131st Fighter Bomber Wing. It moved to Bergstrom Base in Texas temporarily, then in July 1951, it transferred to Tactical Air Command, moving to George Air Force Base in California to become the 110th Fighter Bomber Squadron. Its personnel deployed to Korea during this period, 1951-1952, and reverted to state control in late 1952, returning to the southwest corner of Lambert. It then re-formed as a bombing unit and became the 110th Bombardment Squadron.

During the rest of the 1950s the unit became the 110th Fighter Interceptor Squadron with the conversion to jet planes, coming under the Air Defense Command. After the Navy Reserve departed their facilities at Lambert, the 110th moved from its cramped quarters at the southwest corner of Lambert to the former NAS St. Louis buildings in February 1958. In 1960, the unit became the 110th Tactical Fighter Squadron. From 1961 to 1961 the squadron went to Europe during the Berlin Wall crisis when the United States activated National Guard and Reserve units, including the 110th. Once tensions in Europe decreased in the summer of 1962, the unit returned to Lambert. The Missouri Air National Guard continued training operations at Lambert from 1962 to 1973 during the Vietnam War, and from 1968-1977 it continued training and providing air transport for the Missouri governor and other state officials. At the height of the Cold War during the 1970s avionics, jet fuel, and support buildings were added to NAS-St. Louis for it to be capable of handling new technological requirements of jet aircraft. In addition, other buildings and structures were added to the base in the 1980s centered around support facilities as new headquarter buildings, traffic checkpoints, and storage. During this time the unit became the 110th Tactical Fighter Squadron at Lambert and was deploying overseas for demonstrations and live-fire exercises in Italy, the Gulf of Mexico, the United Kingdom in 1982, and Germany in 1988.

Tunnel

The tunnel was constructed c.1944 to connect the north and south halves of the Air National Guard Base at Lambert Field (ANGLF) under Lambert International Boulevard (Natural Bridge Road).

Significance

The Tunnel is a contributing resource to the Lambert Field Historic District, which was previously determined NRHP-eligible and documented in 2006 and 2012. The district was determined significant under Criteria A with a period of significance of 1942-1955 and is unified by the military and general aviation that has continued from World War II through the early Cold War. The district consists of seven contributing buildings and one contributing structure.

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

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

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

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Wright, John A., Ina Watson, J. Luther Covington, and Victoria Cothran. *Kinloch: Yesterday Today and Tomorrow.* Kinloch: Kinloch History Committee, 1983. PDF download.

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

The Tunnel is situated at the southeastern-most corner of the Missouri Air National Guard complex, which is enframed by the American Airlines Ground Operations Center complex on the west, the intersection of the southernmost edge of Runway 6-24 and the westernmost edge of Runway 12R-30L on the northwest, Lambert International Boulevard on the south, and Lambert Field Street on the east. A green lawn is north of the tunnel and a concrete sidewalk is on the south and east, as well as a landscaped median farther south separating the east- and west-bound lanes of the boulevard.

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

The rectangular concrete tunnel runs under Lambert International Boulevard and connects the northern and southern halves of the Missouri Air National Guard complex. The north end of the tunnel is located south of Building 615-Traffic Control. The tunnel is accessed by a concrete walkway surrounded by the landscaped right-of-way on the west and a concrete retaining wall supporting a metal pipe handrail.

Photographer:	Date:	Description:
Hansel A. Hernandez	11/03/2022	Looking south toward the north pedestrian tunnel entrance from Lambert Field Street.

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-001-0027		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10863	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.745722 Long.: -90.370710	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known):		9. Present/other name (if known): West Triturator (Building 323)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Transportation/air-related	11b. Current use: Transportation/air-related

HISTORICAL INFORMATION

12. Construction date: 1975	15. Architect: Ross & Baruzzini, Inc., architects, engineers Wachter, Inc., contractors	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: 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:
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): ☐ Altered Date(s): ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Brick, pebble dash	
27. No. of stories: 1	34. Foundation material: Concrete	
28. No. of bays (1st floor): 2	35. Basement type:	40. No. of outbuildings (describe in box 40 cont.):
29. Roof type: Flat	36. Front porch type/placement: Closed Side	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: 10/03/2022 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)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking southwest toward the east façade and north elevation from Airfield Service Road

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.

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West Triturator (Building 323)

West Triturator (Building 323) was built in 1975 to operate as the airport and airline waste disposal system and discharges into the city sewer. The building has not changed in size or footprint.

Significance

West Triturator (Building 323) 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."

West Triturator (Building 323) is not significant under Criterion A, association with events that have made a significant contribution to the broad patterns of our history. The facility was constructed as a part of airport expansions that occurred beginning in the late 1960s and does not appear significant in the history of the airport

West Triturator (Building 323) is not eligible for inclusion in the NRHP under Criterion B because 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.

West Triturator (Building 323) 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 facility housing a waste grinder and water flush system 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.

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

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

West Triturator (Building 323) is located west of Terminal 1 (Building 105) and enframed by southernmost edge of Runway 12R-30L to the north, Concourse A to the east, and the Lambert Field Historic District complex to the west. There are asphalt-covered driveways and parking lots along the east and south, and large concrete courtyard to the north. Building 410 South Firehouse Medical Stores is directly northeast.

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

West Triturator (Building 323) is a one-story building which sits on a concrete slab occupying a rectangular footprint; it faces east, has a flat roof of bituminous membrane with metal coping covers. Pebble dash panels project from the buildings parapet. The southern half of the east façade is made up of brick walls enclosing a garage while the northern half is a closed porch of cast stone jalousies or screens with square metal posts supporting the roof. There two sets of chain link gates on the northern half. There are six steel bollard fronting the façade at openings.

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking west toward the east façade from Airfield Service 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-001-0028		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10785	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.745774 Long.: -90.370092	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known):		9. Present/other name (if known): South Firehouse Medical Stores (Building 410)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Transportation/air-related	11b. Current use: Transportation/air-related

HISTORICAL INFORMATION

12. Construction date: 1967	15. Architect: Marshall M. Burton & Associates, architects Nothum Brothers Construction Co.	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: 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
24. Vernacular or property type:	31. Chimney placement: Offset left	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): ☐ Altered Date(s): ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Square	33. Exterior wall cladding: Brick, metal	
27. No. of stories: 1	34. Foundation material: Concrete	
28. No. of bays (1st floor): 7	35. Basement type: Unknown	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: 10/03/2022 45. Date of revisions:

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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)

See Survey Map Set

PHOTOGRAPH

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

South Firehouse Medical Stores (Building 410)

South Firehouse Medical Stores (Building 410) building was built in 1967 as a base for medical personnel for airport emergencies, but also as an on-site fire-and-rescue facility to respond to accidents and crashes, emergency landings at the airport. Emergency. Newer north and west firehouses have been built at the airport; consequently, the south firehouse is currently used for EMS staging.

Significance

South Firehouse Medical Stores (Building 410) 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."

South Firehouse Medical Stores (Building 410) is not significant under Criterion A, association with events that have made a significant contribution to the broad patterns of our history. The facility was constructed as a part of airport expansions that occurred beginning in the late 1960s and does not appear significant in the history of the airport.

South Firehouse Medical Stores (Building 410) 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.

South Firehouse Medical Stores (Building 410) 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 example of a utilitarian building 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.

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

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

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St. Louis Public Library, Digital Collection.

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Wong, Daniel. "The History of St. Louis-Based Carrier Ozark Air Lines." *Simple Flying*, July 26, 2022. Accessed December 19, 2022. https://simpleflying.com/ozark-air-lines-history/.

Wright, John A., Ina Watson, J. Luther Covington, and Victoria Cothran. *Kinloch: Yesterday Today and Tomorrow*. Kinloch: Kinloch History Committee, 1983. PDF download.

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

South Firehouse Medical Stores (Building 410) is located west of Terminal 1 and enframed by the southernmost edge of Runway 12R-30L to the north, Concourse A to the east, and the Missouri Air National Guard complex to the west. There are asphalt-covered driveways and parking lots along the south, and large concrete courtyard to the north. Building is directly southwest 323 West Triturator is directly southwest.

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

South Firehouse Medical Stores (Building 410) is a one-story building sitting on a concrete slab and occupies a rectangular footprint facing south; it has a flat roof of bituminous membrane with mechanical equipment and metal coping covers. The roof is cantilevered over the façade which features alternating brick-clad bays and vertical metal sash windows and solid spandrels. There is a single metal door at the eastern end and many electrical conduit and boxes attached to the masonry façade. There is a small CMU block-clad, one-story addition on the west elevation with a flat bituminous roof with metal coping covers and mechanical equipment, fixed metal windows, and a single metal door along the south façade.

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking northeast toward the south façade and west elevation from Airfield Service 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-001-0034		2. Survey name: STL Consolidated Terminal Program		
3. County: St. Louis		4. Address (Street No.) 10785	Street (name) Lambert International Boulevard	
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.744059 Long.: -90.370092		7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known):			9. Present/other name (if known): Host Commissary (Building 307)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known):		11b. Current use: Transportation/air-related

HISTORICAL INFORMATION

12. Construction date: 1967	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: 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:
24. Vernacular or property type:	31. Chimney placement: Offset right	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.1997 ☒ Altered Date(s): c.1981 ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Brick	
27. No. of stories: 1	34. Foundation material: Concrete	
28. No. of bays (1st floor): 4	35. Basement type: Unknown	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: 10/03/2022 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:	

ARCHITECTURAL/HISTORIC INVENTORY FORM

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)

See Survey Map Set

PHOTOGRAPH

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

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. 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.

Host Commissary (Building 307)

Host Commissary (Building 307) was built in 1967 as an operations base for HMSHost, a large airport food and beverage service provider. Aside from some additions to the north elevation, the building continues to operate in the same capacity.

Significance

Host Commissary (Building 307) 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."

Host Commissary (Building 307) is not significant under Criterion A, association with events that have made a significant contribution to the broad patterns of our history. The facility was constructed as a part of airport expansions that occurred beginning in the late 1960s and does not appear significant in the history of the airport

Host Commissary (Building 307) 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.

Host Commissary (Building 307) 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 plain, brick-clad storage building of no discernible style, whose 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.

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

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

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Wright, John A., Ina Watson, J. Luther Covington, and Victoria Cothran. *Kinloch: Yesterday Today and Tomorrow.* Kinloch: Kinloch History Committee, 1983. PDF download.

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

Host Commissary (Building 307) Host Commissary is located west of Terminal 1 (Building 105) and enframed by the southernmost edge of Runway 12R-30L to the north, Concourse A to the east, and the Lambert Field Historic District to the west. Concourse A is located directly northwest. There are asphalt-covered driveways along the south and west, and asphalt-covered parking lot along the south, and a large concrete courtyard to the northwest.

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

Host Commissary (Building 307) is a buff color, brick-clad, one-story storage/office building which sits on a concrete slab and occupies a rectangular footprint with two square volumes projecting from the façade and facing south onto Airport Access Road. The building has a flat roof of bituminous membrane and metal coping covers. The façade features a recessed center loading dock with a single metal door and two large rolldown gate openings, and a cantilevered metal canopy; while the two projecting volumes feature a metal rolldown gate on the west and two metal louvers on the east. The eastern volume features a cast stone jalousie/screen concealing mechanical equipment along the south. The north elevation loading dock features concrete stairs leading to metal doors on each end; a cantilevered center metal canopy above a row of large openings with metal rolldown gates; and a projecting, one-story, flat roof, rectangular, brown brick-clad volume with concrete stairs and a single metal door.

Additions
c.1981, the building was extended and enlarged towards the north;
c.1997, one-story extension at north elevation.

Photographer:	Date:	Description:
Hansel A. Hernandez,	10/03/2022	Looking northwest toward the south façade and east elevation from Airport Access Road

ARCHITECTURAL/HISTORIC INVENTORY FORM

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

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-001-0035		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10785	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.743744 Long.:-90.369201	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known):		9. Present/other name (if known): Building Maintenance (Building 315)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known):	11b. Current use: Transportation/air-related

HISTORICAL INFORMATION

12. Construction date: 1967	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: 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
24. Vernacular or property type:	31. Chimney placement: Offset left	38. Acreage (rural): Visible from public road? ☐
25. Architectural Style: No discernible style	32. Structural system: CMU block	39. Changes (describe in box 41 cont.): ☐ Addition(s) Date(s): ☒ Altered Date(s): c.1981 ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Irregular	33. Exterior wall cladding: CMU block	
27. No. of stories: 1	34. Foundation material: Concrete	
28. No. of bays (1st floor): 10	35. Basement type: Unknown	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: 10/03/2022 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)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking southeast toward the north façade 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. 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.

Building Maintenance (Building 315)

Building Maintenance (Building 315), completed in 1967, was part of a 1966 improvement plan at Lambert St. Louis Municipal Airport which expanded maintenance facilities and added the fourth dome included in Hellmuth, Yamasaki, and Leinweber's original plan for the Terminal Building. The building functions as offices for personnel who maintain the terminal. The building has been consistently extended or shortened to the east and west beginning in the 1980s.

Significance

Building Maintenance (Building 315) 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."

Building Maintenance (Building 315) 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 has functioned as a maintenance office facility for the St. Louis-Lambert Airport since it was built in 1967, its construction does not appear significant in the history of the airport.

Building Maintenance (Building 315) 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.

Building Maintenance (Building 315) 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 shop building of no discernible style, which has been extended and shortened to the east and west. 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.

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

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

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

Patterson, Steve. "Carrollton: A Walkable Suburban Subdivision in 1956." *Urban Review Saint Louis*. October 8, 2013. https://www.urbanreviewstl.com/2013/10/carrollton-a-walkable-suburban-subdivision-in-1956/.

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Wright, John A., Ina Watson, J. Luther Covington, and Victoria Cothran. *Kinloch: Yesterday Today and Tomorrow.* Kinloch: Kinloch History Committee, 1983. PDF download.

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

Building Maintenance (Building 315) is located west of Terminal 1 and enframed by the southernmost edge of Runway 12R-30L to the north, Concourse A (Building 103) to the east, and the Lambert Field Historic District to the west. There are asphalt-covered driveways along the south and a small asphalt-covered parking lot along south, and a large concrete taxiway to the northwest. A metal barrier wall covers the south elevation along Airport Access Road.

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

Building Maintenance (Building 315) is a CMU, one-story office building that sits on a concrete slab and occupies an irregular/polygonal footprint, northwest to southeast along Airport Access Road, and faces north toward Runway 12R-30L. The building has a flat roof of bituminous membrane, metal coping covers, and mechanical equipment. The plain façade features sets of double- and single metal doors, as well as fixed duranodic bronze aluminum windows.

Alterations
Beginning in the 1980s, the building the building has been extended or shortened to the east and west.

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

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-001-0037		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10785	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.743234 Long.: -90.370079	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known):		9. Present/other name (if known): Old Airfield Lighting Vault (Building 411)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known):	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:	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: Offset right, offset left	38. Acreage (rural): Visible from public road? ☐
25. Architectural Style: No discernible style	32. Structural system: CMU block	39. Changes (describe in box 41 cont.): ☒ Addition(s) Date(s): c. 2000 ☐ Altered Date(s): ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Fluted concrete panels, CMU block	
27. No. of stories: 1, 1 ½	34. Foundation material: Concrete	
28. No. of bays (1st floor): 4	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.):
29. Roof type: Flat	36. Front porch type/placement: Platform side	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: 10/03/2022 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:	

ARCHITECTURAL/HISTORIC INVENTORY FORM

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking southwest toward the west façade and north elevation from Airport Access Road

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. 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.

Old Airfield Lighting Vault (Building 411)

Old Airfield Lighting Vault (Building 411)was built in 1981 to serve as the primary electrical power feeder for the airfield lighting system. In c.2000, a small addition was built at the building's west elevation. The building is currently empty now and used for storage.

Significance

Old Airfield Lighting Vault (Building 411) 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."

Old Airfield Lighting Vault (Building 411) is not significant under Criterion A, for its lack of association with events that have made a significant contribution to the broad patterns of our history. Although the building has functioned as an airfield lighting storage facility for the St. Louis-Lambert Airport since it was built in 1981, it was built considerably late in the airport's history and does not appear significant in the history of the of the airport.

Old Airfield Lighting Vault (Building 411) 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.

Old Airfield Lighting Vault (Building 411) 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 CMU block and concrete panel-clad storage building of no discernible style, whose 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.

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

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

Boeschenstein, C. K. "Described as the 'Grand Central of the Air' St. Louis' New Air Terminal to Be One of Nation's Best." *St. Louis Globe-Democrat*, March 28, 1954. PDF download.

Bradley, Betsy, Jan Cameron, Andrea Gagen, Bob Bettis, Peter Meijer, Kristen Minor, Kate Kearney, and Christine Madrid French. *Thematic Survey of Modern Movement Non-Residential Architecture, 1945-1975, in St. Louis City*. Portland: Peter Meijer Architect, PC, 2013.

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

Building 411 Old Airfield Light Vault is located west of Terminal 1 and enframed by Airport Access Road along the west and north, Lambert International Boulevard along the south, and by Building 310 Airline Service Maintenance Shop to the east. There is a concrete-covered parking lot along the east façade and a concrete-covered driveway beyond. The building is at the foot of a landscaped right-of-way directly south which slopes upward toward the boulevard and has some grown trees.

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

Old Airfield Lighting Vault (Building 411) is a fluted concrete panel-clad and CMU block one-story building which sits on a concrete slab and occupies a rectangular footprint, facing east. The building consists of a slender one-and-and a half volume with a wider and off-center one-story volume on the south. The building has a flat roof of bituminous membrane, metal coping covers, and mechanical equipment. The east façade features a north loading dock and ramp with metal pipe handrails, a set of double metal doors, and two tall metal louvers; while the north elevation features a large center opening filled in with CMU flanked by two metal louvers. The north-facing setback of the southern building features a large opening with a metal gate and a metal louver. The west elevation features a tall metal louver. The addition to the west elevation matches the original building in design and cladding material a large opening with a metal gate along the north elevation.

Additions
c.2000, a one-story rectangular volume added to the west.

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking southeast toward the north and west elevations from Airport Access 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-001-0038		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10785	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.7435156 Long.: -90.369461	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known):		9. Present/other name (if known): Airline Service Maintenance (Building 310)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Transportation/air-related	11b. Current use: Transportation/air-related

HISTORICAL INFORMATION

12. Construction date: 1956; 1966	15. Architect: Hellmuth, Yamasaki & Leinweber; William C E Becker Structural Engineer; Ferris & Hamig, Mechanical Engineer	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: 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, 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: Steel frame	39. Changes (describe in box 41 cont.): ☐ Addition(s) Date(s): ☒ Altered Date(s): 1966 ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Steel, brick	
27. No. of stories: 1 ½	34. Foundation material: Concrete	
28. No. of bays (1st floor): 17	35. Basement type: Unknown	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: 10/03/2022 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)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/22	Looking northwest toward the east façade and the south elevation from Lambert International Boulevard

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. 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.

Airline Service Maintenance (Building 310)

Airline Service Maintenance (Building 310) building was built along with the new airport terminal in 1956 and serves as a maintenance facility for the vehicles used in the maintenance of the runways and taxiways. It was included in the airport master plan developed by Hellmuth, Yamasaki, and Leinweber although designed and constructed to be a utilitarian support facility. When the airport expanded in 1966, the building was doubled in size through a large extension to the south. Research did not indicate that alterations to this building were part of Hellmuth, Yamasaki, and Leinweber's original plan for the airport, unlike the Terminal Building, which supported construction of additional domes as part of the building's design.

Significance

Airline Service Maintenance (Building 310) 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."

Airline Service Maintenance (Building 310) 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 functioned as a maintenance facility for the new Lambert St.

Louis Municipal Airport, substantial alterations to the building in the 1960s doubled the building's original footprint. Research did not indicate Hellmuth, Yamasaki, and Leinweber's original master plan for the new airport included expansion of this building. As a support building that was later substantially altered, it is unable to convey the same Jet Age-era trends or significance as expressed in the Terminal Building.

Airline Service Maintenance (Building 310) is not eligible for inclusion in the NRHP under Criterion B because 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.

Airline Service Maintenance (Building 310) 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 shop building of no discernible style with a footprint that was increased more than 50 percent when it was extended to the south in 1966. No historical documentation has been found regarding this expansion program, and 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.

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

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Wright, John A., Ina Watson, J. Luther Covington, and Victoria Cothran. *Kinloch: Yesterday Today and Tomorrow*. Kinloch: Kinloch History Committee, 1983. PDF download.

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

Airline Service Maintenance (Building 310) is located west of Terminal 1 and enframed by Airport Access Road along the north, Lambert International Boulevard along the south, and by West Power Plant (Building 406) to the east. There are asphalt and concrete-covered driveways and parking lots surrounding the building. The building is at the foot of a landscaped right-of-way directly south which slopes upward toward the boulevard and has some grown trees.

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

Airline Service Maintenance (Building 310) is a one-and-a-half story building which sits on a concrete slab and occupies a rectangular footprint facing east. The building has a flat roof of bituminous membrane, metal coping covers, and mechanical equipment. The east façade and secondary west elevation are distributed as a series of alternating bays of tall, multi-light, fixed metal windows above a brick-clad bulkhead, and large openings with metal rolldown gates, and some single metal doors, while the north and south elevations feature solid brick walls and a center bay of tall, multi-light, fixed metal windows and a slim bay of metal door and multi-light windows above.

Additions
c.1967, the building was extended to the south, doubling its footprint.

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/22	Looking northeast toward the west elevation from Lambert International Boulevard

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/22	Looking southwest toward the east façade and north elevation from Airport Access Road


POWER PLANT
SHOPS
490757
DELTA

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-001-0039		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10785	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.743056 Long.: -90.369154	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known):		9. Present/other name (if known): Boiler Shop West Power Plant (Building 406)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Transportation/air-related	11b. Current use: Transportation/air-related

HISTORICAL INFORMATION

12. Construction date: 1956; 1966	15. Architect: Hellmuth, Yamasaki & Leinweber; William C E Becker Structural Engineer; Ferris & Hamig, Mechanical Engineer	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: 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, encasement
24. Vernacular or property type:	31. Chimney placement: Center, cluster	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): 1966 ☒ Altered Date(s): c. 1995 ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Steel, brick	
27. No. of stories: 1 ½, 2	34. Foundation material: Concrete	
28. No. of bays (1st floor): 12	35. Basement type: Unknown	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.): John H. Perry, WSP Inc.	44. Survey date: 10/03/2022 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)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking northeast toward the west façade and south elevation from Lambert International Boulevard


307
301
CAUTION
ICY SURFACE

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. 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.

