
5.8 DEPARTMENT OF TRANSPORTATION SECTION 4(F) LANDS AND LAND AND WATER CONSERVATION FUND SECTION 6(F) LANDS

This section of the EIS discusses the potential effects on Department of Transportation (DOT) Section 4(f) resources as a result of the alternatives under consideration, including the No Action Alternative. Additionally, this section discusses the potential effects on Section 6(f) Land and Water Conservation (LAWCON) resources. DOT Section 4(f) lands include publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance or land from an historic site of national, State, or local significance. Section 6(f) refers to lands that are purchased and/or maintained with LAWCON funds for public recreation purposes.

As noted in this section, the proposed Build Alternatives would all adversely affect Section 4(f) and Section 6(f) properties. Therefore, the FAA has produced an official Section 4(f)/6(f) Evaluation. The Draft Section 4(f)/6(f) Evaluation was made available for public comments on May 20, 2005. The comment period ended on July 5, 2005, and the Final Section 4(f)/6(f) Evaluation is included in **Appendix L** of this Final EIS. Comments received on the Draft Section 4(f)/6(f) Evaluation have been incorporated into the Section 4(f)/6(f) Evaluation, where appropriate. This section summarizes the information from the Final Section 4(f)/6(f) Evaluation.

5.8.1 Background and Methodology

The purpose of the Final Section 4(f) and 6(f) Evaluation is to: (1) identify and evaluate the potential impacts to Section 4(f) and 6(f) resources that would result from implementation of the proposed action; (2) complete a review to determine if any feasible and prudent alternative to the project exists; and (3) identify that all possible steps have been taken to minimize such adverse effect. The Section 4(f)/6(f) Evaluation, included in **Appendix L**, addresses both direct and indirect impacts to applicable recreational/park and historic properties in the EIS study area.

This section describes the applicable Federal regulations, thresholds of significant impact for consideration of the effects on Section 4(f) and Section 6(f) resources, and the methodologies used in this EIS to assess such impacts.

5.8.1.1 Regulatory Context

Section 4(f) Lands

Section 4(f) legislation,¹ as established under the U.S. Department of Transportation Act of 1966, states:

¹ As part of an overall recodification of the DOT Act, Section 4(f) was amended and codified in 49 U.S.C. Section 303(c).

The Secretary may approve a transportation program or project (other than any project for a park road or parkway under section 204 of title 23) requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site)] only if—

- (1) there is no prudent and feasible alternative to using that land; and
- (2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

As noted above, this legislation provides for the protection of certain publicly-owned lands, including public parks, recreation areas, wildlife and waterfowl refuges of national, state, or local significance, and the protection of any land of a historic site of national, state, or local significance. Programs or projects requiring the use of Section 4(f) lands will not be approved by the FAA unless there is no prudent and feasible alternative to the use of such land, and such programs include all possible planning to minimize harm resulting from the use. FAA must also address properties listed on or eligible for listing on the National Register of Historic Places (NRHP) in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966.

5.8.2 DOI Section 6(f) Lands

Special procedures are also required when development would affect lands purchased or developed using Department of the Interior (DOI) Land and Water Conservation Fund Act (LAWCON) monies. Section 6(f) of the LAWCON Act of 1965 (Public Law 88-578), codified at Title 16 U.S. Code, Section 4601-8(f)(3), commonly referred to as “Section 6(f),” states:

No property acquired or developed with assistance under this section shall, without the approval of the Secretary [of the Interior], be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.

The authority to approve Section 6(f) conversions has been delegated to the Regional Directors of the National Park Service (NPS). As a prerequisite to conversion approval, the FAA must demonstrate to the DOI that it has satisfactorily completed the Section 4(f) process. Additionally, the FAA must provide its Section 4(f) findings to the DOI so that it can make the requisite Section 6(f) findings. Part of the Section 4(f) process requires the examination of prudent and feasible alternatives to using the land and the development of all possible planning measures to minimize harm to the Section 6(f) recreational facility or area resulting from the use. Similarly, one of the prerequisites that must be met before NPS will consider the conversion request is that “all practical alternatives to the proposed conversion have been evaluated.”²

² 36 C.F.R. § 59.3

5.8.2.1 Thresholds of Significance

Section 4(f)

FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* (Appendix A, 6.3) states the following:

6.3 SIGNIFICANT IMPACT THRESHOLDS. A significant impact would occur pursuant to NEPA when a proposed action either involves more than a minimal physical use of a section 4(f) property or is deemed a "constructive use" substantially impairing the 4(f) property, and mitigation measures do not eliminate or reduce the effects of the use below the threshold of significance (e.g., by replacement in kind of a neighborhood park). Substantial impairment would occur when impacts to section 4(f) lands are sufficiently serious that the value of the site in terms of its prior significance and enjoyment are substantially reduced or lost. If there is a physical or constructive use, FAA is responsible for complying with section 4(f) even if the impact is less than significant for NEPA purposes.

FAA Order 1050.1E also provides further information as to what constitutes a physical taking or a constructive use.

6.2e. When there is an actual physical taking of lands being used for park or other purposes in conjunction with a project, there is generally no latitude for judgment regarding 4(f) applicability. Use within the meaning of section 4(f) includes not only actual physical takings of such lands but also adverse indirect impacts (constructive use) as well. When there is no physical taking, but there is the possibility of constructive use, the FAA must determine if the impacts would substantially impair the 4(f) resource...

6.2f. Substantial impairment occurs only when the activities, features, or attributes of the resource that contribute to its significance or enjoyment are substantially diminished. A project which respects a park's territorial integrity may still, by means of noise, air pollution, or otherwise, dissipate its aesthetic value, harm its wildlife, defoliate its vegetation, and take it in every practical sense. For section 4(f) purposes, the impairment must be substantial. With respect to aircraft noise, for example, the noise must be at levels high enough to have negative consequences of a substantial nature that amount to a taking of a park or portion of a park for transportation purposes...

Section 6(f)

For purposes of this EIS, a significant impact may occur if any 6(f) properties would be converted to other than public recreation uses as a result of the proposed action. FAA Order 1050.1E provides some guidance concerning Section 6(f) property.

Replacement satisfactory to the Secretary of the Interior (DOI) is specifically required for recreation lands aided by the DOI's Land and Water Conservation Fund and for certain other lands falling under the jurisdiction of the DOI. The environmental document shall include evidence of concurrence or efforts to obtain concurrence of appropriate officials having jurisdiction over such land regarding actions proposed to minimize harm.

5.8.2.2 Methodologies

To determine the applicability of Section 4(f) lands within the EIS study area, a comprehensive inventory and evaluation of several factors pertinent to the parks, locally important historic sites, and historic properties was conducted and evaluated with regard to the proposed action.

Airport development can impact or "use" Section 4(f) lands either directly or indirectly. Each Section 4(f) and 6(f) land was evaluated for potential direct and indirect impacts associated with the implementation of Build Alternatives C, D, and G. The potential impact criteria evaluated for each site included direct impacts (land acquisition) and indirect impacts (changes in access, visual impacts, air pollution, water pollution, and noise), both of which could "use" the lands under Section 4(f). Both direct impacts and indirect impacts (constructive use) are further defined in the following paragraphs.

Direct Impacts

Direct impacts or "use" refers to direct physical impacts to park resources, such as a physical taking or acquisition of Section 4(f) land for incorporation into a proposed project. For example, acquiring and developing a portion of a park to build a transportation improvement would be considered a "use". Consequently, the use of the property would be changed from park and recreation use to some other use. For the purposes of this evaluation, each park/recreational resource and historic site was evaluated to identify those lands that would be directly impacted by the proposed action.

In determining direct impacts, each resource was evaluated for its proximity to the proposed Build Alternatives to determine whether or not property acquisition would be required. If the resource would be located within the area of proposed acquisition for each Build Alternative, it would be directly impacted. Aerial photography and Geographic Information System (GIS) base mapping combined with preliminary plan and profile sheets for the proposed improvements were used in the analysis to determine the extent of land acquisition and the potential impacts.

Indirect Impacts

Several criteria have been identified to determine indirect impacts (constructive use) to the Section 4(f) lands. "Use" within the context of Section 4(f) includes not only actual physical taking of such lands but also indirect impacts as well. Indirect impacts, termed "constructive use", do not incorporate land from a Section 4(f) resource, but due to the proximity impacts of the project, the activities, features, or attributes of the site's vital functions are substantially impaired. Such substantial impairment occurs only when the activities, features, or attributes of the resource that contribute to its significance or enjoyment are substantially diminished. For example, a significant increase in noise levels at a park due to a transportation project may represent a constructive use if the noise impact would substantially impair the values of that park, even though the park property is not directly affected through acquisition or physical development.

The definition of constructive use adopted for this study is based on FAA Order 1050.1E Appendix A, Paragraph 6.2f, which states:

Substantial impairment occurs only when the activities, features, or attributes of the resource that contribute to its significance or enjoyment are substantially diminished. A project which respects a park's territorial integrity may still, by means of noise, air pollution, or otherwise, dissipate its aesthetic value, harm its wildlife, defoliate its

vegetation, and take it in every practical sense. For section 4(f) purposes, the impairment must be substantial. With respect to aircraft noise, for example, the noise must be at levels high enough to have negative consequences of a substantial nature that amount to a taking of a park or portion of a park for transportation purposes.

The Section 4(f)/6(f) Evaluation, in **Appendix L**, outlines each of the impact criteria evaluated for indirect impacts, including changes in access, visual impacts, air pollution (including an analysis of particulate matter 2.5 microns or less in size), water pollution, and noise. As discussed in the Evaluation, a review was conducted of the indirect impacts of the alternatives on the Section 4(f) resources, and noise was identified as the only potential indirect impact. See **Appendix L** for the complete analysis of indirect impacts.

Suggested guidelines for evaluating land use compatibility with noise exposure were developed by the Federal government and adopted by FAA (based on 14 CFR Part 150). The FAA's noise compatibility guidelines generally identify three thresholds of noise levels (65, 70, and 75 DNL, with some provisions for higher levels if structures, such as an incompatible use: auditoriums, or museums can be soundproofed) applicable to parks/recreational resources and historic sites, depending on the types of activities that occur at the site. These guidelines were used to determine acceptable noise levels over the Section 4(f) lands identified in this document.

Following accepted FAA guidelines and methodologies, noise contours for each of the Build Alternatives were plotted and compared with the GIS database of Section 4(f) and Section 6(f) locations. Modeled noise levels were compared with FAA land use compatibility guidelines to determine potential impacts. Those resources projected to experience noise levels in excess of FAA criteria were determined to be indirectly impacted by the project. **Table 5.8-1** identifies the applicable land use compatibility noise level for each Section 4(f) resource. Based on the noise contours for each Build Alternative for the Build Out + 5 phase, an analysis of whether or not each resource would be compatible with the projected noise levels was conducted. For those resources where incompatible noise levels are predicted, further analysis was then conducted to determine if there would be a substantial impairment on the resource that would constitute a constructive use.

As noted in FAA guidance, a constructive use noise impact could occur where "the noise [is] at levels high enough to have negative consequences of a substantial nature that amount to a taking of a park or portion of a park for transportation purposes." While the FAA's NEPA guidance notes that a significant impact can occur with a 1.5 DNL noise level increase to a noise sensitive land area within the 65 DNL and greater noise exposure, the evaluation of a possible constructive use or substantial impairment is based on the potential land use conflicts specifically related to the use of the Section 4(f) resource. For example, while an incompatible noise level on a residence that is identified as a site of local historical importance may not be a constructive use, the potential mitigation through sound insulation could cause a constructive use impact if the mitigation would alter the components of the structure that characterize its historic significance.

