



Agenda
Transportation & Commerce Committee
Meeting
St. Louis Board of Aldermen
Wednesday, June 25, 2025 - 9:00 AM
Kennedy Room

President Megan Green
Alderman Shane Cohn, Chair
Alderwoman Cara Spencer, Vice Chair
Committee Members:
Alderwoman Anne Schweitzer
Alderman Bret Narayan
Alderman Michael Browning

Order of Business

I. Call to Order

II. Roll Call

III. Approval of Minutes

None

IV. Board Bills for Review

(The committee will discuss the following and take public comment on the following)

Board Bill Number 17

Introduced by Alderman Shane Cohn

This Board Bill authorizes the acceptance generally of grant agreements offered by the State of Missouri for the furtherance of airport operations and programs. This Board Bill contains a severability clause.

Board Bill Number 25

Introduced by Alderman Shane Cohn, President Megan E. Green

An ordinance amending Title 18 - Airports and Aviation Code, of the Revised Code of the City of St. Louis, to add a new chapter pertaining to car rental operations at St. Louis Lambert International Airport.

Board Bill Number 35

Introduced by Alderman Shane Cohn

This Bill is the City's annual appropriation of the Transportation Sales Tax imposed pursuant to Sections 94.600 through 94.655, RSMo., from the City Transportation Trust Fund in the amount of \$26,308,000 to the Bi-State Development Agency for transportation

purposes for the period from July 1, 2025, through June 30, 2026. This Bill contains an emergency clause.

Board Bill Number 36

Introduced by Alderman Shane Cohn

This Bill is the City’s annual appropriation of the Transit Sales Tax imposed pursuant to Section 94.660, RSMo., from the City Public Transit Sales Tax Trust Fund – Account ONE in the amount of \$13,657,000 to the Bi-State Development Agency for the period from July 1, 2025, through June 30, 2026. This Bill contains an emergency clause.

Board Bill Number 37

Introduced by Alderman Shane Cohn

This Bill is the City’s annual appropriation of the Transit Sales Tax imposed pursuant to Section 94.660, RSMo., from the City Public Transit Sales Tax Trust Fund – Account TWO in the amount of \$13,657,000 to the Bi-State Development Agency for the period from July 1, 2025, through June 30, 2026. This Bill contains an emergency clause.

V. Resolutions for Review

None

VI. Committee Discussions

None

VII. Acknowledgment of Any Written Testimony

None

VIII. Announcements

IX. Excused Members

X. Adjournment

Summary
Board Bill Number 25
Introduced by Alderman Shane Cohn
May 30, 2025

An ordinance amending Title 18 - Airports and Aviation Code, of the Revised Code of the City of St. Louis, to add a new chapter pertaining to car rental operations at St. Louis Lambert International Airport.

BOARD BILL NUMBER 25 INTRODUCED BY ALDERMAN SHANE COHN

1 An ordinance (the “Ordinance”) amending Title 18 - Airports and Aviation Code, of the Revised
2 Code of the City of St. Louis, to add a new chapter pertaining to car rental operations at St. Louis
3 Lambert International Airport and containing a severability clause.

4 **WHEREAS**, the City of St. Louis, Missouri (“City”) is the owner of St. Louis Lambert
5 International Airport (“Airport”), which is operated for the City by the City’s Airport Commission,
6 a department of the City as established by Section 18.08.010 of the Revised Code of the City of
7 St. Louis (“Code”); and

8 **WHEREAS**, Section 18.10.030 of the Code states that no person, corporation or other
9 entity may engage in any commercial activity on the premises of the Airport without the
10 prior written consent of, and under terms and conditions prescribed by, the Executive Director of
11 the Airport (“Director”) with the approval of the City Airport Commission (“Commission”); and

12 **WHEREAS**, car rental companies are required to undergo a competitive bid process to
13 obtain the privilege of operating as concessionaires at the Airport; and

14 **WHEREAS**, car rental companies acting as concessionaires are required by Airport
15 Concession Agreement to conduct rental transactions off-Airport property and transport customers
16 to rental location via shuttle; and

17 **WHEREAS**, at least one car rental company without an Airport Concession Agreement
18 has been offering car rental services at the Airport within walkable distance from the terminals;
19 and

20 **WHEREAS**, at least one car rental company offering car rental services at the Airport
21 without a concession agreement has been operating under a peer-to-peer car rental model; and

1 **WHEREAS**, a peer-to-peer car rental model is the renting of vehicles through an online
2 platform (“Rental Platform”) owned and/or managed by a car rental company operating as a peer-
3 to-peer operator (“Peer-to-Peer Operator”), whereby individual vehicle owners (“Hosts”) make
4 their vehicles available for use by the public for financial consideration utilizing the Rental
5 Platform, the vehicle renters make reservations for a vehicle utilizing the Rental Platform, and the
6 Peer-to-Peer Operator of the Rental Platform retains a portion of the amount paid for the vehicle
7 rental or otherwise receives financial consideration for its service; and

8 **WHEREAS**, further clarification is required regarding the fact that the renting of vehicles
9 at the Airport constitutes commercial activity requiring prior written consent of the Commission.

10 **BE IT ORDAINED BY THE CITY OF ST. LOUIS AS FOLLOWS:**

11 **SECTION ONE.** Chapter 18.18 of the Revised Code of the City of St. Louis, is hereby
12 established as follows:

13 **CHAPTER 18.18 - AIRPORT CAR RENTALS**

14 **18.18.010 Airport car rentals; definitions.**

15 A. Car rental company (“Car Rental Company”) shall mean any person or
16 entity in the business of renting private passenger vehicles to the public, including
17 any Peer-to-Peer Operator, but excluding individual vehicle owners defined as
18 Hosts in this Chapter.

19 B. Peer-to-peer car rentals shall mean the rental of vehicles through an online
20 platform (“Rental Platform”) operated by a peer-to-peer operator (“Peer-to-Peer
21 Operator”), whereby individual vehicle owners (“Hosts”) make their vehicles

1 available for use by the public for financial consideration while utilizing the Rental
2 Platform, the vehicle renters make reservations for the vehicle rental from the Hosts
3 utilizing the Rental Platform, and the Peer-to-Peer Operator of the Rental Platform
4 retains a portion of the amount paid for the vehicle rental.

5 **18.18.020 Concession agreement required.**

6 A. Any Car Rental Company desiring to provide any services on the premises
7 of the Airport shall enter into a binding concession agreement with the Commission
8 and obtain a concession agreement fully executed by the Director (“Concession
9 Agreement”) prior to conducting any such services on the premises of the Airport.
10 Services provided by any Car Rental Company on Airport premises shall constitute
11 commercial activity requiring approval of the Commission as required by Section
12 18.10.030 of the Code.

13 B. Any requirements imposed by this Chapter shall be in addition to any and
14 all federal, state or county regulatory requirements.

15 C. Any Car Rental Company or Host that provides services or otherwise does
16 business on the premises of the Airport without an approved, unexpired Concession
17 Agreement signed by the Director in place shall be in violation of Section 18.10.030
18 of the Code and this Chapter 18.18 and subject the Car Rental Company involved
19 with the unauthorized services to all penalties associated with any such violation.

20 **18.18.030 Fee schedule.**

21 Concession Agreements entered into between the Commission and any Rental Car

1 Company shall include rates, fees and charges to be set by the Commission in accordance
2 with schedules established in accordance with Section 18.08.070 of the Code that shall be
3 no less than the proportional fees and charges paid by other rental car concessionaires
4 operating on the premises of the Airport on the effective date of the relevant Concession
5 Agreement. Those fees and charges shall include, but are not limited to, any concession
6 fee, rent or other charges required by the Airport to be paid by any rental car concessionaire
7 providing services at the Airport.

8 **18.18.040 Rules and regulations.**

9 A. Car Rental Companies and Hosts shall not be permitted to provide any
10 services or related activities at any walkable location from any terminal at the
11 Airport (“Walkable Location”). For the purposes of this Section, a Walkable
12 Location includes, but is not limited to, any curbside location at the arrival,
13 departure or ground transportation shuttle areas at any terminal at the Airport, any
14 portion of the Terminal 1 or Terminal 2 garages or Airport Parking Lot A or Parking
15 Lot E.

16 B. Upon any concession agreement being entered into with a Car Rental
17 Company, notice will be provided to all other concessionaires who have entered
18 into a rental car concession agreement with the Airport that contains the identity of
19 the Car Rental Company that has entered into the relevant concession agreement
20 and any other relevant information.

21 C. Every Car Rental Company operating at the Airport shall maintain a record

1 of all Hosts and all vehicles operating on the premises of the Airport at any given
2 time, to include the name of any Host associated with a vehicle, as well as the
3 vehicle's license plate number, VIN, make, model and year and color of each
4 vehicle. Car Rental Companies shall provide those records to the Director upon
5 request.

6 D. Every Car Rental Company operating at the Airport shall maintain an
7 electronic record of each rental provided to a customer on the premises of the
8 Airport. The record shall include the license and VIN of the Host's vehicle, name
9 of the Host, date of rental and the total amount paid for the rental. Each Car Rental
10 Company shall provide those records to the Director upon request.

11 E. Each Car Rental shall be required to give notice to any Hosts operating on
12 its Rental Platform if the Car Rental Company at any point lacks an unexpired
13 Concession Agreement.

14 F. All records held by each Car Rental Company relating to services provided
15 at the Airport shall be maintained and not destroyed for a period of six (6) months.
16 If an Airport passenger files a complaint or alleges a violation under this Chapter
17 18.18 against a Car Rental Company and/or Host with the Director, the Director
18 shall have the authority to request records of the relevant transaction from the Car
19 Rental Company as necessary to investigate and resolve the complaint.

20 G. The Director shall notify a Car Rental Company if the Director initiates an
21 investigation against the Car Rental Company for a violation of this Chapter 18.18.

1 When notified by the Director that a Host or specific vehicle available for rent is
2 under investigation, the Car Rental Company must immediately suspend, upon
3 notice to the Host, the relevant Host's access to the Rental Platform and the
4 availability for rent of the relevant vehicle pending the completion of the
5 investigation.

6 H. The Commission or the Director may establish additional rules and
7 regulations not otherwise stated in this Chapter governing the privilege of Car
8 Rental Companies or Hosts to engage in business or conduct services on the
9 premises of the Airport. Such rules and regulations may add to or supplement the
10 requirements of this Chapter and may be amended from time to time as deemed
11 necessary by the Commission or the Director, as applicable.

12 I. Peer to Peer Operators shall make available online a printable placard
13 identifying the name of the Peer-to-Peer Operator. Hosts shall prominently display
14 the printed placard in the lower righthand corner of the front windshield for any
15 vehicle accessing Airport property.

16 J. Car Rental Companies and/or Hosts shall bear responsibility for parking
17 fees associated with the use of parking spots on Airport property.

18 K. The rules and regulations included in this Section 18.18.040 shall be
19 memorialized in any Concession Agreement entered into with any Car Rental
20 Company operating at the Airport.

21 **18.18.050 Termination or revocation.**

1 Any Concession Agreement granted under this Chapter to any Car Rental Company may
2 be terminated or revoked via a written notice of revocation or termination by the Director
3 for any of the following reasons:

4 (A) Obtaining a Concession Agreement by making a false statement in the
5 company's application;

6 (B) Allowing services to be offered on the premises of the Airport through the
7 Rental Platform by a Host who objectively does not meet the requirements of this
8 Chapter 18.18 or who is otherwise unqualified to offer services on the premises of
9 the Airport;

10 (C) Failing to remove a Host from the Car Rental Company's Rental Platform when
11 notified by the Commission, the Director or the Host themselves that the Host's
12 privileges to operate on the premises of the Airport are under suspension,
13 revocation or permanent revocation;

14 (D) Failing to maintain the records required by Section 18.18.040;

15 (E) Failing to provide records requested under 18.18.040 within a reasonable time;

16 (F) Providing services or allowing a Host to provide services at any of the Walkable
17 Locations listed in Section 18.18.040(A);

18 (G) Failing to appear before the Director when properly notified to do so;

19 (H) Threatening or attempting to intimidate any employee of the City of St. Louis
20 for actions taken in the enforcement of the provisions of this Chapter 18.18; or

1 (I) Engaging in any other form of misconduct that demonstrates personal, corporate,
2 managerial, ethical or professional characteristics or disposition that render a
3 company unsuitable to hold a Car Rental Company’s Concession Agreement.

4 **18.18.060 Hearing.**

5 A. Any termination or revocation under this Chapter 18.18 shall be in writing
6 and mailed to the Car Rental Company at their last known address. Should the
7 Commission terminate or revoke a Car Rental Company’s permit, the Car Rental
8 Company in question may request a public hearing on the termination or revocation
9 by the Commission by providing notice of such request to the Commission and the
10 Director within ten (10) business days of notification of such termination or
11 revocation.

12 B. Such hearing shall be held by an Administrative Hearing Officer designated
13 by the Director.

14 C. The Administrative Hearing Officer shall be an attorney licensed to
15 practice law in the State of Missouri. The Administrative Hearing Officer shall
16 possess sufficient competence to administratively adjudicate municipal code
17 violations, including, but not necessarily limited to, experience in administrative
18 law, familiarity with the rules of procedure for administrative hearings and a
19 working knowledge of the subject area of the municipal code violations that they
20 will adjudicate. The Administrative Hearing Officer’s employment and
21 compensation shall not, directly or indirectly, be linked to fines assessed or

1 collected. Administrative Hearing Officers shall not be deemed members of the
2 “classified service” of the City of St. Louis, as that term is used in the City Charter
3 and all ordinances promulgated thereunder. The Commission may establish
4 additional policies and procedures for ensuring that Administrative Hearing
5 Officers demonstrate the objectivity and qualifications necessary to conduct fair,
6 impartial and expeditious hearings.

7 D. The Director or the designated Administrative Hearing Officer shall issue a
8 hearing notice to the relevant Car Rental Company. The hearing notice shall be in
9 writing and either sent by first class United States mail or served in person, not less
10 than twenty (20) days prior to the date of such hearing. A copy of the hearing notice
11 shall also be posted in a prominent place on the premises of the Airport.

12 E. An attorney who appears on behalf of any Car Rental Company must file a
13 written appearance with the Director.

14 F. The case for the City shall be presented by the City Counselor.

15 G. The Administrative Hearing Officer may grant continuances only upon a
16 finding of good cause.

17 F. All testimony shall be given under oath or affirmation.

18 G. The Administrative Hearing Officer may issue subpoenas to secure the
19 attendance and testimony of relevant witnesses and the production of relevant
20 documents.

21 H. RSMo 536.070 shall control the rules of evidence, objections, witnesses,

1 judicial notice, affidavits as evidence, and the transcript requirements of the
2 administrative hearing.

3 I. No violation may be established except upon proof by a preponderance of
4 the evidence; provided, however, that a violation notice, or a copy thereof, issued
5 in accordance with Section 18.08.50 of this chapter, shall be prima facie evidence
6 of the correctness of the facts specified therein.

7 J. Administrative Hearing Officers may hear testimony, review relevant
8 evidence and preserve and authenticate hearing records and evidence. Evidence
9 under oath shall be heard concerning the charges or infractions of the Car Rental
10 Company, and the Car Rental Company (or its attorney) may present evidence in
11 answer or defense thereto. Evidence of infractions or violations other than those
12 specified in writing to the licensee may also be presented at the hearing; provided,
13 however, that the Car Rental Company shall be given reasonable additional time,
14 if it so requests, to prepare an answer or defense to any additional infractions or
15 violations presented.

16 J. Upon conclusion of a hearing, the Administrative Hearing Officer shall
17 within thirty (30) days issue Findings of Fact, Conclusions of Law and Order of the
18 Hearing Officer (an "Order") setting forth the facts and law which support his/her
19 determination.

20 L. The Order shall inform the Car Rental Company of its right to seek judicial
21 review of the Administrative Hearing Officer's final determination, as provided in

1 RSMo §§536.100 -536.140.

2 M. The record of all hearings before an Administrative Hearing Officer shall
3 include: (i) a record of the testimony presented at the hearing, which may be made
4 by tape recording, digital recording or other appropriate means; (ii) all exhibits
5 submitted as evidence at the hearing; and (iii) a copy of the order.

6 **18.18.070 Penalties.**

7 A. Whoever violates any section of this Chapter 18.18 shall be guilty of a
8 misdemeanor and upon conviction thereof shall be punished by a fine of five
9 hundred dollars (\$500.00) for each violation. Any such violation shall constitute a
10 separate offense on each successive day continued.

11 B. A violation of any section of this Chapter 18.18 shall be grounds for the
12 suspension, temporary revocation or permanent revocation of the Car Rental
13 Company's Concession Agreement to operate on the premises of the Airport, or in
14 the case of a new application shall be grounds to refuse to issue such Concession
15 Agreement for a period of time up to one hundred eighty (180) days.

16 C. A violation of any section of this Chapter 18.18 by any Host shall be
17 grounds for the suspension, revocation or permanent revocation of that Host's
18 privileges to operate on the premises of the Airport, at the discretion of the
19 Commission or the Director.

20 **SECTION TWO.** It is the intention of the Board of Aldermen that the provisions of this
21 Ordinance become part of the Revised Code of the City of St. Louis as of the effective date. The

1 sections of this Ordinance may be renumbered or re-lettered and the word “ordinance” may be
2 changed to “section,” “article,” “chapter,” or such other appropriate word or phrase to the extent
3 necessary in order to accomplish such intention.

4 **SECTION THREE.** It is hereby declared to be the intention of the Board of Aldermen
5 that each and every part, section and subsection of this Ordinance will be separate and severable
6 from each and every other part, section and subsection hereof and that the Board of Aldermen
7 intends to adopt each said part, section and subsection separately and independently of any other
8 part, section and subsection. In the event that any part, section or subsection of this Ordinance will
9 be determined to be or to have been unlawful or unconstitutional, the remaining parts, sections and
10 subsections shall be and remain in full force and effect, unless the court making such finding will
11 determine that the valid portions standing alone are incomplete and are incapable of being executed
12 in accordance with the legislative intent.

Title 18 AIRPORTS AND AVIATION

Chapter 18.04 ESTABLISHMENT OF AIRPORT

18.04.010 St. Louis Lambert International Airport.

The name of the public airport and landing field owned by the City and located in the County of St. Louis, State of Missouri, is changed to "St. Louis Lambert International Airport."

(1994 C., § 18.04.010; Ord. No. 70358, §§ 1, 2, 10-25-2016; Ord. No. 56014, § 2, 1971.)