Boiler Shop West Power Plant (Building 406)

Boiler Shop West Power Plant (Building 406) building was built along with the new airport terminal in 1956 and serves as a power and steam facility to the other maintenance building at the airport. As part of the airport's upgrade and expansion plan of 1966, the building was extended to the east, doubling in size and footprint.

Significance

Boiler Shop West Power Plant (Building 406) 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."

Boiler Shop West Power Plant (Building 406) 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 functioned as a maintenance facility for the new Lambert St. Louis Municipal Airport, substantial alterations to the building in the 1960s doubled the building's original footprint. Research did not indicate Hellmuth, Yamasaki, and Leinweber's original master plan for the new airport included expansion of this building. As a support building that was later substantially altered, it is unable to convey the same Jet Age-era trends or significance as expressed in the Terminal Building.

Boiler Shop West Power Plant (Building 406) 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.

Boiler Shop West Power Plant (Building 406) 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 shop building of no discernible style with a footprint that was increased more than 50 percent when it was extended to the east in 1966. No historical documentation has been found regarding this expansion program, and 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.

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

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

Boiler Shop West Power Plant (Building 406) is located west of Terminal 1 (Building 105) and enframed by Airport Access Road along the north, Lambert International Boulevard along the south, and by Airline Service Maintenance (Building 310) to the west. There are asphalt and concrete-covered driveways and parking lots surrounding the building. The building is at the foot of a landscaped right-of-way directly south which slopes upward toward the boulevard and has some grown trees.

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

Boiler Shop West Power Plant (Building 406) is a one-and-a-half- and two-story building which sits on a concrete slab and occupies a rectangular footprint facing west. The building has a flat roof of bituminous membrane, metal coping covers, and mechanical equipment. The northern and southern portions of the west façade feature large bays of tall, multi-light, fixed and casement metal windows above a brick-clad bulkhead, whereas the middle portion of the building features bays of solid brick with metal louvres, single metal doors and metal rolldown gates. The two-story east elevation features large bays of tall, multi-light, fixed and casement metal windows above a brick-clad bulkhead and a single metal door. The south elevation features plain solid brick walls with a concrete loading dock, a rolldown gate, and bay of tall windows. The north elevation features a solid brick wall with rolldown gate and three turbines, extending a few feet west from the building plane.

Additions

1966, building extension to the east

c.1995, three turbines atop a concrete slab on the north elevation were replaced with new and larger ones

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking northeast toward the west façade and south elevation from Lambert International Boulevard

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking southwest toward the west and south elevations from Airport Access 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-001-0044		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10730	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.740735 Long.: -90.368697	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known): Super Park Long Term Parking (Lot A) (Building 114)		9. Present/other name (if known): Super Park Long Term Parking (Lot A) (Building 114)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Transportation/road-related (vehicular)	11b. Current use: Transportation/road-related (vehicular)

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: 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: Metal	37.Windows: ☐ historic ☒ replacement Pane arrangement: Fixed
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, concrete	39. Changes (describe in box 41 cont.): ☒ Addition(s) Date(s): c.1968, 2000, 2006, 2010 ☒ Altered Date(s): c.1986, 1989 ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Irregular	33. Exterior wall cladding: Corrugated galvanized steel (CGS), stainless steel, aluminum, precast concrete panels	
27. No. of stories:	34. Foundation material: Concrete	
28. No. of bays (1st floor):	35. Basement type:	40. No. of outbuildings (describe in box 40 cont.): 17
29. Roof type: Vault, 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: 11/29/2022 45. Date of revisions:

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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)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking south east toward the north parking lot entrance from east-bound Lambert International Boulevard

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. 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.

Super Park Long Term Parking (Lot A) (Building 114)

Aerial photography shows the site of Super Park Long Term Parking (Lot A) (Building 114) as open farmland from the 1930s until the late 1950s, when the original Lambert Field was operating a mile northwest. In 1968, Bus Port (Building 116) was erected on the site's northern boundary, along the eastbound lanes of Lambert International Boulevard. At the time of construction of Terminal 1 Parking Garage in 1972, the lot to the south had been cleared, paved with asphalt, and laid into sections with a center east-west axial lane, and the below-grade ramp and tunnel connecting to northern parking garage was located along the northern portion. The lot has received several additions and alterations beginning in the mid-1980s with the canopy added to the tunnel in 1986 and a new city bus shelter erected along Lambert International Boulevard. In 2000, Super Park LIB Office (Lot A) (Building 112) and Super Park LIB Toll Booths (Lot A) (Building 113) were built as well as three bus shelters in 2006.

Significance

Super Park Long Term Parking (Lot A) (Building 114) 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."

Super Park Long Term Parking (Lot A) (Building 114) is not significant under Criterion A, association with events that have made a significant contribution to the broad patterns of our history. The facility was constructed as a part of airport expansions that occurred beginning in the late 1960s and does not appear significant in the history of the airport.

Super Park Long Term Parking (Lot A) (Building 114) 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.

Super Park Long Term Parking (Lot A) (Building 114) 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 vehicular parking lot 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.

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

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Wright, John A., Ina Watson, J. Luther Covington, and Victoria Cothran. *Kinloch: Yesterday Today and Tomorrow*. Kinloch: Kinloch History Committee, 1983. PDF download.

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

Super Park Long Term Parking (Lot A) (Building 114) is located southwest of Terminal 1 and is enframed by east-bound Lambert International Boulevard along the north, Dwight D. Eisenhower Highway along the south, Airflight Drive on the east, and the southern campus of the Missouri Air National Guard base (MoANG) on the west. There is a concrete sidewalk along the north and landscaped rights-of-way with some trees along the east and south.

There is a city bus shelter along east-bound Lambert International Boulevard, west of the Bus Port (Building 116). Super Park LIB Office (Lot A) (Building 112) is located along north entrance driveway to the lot and west of Super Park Long Term Parking (Lot A) (Building 114); Super Park LIB Toll Booths (Lot A) (Building 113) are located directly south of the office building. There are three bus shelters inside the lot at different locations. A small checkpoint booth sits on a concrete median at the north entrance driveway. An unused, one-story, CMU block former radar facility building lies at the southwest corner of the lot.

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

Although of an irregular footprint, the 1972 Super Park Long Term Parking (Lot A) (Building 114) consists of an asphalt-covered, triangle-shaped parking lot, with its point towards the east; at the southwest corner of the triangle is an extra parking lot which belonged the a former FAA Radar Facility. There is a main east-west axis lane at the center, from the point to the base of the triangle, which widens transforming into seven lanes at the exit toll booths. The lot's parking sections are laid perpendicularly to the axis with lanes between them. There are two driveways along the northwest corner and a bus exit driveway directly east of these which merges onto the boulevard. The entry driveway extends south to the southwest parking lot. Along the center north area of the lot is a rectangular sloped ramp connecting the lot underground to the parking garage north of the boulevard. The perimeter of the ramp has a concrete

curb. The 1986 metal canopy covers the span of the rectangular sloped ramp The ramp has low and tapered concrete bulkheads supporting the steel barrel vault-shaped armature of the canopy. The armature is comprised of five sections clad in corrugated galvanized steel (CGS) linked by fixed arched metal windows. The rear wall of the last section is a tall metal and glass elliptical fanlight or sunburst.

Bus Port (Building 116)

The 1968 south-facing concrete building sits on a concrete foundation occupying an irregular footprint. It has a flat roof of bituminous membrane with metal coping covers, and mechanical equipment. The upper third of the building features a projecting duranodic bronze aluminum-clad parapet. The façade consists of bays of tall, fixed duranodic bronze aluminum windows and a set of double doors; the north elevation features bays of tall, fixed duranodic bronze aluminum windows; the west elevation features a set of double doors. A few feet west of the building is a duranodic bronze aluminum and glass bus shelter facing onto the boulevard; it has a flat roof.

Super Park LIB Office (Lot A) (Building 112)

The 2000 south-facing building sits on a raised concrete foundation occupying a rectangular footprint. The building is clad in precast concrete panels atop a rectangular concrete bulkhead. The vaulted ceiling is clad in standing seam metal. There is a metal fence and handrails around the building's perimeter. The façade features a set of double metal and glass doors, fixed single metal windows, and a semicircular metal canopy on tiebacks above the doors. The east elevation features metal doors and tall, divided, fixed metal windows with metal canopies on brackets; the west elevation features two metal doors and three fixed windows. The rear elevation has metal doors and a grass rear yard.

Super Park LIB Toll Booths (Lot A) (Building 113)

Built 2000. There are seven elliptical concrete curbs serving as platforms for the seven toll booths and the steel canopy structure. The post and beam canopy has a vaulted ceiling clad in standing seam metal, partially suspended by wires from beams above the canopy roof. The toll booths are rectangular and of blue-painted metal and glass.

Additions/Alterations
c.1968, Building 116 Bus Port erected at the northern boundary, along east-bound Lambert International Boulevard; altered in 1989;
1986, canopy added to tunnel; new city bus shelter erected along Lambert International Boulevard;
c.2000, Super Park LIB office building and toll booths are built;
c.2006, three lot bus shelters added;
c.2010, checkpoint booth added to median at northwest driveways.

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking northeast toward the tunnel to Terminal 1 parking garage from the surface parking lot

ARCHITECTURAL/HISTORIC INVENTORY FORM

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking southwest toward bus shelter installed in 2006 from surface parking lot

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-002-0046		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10730	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.740295, Long.: -90.370647	7. Township/Range/Section: T: R: S:
8.Historic name (if known):		9. Present/other name (if known): Former FAA Radar Facility Building	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): FAA Radar Facility Building	11b. Current use: Storage

HISTORICAL INFORMATION

12. Construction date: 1975	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: 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:
24. Vernacular or property type:	31. Chimney placement:	38. Acreage (rural): Visible from public road? ☐
25. Architectural Style: No discernable style	32. Structural system: Steel Frame	39. Changes (describe in box 41 cont.): ☐ Addition(s) Date(s): ☐ Altered Date(s): ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Concrete Masonry Unit	
27. No. of stories: 1	34. Foundation material: Concrete	
28. No. of bays (1st floor): 2	35. Basement type: Unknown	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.): John H. Perry, Ph.D. WSP Inc.	44. Survey date: 10/03/2022 45. Date of revisions: 11/30/2022

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:	

ARCHITECTURAL/HISTORIC INVENTORY FORM

LOCATION MAP (include north arrow)

SITE MAP/PLAN (include north arrow)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking south toward west façade and north elevation from surface parking lot

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. 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.

The site of Former FAA Radar Facility Building is located to the southwest of Terminal 1 and adjacent to the surface parking lot. Aerial photographs from the 1950s show the site as farmland. By 1972, aerial photographs show the building under construction and completed by c. 1975 as a radar facility. The building no longer operates as a radar facility for the FAA.

Significance

Former FAA Radar Facility Building 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."

Former FAA Radar Facility Building is not significant under Criterion A because it lacks association with events that have made a significant contribution to the broad patterns of our history. Research did not indicate the building played an important role at the airport or with aviation activities in St. Louis, likely abandoned as a result of changing technologies.

Former FAA Radar Facility Building is not significant under Criterion B because research did not indicate an association with the lives of persons significant in our past.

Former FAA Radar Facility 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. It is a common and utilitarian example of an airport support 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.

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

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

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

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Gonzalez, Daniels. "At Kinloch Field, Theodore Roosevelt became the first U.S. President to Travel by Plane." *St. Louis Magazine*, January 2, 2018. https://www.stlmag.com/history/where-the-president-first-flew-kinloch-field-and-early-flight/.

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

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Jackson, James K., PE, STL Airport Operations. Interview. October 26, 2022, November 3, 2022, November 8, 2022. By Hansel A. Hernandez. Email.

Kneller, Janet and Meredith Hawkins Trautt. *Final Architectural Survey for the Reevaluation of the Missouri Air National Guard Property Historic District at Lambert Field*. Research Report: 680. Archaeological Research Center of St. Louis, Inc. November 2012.

Krell, Edwin D. "New St. Louis Air Terminal Building Opens: Public Service Role Stressed." *St. Louis Globe-Democrat*, March 11, 1956. PDF download.

Lambert, A. B. *A Municipal Airport for St. Louis: A Suggestion*. St. Louis: n.d.

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Missouri Digital Heritage. "Plat book of St. Louis County, Missouri." Accessed November 2, 2022. https://mdh.contentdm.oclc.org/digital/collection/moplatbooks/id/1961.

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

Patterson, Steve. "Carrollton: A Walkable Suburban Subdivision in 1956." *Urban Review Saint Louis*. October 8, 2013. https://www.urbanreviewstl.com/2013/10/carrollton-a-walkable-suburban-subdivision-in-1956/.

Peters, Frank. "Minoru Yamasaki's Pivotal Building Years in St. Louis." *St. Louis Post-Dispatch*, February 16, 1986. In Yamasaki, Minoru, Vertical File, Missouri Historical Society Library, St. Louis.

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

Schlinkmann, Mark, "Plans for International Freight Complex at Lambert Collapse; Operator Alleges City Improperly Ended Deal," *St. Louis Post-Dispatch*, September 19, 2019. AviationPros.com. Accessed November 9, 2022. https://www.aviationpros.com/airports/airports-municipalities/news/21106348/plans-for-international-freight-complex-at-lambert-collapse-operator-alleges-city-improperly-ended-deal.

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St. Louis Public Library, Digital Collection.

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

Wong, Daniel. "The History of St. Louis-Based Carrier Ozark Air Lines." *Simple Flying*, July 26, 2022. Accessed December 19, 2022. https://simpleflying.com/ozark-air-lines-history/.

Wright, John A., Ina Watson, J. Luther Covington, and Victoria Cothran. *Kinloch: Yesterday Today and Tomorrow*. Kinloch: Kinloch History Committee, 1983. PDF download.

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

Former FAA Radar Facility Building is located southwest of Terminal 1 and on the western end of Surface Parking Lot A. Asphalt and concrete-covered parking lots surround the building. Interstate 70 borders the southern end of the site.

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

Former FAA Radar Facility Building is a rectangular single-story concrete masonry unit building constructed in 1975. It sits on a concrete occupying a rectangular footprint facing west with the parapet projecting from the roof. The flat roof is made of bituminous membrane. The façade features a cantilevered canopy on three metal posts, two wooden doors, and metal louver. The north elevation is plain with three louvers. The south elevation contains no features while the east elevation also features a small cantilevered canopy and some mechanical equipment.

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-001-0047		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10785	Street (name) Lambert International Boulevard
5.City: Bridgeton	Vicinity: ☐	6. Geographical Reference: Lat.: 38.741927, Long.: -90.366933	7. Township/Range/Section: T: 46N R: 6E S: 6
8.Historic name (if known):		9. Present/other name (if known): Terminal 1 Parking Garage (Building 110)	
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: 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: Concrete	37.Windows: ☐ historic ☐ replacement Pane arrangement:
24. Vernacular or property type: Parking Structure	31. Chimney placement:	38. Acreage (rural): Visible from public road? ☐
25. Architectural Style: No discernible style	32. Structural system: Steel and Concrete	39. Changes (describe in box 41 cont.): ☒ Addition(s) Date(s): c. 1995 ☒ Altered Date(s): c. 1995, 2010-2012 ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Exterior wall cladding: Concrete, glass and steel	
27. No. of stories: 4	34. Foundation material: Concrete	
28. No. of bays (1st floor):	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

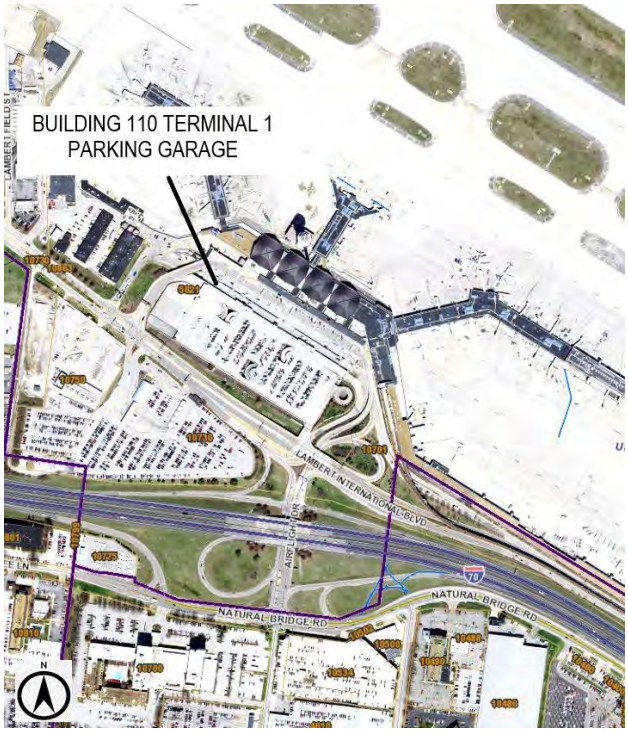
42. Current owner/address: STL Airport Administration 10701 Lambert International Blvd. St. Louis, MO 63145	43.Form prepared by (name and org.): John H. Perry, Ph.D. WSP Inc.	44. Survey 10/03/2022 45. Date of revisions:

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:	

ARCHITECTURAL/HISTORIC INVENTORY FORM

LOCATION MAP (include north arrow)

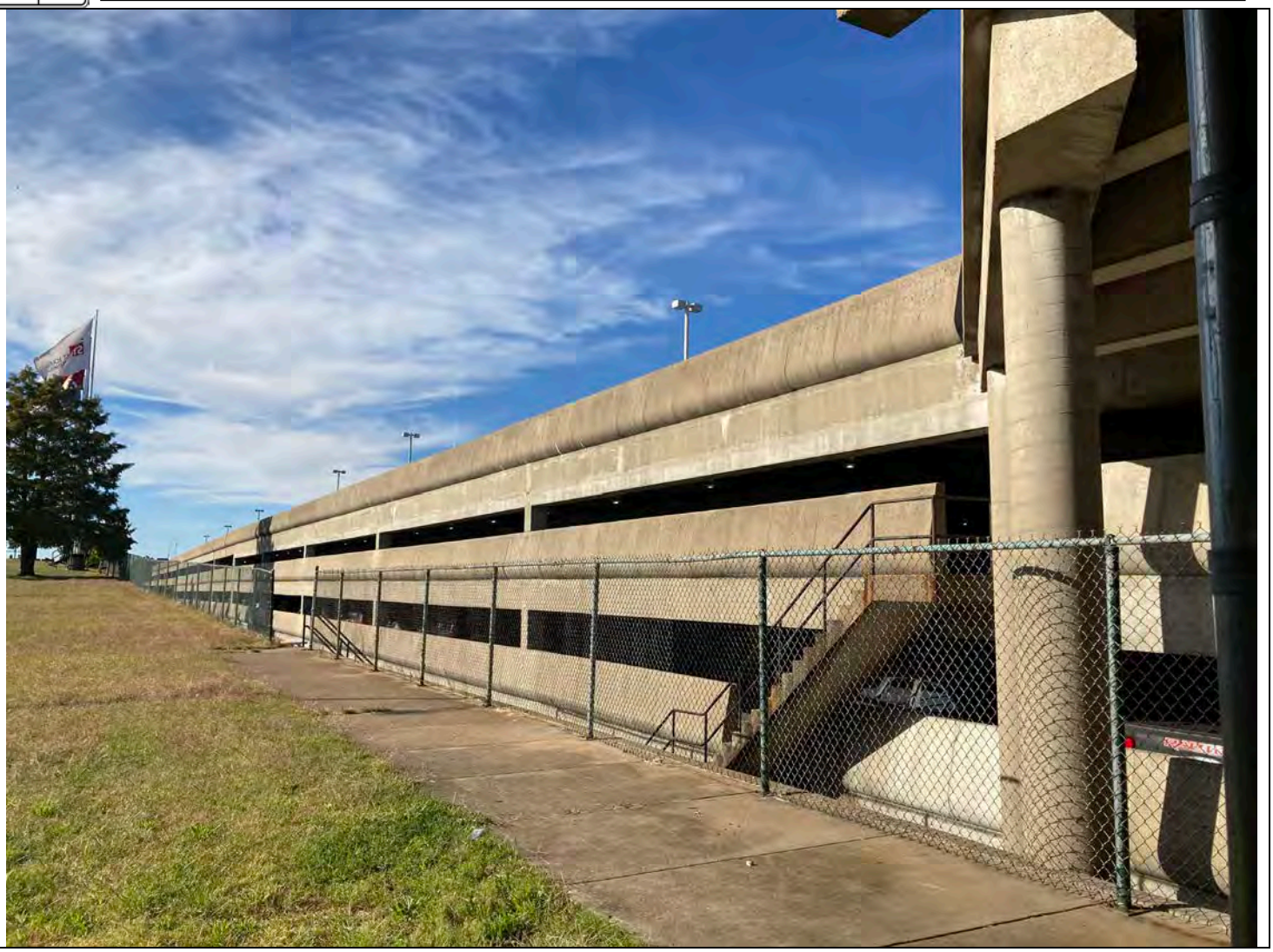


SITE MAP/PLAN (include north arrow)

See Survey Map Set

PHOTOGRAPH

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking northwest at south elevation from Lambert International Boulevard



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. 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.

Terminal 1 Parking Garage (Building 110)

Terminal 1 Parking Garage (Building 110) resulted from the airport's growth in passenger and freight traffic following the terminal's completion in 1956.The City of Saint Louis Airport Commission's 1969-70 annual report *Keeping Pace with Progress* identified the need to expand vehicular access to the airport, and construction of Building 110 Terminal 1 Parking Garage began in July 1969 on a 3,000-space parking garage at a cost of $8.5 million. The Commission wanted the future parking garage to be as close as possible to the original terminal so it could become integrated with the terminal and airport's functionality, and the progress report featured images of its construction that showed the structure's proximity to and incorporation with vehicular and pedestrian access at both the passenger and finger levels of the terminal. When completed in 1972, further connections to the terminal were created by two steel and glass staircase structures affixed to the garage's northeast elevation. The parking garage was later altered in 1995 through construction of a circular car ramp on its southeast side as part of an access road redesign project that included replacement of the original tollbooths. This ramp complemented the original semi-circular vehicular ramps that connected all levels of the structure, while the straight ramps were severed or altered as the traffic flow pattern in the garage changed. Another alteration in 1995 included a new center steel and glass staircase located between the two original ones that flank it. In 2010-2012, all three northeast elevation staircases were altered for elevator access.