Consideration of the range of reasonable alternatives to the proposed airport improvements was made through the EIS process. Federal regulations at 40 CFR 1502.14(a) require that the EIS identify and evaluate all reasonable alternatives that might accomplish the objectives of a

proposed project. More information regarding the Alternatives can be found in **Chapter 3** of the EIS and in **Appendix L**, which is herein incorporated by referenced in this Evaluation.

5.8.3 Baseline Conditions

Table 5.8-1 includes a list of the 117 parks/recreational resources, 134 locally important historic sites, and the 13 sites that are on or potentially eligible for the National Register of Historic Places. **Exhibits 5.8-1** through **5.8-9** depict the locations of the Section 4(f)/6(f) resources in the project study area.

To identify locally important historic sites, a background documents and literature search was conducted on historical, architectural and cultural properties within the vicinity of O'Hare. This existing data were reviewed in conjunction with field photograph reconnaissance. The data were analyzed to determine the potential environmental consequences to each Site of Historic Interest.

The background documentary and literature search was compiled from a number of resources. These sources include:

- National Historic Landmarks
- National Register of Historic Places
- Illinois - State Register of Historic Places
- Certified Local Governments consulted for recognized local community preservation groups and listings of locally recognized historic properties
- 1971-1975 County Landmark Survey housed at IHPA includes properties that IHPA surveyors thought had countywide historical significance (It is important to note that these are not county-designated properties)
- 1974-1975 Sprague Survey housed at IHPA
- IHPA historic site files, which are a collection of folders in which miscellaneous material about various historic properties are collected from over the years.
- Local municipal historical societies were contacted to obtain lists of locally important sites of historic interest. See **Attachment L-5** of **Appendix L** for a copy of the Correspondence Log that documents the contact information from the local municipal historical societies.
- Supplemental data submitted by representatives of St. John's United Church of Christ, Rest Haven Cemetery Association, Village of Bensenville, and Elk Grove Village. See **Attachment L-2** in **Appendix L**.

Table L-6 in **Appendix L** lists the 151 sites that were identified by the sources above. Of the 151 sites, 17 were found as: 1) sites that had been demolished since publication of the source, 2) duplicates of other sites, and 3) incorrect address (sites could not be located). This list was then narrowed to 134 possible locally important sites. Of the 134 sites, these lands consist of:

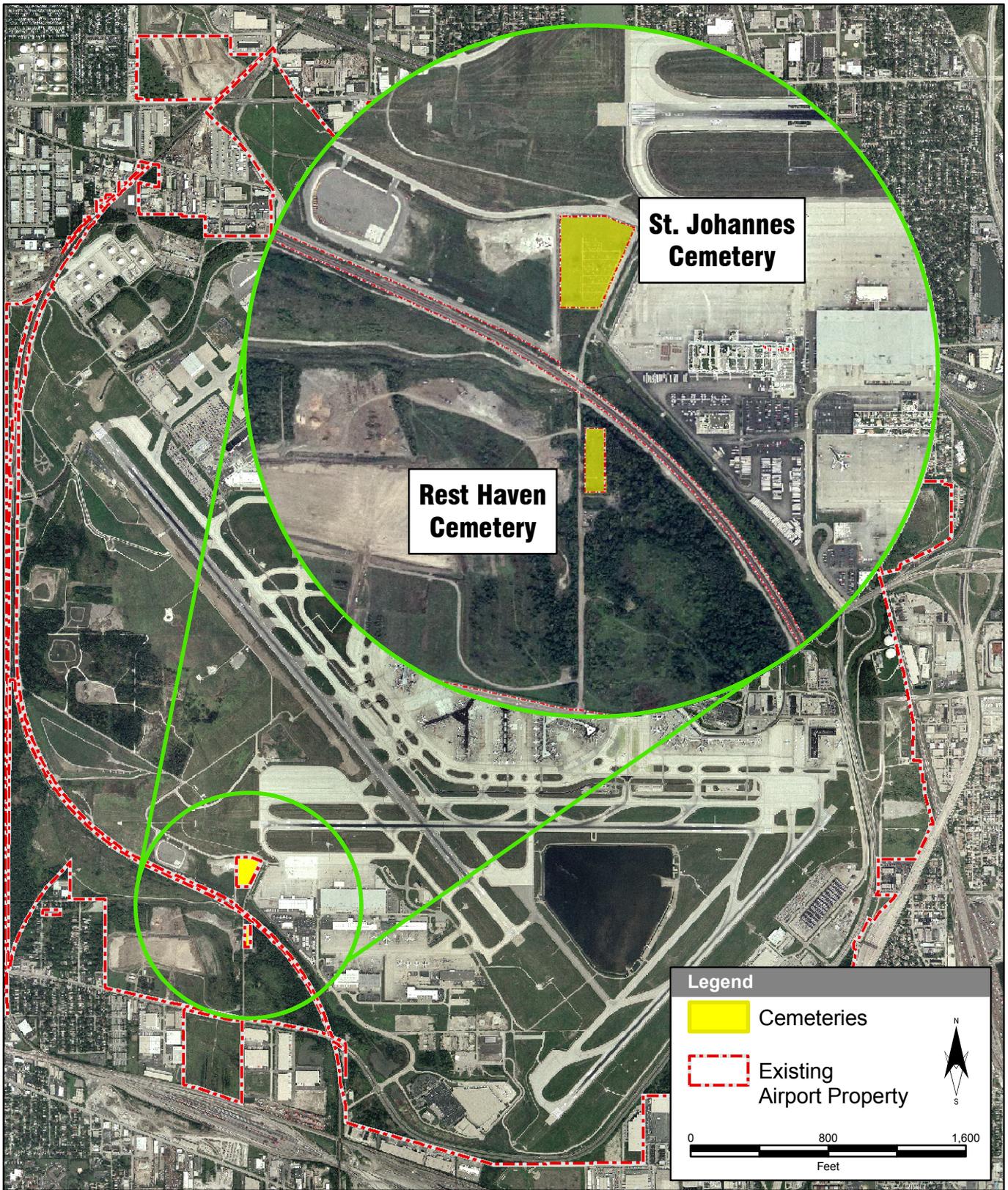
- 2 churches (Peace Church LS-57 and St. John's United Church of Christ LS-62)
- 2 schools (Tioga School LS-79 and Chippewa School LS-88)
- 3 museum-related uses (Bensenville's railroad monument LS-66 in Veteran's Park, Korthauer Log House LS-86, and Elk Grove Park District Farmhouse Museum LSS-3)
- 1 memorial (Franzen's Mill Memorial LS-91)
- 1 cemetery (Elk Grove Cemetery)
- 6 commercial/retail buildings (Theater/Stores LS-58, Pease Church Manse LS-63, Janker's Building LS-90, LS-249, LS-289, LS-461)
- 119 residences (57 residences in Bensenville, 53 in Park Ridge, 3 in Schiller Park, 2 in WoodDale, 1 representing the Durocraft homes in Harwood Heights, and 3 in Elk Grove Village)

Based on the previously stated sources, as well as the recent supplemental data submitted by representatives of St. John's United Church of Christ, Rest Haven Cemetery Association, Village of Bensenville, and Elk Grove Village, the data indicate that there are 134 sites of local historic importance that the FAA considered relative to Section 4(f) eligibility in this Section 4(f) and 6(f) Evaluation. FAA has included the sites of local historic importance based on the Federal Highway Administration (FHWA) guidance which states:

If a historic site is determined not to be on or eligible for the National Register of Historic Places, but an official (such as the Mayor, President of the local historic society, etc.) provides information to indicate that the historic site is of local significance, FHWA may apply Section 4(f).

Consideration was given by FAA as to the application of Section 4(f) to these lands and possible impacts of the proposed Build Alternatives. **Table 5.8-1** identifies the estimated noise exposure associated with each locally important historic site. A comparison was then made to the FAA's land use compatibility guidelines to determine potential incompatible resources.

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Source: Aerial: Aerial Express, September 2002. Cemeteries: City of Chicago Land Acquisition Parcel Database, January 2004.

Chicago O'Hare International Airport

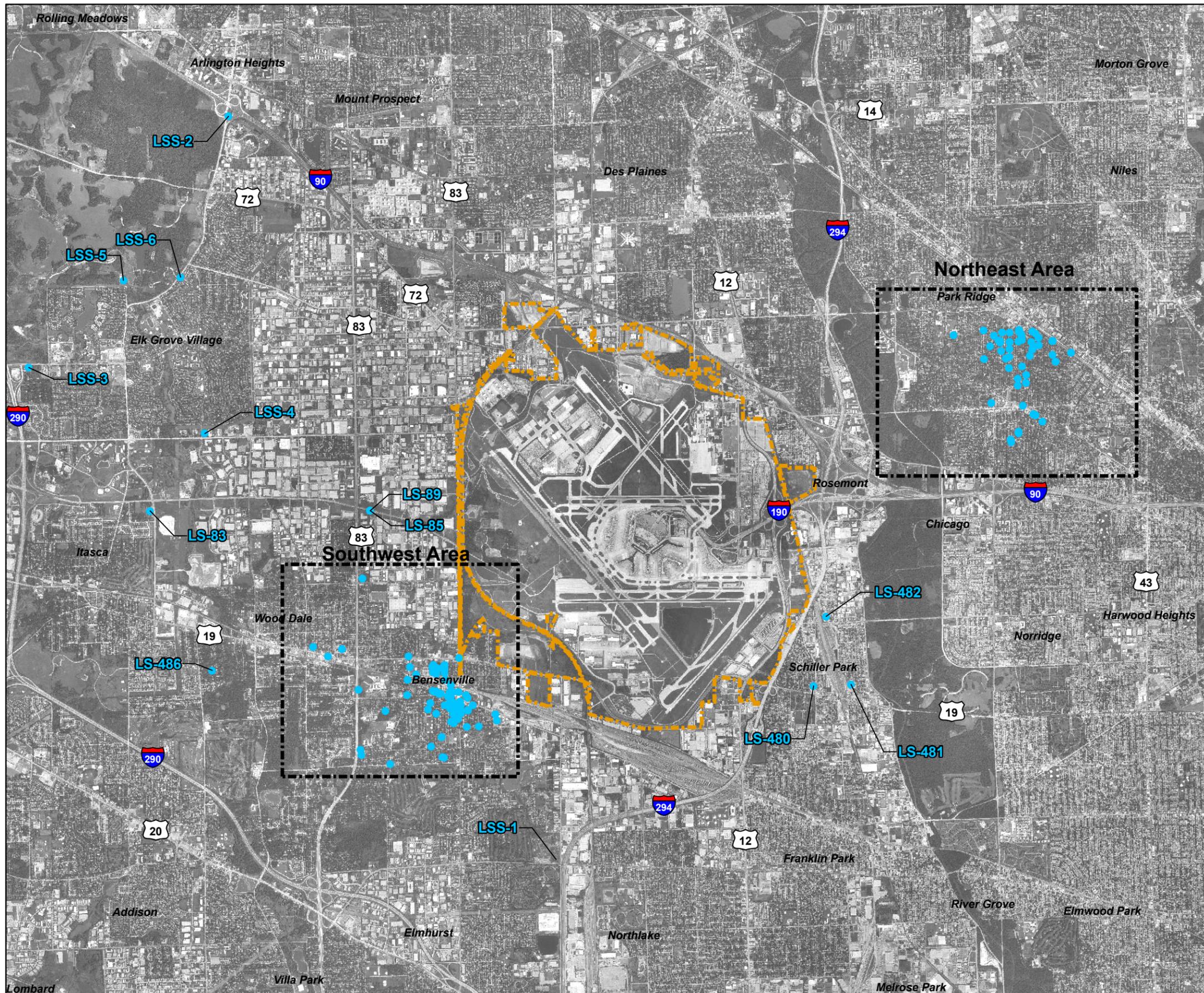
Cemetery Locations



O'Hare Modernization Section 4(f) and 6(f) Evaluation

► Exhibit 5.8-2

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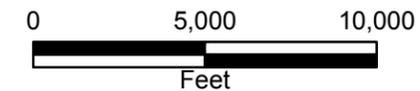
Source: Roads: ESRI, StreetMap, 2003. Local Sites: Archeological Research Inc. 2004