18.04.020 Public airport established—Location.

There is established a public airport and landing field, to be owned by the City, on land located at the confluence of the Mississippi River and Missouri River in the County of St. Louis, State of Missouri, the land being described as follows:

A tract of land situated in St. Louis County, Missouri, at the confluence of the Missouri and Mississippi Rivers, in Township 47 North, Ranges 7 East and 8 East, of the 5th Principal Meridian, more particularly described as follows:

Beginning at the point of intersection of the south line of the property now or formerly owned by Julius O. Trampe, et al., and the east line of Columbia Bottom Road, as heretofore established, thence in a northerly direction along the east line of said Columbia Bottom Road to its intersection with the north line of Strodtman Road, as heretofore established, thence in a westerly direction along the north line of said Strodtman Road to its intersection with the western line of the property now or formerly owned by the Riverview Stone and Material Company; thence north 18 degrees 27 minutes east 639 feet, more or less, along said west line to a point, thence north 48 degrees 31 minutes west 812 feet, more or less, to a point in the west line of a tract of about 30 acres, now or formerly owned by Fred H. and Mildred Mueller; thence north 11 degrees 49 minutes east along the west line of said 30-acre Mueller tract and its prolongation to the middle of the main channel of the Missouri River; thence in a general easterly direction along the middle of the main channel of the Missouri River to its intersection with the middle of the main channel of the Mississippi River; thence in a general southerly direction along the middle of the main channel of the Mississippi River to its intersection with the easterly prolongation of the south line of the tract now or formerly owned by Julius O. Trampe, et al.; thence westwardly along said prolongation and said south line of the Trampe tract to the east line of Columbia Bottom Road, the point of beginning; provided, however, that there shall be and are hereby excluded from the said airport and landing field establishment all easements, rights-of-way and roadway leases for underground oil pipe lines, and for overhead telephonic and telegraphic equipments, together with rights of ingress thereto and egress therefrom, all owned by Shell Pipe Line Corporation, a corporation, and capable of being owned by its successors and assigns, and covering that part of the above-described real property lying southward from the center line of Madison Ferry Road and its prolongation to the middle of the main channel of the Mississippi River, except the three following-described lands:

A tract fronting 2434.28 feet on the center line of Madison Ferry Road, 1909.58 feet thereof extending immediately westward from the dividing line between U.S. Surveys 329 and 1958, and 524.70 feet thereof extending immediately eastward from the said dividing line; bounded east by a line extending from the said center line south 7 degrees 19 minutes west 893.31 feet, west by a line extending from the said center line south 7 degrees 19 minutes west 895.55 feet, and south by a straight line 2334.29 feet in length, and containing 50 acres. Land bounded west by the center line of Columbia Bottom Road and abutting thereon 1270 feet, 5 inches, north by the center line of Madison Ferry Road and abutting thereon 2019 feet, 8 inches, south by the southern line of U.S. Survey 329 and abutting thereon 1665 feet, 8¼ inches, and east by a straight line 1215 feet, 1 inch in length, and containing 56.103 acres. That part of Lot 3 of St. Vrain's Subdivision, bounded north by Lot 4 of the said subdivision and abutting thereon 1140.17 feet, east by Lot 6 of the said subdivision and abutting thereon 488.40 feet, west by the center line of Columbia Bottom Road and abutting thereon 490.48 feet and south by a line parallel with and distant 20 feet northward from the southern line of the said Lot 3 and abutting thereon 1089.50 feet, and containing 11.83 acres. All other private easements, all other private roads and all public roads within the real property first hereinabove described shall be and are hereby established as part of the said airport and landing field.

(1948 C., Ch. 4, § 6; 1994 C., § 18.04.020.)

18.04.030 Additions to airport.

A. 1948 Code Chapter 4 Section 7.

1. The Lambert-St. Louis Municipal Airport¹ is extended and enlarged, and the following lands situated in the County of St. Louis, Missouri, are opened and established for the purposes and as a part hereof:

Beginning at a point in the west line of Bridgeton Road seventy feet (70') south of the center line of Wabash Main Track measured along said west line; thence continuing south along the west line of Bridgeton Road ninety feet (90'); thence west along the southerly property line of the Florissant Valley Cooperative Elevator Association one hundred and thirty-five feet (135'); thence northeasterly parallel with said center line of main track one hundred and sixty-five feet (165'), more or less, to the point of beginning.

2. There is established an addition to the area of the public airport and landing field owned by the City, known as Lambert-St. Louis Field¹ and located at Bridgeton, in the County of St. Louis, State of Missouri, and the following-described lots, parcels and tracts of private real property situated in the county and state are established as part of such addition:

In Airport Park, a subdivision, recorded in Plat Book 28, Pages 72, 73 of the office of the Recorder of Deeds for the said county, the following numbered lots in the following numbered blocks, respectively:

In Block One (1), Lots one (1), two (2), three (3), four (4), five (5), six (6), thirteen (13), fourteen (14), twenty-one (21), twenty-two (22), twenty-four (24), twenty-five (25), twenty-six (26), twenty-seven (27), twenty-eight (28), twenty-nine (29), thirty-three (33), and thirty-four (34);

In Block Two (2), Lots one (1), two (2), three (3), four (4), six (6), eight (8), nine (9), ten (10), eleven (11), twelve (12), thirteen (13), fourteen (14), fifteen (15), sixteen (16), seventeen (17), eighteen (18), twenty (20), twenty-one (21), twenty-two (22), twenty-three (23), twenty-five (25), twenty-seven (27), twenty-eight (28), twenty-nine (29), thirty (30), thirty-one (31), thirty-two (32), thirty-three (33), thirty-four (34), thirty-five (35), and thirty-six (36);

In Block Three (3), Lots one (1), two (2), three (3), four (4), five (5), six (6), seven (7), eight (8), nine (9), twelve (12), thirteen (13), fourteen (14), fifteen (15), sixteen (16), seventeen (17), nineteen (19), twenty (20), twenty-one (21), twenty-three (23), twenty-four (24), twenty-six (26), twenty-eight (28), thirty (30), thirty-one (31), thirty-two (32), thirty-three (33), thirty-four (34), thirty-five (35), and thirty-six (36);

In Block Four (4), Lots one (1), two (2), three (3), five (5), six (6), eight (8), nine (9), ten (10), eleven (11), twelve (12), thirteen (13), sixteen (16), seventeen (17), eighteen (18), nineteen (19), twenty (20), twenty-two (22), twenty-four (24), twenty-six (26), twenty-seven (27), twenty-eight (28), thirty (30), thirty-one (31), thirty-three (33), and thirty-four (34);

In Block Five (5), Lots thirteen (13), fourteen (14), fifteen (15), eighteen (18), nineteen (19), twenty (20), twenty-one (21), twenty-two (22), twenty-three (23), twenty-four (24), twenty-five (25), twenty-six (26), twenty-seven (27), twenty-eight (28), thirty (30), thirty-one (31), thirty-four (34) and forty-six (46);

In Block Six (6), Lots one (1), eighteen (18) and thirty-six (36);

In Block Seven (7), Lots one (1), two (2), three (3), six (6), seven (7), thirteen (13), fifteen (15), sixteen (16), eighteen (18), nineteen (19), thirty (30), thirty-one (31), thirty-two (32), and thirty-three (33);

In Block Eight (8), Lots two (2), four (4), five (5), six (6), eight (8), nine (9), ten (10), twelve (12), thirteen (13), fourteen (14), fifteen (15), twenty-three (23), twenty-four (24), thirty-two (32), thirty-three (33), thirty-four (34), thirty-five (35), thirty-six (36), thirty-seven (37), thirty-eight (38) and forty (40);

In Block Nine (9), Lots four (4), five (5), twenty-seven (27), forty-one (41), forty-two (42) and forty-three (43);

In Block Thirteen (13), Lots one (1), two (2), three (3), four (4), six (6), seven (7), eight (8), nine (9), ten (10), eleven (11), twelve (12), thirteen (13), fifteen (15), seventeen (17), eighteen (18), nineteen (19), twenty (20), twenty-one (21), twenty-two (22) and twenty-four (24);

In Block Fourteen (14), Lots one (1), two (2), three (3), four (4), ten (10), twelve (12), thirteen (13), fourteen (14), sixteen (16), seventeen (17), eighteen (18), nineteen (19), twenty (20), twenty-one (21), twenty-two (22), twenty-three (23), twenty-four (24), thirty-three (33), thirty-four (34) and thirty-seven (37);

In Block Fifteen (15), Lots eighteen (18), twenty (20), twenty-three (23), twenty-four (24) and thirty-one (31);

In Block Sixteen (16), Lots nineteen (19), twenty (20), thirty (30), thirty-three (33) and thirty-six (36);

In Block Seventeen (17), Lots one (1), twenty-one (21), twenty-seven (27), twenty-nine (29), thirty-one (31), thirty-two (32) and thirty-five (35);

In Block Eighteen (18), Lots one (1), two (2), three (3), four (4), five (5), six (6) and forty-one (41);

And the following-described and following-named public roads, streets and alleys, and private roads, streets and alleys situated in the said county and state shall be and are hereby established as the remainder of such addition, to-wit: In Airport Park, a subdivision recorded in Plat Book 28, Pages 72, 73 of the office of the Recorder of Deeds for the said county, the following-described and following-named public streets and alleys, to-wit:

Curtiss Drive, a public street, 40 feet wide, from Natural Bridge Road to Lambert Drive; Robertson Drive, a public street, 50 feet wide, from Natural Bridge Road to Lambert Drive; Wright Drive, a public

street, 50 feet wide, from Natural Bridge Road to Lambert Drive; Salisbury Drive, a public street, 50 feet wide, from Natural Bridge Road to Lambert Drive; Lambert Drive, a public street, 70 feet wide in part, and in part 50 feet wide, from Natural Bridge Road to Curtiss Drive; Scholle Drive, a public street, 40 feet wide, from Natural Bridge Road to Lambert Drive; Ryan Avenue, a public street, 50 feet wide, from Curtiss Drive to Wright Drive; Mahoney Avenue, a public street, 50 feet wide, from Curtiss Drive to Wright Drive; Orville Avenue, a public street, 50 feet wide, from Curtiss Drive to Wright Drive; Wilbur Avenue, a public street, 50 feet wide, from Curtiss Drive to Lambert Drive; Airport Road, a public street, 60 feet wide, from Curtiss Drive to Natural Bridge Road; the east and west public alley, 20 feet wide, in and through Block 18 of the said subdivision; the east and west public alley, 20 feet wide, in and through Block 9 of said subdivision; the east and west public alley, 20 feet wide, in and through Block 8 of said subdivision; the east and west public alley, 20 feet wide, in and through Block 1 of said subdivision.

3. There is established an addition to the area of the public airport and landing field owned by the City, known as Lambert-St. Louis Field¹ and located at Bridgeton, in the County of St. Louis, State of Missouri, and the following-described parcels and tracts of private real property situated in the county and state are established as part of such addition:

Beginning at a point in the north line of Natural Bridge Road where the same is intersected by the east line of Curtiss Drive, 40 feet wide; thence northwardly along said east line of Curtiss Drive to its intersection with the northwest line of Airport Road, 60 feet wide; thence northeastwardly along the northwest line of said Airport Road to its intersection with the west line of Brown Road, 60 feet wide; thence northwardly along the west line of Brown Road to a point; said point being the intersection of the south line of Airport Road, 60 feet wide, projected westwardly, to the west line of said Brown Road, thence eastwardly along said prolongation and south line of Airport Road, 60 feet wide, to the west line of Brown Road, 60 feet wide; thence southwardly along a straight line coincident with the west line of Brown Road, 60 feet wide, and its prolongation southwardly to a point in the south line of Scudder Avenue, a private road, 40 feet wide; thence southwardly along a straight line to the northeast corner of property of Jerome Karst and Adele M. Karst, his wife, said Karst property being the eastern portion of Lot 3 of Lewellen Brown Estate, a Subdivision in United States Survey 656; thence westwardly along the north line of said Lot 3 and its prolongation westward to the northeast corner of property now or formerly of Carl A. Pfanstiel; thence southwardly along the east line of said Carl A. Pfanstiel property to the north line of Natural Bridge Road; thence northwestwardly along the north line of Natural Bridge Road to its intersection with the east line of Curtiss Drive, the point of beginning; also:

The triangular-shaped parcel owned by Champ Realty Investment and Financial Company, a corporation, lying west of Airport Road, and more particularly described as follows: Beginning at the point of intersection of the northwest line of Airport Road and the east line of the land of the City of St. Louis; thence northeastwardly along the northwest line of Airport Road, bearing north 52 degrees 44 minutes 36.43 seconds east, a distance of 2452.24 feet to the point of curve of a curve to the right; thence northeastwardly along said curve, the radius of which is 985.27 feet, a distance of 241.29 feet to the point of intersection with the west line of Brown Road, 60 feet wide; thence northwardly along the west line of Brown Road, bearing north 0 degrees 26 minutes 21.43 seconds east, a distance of 34.12 feet to the intersection with the south line of the land of the City of St. Louis; thence westwardly along the south line of the land of the City of St. Louis, bearing north 89 degrees 17 minutes 48.57 seconds west, a distance of 2276.62 feet to an angle point; thence westwardly along the south line of the land of the City of St. Louis, bearing north 89 degrees 30 minutes 33.57 seconds west, a distance of 95.33 feet to the point of intersection with the east line of the land of the City of St. Louis; thence southwardly along the east line of the land of the City of St. Louis, bearing south 7 degrees 13 minutes 58.57 seconds east, a distance of 1682.03 feet to the point of beginning and containing 45.36 acres;

And the following-described and following-named public roads and private roads situated in such county and state shall be and are hereby established as the remainder of such addition, to-wit:

Airport Road extending from the eastern line of Curtiss Drive northeastwardly for a distance of about 5200 feet to the westerly prolongation of the southern line of that part of Airport Road extending east and west; a triangular part of Brown Road bounded on the west by the western line of Brown Road, on the southeast by the northwestern line of that part of Airport Road extending southwest and northeast, and on the north by the westerly prolongation of the southern line of that part of Airport Road extending east and west;

Airport Road extending from the northeastern line of Natural Bridge Road northwardly for a distance of about 500 feet to that part of Airport Road extending southwest and northeast;

Lakeman Road extending from the northeastern line of Natural Bridge Road northwardly for a distance of about 1700 feet;

Scudder Avenue extending from a point distant about 450 feet westwardly from its intersection with Brown Road, westwardly for a distance of about 1500 feet.

¹For airport name change, see § 18.04.010.

B. *Ordinance 45581, 1951.*

There is established in the county and state, an addition to the area of the public airport and landing field owned by the City, known as Lambert-St. Louis Municipal Airport¹ and located at Bridgeton, in the county and state, and the following-described tract of private real property situated in the county and state is established as such addition:

A tract of land in Lot 28 of the Hazelwood Farm, near the northeast corner of Lambert-St. Louis Municipal Airport, located in Township 47 North, Range 6 East, St. Louis County, State of Missouri, and more particularly described as follows, to-wit:

Starting at the intersection of the north line of the Wabash Railroad Company right-of-way 100 feet wide with the center line of Eva Avenue forty feet wide; thence north 7 degrees 14 minutes, 39 seconds east, 961.29 feet, along the center line of said Eva Avenue to a point; thence south 82 degrees, 32 minutes, 21 seconds east, 124.96 feet to an iron pipe marking the point of beginning; thence south 82 degrees, 32 minutes, 21 seconds east, 869.87 feet to a point in the west line of Lot 29 marked by an old stone; thence south 0 degrees, 21 minutes, 9 seconds west, 789.41 feet along the west line of Lot 29 to a point; thence north 86 degrees, 33 minutes, 46 seconds west, 200.70 feet to the point of curve of a curve to the right having a radius of 716.78 feet and marked by an iron pipe; thence along the arc of said curve 1173.54 feet to the point of tangency in a line bearing north 7 degrees, 13 minutes, 49 seconds east; thence north 7 degrees, 13 minutes, 49 seconds east, 85.12 feet to the iron pipe marking the point of beginning and containing 14.29 acres.

¹For airport name change, see § 18.04.010.

C. *Ordinance 46429, 1953.*

There is established an addition to the area of the public airport and landing field owned by the City, known as Lambert-St. Louis Municipal Airport¹ and located at Bridgeton, in the county and state, and the following-described parcels and tracts of private real property situated in the county and state are established as part of such addition:

A tract of land in U.S. Surveys 1196, 2524 and 1250, Township 46 North, Range 6 East, St. Louis County, Missouri; beginning at a point marking the intersection of the eastern line of Lindbergh Boulevard with the northern line of the property now or formerly of Edw. R. Goddard and Sadie Goddard, his wife, and running thence eastwardly along said northern line to the eastern line of said property; thence southwardly along

said eastern line to the northern line of the property now or formerly of William L. Kisling and Erma Kisling, his wife; thence eastwardly along said northern line to the western line of Bridgeton Station Road, 70 feet wide; thence southwardly along said western line of Bridgeton Station Road, 70 feet and 90 feet wide, to the southern line of the property now or formerly of John Witte; thence westwardly along said southern line to the eastern line of the property now or formerly of Irving H. Bernard, said eastern line being the eastern line of Lot 1 of the subdivision, Airport View; thence southwardly along said eastern line to the southern line of said property; thence westwardly along said southern line to the eastern line of Lindbergh Boulevard, 150 feet wide; thence northwardly along said eastern line to the point of beginning.

A tract of land in the subdivisions of Town of Bridgeton, Cook's Addition to Bridgeton, Aviation View, and U.S. Survey 2524, Township 46 North, Range 6 East, St. Louis County, Missouri, beginning at a point marking the intersection of the northern line of Natural Bridge Road with the eastern line of St. Thomas St., and running thence northwardly along said eastern line to the line marking the northern terminus of St. Thomas St. and which line is also the southern line of the property now or formerly of Robert J. and Dorothy E. Cunningham; thence westwardly along said southern line to a point marking the center line of St. Thomas St., 40 feet wide; thence northwardly along the center line of St. Thomas St. produced northwardly, which said line is also the western line of Aviation View, to the northern line of Aviation View; thence eastwardly along said northern line to the eastern line of Aviation View; thence southwardly along said eastern line, which line produced southwardly is also the eastern line of Cook's Addition to Bridgeton, to the southern line of Lot 3 of said addition; thence westwardly along said southern line to the center line of the right of way for Drainage District No. 2a, 100 feet wide; thence southwardly along said center line to the northern line of Natural Bridge Road; thence westwardly along said northern line to the point of beginning.