Significance

Building 110 Terminal 1 Parking Garage 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."

Building 110 Terminal 1 Parking Garage is not significant under Criterion A, association with events that have made a significant contribution to the broad patterns of our history. The garage was built for St. Louis-Lambert Airport to alleviate parking capacity concerns in 1972. It is not associated with aviation improvements at the airport and was not built in concert with the airport's construction in the 1950s.

Building 110 Terminal 1 Parking Garage 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.

Building 110 Terminal 1 Parking Garage 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 parking garage with modest Brutalist references. It was later altered in 1995 with a new vehicular ramp and 2010-2012 alterations to the northeast staircases for elevator access. 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.

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

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

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Bradley, Betsy, Jan Cameron, Andrea Gagen, Bob Bettis, Peter Meijer, Kristen Minor, Kate Kearney, and Christine Madrid French. *Thematic Survey of Modern Movement Non-Residential Architecture, 1945-1975, in St. Louis City*. Portland: Peter Meijer Architect, PC, 2013.

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

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Lambert, A. B. *A Municipal Airport for St. Louis: A Suggestion*. St. Louis: n.d.

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St. Louis Public Library, Digital Collection.

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

Wong, Daniel. "The History of St. Louis-Based Carrier Ozark Air Lines." *Simple Flying*, July 26, 2022. Accessed December 19, 2022. https://simpleflying.com/ozark-air-lines-history/.

Wright, John A., Ina Watson, J. Luther Covington, and Victoria Cothran. *Kinloch: Yesterday Today and Tomorrow*. Kinloch: Kinloch History Committee, 1983. PDF download.

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

Terminal 1 Parking Garage (Building 110) is located southwest of Terminal 1 and is connected to arrivals and departures circulation roadways. It is surrounded by arrivals and departures roadways as well as Lambert International Boulevard.

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

Terminal 1 Parking Garage (Building 110) is a rectangular, four-story, reinforced concrete parking garage built in 1972 and later altered in 1995 and 2010-2012. The garage is constructed partially below grade and located on a northwest-southeast axis parallel to Terminal 1 and is surrounding by terminal access roads on three sides and Lambert International Boulevard along its southwest elevation. Each level within the parking garage is nearly identical, although the top, rooftop level contains pedestrian and vehicular circulation elements not visible elsewhere as well as three tollbooths on the northwest corner. Overall, the parking garage is characterized by its horizontality and massing, with modest references to Brutalism exhibited in its railings, ramps, and pedestrian features. Elevations are generally similar with terminal connections on its northeast elevation.

Vehicular access to and within the garage is provided by three ramps that connect the garage to access roads or certain levels of the garage and four interior semi-circular ramps that connect all levels of the structure. Two of these interior ramps feature semi-circular double concrete staircases for pedestrian access while an additional three interior single concrete staircases are located further south. Curved, concrete coverings provide shelter over both the double and single concrete pedestrian staircases. Connecting the northeast elevation of the parking garage with the terminal are three staircases enclosed in glass and steel that pass at grade and under terminal arrivals and departures roads to allow pedestrian access. The center glass and steel staircase structure dates from 1995 and was altered in 2010-2012 while the two flanking glass and steel staircase structures are original to the 1972 garage with alterations completed between 2010-2012.

Alterations

c. 1995 the parking garage underwent a redesign with the addition of a circular vehicle ramp to the southeast side of garage as part of access road redesign project and the original tollbooths were replaced and two of the three straight ramps were removed or altered to accommodate different traffic flow patterns within the garage. A new steel and glass staircase structure was added to the northeast elevation between the two original ones.

c. 2010-2012 three flanking northeast elevation staircases underwent alterations for elevator access while center staircase remained unaltered.

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking west toward the south elevation and tunnel connecting to surface parking lot from lower parking level

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking southwest toward the 1995 east ramp from Terminal 1

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking northwest toward the upper level parking lot from Lambert International Boulevard

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking west toward double staircase canopy from upper level parking lot from Lambert International Boulevard

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2022	Looking south toward single staircase canopy from upper level parking lot from Terminal 1

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-001-0051		2. Survey name: STL Consolidated Terminal Program	
3. County: St. Louis		4. Address (Street No.) 10701	Street (name) Lambert International Boulevard
5.City: St. Louis	Vicinity: ☐	6. Geographical Reference: Lat.: 38.742801 Long.: -90.366230	7. Township/Range/Section: T: T: 46N R: 6E S: 6
8.Historic name (if known): Terminal Building		9. Present/other name (if known): Terminal 1 (Building 101)	
10. Ownership: ☐ Private ☒ Public		11a. Historic use (if known): Transportation/air-related	11b. Current use: Transportation/air-related

HISTORICAL INFORMATION

12. Construction date: 1956; 1966	15. Architect: Hellmuth, Yamasaki & Leinweber, arch.; William C. E. Becker, struct. eng.; Ferris & Hamig, mech. eng.; L & R Construction Co.; V & M Contracting Co., general contractors 4th Dome Hellmuth, Obata &Kassabaum, arch.; William C. E. Becker, struct. eng.; Ferris & Hamig, mech. eng. C. Rallo Contracting Co., Inc., general construction; Haughton Elevator Co., elevator & moving stairways; Natkin & Company, plumbing and drainage; Phil L. Miller Plumbing & Heating, heating and AC; Briner Electric Co., electrical work	18. Previously surveyed? ☒ Cite survey name in box 22 cont. (page 3)
13. Significant date/period: 1956-1966	16. Builder/contractor:	19. On National Register? ☐ individual ☐ district Cite nomination name in box 22 cont. (page 3)
14. Area(s) of significance: Transportation	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: Copper; bituminous membrane	37.Windows: ☒ historic ☐ replacement Pane arrangement: Fixed, multi-light
24. Vernacular or property type: Airport terminal	31. Chimney placement:	38. Acreage (rural): Visible from public road? ☐
25. Architectural Style: Neo Expressionist	32. Structural system: Steel frame; reinforced concrete	39. Changes (describe in box 41 cont.): ☒ Addition(s) Date(s): 1966, 1972, 1975, c. 1990s ☒ Altered Date(s): c.1979, 2011 ☐ Moved Date(s): ☐Other Date(s): Endangered by:
26. Plan shape: Irregular	33. Exterior wall cladding: Aluminum, concrete, stainless steel, cast stone, glass	
27. No. of stories: 3	34. Foundation material: Concrete	
28. No. of bays (1st floor): 7	35. Basement type: Full	40. No. of outbuildings (describe in box 40 cont.):
29. Roof type: Vault, flat	36. Front porch type/placement:	41. Further description of building features and associated resources on continuation page. ☒

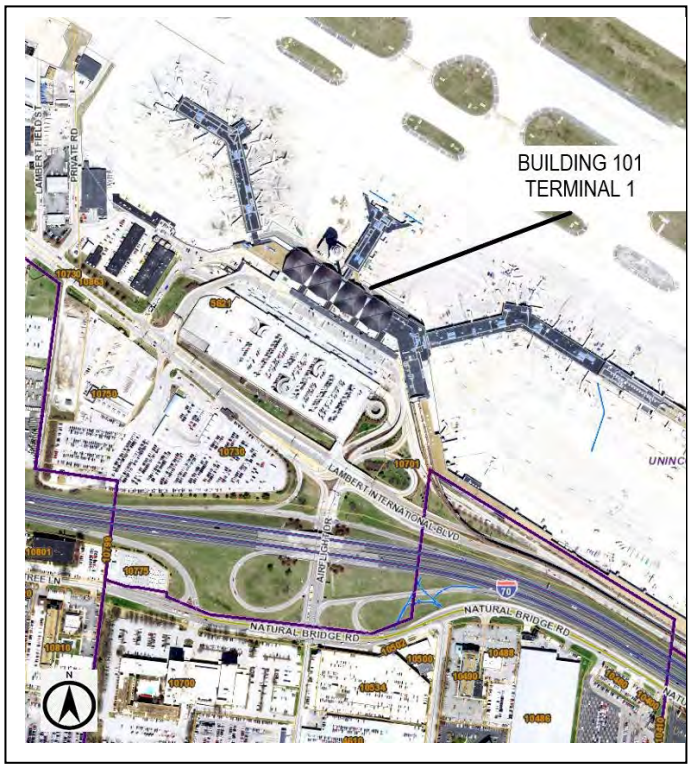
ARCHITECTURAL/HISTORIC INVENTORY FORM
~~OTHER~~

42. Current owner/address:	43.Form prepared by (name and org.):	44. Survey date: 10/03/2022
STL Airport Administration 10701 Lambert International Blvd. St. Louis, MO 63145	Hansel A. Hernandez, WSP, Inc.	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	10/03/222	Looking northwest toward the south façade from front Departures drop off marginal road

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. 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.

Minoru Yamasaki (1912-1986)

Yamasaki was a first generation Japanese-American architect born in Seattle, Washington. After finishing degrees at the University of Washington and New York University, he settled in Detroit in 1945 and joined the firm of Smith Hichman & Gryllis as head of the design department. He designed the annex to the Federal Reserve Branch Bank in Detroit, which became the first major postwar building and International Style building in that city. With two other members of the staff, he founded Hellmuth, Yamasaki & Leinweber in 1949 with offices in Detroit and St. Louis. The 1956 project for the new Lambert-St. Louis Municipal Airport won the AIA First Honor Award and brought Yamasaki critical acclaim. He developed a signature style of tall, narrow windows, antiquity-inspired arches and vaults, and open ground-level spaces. In 1957, Yamasaki founded Yamasaki & Associates. Other significant projects include the McGregor Memorial Conference Center at Wayne State University in Detroit (1958), the Reynolds Metal Company Building in Detroit (1959), the Dhahran Air Terminal, Saudi Arabia (1961), the U. S. Science Pavilion at the Seattle World's Fair (1962), the North Shore Congregation Israel in Glencoe, Illinois (1964), the World Trade Center in New York (1972), and the Century Plaza Towers in Los Angeles (1975). He died in 1986.

Terminal Building Design and Alterations

When completed, the Terminal Building was described as "the Grand Central of the Air" in reference to the great hall at New York's

Grand Central Terminal. Its principal designer, Minoru Yamasaki, focused on creating a terminal interior space that could be as airy, open, and uncluttered as the business of an air terminal could allow; he wanted it to be a "gateway" similar to the arch that his friend, architect Eero Saarinen had designed a few years earlier for the St. Louis waterfront. His design distributed functions inside the new terminal into three distinct levels: an "apron" or lower level of service facilities and the ramp area for aircraft; a "finger floor" for arriving and departing passengers in the middle; and a top level known as the passenger floor for ticketing agents, departing passengers, and the public. Conceptually, the fingers, or passenger concourses, broke new ground and were highly influential in airport design: they were to be enclosed heated walkways projecting from the terminal building into the runways with active gate positions where airlines would pick up and drop off passengers. The concept of passenger concourses was highly influential and became the new paradigm in airport design in years to come, manifested most prominently in Saarinen's 1962 design for the TWA Flight Center at New York's Idlewild Airport (John F. Kennedy International Airport).

After trying other types of roofing to cover the 412-long new terminal, Yamasaki sought inspiration from the Ancient World and settled on three copper-sheathed 120-foot square groin vaults, 32 feet high, and powerfully braced on the upper side with concrete ribs that reach a depth of about seven feet at the outside ends. The outside edges of the 4 ½-inch shells are thickened for extra resistance. To brace the vault support corners against outward thrust, heavy diagonal reinforcing bars were also added. The terminal featured three passenger concourses with twenty-eight gates capable of accommodating 1.2 million passengers each year. In 1956, the new terminal became the first building in St. Louis to receive a National AIA Honor award. The bold, innovative, and influential dome scheme, as designed by Yamasaki for Lambert, put St. Louis at the forefront of airport design as it once had been in the early years of aviation. Hellmuth, Obata & Kassabaum, Yamasaki's former firm, added a fourth dome in 1966 based on his designs.

Later airport projects had a major impact on the Terminal Building. These include construction of Terminal 1 Parking Garage, a 4-level, 3,000-car parking garage built in front of Terminal 1 that opened in 1972, an international wing added east of the Terminal Building's fourth dome in 1975, and removal and replacement of the entrance canopies on the south side of the Terminal Building in 1979. The terminal's original concourses also underwent changes, particularly lengthening, over the years and in 1979 were extensively modified including widening and double-decking. Changes in the 1990s include the additions of Concourses D and E southeast of Terminal 1, a new control tower, and a Metrolink station. Changes throughout the Terminal Building's non-public lower levels include window and opening modifications and later-constructed minor additions that occurred at unknown dates.

Significance

The Terminal Building 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."

The Terminal Building is significant under Criterion A, association with events that have made a significant contribution to the broad patterns of our history. The Terminal Building was part of an extensive project to replace the 1930 Lambert Airfield, St. Louis' original airport, and when finished in 1956, the Terminal Building was one of the most advanced in the country. Its capacity improvements made Lambert St. Louis Municipal Airport one of the few civilian airports in the country able to handle the new generation of jetliners. The creation of the new Lambert St. Louis Municipal Airport made a significant contribution to the economic and urban development history of the City of St. Louis. During its first decade, the airport became St. Louis' symbolic gateway for those arriving by air.

The Terminal 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 Terminal Building, which is limited to the terminal and its four domes, is 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 Terminal Building is emblematic of early Jet Age architecture, a Modernistic design aesthetic which blended ideals and concepts of flight and futurism. Jet Age architecture began being constructed in earnest following the opening of the Terminal Building in St. Louis, which became a harbinger for subsequent airport redevelopment and design efforts at Los Angeles International Airport (1961), TWA Flight Center at Idlewild Airport (1962), and Dulles International Airport (1962). Further, the Terminal Building is the work of a master, Minoru Yamasaki, who was a prominent and influential Modern architect throughout the twentieth century. The Terminal Building's vaulted ceilings, use of natural light and high windows, and expansive and open interior space are notable characteristics of Jet Age architecture and the work of Yamasaki.

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

Terminal 1 (Building 101), comprising only the terminal and its four domes, retains integrity of location, design, workmanship, materials, feeling, and association. While some modifications have occurred to the terminal as part of later concourse construction, air traffic control tower construction, passenger drop-off, and Metrolink access, the building's iconic domes and interior ticketing spaces remain largely unaltered. Its integrity of setting has been diminished over time due to construction of newer airport facilities, modifications to the concourses, construction of the air traffic control tower, and major changes to the Terminal 1 (Building 101) views facing south, which are now blocked by a concrete parking garage and obscure views toward the terminal. The Terminal Building retains its integrity of feeling as a mid-century, Jet Age airport terminal and its integrity of association with air travel modernization during the twentieth century.

Extensive alterations to the three 1956 concourses substantially diminished the integrity of design, workmanship, and materials such that they no longer have the ability to convey Yamasaki's original design intent. Similarly, their integrity of feeling and association have also been greatly diminished by the subsequent additions and alterations and no longer express a sense of Jet Age or mid-century airport design or function. Thus, the concourses are considered noncontributing to the Terminal Building and are excluded from its historic property boundary.

Therefore, the Terminal Building, comprising its terminal and four domes, are eligible for inclusion in the NRHP.

Its period of significance is 1956-1966, the building's date of construction through construction of the fourth dome.

Due to subsequent additions and alterations, the historic property boundary for the Terminal Building is the footprint of the original terminal comprising the four domes.

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

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

The Terminal Building is framed by the southern edge of Runway 12R-30L along the north, by Lambert International Boulevard along the south, various airport support facilities on the west, and Concourse D on the east. Asphalt and concrete-paved driveways and taxiways, as well as concrete sidewalks, surround the building. A large concrete parking structure is located directly southwest.

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

The Terminal Building is comprised of a passenger terminal and three passenger concourses, which sit on concrete foundations and occupy an irregular/polygonal footprint, south of Runway 12R-30L and facing south toward Lambert International Boulevard.

The terminal is a south-facing, linear one-story passenger building featuring triple-height domes at street level with a basement and a sub-basement facing the runway at its rear elevation. The façade features four square pavilions, each topped with concrete groin vaults which spring from the ground, braced on the upper side with concrete ribs, and sheathed with standing seam copper. The domes feature limestone-clad fasciae framing triple-height metal-framed glazed curtain walls. Tall, arched metal and tinted glass skylights link the domes creating a continuous 412-foot-long terminal. Each dome has an open concrete terrace facing the street; the westernmost terrace features a metal-and-glass shelter housing an exhaust chimney and an AstroTurf dog area. A long, flat, concrete and metal-clad canopy at curbside fronts the terminal building from east to west, but only partially at the westernmost dome. Flat-roof, enclosed entrance vestibules lead from the street canopy into the terminal's interior at each skylight. The easternmost vestibule irregularly abuts the southeast corner of the fourth dome. The terminal's east elevation features a one-story, L-shaped addition on the easternmost dome that connects to Building 105 Concourse C and to the Metrolink Station platform. The terminal also has below-grade levels facing north toward the runway. The west elevation features a below grade, two-story extension serving as a loading dock and connecting to

Building 103 Concourse A. Along the north elevation of the terminal building, some sections of the 1956 finger and apron sub levels design remain visible; they feature ribbons of tall, fixed metal windows on both levels with stone spandrels between them; however the majority have been considerably altered with new additions and new solid metal cladding and glazing or filled-in with new cast stone cladding.

Between the terminal building and the parking garage to the south is a below-grade access road and a building-wide cast stone and concrete retaining wall with double functions: providing direct access to the apron or arrival lower/ baggage claim level of the terminal, as well as intermodal transportation access for taxis, car share services, and city buses. Stair and ramp metal-and-glass enclosures, bus shelters, and exit canopies are found at curbside and appear to be later additions. At the road median are additional bus shelters consisting of steel beams supporting metal canopies with glass rear walls.

Concourse A (Building 103)

The three-story, flat roof, L-shaped building is connected to the west addition to the westernmost dome. It is divided into an open lower level featuring concrete columns that support the metal-clad passenger level featuring ribbons of tall, fixed metal windows. At intervals, the passenger level features metal doors used to connect to the moveable passenger boarding bridges.

Concourse B (Building 104)

The short, three-story, flat roof, Y-shaped building is connected to the rear elevation of the terminal building. It is divided into a lower level which is open, featuring concrete columns and bays with metal doors and rolldown gates. At the east and west elevations, the metal-clad passenger level has ribbons of tall, fixed metal windows. At intervals, the passenger level also features metal doors used to connect to the moveable passenger boarding bridges. The northernmost, splayed portion of the concourse is clad in Exterior Insulation Finishing System (EIFS), an insulation composite cladding system. At the center of the two splayed wings is a small control tower used by the Airport Operations Center for daily airfield maintenance. At the east elevation of the concourse there are two two-story, T-shaped enclosed staircase towers with a cast stone-clad base and an EIFS-clad upper floor.

Concourse C (Building 105)

The flat roof, L-shaped building is connected to the southeast addition, east of the fourth dome, and is the longest of the three original concourses due to later extensions. From Gate 1 to Gate 21, the concourse is three stories high and is divided into a lower level which is open, featuring concrete columns, and bays with single and double metal doors and rolldown gates. The metal-clad passenger level has ribbons of tall, fixed metal windows, and a metal-clad parapet above. At intervals, the passenger level features metal doors used to connect to the moveable passenger boarding bridges. There is a small control tower atop Gate 10 used by the Airport Operations Center for daily airfield maintenance. From Gate 22 and to Gate 36, the concourse rises to four stories in height, is clad in metal panels with a continuous ribbon of fixed windows at the second floor and a short ribbon of smaller fixed metal windows at the third floor along the north and south elevations. Along the north and south elevations of the taller extension, there are two- and three-story enclosed concrete staircase towers attached to the sides of the building.

FAA Tower (Building 108)

Located behind the two westernmost domes of the terminal, and directly west of Building 104 Concourse B, is the c. 1998 air traffic control tower, which is part of a three-story office building facing north toward the runway. It occupies a rectangular footprint with a flat roof of bituminous membrane and a mechanical equipment metal enclosure. The façade is clad in concrete panels with ribbons of duranodic bronze aluminum fixed metal windows of dark-tinted glass, which are staggered across the façade at the east and west of the ground floor, at the east of the second floor, and across the third floor. The western corner features two upper floors of dark metal windows with faceted bays cantilevered above a recessed ground floor. Rising at the rear is the fifteen-story, steel-frame control tower, which is clad in precast concrete panels and flares outward as it reaches the top octagonal observation floor. Each of the eight large observation duranodic aluminum windows is recessed from concrete fasciae at lintel and sill. The conical roof terminates in an octagonal duranodic aluminum and glass inverted conical observation booth. Atop the booth is a recessed metal observation deck with metal railing. The entire tower's concrete is scored with deep-set joints. There is a single, small, center window opening at the lower level of the west elevation.

Additions and alterations
1972, four-level, 3,000-car parking structure built in front of Terminal 1;
c.1975, new international wing added to the east of the fourth dome;
c.1979, widening and double-decking of Concourses A, B, and C; three entrance canopies replaced by continuous linear metal canopy;
c. late 1990s, new Concourses D and E added southeast of Terminal 1; new control tower built; new Metrolink platform added to south of c.1975 international wing;
2011, domes' roof copper sheathing and glass windows replaced after tornado damage.