Chicago
O'Hare
International
Airport

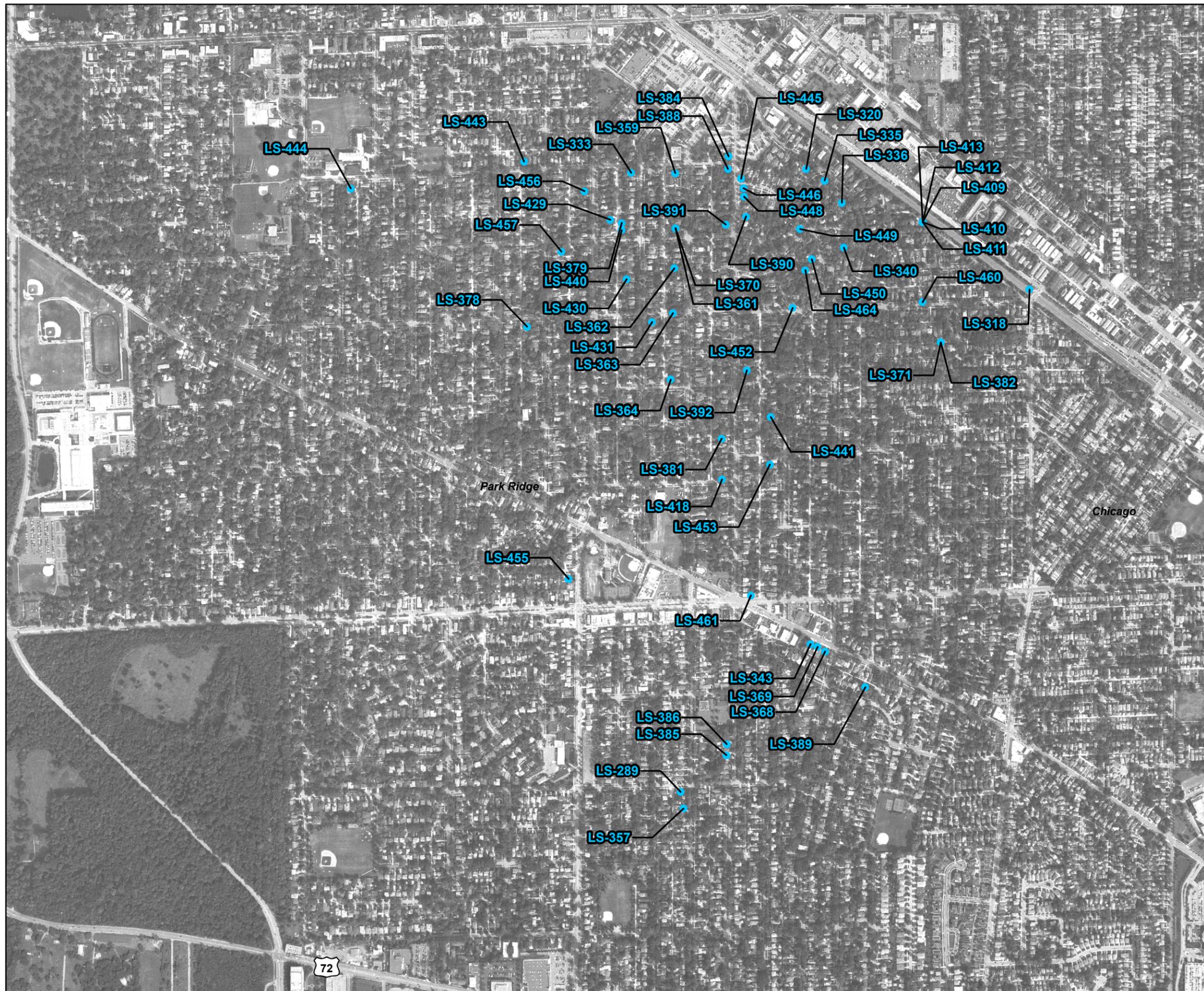
**O'Hare Modernization
Section 4(f) and 6(f) Evaluation**

- Locally Important Historic Sites
- Existing Airport Property



**Locally Important Historic Sites
in the Vicinity of O'Hare**

► Exhibit 5.8-3



Chicago

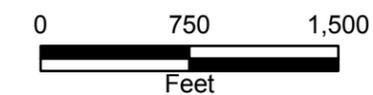
O'Hare

International

Airport

**O'Hare Modernization
Section 4(f) and 6(f) Evaluation**

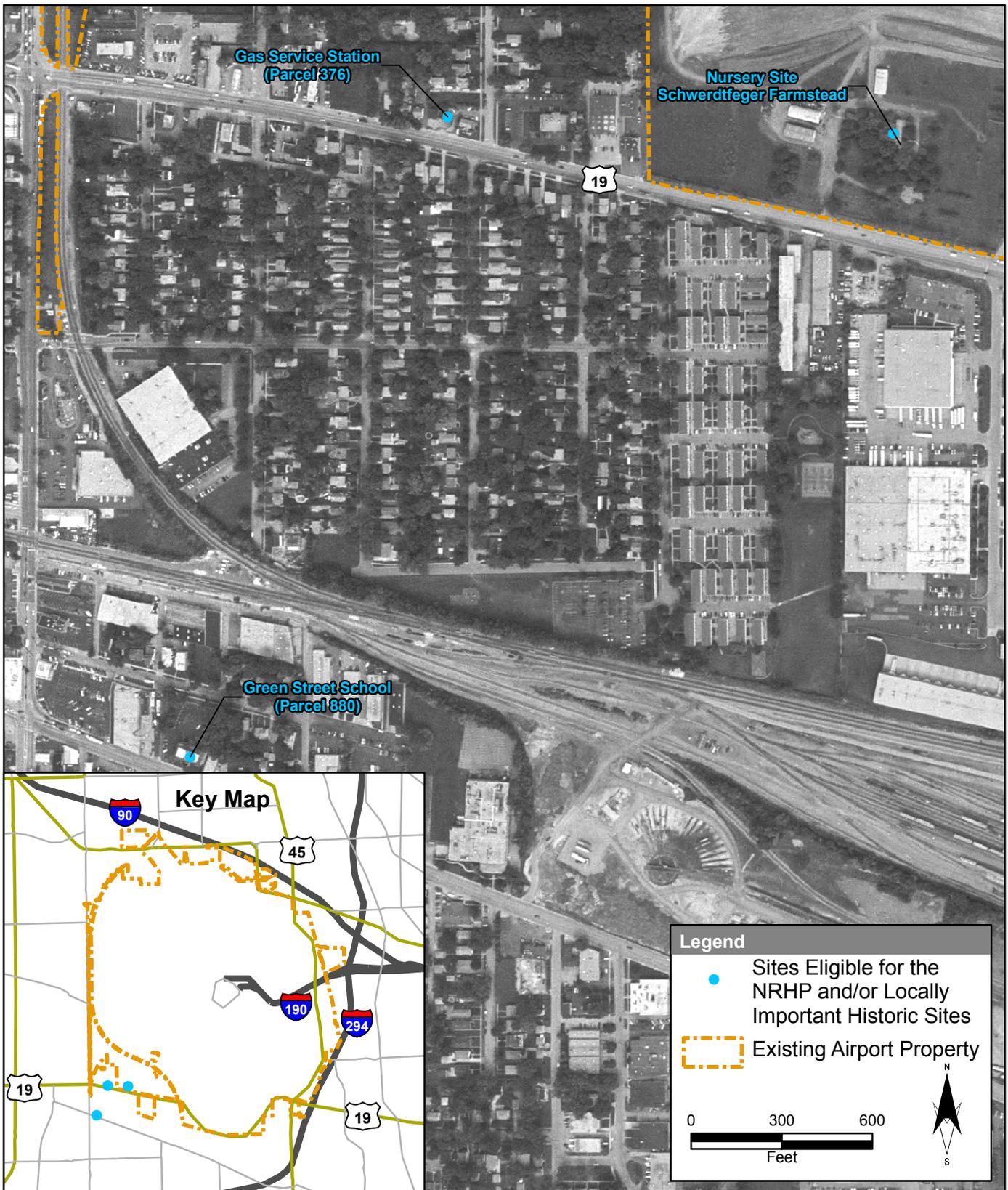
- Historic Sites on or Potentially Eligible for the NRHP



**Local Historic Sites
Northeast of O'Hare**

► Exhibit 5.8-5

Source: Roads: ESRI, StreetMap, 2003. Local Sites: Archeological Research Inc. 2004



Source: Archaeological Research Inc. 2004.