A tract of land in Town of Bridgeton, U.S. Surveys 1993, 2524 and 2625, Township 46 North, Range 6 East, St. Louis County, Missouri, beginning at a point marking the intersection of the southern line of Natural Bridge Road with the eastern line of the property now or formerly of Christian L. Behle and Mary Behle, his wife, and running thence southwardly along said eastern line the southern continuation of which line is also the eastern line of the property now or formerly of Geo. F.R. Wittich and Dorothy H. Wittich, his wife, to the southern line of said property; thence westwardly along said southern line to the eastern line of Ashby Road; thence southwestwardly across Ashby Road and continuing along the southeastern line of the property now or formerly of Geo. F.R. Wittich and Dorothy H. Wittich, his wife, to an iron pipe, marking the southwestern corner of said property; thence southwestwardly along a line, through the property now or formerly of Olive M. Gutweiler, to an old iron pipe marking the southeast corner of the property now or formerly of Joseph J. Henschel and Patricia Henschel, his wife; thence southwestwardly along the southeastern line of said property to the northeastern line of Cypress Road; thence northwardly along said northeastern and eastern line to the southern line of the property now or formerly of Robert Lee and Mabel Tunstall; thence westwardly across St. Thomas St. or Cypress Road, and along the southern line of the property now or formerly of W.S. Weldon to the western line of said property; thence northwardly along said western line and the western lines of the properties now or formerly of First Colored Baptist Church of Bridgeton, Wm. H. and Helen Suedmeyer and Chas. W. Paschal and Elsie C. Paschal, his wife, to the southern line of Natural Bridge Road; thence eastwardly along said southern line to the point of beginning.

A tract of land in U.S. Surveys 168 and 2524, Township 46 North, Range 6 East, St. Louis County, Missouri, beginning at a point marking the intersection of the southern line of Natural Bridge Road with the western line of Edmundson Road, and running thence southwardly along said western line to a line perpendicularly distant 200 feet south of and parallel with the southern line of the property now or formerly of August W. Behle and Bertha E. Behle, his wife; thence westwardly along said parallel line and the southern line of the property now or formerly of Herman, Jr. and Joyce Young, to the eastern line of Crestshire Lane; thence northwardly along said eastern line to the southern line of the property now or formerly of August W. Behle and Bertha E. Behle, his wife; thence westwardly along said southern line and its continuation, to the western line of King Private Road; thence northwardly along said western line to the prolongation westwardly of the southern line of the property of U.S. Department of Commerce; thence eastwardly along

said southern line and its western prolongation to the eastern line of said property; thence northwardly along said eastern line to the southern line of Natural Bridge Road; thence eastwardly along said southern line to the point of beginning;

And the following-described and following-named public roads and private road situated in the said county and state shall be and are hereby established as the remainder of such addition, to-wit:

Missouri Bottom Road from the western line of Bridgeton Station Road westwardly to the eastern line of Lindbergh Boulevard; Ashby Road from the southern line of the property now or formerly of Geo. F.R. Wittich and Dorothy H. Wittich, his wife, northwardly to the southern line of Natural Bridge Road; Baptist Church Street from the western line of the property now or formerly of Olive M. Gutweiler, westwardly to a line connecting the western lines of the properties now or formerly of First Colored Baptist Church of Bridgeton and Wm. H. and Helen Suedmeyer; St. Thomas Street from a line connecting the southern lines of the properties now or formerly of W.S. Weldon and Robert Lee and Mabel Tunstall, northwardly to the southern line of Natural Bridge Road; King Private Road from the northern terminus of Crestshire Lane northwardly to the western prolongation of the southern line of the property of U.S. Department of Commerce.

¹For airport name change, see § 18.04.010.

D. *Ordinance 50017, 1960.*

There is established in the county and state an addition to the area of the public airport and landing field owned by the City, known as Lambert-St. Louis Municipal Airport¹ and located at Bridgeton, in the county and state. And the following-described parcels and tracts of private real property situated in the county and state are established as parts of such addition:

A tract of land partly in United States Survey 101 and partly in United States Survey 656, Township 46 North, Range 6 East, St. Louis County, Missouri, more particularly described as follows: Beginning at the point of intersection of the western line of Country Day Lane, 40 feet wide, with the line dividing said United States Surveys 101 and 656; thence north 23 degrees 03 minutes east 4.46 feet and north 15 degrees 46 minutes east 225.03 feet along the western line of Country Day Lane to a point distant 500 feet north of the eastern prolongation of the center line of Runway 12-30, measured at right angles to said center line prolongation; thence north 57 degrees 58½ minutes west 1665.11 feet and parallel with the eastern prolongation of said center line to the eastern line of Airport Road, 80 feet wide; thence south 12 degrees 39½ minutes west 755.97 feet along the eastern line of said Airport Road to a point of curve; thence continuing southwardly and southeastwardly 391.75 feet along the eastern and northeastern line of Airport Road—southeast, along a curve to the left having a radius of 510 feet to a point distant 500 feet south of the eastern prolongation of the center line of said Runway 12-30, measured at right angles to said center line prolongation; thence south 57 degrees 58½ minutes east 1343.13 feet and parallel with the eastern prolongation of said center line to the western line of said Country Day Lane; thence north 37 degrees 31 minutes east 21.79 feet, and north 23 degrees 03 minutes east 767.26 feet along the western line of Country Day Lane to the point of beginning, and containing 36.313 acres, according to survey made by Pitzman's Co. of Surveyors & Engineers dated December 28, 1959; also, a parcel of land in United States Survey 101, Township 46 North, Range 6 East, St. Louis County, Missouri, more particularly described as follows: Beginning at the point of intersection of the eastern line of Country Day Lane, 40 feet wide, with the southern line of United States Survey 101; thence north 15 degrees 46 minutes east 211.31 feet along the eastern line of Country Day Lane to a point distant 500 feet north of the eastern prolongation of the center line of Runway 12-30, measured at right angles to said center line prolongation; thence south 57 degrees 58½ minutes east 291.07 feet and parallel with the eastern prolongation of said center line; thence south 32 degrees 01½ minutes west 93.37 feet to the southern line of United States Survey 101; thence north 83 degrees 15 minutes west 256.46 feet along the southern line of United States Survey 101 to the point of beginning and containing 0.926 acres, according to a survey made by Pitzman's Co. of Surveyors & Engineers dated December 28, 1959; also, a parcel of land in United States Survey 656, Township 46 North, Range 6 East, St. Louis County, Missouri, more particularly

described as follows: Beginning at the point of intersection of the eastern line of Country Day Lane, 40 feet wide, with the northern line of United States Survey 656; thence south 15 degrees 46 minutes west 4.60 feet and south 23 degrees 03 minutes west 69.35 feet along the eastern line of Country Day Lane to the southwestern corner of property secondly described in deed to James H. Anderson and wife, recorded in Book 1559, Page 373, St. Louis County Recorder's Office; thence south 83 degrees 15 minutes east 243.07 feet along the southern line of said Anderson property; thence north 32 degrees 01½ feet to the northern line of said United States Survey 656; thence north 83 degrees 15 minutes west 256.46 feet along the northern line of United States Survey 656 to the point of beginning and containing 0.407 acres, according to survey made by Pitzman's Co. of Surveyors & Engineers dated December 28, 1959; also, a parcel of land in United States Survey 656, Township 46 North, Range 6 East, St. Louis County, Missouri, more particularly described as follows: Beginning at a point in the eastern line of Country Day Lane, 40 feet wide, at the southwestern corner of property secondly described in deed to James H. Anderson and wife, recorded in Book 1559, Page 373, St. Louis County Recorder's Office; thence south 23 degrees 03 minutes west 710.00 feet and south 37 degrees 31 minutes west 23.02 feet along the eastern line of said Country Day Lane to a point distant 500 feet south of the eastern prolongation of the center line of Runway 12-30, measured at right angles to said center line prolongation; thence south 57 degrees 58½ minutes east 111.24 feet; thence north 32 degrees 01½ minutes east 828.00 feet to the southern line of said Anderson property; thence north 83 degrees 15 minutes west 243.07 feet along the southern line of said Anderson property to the point of beginning and containing 2.967 acres, according to a survey made by Pitzman's Co. of Surveyors & Engineers dated December 28, 1959.

¹For airport name change, see § 18.04.010.

E. *Ordinance 50743, 1961.*

There is established an addition to the area of the public airport and landing field owned by the City, known as Lambert-St. Louis Municipal Airport¹ and located at Bridgeton, in the county and state. And the following-described parcels and tracts of private real property situated in the county and state are established as such addition:

Part of Lots 8 and 9 of Cook's Addition to Bridgeton, described as follows: Beginning at the most northern corner of said Lot 8; thence along the northeast line of said Lot 8, south 39 degrees 12 minutes east 394.16 feet to the center line of St. Thomas Street; thence along said center line south 46 degrees 36 minutes west 498.35 feet to a point; thence north 43 degrees 6 minutes west 224 feet to a point; thence north 46 degrees 36 minutes east 210 feet to a point; thence north 52 degrees 10½ minutes west 171.14 feet to a point; thence north 46 degrees 36 minutes east 342.49 feet to the point of beginning.

Subject to right-of-way of St. Thomas Street, 48 feet wide, over that part of the above property embraced therein.

The southwest 50 feet of the above-described property is subject to easement for roadway purposes for the joint use and benefit of the above-described property and the property adjoining same now or formerly owned by John A. Hughes.

A parcel of land in part of Lot 8 and part of Lot 9 of Cook's Addition to Bridgeton, according to the plat thereof recorded in Plat Book 14 Page 74 of the St. Louis County Records, and described as follows: Beginning at a point in the northwest line of Lot 9 of Cook's Addition to Bridgeton, distant south 46 degrees 36 minutes west 525.49 feet from the northwest corner of Lot 8, said beginning point being also the northwest corner of a 1.00 acre tract conveyed to Charles E. Beuer and wife, by deed recorded in Book 568 Page 286 of the St. Louis County Records; thence south 43 degrees 6 minutes east along said Beuer's northeast line 169.14 feet to a point; thence north 46 degrees 36 minutes east 210.00 feet to a point in a creek; thence northwest 172 feet more or less, to a point in the northwest line of Lot 8 of said Cook's Addition, distant north 46 degrees 36 minutes east 183.00 feet from the point of beginning; thence south 46 degrees 36 minutes west, 183.00 feet to the point of beginning.

¹For airport name change, see § 18.04.010.

F. *Ordinance 52721, 1964, amends Ordinance 49939, 1960.*

There is established in the county and state an addition to the area of the public airport and landing field owned by the City, known as Lambert-St. Louis Municipal Airport¹ and located at Bridgeton, in the county and state. And the following-described parcels and tracts of private real property situated in the county and state are established as parts of such addition:

Part of Lots 1, 2, 3, 4 and 5 of the First Subdivision of Bridgeton Commons in U.S. Survey 1196 Township 46 North Ranges 5 and 6 East and described as follows: Beginning at the point of intersection of the southwestern line of Missouri Bottom Road with the southern line of Fee Fee Road, thence south 41 degrees 27½ minutes east and along the southwestern line of said Missouri Bottom Road a distance of 152.12 feet to a point, thence continuing along the southwestern line of said Missouri Bottom Road south 38 degrees 26¾ minutes east 491.14 feet to a point, thence south 51 degrees 37¾ minutes west and along the southeastern line of property described in deed to Fred C. Thies and wife, recorded in Book 948, Page 141, a distance of 1747.88 feet to a point in the line between Lots 5 and 6 of said First Subdivision of Bridgeton Commons, thence north 38 degrees 17¾ minutes west and along the said line between Lots 5 and 6 of said First Subdivision of Bridgeton Commons, a distance of 741.80 feet to a point, thence north 51 degrees 41¾ minutes east and along the southeastern line of property described in deed to Frank Klass and wife, recorded in Book 328, Page 77, a distance of 1649.69 feet to the southern line of Fee Fee Road, as widened, thence, south 80 degrees 43¾ minutes east and along the southern line of said Fee Fee Road, a distance of 131.03 feet to the southwestern line of Missouri Bottom Road, the point of beginning and containing 29.578 acres.

Part of Lots 1 and 2 of the First Subdivision of Bridgeton Commons, in U.S. Survey 1196 Township 46 North Range 6 East, and described as: Beginning at an old axle set at the intersection of the northwest line of Lindbergh Boulevard, 150 feet wide, with the southwest line of Missouri Bottom Road, 40 feet wide; thence running north 37 degrees 30¾ minutes west along the southwest line of Missouri Bottom Road, 855.38 feet to an axle; thence south 52 degrees 33¾ minutes west 586.72 feet to an iron pipe; thence south 37 degrees 33 minutes east 416.18 feet to an old iron pipe set in the northwest corner of property conveyed to Cardinal Service Stations, Inc., by deed recorded in Book 3322 Page 145 of the St. Louis County Records; thence north 52 degrees 31 minutes east along the northwest line of property conveyed to Cardinal Service Stations, Inc., as aforesaid, 188.63 feet to an old iron pipe; thence south 37 degrees 33 minutes east along the northeast line of said Cardinal Service Stations property, 300 feet to an old iron pipe in the northwest line of Lindbergh Boulevard and thence north 71 degrees 52 minutes east along said boulevard, 421.48 feet to the point of beginning, containing 8.977 acres, according to survey executed by Joyce Company, on August 27 and 28, 1953.

Part of Lot 2 of the First Subdivision of Bridgeton Commons, in U.S. Survey 1196 Township 46 North, Range 6 East, described as: Beginning at an iron pipe in the northwest line of Lindbergh Boulevard, 150 feet wide, distant south 71 degrees 52 minutes west 421.48 feet from its intersection with the southwest line of Missouri Bottom Road, 40 feet wide; thence running south 71 degrees 52 minutes west along the northwest line of Lindbergh Boulevard, 200 feet to an iron pipe; thence leaving said Highway and running north 37 degrees 33 minutes west, 233.73 feet to an iron pipe; thence north 52 degrees 31 minutes east, 188.63 feet to an iron pipe and thence south 37 degrees 33 minutes east, 300 feet to the point of beginning, according to survey by Clayton Surveying and Engineering Company on May 27 and 28, 1953.

Part of Lots 2 and 3 of the First Subdivision of Bridgeton Commons in U.S. Survey 1196 Township 46 North, Range 6 East and described as: Beginning at a point in the northwest line of Lindbergh Boulevard, 150 feet wide, distant 621.48 feet (as measured along said Road line) south of its intersection with the southwest line of Missouri Bottom Road, 40 feet wide; thence north 37 degrees 33 minutes west 656.81 feet to property conveyed to Fred C. Thies and wife by deed recorded in Book 948 Page 141 of the St. Louis County Records; thence south 52 degrees 31 minutes west along said property of Fred C. Thies and wife, a distance of 188.62 feet to a point; thence south 37 degrees 33 minutes east, a distance of 590.72 feet to Lindbergh

Boulevard; thence north along Lindbergh Boulevard, a distance of 200 feet to the point of beginning and containing approximately 2.70 acres, according to survey by Clayton Surveying and Engineering Company on August 20, 22 and 26, 1952.

Part of Lot 3 of the First Subdivision of Bridgeton Commons in U.S. Survey 1196, Township 46 North, Range 6 East and more particularly described as: Beginning at an iron pipe in the northern line of Missouri State Highway No. 77 (Lindbergh Boulevard), 150 feet wide, said point being 821.48 feet measured along said road line, southwest of the intersection of the center line of Missouri Bottom Road with the northern line of Highway No. 77, thence leaving said road line and running north 37 degrees 33 minutes west, 590.72 feet to an iron pipe; thence south 52 degrees 31 minutes west 130.09 feet to an iron pipe; thence south 37 degrees 33 minutes east 554.64 feet to an iron pipe in the northern line of said Highway No. 77 and thence northeastwardly along said road line along the arc of a curve to the right having a radius of 1985.10 feet a distance of 135 feet to the point of beginning.

Part of Lot 3 of the First Subdivision of Bridgeton Commons, in U.S. Survey 1196 Township 46 North, Range 6 East, and described as: Beginning at a point in the most northern line of Missouri State Highway No. 77 or Lindbergh Boulevard, said point being 977.71 feet southwest of the intersection of the center line of Missouri Bottom Road with the most northern line of said Highway No. 77; thence north 37 degrees 33 minutes west 554.64 feet more or less to a point in the southeast line of property conveyed to Fred C. Thies and wife by deed recorded in Book 948 Page 141 of said records; thence along Thies's southeast line south 52 degrees 31 minutes west, 130.09 feet to a point; thence south 37 degrees 33 minutes east 518.57 feet to a point in the north line of State Highway No. 77; thence along said Highway line, being a curve to the right, having a radius of 1985.10 feet, a distance of 135 feet to the point of beginning.

¹For airport name change, see § 18.04.010.

G. *Ordinance 52781, 1964.*

There is established the following-described land situated in St. Louis County, Missouri as an addition to the public airport owned by the City, known as Lambert-St. Louis Municipal Airport¹ and located at Bridgeton, in the county and state:

Certain parcel of land in U.S. Survey 168, Township 46 North Range 6 East, more particularly described as follows: Beginning at the northeast corner of Lot 3 of the Second Resubdivision of Crestshire, according to the plat thereof recorded in Plat Book 47, Page 57 of the St. Louis County Records; thence south 74°13'13" east, two hundred six and fifteen hundredths (206.15) feet to a point; thence south 82°45'20" east; two hundred ninety-nine and eighty-six hundredths (299.86) feet to a point; thence south 4°39'20" east, two hundred sixty-one and forty-one hundredths (261.41) feet to a point; thence north 72°55'40" west, five hundred sixty-eight and thirty hundredths (568.30) feet to a point on the eastern line of said Second Resubdivision of Crestshire; thence north 7°59' east, one hundred eighty-nine and twenty hundredths (189.20) feet along said eastern line to the point of beginning.

¹For airport name change, see § 18.04.010.