Photographer:	Date:	Description: 1952 model of new St. Louis Airport by Hellmuth, Yamasaki, Lienwebber. Source: *Economic Studies Terminal Building and Area Design for the City of St. Louis.* St. Louis Public Library Special Collections

Photographer:	Date:	Description: Looking northeast toward Dome 1 under construction, ca.1954. Source: *The Aerial Crossroads of America: St. Louis's Lambert Airport* by Daniel L. Rust

Photographer:	Date:	Description: 1955 construction photograph. Source: Airport Operations Office

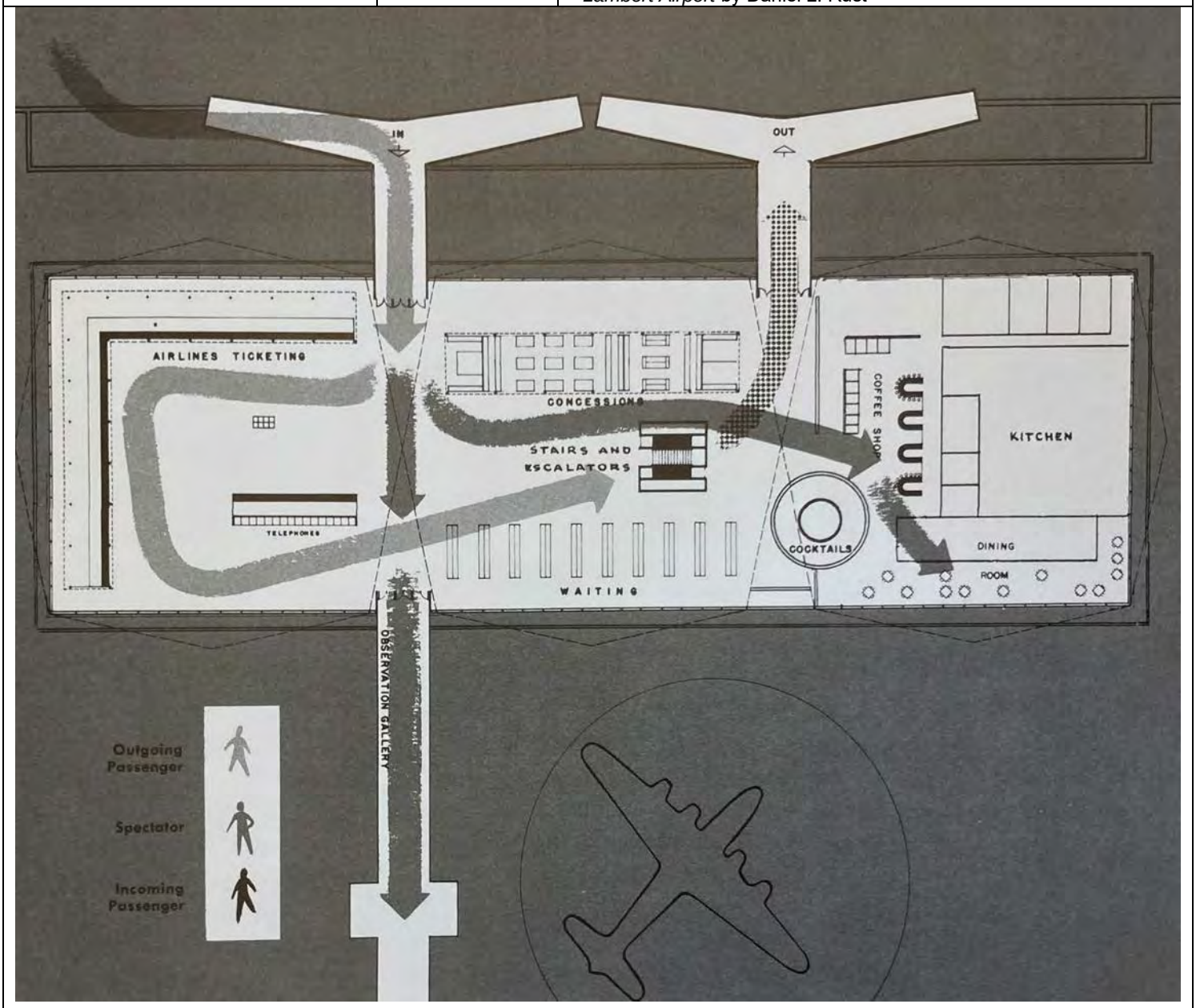
Photographer:	Date:	Description: Looking southwest toward rear of Terminal 1. March 1956. Source: *The Aerial Crossroads of America: St. Louis's Lambert Airport* by Daniel L. Rust

Photographer:	Date:	Description:
		Terminal 1 exterior. 1956 photograph. Source: State Historical Society Library, STL Airport Archives

Photographer:	Date:	Description: Terminal 1 Interior. 1956 photograph. Source: State Historical Society Library, STL Airport Archives

ARCHITECTURAL/HISTORIC INVENTORY FORM

Photographer:	Date:	Description:
		Detail of circulation pattern from airport opening ceremony brochure. March 1956. Source: *The Aerial Crossroads of America: St. Louis's Lambert Airport* by Daniel L. Rust



ARCHITECTURAL/HISTORIC INVENTORY FORM

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/222	Looking northeast toward south façade and west elevation of Dome 1 and control tower from Terminal 1 Parking Structure

ARCHITECTURAL/HISTORIC INVENTORY FORM

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/2	Looking east toward the front canopy at Domes 1 and 2 from Terminal 1 Departure upper access road

ARCHITECTURAL/HISTORIC INVENTORY FORM

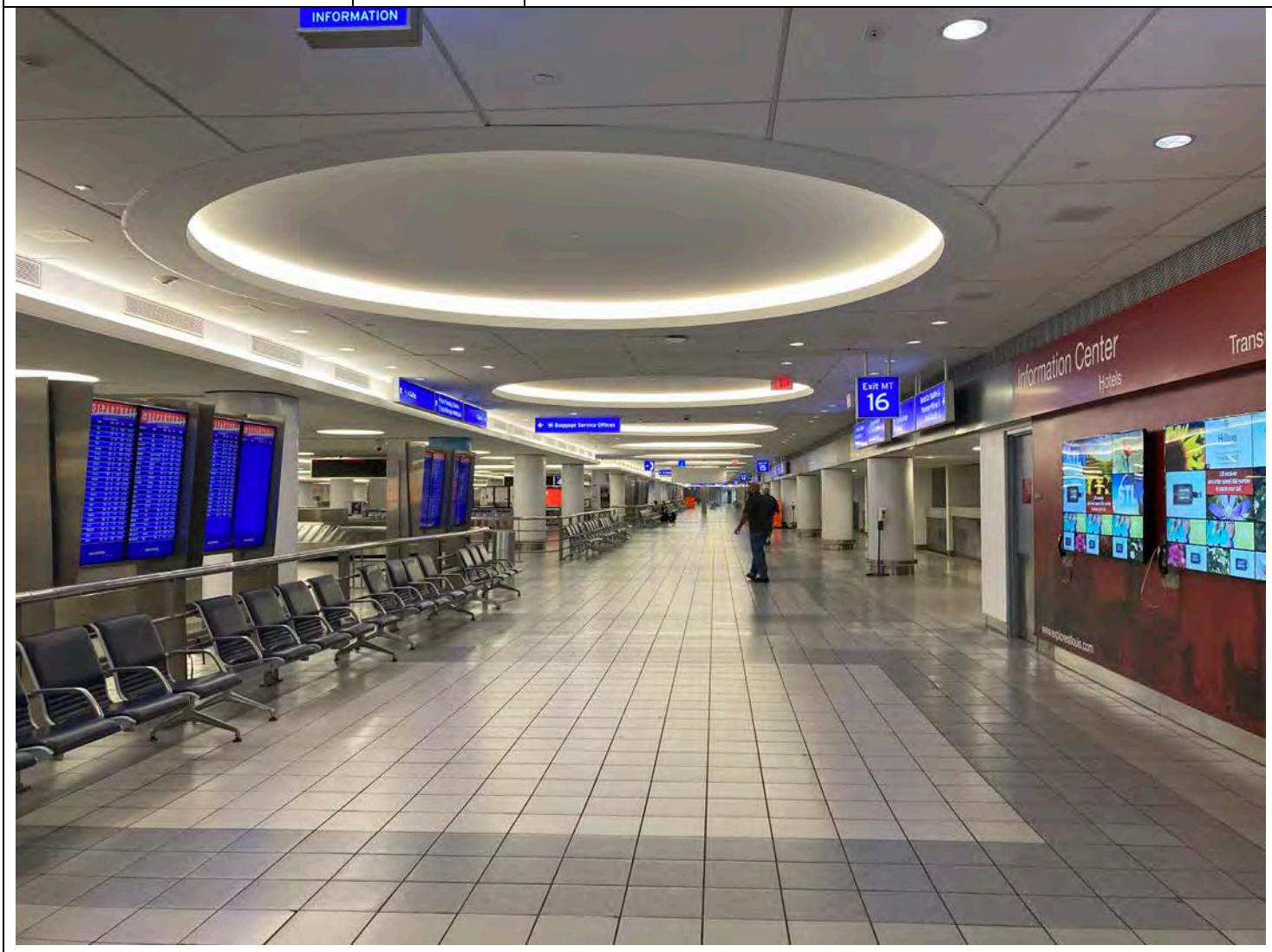
Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/222	Looking west toward the south facing courtyard of Dome 4 from former International Terminal

ARCHITECTURAL/HISTORIC INVENTORY FORM

Photographer:	Date:	Description:
Hansel A. Hernandez	10/04/222	Looking east toward the interior of upper level of Domes from former International Terminal

ARCHITECTURAL/HISTORIC INVENTORY FORM

Photographer:	Date:	Description:
Hansel A. Hernandez	10/04/222	Looking west toward Terminal 1 baggage claim are at lower level from exit gate 18



ARCHITECTURAL/HISTORIC INVENTORY FORM

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/222	Looking south toward the north elevation of Dome 1 from Runway 12R-30L

ARCHITECTURAL/HISTORIC INVENTORY FORM

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/222	Looking southwest toward east elevation of Concourse B and control tower from Runway 12R-30L

ARCHITECTURAL/HISTORIC INVENTORY FORM

Photographer:	Date:	Description:
Hansel A. Hernandez	10/03/222	Looking northwest toward the south elevation of Concourse C from Concourse D

SHPO Letter of Adverse Effect

MISSOURI DEPARTMENT OF NATURAL RESOURCES

Michael L. Parson
Governor

Dru Buntin
Director

August 8, 2023

St Louis Airport Authority
Attn: Gerald Beckmann
10701 Lambert International Blvd
St. Louis, MO 63145

Re: **SHPO Project Number: 156-SL-23** – Consolidated Terminal Program (CTP); St. Louis Lambert International Airport (STL), St. Louis County, Missouri (FAA)

Dear Gerald 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 Amy Rubingh, (573) 751-4589, amy.rubingh@dnr.mo.gov. If additional information is required please submit the information via email to MOSection106@dnr.mo.gov.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

Brian Stith
Deputy Director Division of State Parks and
Deputy Missouri State Historic Preservation Officer

CC: Scott Tener, FAA
Guy Blanchard, WSP USA Inc.
Jennifer Kuchinski, WSP USA Inc.

SHPO Project Number: **156-SL-23** – Consolidated Terminal Program (CTP); St. Louis Lambert International Airport (STL), St. Louis County, Missouri (FAA)

COMMENTS:

We have reviewed the information provided concerning the above referenced project. Based on the information provided the project consists of the demolition of the Lambert Field Historic District, which is listed in the National Register of Historic Places. Therefore, we concur with your determination that the proposed project will have an **adverse effect** on historic properties. A Memorandum of Agreement (MOA) that outlines the steps needed to mitigate the adverse effect for this project will need to be drafted. Final stipulations in the MOA should be determined in consultation with the Federal Aviation Administration (FAA), our office, the Advisory Council on Historic Preservation (ACHP), if participating, and any other interested parties.

The FAA should forward the necessary adequate documentation as described to the ACHP at e106@achp.gov. Pending receipt of the Council's decision on whether it will participate in consultation, no action shall be taken which would foreclose Council consideration of alternatives to avoid or satisfactorily mitigate any adverse effect on the property in question. Please be sure to copy us on any correspondence to the ACHP.

SHPO Reviewer: Amy Rubingh, (573) 751-4589, amy.rubingh@dnr.mo.gov

SHPO Concurrence of Revised APE

MISSOURI
DEPARTMENT OF
NATURAL RESOURCES

Michael L. Parson
Governor

Dru Buntin
Director

April 8, 2024

St Louis Airport Authority
Attn: Gerald Beckmann
10701 Lambert International Blvd
St. Louis, MO 63145

Re: **SHPO Project Number: 156-SL-23** – Consolidated Terminal Program (CTP); St. Louis Lambert International Airport (STL) – Revised Area of Potential Effect, 10701 Lambert International Blvd, St. Louis, St. Louis County, Missouri (FAA)

Dear Gerald 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 Amy Rubingh, (573) 751-4589, amy.rubingh@dnr.mo.gov. If additional information is required please submit the information via email to MOSection106@dnr.mo.gov.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

Brian Stith
Deputy Director Division of State Parks and
Deputy Missouri State Historic Preservation Officer

c: Scott Tener, FAA
Guy Blanchard, WSP USA Inc.
Jennifer Kuchinski, WSP USA Inc.

SHPO Project Number: **156-SL-23** – Consolidated Terminal Program (CTP); St. Louis Lambert International Airport (STL) – Revised Area of Potential Effect, 10701 Lambert International Blvd, St. Louis, St. Louis County, Missouri (FAA)

COMMENTS:

Based on the information provided, we continue to concur that the consolidated terminal program at St. Louis International Airport will have an **adverse effect** on Lambert Field Historic District which is an NRHP-eligible property. The revised area of potential effects for the project includes demolition of Concourse D which has been determined not eligible for listing in the NHPA and reconfiguration of the roadways and highway surrounding the Missouri Air National Guard Facilities. The revised area of potential effects does not add any new buildings for mitigation.

A Memorandum of Agreement (MOA) that outlines the steps needed to mitigate the adverse effect for this project will need to be drafted. Final stipulations in the MOA should be determined in consultation with the Federal Aviation Administration (FAA), our office, the Advisory Council (if participating) and any other interested parties.

The FAA should forward the necessary adequate documentation as described to the Executive Director, Advisory Council on Historic Preservation, the Pension Building, 401 F Street NW, Suite 308, Washington, DC 20001-2637 or via their website at https://www.achp.gov/e106-email-form. Pending receipt of the Council's decision on whether it will participate in consultation, no action shall be taken which would foreclose Council consideration of alternatives to avoid or satisfactorily mitigate any adverse effect on the property in question. Please be sure to copy us on any correspondence to the ACHP.

SHPO Reviewer: Amy Rubingh, (573) 751-4589, amy.rubingh@dnr.mo.gov

FAA Coordination 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)

Consolidated Terminal Program (CTP)

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)

FAA Coordination Letter List of Contacts/Recipients

Tribal Coordination – Environmental Evaluation 11/28/2022
Consolidated Terminal Program (CTP)
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 1/29/24-Request to be signatory and include monitoring**

			since MOA will be needed with SHPO. 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

Eastern Shawnee Tribe of Oklahoma Letter

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

Osage Nation
Historic Preservation Office Letter

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

Osage Nation
Request to be MOA Signatory
Letter

Tener, Scott (FAA)

From: Luke Morris <luke.morris@osagenation-nsn.gov>
Sent: Monday, January 29, 2024 5:12 PM
To: Tener, Scott (FAA)
Subject: FAA Consolidated Terminal Program: St. Louis Lambert International Airport

Mr. Tener,

The Osage Nation is requesting to be a signatory for the Consolidated Terminal Program, with included monitoring stipulations.

Thank you for consulting The Osage Nation on this matter.

Respectfully,

Luke Morris
Archaeologist, MA
Osage Nation Historic Preservation Office
627 Grandview Avenue,
Pawhuska, OK 74056

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.

From: Luke Morris
Sent: Thursday, January 25, 2024 3:46 PM
To: 'Tener, Scott (FAA)' <scott.tener@faa.gov>
Subject: RE: Consultation on Several Airport Projects, FAA Central Region

Scott,

This list is great. I was wondering about the status of Dodge City but didn't have time to inquire yet.

I don't recall two separate APE delineated in any NEPA documentation, though I don't recall the document. Normally, two separate NEPA projects require two separate notifications. Can you share a KMZ of the St. Louis Consolidated Terminal Program, or a map? KMZ format is preferred if available. It would help ONHPO assess distances to known resources without approximating. Then, I can confirm whether The Osage Nation is requesting signatory status and monitoring stipulations in the MOA.

Thankfully, future monitoring mitigations should usually be much less time consuming. ONHPO was especially sensitive with MOA edits due to the burials adjacent to the project boundaries at Boeing Site Development.

Thank you for consulting The Osage Nation on this matter.

Respectfully,

Luke Morris
Archaeologist, MA
Osage Nation Historic Preservation Office
627 Grandview Avenue,
Pawhuska, OK 74056

From: Tener, Scott (FAA) <scott.tener@faa.gov>
Sent: Thursday, January 25, 2024 3:21 PM
To: Luke Morris <luke.morris@osagenation-nsn.gov>
Subject: Consultation on Several Airport Projects, FAA Central Region

Luke,

We currently have several airport projects in the Central Region that we are consulting on. Trying to eliminate any confusion as the emails will start overlapping and might start looking the same. I also wanted to provide a status update and ask a question.

1. **St. Louis, MO – Boeing** – Approved monitoring plan per MOA, 1/23/24. Boeing is moving forward with the project and you should start to see monitoring reports shortly.

2. **St. Louis, MO – West Airfield Program** – We issued a NEPA determination of a Finding of No Significant Impact (FONSI), 1/24/24. No MOA was requested for this project. As requested in your 4/6/23 email, we included archaeological monitoring during construction as a project requirement. The project schedule is still to be determined; however; we will consult with you regarding this monitoring plan as we get closer to construction. We expect that the monitoring plan will be very similar to the one that was recently completed with Boeing.

3. **St. Louis, MO – Consolidated Terminal Program** – We have initiated the environmental assessment and expect it to be completed in September 2024. This project was coordinated with you concurrently with the West Airfield Program noted above. We assumed that your 4/6/23 response applied to both projects and that the archaeological monitoring should be included as mitigation in the NEPA determination. However, after subsequent consultation with the SHPO, an MOA is needed with the SHPO to mitigate for adverse effects due to proposed building demolition. **Since we are negotiating an MOA with the SHPO anyway, do you want to be an invited signatory to the MOA and include the archaeological monitoring as part of the MOA?** I expect the MOA and subsequent monitoring plan to be very similar to the ones we completed for the Boeing project.

4. **Kansas City, MO – Solar Facility Project** – Giving you a heads up, we are initiating an environmental assessment for a proposed 200 acre solar facility located on airport property currently being used for agricultural purposes. I will be initiating consultation with you shortly, probably by the end of next week.

5. **Dodge City, KS – Terminal Building Project** – We issued a NEPA determination for this project, 5/22/23. No MOA was requested for this project. As requested in your 4/28/23 email, we included archaeological monitoring during construction as a project requirement. The project schedule is still to be determined; however; we will consult with you regarding the monitoring plan as we get closer to construction.

Please let me know if you would like to be an invited signatory to the St. Louis Consolidated Terminal MOA and have the archaeological monitoring included.

Please let me know if you have any questions,

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/

Section 106 MOA

MEMORANDUM OF AGREEMENT AMONG
THE FEDERAL AVIATION ADMINISTRATION,
MISSOURI STATE HISTORIC PRESERVATION OFFICER,
CITY OF ST. LOUIS AIRPORT AUTHORITY, AND THE OSAGE NATION
IMPLEMENTING
SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT FOR
THE CONSOLIDATED TERMINAL PROGRAM,
ST. LOUIS LAMBERT INTERNATIONAL AIRPORT ST. LOUIS, ST. LOUIS COUNTY, MISSOURI

WHEREAS, as part of the Section 106 of the National Historic Preservation Act (NHPA) consultation process, this Memorandum of Agreement (MOA) was developed, pursuant to 36 C.F.R. § 800.6(c), to govern the resolution of adverse effects on historic properties associated with the proposed Undertaking, as described below, and fulfillment of the signatories' responsibilities under Section 106 (36 C.F.R. Part 800); and

WHEREAS, the Federal Aviation Administration (FAA) and the Missouri State Historic Preservation Officer (SHPO) are Signatories to this MOA due to the nature of their legal responsibility under the NHPA; and

WHEREAS, the FAA is the lead Federal agency for compliance with Section 106 and has approval authority for the proposed Undertaking pursuant to 49 U.S.C. §§ 40103 and 47107, approval of the Airport Layout Plan for the St. Louis Lambert International Airport (Airport) and the Airport intends to seek grant(s) from the FAA through the Airport Improvements Program (AIP), the Bipartisan Infrastructure Law (BIL), or other federal funding programs as authorized by Congress to assist in constructing the proposed Undertaking; and

WHEREAS, an Environmental Assessment (EA) was prepared in accordance with requirements set forth in the National Environmental Policy Act (NEPA) of 1969, as amended; 36 C.F.R. § 800.8, the regulations implementing Section 106 of the NHPA, encourages Federal agencies to integrate the Section 106 and NEPA processes; and

WHEREAS, the City of St. Louis Airport Authority (STLAA) proposes a multi-phase improvement project to consolidate air carrier and passenger operations currently at Terminals 1 and 2 into a new, single terminal and linear concourse centered on the location of the existing Terminal 1 (Undertaking). The Undertaking would include the following:

- Construct a consolidated terminal (up to 62 gates) to replace Terminals 1 and 2 including a reconfigured check-in lobby (passenger processor) that incorporates the historic terminal domes, new consolidated security screening centered between the check-in lobby and the concourse, a Federal Inspection Service (customs) accessible to all carriers, and new baggage claim area on the lower level;
- Construct a two-level passenger drop-off and pick-up curb with departures on the upper level and arrivals on the lower level;
- Construct a new parking garage and ground transportation center directly across from the terminal;
- Reconfigure terminal access road system to improve driver wayfinding and decision making;

- Demolish various structures to accommodate the new consolidated terminal, including the former Missouri Air National Guard (MoANG) Campus, South Fire House Medical Storage, Credit Union Building, the Terminal 1 Parking Garage, Fuel Consortium Facilities (Swissport), phased demolition of existing Concourses A, B, C and D, and other support facilities;
- Close Terminal 2 and mothballing until a potential reuse of Terminal 2 is identified; and

WHEREAS, in consultation with the SHPO, the FAA defined the project's Area of Potential Effects (APE) (**Appendix A**) in accordance with 36 C.F.R. 800.16(d) for direct effects and indirect effects, and the SHPO concurred with the APE in a letter dated December 14, 2022; this APE was subsequently modified and the SHPO concurred with the revised APE in a letter dated April 12, 2024; and

WHEREAS, the FAA determined, and the SHPO concurred, that the Ozark Airlines Office, Shop, and Hangar is eligible for listing in the National Register of Historic Places (NRHP), under Criterion A for its association with aviation modernization and technological improvements at St. Louis Lambert International Airport during the mid-twentieth century and under Criterion C for its architecture reflecting International Style and Brutalist influences; and

WHEREAS, the FAA determined, and the SHPO concurred, that the Lambert Field Historic District (Missouri Air National Guard Facility, MoANG) was previously determined eligible for listing in the NRHP in 2006 and reconfirmed eligible in 2023 under Criteria A for its association with military aviation during World War II and the Cold War; and