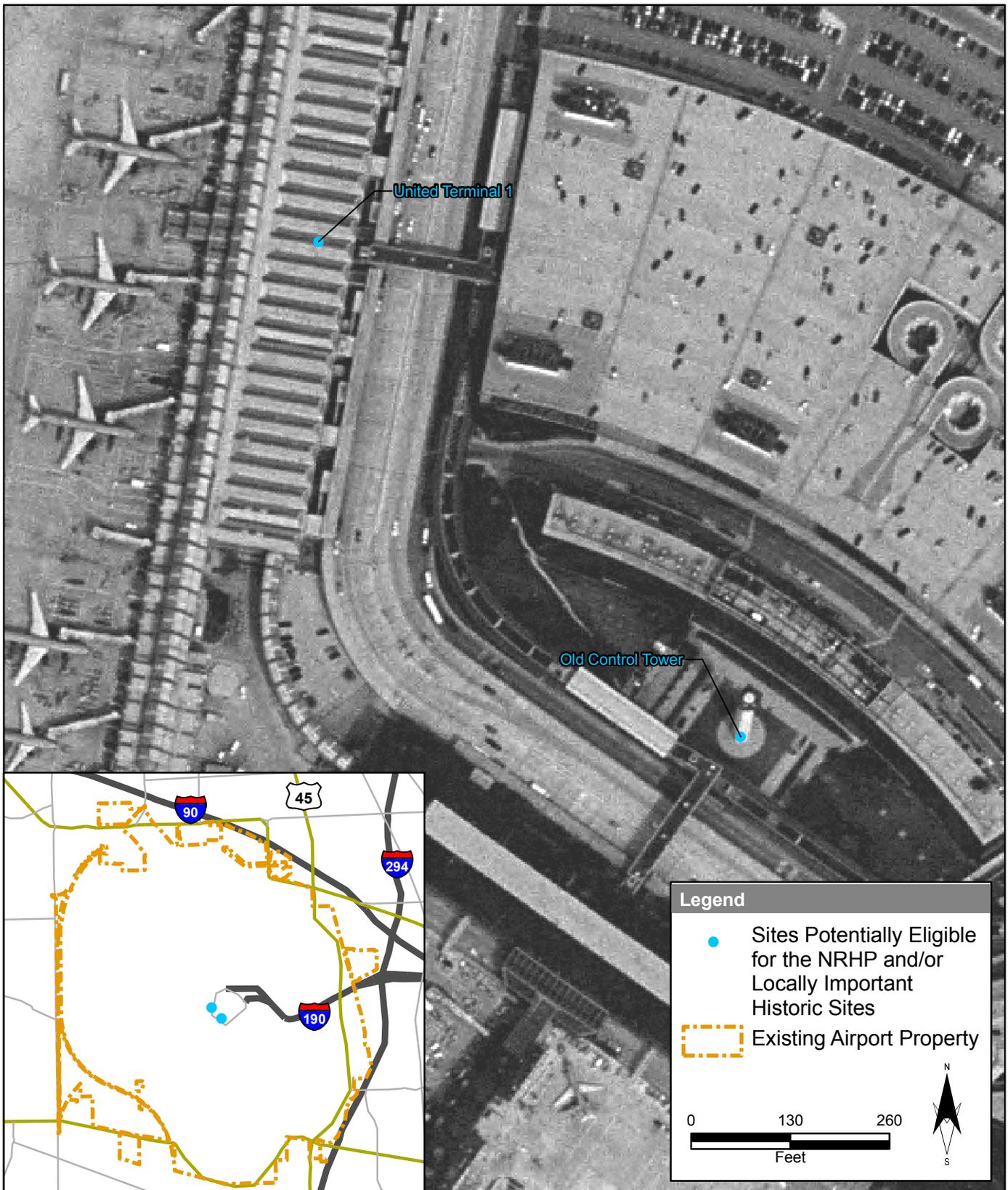
Chicago O'Hare International Airport

**O'Hare Modernization
Section 4(f) and 6(f) Evaluation**

**Gas Service Station,
Green St. School,
& Schwerdtfeger Farmstead**

► Exhibit 5.8-6

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Source: Archaeological Research Inc. 2004.



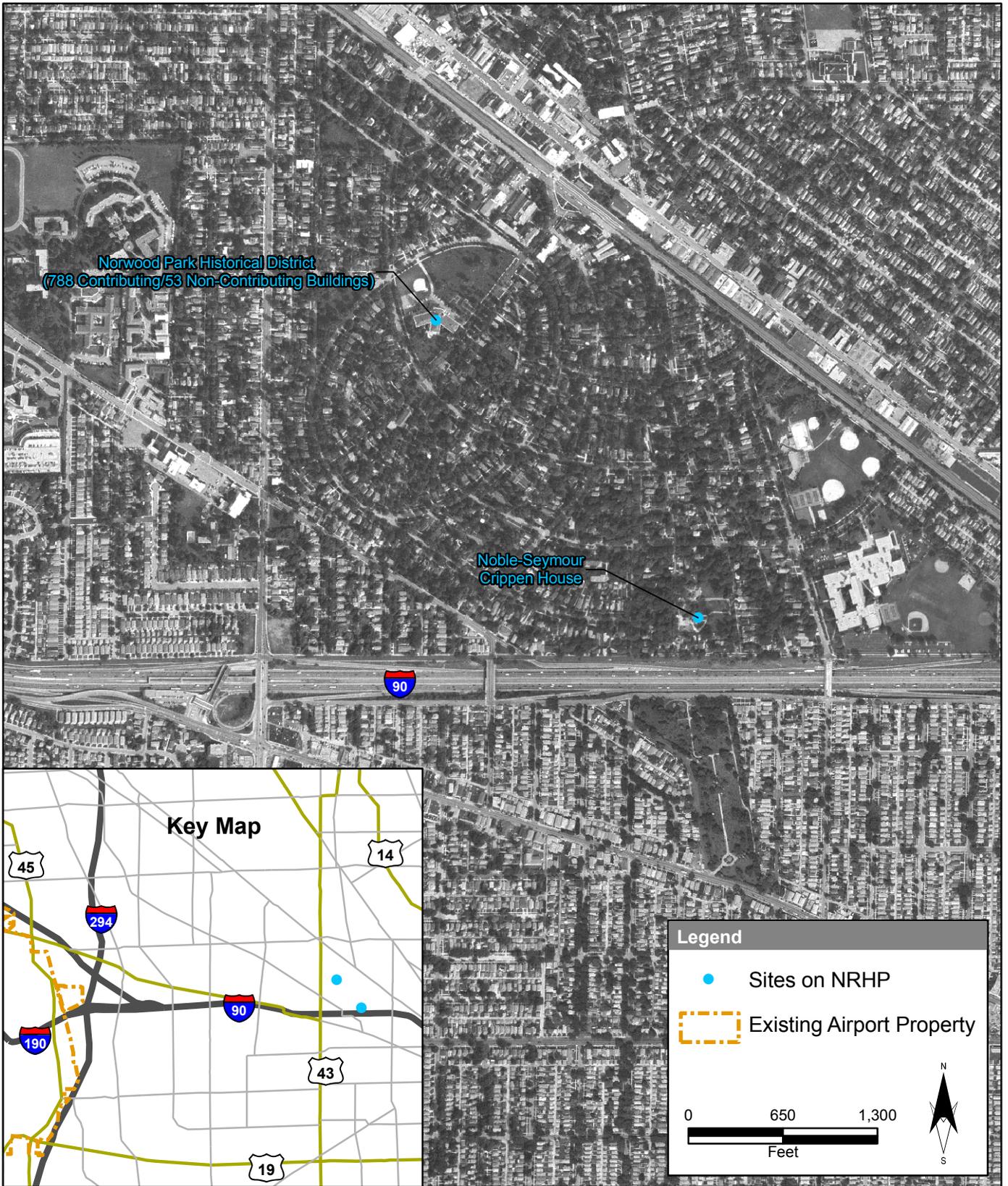
Chicago O'Hare International Airport

**O'Hare Modernization
Section 4(f) and 6(f) Evaluation**

**United Airlines Terminal 1
& the Old Control Tower**

► Exhibit 5.8-7

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Source: Archaeological Research Inc. 2004.



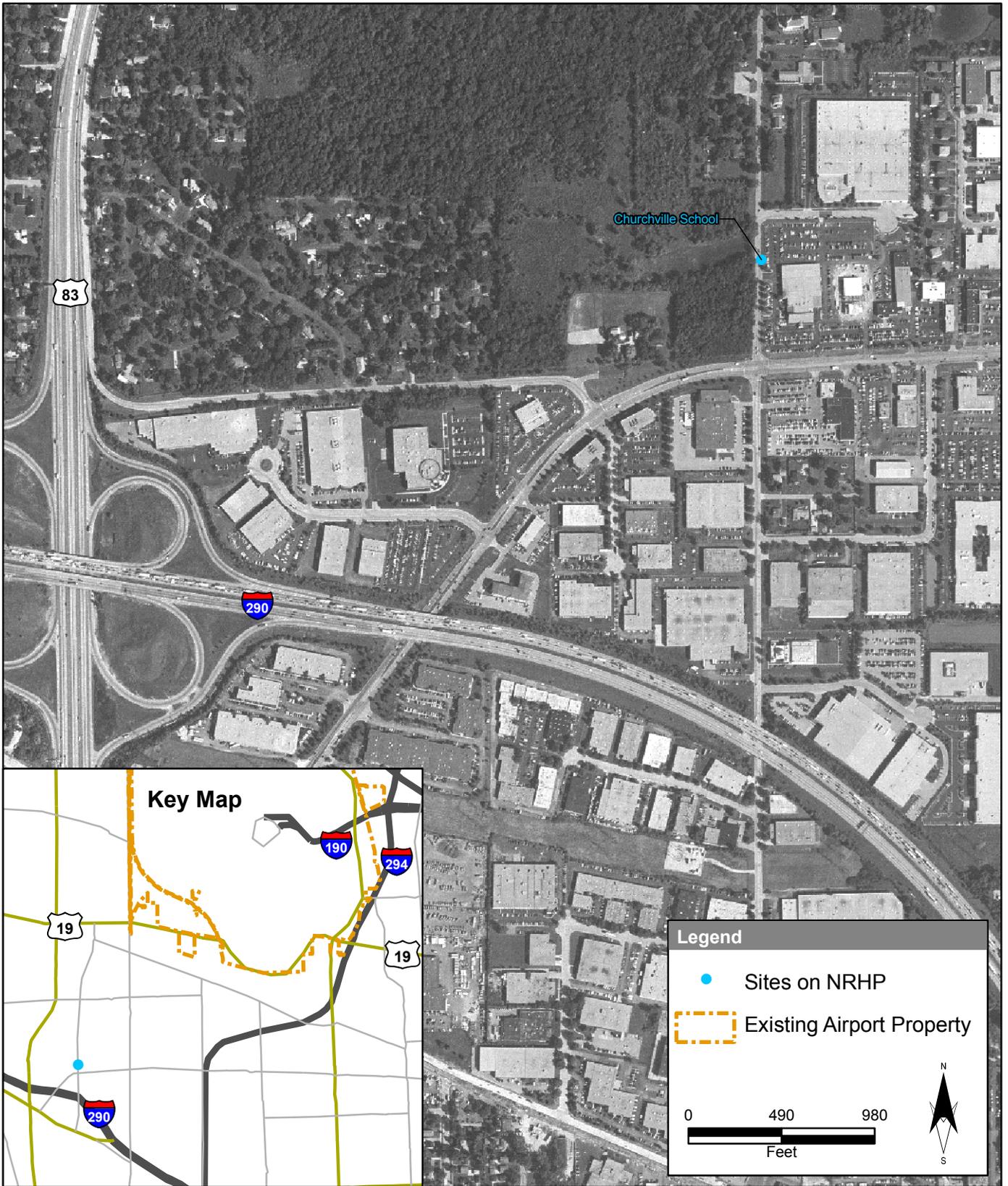
Chicago O'Hare International Airport

**O'Hare Modernization
Section 4(f) and 6(f) Evaluation**

**Norwood Park Historical District
& Noble Seymour-Crippen House**

► Exhibit 5.8-8

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Source: Archaeological Research Inc. 2004.



Chicago O'Hare International Airport

**O'Hare Modernization
Section 4(f) and 6(f) Evaluation**

Churchville School

► **Exhibit 5.8-9**

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5.8.4 Summary of Impacts

The proposed Build Alternatives (C, D, and G) would directly affect seven (7) Section 4(f) lands, and potentially indirectly affect one site eligible for the NRHP. All of the Build Alternatives would result in the acquisition and/or displacement of some parks and historic sites. A total of three parks (part of *Silver Creek/DuPage County Forest Preserve*, *Schuster Park*, and *Bretman Park*) would be acquired under all of the Build Alternatives. *Schuster Park* is the only 6(f) property located within the project area and is proposed for acquisition under all of the Build Alternatives.