H. *Ordinance 54245, Ordinance 52890, 1964, amends Ordinance 51684, 1963.*

There is established in the county and state an addition to the area of the public airport and landing field owned by the City, known as Lambert-St. Louis Municipal Airport¹ and located at Bridgeton, in the county and state. And the following-described parcels and tracts of private real property situated in the county and state are established as parts of such addition:

Certain parcels of land lying in the Lucas Subdivision of the California Farm and the Brown Partition of U.S. Surveys 101 and 656 in Township 46 North Range 6 East, St. Louis County, Missouri, more particularly described as follows:

First, beginning at the point of intersection of the western line of Country Day Lane, forty (40) feet wide, with the dividing line of U.S. Surveys 101 and 656, thence north 23°03' east, four and forty-six hundredths (4.46) feet to a point; thence north 15°46' east along said western line of Country Day Lane a distance of seven hundred sixty-one and thirty-three hundredths (761.33) feet to a point; thence continuing along said western line of Country Day Lane north 7°05' east a distance of two hundred thirty and twelve hundredths (230.12) feet to a point; thence north 79°15' west along the south line of Country Day Lane a distance of two hundred seventy-six and thirty-eight hundredths (276.38) feet to a point; thence north 0°55' west along a line, said line being again the western line of Country Day Lane, a distance of nine hundred ninety-eight and eighty-six hundredths (998.86) feet to a point; thence north 11°50' east along the western line of Country Day Lane a distance of four hundred thirty-one and eighteen hundredths (431.18) feet to a point; said point being the intersection of the western line of Country Day Lane, forty (40) feet wide and the southern line of Harmon Lane forty (40) feet wide, thence north 83°15' west along the southern line of Harmon Lane a distance of six hundred sixty-three and forty-five hundredths (663.45) feet to a point; thence north 47°18½' west along said southern line of Harmon Lane a distance of five hundred forty-three and twenty-two hundredths (543.22) feet to a point of curve; thence along said curve to the left having a radius of twenty-five (25) feet a distance of fifty-five and seventy-one hundredths (55.71) feet to the point of reverse curve which is the eastern line of Brown Road, eighty (80) feet wide; thence along a curve to the right having a radius of twelve thousand and forty (12,040) feet a distance of sixteen hundred and four and ninety-three hundredths (1604.93) feet to a point of tangency; thence south 12°39½' west along the eastern line of Brown Road a distance of nine hundred thirty-nine and eighty-two hundredths (939.82) feet to a point of curve; thence along said curve to the left having a radius of five hundred ten (510) feet a distance of four hundred seventy-four and one tenth (474.10) feet to a point of tangency; thence south 40°36¼' east, along the eastern line of Brown Road, a distance of nine hundred five and five-tenths (905.5) feet to a point, said point being the intersection of the eastern line of Brown Road and the northern line of Interstate Route 70; thence south 83°01¾' east along said northern line of Interstate Route 70; a distance of four hundred thirty-one and eighty-four hundredths (481.84) feet to a point, said point being the intersection of the northern line of Interstate Route 70 with the western line of Country Day Lane; thence north 37°31' east along said western line of Country Day Lane a distance of one hundred forty and sixty-five hundredths (140.65) feet to a point; thence north 23°03' east along said line of Country Day Lane a distance of seven hundred sixty-seven and twenty-six hundredths (767.26) feet to a point of beginning.

Second, beginning at the intersection of the southern line of Doodles Dale Subdivision and the northward prolongation of the western line of Country Day Lane, forty (40) feet wide, thence along a curve to the left having a radius of thirty (30) feet a distance of twenty-eight and seventy-six hundredths (28.76) feet to a point; thence along a line in a northeastwardly direction a distance of seventy-three and forty-nine hundredths (73.49) feet to a point of curve in the western line of Clifton Lane, fifty (50) feet wide; thence along said western line of Clifton Lane being also a curve to the left having a radius of one hundred forty (140) feet, a distance of ninety-five and three-tenths (95.30) feet to a point; thence north 6°49' west along the western line of Clifton Lane a distance of one hundred nine and fifty-seven hundredths (109.57) feet to a point of curve; thence along said curve to the left having a radius of twenty (20.0) feet a distance of thirty-one and four-tenths (31.4) feet, more or less, to a point of curve; thence along said curve to the right having a radius of fifty (50.0) feet a distance of one hundred fifty-seven and eight hundredths (157.08) feet to a point of curve; thence along said curve to the left a distance of thirty-one and four-tenths (31.4) feet, more or less, to a point in the eastern line of Clifton Lane, fifty (50) feet wide; thence north 6°49' east along said western line of Clifton Lane a distance of sixty and eight hundredths (60.08) feet to a point; thence south 83°18' east along the eastern prolongation of said north line of Lot 115, a distance of eighteen and eighty-one hundredths (18.81) feet to a point; thence north 6°38' east a distance of four hundred sixty-three and fifty-one hundredths (463.51) feet to a point in the southern line of Scudder Avenue; thence north 83°18' west along the southern line of Scudder Avenue a distance of four hundred seventy-three and thirty-eight hundredths (473.38) feet to a point, said point being the intersection of the southern line of Scudder Avenue and the eastern line of Country Day Lane, thence south 0°53' east along the eastern line of Country Day Lane

a distance of nine hundred twenty-five and twenty-seven hundredths (925.27) feet to a point, thence south 79°15' east along a line said line being the northern line of Country Day Lane, a distance of one hundred ninety-five and thirty-one hundredths (195.31) feet to a point, thence north 0°55' west along a line a distance of six and six hundredths (6.06) feet to a point, thence south 79°15' east along a line a distance of thirty-six and five-tenths (36.5) feet to the point of beginning.

Third, beginning at a point in center line of Brown Road at its intersection with the south line of U.S. Survey 101; thence along center line of said road, north 10°22' east seven hundred sixty-four (764) feet and north 3°13' east two hundred thirty-five and two-tenths (235.2) feet; thence south 88°27' east two thousand and seven (2007) feet to a stone; thence south 1°0' west nine hundred eighty-seven and nine-tenths (987.9) feet to a stone, in south line of U.S. Survey 101; thence along said survey line, north 88°30' west two thousand one hundred twenty-nine and three-tenths (2129.3) feet to place of beginning, containing 47.51 acres including ½ of Brown Road; also a parcel beginning at an iron rail set on the southwest line of a strip one hundred (100) feet wide, conveyed to Charles S. Ruffner by deed recorded in Book 297 Page 625 of the St. Louis County Records where the same is intersected by the north line of the south ½ of Survey 101, said point being distant north 82°44' west one thousand four hundred and ninety-seven and twenty-one hundredths (1497.21) feet from the east line of U.S. Survey 101; thence along said north line of the south ½ of said Survey 101, north 82°44' west five and forty-hundredths (5.40) feet to an old stone in the northeast corner of property conveyed to St. Louis Country Day School by deed recorded in Book 428 Page 519 of the St. Louis County Records; thence along the east line of said property so conveyed, south 7°1.7 west nine hundred eighty-seven and thirty-three hundredths (987.33) feet to the south line of said Survey 101, thence along the south line of said Survey south 82°50' east six hundred sixty-six and fifty hundredths (666.50) feet to the southwest line of said strip 100 feet wide conveyed to Charles S. Ruffner, as aforesaid; thence along the southwest line of said strip north 26°35' west one thousand one hundred eighty-nine and fifty hundredths (1189.50) feet to the place of beginning, containing 7.609 acres, according to survey executed by Edgar Rapp, Surveyor, on February 9, 1926.

Fourth, beginning at the point of intersection of the eastern line of Country Day Lane 40 feet wide, with the northern line of United States Survey 656, thence south 15 degrees 46 minutes west 4.60 feet and south 23 degrees 03 minutes west 69.35 feet along the eastern line of Country Day Lane to the southwestern corner of property secondly described in deed to James H. Anderson and wife, recorded in Book 1559, Page 373, St. Louis County Recorder's Office; thence south 83 degrees 15 minutes east 243.07 feet along the southern line of said Anderson property; thence north 32 degrees 01½ minutes east 78.63 feet to the northern line of said United States Survey 656; thence north 83 degrees 15 minutes west 256.46 feet along the northern line of United States Survey 656 to the point of beginning and containing 0.47 acres, according to survey made by Pitzman's Company of Surveyors & Engineers dated December 28, 1959.

Fifth, beginning at a point in the eastern line of Country Day Lane, 40 feet wide, at the southwestern corner of property secondly described in deed to James H. Anderson and wife, recorded in Book 1559, Page 373, St. Louis County Recorder's Office; thence south 23 degrees 03 minutes west 710.00 feet and south 37 degrees 31 minutes west 23.02 feet along the eastern line of said Country Day Lane to a point distant 500 feet south of the eastern prolongation of the center line of Runway 12-30 measured at right angles to said center line prolongation; thence south 57 degrees 58½ minutes east 111.24 feet; thence north 32 degrees 01½ minutes east 828.00 feet to the southern line of said Anderson property; thence north 83 degrees 15 minutes west 243.07 feet along the southern line of said Anderson property to the point of beginning and containing 2.967 acres, according to a survey made by Pitzman's Company of Surveyors & Engineers dated December 28, 1959.

¹For airport name change, see § 18.04.010.

I. *Ordinance 54244, 1966.*

There is established a public addition to the area of the public airport and landing field owned and operated as such by the City, officially named Lambert-St. Louis Municipal Airport¹ and located at the City of

Bridgeton, in the county and state, and, for such addition, the Mayor and the Comptroller are authorized and directed to purchase, or the City Counselor is authorized and directed to condemn under power in the City Charter and in accordance with the statutes of the state, private real property in the county and state; and such private real property is described as follows:

Parcel 1: A tract of land in U.S. Survey 656, Township 46 North, Range 6 East, and described as: Beginning at a stone set at the southeast corner of Lot 7 of Lewellyn Brown Estate Partition, thence, along the east line of said Lot 7, north 7 degrees 49 minutes east 844.60 feet to a stone in the center line of the creek; thence along the center line of said creek the following courses and distances, north 63 degrees 39 minutes east 133.35 feet, north 25 degrees 52 minutes east 137.78 feet, north 77 degrees 12 minutes east 213.80 feet, north 75 degrees 08 minutes east 115.00 feet, south 64 degrees 55 minutes east 163.56 feet, south 78 degrees 31 minutes east 148.00 feet, and south 82 degrees 36 minutes east 164.09 feet to a point in the western line of the Missouri Electric Company right-of-way, 100 feet wide; thence along said right-of-way line north 26 degrees 35 minutes west 461.61 feet to a point in the line dividing U.S. Surveys 101 and 656; thence along said dividing line north 82 degrees 55 minutes west 2173.43 feet and north 82 degrees 54½ minutes west 603.21 feet to a point in the east line of Country Day Lane, formerly Brown Road, 40 feet wide; thence along the east line of said lane south 16 degrees 06½ minutes west 4.60 feet and south 23 degrees 23½ minutes west 69.35 feet to a point; thence south 82 degrees 54½ minutes east 622.63 feet to a point in the line dividing Lots 5 and 7 of Lewellyn Brown Estate Partition; thence along said dividing line south 7 degrees 42 minutes west 1192.29 feet to a point in the north line of Interstate Route 70; thence along said north line south 71 degrees 45¼ minutes east 1147.91 feet to a point; thence south 82 degrees 55 minutes east 375.38 feet to the point of beginning, containing 56.981 acres according to a survey executed by Pitzman's Company of Surveyors & Engineers on March 9, 1966.

Parcel 2: Also, a triangular-shaped parcel of land in U.S. Survey 656, Township 46 North, Range 6 East, and described as: Beginning in the north line of said U.S. Survey 656 at its intersection with the east line of the Missouri Electric Company right-of-way, 100 feet wide; thence along the east line of said right-of-way south 26 degrees 35 minutes east 481.03 feet to a point; thence south 74 degrees 10 minutes east 7.72 feet to a point; thence south 65 degrees 19 minutes east 252.83 feet to a point in the west line of Middleway Boulevard, formerly Public Service Company right-of-way, 30 feet wide; thence along last mentioned line north 46 degrees 29 minutes west 227.55 feet to a point; thence continuing northwardly along said line being a curve to the right having a radius of 1447.69 feet, a distance of 479.41 feet to a point in the north line of said U.S. Survey 656; thence along said north line north 82 degrees 55 minutes west 0.23 feet to the point of beginning, containing 0.552 acres according to a survey executed by Pitzman's Company of Surveyors & Engineers on March 9, 1966.

¹For airport name change, see § 18.04.010.

J. *Ordinance 54455, 1967.*

There is established a public addition to the area of the public airport and landing field owned and operated as such by the City, officially named Lambert-St. Louis Municipal Airport¹ and located in the county and state, and for acquisition of such addition the Mayor and the Comptroller are authorized and directed to purchase, or the City Counselor is authorized and directed, under power in the City Charter and in accordance with the statutes of the state to condemn certain private real property situated in the county and state and described as follows:

A tract of land in Lot 3 of the Lewellyn Brown Estate Partition, according to plat "A" filed with the Commissioners' Report in Partition of the Estate of Lewellyn Brown deceased, in United States Survey 656, Township 46 North, Range 6 East, and being more particularly described as follows: Beginning at a point in the north line of said Lot 3 distant 468.66 feet, more or less, from the northeast corner of said Lot 3 (as measured along the north line of Lot 3), said beginning point being also the northwest corner of property conveyed to John D. Kalemeris and wife by deed recorded in Book 2264 Page 174 of the St. Louis County Records; thence westwardly along the north line of said Lot 3 a distance of 258 feet, more or less, to the

northeast corner of property conveyed to William A. Warmann and wife by deed recorded in Book 2744 Page 94 of the St. Louis County Records; thence southwardly along the eastern line of said Warmann property to a point on the northern line of Interstate Route 70 (Mark Twain Expressway); thence eastwardly along the north line of said Interstate Route 70 to its intersection with the western line of said property conveyed to John D. Kalemeris and wife; thence northwardly along the eastern line of said Kalemeris property to the northwest corner thereof and the point of beginning;

Also, a tract of land in Lot 3 of the Lewellyn Brown Estate Partition, according to Plat "A" filed with the Commissioner's Report in Partition of the Estate of Lewellyn Brown, deceased, in United States Survey 656, Township 46 North, Range 6 East, and being more particularly described as follows: Beginning at the northeast corner of said Lot 3 of the Lewellyn Brown Estate Partition; thence north 83 degrees west along the north line of said Lot 3 a distance of 346.96 feet, more or less, to the northeast corner of property conveyed to John D. Kalemeris and wife by deed recorded in Book 2264 Page 174 of the St. Louis County Records; thence south 7 degrees 30 minutes west along the east line of said Kalemeris property to the northwest corner of property conveyed to the State of Missouri, acting by and through the State Highway Commission of Missouri for Interstate Route 70 (Mark Twain Expressway) by instrument recorded in Book 3727 Page 94 of the St. Louis County Records; thence eastwardly along the north line of said State of Missouri property to the east line of said Lot 3 being also a point in the center line of Airport Road (80 feet wide); thence northwardly along the east line of said Lot 3 (being also the center line of Airport Road 80 feet wide); to the northeast corner thereof and the point of beginning; Excepting Therefrom that portion thereof conveyed to the City of St. Louis by deed recorded in Book 2508 Page 157 being Airport Road as shown on dedication plat thereof recorded in Plat Book 45 Page 44 of the St. Louis County Records;

Also, A tract of land in Lot 3 of the Lewellyn Brown Estate Partition, according to Plat "A" filed with the Commissioner's Report in Partition of the Estate of Lewellyn Brown, deceased, in United States Survey 656, Township 46 North, Range 6 East, and being more particularly described as follows: Beginning at a point in the north line of said Lot 3 of the Lewellyn Brown Estate Partition distant 1,387.18 feet east of northwest corner of said Lot 3 (as measured along the north line of said Lot 3), said beginning point being the northeast corner of property conveyed to Mamie Fliehmman wife of George J. Fliehmman by deed recorded in Book 492 Page 298 of the St. Louis County Records; thence eastwardly along the north line of said Lot 3 a distance of 399.63 feet to the northwest corner of property conveyed to John Pappas and wife by deed recorded in Book 2104 Page 248 of the St. Louis County Records; thence southwardly along the west line of said Pappas property to the north line of property condemned by the State of Missouri ex rel, State Highway Commission of Missouri for Interstate Route 70 (Mark Twain Expressway), according to decree rendered under Cause No. 208082 of the Circuit Court of St. Louis County, Missouri; thence westwardly along the north line of said property condemned by the State of Missouri, ex rel, to its intersection with the east line of said property conveyed to Mamie Fliehmman; thence northwardly along the east line of said Fliehmman property to the northeast corner thereof and the point of beginning;

Also, A tract of land in Lot 3 of the Lewellyn Brown Estate Partition, according to Plat "A" filed with Commissioner's Report in Partition of the Estate of Lewellyn Brown deceased, in United States Survey 656, Township 46 North, Range 6 East, and being more particularly described as follows: Beginning at a point on the north line of said Lot 3 of the Lewellyn Brown Estate Partition, distant 346.96 feet; more or less, from the northeast corner of said Lot 3 (as measured along the north line of said Lot 3), said beginning point being also the northwest corner of property conveyed to Champ Realty, Investment and Financial Company by deed recorded in Book 5377 Page 81 of the St. Louis County Records; thence southwardly along the west line of said property conveyed to Champ Realty, Investment and Financial Company to its intersection with the north line of property conveyed by the State of Missouri, ex rel, State Highway Commission of Missouri for Interstate Route 70 (Mark Twain Expressway) according to decree rendered under Cause No. 208082 of the Circuit Court of St. Louis County, Missouri; thence westwardly along the north line of said property condemned by the State of Missouri, ex rel, to its intersection with the west line of property conveyed to John D. Kalemeris and wife by deed recorded in Book 2264 Page 174 of the St. Louis County Records; thence

northwardly along the west line of said Kalemeris property to the northwest corner thereof, being also a point on the north line of said Lot 3; thence eastwardly along the north line of said Lot 3 a distance of 121.7 feet, more or less, to the point of beginning;

Also, A tract of land in Lot 4 of the Lewellyn Brown Estate Partition, according to the Plat filed with the Commissioner's Report in Partition of the Estate of Lewellyn Brown, deceased, in United States Survey 656, Township 46 North, Range 6 East, and being bounded as follows: North by the southern line of the rounded intersection of Airport Road, 80 feet wide, and Airport Road southeast, 80 feet wide, as shown on the dedication plat thereof recorded in Plat Book 45 Page 44 of the St. Louis County Records; northeast by the southwest line of said Airport Road southeast, 80 feet wide, as shown on said dedication plat thereof recorded in Plat Book 45 Page 44 of the St. Louis County Records; eastwardly by the western lines of property conveyed to the State of Missouri for the Mark Twain Expressway (Interstate Route 70), by instrument recorded in Book 3766 Page 428 of the St. Louis County Records; west by the east line of Airport Road, 80 feet wide, as shown on said dedication plat thereof recorded in Plat Book 45 Page 44 of the St. Louis County Records; and bounded southwardly by the northern lines of said property conveyed to the State of Missouri for the Mark Twain Expressway (Interstate Route 70), by deed recorded in Book 3766 Page 428 of the St. Louis County Records.