WHEREAS, the FAA determined, and the SHPO concurred, that the airport's commercial passenger Terminal Building was previously determined NRHP-eligible in 2013 and reconfirmed eligible in 2023 under Criterion A for its association with mid-twentieth century transportation improvements in St. Louis and under Criterion C for its Modern architecture emblematic of the Jet Age and work of master architect Minoru Yamasaki; and

WHEREAS, the FAA determined, and the SHPO concurred, that the Navy Operational Support Center/Marine Corps Reserve Center will be treated as NRHP-eligible for purposes of this project only; and

WHEREAS, the FAA determined and the SHPO concurred in letters dated August 8, 2023, and April 12, 2024, that the proposed Undertaking will have an adverse effect on the Lambert Field Historic District and the FAA consulted with the SHPO pursuant to 36 C.F.R. Part 800 of the regulations implementing Section 106 of the NHPA (54 U.S.C. § 306108); and

WHEREAS, the FAA determined that there are no alternatives that completely avoid or minimize the adverse effect to the Lambert Field Historic District due to current and future aeronautical needs; and

WHEREAS, the FAA provided opportunity for the Apache Tribe of Oklahoma, Eastern Shawnee Tribe of Oklahoma, Iowa Tribe of Oklahoma, Kaw Nation, Kickapoo Tribe in Kansas, Miami Tribe of Oklahoma, Omaha Tribe of Nebraska, The Osage Nation, Peoria Tribe of Indians of Oklahoma, Ponca Tribe of Nebraska, Quapaw Nation, and Seneca-Cayuga Nation (Tribes) to consult on the proposed Undertaking's potential to affect properties with religious and cultural significance; and

WHEREAS, the FAA recognizes that the Tribes possess the knowledge, experience, and oral tradition to

identify and evaluate historic properties of traditional, religious, and cultural importance; and

WHEREAS, The Osage Nation accepted the invitation to participate in the consultation and, in correspondence dated January 29, 2024, The Osage Nation accepted the invitation to be an Invited Signatory to this MOA; and

WHEREAS, in a letter dated April 12, 2023, and resent on May 22, 2023, the FAA invited the City of Bridgeton, City of Florissant, St. Louis County Landmarks, Florissant Valley Historical Society, and Historic Florissant, Inc. to participate as consulting parties and no party accepted; and

WHEREAS, STLAA accepted FAA's invitation to participate as an Invited Signatory to this MOA; and

WHEREAS, in accordance with 36 C.F.R. § 800.6(a)(1), the FAA consulted with the Advisory Council on Historic Preservation (ACHP), provided the required documentation on August 22, 2023, and invited the ACHP to participate in this MOA; the ACHP, via letter to FAA dated August 25, 2023, chose not to participate in the consultation pursuant to 36 C.F.R. §800.6(a)(1)(iii); and

WHEREAS, the public was afforded the opportunity to review and comment on the proposed Undertaking's alternatives and scope of environmental issues to be addressed during a public scoping meeting held on December 15, 2022, and no comments were received regarding the proposed demolition of the Lambert Field Historic District or on effects to the Terminal Building, Navy Operational Support Center/Marine Corps Reserve Center, or Ozark Airlines Office, Shop, and Hangar. Notices of the opportunities to comment on the Draft EA, Draft MOA, and the Draft Section 4(f) Evaluation were published in the St. Louis Post Dispatch newspaper, the City's website, and were sent to governmental agencies and other parties who expressed interest in commenting on the proposed project. These documents were released for public review and open to comment from July 3, 2024 to August 16, 2024; and

WHEREAS, the FAA considered the views of the consulting parties and reviewed all comments received by the close of the comment period for the Draft EA, Draft MOA, and Draft Section 4(f) Evaluation and will provide responses in the Final EA; and

WHEREAS, the FAA shall submit an executed copy of this MOA and supporting documentation, pursuant to 36 C.F.R. § 800.11(f), to the ACHP prior to approving the proposed Undertaking; and

NOW, THEREFORE, the FAA and SHPO (Signatories) and the STLAA and The Osage Nation (Invited Signatories), hereinafter inclusively known as Signatories, are parties to this MOA and agree that the proposed Undertaking shall be carried out in accordance with the following stipulations in order to resolve the adverse effect on historic properties of the proposed Undertaking.

STIPULATIONS

If the FAA issues a determination approving the proposed Undertaking as described in the Environmental Assessment, the FAA, in coordination with the SHPO, The Osage Nation, and STLAA shall ensure that the following mitigation measures are carried out:

I. APPLICABILITY

A. This MOA establishes procedures for consultation and coordination among the FAA, the SHPO, The Osage Nation, and STLAA for compliance with Section 106 of the NHPA regarding the proposed Undertaking. This MOA also establishes the mitigation measures that must be completed to resolve the adverse effects of the proposed Undertaking.

B. Completion of the procedures and mitigation measures in this MOA resolves the adverse effects associated with the proposed Undertaking and satisfies FAA's section 106 responsibilities with respect to the proposed Undertaking.

II. ROLES AND RESPONSIBILITIES

A. The director of the FAA Central Region, Airports Division is the federal agency official responsible for compliance with this MOA.

B. The FAA shall ensure that its personnel or individuals carrying out historic preservation compliance work on its behalf meet the Secretary of the Interior's Professional Qualification Standards (36 C.F.R. Part 61) and have the knowledge to assess the resources within the proposed Undertaking's APE with a minimum of two years' experience conducting fieldwork in Missouri. The Osage Nation will be consulted on the selection of the archaeological firm prior to any formalized agreements between STLAA and the proposed archaeological firm.

C. STLAA is responsible for the selection and retention of an archaeological monitoring firm.

D. The FAA remains responsible for all determinations of NRHP eligibility and effect. The FAA may not delegate consultation for findings and determinations to professional services consultants.

III. APPENDICES TO THE MOA

A. Appendix A: Area of Potential Effects

B. Appendix B: Points of Contact

IV. COMMUNICATION

A. Project correspondence related to compliance with the stipulations in this MOA shall be submitted to the FAA, SHPO, STLAA, and The Osage Nation concurrently.

B. The FAA, SHPO, STLAA, and The Osage Nation shall each designate a consultation representative. The points of contact for each are provided in **Appendix B**. Changes to the consultation representatives shall be provided to the FAA, SHPO, STLAA, and The Osage Nation within seven (7) calendar days of such change.

V. MITIGATION MEASURES

In recognition of the demolition of the NRHP-eligible Lambert Field Historic District and project activities within and adjacent to the NRHP-eligible Terminal Building, along with the possibility of buried archeological resources, the mitigation measures listed below fully resolve or avoid adverse effects of the proposed Undertaking.

A. PHOTOGRAPHIC RECORD

1. Prior to the demolition of the Lambert Field Historic District, STLAA shall create a drone video of the exterior of each building and create a photographic record of the Lambert Field Historic District.

2. The photographs shall be in accordance with the National Register Photo Policy Standards.

3. Photographs and video shall be taken with a high-resolution digital camera, should be clear, well-composed, and provide an accurate visual representation of the property and its significant features. They must illustrate the qualities discussed in the description and NRHP statement of significance. Photographs and video should show historically significant features and, with assistance from the STLAA, any alterations that have affected the property's historic integrity. Photographs and video should show the principal facades and the setting in which the property is located. Additions, alterations, intrusions, and dependencies should appear in the photographs and video. Include views of interiors, outbuildings, landscaping, or unusual features if they contribute to the significance of the property.

4. STLAA shall submit the initial photographs to the SHPO for review. STLAA shall consult with the SHPO on the selection of 15-20 photographs of each of the facilities to be submitted in digital format for archival purposes. The SHPO shall provide final approval within thirty (30) calendar days of submittal of the photographs.

5. Within thirty (30) calendar days following final approval of the photographs to be archived by the SHPO, STLAA shall provide to the SHPO an archival CD with drone video, original TIFF photographic images, photo key, and map documenting the location and direction of each photograph.

6. The STLAA and the SHPO shall be the repository for this information.

7. The drone video and photographic record may be submitted in advance of the remaining mitigation measures.

8. After the SHPO concurs that this Photographic Record stipulation is complete, demolition of the Lambert Field Historic District can proceed.

B. PHYSICAL DISPLAY

1. STLAA shall create a permanent display as part of the Consolidated Terminal Program. The permanent display shall illustrate the military history at the Airport including buildings comprising the Lambert Field Historic District.

2. The display's content shall include history and images of the facilities and may include any salvaged items that are reasonable and appropriate to display, images of the original plans for the construction of the facilities (if available), or any other information suitable for display.

3. The display shall also include a QR code leading people to the website described at

Stipulation V.C.

4. The FAA and SHPO shall consult on the creation of the display and provide final approval within thirty (30) calendar days of submittal of the display's design and content.

5. The STLAA shall install the permanent display within twelve (12) months after completion of the Consolidated Terminal Program (CTP) and it shall remain on exhibit for a minimum of ten (10) years.

6. STLAA shall provide a final report to the FAA and SHPO including display text and content and photographs of the placement of the display to complete this stipulation.

7. The demolition of the Lambert Field Historic District can proceed prior to completion of the Physical Display stipulation.

C. WEBSITE

1. STLAA shall create a webpage that conveys the history of the Airport and Lambert Field Historic District including both the military and civilian uses.

2. The website content shall include historical information and images, for example:

   information from cultural resources reports, NRHP listing, images, recordation photos, drone footage, etc.

3. The FAA and SHPO shall consult on the creation of the website and provide final approval within thirty (30) calendar days of submittal of the website's design and content.

4. The history webpage shall be hosted by the STLAA and linked to the St. Louis Lambert International Airport website for a minimum of ten (10) years.

5. The demolition of the Lambert Field Historic District can proceed prior to completion of the Website History stipulation.

D. DESIGN REVIEW

1. To avoid an adverse effect on the Terminal Building, STLAA shall submit project design plans affecting the Terminal Building to the SHPO for review and comment.

2. STLAA will design and implement the improvements at the Terminal Building to ensure consistency with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, particularly the *Standards for Rehabilitation*, to preserve character-defining features of the historic property. STLAA will seek to avoid damaging or destroying materials, features, or finishes that contribute to the Terminal Building's significance or undertake actions that diminish the historic integrity of the building while also considering accessibility, operational, security, economic, and technical feasibility.

3. STLAA will submit project plans to SHPO for review and comment at 60% and 90% design. A review period of 30 days will be provided and run concurrently with STLAA review of design plans. To the extent feasible, STLAA will incorporate comments into the design plans; disagreements regarding the Terminal Building design plans will be resolved in accordance with Stipulation VIII of this MOA.

4. If adverse effects on the Terminal Building cannot be avoided as a result of design modifications as determined in consultation between FAA, SHPO, and STLAA, this MOA may be amended pursuant to Stipulation IX to incorporate additional mitigation measures.

E. ARCHAEOLOGICAL MONITORING

1. STLAA will provide archaeological monitoring for all ground-disturbing activities within the APE associated with construction of the CTP.
    a. Ground-disturbing activities include, but are not limited to, any invasive actions within the ground surface, regardless of previous disturbances or prior construction. Grading, trenching, surface scraping, hydrovac daylighting of utilities, and other forms of excavation are all common construction disturbances to the ground surface.
    b. Drilling activities are not included in the archaeological monitoring. However, if archaeological resources are uncovered during drilling activities, the drilling activity shall immediately stop and the Project Archaeologist shall be notified. The drilling activity will not resume until the Project Archaeologist has evaluated the site and given clearance to resume drilling work.
    c. Removal of foundations, footings, parking lots, or concrete slabs will all be monitored if underlying or adjacent soil disturbance is anticipated.

2. STLAA shall contract with a Project Archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards (36 C.F.R. Part 61), with a minimum of two years' experience working in the State of Missouri, to provide construction archaeological monitoring.
    a. The Osage Nation will be consulted on the selection of the Project Archaeologist prior to any formalized agreements between STLAA and the proposed archaeological firm.
    b. STLAA is responsible for the selection and retention of the archaeological monitoring firm.

3. STLAA, in coordination with the Project Archaeologist, will create an Archaeological Monitoring Plan. The plan shall include, at a minimum: project description, monitoring approach, maps, schedule, construction personnel training (as detailed below), and monitoring documentation.
    a. The FAA shall consult with The Osage Nation and SHPO on the draft Archaeological Monitoring Plan and will receive comments within fifteen (15) calendar days of submittal of the draft plan.
    b. The FAA shall forward the final proposed Archaeological Monitoring Plan to The Osage Nation and SHPO for concurrence before finalization. The final Monitoring Plan shall be in effect prior to ground-disturbing activities being authorized by STLAA.

4. Prior to the start of ground-disturbing activities, the Project Archaeologist shall provide training to construction personnel who will be directly involved in soil disturbing activity

regarding the identification of archaeological resources and actions to be taken if an inadvertent discovery is found.

a. Construction workers would be required to stop work in the immediate vicinity and notify the archaeologist if an inadvertent discovery is made. The archaeologist will observe all ground-disturbing activities, but any missed resources will be immediately reported.

5. The Project Archaeologist shall monitor all ground-disturbing activities and actively observe soil as disturbances occur to ensure no cultural resources are present.
   a. Due to the varying nature of archaeological deposits in the ground, the archaeologist will continuously observe ground being exposed by the work, located in a safe adjacent position that is close enough to identify artifacts when exposed. If ground-disturbing activities are conducted at two locations at the same time, multiple archaeologists are required to continue work at both locations simultaneously.
   b. Personnel without an archaeological graduate degree are not qualified to identify the full suite of artifacts possible onsite. An archaeologist must be present for ground-disturbing activities. No disturbances will be conducted if an archaeologist is not actively observing the work and assessing the soil for archaeological deposits.

6. The Project Archaeologist shall complete and submit daily monitoring reports using The Osage Nation's standard form, including the pedostratigraphic soil column encountered and other archaeological information necessary for reviewers to assess the potential for archaeological discoveries. The daily reports can be summarized in the weekly report but will be disseminated each day to the FAA, SHPO, The Osage Nation, and STLAA.

7. If issues or concerns are noted by a reviewing party, further consultation will be expediently conducted between FAA and any stakeholding party including tribes participating in the MOA.

8. At the end of each week of ground-disturbing activities, if discoveries are made, the Project Archaeologist shall summarize the daily monitoring and submit a report within five (5) business days to the FAA, SHPO, The Osage Nation, and STLAA.

9. Within sixty (60) calendar days of the end of ground-disturbing activities, the Project Archaeologist shall provide another monitoring closure project report to the FAA, SHPO, The Osage Nation, and STLAA.
   a. The Osage Nation, STLAA, FAA, and SHPO shall provide review and comment of the report within thirty (30) calendar days of submittal.
   b. The final report shall be the indicator that the archaeological monitoring is complete.

10. If discovery of archaeological resources are found outside previously reported boundaries of identified archaeological sites, or previously unidentified discoveries (types, forms, or materials) are made within any portion of the project, soil disturbance activities within a 100-foot radius of the discovery shall be stopped and the STLAA, FAA, The Osage Nation, and SHPO shall be contacted for further consultation. The FAA shall notify interested tribes for further consultation. See Section VII POST-REVIEW DISCOVERIES and the Archaeological Monitoring Plan.

VI. REPORTING AND MONITORING

A. Annual Report: STLAA shall provide an annual report beginning one (1) year after the execution date of this MOA to the FAA, SHPO, and The Osage Nation summarizing the progress made toward completion of each stipulation.

B. Completion Report: Within sixty (60) calendar days after all stipulations of this MOA have been fulfilled, STLAA shall provide the FAA, SHPO, and The Osage Nation with a brief written report of its completion of the stipulations as outlined.

C. Should any Signatory be unsatisfied with the progress of STLAA in meeting the stipulations of this MOA, the Signatories shall consult to address the problem(s) according to Stipulation IX DISPUTE RESOLUTION.

VII. POST-REVIEW DISCOVERIES

The proposed Undertaking is not anticipated to affect archaeological resources; however, archaeological monitoring during construction ground disturbing activities is required.

A. Archaeological Monitoring

1. In the event that there is a discovery of (i) archaeological material, (ii) historic properties, or (iii) unanticipated effects on historic properties during construction, soil disturbance activities and/or work within a 100-foot radius of the findings shall stop immediately and the Project Archaeologist shall contact STLAA. Unanticipated effects on historic properties include all discoveries that were not previously evaluated during NHPA Section 106 consultation, in addition to previously evaluated cultural resources. The aforementioned properties could have a renewed NRHP eligibility status when all findings are assessed on a holistic scale.

2. The STLAA shall immediately notify and later coordinate with the FAA, The Osage Nation, and SHPO. Soil disturbance activities would not resume within the avoidance buffer without consultation between the FAA, The Osage Nation, and SHPO.

3. No further soil disturbance activities within a 100-foot radius of the discovery shall proceed until the requirements of 36 C.F.R. § 800.13 have been satisfied, as applicable, including consultation with federally recognized tribes that may attach traditional cultural and religious significance to the discovered property.

4. Archaeological monitoring will follow procedures in the Archaeological Monitoring Plan to be drafted under Stipulation V.D.3.

B. Human Remains
In the event of an inadvertent discovery of human remains, even if such remains are in fragmentary form, STLAA shall ensure the following occurs.

1. Any STLAA employee, the Project Archaeologist, contractor, subcontractor, or other individual who knows or has reason to know that he or she has inadvertently discovered human remains, funerary objects, sacred objects, or objects of cultural patrimony during construction or maintenance activities must immediately notify or ensure notification of the STLAA Primary Contact, see Appendix B, Points of Contact.

2. STLAA shall immediately notify local law enforcement in accordance with Missouri Revised Statute §194.406 by telephone of the discovery of unmarked human remains.
   a. Local law enforcement will investigate the human remains and contact the Medical Examiner Office.

3. A tiered buffer zone shall be established around the point of discovery. STLAA shall ensure that all ground disturbing activities are immediately stopped within a 100-meter (328-foot) radius buffer zone and all above ground construction activities are immediately stopped within a 100-foot radius buffer zone around the point of discovery. Terminal aircraft operations and passenger processing activities will be allowed to continue uninterrupted. In general, for construction safety and security reasons, the construction site will be appropriately marked off and secured from public access. Only construction personnel will be allowed into the construction areas. With both buffer zones established around the inadvertent discovery, the remains will be respected and protected. During the expedited post-discovery consultation, the SHPO, The Osage Nation, and FAA will consult on an appropriate distance around the remains until mitigation is completed.

4. STLAA shall assume responsibility for implementing additional measures, as appropriate, to protect the discovery from looting and vandalism until the requirements of the Missouri unmarked human burial law (Missouri Revised Statute §§194.400-410) have been completed, but must not remove or otherwise disturb any human remains or other items in the immediate vicinity of the discovery. Natural material will be used to cover the remains from exposure and plain view. Natural material is any product that comes from plants, animals, or the ground which is not man-made. Natural materials include non-synthetic cloth, bamboo, wood, soil, etc. Any natural materials would be organic in origin, the opposite of synthetic. Chemically processed/treated natural materials are also requested to be avoided. The preferred material is cotton or linen canvas.

5. The STLAA shall notify the FAA, and the FAA shall notify the SHPO and the Tribes by telephone and email immediately after the discovery of human remains, funerary objects, sacred objects, items of cultural patrimony, or burial furniture and inform them of the steps already taken to address the discovery. See Appendix B, Points of Contact.

6. Upon notification of human remains, funerary objects, sacred objects, items of cultural patrimony, or burial furniture to FAA, SHPO, and the Tribes, a coordination meeting between the Signatory parties to this MOA will be held within 72-hours to determine if the buffer zone may be reduced to accommodate/resume ground disturbing activities as to not delay construction of the CTP.

7. Other than for crime scene investigation, no excavation, examination, photographs, or analysis of human remains shall be conducted by the STLAA, FAA, or any other professional

without first consulting with the Tribes. Upon discovery of human remains suspected of being Native American, the STLAA and FAA shall consult with the Tribes and SHPO to determine how to treat the remains per Missouri Revised Statute §§194.400-410.

a. Should unforeseen, unusual circumstances arise, law enforcement may request that photographs be taken of Native American remains in the case of a looting crime scene. These photographs will, however, be taken only after consultation with the claimant Tribes. After conclusion of the criminal case, all photographs of human remains will be turned over to The Osage Nation or other claimant tribe for destruction.
b. The Osage Nation and claimant Tribes shall be given the opportunity to visit the location and be provided an on-site orientation of the location where the human remains were discovered prior to any further disturbance or excavation in the location. Any adjustments to the buffer zone area will be made in consultation with The Osage Nation or other claimant Tribes and SHPO.
c. The FAA will consult with The Osage Nation and claimant Tribes regarding any proposed treatment and final disposition of the human remains and/or funerary objects. It is the preference of The Osage Nation that, wherever possible, burials are left in place and any further project activities avoid the burial with an appropriate buffer area, to be determined by The Osage Nation and claimant Tribes on a case-by-case basis.
d. If human remains require removal, STLAA, together with FAA, shall draft a mitigation plan for removal in consultation with The Osage Nation, claimant Tribes, and the SHPO. STLAA will then implement the mitigation plan for removal.
e. The Osage Nation and claimant Tribes will consult with the FAA regarding specific handling, curation, and repatriation of any human remains and funerary objects.
f. STLAA may resume construction activities in the area of the discovery upon receipt of written authorization from the FAA.

8. If, after a determination by a qualified physical anthropologist, forensic scientist, or other experts in consultation with SHPO, Tribes, and other consulting parties, the human remains are not Native American then FAA, in consultation with the SHPO shall determine how to treat the remains per Missouri Revised Statute §§194.400-410.

VIII. CHANGES IN PROJECT SCOPE

In the event of any changes to the project scope, the following measures shall be implemented in consultation with the Signatories to this MOA:

A. The FAA will determine if changes to project scope require revisions to the APE. If FAA determines the APE will need to be modified, FAA, in coordination with STLAA and in consultation with the SHPO, shall revise the APE as needed to incorporate any additional areas where the Undertaking has the potential to affect historic properties.

B. Following the Undertaking's established standards and methodologies, STLAA, on behalf of the FAA, shall carry out additional investigations within the revised APE to identify historic properties that may be affected by the Undertaking.