Four historic sites on or potentially eligible for the NRHP would be displaced (requiring acquisition) by all three Build Alternatives. These include: *St. Johannes Cemetery*, *Rest Haven Cemetery*, *Gas Service Station*, and *Schwerdtfeger Farmstead*. These direct impacts would occur as the acquisition of land associated with each of the Build Alternatives is completed, which is anticipated prior to the end of Construction Phase II.

Sources identified 134 sites of local historical importance within the project area that could be affected by the proposed Build Alternatives. Based on the analysis conducted for this Section 4(f) and 6(f) Evaluation, none of these sites would be directly affected by the Build Alternatives, but were considered relative to indirect/potential constructive use impacts. A review was conducted of the indirect impacts of the alternatives on these lands, and noise was identified as the only potential indirect impact. As shown on **Table 5.8-1**, this evaluation showed that all three Build Alternatives could result in a constructive use impact to locally important historic sites. Alternative C would result in 45 locally important historic sites that would experience noise levels that would be incompatible with their use. Alternatives D and G would result in 23 locally important historic sites that would experience incompatible noise levels. While these noise levels are not anticipated to substantially impair the historic integrity of these structures, potential mitigation through sound insulation could affect or alter these structures. Potential mitigation measures, including specific sound insulation procedures are discussed later in this section. With proper mitigation techniques, no significant impacts to the local sites of historical importance are anticipated.

**TABLE 5.8-1
NOISE COMPATIBILITY OF SECTION 4(f) AND SECTION 6(f) LANDS-ALL
ALTERNATIVES**

Map ID	Description	Land Use					
		Compatibility Guideline by Use (DNL)	Existing Noise Level	Build Out + 5 No Action Alternative A	Build Out + 5 Alternative C	Build Out + 5 Alternative D	Build Out + 5 Alternative G
Historic Properties							
HP-1	Churchville School	65	53.8	54.3	57.2	54.7	54.8
HP-2	Norwood Park Historical District	65	55.9	58.2	64.0	64.1	64.2
HP-3	Noble-Seymour-Crippen House	65	57.8	60.0	64.6	64.6	64.7
HP-4	Green Street School (Commercial Property)	70	58.5	61.3	65.6	62.8	62.9
HP-5	Gas Service Station (vacant)	NA	58.4	60.2			
HP-6 (a)	Rest Haven Cemetery	85	65.6	68.5			
HP-7 (a)	St. Johannes Cemetery	85	73.5	74.8			
HP-8 (a)	United Terminal 1 and CTA Transfer Station	NA	65.3	64.9	66.1	66.5	66.1
HP-9 (a)	Old Control Tower	NA	65.3	64.8	65.9	66.2	65.8
HP-10 (a)	Schwerdtfeger Farmstead (vacant)	NA	62.7	65.7			
HP-11	Wingert House	65	55.1	54.6	59.5	60.0	59.5
HPN-24	Old Edgebrook District	65	53.5	55.2	60.7	60.7	60.8
HPN-4	Chicago & NW Depot	75	54.6	56.0	61.2	61.4	61.4
Parks							
FP-1	Elk Grove Forest Preserve (Salt Creek West)	75	NA	55.4	55.7	55.5	55.3
FP-2	Elk Grove Forest Preserve (Salt Creek East)	75	NA	56.5	56.9	57.0	56.6
FP-3	Silver Creek (DuPage County Forest Preserve)	75	NA	69.6			
FP-4	Ned Brown Forest Preserve	75	NA	56.8	56.9	57.0	63.7
P-1	Bretman Park	75	59.3	62.3			
P-2	DiOrio Park	75	57.3	59.7	64.0	60.9	60.9
P-3	Kremples Park	75	NA	57.7	57.6	55.9	56.1
P-4	Lions Park	75	57.9	60.6	65.0	62.1	62.2
P-5	Pines Park	75	55.4	56.8	60.5	57.5	57.5
P-6	Poplar Park	75	63.9	64.5	69.2	69.5	69.4
P-7	Rose Park	75	NA	57.4	57.0	55.2	55.5
P-8	Schuster Park (6(f) Property)	75	59.9	63.1			
P-9	Sunrise Park	75	58.1	59.7	61.2	59.4	59.6
P-10	Sunset Park	75	58.1	61.0	65.1	63.1	63.1
P-11	Varble Park/Water Park & Golf Waters Grove	75	56.9	58.9	62.4	61.5	61.5
P-12	Locomotive Museum at	65	59.8	62.3	66.7	66.4	66.4

**TABLE 5.8-1
NOISE COMPATIBILITY OF SECTION 4(f) AND SECTION 6(f) LANDS-ALL
ALTERNATIVES**

Map ID	Description	Land Use					
		Compatibility Guideline by Use (DNL)	Existing Noise Level	Build Out + 5 No Action Alternative A	Build Out + 5 Alternative C	Build Out + 5 Alternative D	Build Out + 5 Alternative G
	Veteran's Park						
P-13	Woodcrest Park	75	53.9	56.3	59.9	60.2	60.2
P-14	Woodside Park	75	55.0	57.1	60.1	59.8	59.8
P-15	Grandparents Park	75	61.8	61.3	63.9	64.0	64.0
P-16	Mulberry Point Park	75	56.7	59.1	65.0	65.0	65.1
P-17	Myrtle Point Park	75	54.7	55.8	61.1	61.2	61.3
P-18	Norwood Circle Park	75	56.1	58.3	64.3	64.4	64.5
P-19	Norwood Park	75	57.2	59.6	64.7	64.7	64.8
P-20	Oriole Park	75	59.7	60.5	64.7	64.8	64.8
P-21	Summerdale Park	75	59.4	59.2	61.1	61.2	61.3
P-27	Seminole Park	75	60.1	58.7	59.9	60.6	59.5
P-29	Salt Creek Park	75	55.0	56.1	60.4	60.6	60.6
P-30	Andrews Park	75	58.0	57.5	57.5	57.4	58.0
P-31	Appleseed Park	75	56.8	57.0	56.9	56.8	56.8
P-32	Community Athletic Fields	75	58.3	59.7	60.0	59.9	58.3
P-33	Audubon Park	75	59.1	57.7	58.7	59.0	58.5
P-34	Bartrum Park	75	59.7	58.0	58.5	58.5	58.3
P-35	Burbank Park	75	59.5	58.4	59.4	60.0	59.6
P-36	Fairchild Park	75	60.5	59.2	60.2	60.7	60.3
P-37	Lions Park (Rainbow Falls	75	57.7	56.6	57.1	57.2	56.8
P-38	Muir Park	75	61.1	60.2	60.7	60.8	60.8
P-39	Olmstead Park	75	58.6	57.6	59.6	60.5	59.6
P-40	Osborn Park	75	NA	62.2	57.3	57.1	57.1
P-41	Sanders Park	75	NA	58.5	58.6	58.5	58.4
P-42	Udall Park	75	NA	63.9	59.6	59.3	59.2
P-54	Benson Park	75	55.6	55.3	57.0	56.8	56.9
P-56	Country Club Park	75	58.7	58.0	59.7	59.7	59.7
P-57	Franzen Park	75	56.9	56.2	58.1	58.2	58.2
P-59	Schiller Park	75	63.4	62.8	64.8	64.8	64.9
P-62	Brickton Park	75	58.2	59.5	66.1	66.3	66.3
P-63	Centennial Park	75	57.5	54.7	57.9	58.6	57.7
P-64	Jaycee Park	75	56.4	57.5	63.6	63.8	63.8
P-65	Southwest Park	75	58.5	59.5	65.2	65.5	65.5
P-66	Fairview Park	75	68.3	67.1	67.1	68.1	67.4
	Kennedy Park/ Memorial						
P-67	Pool	75	59.5	62.5	63.0	60.2	59.7
P-68	North Village Park	75	69.3	68.3	70.9	71.2	70.8
	Wm. M. Dooley Memorial						
P-70	Park	75	64.8	66.3	67.5	67.4	67.0
P-72	Central Park	75	66.9	66.5	69.4	69.3	69.4
P-73	Wood Dale Community Park	75	61.8	61.4	63.6	63.6	63.6

**TABLE 5.8-1
NOISE COMPATIBILITY OF SECTION 4(f) AND SECTION 6(f) LANDS-ALL
ALTERNATIVES**

Map ID	Description	Land Use					
		Compatibility Guideline by Use (DNL)	Existing Noise Level	Build Out + 5 No Action Alternative A	Build Out + 5 Alternative C	Build Out + 5 Alternative D	Build Out + 5 Alternative G
P-74	Lionwood Park	75	59.1	59.6	63.7	63.9	63.9
P-75	Veteran's Memorial Park	75	61.5	61.6	65.0	65.2	65.2
P-76	White Oak Park	75	55.3	57.0	61.9	62.1	62.0
P-77	Wood Dale Water Park	75	62.5	62.6	66.0	66.2	66.1
PX-25	Brooks Park	75	53.8	51.2	55.9	56.6	55.9
PX-27	Athletic Fields	75	54.8	52.5	61.3	61.8	61.5
PX-29	Gladstone Park	75	56.9	57.6	60.6	60.6	60.8
PX-32	Indian Road Park	75	53.5	54.9	59.6	59.8	59.7
PX-34	Monument Park	75	54.9	52.7	61.3	61.8	61.4
PX-39	Olympia Park	75	54.9	53.1	59.8	60.3	59.8
PX-41	Pleasant Point Park	75	53.9	53.0	58.6	59.1	58.6
PX-43	Rosedale Park	75	55.1	57.3	63.0	63.1	63.2
	Addison Community Park						
PX-73	East	75	52.8	54.7	58.8	59.2	59.2
PX-79	Burbank Park	75	59.5	58.3	59.4	60.0	59.6
PX-88	Jay Cee Park	75	58.2	57.3	59.1	60.0	59.1
PX-97	Morton Park	75	59.1	58.0	60.6	61.8	60.7
PX-103	Roosevelt Park	75	58.2	57.2	58.4	59.0	58.6
PX-167	Cumberland Prairie Park	75	56.1	55.2	57.5	58.0	57.4
PX-168	Hinckley Park	75	55.9	53.6	55.2	55.5	54.7
PX-192	South Park	75	55.7	55.6	59.9	60.4	59.7
PX-193	Terrace Park	75	NA	64.6	63.3	63.1	63.1
PX-194	Redmond Park	75	NA	60.2	58.1	57.3	57.7
	Veteran's Park West -						
PX-195	Bensenville City Park	75	NA	62.1	66.6	66.5	66.5
	Bensenville Library Garden						
PX-196	of Knowledge	75	NA	59.7	63.3	62.1	62.1
PX-197	Library District Park	75	NA	59.7	63.3	62.1	62.1
PX-198	Palm-Breiter Park	75	NA	58.6	62.3	60.2	60.2
PX-199	Veterans Memorial Park	75	NA	56.8	59.4	60.7	59.7
PX-200	Hanson Park	75	NA	55.0	57.3	57.8	57.5
PX-201	Village Green	75	NA	56.4	59.1	60.3	59.4
	Elk Grove Park District (Salt						
PX-202	Creek Placid Ave)	75	NA	58.5	59.9	60.7	60.0
PX-203	Debra Park	75	NA	53.7	56.9	57.9	57.2
PX-204	Johnson Park	75	NA	54.6	57.6	58.4	57.8
	Majewski Metro Park in Des						
PX-205	Plaines	75	NA	63.8	58.0	59.9	59.8
PX-206	MWRD Preservation Area	75	NA	62.4	60.2	59.6	59.6
PX-207	Salt Creek Golf Club	75	NA	58.8	61.6	61.9	61.9