¹For airport name change, see § 18.04.010.

K. *Ordinance 55052, 1968.*

There is established a public addition to the area of the public airport and landing field owned and operated as such by the City, officially named Lambert-St. Louis Municipal Airport¹ and located in the county and state, and for acquisition of such addition, the Mayor and the Comptroller are authorized and directed to purchase, or the City Counselor is authorized and directed, under power in the City Charter, and in accordance with the statutes of the state to condemn certain private real property situated in the county and state and described as follows:

A tract of land in United States Surveys 1247 and 1250, Township 46 North, Range 6 East and being part of Weldon Estate Subdivision of Lot 37 of Waverly Subdivision, according to plat thereof recorded in Plat Book 7 Page 12 of the St. Louis County Records, a portion of which has been subdivided and known as Western Zephyr Tract Subdivision recorded in Plat Book 96 Page 4 of said records, and beginning at a point in the center line of Missouri Bottoms Road, 40 feet wide, at its intersection with the northern line of Lindbergh Boulevard, 150 feet, running thence northwestwardly along the center line of Missouri Bottoms Road a distance of 1530.95 feet, more or less, to its intersection with the southern line of the right-of-way of the Wabash Railroad Company; thence southeastwardly along said right-of-way line a distance of 1926.04 feet, more or less, to a point in the northwestern line of Lot 4 of the aforementioned Weldon Estate Subdivision, distant therein 90.28 feet southwest of said right-of-way line; thence southwestwardly along the northwestern line of said Lot 4 a distance of 99.72 feet, more or less, to the northern terminus of a road, 50 feet wide, reserved for road purposes as per deeds recorded in Book 3388 at Pages 7 and 6 of the St. Louis County Recorder's Office; thence southeastwardly along the northern terminus of said 50-foot road and its southeastwardly prolongation a distance of 732.31 feet, more or less, to the northern line of said Lindbergh Boulevard, and thence southwestwardly along the variations of said Lindbergh Boulevard 1555.67 feet, more or less, to the point of beginning; also,

A triangular tract of land being part of Lots 1, 2, and 3 of the Weldon Estate Subdivision, a subdivision in Lot 37 of Waverly Subdivision as recorded in Plat Book 7 Page 12 of the St. Louis County Recorder's Office, being bounded north by Lindbergh Boulevard, 150 feet wide, abutting thereon 811.11 feet, more or less; bounded southeast by Bridgeton Station Road, 70 feet wide, abutting thereon 680.88 feet, more or less, and bounded southwest by property of the City of St. Louis, a municipal corporation, abutting thereon 440 feet, more or less; all the roads and streets lying within the above-described tracts of land shall be vacated and abolished.

¹For airport name change, see § 18.04.010.

L. *Ordinance 55149, 1968.*

The Mayor and the Comptroller, are authorized and directed, if reasonably possible, to purchase, otherwise, the City Counselor is authorized and directed to condemn, for public airport use a certain ground leasehold and its subsequently constructed United States Post Office improvements on Lambert-St. Louis Municipal Airport,¹ the public utility in the county, owned in fee and operated by the City; such improvements having been constructed by certain persons as tenant assignees from the government of such ground leasehold theretofore leased to the government by the City for an initial twenty-year term and four five-year renewal options for such construction and for Post Office operation; and such ground leasehold thus improved having been reassigned to the government for a term of years, subject, however, to Sections 11, 13, 14, 24, 25 and 26 of Ordinance 53224.

The said leased part of Lambert-St. Louis Municipal Airport is described as a tract of land in the county and state, and in United States Survey 2524 and more particularly described as follows:

Beginning at an angle point in the north right-of-way line of Interstate Route 70, distant 200 feet perpendicularly north of center line Station 384 + 00 on the center line of said Interstate Route 70; thence eastwardly along a line having an interior angle of 98 degrees 05 minutes from said line which is perpendicularly north of said center line at Station 384 + 00 a distance of 252.05 feet to the point of beginning of the tract hereinafter described; said beginning point being distant 10 feet north of and parallel to the north edge of the 20-foot pavement of the south lane of Natural Bridge Road (abandoned); thence northeastwardly and at a right angle to the said north edge of the 20-foot pavement of the south lane of Natural Bridge Road a distance of 151.89 feet to a point; thence northwestwardly along a line having an interior angle of 90 degrees 04 minutes 40 seconds with the last described line a distance of 5.00 feet to a point; thence northwardly along a line having an exterior angle of 224 degrees 50 minutes 20 seconds to the last described line, being also the western edge of the east access road in said Lambert-St. Louis Municipal Airport, a distance of 218.46 feet to a point; thence northwestwardly along a line having an interior angle of 135 degrees 05 minutes to the last described line a distance of 41.30 feet to a point; thence southwestwardly along a line which is at a right angle to the last described line a distance of 296.15 feet to a point of curve; thence along a curve to the left having a radius of 10 feet a distance of 15.71 feet to a point of tangency being 10 feet north of and parallel to the north line of the 20-foot wide pavement of the south lane of Natural Bridge Road (abandoned); thence, southeastwardly along a line which is 10 feet north of and parallel to the north line of the 20-foot pavement of the south lane of Natural Bridge Road (abandoned), a distance of 191 feet to the point of beginning of the tract heretofore described.

The City Counselor is authorized and directed, as a condition precedent to institution of any such condemnation proceeding, to obtain from the government its consent to be made a party defendant therein.

¹For airport name change, see § 18.04.010.

M. *Ordinance 55646, 1970.*

There is established a public addition to the area of the public airport and landing field owned and operated by the City, officially named Lambert-St. Louis Municipal Airport¹ and located in the county and state, and for acquisition of such addition, the Mayor and the Comptroller are authorized and directed to purchase, or the City Counselor is authorized and directed, under power in the City Charter, and in accordance with the statutes of the state to condemn certain private real property situated in the county and state and described as follows:

A parcel of land in United States Survey Six hundred fifty-six (656), Township Forty-six (46) North, Range six (6) East, located in Saint Louis County, Missouri; more particularly described as follows:

Beginning at the intersection of the eastern line of Airport Road and the southern line of Interstate Highway 70; thence easterly along the southern line of Interstate 70 with the following sources and bearings;

north 80°22' east, four hundred forty-nine and seventy-two hundredths feet (449.72') to an iron pipe; thence north 81°34' east, one hundred and seventy-nine and twenty-hundredths feet (179.20') to an iron pipe; thence south 13°00' east, two hundred seventy-six and eighty-five hundredths feet (276.85') to an iron pipe; thence south 75°18' east, seventy-one and thirteen hundredths feet (71.13') to a point, thence southerly along a line with the following course and bearing; south 6°33' west seven hundred sixty-five and sixteen hundredths feet (765.16') to the northern line of Natural Bridge Road; thence northwesterly along the northern line of Natural Bridge Road with the following courses and bearings: North 50°04' west, seven hundred two and eight hundredths feet (702.08') to an iron pipe; thence north 48°32' west, two hundred eighty and sixty-five hundredths feet (280.65') to a cross on an inlet on the eastern line of Airport Road; thence northerly along the eastern line of Airport Road with the following courses and bearings; north 9°1' east, forty-nine and forty-nine hundredths feet (49.49') to an iron pipe at the beginning of a five hundred eighty foot (580') radius curve concave northwesterly; thence two hundred twenty-four and five hundredths feet (224.05') along said curve whose chord lies north 18°25' east, two hundred twenty-two and sixty-six hundredths feet (222.66'), thence north 7°21' east, fifty and thirty-nine hundredths feet (50.39') to an iron pipe at the point of beginning; also

Beginning at an iron pipe at the intersection of the southern line of Interstate Highway 70 and the western line of Brown Road; thence southerly along the western line of Brown Road with the following courses and bearings; south 5°29' west, one hundred fifty-two and fifty hundredths feet (152.50') to an iron pipe; thence south 6°33' west, seven hundred eleven and eleven hundredths feet (711.11') to an iron pipe; thence south 68°15' west, fifty-nine and ten hundredths feet (59.10') to an iron pipe on the northern line of Natural Bridge Road; thence northwesterly along the northern line of Natural Bridge Road with the following course and bearing: North 50°04' west, three hundred ten and thirty-eight hundredths feet (310.38') to a point; thence northerly along a line with the following course and bearing; north 6°33' east, seven hundred sixty-five and sixteen hundredths feet (765.16') to the southern line of Interstate Highway 70; thence easterly along the southern line of Interstate Highway 70; with the following course and bearing; south 75°18' east, three hundred eleven and fifty-seven hundredths feet (311.57') to an iron pipe at the point of beginning.

¹For airport name change, see § 18.04.010.

N. *Ordinance 55885, 1971.*

There is established a public addition to the area of the public airport and landing field owned and operated as such by the City, officially named St. Louis International Airport¹ and located in the county and state, and for acquisition of such addition the Mayor and the Comptroller are authorized and directed to purchase, or the City Counselor is authorized and directed, under power in the City Charter and in accordance with the statutes of the state to condemn, certain private real property situated in the county and state and described as follows:

Part of Lot 5 of Lewellyn Brown Estate Partition, according to plat "A" filed with the Commissioners' Report in Partition of the Estate of Lewellyn Brown, deceased, in U.S. Survey 656 Township 46 North Range 6 East, according to plat thereof recorded in Book M-6 Pages 252 and 253 of the St. Louis City (former County) Records, bounded north by property of the City of St. Louis, abutting thereon 622.63 feet; south by the north line of Interstate Highway 70; east by property of the City of St. Louis, abutting thereon 1192.29 feet, and west by Brown Road, 40 feet wide.

¹For airport name change, see § 18.04.010.

O. *Ordinance 55887, 1971.*

There is established a public addition to the area of the public airport and landing field owned and operated as such by the City, officially named St. Louis International Airport¹ and located in the county and state, and for acquisition of such addition the Mayor and the Comptroller are authorized and directed to purchase, or the City Counselor is authorized and directed, under power in the City Charter and in

accordance with the statutes of the state to condemn, certain private real property situated in the county and state and described as follows:

Lots 11, 12, 13, 14, 27, 28, 29, 30, 31, 32, 33, 34 and 35 of Doodles Dale Plat Two, according to the plat thereof recorded in Plat Book 82 Page 33 of the St. Louis County Recorder's Office; also Lots 61, 63, 64, 65, 66, 67 and 68 of Doodles Dale Plat Four, according to the plat thereof recorded in Plat Book 89 Page 42 of the St. Louis County Recorder's Office; also Lots 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, and 102 of Doodles Dale Plat Five, according to the plat thereof recorded in Plat Book 98 Page 45 of the St. Louis County Recorder's Office; also Lots 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113 and 114 of Doodles Dale Plat Six, according to the plat thereof recorded in Plat Book 99 Page 98 of the St. Louis County Recorder's Office; also Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10 of Greenleigh, a Subdivision in Share 9 of Lucas Subdivision of California Farm in U.S. Survey 101, Township 46 North, Range 6 East, according to the plat thereof recorded in Plat Book 56 Page 13 of the St. Louis County Recorder's Office; also a tract of land being part of Share 9 of Lucas Subdivision of the California Farm in U.S. Survey 101, Township 46 North, Range 6 East and bounded as follows: North by the south line of Lots 1 through 10, inclusive of Greenleigh, a Subdivision in St. Louis County, according to the plat thereof recorded in Plat Book 56 Page 13 of the St. Louis County Records, south by the north line of Doodles Dale Plat Six, a Subdivision in St. Louis County, according to the plat thereof recorded in Plat Book 99 Page 98 of said county records, east by the west line of Doodles Dale Plat Two, a Subdivision in St. Louis County, according to the plat thereof recorded in Plat Book 82 Page 33 of said county records and by the west line of Doodles Dale Plat Five, a Subdivision in St. Louis County, according to the plat thereof recorded in Plat Book 98 Page 45 of said county records, west by the east line of property conveyed to the City of St. Louis, by deed recorded in Book 5199 Page 363 of the St. Louis County Recorder's Office; also Part of Shares 8 and 9 of Lucas Subdivision of the California Farm in U.S. Survey 101 Township 46 North, Range 6 East and described as follows: Beginning at a point in the south line of said Share 9 of the Lucas Subdivision of the California Farm, said point being the most southern corner of Lot 79 of Doodles Dale Plat 5, a Subdivision in St. Louis County, Missouri, as per plat thereof recorded in Plat Book 98 Page 45 of the St. Louis County Records; thence north 51 degrees 3 minutes 24 seconds east along the southeast line of said Lot 79, a distance of 109.62 feet to the most eastern corner of said Lot 79; thence north 15 degrees 14 minutes east along the east lines of Lots 78, 77 and 76 a distance of 213.72 feet to a point, said point being the southwest corner of Lot 64 of Doodles Dale Plat 4, a Subdivision in St. Louis County, Missouri, as per plat thereof recorded in Plat Book 89 Page 42 of the St. Louis County Records; thence south 83 degrees 10 minutes east and along the south lines of Lots 64, 65, 66, 67, 68, 69, 70 and 71, a distance of 560.92 feet to a point, said point being the most western corner of Lot 53 of Doodles Dale Plat 3, a Subdivision in St. Louis County, Missouri, according to the plat thereof recorded in Plat Book 86 Page 22 of the St. Louis County Records; thence south 50 degrees 50 minutes 11 seconds east along the southwest line of Lots 53 and 52, a distance of 93.49 feet to a point, said point being a corner of Lot 52 of said Doodles Dale Plat 3; thence south 83 degrees 10 minutes east and along the south line of said Lot 52, a distance of 111.69 feet to a point in the west line of Onnie Rei Drive, 50 feet wide, as laid out in said Plat of Doodles Dale Plat 3; thence south 6 degrees 50 minutes west, 70 feet to a point in the north line of Deborah Jean Drive, 50 feet wide, as laid out in said Plat of Doodles Dale Plat 3; thence north 83 degrees 10 minutes west along the north line of said Deborah Jean Drive, 20 feet to a point; thence south 6 degrees 50 minutes west 50 feet to a point in the south line of said Deborah Jean Drive; thence south 83 degrees 10 minutes east and along the south line of Deborah Jean Drive, a distance of 81.31 feet to a point, said point being the northwest corner of Lot 51 of said Doodles Dale Plat 3, thence south 6 degrees 50 minutes west and along the west line of said Lot 51, a distance of 120 feet to a point in the south line of Lucas Subdivision of the California Farm and thence along the south line of said Lucas Subdivision of the California Farm north 83 degrees 10 minutes west 920.60 feet to the point of beginning, according to Survey thereof executed by The Sterling Surveying Company during the month of June, 1963; all the roads and streets lying within the above-described tracts of land shall be vacated and abolished.

¹ For airport name change, see § 18.04.010.

P. *Ordinance 56086, 1971.*

There shall be and is hereby established a public addition to the area of the public airport and landing field owned and operated as such by the City of St. Louis, now officially named Lambert-St. Louis International Airport¹ and located in the County of St. Louis and State of Missouri, and for acquisition of such addition the Mayor and the Comptroller of the said City shall be and are hereby authorized and directed to purchase, or the City Counselor thereof shall be and is hereby authorized and directed, under power in the Charter of the said City and in accordance with the Statutes of the State of Missouri, to condemn certain private real property situated in the County of St. Louis and State of Missouri and described as follows, to-wit:

Lots 11, 12, 13, 14, 26, 27, 28, 29, 30, 31, 32, 33, 34 and 35 of Doodles Dale Plat Two, according to the plat thereof recorded in Plat Book 82 Page 33 of the St. Louis County Recorder's Office; also Lots 60, 61, 62, 63, 64, 65, 66, 67, 68 and 69 of Doodles Dale Plat Four, according to the plat thereof recorded in Plat Book 89 Page 42 of the St. Louis County Recorder's Office; also Lots 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101 and 102 of Doodles Dale Plat Five, according to the plat thereof recorded in Plat Book 98 Page 45 of the St. Louis County Recorder's Office; also Lots 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113 and 114 of Doodles Dale Plat Six, according to the plat thereof recorded in Plat Book 99 Page 98 of the St. Louis County Recorder's Office; also Lots 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10 of Greenleigh, a Subdivision in Share 9 of Lucas Subdivision of California Farm in U.S. Survey 101, Township 46 North, Range 6 East, according to the plat thereof recorded in Plat Book 56 Page 13 of the St. Louis County Recorder's Office; also a tract of land being part of Share 9 of Lucas Subdivision of the California Farm in U.S. Survey 101, Township 46 North, Range 6 East and bounded as follows: North by the south line of Lots 1 through 10, inclusive of Greenleigh, a Subdivision in St. Louis County, according to the plat thereof recorded in Plat Book 56 Page 13 of the St. Louis County Records, south by the north line of Doodles Dale Plat Six, a Subdivision in St. Louis County, according to the plat thereof recorded in Plat Book 99 Page 98 of said county records, east by the west line of Doodles Dale Plat Two, a Subdivision in St. Louis County, according to the plat thereof recorded in Plat Book 82 Page 33 of said County Records and by the west line of Doodles Dale Plat Five, a Subdivision in St. Louis County, according to the plat thereof recorded in Plat Book 98 Page 45 of said county records, west by the east line of property conveyed to the City of St. Louis, by deed recorded in Book 5199 Page 363 of the St. Louis County Recorder's Office; also Part of Shares 8 and 9 of Lucas Subdivision of the California Farm in U.S. Survey 101 Township 46 North, Range 6 East and described as follows: Beginning at a point in the south line of said Share 9 of the Lucas Subdivision of the California Farm, said point being the most southern corner of Lot 79 of Doodles Dale Plat 5, a Subdivision in St. Louis County, Missouri, as per plat thereof recorded in Plat Book 98 Page 45 of the St. Louis County Records; thence north 51 degrees 3 minutes 24 seconds east along the southeast line of said Lot 79, a distance of 109.62 feet to the most eastern corner of said Lot 79; thence north 15 degrees 14 minutes east along the east lines of Lots 78, 77 and 76 a distance of 213.72 feet to a point, said point being the southwest corner of Lot 64 of Doodles Dale Plat 4, a Subdivision in St. Louis County, Missouri, as per plat thereof recorded in Plat Book 89 Page 42 of the St. Louis County Records; thence south 83 degrees 10 minutes east and along the south lines of Lots 64, 65, 66, 67, 68, 69, 70 and 71, a distance of 560.92 feet to a point, said point being the most western corner of Lot 53 of Doodles Dale Plat 3, a Subdivision in St. Louis County, Missouri, according to the plat thereof recorded in Plat Book 86 Page 22 of the St. Louis County Records; thence south 50 degrees 50 minutes 11 seconds east along the southwest line of Lots 53 and 52, a distance of 93.49 feet to a point, said point being a corner of Lot 52 of said Doodles Dale Plat 3; thence south 83 degrees 10 minutes east and along the south line of said Lot 52, a distance of 111.69 feet to a point in the west line of Onnie Rei Drive, 50 feet wide as laid out in said Plat of Doodles Dale Plat 3; thence south 6 degrees 50 minutes west, 70 feet to a point in the north line of Deborah Jean Drive, 50 feet wide, as laid out in said Plat of Doodles Dale Plat 3; thence north 83 degrees 10 minutes west along the north line of said Deborah Jean Drive, 20 feet to a point; thence south 6 degrees 50 minutes west 50 feet to a point in the south line of said Deborah Jean Drive; thence south 83 degrees 10 minutes east and along the south line of Deborah Jean Drive, a distance of 81.31 feet to a point, said point being the northwest corner of Lot 51 of said Doodles Dale Plat 3, thence south 6

degrees 50 minutes west and along the west line of said Lot 51, a distance of 120 feet to a point in the south line of Lucas Subdivision of the California Farm and thence along the south line of said Lucas Subdivision of the California Farm north 83 degrees 10 minutes west 920.60 feet to the point of beginning, according to Survey thereof executed by The Sterling Surveying Company during the month of June, 1963; all the roads and streets lying within the above-described tracts of land shall be vacated and abolished.