C. The FAA, in coordination with STLAA, shall assess and document the Undertaking's effects on any newly identified historic properties and explore measures to avoid, minimize, or mitigate effects on these properties in consultation with the SHPO and Section 106 consulting parties.

D. The FAA, in coordination with STLAA, shall prepare appropriate documentation and notify the Section 106 consulting parties of any changes in the Undertaking's effects on historic properties and shall provide an opportunity for review and comment. If the existing effects assessments to historic properties remain unchanged following modifications to the project scope, or if no additional properties are identified that require further evaluation, FAA will notify all Signatories and no additional consultation is required.

E. If a change in project scope results in adverse effects to historic properties, the FAA, in coordination with all Signatories, shall consult to amend the MOA in accordance with Stipulation X AMENDMENT.

F. All review and comment periods in Stipulation VIII CHANGES IN PROJECT SCOPE are subject to thirty (30) calendar days. These steps may be combined in order to expedite consultation.

IX. DISPUTE RESOLUTION

Should any Signatory to this MOA object to any actions carried out or proposed with respect to the implementation of this MOA, they should notify the FAA, and the FAA shall consult with the objecting party to resolve the objection within fifteen (15) calendar days. FAA shall notify the other signatories to this MOA of the objection within fifteen (15) calendar days and invite their views and recommendations as needed to resolve the objection. If the FAA determines that such objection cannot be resolved, the FAA shall:

A. Forward all documentation relevant to the dispute, including the FAA's proposed resolution, to the ACHP. The ACHP shall provide the FAA with its advice on the resolution of the objection within thirty (30) calendar days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FAA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. The FAA shall then proceed according to its final decision.

B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) calendar day time period, the FAA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FAA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the signatories and the ACHP and provide the signatories and the ACHP with a copy of such written response within fifteen (15) calendar days of the ACHP review period.

C. FAA may then proceed according to its decision. The signatories remain responsible for carrying out all the other actions subject to the terms of this MOA that are not the subject of the dispute.

X. AMENDMENT

Any signatory to this agreement may propose to the other signatories that this MOA be amended, whereupon the signatories shall consult in accordance with 36 C.F.R. § 800.6(c)(7) to consider such an amendment. Any such amendment proposed shall be adopted immediately upon the written concurrence of the signatories. Upon adoption, the FAA shall file the amendment with the ACHP.

XI. TERMINATION

A. If any Signatory to this MOA determines that its terms will not, or cannot be carried out, that Signatory shall immediately consult with the FAA to attempt to develop an amendment per Stipulation X AMENDMENT. If within forty-five (45) calendar days (or another time period agreed to by all Signatories) an amendment cannot be reached, any Signatory may terminate the MOA upon written notification to the other Signatories.

B. Once the MOA is terminated and prior to work continuing on the proposed Undertaking, FAA must either (a) execute another MOA or agreement with different terms pursuant to 36 C.F.R. § 800.6 or (b) take into account and respond to the comments of the ACHP under 36 C.F.R. § 800.7. FAA shall notify the Signatories as to the course of action it shall pursue. The FAA shall undertake its obligations pursuant to applicable statutes, regulations, and Orders.

XII. EFFECTIVE DATE AND DURATION

A. This MOA will be effective on the date the last Signatory signs the MOA.

B. This MOA will expire if its terms are not carried out within ten (10) years from the Effective Date.

C. Five (5) years after execution, if the project has not begun, and prior to expiration of the MOA, the Signatories shall consult to re-evaluate the terms of the MOA and, if needed, terminate or begin consultation for an extension in accordance with Stipulation X AMENDMENT.

XIII. ELECTRONIC SIGNATURES

Each party agrees a person may execute this document by electronic symbol or process attached to or logically associated with the document, with an intent to sign the document and by a method that must include a feature to verify the identity of the signer and the authenticity of the document, commonly referred to as verified electronic signature. Each party further agrees to accept in-person signature with ink for such party who agrees but does not wish to or have access to adequate technology to sign electronically.

XIV. COUNTERPARTS

This document may be signed in two or more counterparts, each of which shall be deemed an original for all purposes, and all of which when taken together shall be considered one and the same agreement.

EXECUTION of this MOA by the Signatories (FAA, SHPO, STLAA, and The Osage Nation) and the implementation of its terms evidences that the FAA has taken into account the effects of this proposed Undertaking on historic properties and afforded the ACHP an opportunity to comment. The Signatories to this MOA represent that they have the authority to sign for and bind the entities on behalf of whom they sign.

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MEMORANDUM OF AGREEMENT AMONG
THE FEDERAL AVIATION ADMINISTRATION,
MISSOURI STATE HISTORIC PRESERVATION OFFICER,
CITY OF ST. LOUIS AIRPORT AUTHORITY, AND THE OSAGE NATION
IMPLEMENTING
SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT FOR
THE CONSOLIDATED TERMINAL PROGRAM,
ST. LOUIS LAMBERT INTERNATIONAL AIRPORT ST. LOUIS, ST. LOUIS COUNTY, MISSOURI

Signatory: Federal Aviation Administration

By: RODNEY N JOEL Digitally signed by RODNEY N JOEL Date: 2024.08.22 20:29:11 -05'00' Date: August 22, 2024

Rodney Joel, Acting Director, Central Region, Airports Division
ACE-600

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Signatory: Missouri State Historic Preservation Officer

By: David Kelly Date: 8/27/24
David Kelly, Director, Division of State Parks and Deputy State Historic Preservation Officer

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

Invited Signatory: City of St. Louis Airport Authority, St. Louis Lambert International Airport

By: _____ Date: 8/28/24
Rhonda K Hamm-Niebruegge, Airport Director

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

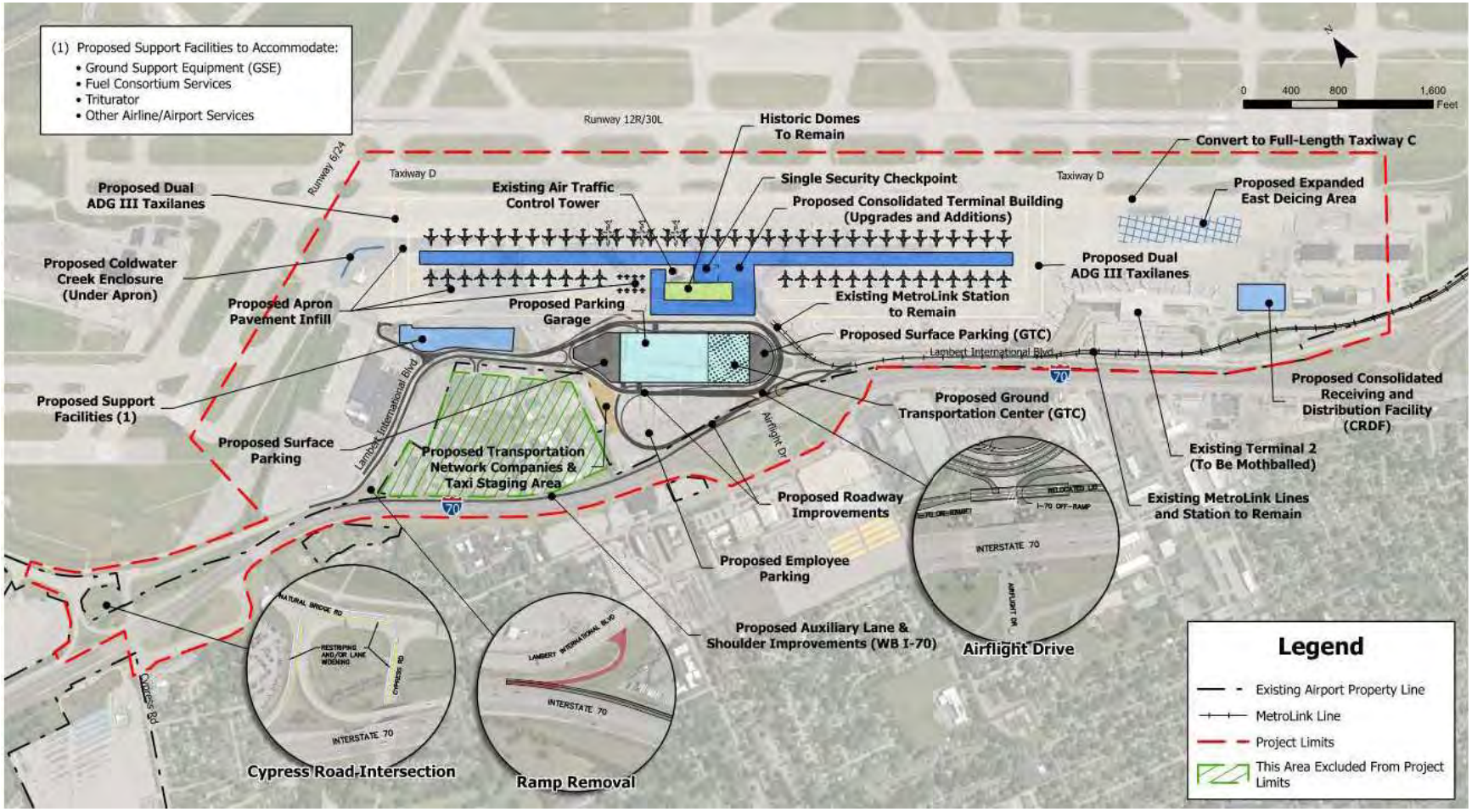
Invited Signatory: The Osage Nation

By: _____ Date: 10/10/24

Geoffrey M, Standing Bear, Principal Chief

Appendix A

Area of Potential Effects Map (Project Limits Identified by Red Dashed Line Below)



Appendix B

Points of Contact

Federal Aviation Administration	**Missouri State Historic Preservation Officer**
Primary Contact: Rodney Joel Acting Director, Central Region Airport Division Airports Division (ACE-600), Room 364 901 Locust St. Kansas City, MO 64106-2325 816-329-2600 Rodney.Joel@faa.gov **Secondary contact:** Scott Tener Environmental Specialist 901 Locust St., Room 364 Kansas City, MO 64106-2325 816-329-2639 Scott.Tener@faa.gov	**Primary contact:** Charles Horton Historic Preservation Specialist PO Box 176 Jefferson City, MO 65102 573-526-4591 Charles.Horton@dnr.mo.gov **Secondary contact:** Amy Rubingh Historic Preservation Specialist PO Box 176 Jefferson City, MO 65102 573-751-4589 Amy.Rubingh@dnr.mo.gov
City of St. Louis, Airport Authority	
Primary contact: Gerald Beckmann Deputy Director PO Box 10212 St. Louis, MO 63145-0212 314-551-5034 GABeckmann@flystl.com **Secondary contact:** Jason Christians Assistant Director PO Box 10212 St. Louis, MO 63145-0212 314-551-5008 jachristians@flystl.com	

The Osage Nation **Primary contact:** Dr. Andrea A. Hunter THPO, Osage Nation Historic Preservation Office (ONHPO) 627 Grandview Ave Pawhuska, OK 74056 918-287-5328 ahunter@osagenation-nsn.gov **Secondary contact:** Luke Morris Archaeologist, ONHPO 627 Grandview Ave Pawhuska, OK 74056 918-287-5328 luke.morris@osagenation-nsn.gov **Inadvertent Discovery Secondary contact:** Sarah O'Donnell NAGPRA Coordinator, ONHPO 627 Grandview Ave Pawhuska, OK 74056 918-287-5522 sodonnell@osagenation-nsn.gov	

Advisory Council on Historic Preservation

October 21, 2024

Scott Tener, P.E.
Environmental Specialist
Federal Aviation Adminstration
Central Region Airports Division

Ref: *Proposed Consolidated Terminal Improvement Program at the St Louis Lambert International Airport*
St. Louis, St. Louis County, Missouri
ACHP Project Number: 019960

Dear Mr. Tener:

On October 21, 2024, the Advisory Council on Historic Preservation (ACHP) received a copy of the executed Section 106 agreement document (Agreement) for the referenced undertaking. In accordance with 36 CFR § 800.6(b)(1)(iv), the ACHP acknowledges receipt of the Agreement. The filing of the Agreement and implementation of its terms fulfills the requirements of Section 106 of the National Historic Preservation Act and its implementing regulations, "Protection of Historic Properties" (36 CFR Part 800).

We appreciate receiving a copy of this Agreement for our records. Please ensure that all consulting parties are provided a copy of the executed Agreement in accordance with 36 CFR § 800.6(c)(9). If you have any questions or require additional assistance, please contact Max Sickler at (202) 517-0220 or by e-mail at msickler@achp.gov and reference the ACHP Project Number above.

Sincerely,

Lucrecia Brooks
Historic Preservation Technician
Office of Federal Agency Programs

APPENDIX G

2022 Existing

Output Summary

General Information

Project description:	I-70 STL Airport Safety Analysis				
Analyst:	JLY	Date:	2/23/2024	Area type:	Urban
First year of analysis:	2022				
Last year of analysis:	2022				

Crash Data Description

Freeway segments	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022
Ramp segments	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022
Ramp terminals	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022

Estimated Crash Statistics

Crashes for Entire Facility	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during Study Period, crashes:	116.2	0.7	2.0	10.8	18.1	84.5
Estimated average crash freq. during Study Period, crashes/yr:	116.2	0.7	2.0	10.8	18.1	84.5

Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	20	100.8	0.6	1.6	8.6	15.0	75.1
Ramp segments, crashes:	28	15.4	0.1	0.5	2.2	3.2	9.4
Crossroad ramp terminals, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0

Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2022	116.2	0.7	2.0	10.8	18.1	84.5
	2023						
	2024						
	2025						
	2026						
	2027						
	2028						
	2029						
	2030						
	2031						
	2032						
	2033						
	2034						
	2035						
	2036						
	2037						
	2038						
	2039						
	2040						
	2041						
	2042						
	2043						
	2044						
	2045						

Distribution of Crashes for Entire Facility

Crash Type	**Crash Type Category**	**Estimated Number of Crashes During the Study Period**					
		Total	**K**	**A**	**B**	**C**	**PDO**
Multiple vehicle	Head-on crashes:	0.3	0.0	0.0	0.0	0.1	0.1
	Right-angle crashes:	1.5	0.0	0.0	0.2	0.3	1.0
	Rear-end crashes:	51.2	0.3	0.8	4.4	7.6	38.1
	Sideswipe crashes:	18.2	0.1	0.2	1.0	1.8	15.1
	Other multiple-vehicle crashes:	2.1	0.0	0.0	0.2	0.4	1.4
	Total multiple-vehicle crashes:	73.3	0.4	1.1	5.8	10.2	55.8
Single vehicle	Crashes with animal:	0.5	0.0	0.0	0.0	0.0	0.5
	Crashes with fixed object:	31.7	0.2	0.7	3.6	5.7	21.5
	Crashes with other object:	3.7	0.0	0.0	0.2	0.3	3.2
	Crashes with parked vehicle:	0.6	0.0	0.0	0.1	0.1	0.4
	Other single-vehicle crashes	6.4	0.1	0.2	1.1	1.8	3.2
	Total single-vehicle crashes:	43.0	0.3	1.0	5.0	8.0	28.7
	Total crashes:	116.2	0.7	2.0	10.8	18.1	84.5

Evaluation Site Summary

General Information

Project description:	I-70 STL Airport Safety Analysis				
Analyst:	JLY	Date:	2/23/2024	Area type:	Urban
First year of analysis:	2022	Total length of freeway segments for Study Period (mi):	3.607		
Last year of analysis:	2022				

Site Description

Freeway Segments

Number	Lanes	Study Period Length (mi)	Crash Period Description	Study Period Description
1	6	0.139	SB Lindbergh EB On Ramp	SB Lindbergh EB On Ramp
2	6	0.074	I-70 WB Off Ramp to S Lindbergh	I-70 WB Off Ramp to S Lindbergh
3	6	0.088	Gore to Gore CD - Lindbergh	Gore to Gore CD - Lindbergh
4	6	0.096	Lindbergh Weave	Lindbergh Weave
5	6	0.163	Gore to Gore after weave	Gore to Gore after weave
6	6	0.237	NB Lindbergh WB On Ramp	NB Lindbergh WB On Ramp
7	6	0.191	CD Entrance	CD Entrance
8	6	0.034	I-70 Wb Xypress Exit	I-70 Wb Xypress Exit
9	6	0.067	I-70 WB Cypress Exit	I-70 WB Cypress Exit
10	6	0.172	Cypress to I-70 EB On Ramp	Cypress to I-70 EB On Ramp
11	6	0.470	LIB to I-70 WB On Ramp	LIB to I-70 WB On Ramp
12	6	0.054	I-70 EB Pear tree Off Ramp	I-70 EB Pear tree Off Ramp
13	6	0.133	Airflight to I-70 EB On Ramp	Airflight to I-70 EB On Ramp
14	6	0.173	Aurflight Loop On Ramp to I-70 EB	Airflight to I-70 EB On Ramp
15	6	0.055	I-70 WB to Airflight Off Ramp	I-70 WB to Airflight Off Ramp
16	6	0.623	Airflight to I-70 EB On Ramp	Airflight to I-70 EB On Ramp
17	6	0.131	Median change	Median change
18	6	0.285	Natural Bridhe On/Of ramps	Natural Bridhe On/Of ramps
19	6	0.094	I-70 WB to LIB Off ramp	I-70 WB to LIB Off ramp
20	6	0.327	LIB&MO115 I-70 EB On Ramp	LIB&MO115 I-70 EB On Ramp

Ramp Segments

Number	Crash Period Description	Study Period Description	Number	Crash Period Description	Study Period Description
1	2A. EB I-70 to SB US-67	2A. EB I-70 to SB US-67	21	5C. EB I-70 to Pear Tree	5C. EB I-70 to Pear Tree
2	2B. EB I-70 to NB US-67	2B. EB I-70 to NB US-67	22	5D. Lambert Intl Blvd to WB	5D. Lambert Intl Blvd to WB I-70
3	2C. WB I-70 to NB US-67	2C. WB I-70 to NB US-67	23	5E. WB I-70 to Airflight Dr	5E. WB I-70 to Airflight Dr
4	2D. WB I-70 to SB US-67	2D. WB I-70 to SB US-67	24	8A. EB I-70 to Natural Bridg	8A. EB I-70 to Natural Bridge Rd
5	2E. SB US-67 to WB I-70	2E. SB US-67 to WB I-70	25	8B. WB I-70 to Lambert Intl	8B. WB I-70 to Lambert Intl Blvd
6	2F. SB US-67 to EB I-70	2F. SB US-67 to EB I-70	26	8C. merged EB I-70 On-Ran	8C. merged EB I-70 On-Ramp
7	2G. NB US-67 to EB I-70	2G. NB US-67 to EB I-70	27	8E. WB Natural Bridge Rd t	8E. WB Natural Bridge Rd to EB I-70
8	2H. NB US-67 to WB I-70	2H. NB US-67 to WB I-70	28	8F. Natural Bridge Rd to WE	8F. Natural Bridge Rd to WB I-70
9	CD1. btwn 2E & 2D	CD1. btwn 2E & 2D	29	0	0
10	CD2. btwn 2D & 2H	CD2. btwn 2D & 2H	30	0	0
11	CD3. btwn 2H & 2C	CD3. btwn 2H & 2C	31	0	0
12	CD4. btwn 2C & 4D/CD5	CD4. btwn 2C & 4D/CD5	32	0	0
13	CD5. btwn I-70 & 4D	CD5. btwn I-70 & 4D	33	0	0
14	4A. EB I-70 to Cypress Rd	4A. EB I-70 to Cypress Rd	34	0	0
15	4B. WB I-70 Natural Bridge	4B. WB I-70 Natural Bridge	35	0	0
16	4C. Cypress Rd to EB I-70	4C. Cypress Rd to EB I-70	36	0	0
17	4D. Natural Bridge Rd to WI	4D. Natural Bridge Rd to WE	37	0	0
18	4F. Lambert Intl Blvd to WB	4F. Lambert Intl Blvd to WB	38	0	0
19	5A. SB Airflight Dr to EB I-7(	5A. SB Airflight Dr to EB I-7(	39	0	0
20	5B. NB Airflight Dr to EB I-7(	5B. NB Airflight Dr to EB I-7(	40	0	0

Crossroad Ramp Terminals

Number	Config.	Control	Crash Period Description	Study Period Description
1	0	0	0	0
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0

2032 No Build

Output Summary

General Information					
Project description:	I-70 STL Airport Safety Analysis				
Analyst:	WLM	Date:	2/23/2024	Area type:	Urban
First year of analysis:	2032				
Last year of analysis:	2032				

Crash Data Description				
Freeway segments	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022
Ramp segments	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022
Ramp terminals	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022

Estimated Crash Statistics

Crashes for Entire Facility	Total	K	A	B	C	PDO
Estimated number of crashes during Study Period, crashes:	118.8	0.8	2.1	11.0	18.5	86.5
Estimated average crash freq. during Study Period, crashes/yr:	118.8	0.8	2.1	11.0	18.5	86.5

Crashes by Facility Component	Nbr. Sites	Total	K	A	B	C	PDO
Freeway segments, crashes:	20	103.4	0.6	1.6	8.7	15.4	77.1
Ramp segments, crashes:	28	15.4	0.1	0.5	2.2	3.2	9.4
Crossroad ramp terminals, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0

Crashes for Entire Facility by Year	Year	Total	K	A	B	C	PDO
Estimated number of crashes during the Study Period, crashes:	2032	118.8	0.8	2.1	11.0	18.5	86.5
	2033						
	2034						
	2035						
	2036						
	2037						
	2038						
	2039						
	2040						
	2041						
	2042						
	2043						
	2044						
	2045						
	2046						
	2047						
	2048						
	2049						
	2050						
	2051						
	2052						
	2053						
	2054						
	2055						

Distribution of Crashes for Entire Facility

Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period					
		Total	K	A	B	C	PDO
Multiple vehicle	Head-on crashes:	0.3	0.0	0.0	0.0	0.1	0.1
	Right-angle crashes:	1.5	0.0	0.0	0.2	0.3	1.0
	Rear-end crashes:	52.7	0.3	0.8	4.5	7.9	39.3
	Sideswipe crashes:	18.8	0.1	0.2	1.1	1.9	15.5
	Other multiple-vehicle crashes:	2.1	0.0	0.0	0.2	0.4	1.5
	Total multiple-vehicle crashes:	75.4	0.4	1.1	6.0	10.5	57.5
Single vehicle	Crashes with animal:	0.5	0.0	0.0	0.0	0.0	0.5
	Crashes with fixed object:	32.0	0.3	0.7	3.6	5.8	21.7
	Crashes with other object:	3.8	0.0	0.0	0.2	0.3	3.2
	Crashes with parked vehicle:	0.6	0.0	0.0	0.1	0.1	0.4
	Other single-vehicle crashes	6.4	0.1	0.2	1.1	1.8	3.2
	Total single-vehicle crashes:	43.4	0.3	1.0	5.0	8.0	29.0
	Total crashes:	118.8	0.8	2.1	11.0	18.5	86.5