**TABLE 5.8-1
NOISE COMPATIBILITY OF SECTION 4(f) AND SECTION 6(f) LANDS-ALL
ALTERNATIVES**

Map ID	Description	Land Use					
		Compatibility Guideline by Use (DNL)	Existing Noise Level	Build Out + 5 No Action Alternative A	Build Out + 5 Alternative C	Build Out + 5 Alternative D	Build Out + 5 Alternative G
PX-208	SBL Park	75	NA	57.8	59.3	59.5	59.5
PX-209	Marshall Field	75	NA	56.2	58.0	58.9	58.1
PX-210	Salt Creek Field	75	NA	57.7	60.3	61.5	60.5
PX-211	Woodland Meadows	75	NA	54.1	57.1	58.1	57.3
PX-212	Huntington Park (Chase)	75	NA	55.0	57.8	58.6	58.0
PX-213	Ridge Park (Field)	75	NA	57.3	58.0	58.0	57.8
PX-214	Hattendorf Park (Al Hattendorf Center)	75	NA	57.9	59.5	60.3	59.5
PX-215	Legends Golf Course	75	NA	64.9	60.3	61.4	60.8
PP-1	LGK Pocket Park (Under Construction)	75	NA	68.4	69.9	72.1	70.5
PP-2	Pocket Park #2 (Under Construction)	75	NA	67.3	66.7	66.4	66.4
PP-3	Pocket Park #3 (Under Construction)	75	NA	66.4	65.1	64.8	64.7
PP-4	Pocket Park 4 (Under Construction)	75	NA	66.1	65.6	65.4	65.2
PP-5	Pocket Park #5 (Under Construction)	75	NA	66.1	65.6	65.4	65.2
PP-6	Pocket Park #6 (Future)	75	NA	66.1	65.6	65.4	65.2
PP-7	Pocket Park #7 (Construction)	75	NA	66.1	65.6	65.4	65.2
PP-8	Pocket Park #8 (Future)	75	NA	65.0	63.3	63.0	62.9
PP-9	Pocket Park #9 (Existing)	75	NA	64.7	64.1	64.0	63.7
PP-10	Pocket Park #10 (Future)	75	NA	64.7	64.1	64.0	63.7
PP-11	Pocket Park #11 (Future)	75	NA	64.3	66.1	66.9	66.0
PP-12	Pocket Park #12 (Existing)	75	NA	64.3	66.1	66.9	66.0
PP-13	Pocket Park #13 (Future)	75	NA	61.3	61.2	61.2	61.1
PP-14	Pocket Park #14 (Future)	75	NA	60.8	63.0	64.1	63.0
PP-15	Pocket Park #15 (Existing)	75	NA	63.9	59.6	59.3	59.2
PP-16	Pocket Park #16 (Future)	75	NA	66.8	60.9	60.4	60.4
PP-17	Pocket Park #17 (Future)	75	NA	68.0	61.8	61.3	61.2
PP-18	Pocket Park #18 (Existing)	75	NA	68.0	61.8	61.3	61.2
PP-19	Pocket Park #19 (Future)	75	NA	68.0	61.8	61.3	61.2
PP-20	Pocket Park #20 (Future)	75	NA	63.7	56.6	56.4	56.4
Locally Important Historic Sites							
LS-57	Peace Church 2	65	57.9	60.5	64.8	61.9	62.0
LS-58	Theatre/stores	70	58.9	61.9	66.7	64.1	64.1
LS-59	Residence	65	58.1	60.8	65.2	62.3	62.4

**TABLE 5.8-1
NOISE COMPATIBILITY OF SECTION 4(f) AND SECTION 6(f) LANDS-ALL
ALTERNATIVES**

Map ID	Description	Land Use Compatibility Guideline by Use (DNL)	Build Out + 5				
			Existing Noise Level	No Action Alternative A	Build Out + 5 Alternative C	Build Out + 5 Alternative D	Build Out + 5 Alternative G
LS-62	St. John's United Church of Christ	65	66.6	66.4	69.1	69.0	69.0
LS-63	Peace Church Manse Prof Bldg.	70	58.6	61.5	66.1	63.4	63.5
LS-66	Railroad Monument/ Veteran's Park	75	59.2	61.8	66.1	65.6	65.6
LS-73	Residence	65	58.5	60.8	64.0	61.1	61.2
LS-75	Residence	65	58.1	60.8	65.1	62.3	62.3
LS-76	Residence	65	58.0	60.7	64.9	62.1	62.1
LS-79	Tioga School	65	57.1	59.2	63.1	60.1	60.1
LS-83	A.G. Chessman	65	66.1	66.1	69.7	69.6	69.6
LS-86	Korthauer Log House	65	58.2	61.1	65.1	63.8	63.8
LS-88	Chippewa School (sound insulated)	65	59.0	62.0	66.8	64.3	64.3
LS-90	Janker's Building	70	57.6	60.0	64.3	61.3	61.3
LS-91	Franzen's Mill Memorial	75	60.5	62.5	67.4	67.5	67.6
LS-249	Commercial	70	58.3	61.0	64.8	62.2	62.3
LS-251	Durocraft Homes	65	65.1	65.0	61.4	61.4	61.3
LS-289	Commercial	70	56.6	57.5	62.8	63.1	63.0
LS-320	Hodges House	65	55.5	54.4	59.4	59.9	59.5
LS-333	Residence	65	56.2	55.6	59.7	60.1	59.7
LS-335	Residence	65	55.4	54.2	59.6	60.1	59.6
LS-336	Residence	65	55.3	54.1	60.1	60.6	60.2
LS-340	Residence	65	55.3	54.0	61.1	61.7	61.3
LS-343	Residence	65	55.4	55.4	59.7	60.3	59.7
LS-357	Residence	65	56.6	57.5	62.9	63.2	63.1
LS-359	Residence	65	56.1	55.4	59.7	60.2	59.7
LS-361	Residence	65	56.1	55.2	61.1	61.6	61.2
LS-362	Residence	65	56.1	55.1	62.1	62.6	62.3
LS-363	Residence	65	56.2	54.9	63.1	63.6	63.3
LS-364	Residence	65	56.1	54.8	63.1	63.6	63.3
LS-368	Residence	65	55.4	55.4	59.8	60.3	59.7
LS-369	Residence	65	55.4	55.4	59.8	60.3	59.7
LS-370	Residence	65	56.1	55.2	61.1	61.6	61.2
LS-371	Residence	65	55.2	53.5	62.2	62.7	62.4
LS-378	Residence	65	56.9	56.1	63.6	64.1	63.8
LS-379	Residence	65	56.4	55.6	61.1	61.6	61.3
LS-381	Residence	65	55.8	54.5	61.8	62.3	61.9
LS-382	Residence	65	55.2	53.5	62.2	62.7	62.4

**TABLE 5.8-1
NOISE COMPATIBILITY OF SECTION 4(f) AND SECTION 6(f) LANDS-ALL
ALTERNATIVES**

Map ID	Description	Land Use Compatibility Guideline by Use (DNL)	Build Out + 5				
			Existing Noise Level	No Action Alternative A	Build Out + 5 Alternative C	Build Out + 5 Alternative D	Build Out + 5 Alternative G
LS-384	Residence	65	55.8	55.0	59.3	59.8	59.3
LS-385	Residence	65	56.0	56.7	61.6	62.0	61.7
LS-386	Residence	65	56.1	56.8	61.7	62.1	61.8
LS-388	Residence	65	55.9	55.0	59.6	60.1	59.6
LS-389	Residence	65	55.4	55.6	60.2	60.7	60.3
LS-390	Residence	65	55.9	54.8	61.1	61.6	61.3
LS-391	Residence	65	55.9	54.8	61.2	61.7	61.4
LS-392	Residence	65	55.9	54.5	63.0	63.4	63.1
LS-409	Residence	65	55.1	53.5	60.5	61.0	60.6
LS-410	Residence	65	55.1	53.5	60.5	61.0	60.6
LS-411	Residence	65	55.1	53.5	60.5	61.0	60.6
LS-412	Residence	65	55.1	53.5	60.5	61.0	60.6
LS-413	Residence	65	55.1	53.5	60.5	61.0	60.6
LS-418	Residence	65	55.7	54.7	61.0	61.6	61.1
LS-429	Residence	65	56.4	55.6	61.3	61.8	61.4
LS-430	Residence	65	NA	55.2	61.0	61.5	61.1
LS-431	Residence	65	56.4	55.3	63.2	63.7	63.5
LS-440	Residence	65	56.4	55.6	61.1	61.5	61.2
LS-441	Residence	65	55.7	54.3	62.1	62.6	62.2
LS-443	Residence	65	56.5	55.4	59.7	60.2	59.7
LS-444	Residence	65	57.2	54.9	60.2	60.8	60.2
LS-445	Residence	65	55.8	54.8	59.9	60.4	60.0
LS-446	Residence	65	55.8	54.8	60.0	60.5	60.1
LS-448	Residence	65	55.8	54.8	59.9	60.4	60.0
LS-449	Residence	65	55.5	54.3	60.8	61.3	60.9
LS-450	Residence	65	55.5	54.2	61.6	62.1	61.8
LS-452	Residence	65	55.6	54.2	62.6	63.1	62.8
LS-453	Residence	65	55.6	54.5	61.2	61.7	61.2
LS-455	Residence	65	55.9	55.7	59.9	60.5	59.8
LS-456	Residence	65	56.4	55.7	60.0	60.5	60.1
LS-457	Residence	65	56.6	55.9	62.5	63.0	62.7
LS-460	Residence	65	55.2	53.5	62.0	62.5	62.2
LS-461	Commercial	70	55.5	55.4	59.7	60.2	59.6
LS-464	Residence	65	55.5	54.2	61.9	62.4	62.1
LS-480	21 Siemer's Home	65	72.3	71.5	70.5	71.1	70.7
LS-481	Alexander Robinson Home	65	61.1	61.9	64.1	62.2	61.4
LS-482	20 Corner Store	65	71.9	71.0	69.9	70.4	70.0
LS-486	Residence	65	56.3	56.9	60.7	60.8	60.8
LS-487	Residence	65	58.8	60.1	65.5	65.7	65.7