¹For airport name change, see § 18.04.010.

Q. *Ordinance 56826, 1974.*

There is established an addition to the public airport and landing field owned and operated as such by the City, which is officially named Lambert-St. Louis International Airport¹ and located in the county and state; and the Mayor and the Comptroller are authorized and directed to purchase, or the City Counselor is authorized and directed to file a petition in the Circuit Court of the county under power in the City Charter and the statutes of the state to condemn, certain private real property situated in the county and described as follows:

Part of Lots 1, 2, 3 and 4 of the First Subdivision of Bridgeton Commons, in U.S. Survey 1196, Township 46 North, Ranges 5 and 6 East, and described as follows:

Beginning in the southeast line of a larger tract of land containing 73 acres (of which this tract is a part) conveyed to Frank Klaas and wife, by deed recorded in Book 328 Page 77 of the St. Louis County Records, at the most eastern corner of tract of 24 acres conveyed to Joseph B. Klaas and wife by deed recorded in Book 1922 Page 332 of said records; thence north 37 degrees 25 minutes west along the northeast line of said 24-acre tract, 739 feet to the most southern corner of tract of land conveyed to Charles F. Feltz and wife, by deed recorded in Book 2183 Page 148 of said records; thence north 52 degrees 35 minutes east along the southeast line of said Feltz tract 513.28 feet to the southwest line of County Road; thence southeastwardly along the southwest line of said County Road 881.50 feet to the southeast line of said tract of 73 acres; thence south 52 degrees 31 minutes west along said last mentioned line 989.65 feet to the beginning; which parts of said Lots are held under Indentures of Lease, recorded in Book L4 Page 415, Book A-4 Page 88, Book A-4 Page 89 and Book I-4 Page 33 of the records of the City (former County) of St. Louis, all dated from June 18, 1844 and for a term of 999 years, Excepting Therefrom the northwest 3 acres conveyed to Fred Lueck and Frances Lueck, his wife, by deed recorded in Book 2420 Page 120.

¹For airport name change, see § 18.04.010.

R. *Ordinance 57015, 1975.*

There is established an addition to the public airport and landing field owned and operated as such by the City, which is officially named Lambert-St. Louis International Airport¹ and located in the county and state; and the Mayor and Comptroller are authorized and directed to purchase, or the City Counselor is authorized and directed to file a petition in the Circuit Court of the county under power in the City Charter and the statutes of the state to condemn, certain private real property situated in the county and state and described as follows:

Lot 1 of the Re-Subdivision of part of Lots 4 and 5 of the First Subdivision of Bridgeton Commons, according to the plat thereof recorded in Plat Book 103 Page 7 of the St. Louis County Records.

¹For airport name change, see § 18.04.010.

(1994 C., § 18.04.030)

18.04.040 Dedication of airport property.

The Mayor and Comptroller are authorized and directed to dedicate to highway use for the widening and relocation of proposed State Highway Route STT, now generally known as Brown Road, strips of land of varying and irregular widths forming part of the public airport and landing field and adjunctive land thereto, owned by the City, known as Lambert-St. Louis Municipal Airport¹ and located in U.S. Surveys 5, 3096, 2524 and fractional sections 4, 5 and 9 in Township 46 North, Range 6 East, St. Louis County, Missouri, and more particularly described as follows:

Beginning at Station 25°00 on the center line of State Highway STT at a point 689.27 feet northwesterly, measured along the southerly line of said U.S. Survey 5, and 10 feet southwesterly at right angles from said Survey line; thence south 52°44' east a distance of 131.3 feet to T.S. Station 26°31.3; thence southeasterly on the arc of a spiral curve to the left, having a length of 150 feet and a spiral angle of 4°30', a distance of 120.57 feet to Grantor's northwesterly property line at Station 27°51.87; thence continuing southeasterly on said spiral curve a distance of 29.43 feet to S.C. Station 27°81.3; thence easterly on the arc of a circular curve to the left, having a radius of 955.37 feet, a distance of 598.33 feet to C.S. Station 33+79.63; thence easterly on the arc of a spiral curve to the left, having a length of 150 feet and a spiral angle of 4°30', a distance of 150 feet to S.T. Station 35°29.63; thence north 82°22' east a distance of 591.35 feet to T. S. Station 41°20.98; thence easterly on the arc of a spiral curve to the right, having a length of 150 feet and a spiral angle of 7°30', a distance of 150 feet to S.C. Station 42°70.98; thence easterly on the arc of a circular curve to the right having a radius of 955.37 feet, a distance of 423.33 feet to C.S. Station 46°94.31; thence easterly on the arc of a spiral curve to the right having a length of 150 feet and a spiral angle of 4°30', a distance of 150 feet to S.T. Station 48°44.31; thence south 63°14' east a distance of 54.64 feet to equation; Station 48°98.95 back equals Station 49°01.22 forward; thence continuing south 63°14' east a distance of 1208.68 feet to the center line of Eva Avenue (40 feet wide) at Station 61°09.9, which point being north 7°40' east a distance of 3.93 feet from the north line of right-of-way of the Wabash Railroad; thence continuing south 63°14' east across the right-of-way of the Wabash Railroad a distance of 258.97 feet to T.S. Station 63°69.87; thence southeasterly on the arc of a spiral curve to the right, having a length of 150 feet and a spiral angle of 7°30', a distance of 150 feet to S.C. Station 65°19.87; thence southeasterly on the arc of a circular curve to the right having a radius of 573.69 feet, a distance of 489.83 feet to C.S. Station 70°09.77; thence southeasterly on the arc of a spiral curve to the right having a length of 150 feet and a spiral angle of 7°30', a distance of 150 feet to a point in Brown Road at S.T. Station 71°59.7; thence south 0°45' west along Brown Road a distance of 1754.8 feet to T. S. Station 89° 14.5; thence southerly on the arc of a spiral curve to the left, having a length of 150 feet and a spiral angle of 7°30', a distance of 150 feet to S.C. Station 90°64.5; thence southeasterly on the arc of a circular curve to the left having a radius of 573.69 feet, a distance of 579.17 feet to C.S. Station 96°43.67; thence southeasterly on the arc of a spiral curve to the left having a length of 150 feet and a spiral angle of 7°30', a distance of 150 feet to a point in Airport Road (70 feet wide) at S.T. Station 97°93.67; thence south 72°10' east a distance of 38.91 feet to a point in Airport Road at T.S. Station 98°32.58; said point being north 72°10' west a distance of 20.25 feet from a point on the south line of Section 4, 2581.32 feet westerly of the southeast corner of said Section; thence southeasterly on the arc of a spiral curve to the right having a length of 150 feet and a spiral angle of 7°30', a distance of 150 feet to S.C. Station 99°82.58; thence southeasterly on the arc of a circular curve to the right having a radius of 573.69 feet, a distance of 579.67 feet to a point in Airport Road (80 feet wide) at C.S. Station 105°62.25; thence southerly on the arc of a spiral curve to the right having a length of 150 feet and a spiral angle of 7°30', a distance of 150 feet to S.T. Station 107°12.25; in the center line of Airport Road (80 feet wide); thence south 0°48' west along the center line of Airport Road a distance of 200 feet to the point of ending.

Strip No. 1. The land described comprises all of Grantor's land in said U.S. Surveys 5 and 3096, and in said fractional Sections 4 and 5, lying within the southerly line of Brown Road and a line 75 feet perpendicularly distant northerly of the center line of State Highway STT, from Grantor's northwesterly property line at Station 27°51.87 to Station 48°44.31, and all of Grantor's land in said fractional Section 4

lying within lines 75 feet perpendicularly distant on each side of said center line from said Station 48°44.31 to the center line of Eva Avenue (40 feet wide) at Station 61°09.9.

Strip No. 2. Also all of Grantor's land in said fractional Section 4 lying within lines 75 feet perpendicularly distant on each side of said center line from the south line of right-of-way of the Wabash Railroad (100 feet wide) at Station 63°75.24 to Station 70°09.7 and all of Grantor's land in said fractional Section 4 lying within the east line of Brown Road and a line 50 feet perpendicularly distant westerly of said center line from said Station 70°09.7 to Station 89°00, and all of Grantor's land in said fractional Section 4 lying within the east line of Brown Road and a line 60 feet perpendicularly distant westerly of said center line from said Station 89°00 to the point of intersection of the west line of Brown Road and said line 60 feet perpendicularly distant westerly of said center line at Station 91°79.16.

Strip No. 3. Also all of Grantor's land in said fractional Section 9 of U.S. Survey 2524, lying south of the north line of Airport Road (70 feet wide) running east and west and west of the east line of Airport Road, running north and south and northerly and easterly of a line 60 feet perpendicularly distant southwesterly of said center line of State Highway STT from Station 96°06 to Station 107° 12.25; and all of Grantor's land in said Section 9 of U.S. Survey 2524 lying within the east line of Airport Road and a line 50 feet perpendicularly distant west of said center line of State Highway STT from said Station 107°12.25 to Station 108°00; also additional parcels as follows:

A parcel adjoining the southerly line of Wabash Avenue (60 feet wide) and adjoining the southwesterly line of second described parcel, described as follows:

From Station 63°75.25 on the center line of said State Highway STT at its intersection with the south line of right-of-way of the Wabash Railroad (100 feet wide), being also the northerly line of Wabash Avenue (60 feet wide) measured north 86°54' west along said right-of-way line a distance of 5.86 feet to a point; thence south 26°46' west a distance of 65.51 feet to a point in the south line of Brown Road; thence north 86°54' west along said south line of Brown Road a distance of 17.79 feet to a point in the southwesterly line of second described parcel, which is the point of beginning; thence continuing north 86°54' west along said street line a distance of 268.78 feet to a point; thence south 78°24' east a distance of 101. 12 feet to a point 15 feet perpendicularly distant southerly from said street line; thence south 86°54' east a distance of 180 feet to a point; thence south 63°15' east a distance of 139.99 feet to a point in the southwesterly line of second described parcel; thence northwesterly along said southwesterly line of second described parcel a distance of 156.84 feet to the point of beginning.

Also a parcel described as beginning at a point in the westerly line of second described parcel opposite Station 73°00 on the center line of State Highway STT; thence north 0°45 east along the west line of second described parcel a distance of 140.3 feet to a point opposite Station 71°59.7 on said center line; thence north 1°42' west along the westerly line of second described parcel a distance of 143.34 feet to a point opposite Station 70°09.7 on said center line; thence south 83°15' west a distance of 25 feet to a point; thence south 5°43' east a distance of 141.48 feet to a point; thence south 3°05' east a distance of 140.63 feet to the point of beginning.

A parcel adjoining the westerly line of second described parcel, having a width of zero (0) feet opposite Station 87°00 on the center line of said State Highway STT, increasing to a width of 10 feet opposite Station 89°00.

Said parcels contain twelve and three hundred thirteen thousandths (12.313) acres, more or less, exclusive of land in present streets, roads and Wabash Railroad right-of-way.

All airport and landing field easements upon the said strips are vacated and abolished.

¹ For airport name change, see § 18.04.010.

(1994 C., § 18.04.040; Ord. No. 45663, §§ 1, 2, 1951.)

18.04.050 Sale of airport property.

The Mayor and the Comptroller are authorized and directed to sell to the state acting by and through the State Highway Commission at a price of not less than one hundred eighty-five thousand dollars certain real estate belonging to the City, described as follows:

All that part of Grantor's land located in U.S. Survey 168, Township 46 North, Range 6 East, St. Louis County, Missouri, and described as beginning at a point in Grantor's most northwestern property corner, as set out by deed recorded in Book 5725 at Page 183 of the St. Louis County Records; thence easterly along Grantor's north property line to a point in Grantor's east property line to a point in Grantor's most northeastern property corner; thence southerly along Grantor's east property line to a point in Grantor's most southeastern property corner; thence westerly along Grantor's south property line a distance of 461.84 feet to a point; thence south 83 degrees 01 minutes 25 seconds east a distance of 70.93 feet to a point; thence south 76 degrees 55 minutes 44 seconds east a distance of 126.84 feet to a point; thence north 8 degrees 20 minutes 00 seconds east a distance of 100 feet to a point; thence north 53 degrees 05 minutes 10 seconds west a distance of 152.59 feet to a point; thence north 78 degrees 17 minutes 22 seconds west a distance of 169.80 feet to a point in Grantor's west property line; thence north along Grantor's west property line a distance of 32 feet to the point of beginning and containing 66,916 square feet of new right-of-way.

Also all abutter's rights of direct access from Grantor's abutting land in U.S. Survey 168, Township 46 North, Range 6 East, to the thruway of Interstate Route 70 and to Pear Tree Lane along a line described as beginning at a point in Grantor's west property line as set out in the above-mentioned Book and Page, said point being 32 feet south of Grantor's most northwest property corner and extending south 78 degrees 17 minutes 22 seconds east a distance of 169.80 feet to a point; thence south 53 degrees 05 minutes 10 seconds east a distance of 152.59 feet to a point; thence south 8 degrees 20 minutes 00 seconds west a distance of 100 feet to a point; thence north 76 degrees 55 minutes 44 seconds west a distance of 126.84 feet to a point; thence north 83 degrees 01 minute 25 seconds west a distance of 70.93 feet to a point in the existing north right-of-way line of Pear Tree Lane.

Also a temporary easement for the construction of a slope or terrace, having a uniform width of 5 feet and lying north, west, southwest and south of and adjoining the following-described line: Beginning at a point in Grantor's south property line as set out in the above-mentioned Book and Page, said point being 461.84 feet west of Grantor's most southeastern property corner; thence south 83 degrees 01 minute 25 seconds east a distance of 70.93 feet to a point; thence south 76 degrees 55 minutes 44 seconds east a distance of 126.84 feet to a point; thence north 8 degrees 20 minutes 00 seconds east a distance of 100 feet to a point; thence north 53 degrees 05 minutes 10 seconds west a distance 152.59 feet to a point; thence north 78 degrees 17 minutes 22 seconds west a distance of 169.80 feet to a point in Grantor's west property line. Said last-described tract is to provide for the construction of a slope or terrace and the party of the second part seeks only a temporary easement for this purpose. Upon completion of the contemplated improvement of the highway, the owner shall have full, free and uninterrupted use and possession of said tract.

Also a temporary easement for the construction of an entrance described as beginning at a point in Grantor's most southwestern property corner as set out in the above-mentioned Book and Page; thence southeasterly along Grantor's south property line a distance of 106.46 feet to a point; thence northeasterly at right angles to said south property line a distance of 20 feet to a point; thence northwesterly and parallel with Grantor's said south property line to a point in Grantor's west property line; thence southerly along Grantor's said west property line to the point of beginning. Upon completion of construction of said entrance the easement rights in said last-described tract shall cease and be no longer in effect.

Said above-described temporary easements contain 5,260 square feet of land.

(1994 C., § 18.04.050; Ord. No. 56507, § 2, 1973.)

Chapter 18.08 AIRPORT AUTHORITY

18.08.010 Established.

There is established the Airport Authority of the City pursuant to RSMo Ch. 305 (1959), which shall consist of the City Airport Commission, its Chief Executive Officer, and Airport Managers and other personnel as are necessary to carry the provisions of Chapters 18.08 and 18.12.

(1960 C., § 70.010; 1994 C., § 18.08.010; Ord. No. 54999, § 1, 1968.)

18.08.020 Director of Airports.

A Director of Airports shall be the Chief Executive Officer of the Airport Authority of the City. The Director of Airports shall be appointed by the Mayor for a term to run concurrently with the Mayor's term of office, or until his successor is appointed and qualified. The Director of Airports shall have:

- A. Attained the age of thirty years;
- B. Educational attainments or equivalent practical training approximating those necessary for graduation from a standard college or university with a degree in public administration, business administration, accounting, law, engineering or related fields;
- C. During five of the ten years prior to appointment been actively engaged in operation, management, maintenance, accounting, design or construction work at or for air carrier airports.

(1960 C., § 70.020; 1994 C., § 18.08.020; Ord. No. 54999, § 2, 1968.)

18.08.030 City Airport Commission.

The City Airport Commission, hereinafter called the "Commission," shall consist of the following members:

- A. Director of Airports, who shall be Chairman of the Commission;
- B. The Chairman of the Transportation and Commerce Committee of the Board of Aldermen (or such other committee to which, pursuant to the rules of the Board of Aldermen, bills affecting the airport are assigned);
- C. The President of the Board of Aldermen;
- D. The Comptroller;
- E. Six members appointed by the Mayor;
- F. On and after the effective date of that certain Cooperation Agreement between the City and St. Louis County, Missouri, authorized by Ordinance 61696 and the amendment authorized by Ordinance 65354, in addition to the six appointive members provided for in Subsection E, St. Louis County's Director of Aviation and four persons appointed by the County Executive of St. Louis County may be additional members of the Airport Commission as provided in such Cooperation Agreement and the amendment thereto;
- G. On and after the effective date of that certain Cooperation Agreement between the City and St. Charles County, Missouri, authorized by Ordinance 64801, in addition to the six appointive members

provided for in Subsection E of this section, one additional member of the Airport Commission may be appointed by the County Executive of St. Charles County, Missouri, as provided in such Cooperation Agreement;

- H. On and after the effective date of that certain Cooperation Agreement between the City and St. Clair County, Illinois, authorized by Ordinance 64801, in addition to the six appointive members provided for in Subsection E of this section, one additional member of the Airport Commission may be appointed by the Chairman of the County Board of St. Clair County, Illinois, as provided in such Cooperation Agreement.