Evaluation Site Summary

General Information					
Project description:	I-70 STL Airport Safety Analysis				
Analyst:	WLM	Date:	2/23/2024	Area type:	Urban
First year of analysis:	2032	Total length of freeway segments for Study Period (mi):	3.607		
Last year of analysis:	2032				

Site Description

Freeway Segments

Number	Lanes	Study Period Length (mi)	Crash Period Description	Study Period Description
1	6	0.139	SB Lindbergh EB On Ramp	SB Lindbergh EB On Ramp
2	6	0.074	I-70 WB Off Ramp to S Lindbergh	I-70 WB Off Ramp to S Lindbergh
3	6	0.088	Gore to Gore CD - Lindbergh	Gore to Gore CD - Lindbergh
4	6	0.096	Lindbergh Weave	Lindbergh Weave
5	6	0.163	Gore to Gore after weave	Gore to Gore after weave
6	6	0.237	NB Lindbergh WB On Ramp	NB Lindbergh WB On Ramp
7	6	0.191	CD Entrance	CD Entrance
8	6	0.034	I-70 Wb Cypress Exit	I-70 Wb Cypress Exit
9	6	0.067	I-70 WB Cypress Exit	I-70 WB Cypress Exit
10	6	0.172	Cypress to I-70 EB On Ramp	Cypress to I-70 EB On Ramp
11	6	0.470	LIB to I-70 WB On Ramp	LIB to I-70 WB On Ramp
12	6	0.054	I-70 EB Pear tree Off Ramp	I-70 EB Pear tree Off Ramp
13	6	0.133	Airflight to I-70 EB On Ramp	Airflight to I-70 EB On Ramp
14	6	0.173	Aurflight Loop On Ramp to I-70 EB	Airflight to I-70 EB On Ramp
15	6	0.055	I-70 WB to Airflight Off Ramp	I-70 WB to Airflight Off Ramp
16	6	0.623	Airflight to I-70 EB On Ramp	Airflight to I-70 EB On Ramp
17	6	0.131	Median change	Median change
18	6	0.285	Natural Bridhe On/Of ramps	Natural Bridhe On/Of ramps
19	6	0.094	I-70 WB to LIB Off ramp	I-70 WB to LIB Off ramp
20	6	0.327	LIB&MO115 I-70 EB On Ramp	LIB&MO115 I-70 EB On Ramp

Ramp Segments

Number	Crash Period Description	Study Period Description	Number	Crash Period Description	Study Period Description
1	2A. EB I-70 to SB US-67	2A. EB I-70 to SB US-67	21	5C. EB I-70 to Pear Tree	5C. EB I-70 to Pear Tree
2	2B. EB I-70 to NB US-67	2B. EB I-70 to NB US-67	22	5D. Lambert Intl Blvd to WB	5D. Lambert Intl Blvd to WB I-70
3	2C. WB I-70 to NB US-67	2C. WB I-70 to NB US-67	23	5E. WB I-70 to Airflight Dr	5E. WB I-70 to Airflight Dr
4	2D. WB I-70 to SB US-67	2D. WB I-70 to SB US-67	24	8A. EB I-70 to Natural Bridg	8A. EB I-70 to Natural Bridge Rd
5	2E. SB US-67 to WB I-70	2E. SB US-67 to WB I-70	25	8B. WB I-70 to Lambert Intl	8B. WB I-70 to Lambert Intl Blvd
6	2F. SB US-67 to EB I-70	2F. SB US-67 to EB I-70	26	8C. merged EB I-70 On-Ran	8C. merged EB I-70 On-Ramp
7	2G. NB US-67 to EB I-70	2G. NB US-67 to EB I-70	27	8E. WB Natural Bridge Rd t	8E. WB Natural Bridge Rd to EB I-70
8	2H. NB US-67 to WB I-70	2H. NB US-67 to WB I-70	28	8F. Natural Bridge Rd to WE	8F. Natural Bridge Rd to WB I-70
9	CD1. btwn 2E & 2D	CD1. btwn 2E & 2D	29	0	0
10	CD2. btwn 2D & 2H	CD2. btwn 2D & 2H	30	0	0
11	CD3. btwn 2H & 2C	CD3. btwn 2H & 2C	31	0	0
12	CD4. btwn 2C & 4D/CD5	CD4. btwn 2C & 4D/CD5	32	0	0
13	CD5. btwn I-70 & 4D	CD5. btwn I-70 & 4D	33	0	0
14	4A. EB I-70 to Cypress Rd	4A. EB I-70 to Cypress Rd	34	0	0
15	4B. WB I-70 Natural Bridge	4B. WB I-70 Natural Bridge	35	0	0
16	4C. Cypress Rd to EB I-70	4C. Cypress Rd to EB I-70	36	0	0
17	4D. Natural Bridge Rd to WI	4D. Natural Bridge Rd to WE	37	0	0
18	4F. Lambert Intl Blvd to WB	4F. Lambert Intl Blvd to WB	38	0	0
19	5A. SB Airflight Dr to EB I-7(	5A. SB Airflight Dr to EB I-7(	39	0	0
20	5B. NB Airflight Dr to EB I-7(	5B. NB Airflight Dr to EB I-7(	40	0	0

Crossroad Ramp Terminals

Number	Config.	Control	Crash Period Description	Study Period Description
1	0	0	0	0
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0

2037 No Build

Output Summary

General Information					
Project description:	I-70 STL Airport Safety Analysis				
Analyst:	JLY	Date:	2/23/2024	Area type:	Urban
First year of analysis:	2037				
Last year of analysis:	2037				

Crash Data Description				
Freeway segments	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022
Ramp segments	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022
Ramp terminals	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022

Estimated Crash Statistics

Crashes for Entire Facility	Total	K	A	B	C	PDO
Estimated number of crashes during Study Period, crashes:	120.1	0.8	2.1	11.0	18.7	87.5
Estimated average crash freq. during Study Period, crashes/yr:	120.1	0.8	2.1	11.0	18.7	87.5

Crashes by Facility Component	Nbr. Sites	Total	K	A	B	C	PDO
Freeway segments, crashes:	20	104.7	0.6	1.6	8.8	15.6	78.1
Ramp segments, crashes:	28	15.4	0.1	0.5	2.2	3.2	9.4
Crossroad ramp terminals, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0

Crashes for Entire Facility by Year	Year	Total	K	A	B	C	PDO
Estimated number of crashes during the Study Period, crashes:	2037	120.1	0.8	2.1	11.0	18.7	87.5
	2038						
	2039						
	2040						
	2041						
	2042						
	2043						
	2044						
	2045						
	2046						
	2047						
	2048						
	2049						
	2050						
	2051						
	2052						
	2053						
	2054						
	2055						
	2056						
	2057						
	2058						
	2059						
	2060						

Distribution of Crashes for Entire Facility

Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period					
		Total	K	A	B	C	PDO
Multiple vehicle	Head-on crashes:	0.3	0.0	0.0	0.0	0.1	0.1
	Right-angle crashes:	1.6	0.0	0.0	0.2	0.3	1.0
	Rear-end crashes:	53.5	0.3	0.8	4.5	8.0	39.9
	Sideswipe crashes:	19.1	0.1	0.2	1.1	1.9	15.8
	Other multiple-vehicle crashes:	2.1	0.0	0.0	0.2	0.4	1.5
	Total multiple-vehicle crashes:	76.5	0.4	1.1	6.0	10.7	58.3
Single vehicle	Crashes with animal:	0.5	0.0	0.0	0.0	0.0	0.5
	Crashes with fixed object:	32.2	0.3	0.7	3.6	5.8	21.8
	Crashes with other object:	3.8	0.0	0.0	0.2	0.3	3.3
	Crashes with parked vehicle:	0.6	0.0	0.0	0.1	0.1	0.4
	Other single-vehicle crashes	6.4	0.1	0.2	1.1	1.8	3.2
	Total single-vehicle crashes:	43.6	0.3	1.0	5.0	8.1	29.2
	Total crashes:	120.1	0.8	2.1	11.0	18.7	87.5

Evaluation Site Summary

General Information					
Project description:	I-70 STL Airport Safety Analysis				
Analyst:	JLY	Date:	2/23/2024	Area type:	Urban
First year of analysis:	2037	Total length of freeway segments for Study Period (mi):	3.607		
Last year of analysis:	2037				

Site Description

Freeway Segments

Number	Lanes	Study Period Length (mi)	Crash Period Description	Study Period Description
1	6	0.139	SB Lindbergh EB On Ramp	SB Lindbergh EB On Ramp
2	6	0.074	I-70 WB Off Ramp to S Lindbergh	I-70 WB Off Ramp to S Lindbergh
3	6	0.088	Gore to Gore CD - Lindbergh	Gore to Gore CD - Lindbergh
4	6	0.096	Lindbergh Weave	Lindbergh Weave
5	6	0.163	Gore to Gore after weave	Gore to Gore after weave
6	6	0.237	NB Lindbergh WB On Ramp	NB Lindbergh WB On Ramp
7	6	0.191	CD Entrance	CD Entrance
8	6	0.034	I-70 Wb Xypress Exit	I-70 Wb Xypress Exit
9	6	0.067	I-70 WB Cypress Exit	I-70 WB Cypress Exit
10	6	0.172	Cypress to I-70 EB On Ramp	Cypress to I-70 EB On Ramp
11	6	0.470	LIB to I-70 WB On Ramp	LIB to I-70 WB On Ramp
12	6	0.054	I-70 EB Pear tree Off Ramp	I-70 EB Pear tree Off Ramp
13	6	0.133	Airflight to I-70 EB On Ramp	Airflight to I-70 EB On Ramp
14	6	0.173	Aurflight Loop On Ramp to I-70 EB	Airflight to I-70 EB On Ramp
15	6	0.055	I-70 WB to Airflight Off Ramp	I-70 WB to Airflight Off Ramp
16	6	0.623	Airflight to I-70 EB On Ramp	Airflight to I-70 EB On Ramp
17	6	0.131	Median change	Median change
18	6	0.285	Natural Bridhe On/Of ramps	Natural Bridhe On/Of ramps
19	6	0.094	I-70 WB to LIB Off ramp	I-70 WB to LIB Off ramp
20	6	0.327	LIB&MO115 I-70 EB On Ramp	LIB&MO115 I-70 EB On Ramp

Ramp Segments

Number	Crash Period Description	Study Period Description	Number	Crash Period Description	Study Period Description
1	2A. EB I-70 to SB US-67	2A. EB I-70 to SB US-67	21	5C. EB I-70 to Pear Tree	5C. EB I-70 to Pear Tree
2	2B. EB I-70 to NB US-67	2B. EB I-70 to NB US-67	22	5D. Lambert Intl Blvd to WB	5D. Lambert Intl Blvd to WB I-70
3	2C. WB I-70 to NB US-67	2C. WB I-70 to NB US-67	23	5E. WB I-70 to Airflight Dr	5E. WB I-70 to Airflight Dr
4	2D. WB I-70 to SB US-67	2D. WB I-70 to SB US-67	24	8A. EB I-70 to Natural Bridg	8A. EB I-70 to Natural Bridge Rd
5	2E. SB US-67 to WB I-70	2E. SB US-67 to WB I-70	25	8B. WB I-70 to Lambert Intl	8B. WB I-70 to Lambert Intl Blvd
6	2F. SB US-67 to EB I-70	2F. SB US-67 to EB I-70	26	8C. merged EB I-70 On-Ran	8C. merged EB I-70 On-Ramp
7	2G. NB US-67 to EB I-70	2G. NB US-67 to EB I-70	27	8E. WB Natural Bridge Rd t	8E. WB Natural Bridge Rd to EB I-70
8	2H. NB US-67 to WB I-70	2H. NB US-67 to WB I-70	28	8F. Natural Bridge Rd to WE	8F. Natural Bridge Rd to WB I-70
9	CD1. btwn 2E & 2D	CD1. btwn 2E & 2D	29	0	0
10	CD2. btwn 2D & 2H	CD2. btwn 2D & 2H	30	0	0
11	CD3. btwn 2H & 2C	CD3. btwn 2H & 2C	31	0	0
12	CD4. btwn 2C & 4D/CD5	CD4. btwn 2C & 4D/CD5	32	0	0
13	CD5. btwn I-70 & 4D	CD5. btwn I-70 & 4D	33	0	0
14	4A. EB I-70 to Cypress Rd	4A. EB I-70 to Cypress Rd	34	0	0
15	4B. WB I-70 Natural Bridge	4B. WB I-70 Natural Bridge	35	0	0
16	4C. Cypress Rd to EB I-70	4C. Cypress Rd to EB I-70	36	0	0
17	4D. Natural Bridge Rd to WI	4D. Natural Bridge Rd to WE	37	0	0
18	4F. Lambert Intl Blvd to WB	4F. Lambert Intl Blvd to WB	38	0	0
19	5A. SB Airflight Dr to EB I-7(	5A. SB Airflight Dr to EB I-7(	39	0	0
20	5B. NB Airflight Dr to EB I-7(	5B. NB Airflight Dr to EB I-7(	40	0	0

Crossroad Ramp Terminals

Number	Config.	Control	Crash Period Description	Study Period Description
1	0	0	0	0
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0

2032 Alternative 1

Output Summary

General Information

Project description:	I-70 STL Airport Safety Analysis				
Analyst:	WLM	Date:	2/23/2024	Area type:	Urban
First year of analysis:	2032				
Last year of analysis:	2032				

Crash Data Description

Freeway segments	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022
Ramp segments	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022
Ramp terminals	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022

Estimated Crash Statistics

Crashes for Entire Facility	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during Study Period, crashes:	120.8	0.8	2.1	11.0	18.8	88.2
Estimated average crash freq. during Study Period, crashes/yr:	120.8	0.8	2.1	11.0	18.8	88.2

Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	20	105.4	0.6	1.6	8.7	15.6	78.8
Ramp segments, crashes:	28	15.4	0.1	0.5	2.2	3.2	9.4
Crossroad ramp terminals, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0

Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2032	120.8	0.8	2.1	11.0	18.8	88.2
	2033						
	2034						
	2035						
	2036						
	2037						
	2038						
	2039						
	2040						
	2041						
	2042						
	2043						
	2044						
	2045						
	2046						
	2047						
	2048						
	2049						
	2050						
	2051						
	2052						
	2053						
	2054						
	2055						

Distribution of Crashes for Entire Facility

Crash Type	**Crash Type Category**	**Estimated Number of Crashes During the Study Period**					
		Total	**K**	**A**	**B**	**C**	**PDO**
Multiple vehicle	Head-on crashes:	0.3	0.0	0.0	0.0	0.1	0.1
	Right-angle crashes:	1.6	0.0	0.0	0.2	0.3	1.0
	Rear-end crashes:	53.4	0.3	0.8	4.4	7.9	39.9
	Sideswipe crashes:	19.1	0.1	0.2	1.1	1.9	15.8
	Other multiple-vehicle crashes:	2.1	0.0	0.0	0.2	0.4	1.5
	Total multiple-vehicle crashes:	76.4	0.4	1.1	5.9	10.5	58.4
Single vehicle	Crashes with animal:	0.6	0.0	0.0	0.0	0.0	0.5
	Crashes with fixed object:	32.8	0.3	0.7	3.6	5.9	22.3
	Crashes with other object:	3.9	0.0	0.0	0.2	0.3	3.4
	Crashes with parked vehicle:	0.6	0.0	0.0	0.1	0.1	0.4
	Other single-vehicle crashes	6.5	0.1	0.2	1.1	1.8	3.3
	Total single-vehicle crashes:	44.4	0.4	1.0	5.0	8.2	29.8
	Total crashes:	120.8	0.8	2.1	11.0	18.8	88.2

Evaluation Site Summary

General Information

Project description:	I-70 STL Airport Safety Analysis				
Analyst:	WLM	Date:	2/23/2024	Area type:	Urban
First year of analysis:	2032	Total length of freeway segments for Study Period (mi):	3.607		
Last year of analysis:	2032				

Site Description

Freeway Segments

Number	Lanes	Study Period Length (mi)	Crash Period Description	Study Period Description
1	6	0.139	SB Lindbergh EB On Ramp	SB Lindbergh EB On Ramp
2	6	0.074	I-70 WB Off Ramp to S Lindbergh	I-70 WB Off Ramp to S Lindbergh
3	6	0.088	Gore to Gore CD - Lindbergh	Gore to Gore CD - Lindbergh
4	6	0.096	Lindbergh Weave	Lindbergh Weave
5	6	0.163	Gore to Gore after weave	Gore to Gore after weave
6	6	0.237	NB Lindbergh WB On Ramp	NB Lindbergh WB On Ramp
7	6	0.191	CD Entrance	CD Entrance
8	6	0.034	I-70 Wb Cypress Exit	I-70 Wb Cypress Exit
9	6	0.067	I-70 WB Cypress Exit	I-70 WB Cypress Exit
10	6	0.172	Cypress to I-70 EB On Ramp	Cypress to I-70 EB On Ramp
11	6	0.470	LIB to I-70 WB On Ramp	LIB to I-70 WB On Ramp
12	6	0.054	I-70 EB Pear tree Off Ramp	I-70 EB Pear tree Off Ramp
13	6	0.133	Airflight to I-70 EB On Ramp	Airflight to I-70 EB On Ramp
14	6	0.173	Aurflight Loop On Ramp to I-70 EB	Airflight to I-70 EB On Ramp
15	6	0.055	I-70 WB to Airflight Off Ramp	I-70 WB to Airflight Off Ramp
16	6	0.623	Airflight to I-70 EB On Ramp	Airflight to I-70 EB On Ramp
17	6	0.131	Median change	Median change
18	6	0.285	Natural Bridhe On/Of ramps	Natural Bridhe On/Of ramps
19	6	0.094	I-70 WB to LIB Off ramp	I-70 WB to LIB Off ramp
20	6	0.327	LIB&MO115 I-70 EB On Ramp	LIB&MO115 I-70 EB On Ramp

Ramp Segments

Number	Crash Period Description	Study Period Description	Number	Crash Period Description	Study Period Description
1	2A. EB I-70 to SB US-67	2A. EB I-70 to SB US-67	21	5C. EB I-70 to Pear Tree	5C. EB I-70 to Pear Tree
2	2B. EB I-70 to NB US-67	2B. EB I-70 to NB US-67	22	5D. Lambert Intl Blvd to WB	5D. Lambert Intl Blvd to WB I-70
3	2C. WB I-70 to NB US-67	2C. WB I-70 to NB US-67	23	5E. WB I-70 to Airflight Dr	5E. WB I-70 to Airflight Dr
4	2D. WB I-70 to SB US-67	2D. WB I-70 to SB US-67	24	8A. EB I-70 to Natural Bridg	8A. EB I-70 to Natural Bridge Rd
5	2E. SB US-67 to WB I-70	2E. SB US-67 to WB I-70	25	8B. WB I-70 to Lambert Intl	8B. WB I-70 to Lambert Intl Blvd
6	2F. SB US-67 to EB I-70	2F. SB US-67 to EB I-70	26	8C. merged EB I-70 On-Ran	8C. merged EB I-70 On-Ramp
7	2G. NB US-67 to EB I-70	2G. NB US-67 to EB I-70	27	8E. WB Natural Bridge Rd t	8E. WB Natural Bridge Rd to EB I-70
8	2H. NB US-67 to WB I-70	2H. NB US-67 to WB I-70	28	8F. Natural Bridge Rd to WE	8F. Natural Bridge Rd to WB I-70
9	CD1. btwn 2E & 2D	CD1. btwn 2E & 2D	29	0	0
10	CD2. btwn 2D & 2H	CD2. btwn 2D & 2H	30	0	0
11	CD3. btwn 2H & 2C	CD3. btwn 2H & 2C	31	0	0
12	CD4. btwn 2C & 4D/CD5	CD4. btwn 2C & 4D/CD5	32	0	0
13	CD5. btwn I-70 & 4D	CD5. btwn I-70 & 4D	33	0	0
14	4A. EB I-70 to Cypress Rd	4A. EB I-70 to Cypress Rd	34	0	0
15	4B. WB I-70 Natural Bridge	4B. WB I-70 Natural Bridge	35	0	0
16	4C. Cypress Rd to EB I-70	4C. Cypress Rd to EB I-70	36	0	0
17	4D. Natural Bridge Rd to WI	4D. Natural Bridge Rd to WE	37	0	0
18	4F. Lambert Intl Blvd to WB	4F. Lambert Intl Blvd to WB	38	0	0
19	5A. SB Airflight Dr to EB I-7(	5A. SB Airflight Dr to EB I-7(	39	0	0
20	5B. NB Airflight Dr to EB I-7(	5B. NB Airflight Dr to EB I-7(	40	0	0

Crossroad Ramp Terminals

Number	Config.	Control	Crash Period Description	Study Period Description
1	0	0	0	0
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0

2037 Alternative 1

Output Summary

General Information					
Project description:	I-70 STL Airport Safety Analysis				
Analyst:	WLM	Date:	2/23/2024	Area type:	Urban
First year of analysis:	2032				
Last year of analysis:	2032				

Crash Data Description				
Freeway segments	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022
Ramp segments	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022
Ramp terminals	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022

Estimated Crash Statistics

Crashes for Entire Facility	Total	K	A	B	C	PDO
Estimated number of crashes during Study Period, crashes:	122.4	0.8	2.1	11.1	19.0	89.5
Estimated average crash freq. during Study Period, crashes/yr:	122.4	0.8	2.1	11.1	19.0	89.5

Crashes by Facility Component	Nbr. Sites	Total	K	A	B	C	PDO
Freeway segments, crashes:	20	107.0	0.6	1.6	8.8	15.8	80.1
Ramp segments, crashes:	28	15.4	0.1	0.5	2.2	3.2	9.4
Crossroad ramp terminals, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0