**TABLE 5.8-1
NOISE COMPATIBILITY OF SECTION 4(f) AND SECTION 6(f) LANDS-ALL
ALTERNATIVES**

Map ID	Description	Land Use Compatibility Guideline by Use (DNL)	Existing Noise Level	Build Out + 5			
				No Action Alternative A	Build Out + 5 Alternative C	Build Out + 5 Alternative D	Build Out + 5 Alternative G
LS-502	Private Home (1918)	65	60.4	63.2	67.6	67.1	67.1
LS-503	Private Home (1911)	65	60.6	63.3	67.8	67.4	67.5
LS-504	Private Home (1906)	65	60.4	63.1	67.6	67.1	67.1
LS-505	Private Home (1903)	65	60.3	63.1	67.5	66.9	66.9
LS-506	Private Home (1919)	65	60.2	63.1	67.4	66.7	66.8
LS-507	Private Home (1924)	65	60.1	63.0	67.4	66.6	66.6
LS-508	Private Home (1925)	65	60.2	63.0	67.4	66.8	66.8
LS-509	Private Home (1921)	65	60.1	62.9	67.3	66.5	66.5
LS-510	Private Home (1900)	65	60.1	62.9	67.3	66.5	66.6
LS-511	Private Home (1920)	65	60.0	62.8	67.2	66.4	66.4
LS-512	Private Home (1921)	65	60.0	62.9	67.2	66.3	66.4
LS-513	Private Home (1923)	65	59.9	62.8	67.2	66.2	66.3
LS-514	Private Home (1925)	65	57.7	60.3	64.7	61.7	61.8
LS-515	Private Home (1919)	65	58.7	61.7	66.2	64.0	64.0
LS-516	Private Home (1923)	65	58.7	61.7	66.2	64.0	64.1
LS-517	Private Home (1923)	65	58.8	61.7	66.2	64.0	64.1
LS-518	Private Home (1919)	65	58.8	61.7	66.2	64.0	64.1
LS-519	Private Home (1907)	65	58.7	61.7	66.3	63.9	64.0
LS-520	Private Home (1872)	65	58.7	61.6	66.2	63.8	63.9
LS-521	Private Home (1922)	65	60.8	63.6	68.1	67.6	67.6
LS-522	Private Home (1922)	65	60.5	63.3	67.8	67.0	67.1
LS-523	Private Home (1924)	65	60.1	63.1	67.5	66.4	66.4
LS-524	Private Home (1922)	65	60.5	63.3	67.8	67.1	67.1
LS-525	Private Home (1925)	65	59.6	62.6	67.2	65.4	65.5
LS-526	Private Home (1868)	65	56.5	58.3	61.6	58.6	58.7
LS-527	Private Home (1903)	65	58.1	60.7	64.5	61.9	62.0
LS-528	Private Home (1923)	65	58.2	60.9	64.9	62.2	62.3
LS-529	Private Home (1918)	65	58.2	60.9	64.9	62.2	62.3
LS-530	Private Home (1900)	65	58.2	61.0	65.5	62.7	62.7
LS-531	Private Home (1925)	65	58.2	60.9	65.4	62.5	62.5
LS-532	Private Home (1894)	65	58.1	60.9	65.3	62.5	62.5
LS-533	Private Home (1900)	65	58.1	60.8	65.3	62.4	62.4
LS-534	Private Home (1903)	65	58.1	60.8	65.2	62.3	62.3
LS-535	Private Home (1919)	65	58.0	60.6	65.0	62.1	62.2
LS-536	Private Home (1922)	65	57.8	60.4	64.6	61.7	61.8
LS-537	Private Home (1919)	65	57.8	60.3	64.5	61.6	61.7
LS-538	Private Home (1925)	65	57.6	59.9	63.9	61.0	61.1
LS-539	Private Home (1925)	65	57.6	59.9	63.8	61.0	61.0
LS-540	Private Home (1866)	65	59.4	61.9	66.2	65.9	65.9

**TABLE 5.8-1
NOISE COMPATIBILITY OF SECTION 4(f) AND SECTION 6(f) LANDS-ALL
ALTERNATIVES**

Map ID	Description	Land Use Compatibility Guideline by Use (DNL)	Existing Noise Level	Build Out + 5			
				No Action Alternative A	Build Out + 5 Alternative C	Build Out + 5 Alternative D	Build Out + 5 Alternative G
LS-541	Private Home (1904)	65	59.0	62.0	66.8	64.1	64.1
LS-542	Private Home (1907)	65	58.2	60.9	65.2	62.3	62.4
LS-544	Private Home (1905)	65	58.1	60.7	64.9	62.1	62.1
LS-545	Private Home (1912)	65	58.0	60.6	64.7	61.9	62.0
LS-546	Private Home (1912)	65	57.8	60.2	64.1	61.4	61.4
LS-547	Private Home (1870)	65	58.7	61.6	66.2	63.3	63.4
LS-548	Private Home (1910)	65	58.7	61.7	66.2	63.3	63.4
LS-549	Private Home (1924)	65	58.1	60.9	65.3	62.8	62.8
LS-550	Private Home (1922)	65	NA	60.2	64.5	61.5	61.6
LS-551	Private Home (1924)	65	56.8	58.8	62.8	59.5	59.5
LS-552	Private Home (1920)	65	57.9	60.1	62.8	60.6	60.7
LS-553	Private Home (1894)	65	57.7	59.9	63.1	60.7	60.8
LSS-1	Geodesic Dome	65	62.6	65.1			
LSS-2	Elk Grove Cemetery	85	NA	63.1	54.7	54.5	54.4
LSS-3	Farmhouse Museum	65	NA	55.5	58.5	59.7	58.8
LSS-4	Historic Tonne House	65	NA	59.1	60.6	60.8	60.8
LSS-5	Original Farmhouse - 1	65	NA	54.8	55.2	54.8	54.7
LSS-6	Original Farm House - 2	65	NA	56.1	56.4	56.2	56.2

Legend:

 Direct Impact. Property to be acquired and/or demolished.

 Potential incompatible noise level without mitigation.

Notes:

NA=Not Applicable or Available

(a) Determinations of eligibility pending.

Source: TPC Analysis

Section 5.6, Air Quality, discloses the air quality impacts associated with the proposed Build Alternatives. A pollutant dispersion evaluation was conducted which included 36 modeled receptor locations that virtually ring airport property. The purpose of that macroscale dispersion modeling was to identify if pollutant concentrations at any perimeter location of the airport would exceed the NAAQS. The analysis showed, for all modeled parameters, pollutant concentrations with any of the Build Alternatives would be well below the NAAQS. A microscale air pollutant concentration analysis was then performed for each of the roadway intersections that would be affected by the proposed Build Alternatives. The microscale concentrations of carbon monoxide were all well below the 1-hour and 8-hour carbon monoxide

standards during all construction phases. The Draft EIS did not include analysis of particulate matter 2.5 microns or less in size, but is discussed below.

Twenty-seven sites were selected for the evaluation based on a review of land uses in the vicinity of O'Hare. These sites included the forest preserves and recreational areas within the study area, parks, pocket parks³, and historic sites. To be conservative, the sites closest to the existing Airport property were selected. Notably, the estimated levels of particulate matter 2.5 microns or less in size at sites further from the evaluated sites would be less than those presented/discussed here. **Table L-4** in **Appendix L** lists the evaluated air quality sites, and **Exhibit L-15** identifies the locations of the evaluated sites.

The results of the macroscale dispersion analysis for particulate matter 2.5 microns or less in size at evaluated sites in the vicinity of O'Hare are summarized in **Table L-5**. As shown, the maximum estimated 24-hour concentration of this pollutant with or without the proposed improvements at O'Hare is 38 micrograms per cubic meter. The NAAQS for 24-hour concentrations of this pollutant is 65 micrograms per cubic meter. As such, with or without the improvements, concentrations of this pollutant are not estimated to exceed the 24-hour NAAQS at any of the sites evaluated.

Based on the results of the analysis, the greatest estimated 24-hour concentration of particulate matter 2.5 microns or less in size would occur at Site 27 (LS92). This site is, located near the intersection of Irving Parkway and York Road (southwest of O'Hare). The predicted concentration at this location is dominated by the contribution of particulate matter 2.5 microns less in size from motor vehicle traffic sources (over 99 percent of the total predicted concentration).

5.8.5 Alternatives that Would Avoid Impacts

Through the EIS process, a number of alternatives were considered to address the stated needs of the proposed project. Based upon the application of secondary screening criteria presented in **Chapter 3, Alternatives**, three of the alternatives appear to be feasible and sufficiently prudent to warrant detailed consideration. Although the No Action Alternative (Alternative A) would not meet the stated purpose and need for the proposed action, it has been retained as a reference point for comparing the environmental consequences of the other retained alternatives in accordance with the requirements of NEPA. The alternatives retained for detailed consideration in **Chapter 5, Environmental Consequences** are the Build Alternatives (C, D and G). All three Build Alternatives would directly affect this Section 4(f)/6(f) land. Alternative A (No Action) does not meet the purpose and need as concluded in the EIS, and is not a reasonable alternative to the proposed action under NEPA. Under Section 4(f), the FAA must evaluate "prudent and feasible alternative[s] to using that land." FAA concludes that

³ A small area of open space that is developed and maintained for active or passive recreational use by the residents of a neighborhood or development.

Alternative A is imprudent because it does not meet the purpose and need of the proposed project.

Subsequent to the Draft EIS, FAA was presented with suggestions and requests regarding the alternatives presented in the Draft EIS that could be considered for the purpose of avoiding or mitigating some of the impacts associated with proposed Build Alternatives. Although in many cases these suggestions or requests have been described by commenters as "new alternatives," FAA has reviewed these proposals and believes that they are properly characterized as "variants" or "derivatives" to the alternatives that were presented in the Draft EIS. These suggested alternatives were provided to the FAA on May 6, 2005 for consideration. These commenter derivatives are H, I, J, K, L1, L2, M, and N.

In addition, as a result of comments made on the Draft EIS, the Agency directed its staff to develop derivatives of Alternative C that would avoid or minimize potential impacts to the cemeteries (St. Johannes and Rest Haven). FAA representatives from within the Great Lakes Region (Airports, Air Traffic, CAMPO, TPC, and Runway Safety Officer) evaluated the FAA developed five derivatives in comparison to Alternative C.

Based on the evaluation as presented in **Section 3.6, Evaluation of Derivatives**, the FAA has concluded that none of the commenter's derivatives would purpose and need, and therefore, they were not retained for secondary screening. Based on FAA's analysis, the Agency determined that none of the five FAA derivatives was a less restrictive alternative capable of performing as well as Alternative C. Similarly, none of the five derivatives would avoid or minimize impacts to the cemeteries while also performing as well as Alternative C. For further information on the evaluation of the derivatives, see **Section 3.6**, which is herein incorporated by reference.

Green Street School was originally proposed for acquisition and demolition under Build Alternative C only. Subsequent to the preparation of the Draft EIS, as a part of the Draft Section 4(f) Evaluation and during the development of this Final EIS, FAA identified that a minor modification to the Green Street School chimney may obviate the need to acquire the property. FAA technical experts identified that a chimney on this structure would penetrate the Terminal Instrument Procedures (TERPS) Surfaces of proposed Runway 10R/28L. It appears at this time, if Build Alternative C were selected, the City of Chicago may need to obtain an aviation easement to lower the height of the chimney by 9.1 feet, which would avoid acquisition of the property. The FAA has determined that the lowering of this chimney could be done in accordance with Secretary of Interior's *Standards for the Treatment of Historic Buildings* (U.S. Department of Interior, National Park Service, 1995). The City may also acquire this property and maintain the integrity of this historic property. A copy of FAA's May 13, 2005 letter to the City of Chicago concerning the Green Street School is included in the Section 4(f) Evaluation in **Appendix L**. FAA submitted a letter to the IHPA on June 2, 2005 requesting concurrence on FAA's determination that the proposed chimney lowering would not constitute an adverse impact to the historic nature of the structure.⁴

⁴ Letter from FAA to IHPA, June 2, 2005.