The terms of the appointive members serving on the City Airport Commission on the date the ordinance codified in this section becomes effective shall continue until their normal expiration dates, at which times the Mayor shall fill the expiring terms of members he appoints by making appointments for four-year terms. A majority of the Commission shall constitute a quorum for transacting business and every member shall be entitled to a vote. The Director and any member appointed by the Mayor may be removed upon three absences from meetings of the Commission in a calendar year or for other cause by the Mayor after written charges have been preferred and after a public hearing held on due notice to such member. Such member shall have the right to be heard in person or by counsel at any such public hearing. Each appointed member of the Commission shall be paid for each day on which he actually attends an official meeting of the Commission; the amount of pay shall be determined in accordance with the Charter and ordinances of the City. All members of the Commission shall be reimbursed for necessary traveling and other expenses incurred in the performance of their duties, subject to the approval of the Board of Estimate and Apportionment.

(1960 C., § 70.030; 1994 C., § 18.08.030; Ord. No. 65354, § 4, 2001; Ord. No. 64801, § 4, 1999; Ord. No. 61696, § 4, 1989; Ord. No. 59242, § 2, 1984; Ord. No. 54999, § 3, 1968.)

18.08.040 Employees.

The Director of Airports is authorized to appoint, in accordance with the Charter and the ordinances of the City, the number of employees as is necessary in connection with the supervision, management and operation of the properties described in Section 18.08.050.

(1960 C., § 70.040; 1994 C., § 18.08.040; Ord. No. 54999, § 4, 1968.)

18.08.050 Management and development.

The Commission shall be responsible for the planning, development, management and operation of all City airports and all airport property, installations, and auxiliary facilities, including any lands or properties heretofore or hereafter owned and acquired by the City for airport purposes; or the processing, transporting and otherwise facilitating the movement of air passengers and property, and shall be responsible for the promotion and development of additional and improved aviation services as needed by the City. The Director shall be the Chief Executive Officer of the Airport Commission.

(1960 C., § 70.050; 1994 C., § 18.08.050; Ord. No. 54999, § 5, 1968.)

18.08.060 Contracts.

The Director of Airports with the approval of the Airport Commission and the Board of Estimate and Apportionment shall have the power to enter into contracts, leases and agreements for concessions, rentals or use of the airport property and facilities. Any rental, lease, or agreement excluding fixed rate permits that exceed a period of three years must be approved by the Board of Aldermen and authorized by ordinance. All non-compete

clauses and agreements must be approved by the Board of Aldermen and authorized by ordinance. All contracts, leases and agreements shall be executed in the name of the City of St. Louis and shall be signed by the Director of Airports and countersigned by the Comptroller. No lease or agreement requiring Aldermanic approval shall be extended beyond its expiration date without Aldermanic approval.

(1960 C., § 70.060; 1994 C., § 18.08.060; Ord. No. 60900, § 2, 1988; Ord. No. 54999, § 6, 1968.)

18.08.070 Fees and charges.

The Director of Airports with approval of the Commission shall have power to establish schedules fixing all fees and charges, other than those contained in contracts, leases, and agreements entered into under Section 18.08.060, for use of the airport, landing field, hangars, and space in buildings located in and on the airport and to modify the same from time to time.

(1960 C., § 70.070; 1994 C., § 18.08.070; Ord. No. 54999, § 7, 1968.)

18.08.080 Concession contracts.

Contracts for concessions shall be let:

1. On public bids to the highest bidder, reserving to the Airport Authority the right to reject any and all bids and the right to limit bids to qualified bidders as determined by the Airport Authority; or
2. Pursuant to a request for proposals process as determined by a Selection Committee consisting of (1) the Director of Airports, or their designee, who shall act as chairman of the committee; (2) one current employee of the Airport Authority selected by the Director of Airports; (3) one current employee of the City selected by the Mayor; (4) one current employee of the City selected by the Comptroller; and (5) one current employee of the City selected by the President of the Board of Aldermen. Each member of the committee shall be a voting member.

The Airport Authority shall in its sole discretion determine which procurement process to utilize when seeking to let any concession opportunity. The Director of Airports may promulgate rules and regulations, to be approved by the Commission, providing for administration of the request for proposals process.

(1960 C., § 70.080; 1994 C., § 18.08.080; Ord. No. 71531, § 1, 7-6-2022; Ord. No. 54999, § 8, 1968.)

Chapter 18.10 CONSENT OF CITY TO TRANSFER OF RIGHTS

18.10.010 Adopted.

It is in the best interests of the City of St. Louis (the "City"), residents of the City and the metropolitan St. Louis area, airlines, airline passengers and those employed at Lambert-St. Louis International Airport (the "airport") or in industries dependent upon the airport, that the City, pursuant to its authority under state law, adopt the Nonassignment Ordinance codified in this chapter in order to: preserve and enhance the safety, capacity and security at the transportation facilities at the airport; protect the vital financial interests of the City, its residents and residents of the metropolitan St. Louis area; assure that air travel to and from the airport is not interrupted; safeguard the City from potential financial hardship caused by the deteriorating financial condition of the airline industry; and ensure health, safety and welfare of those who travel to and from the airport and those employed at the airport.

(1994 C., § 18.10.010; Ord. No. 62475, § 1, 1991.)

18.10.020 Prior consent of City—Required.

No permit, license, contract, lease or other agreement, or interest therein, for space, services or facilities at the airport shall be assumed, assigned or otherwise transferred by a party to such permit, license, contract, lease or agreement without prior consent in writing from the Director of Airports with the approval of the airport Commission, which consent shall not be unreasonably withheld. The foregoing shall not prevent assignment of a permit, license, contract, lease or other agreement, or interest therein, by an airline to any corporation with which the airline may merge or consolidate, or which may succeed to the business of the airline.

(1994 C., § 18.10.020; Ord. No. 62475, § 2, 1991.)

18.10.030 Terms and conditions—To be prescribed by Director of Airports.

No person, corporation or other entity may engage in any commercial activity on the premises of the airport without the prior written consent of, and under terms and conditions prescribed by, the Director of Airports with the approval of the Airport Commission, other appropriate public body or public official.

(1994 C., § 18.10.030; Ord. No. 62475, § 3, 1991.)

18.10.040 Decision based on interests of City.

Where this chapter requires the consent of the Director of Airports or other appropriate public body or public official, for a proposed assumption, assignment or other transfer (hereinafter collectively a "proposed transfer"), the Director of Airports or other public official shall base his decision upon whether the best interests of the City, the City's residents and those of the traveling public would be served by the proposed transaction. Where this chapter requires consent of the Airport Commission or other public body for a proposed transfer, the Airport Commission or other public body shall base its decision upon whether the best interests of the City, the City's residents and those of the traveling public would be served by the proposed transaction. Where this chapter requires consent of the Airport Commission or other public body for a proposed transfer, the Airport Commission or other public body shall base its decision upon whether the best interests of the City, the City's residents and those of the traveling public would be served by the proposed transaction.

(1994 C., § 18.10.040; Ord. No. 62475, § 4, 1991.)

18.10.050 Violation.

Any assumption, assignment or other transfer promulgated in violation of this chapter shall be illegal, unenforceable and void.

(1994 C., § 18.10.050; Ord. No. 62475, § 5, 1991.)

18.10.060 Applicability.

The terms, requirements and prescriptions of this chapter shall apply to all permits, licenses, contracts, leases and other agreements, or interests therein, for space, services or facilities at the airport existing at the time the ordinance codified in this chapter is enacted or anytime thereafter but shall not prevent any assignment or transfer specifically authorized by the terms of a permit, licenses, contract, lease or other agreement already existing at the time this chapter is enacted.

(1994 C., § 18.10.060; Ord. No. 62475, § 6, 1991.)

18.10.070 Conflict with FAA regulations.

This chapter and the provisions herein are not intended to address matters regulated by the Federal Aviation Administration ("FAA regulations"). If any conflict is determined to exist between any provision in this chapter and FAA regulations, this chapter shall be construed as to defer to FAA regulations, without affecting the validity of this chapter.

(1994 C., § 18.10.070; Ord. No. 62475, § 7, 1991.)

Chapter 18.12 AIRPORT REVENUE AND IMPROVEMENTS

18.12.010 Accounting system.

It shall be the duty of the Director of Airports to install and maintain a modern airport accounting system under which revenues, expenses, and capital expenditures with their related fixed charges classified according to functional areas at the airport, as a guide to the airport management and to permit the determination of equitable rates and charges for use of the airport facilities. The accounts shall be audited by the City Comptroller and shall be open to examination by any member of the Board of Aldermen.

(1960 C., § 71.010; 1994 C., § 18.12.010; Ord. No. 54999, § 9, 1968.)

18.12.020 Airport revenue fund—Deposits.

All revenues derived from the operation and use of airports and airport properties, installations and facilities, including the net rentals derived from the lease or use of any lands acquired for airport purposes but which are not immediately being used for airport purposes, shall be deposited in the City Treasury to the credit of the airport revenue fund of the City. The revenues shall be deposited and held in a bank account or accounts separate from all other bank accounts of the City.

(1960 C., § 71.020; 1994 C., § 18.12.020; Ord. No. 54999, § 10, 1968.)

18.12.030 Airport revenue fund—Allocations.

Sums in the airport revenue fund shall be set aside for, allocated and credited to the following separate accounts by the City Comptroller, and such allocations and credits shall be made on the first business day of each and every month:

- A. To an account designated the airport operation and maintenance account there shall be credited a sum sufficient to pay the estimated cost of operating and maintaining the airports and airport facilities in good repair and working order during the month; the sum to be determined by the Commission.
- B. To an account designated the airport revenue bond account there shall be credited in each month sums at least equal to one-sixth of the amount of interest that will become due on all airport revenue bonds then outstanding on the then-next interest payment date and, beginning twelve months prior to the first maturity date of any bonds issued for airport purposes, one-twelfth of the amount of principal that will become due on such bonds on the then next maturity date. Sums in the account shall be used only for the payment of the principal of and the interest on the airport revenue bonds of the City as the same shall become due.

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- C. Into an account designated the airport revenue bond reserve account there shall be deposited the sum of ten thousand dollars per month. The payments shall be continued until the amount deposited and held in the account shall equal six hundred thousand dollars. When and as long as the sum of six hundred thousand dollars shall be on deposit in the account, no further payments need be made, but should the account be reduced or depleted for any reason, including the payments of bonds or the interest thereon, additional deposits shall be made thereafter at the rate of ten thousand dollars per month until the account shall be replenished and shall have credited thereto not less than the aforesaid sum of six hundred thousand dollars. Sums in the account shall be deposited in a separate bank account, subject to the provisions of Section 18.12.050, and shall be used only for the payment of the principal of and the interest on the airport revenue bonds of the City, and only when and to the extent that other funds are not available for that purpose. Sums in the account shall not be used to pay bonds called for payment prior to maturity unless all bonds issued hereunder are then to be retired.
 - D. To an account designated the airport replacement, improvement, and contingent account there shall be credited the sum of fifteen thousand dollars per month. The credits shall be continued until the amount accumulated in the account shall equal six hundred thousand dollars. When and as long as the sum of six hundred thousand dollars shall be credited to the account, no further allocations need be made but should the account be reduced or depleted for the purposes hereinafter provided, additional credits shall be made thereafter at the rate of not less than fifteen thousand dollars per month until the account shall be replenished and shall have credited thereto not less than the aforesaid sum of six hundred thousand dollars. Sums in the account shall be expended for the making of replacements, extensions, and improvements to the airports and airport facilities, and for the purpose of meeting unforeseen contingencies and emergencies arising in the operation of the airports and airport facilities of the City.
 - E. At the end of each fiscal year any balance remaining in the airport revenue fund, after making the allocations and credits required under Subsections A, B, C, and D of this section, shall be allocated and credited to an account designated the airport reserve account. Sums in the account shall be expended only for the following purposes and in the following order of priority:
 - 1. For payment to the general revenue fund of the City out of the gross receipts derived from the operation of airports and airport facilities of the City during the fiscal year last ended (excluding therefrom all income derived from investment of airport funds as set forth in Sections 18.12.030 and 18.12.040) a sum equivalent to any gross receipts tax required to be paid to the City by privately owned utilities; however, in no event shall such sum be greater than the amount credited to the airport reserve account during such fiscal year;
 - 2. For extensions and improvements to the airports and airport facilities; or
 - 3. To pay and redeem airport revenue bonds of the City called for redemption according to the terms thereof, or to purchase such bonds in the open market, if obtainable at less than the call price.

(1960 C., § 71.030; 1994 C., § 18.12.030; Ord. No. 54999, § 11, 1968.)

18.12.040 Construction fund.

A construction fund shall be maintained in which shall be deposited:

- A. The proceeds from the sale of airport revenue bonds;
- B. Reversions of unneeded balances in appropriation ordinances when such appropriation has been made from the construction fund;

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- C. Grants received from state, federal or other agencies; and
 - D. Any other airport development funds received;

and from the construction fund appropriations may be made to pay the costs of airport acquisition, development, improvement and construction.

(1960 C., § 71.040; 1994 C., § 18.12.040; Ord. No. 54999, § 12, 1968.)

18.12.050 Investments.

All sums in the accounts created by Sections 18.12.030 and 18.12.040 shall be kept on deposit in a bank or banks which are members of the Federal Deposit Insurance Corporation and shall be secured continuously at all times as provided by the laws of the state for other funds of the City, or in the discretion of the Board of Estimate and Apportionment, upon certification of the Airport Commission that funds are available for investment or reinvestment, such sums or any part thereof may be invested or reinvested in bonds or other obligations of the United States of America maturing or being redeemable at or prior to the time when the funds may be required for use under the terms of this title. All income and profits arising from any such investments shall be credited to the airport revenue fund referred to in Section 18.12.020.

(1960 C., § 71.050; 1994 C., § 18.12.050; Ord. No. 54999, § 13, 1968.)

18.12.060 Budget.

Prior to the commencement of each fiscal year the Director of Airports shall prepare a budget which shall be approved by the Commission and which sets out the estimated receipts and expenditures of the airports and airport facilities of the City for the then-ensuing fiscal year. This budget shall contain:

- A. An estimate of the receipts expected to be derived from the operation of the airports and airport facilities;
- B. A statement of the estimated cost of operating such airports and airport facilities during the next-ensuing fiscal year;
- C. A statement of any unusual and extraordinary expenses of operation or maintenance which might be reasonably anticipated and an estimate of the cost thereof;
- D. A statement of what replacements to the airports and airport facilities may be anticipated and the estimated cost thereof;
- E. A statement of the amount of interest to become due during the ensuing year on the airport revenue bonds then outstanding;
- F. A statement of the principal of such bonds which will become due absolutely by their terms during the next-ensuing fiscal year;
- G. The amounts, if any, to be paid into the accounts established under Section 18.12.030.B, C, and D;
- H. A statement of the total amount anticipated to be payable from the revenues of the airports and airport facilities during the next-ensuing year.

(1960 C., § 71.070; 1994 C., § 18.12.060; Ord. No. 54999, § 14, 1968.)

Chapter 18.16 GIFTS TO AIRPORT

18.16.010 Acceptance.

The Airport Commission with the approval of the Mayor is authorized and directed to accept, take charge of, for and on behalf of the City, any donation or gift in the form of a work of art, monument, mural, statuary, other personal property, including money, and real estate for the furtherance of the development of any airport owned or operated by the City, subject to terms and conditions as may be agreed upon between the donor or donors thereof and the Airport Commission with the approval of the Mayor.

(1960 C., § 72.010; 1994 C., § 18.16.010; Ord. No. 49580, § 1, 1959.)

18.16.020 Committee.

- A. The Mayor is authorized and directed to select a committee of seven (7) persons to study and approve the design, artistic merits and proposed location of any work of art, monument, mural, statuary or other personal property proposed to be donated or to be given to the City to insure that the gift or donation will harmonize with the general design and character of and further development of any airport owned or operated by the City. The members of the committee shall be appointed by the Mayor and approved by the Board of Aldermen.
- B. Of the seven (7) persons initially appointed by the Mayor, three (3) shall be appointed for terms of four (4) years each, two (2) shall be appointed for terms of three (3) years each, and two (2) shall be appointed for terms of two (2) years each. All persons thereafter shall be appointed to serve a four-year term.

(1960 C., § 72.020; 1994 C., § 18.16.020; Ord. No. 68797, §§ 1, 2, 11-23-2010; Ord. No. 49580, § 2, 1959.)

18.16.030 Selections.

Should the gift or donation be in the form of money for the erection, purchase, selection or acquisition of a work of art, monument, mural or statuary according to the terms of the gift or donation, the committee is authorized to select the work of art, monument, mural or statuary on behalf of and for the City to carry out the terms of the gift or donation and shall be further empowered to select the person, firm or corporation to design, create and complete the work of art, monument, mural or statuary in carrying out the terms and conditions of the gift or donation.

(1960 C., § 72.030; 1994 C., § 18.16.030; Ord. No. 49580, § 3, 1959.)

18.16.040 Special account.

Any gift or donation in the form of money accepted on behalf of the City shall be deposited into a special account by the Comptroller and the Comptroller shall draw his warrant on the account only for the purposes of carrying out the terms and conditions of the gift or donation.

(1960 C., § 72.040; 1994 C., § 18.16.040; Ord. No. 49580, § 4, 1959.)

Summary
Board Bill Number 35
Introduced by Alderman Shane Cohn
June 13, 2025

This Bill is the City's annual appropriation of the Transportation Sales Tax imposed pursuant to Section 94.600 through 94.655, RSMo., from the City Transportation Trust Fund in the amount of \$26,308,000 to the Bi-State Development Agency for transportation purposes for the period from July 1, 2025 through June 30, 2026. This Bill contains an emergency clause.

BOARD BILL NUMBER 35 INTRODUCED BY ALDERMAN SHANE COHN

1 An ordinance appropriating the sum of **\$26,308,000** as described in Section 94.600 through
2 94.655, RSMo. 2000, as amended, for the period of July 1, 2025 through June 30, 2026, which
3 sum is hereby appropriated out of the “Transportation Trust Fund” to the Bi-State Development
4 Agency for transportation purposes; and containing a severability and emergency clause.