Crashes for Entire Facility by Year	Year	Total	K	A	B	C	PDO
Estimated number of crashes during the Study Period, crashes:	2032	122.4	0.8	2.1	11.1	19.0	89.5
	2033						
	2034						
	2035						
	2036						
	2037						
	2038						
	2039						
	2040						
	2041						
	2042						
	2043						
	2044						
	2045						
	2046						
	2047						
	2048						
	2049						
	2050						
	2051						
	2052						
	2053						
	2054						
	2055						

Distribution of Crashes for Entire Facility

Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period					
		Total	K	A	B	C	PDO
Multiple vehicle	Head-on crashes:	0.3	0.0	0.0	0.0	0.1	0.1
	Right-angle crashes:	1.6	0.0	0.0	0.2	0.3	1.1
	Rear-end crashes:	54.3	0.3	0.8	4.5	8.0	40.7
	Sideswipe crashes:	19.4	0.1	0.2	1.1	1.9	16.1
	Other multiple-vehicle crashes:	2.2	0.0	0.0	0.2	0.4	1.5
	Total multiple-vehicle crashes:	77.8	0.4	1.1	6.0	10.7	59.5
Single vehicle	Crashes with animal:	0.6	0.0	0.0	0.0	0.0	0.5
	Crashes with fixed object:	32.9	0.3	0.7	3.6	6.0	22.4
	Crashes with other object:	4.0	0.0	0.0	0.2	0.3	3.4
	Crashes with parked vehicle:	0.6	0.0	0.0	0.1	0.1	0.4
	Other single-vehicle crashes	6.6	0.1	0.2	1.1	1.8	3.3
	Total single-vehicle crashes:	44.7	0.4	1.0	5.0	8.3	30.0
	Total crashes:	122.4	0.8	2.1	11.1	19.0	89.5

Evaluation Site Summary

General Information					
Project description:	I-70 STL Airport Safety Analysis				
Analyst:	WLM	Date:	2/23/2024	Area type:	Urban
First year of analysis:	2032	Total length of freeway segments for Study Period (mi):	3.607		
Last year of analysis:	2032				

Site Description

Freeway Segments

Number	Lanes	Study Period Length (mi)	Crash Period Description	Study Period Description
1	6	0.139	SB Lindbergh EB On Ramp	SB Lindbergh EB On Ramp
2	6	0.074	I-70 WB Off Ramp to S Lindbergh	I-70 WB Off Ramp to S Lindbergh
3	6	0.088	Gore to Gore CD - Lindbergh	Gore to Gore CD - Lindbergh
4	6	0.096	Lindbergh Weave	Lindbergh Weave
5	6	0.163	Gore to Gore after weave	Gore to Gore after weave
6	6	0.237	NB Lindbergh WB On Ramp	NB Lindbergh WB On Ramp
7	6	0.191	CD Entrance	CD Entrance
8	6	0.034	I-70 Wb Cypress Exit	I-70 Wb Cypress Exit
9	6	0.067	I-70 WB Cypress Exit	I-70 WB Cypress Exit
10	6	0.172	Cypress to I-70 EB On Ramp	Cypress to I-70 EB On Ramp
11	6	0.470	LIB to I-70 WB On Ramp	LIB to I-70 WB On Ramp
12	6	0.054	I-70 EB Pear tree Off Ramp	I-70 EB Pear tree Off Ramp
13	6	0.133	Airflight to I-70 EB On Ramp	Airflight to I-70 EB On Ramp
14	6	0.173	Aurflight Loop On Ramp to I-70 EB	Airflight to I-70 EB On Ramp
15	6	0.055	I-70 WB to Airflight Off Ramp	I-70 WB to Airflight Off Ramp
16	6	0.623	Airflight to I-70 EB On Ramp	Airflight to I-70 EB On Ramp
17	6	0.131	Median change	Median change
18	6	0.285	Natural Bridhe On/Of ramps	Natural Bridhe On/Of ramps
19	6	0.094	I-70 WB to LIB Off ramp	I-70 WB to LIB Off ramp
20	6	0.327	LIB&MO115 I-70 EB On Ramp	LIB&MO115 I-70 EB On Ramp

Ramp Segments

Number	Crash Period Description	Study Period Description	Number	Crash Period Description	Study Period Description
1	2A. EB I-70 to SB US-67	2A. EB I-70 to SB US-67	21	5C. EB I-70 to Pear Tree	5C. EB I-70 to Pear Tree
2	2B. EB I-70 to NB US-67	2B. EB I-70 to NB US-67	22	5D. Lambert Intl Blvd to WB	5D. Lambert Intl Blvd to WB I-70
3	2C. WB I-70 to NB US-67	2C. WB I-70 to NB US-67	23	5E. WB I-70 to Airflight Dr	5E. WB I-70 to Airflight Dr
4	2D. WB I-70 to SB US-67	2D. WB I-70 to SB US-67	24	8A. EB I-70 to Natural Bridg	8A. EB I-70 to Natural Bridge Rd
5	2E. SB US-67 to WB I-70	2E. SB US-67 to WB I-70	25	8B. WB I-70 to Lambert Intl	8B. WB I-70 to Lambert Intl Blvd
6	2F. SB US-67 to EB I-70	2F. SB US-67 to EB I-70	26	8C. merged EB I-70 On-Ran	8C. merged EB I-70 On-Ramp
7	2G. NB US-67 to EB I-70	2G. NB US-67 to EB I-70	27	8E. WB Natural Bridge Rd t	8E. WB Natural Bridge Rd to EB I-70
8	2H. NB US-67 to WB I-70	2H. NB US-67 to WB I-70	28	8F. Natural Bridge Rd to WE	8F. Natural Bridge Rd to WB I-70
9	CD1. btwn 2E & 2D	CD1. btwn 2E & 2D	29	0	0
10	CD2. btwn 2D & 2H	CD2. btwn 2D & 2H	30	0	0
11	CD3. btwn 2H & 2C	CD3. btwn 2H & 2C	31	0	0
12	CD4. btwn 2C & 4D/CD5	CD4. btwn 2C & 4D/CD5	32	0	0
13	CD5. btwn I-70 & 4D	CD5. btwn I-70 & 4D	33	0	0
14	4A. EB I-70 to Cypress Rd	4A. EB I-70 to Cypress Rd	34	0	0
15	4B. WB I-70 Natural Bridge	4B. WB I-70 Natural Bridge	35	0	0
16	4C. Cypress Rd to EB I-70	4C. Cypress Rd to EB I-70	36	0	0
17	4D. Natural Bridge Rd to WI	4D. Natural Bridge Rd to WE	37	0	0
18	4F. Lambert Intl Blvd to WB	4F. Lambert Intl Blvd to WB	38	0	0
19	5A. SB Airflight Dr to EB I-7(	5A. SB Airflight Dr to EB I-7(	39	0	0
20	5B. NB Airflight Dr to EB I-7(	5B. NB Airflight Dr to EB I-7(	40	0	0

Crossroad Ramp Terminals

Number	Config.	Control	Crash Period Description	Study Period Description
1	0	0	0	0
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0

2032 Alternative 2

Output Summary

General Information

Project description:	I-70 STL Airport Safety Analysis				
Analyst:	WLM	Date:	2/23/2024	Area type:	Urban
First year of analysis:	2032				
Last year of analysis:	2032				

Crash Data Description

Freeway segments	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022
Ramp segments	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022
Ramp terminals	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022

Estimated Crash Statistics

Crashes for Entire Facility	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during Study Period, crashes:	121.2	0.8	2.1	11.0	18.8	88.6
Estimated average crash freq. during Study Period, crashes/yr:	121.2	0.8	2.1	11.0	18.8	88.6

Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	20	105.8	0.6	1.6	8.8	15.6	79.2
Ramp segments, crashes:	28	15.4	0.1	0.5	2.2	3.2	9.4
Crossroad ramp terminals, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0

Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2032	121.2	0.8	2.1	11.0	18.8	88.6
	2033						
	2034						
	2035						
	2036						
	2037						
	2038						
	2039						
	2040						
	2041						
	2042						
	2043						
	2044						
	2045						
	2046						
	2047						
	2048						
	2049						
	2050						
	2051						
	2052						
	2053						
	2054						
	2055						

Distribution of Crashes for Entire Facility

Crash Type	**Crash Type Category**	**Estimated Number of Crashes During the Study Period**					
		Total	**K**	**A**	**B**	**C**	**PDO**
Multiple vehicle	Head-on crashes:	0.3	0.0	0.0	0.0	0.1	0.1
	Right-angle crashes:	1.6	0.0	0.0	0.2	0.3	1.0
	Rear-end crashes:	53.5	0.3	0.8	4.4	7.9	40.1
	Sideswipe crashes:	19.1	0.1	0.2	1.1	1.9	15.8
	Other multiple-vehicle crashes:	2.1	0.0	0.0	0.2	0.4	1.5
	Total multiple-vehicle crashes:	76.6	0.4	1.1	5.9	10.5	58.6
Single vehicle	Crashes with animal:	0.6	0.0	0.0	0.0	0.0	0.5
	Crashes with fixed object:	32.9	0.3	0.7	3.6	6.0	22.4
	Crashes with other object:	3.9	0.0	0.0	0.2	0.3	3.4
	Crashes with parked vehicle:	0.6	0.0	0.0	0.1	0.1	0.4
	Other single-vehicle crashes	6.6	0.1	0.2	1.1	1.8	3.3
	Total single-vehicle crashes:	44.7	0.4	1.0	5.1	8.3	30.0
	Total crashes:	121.2	0.8	2.1	11.0	18.8	88.6

Evaluation Site Summary

General Information

Project description:	I-70 STL Airport Safety Analysis				
Analyst:	WLM	Date:	2/23/2024	Area type:	Urban
First year of analysis:	2032	Total length of freeway segments for Study Period (mi):	3.607		
Last year of analysis:	2032				

Site Description

Freeway Segments

Number	Lanes	Study Period Length (mi)	Crash Period Description	Study Period Description
1	6	0.139	SB Lindbergh EB On Ramp	SB Lindbergh EB On Ramp
2	6	0.074	I-70 WB Off Ramp to S Lindbergh	I-70 WB Off Ramp to S Lindbergh
3	6	0.088	Gore to Gore CD - Lindbergh	Gore to Gore CD - Lindbergh
4	6	0.096	Lindbergh Weave	Lindbergh Weave
5	6	0.163	Gore to Gore after weave	Gore to Gore after weave
6	6	0.237	NB Lindbergh WB On Ramp	NB Lindbergh WB On Ramp
7	6	0.191	CD Entrance	CD Entrance
8	6	0.034	I-70 Wb Cypress Exit	I-70 Wb Cypress Exit
9	6	0.067	I-70 WB Cypress Exit	I-70 WB Cypress Exit
10	6	0.172	Cypress to I-70 EB On Ramp	Cypress to I-70 EB On Ramp
11	6	0.470	LIB to I-70 WB On Ramp	LIB to I-70 WB On Ramp
12	6	0.054	I-70 EB Pear tree Off Ramp	I-70 EB Pear tree Off Ramp
13	6	0.133	Airflight to I-70 EB On Ramp	Airflight to I-70 EB On Ramp
14	6	0.173	Aurflight Loop On Ramp to I-70 EB	Airflight to I-70 EB On Ramp
15	6	0.055	I-70 WB to Airflight Off Ramp	I-70 WB to Airflight Off Ramp
16	6	0.623	Airflight to I-70 EB On Ramp	Airflight to I-70 EB On Ramp
17	6	0.131	Median change	Median change
18	6	0.285	Natural Bridhe On/Of ramps	Natural Bridhe On/Of ramps
19	6	0.094	I-70 WB to LIB Off ramp	I-70 WB to LIB Off ramp
20	6	0.327	LIB&MO115 I-70 EB On Ramp	LIB&MO115 I-70 EB On Ramp

Ramp Segments

Number	Crash Period Description	Study Period Description	Number	Crash Period Description	Study Period Description
1	2A. EB I-70 to SB US-67	2A. EB I-70 to SB US-67	21	5C. EB I-70 to Pear Tree	5C. EB I-70 to Pear Tree
2	2B. EB I-70 to NB US-67	2B. EB I-70 to NB US-67	22	5D. Lambert Intl Blvd to WB	5D. Lambert Intl Blvd to WB I-70
3	2C. WB I-70 to NB US-67	2C. WB I-70 to NB US-67	23	5E. WB I-70 to Airflight Dr	5E. WB I-70 to Airflight Dr
4	2D. WB I-70 to SB US-67	2D. WB I-70 to SB US-67	24	8A. EB I-70 to Natural Bridg	8A. EB I-70 to Natural Bridge Rd
5	2E. SB US-67 to WB I-70	2E. SB US-67 to WB I-70	25	8B. WB I-70 to Lambert Intl	8B. WB I-70 to Lambert Intl Blvd
6	2F. SB US-67 to EB I-70	2F. SB US-67 to EB I-70	26	8C. merged EB I-70 On-Ran	8C. merged EB I-70 On-Ramp
7	2G. NB US-67 to EB I-70	2G. NB US-67 to EB I-70	27	8E. WB Natural Bridge Rd t	8E. WB Natural Bridge Rd to EB I-70
8	2H. NB US-67 to WB I-70	2H. NB US-67 to WB I-70	28	8F. Natural Bridge Rd to WE	8F. Natural Bridge Rd to WB I-70
9	CD1. btwn 2E & 2D	CD1. btwn 2E & 2D	29	0	0
10	CD2. btwn 2D & 2H	CD2. btwn 2D & 2H	30	0	0
11	CD3. btwn 2H & 2C	CD3. btwn 2H & 2C	31	0	0
12	CD4. btwn 2C & 4D/CD5	CD4. btwn 2C & 4D/CD5	32	0	0
13	CD5. btwn I-70 & 4D	CD5. btwn I-70 & 4D	33	0	0
14	4A. EB I-70 to Cypress Rd	4A. EB I-70 to Cypress Rd	34	0	0
15	4B. WB I-70 Natural Bridge	4B. WB I-70 Natural Bridge	35	0	0
16	4C. Cypress Rd to EB I-70	4C. Cypress Rd to EB I-70	36	0	0
17	4D. Natural Bridge Rd to WI	4D. Natural Bridge Rd to WE	37	0	0
18	4F. Lambert Intl Blvd to WB	4F. Lambert Intl Blvd to WB	38	0	0
19	5A. SB Airflight Dr to EB I-7(	5A. SB Airflight Dr to EB I-7(	39	0	0
20	5B. NB Airflight Dr to EB I-7(	5B. NB Airflight Dr to EB I-7(	40	0	0

Crossroad Ramp Terminals

Number	Config.	Control	Crash Period Description	Study Period Description
1	0	0	0	0
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0

2037 Alternative 2

Output Summary

General Information					
Project description:	I-70 STL Airport Safety Analysis				
Analyst:	WLM	Date:	2/23/2024	Area type:	Urban
First year of analysis:	2032				
Last year of analysis:	2032				

Crash Data Description				
Freeway segments	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022
Ramp segments	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022
Ramp terminals	Segment crash data available?	Yes	First year of crash data:	2018
	Project-level crash data available?	No	Last year of crash data:	2022

Estimated Crash Statistics

Crashes for Entire Facility	Total	K	A	B	C	PDO
Estimated number of crashes during Study Period, crashes:	122.9	0.8	2.1	11.1	19.1	89.9
Estimated average crash freq. during Study Period, crashes/yr:	122.9	0.8	2.1	11.1	19.1	89.9

Crashes by Facility Component	Nbr. Sites	Total	K	A	B	C	PDO
Freeway segments, crashes:	20	107.4	0.6	1.6	8.9	15.9	80.4
Ramp segments, crashes:	28	15.4	0.1	0.5	2.2	3.2	9.4
Crossroad ramp terminals, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0

Crashes for Entire Facility by Year	Year	Total	K	A	B	C	PDO
Estimated number of crashes during the Study Period, crashes:	2032	122.9	0.8	2.1	11.1	19.1	89.9
	2033						
	2034						
	2035						
	2036						
	2037						
	2038						
	2039						
	2040						
	2041						
	2042						
	2043						
	2044						
	2045						
	2046						
	2047						
	2048						
	2049						
	2050						
	2051						
	2052						
	2053						
	2054						
	2055						

Distribution of Crashes for Entire Facility

Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period					
		Total	K	A	B	C	PDO
Multiple vehicle	Head-on crashes:	0.3	0.0	0.0	0.0	0.1	0.1
	Right-angle crashes:	1.6	0.0	0.0	0.2	0.3	1.1
	Rear-end crashes:	54.5	0.3	0.8	4.5	8.0	40.9
	Sideswipe crashes:	19.4	0.1	0.2	1.1	1.9	16.1
	Other multiple-vehicle crashes:	2.2	0.0	0.0	0.2	0.4	1.5
	Total multiple-vehicle crashes:	77.9	0.4	1.1	6.0	10.7	59.7
Single vehicle	Crashes with animal:	0.6	0.0	0.0	0.0	0.0	0.5
	Crashes with fixed object:	33.1	0.3	0.7	3.7	6.0	22.5
	Crashes with other object:	4.0	0.0	0.0	0.2	0.3	3.4
	Crashes with parked vehicle:	0.6	0.0	0.0	0.1	0.1	0.4
	Other single-vehicle crashes	6.6	0.1	0.2	1.1	1.9	3.3
	Total single-vehicle crashes:	44.9	0.4	1.0	5.1	8.4	30.1
	Total crashes:	122.9	0.8	2.1	11.1	19.1	89.9

Evaluation Site Summary

General Information					
Project description:	I-70 STL Airport Safety Analysis				
Analyst:	WLM	Date:	2/23/2024	Area type:	Urban
First year of analysis:	2032	Total length of freeway segments for Study Period (mi):	3.607		
Last year of analysis:	2032				

Site Description

Freeway Segments

Number	Lanes	Study Period Length (mi)	Crash Period Description	Study Period Description
1	6	0.139	SB Lindbergh EB On Ramp	SB Lindbergh EB On Ramp
2	6	0.074	I-70 WB Off Ramp to S Lindbergh	I-70 WB Off Ramp to S Lindbergh
3	6	0.088	Gore to Gore CD - Lindbergh	Gore to Gore CD - Lindbergh
4	6	0.096	Lindbergh Weave	Lindbergh Weave
5	6	0.163	Gore to Gore after weave	Gore to Gore after weave
6	6	0.237	NB Lindbergh WB On Ramp	NB Lindbergh WB On Ramp
7	6	0.191	CD Entrance	CD Entrance
8	6	0.034	I-70 Wb Cypress Exit	I-70 Wb Cypress Exit
9	6	0.067	I-70 WB Cypress Exit	I-70 WB Cypress Exit
10	6	0.172	Cypress to I-70 EB On Ramp	Cypress to I-70 EB On Ramp
11	6	0.470	LIB to I-70 WB On Ramp	LIB to I-70 WB On Ramp
12	6	0.054	I-70 EB Pear tree Off Ramp	I-70 EB Pear tree Off Ramp
13	6	0.133	Airflight to I-70 EB On Ramp	Airflight to I-70 EB On Ramp
14	6	0.173	Aurflight Loop On Ramp to I-70 EB	Airflight to I-70 EB On Ramp
15	6	0.055	I-70 WB to Airflight Off Ramp	I-70 WB to Airflight Off Ramp
16	6	0.623	Airflight to I-70 EB On Ramp	Airflight to I-70 EB On Ramp
17	6	0.131	Median change	Median change
18	6	0.285	Natural Bridhe On/Of ramps	Natural Bridhe On/Of ramps
19	6	0.094	I-70 WB to LIB Off ramp	I-70 WB to LIB Off ramp
20	6	0.327	LIB&MO115 I-70 EB On Ramp	LIB&MO115 I-70 EB On Ramp

Ramp Segments

Number	Crash Period Description	Study Period Description	Number	Crash Period Description	Study Period Description
1	2A. EB I-70 to SB US-67	2A. EB I-70 to SB US-67	21	5C. EB I-70 to Pear Tree	5C. EB I-70 to Pear Tree
2	2B. EB I-70 to NB US-67	2B. EB I-70 to NB US-67	22	5D. Lambert Intl Blvd to WB	5D. Lambert Intl Blvd to WB I-70
3	2C. WB I-70 to NB US-67	2C. WB I-70 to NB US-67	23	5E. WB I-70 to Airflight Dr	5E. WB I-70 to Airflight Dr
4	2D. WB I-70 to SB US-67	2D. WB I-70 to SB US-67	24	8A. EB I-70 to Natural Bridg	8A. EB I-70 to Natural Bridge Rd
5	2E. SB US-67 to WB I-70	2E. SB US-67 to WB I-70	25	8B. WB I-70 to Lambert Intl	8B. WB I-70 to Lambert Intl Blvd
6	2F. SB US-67 to EB I-70	2F. SB US-67 to EB I-70	26	8C. merged EB I-70 On-Ran	8C. merged EB I-70 On-Ramp
7	2G. NB US-67 to EB I-70	2G. NB US-67 to EB I-70	27	8E. WB Natural Bridge Rd t	8E. WB Natural Bridge Rd to EB I-70
8	2H. NB US-67 to WB I-70	2H. NB US-67 to WB I-70	28	8F. Natural Bridge Rd to WE	8F. Natural Bridge Rd to WB I-70
9	CD1. btwn 2E & 2D	CD1. btwn 2E & 2D	29	0	0
10	CD2. btwn 2D & 2H	CD2. btwn 2D & 2H	30	0	0
11	CD3. btwn 2H & 2C	CD3. btwn 2H & 2C	31	0	0
12	CD4. btwn 2C & 4D/CD5	CD4. btwn 2C & 4D/CD5	32	0	0
13	CD5. btwn I-70 & 4D	CD5. btwn I-70 & 4D	33	0	0
14	4A. EB I-70 to Cypress Rd	4A. EB I-70 to Cypress Rd	34	0	0
15	4B. WB I-70 Natural Bridge	4B. WB I-70 Natural Bridge	35	0	0
16	4C. Cypress Rd to EB I-70	4C. Cypress Rd to EB I-70	36	0	0
17	4D. Natural Bridge Rd to WI	4D. Natural Bridge Rd to WE	37	0	0
18	4F. Lambert Intl Blvd to WB	4F. Lambert Intl Blvd to WB	38	0	0
19	5A. SB Airflight Dr to EB I-7(	5A. SB Airflight Dr to EB I-7(	39	0	0
20	5B. NB Airflight Dr to EB I-7(	5B. NB Airflight Dr to EB I-7(	40	0	0

Crossroad Ramp Terminals

Number	Config.	Control	Crash Period Description	Study Period Description
1	0	0	0	0
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0