5 **BE IT ORDAINED BY THE CITY OF ST. LOUIS, AS FOLLOWS:**

6 **SECTION ONE.** There is hereby appropriated from the unappropriated balance of the
7 “Transportation Trust Fund,” subject to the conditions herein contained in sections three (3) and
8 four (4), the sum of **\$26,308,000**, as described and defined in Section 94.600 through 94.655,
9 RSMo. 2000, as amended for the period herein stated, which sum is hereby appropriated out of the
10 “Transportation Trust Fund” to the Bi-State Development Agency to be used exclusively and
11 without diversion in any way for public transit purposes pursuant to the section 94.600, RSMo.
12 2000.

13 **SECTION TWO.** The Comptroller of the City of St. Louis is hereby authorized and directed to
14 draw warrants from time to time on the Treasurer of the City of St. Louis for payments to the Bi-
15 State Development Agency, as authorized herein, on the “Transportation Trust Fund” as the
16 proceeds of the one-half percent (1/2%) sales tax authorized by Ordinance No. 56554, approved
17 June 29, 1973, are received from the Director of Revenue of the State of Missouri and are deposited
18 in the “Transportation Trust Fund” as provided by Ordinance No. 56584, approved October 9,
19 1973, as provided herein from July 1, 2025 until the 30th day of June, 2026. This authorization is

1 made subject to and conditional upon the Bi-State Development Agency submitting to the Board
2 of Estimate and Apportionment an annual evaluation report describing services provided and the
3 cost thereof including cost justifications for overhead rates and other management fees. The
4 receipt of any funds appropriated hereunder shall constitute consideration for the Bi-State
5 Development Agency's obligating itself to furnish the evaluation reports as required herein.

6 **SECTION THREE.** In no event shall the Comptroller draw warrants on the Treasurer of the City
7 of St. Louis for an amount greater than the amount of the proceeds received from the Director of
8 Revenue of the State of Missouri and deposited in the "Transportation Trust Fund" during the
9 period from July 1, 2025 through June 30, 2026.

10 **SECTION FOUR.** (a) The Bi-State Development Agency ("Bi-State") shall include in all its
11 requests for competitive bids for outside service work the requirement that the bidder pay
12 prevailing wages and benefits to its employees in performing such contractual work.

13 (b) For the purposes of this Ordinance, "prevailing wages and benefits" shall mean the wages paid
14 generally in the St. Louis Metropolitan area to workers engaged in service work of a similar
15 character, and all benefits associated therewith. Prior to letting any bid for outside service work,
16 Bi-State shall establish prevailing wages and benefits for service workers in the contract for which
17 the bid will be let, which shall be attached to and made a part of each bid specification. In
18 establishing prevailing wages and benefits, Bi-State shall obtain from the Missouri Department of
19 Labor and Industrial Relation, Division of Labor Standards, a list of prevailing wages for the job
20 classification(s) which come closest in nature and character to the jobs to be performed in the
21 service contract for which bids are to be let. In addition to such list, Bi-State shall also base its

1 established prevailing wages and benefits on information from the United States Department of
2 Labor, Bureau of Labor Standard, to the greatest extent feasible.

3 (c) After establishing prevailing wages and benefits for a bid to be let, and not less than one week
4 prior to letting the bid, Bi-State shall provide the Board of Aldermen, c/o the Clerk, with copies of
5 all information and material used to establish such prevailing wages and benefits.

6 **SECTION FIVE.** In the event the Board of Estimate and Apportionment concludes that any funds
7 herein appropriated or previously appropriated by the City of St. Louis to the Bi-State
8 Development Agency and remaining unspent are used for other than public transit purposes, the
9 appropriation herein enacted shall be reduced by an amount equal to the amount used for other
10 than public transit purposes. The determination of the Board of Estimate and Apportionment of
11 such spending for other than public transit purposes shall be conclusive.

12 **SECTION SIX.** The sections of the Ordinances shall be severable. In the event that any section
13 of this Ordinance is found by a court of competent jurisdiction to be unconstitutional or is
14 inconsistent with the ability of Bi-State to receive funding from the United States, the remaining
15 sections of this Ordinance are valid unless the court finds the valid or consistent sections of this
16 Ordinance are so essentially and inseparably connected with, and so dependent upon the void or
17 inconsistent section that is cannot be presumed that the Aldermen would have enacted the valid
18 sections without the void or inconsistent sections, or unless the court finds that the valid or
19 consistent sections, standing alone, are incomplete and incapable of being executed in accordance
20 with the legislative intent.

1 **SECTION SEVEN.** This Ordinance is deemed necessary for the immediate preservation of the
2 public peace, health and safety and it is hereby declared an emergency measure as defined by
3 Article IV, Section 20, of the Charter of the City of St. Louis and shall take effect immediately
4 upon its passage and approval by the Mayor of the City of St. Louis.

Summary
Board Bill Number 36
Introduced by Alderman Shane Cohn
June 13, 2025

This Bill is the City's annual appropriation of the Transit Sales Tax imposed pursuant to Section 94.660, RSMo., from the City Public Transit Sales Tax Trust Fund – Account ONE in the amount of \$13,657,000 to the Bi-State Development Agency for the period from July 1, 2025 through June 30, 2026. This Bill contains an emergency clause.

BOARD BILL NUMBER 36 INTRODUCED BY ALDERMAN SHANE COHN

1 An Ordinance pertaining to the Transit Sales Tax imposed pursuant to Section 94.660, RSMo., as
2 adopted by the voters of St. Louis City on August 2, 1994, pursuant to Ordinance 63168 creating
3 the “City Public Transit Sales Tax Trust Fund” directing the Treasurer of the City of St. Louis to
4 deposit funds received pursuant to said sales tax into the “City Public Transit Sales Tax Trust Fund
5 – Account ONE” appropriating **\$13,657,000** from the said sales tax for the period of July 1, 2025
6 through June 30, 2026 to the Bi-State Development Agency for certain purposes; and containing
7 a severability and emergency clause.

8 **WHEREAS**, in accordance with Ordinance 65613, the City of St. Louis, Missouri, is
9 authorized to enter into a Memorandum of Agreement (MOA) with the Bi-State Development
10 Agency and St. Louis County, Missouri, providing for the City’s annual appropriation of the sales
11 tax levied for public mass transportation purposes, and pursuant to provisions of Section 3.2 of the
12 MOA, the City shall transfer monthly to the Trustee, Bank of Oklahoma Financial, in immediately
13 available funds, moneys on deposit in the City Public Transit Sales Tax Trust Fund account
14 attributable to the quarter-cent sales tax imposed pursuant to Ordinance 63168 and approved by
15 the voters on August 2, 1994;

16 **BE IT ORDAINED BY THE CITY OF ST. LOUIS, AS FOLLOWS:**

17 **SECTION ONE.** All sales taxes collected pursuant to Section 94.660, RSMo., and Ordinance
18 63168 and distributed by the Director of Revenue to the Treasurer of St. Louis City as authorized
19 by Senate Bill 432 (the “Act”) as approved and adopted by the voters of St. Louis City on August

1 2, 1994, pursuant to Ordinance 63168, shall be deposited in a special trust fund, to be known as
2 the “City Public Transit Sales Tax Trust Fund – Account ONE.”

3 **SECTION TWO.** There is hereby appropriated out the “City Public Transit Sales Tax Trust Fund
4 – Account ONE,” subject to the conditions herein contained in Sections Four and Five, the amount
5 of **\$13,657,000**, for the period herein stated to the Bi-State Development Agency to be used for
6 the purposes authorized by the Act.

7 **SECTION THREE.** The Comptroller of the City of St. Louis is hereby authorized and directed
8 to draw warrants from time to time on the Treasurer of the City of St. Louis for payments to the
9 Bi-State Development Agency, as authorized herein on the “City Public Transit Sales Tax Trust
10 Fund – Account ONE” as the proceeds from the one-quarter percent (1/4%) sales tax authorized
11 by Section 94.660, RSMo., as approved and adopted by the voters of the City of St. Louis on
12 August 2, 1994, pursuant to Ordinance 63168, are received from the Director of Revenue of the
13 State of Missouri and are deposited in the “City Public Transit Sales Tax Trust Fund – Account
14 ONE” as provided herein from July 1, 2025 through June 30, 2026.

15 **SECTION FOUR.** In no event shall the Comptroller draw warrants on the Treasurer of the City
16 of St. Louis for an amount greater than the amount of proceeds received from the Director of
17 Revenue of the State of Missouri and deposited in the “City Public Transit Sales Tax Trust Fund”
18 during the period from July 1, 2025 through June 30, 2026.

19 **SECTION FIVE.** The sections of the Ordinances shall be severable. In the event that any section
20 of this Ordinance is found by a court of competent jurisdiction to be unconstitutional or is
21 inconsistent with the ability of Bi-State to receive funding from the United States, the remaining

1 sections of the Ordinance are valid unless the court finds the valid or consistent sections of this
2 Ordinance are so essentially and inseparably connected with, and so dependent upon, the void or
3 inconsistent section that is cannot be presumed that the Aldermen would have enacted the valid
4 sections without the void or inconsistent sections, or unless the court finds that the valid or
5 consistent sections, standing alone, are incomplete and incapable of being executed in accordance
6 with the legislative intent.

7 **SECTION SIX.** This Ordinance is deemed necessary for the immediate preservation of the public
8 peace, health and safety and it is hereby declared an emergency measure as defined by Article IV,
9 Section 20, of the Charter of the City of St. Louis and shall take effect immediately upon its passage
10 and approval by the Mayor of the City of St. Louis.

Summary
Board Bill Number 37
Introduced by Alderman Shane Cohn
June 13, 2025

This Bill is the City's annual appropriation of the Transit Sales Tax imposed pursuant to Section 94.660, RSMo., from the City Public Transit Sales Tax Trust Fund – Account TWO in the amount of \$13,657,000 to the Bi-State Development Agency for the period from July 1, 2025 through June 30, 2026. This Bill contains an emergency clause.

BOARD BILL NUMBER 37 INTRODUCED BY ALDERMAN SHANE COHN

1 An Ordinance pertaining to the Transit Sales Tax imposed pursuant to Section 94.660, RSMo., as
2 adopted by the voters of St. Louis City on November 4, 1997, pursuant to Ordinance 64111
3 creating the “City Public Transit Sales Tax Trust Fund” directing the Treasurer of the City of St.
4 Louis to deposit funds received pursuant to said sales tax into the “City Public Transit Sales Tax
5 Trust Fund – Account TWO” appropriating **\$13,657,000** from the said sales tax for the period of
6 July 1, 2025 through June 30, 2026 to the Bi-State Development Agency for certain purposes; and
7 containing a severability and emergency clause.

8 **BE IT ORDAINED BY THE CITY OF ST. LOUIS, AS FOLLOWS:**

9 **SECTION ONE.** All sales taxes collected pursuant to Section 94.660, RSMo., and Ordinance
10 64111 and distributed by the Director of Revenue to the Treasurer of St. Louis City as authorized
11 by Section 94.660, RSMo. (the “Act”) as approved and adopted by the voters of St. Louis City on
12 November 4, 1997, pursuant to Ordinance 64111, shall be deposited in a special trust fund, to be
13 known as the “City Public Transit Sales Tax Trust Fund – Account TWO.”

14 **SECTION TWO.** There is hereby appropriated out the “City Public Transit Sales Tax Trust Fund
15 – Account TWO,” subject to the conditions herein contained in Sections Four and Five, the amount
16 of **\$13,657,000**, for the period herein stated to the Bi-State Development Agency to be used for
17 the purposes authorized by the Act.

18 **SECTION THREE.** The Comptroller of the City of St. Louis is hereby authorized and directed
19 to draw warrants from time to time on the Treasurer of the City of St. Louis for payments to the

1 Bi-State Development Agency, as authorized herein on the “City Public Transit Sales Tax Trust
2 Fund – Account TWO” as the proceeds from the one-quarter percent (1/4%) sales tax authorized
3 by Section 94.660, RSMo., as approved and adopted by the voters of the City of St. Louis on
4 November 4, 1997, pursuant to Ordinance 64111, are received from the Director of Revenue of
5 the State of Missouri and are deposited in the “City Public Transit Sales Tax Trust Fund – Account
6 TWO” as provided herein from July 1, 2025 through June 30, 2026.

7 **SECTION FOUR.** In no event shall the Comptroller draw warrants on the Treasurer of the City
8 of St. Louis for an amount greater than the amount of proceeds received from the Director of
9 Revenue of the State of Missouri and deposited in the “City Public Transit Sales Tax Trust Fund”
10 during the period from July 1, 2025 through June 30, 2026.

11 **SECTION FIVE.** The sections of the Ordinances shall be severable. In the event that any section
12 of this Ordinance is found by a court of competent jurisdiction to be unconstitutional or is
13 inconsistent with the ability of Bi-State to receive funding from the United States, the remaining
14 sections of this Ordinance are valid unless the court finds the valid or consistent sections of this
15 Ordinance are so essentially and inseparably connected with, and so dependent upon, the void or
16 inconsistent section that is cannot be presumed that the Aldermen would have enacted the valid
17 sections without the void or inconsistent sections, or unless the court finds that the valid or
18 consistent sections, standing alone, are incomplete and incapable of being executed in accordance
19 with the legislative intent.

20 **SECTION SIX.** This Ordinance is deemed necessary for the immediate preservation of the public
21 peace, health and safety and it is hereby declared an emergency measure as defined by Article IV,

- 1 Section 20, of the Charter of the City of St. Louis and shall take effect immediately upon its passage
- 2 and approval by the Mayor of the City of St. Louis.

Summary
Board Bill Number 17
Introduced by Alderman Shane Cohn
May 16, 2025

This Board Bill authorizes the acceptance generally of grant agreements offered by the State of Missouri for the furtherance of airport operations and programs. This Board Bill contains a severability clause.

BOARD BILL NUMBER 17 INTRODUCED BY ALDERMAN SHANE COHN

1 An Ordinance recommended and approved by the Airport Commission and the Board of
2 Estimate and Apportionment, authorizing and directing the Comptroller, and Mayor, with the
3 recommendation of the Director of Airports, to accept, enter into, and execute on behalf of the City,
4 grant agreements offered by the State of Missouri for the furtherance of programs and operations at
5 the St. Louis Lambert International Airport; containing a severability clause.

6 **WHEREAS**, The City of St. Louis (the “City”), owner and operator of the St. Louis Lambert
7 International Airport (“Airport”), determines it is in the best interests of the City, Airport, and public
8 to enter into grant agreements with the State of Missouri for the furtherance and maintenance of
9 Airport programs and operations (“Grant Agreements”); and

10 **WHEREAS**, the City intends to facilitate and expedite the administrative processes necessary
11 for the approval and execution of such Grant Agreements.

12 **BE IT ORDAINED BY THE CITY OF ST. LOUIS AS FOLLOWS:**

13 **SECTION ONE.** The Board of Aldermen hereby adopts the foregoing recitals as
14 findings in support of this Ordinance. The Comptroller, and Mayor, with the recommendation of the
15 Director of Airports, are hereby authorized and directed to accept, enter into, and execute on behalf
16 of the City, Grant Agreements offered by the State of Missouri for the furtherance of programs and
17 operations at the Airport.

18 **SECTION TWO.** The Director of Airports is hereby authorized to make such
19 applications, provide such data, and to take what, ever action necessary to seek state funds under the
20 Aviation Trust Fund, Airport Terminals Program, and any other state programs or opportunities on
21 behalf of the City for the Airport.

22 **SECTION THREE.** The Mayor, Comptroller, Register, City Counselor, Director of

1 Airports, and other appropriate officers, agents, and employees of the City, with the advice and
2 recommendation of the Director of Airports, are hereby authorized to enter into and execute on behalf
3 of the City any attendant or related documents, agreements, amendments, affidavits, certifications, or
4 instruments deemed necessary to effectuate the terms set forth in such Grant Agreements, and/or
5 deemed necessary to preserve and protect the City's interest, and/or to take such actions as may be
6 necessary or appropriate in connection with the consummation of such transactions or agreements
7 contemplated herein.

8 **SECTION FOUR.** The sections or provisions of this Ordinance or portions thereof are
9 severable. In the event that any section or provision of this Ordinance or portion thereof is held invalid
10 by a court of competent jurisdiction, such holding will not invalidate the remaining sections or
11 provisions of this Ordinance unless such court finds the valid sections or provisions of this Ordinance
12 are so essentially and inseparably connected with, and so dependent upon, the illegal,
13 unconstitutional, or ineffective section or provision that it cannot be presumed that the Board of
14 Aldermen would have enacted the valid sections or provisions without the illegal, unconstitutional,
15 or ineffective sections or provisions, or unless such court finds that the valid sections or provisions,
16 standing alone, are incomplete and incapable of being executed in accordance with the legislative
17 intent.

If the answer is yes to any of the above questions, then a fiscal note must be attached to the board bill. Complete Section B of the form below.

SECTION B

- Does the bill require the construction of any new physical facilities? ___Yes ___No

- If yes, describe the facilities and provide the estimated cost:

- Is the bill estimated to have a direct fiscal impact on any city department or office? ___Yes ___No

- If yes, explain the impact and the estimated cost:

- Does the bill create a program or administrative subdivision? ___Yes ___No

- If yes, then is there a similar existing program or administrative subdivision?

- ___Yes ___No

- If yes, explain the how the proposed programs or administrative subdivisions may overlap:

- Describe the annual operating, equipment, and maintenance costs that would result from the proposed bill, as well as any funding sources:

Complete the chart below to list the total estimated expenditures required of the City resulting from the proposed board bill and any estimated savings or additional revenue.

Financial Estimate of Impact on General Fund			
Fiscal Impact	<u>Year 1 (current)</u>	<u>Year 2</u>	<u>Year 3</u>
Additional Expenditures	N/A	N/A	N/A
Additional Revenue	N/A	N/A	N/A
Net	N/A	N/A	N/A
Financial Estimate of Impact on Special Funds			
Fiscal Impact	<u>Year 1 (current)</u>	<u>Year 2</u>	<u>Year 3</u>
Additional Expenditures	N/A	N/A	N/A
Additional Revenue	N/A	N/A	N/A
Net	N/A	N/A	N/A

- Describe any assumptions used in preparing this fiscal note:

- List any sources of information (including any City officials, agencies, or departments) used in preparing this fiscal note:

- Have the financial estimates of this bill been verified by the City Budget Division?
 Yes No

○ If yes, by whom? _____ .