In an effort to avoid and minimize potential impacts to a property identified by representatives of Elk Grove Village, the City of Chicago chose may not to acquire the Lake LGK Property (which was identified during the public review of the Draft EIS) within Elk Grove Village if a Build Alternative is approved in the FAA's Record of Decision, and the City of Chicago decides to proceed with the O'Hare Modernization. The FAA communicated this conclusion in a letter to the City of Chicago issued on May 13, 2005 which specifically addresses the Lake LGK Property. A copy of the FAA's letter, contained in **Appendix L, Attachment L-2**, sets forth certain conditions under which City of Chicago could consider not acquiring this property. One other option may be for the City of Chicago to acquire the Lake LGK Property but maintain it as a "Pocket Park".

5.8.6 Measures to Minimize Harm

As discussed above, FAA determined that there were no Build Alternatives that would avoid use of the Section 4(f) resources. In consideration of the substantial similarity between the environmental impacts for Build Alternatives C, D, and G, the FAA has identified the alternative that best fulfills its statutory mission and responsibilities as the "Preferred Alternative." Given the clear superiority of Alternative C in terms of the average annual delay reduction, the FAA has identified Alternative C, the Sponsor's proposed O'Hare Modernization Program, as the Preferred Alternative. See **Chapter 3, Alternatives** for further information.

Potential measures to minimize harm to Section 4(f) resources were then evaluated. Based on this evaluation, the mitigation measures for the proposed airport development were tailored to the specific requirements of either Section 4(f) and/or Section 6(f) as well as to the type of property affected.

FAA determined that appropriate measures to minimize harm from direct impacts to Section 4(f) resources will consist of fair market value payment for the Section 4(f) properties (parks and historic sites), and a commitment to provide replacement property for the Section 6(f) property, Schuster Park. The only potential indirect impacts on Section 4(f) resources would be the sound insulation necessary to mitigate incompatibility due to aircraft noise. FAA determined that appropriate measures to minimize harm from indirect/constructive use impacts to Section 4(f) resources that are locally important historic sites would be proper facility sound insulation that follows the FAA guidelines for sound insulation and the Secretary of Interior's *Standards for the Treatment of Historic Buildings* (U.S. Department of Interior, National Park Service, 1995). There would be no indirect/constructive use impacts on parks or NRHP sites. Further discussion of measures to mitigate impacts on Section 4(f) resources is included in the following sections.

5.8.7 Description of Section 4(f) Resources Impacted

5.8.7.1 Schuster Park (Bensenville Park District)

All of the proposed Build Alternatives would require the acquisition of Schuster Park. Park District data indicate that this park is 6.4 acres in size. This park has playground facilities, a picnic area, three basketball courts, and a sports field with two soccer goal standards. There is a bike trail that transects the entire park. A softball/baseball back-stop is available. Another large

sports field takes up the remainder of the area. Deciduous trees border the park to the south, separating it from the railroad yard.⁵ This park has been identified as a Section 4(f) and Section 6(f) land. This park is located within the Village of Bensenville and is owned and managed by the Bensenville Park District.

Impacts to this Resource

Direct Impact - Land Acquisition: This Section 4(f) and Section 6(f) land would be acquired, if any of the Build Alternatives are selected, as part of the southwest acquisition area due to relocation of the rail line, extension of existing Runway 9R, and construction of the two south runways.

Proposed Mitigation

The FAA has coordinated with the Bensenville Park District, the Illinois Department of Natural Resources (IDNR), and the National Park Service (NPS) concerning the impact to Schuster Park to develop specific mitigation measures tailored to address the unique requirements of this property, as well as meet the requirements of Section 4(f) and Section 6(f). To address the direct acquisition of Schuster Park, a 4(f)/6(f) property, the FAA, in consultation with the Park District and NPS, are considering the following mitigation measures if a Build Alternative is selected:

- Replacement in-kind of the recreational resource. The replacement of the recreational resources would occur in consultation with the Bensenville Park District to ensure that the recreational uses meet local needs, or
- Other options for securing replacement property as identified in working with the Bensenville Park District, IDNR, and the NPS.

Based on the location of this park, its assets, and size, this park appears to be a neighborhood park. The residences in close proximity to the park, whose occupants are likely the primary users of this park, would be acquired under any of the Build Alternatives. Schuster Park is a part of a system of parks within the Bensenville Park District boundaries and appears to provide facilities and a level of service similar to that of other parks within the Village of Bensenville and general vicinity. Therefore, the location of the replacement property would not necessarily need to be located in close proximity to the current park location. The impacts to this park would require mitigation under Section 4(f) as well as under Section 6(f) as discussed further in **Appendix L**. A specific mitigation plan will be developed in cooperation with the Bensenville Park District, IDNR, NPS, and the FAA. Coordination with the Bensenville Park District, IDNR, and NPS is included in **Appendix L**.

5.8.7.2 Bretman Park (Village of Bensenville)

Bretman Park, covering an area of approximately 2.1 acres, would be acquired under each of the Build Alternatives. This park provides playground facilities, a baseball/softball back-stop, and a

⁵ Source: Village of Bensenville Park District, TPC Field Observations.

sports field. There is a line of deciduous trees that separate the park from a railroad yard to the south. This park is owned and maintained by the Village of Bensenville.⁶

Impacts to this Resource

Direct Impact - Land Acquisition: This Section 4(f) land would be acquired, if any of the Build Alternatives are selected, as part of the southwest acquisition area due to relocation of the rail line, extension of existing Runway 9R, and construction of the two south runways.

Proposed Mitigation

Based on the location of this park, its assets, and size, this park appears to be a neighborhood park. The residences in close proximity to the park, whose occupants are likely the primary users of this park, would be acquired under any of the Build Alternatives. Bretman Park is a part of a system of parks within the Village of Bensenville and appears to provide facilities and a level of service similar to that of other parks within the Village of Bensenville and general vicinity. Proposed mitigation would include acquisition of Bretman Park at the fair market value. Coordination with the Village of Bensenville is included in **Appendix L**.

5.8.7.3 Silver Creek (DuPage County Forest Preserve District)

The Forest Preserve District of DuPage County was established in 1915. In 1917, the first tax levy was made and the first preserve land was purchased: 79 acres in Oak Brook. Today, the Forest Preserve District owns and manages more than 24,000 acres. The District continues to acquire open spaces throughout the county to keep pace with the continuous sprawl of the urban landscape. Properties are considered based on the land's natural condition, resident flora and fauna, and other features such as connectivity to greenways, river ways, and existing preserves.

Approximately 9.3 acres of the DuPage County Forest Preserve, referred to as Silver Creek, and sometimes referred to as the Bensenville Ditch, would be acquired under any of the Build Alternatives. This preserve is undeveloped and has no recreational or parking facilities. Like all DuPage preserves, it is open to the public daily from one hour after sunrise to one hour after sunset. However, there is minimal public use of this property since there are no recreational or parking facilities. The Village of Bensenville maintains the area by mowing some of the grasses near the creek.⁷

Impacts to this Resource

Direct Impact - Land Acquisition: This Section 4(f) land would be acquired, if any of the Build Alternatives are selected, as part of the southwest acquisition area due to relocation of the rail line, extension of existing Runway 9R, and construction of the two south runways.

⁶ Source: Village of Bensenville Park District, TPC Field Observations.

⁷ Source: Village of Bensenville Park District, TPC Field Observations.

Proposed Mitigation

The FAA has coordinated with the DuPage County Forest Preserve District concerning the impacted property to develop specific mitigation measures tailored to address the unique requirements of each property as well as meet the requirements of Section 4(f). At a meeting with the District, they indicated that there is an Intergovernmental Agreement with the Village of Bensenville that limits acquisition of this property to the condemnation process. It is through this condemnation process that the fair market value of the Silver Creek property would be determined. In consultation with the Forest Preserve District, it was discussed that the fair market value purchase established as a result of a condemnation process would be adequate mitigation for the potential loss of the Silver Creek property. Coordination with the DuPage County Forest Preserve District is outlined in **Appendix L**.

5.8.7.4 St. Johannes Cemetery

St. Johannes Cemetery occupies approximately five acres in the southwest corner of the Airport. St. Johannes cemetery was formally laid out in 1850, although research indicates that the first burial was in 1849. This cemetery is currently owned and maintained by the St. John United Church of Christ in Bensenville, an Illinois not-for-profit association. A church structure was built in this area in the winter of 1849-50. The church building was moved, as the property was acquired to provide for the development of the original Orchard Field Airport in 1942. The cemetery remains intact, and burial services are still occasionally held at the cemetery.

The Determination of Eligibility (DOE) for the St. Johannes Cemetery was submitted to the IHPA for review on March 31, 2005. The FAA recommended this Cemetery eligible for listing in the NRHP. However, the IHPA did not concur with this recommendation.⁸ As a result, coordination with the Keeper of the NRHP resulted in a determination that the cemetery is eligible for the NRHP.⁹ On June 14, 2005, the IHPA submitted a letter to the Keeper of the NRHP stating that they would be filing a request for reconsideration of the eligibility determination in ten days.¹⁰ IHPA submitted materials in support of the request for reconsideration to the Keeper of the NRHP on June 24, 2005.¹¹ FAA reviewed the materials submitted by IHPA to the Keeper of the NRHP and submitted materials in support of FAA's original recommendation of eligibility on July 7, 2005.¹² A response on the final determination of eligibility is due from the Keeper of the NRHP in July 2005. However, irrespective of the final determination on eligibility, for purposes of this EIS, FAA is treating St. Johannes Cemetery as a locally important historic property. Correspondence related to this property is included in **Attachment L-2**.

⁸ Letter from IHPA to FAA regarding St. Johannes Cemetery, April 29, 2005.

⁹ Letter from Keeper of the NRHP to the FAA, June 9, 2005.

¹⁰ Letter from IHPA to Keeper of the NRHP, June 14, 2005.

¹¹ Letter from IHPA to Keeper of the NRHP, June 24, 2005.

¹² Letter from FAA to Keeper of the NRHP, July 7, 2005.

Impacts to this Resource

Direct Impact - Land Acquisition and relocation: This Section 4(f) land would be acquired and relocated, if any of the Build Alternatives are selected, as part of the southwest acquisition area due to relocation of the rail line, extension of existing Runway 9R, and construction of the two south runways. The cemetery, including the graves and headstones, would be required to be relocated.

Proposed Mitigation

Even though there is no final determination of eligibility at this time from the Keeper of the NRHP, for purposes of this EIS, FAA is treating St. Johannes Cemetery as a locally important historic property. As a result, the FAA has developed specific mitigation measures tailored to address the unique requirements of this property, as well as meet the requirements of Section 4(f). As a result of impacts to this Cemetery, a Draft Memorandum of Agreement (MOA), or an Agreement (if the cemetery is not determined to be eligible), is being developed which outlines the steps that would be taken in mitigating the adverse impacts. At a minimum, the following mitigation measures will be implemented if a Build Alternative is selected in the Record of Decision and implemented by the City:

- Map of the Cemetery - Within 180 days of the FAA's issuance of a Record of Decision, if a Build Alternative is approved, and the City of Chicago's decision to proceed with the proposed O'Hare Modernization, the City of Chicago would produce a professional level survey of all identified graves, and all historic features visible on the ground surface within St. Johannes Cemetery.
- Photographic Recordation - The headstones and all other above ground features will be recorded with archival photography prior to their removal. The City of Chicago would prepare six to nine, 5" x 7", 35 mm, archivally-processed, black-and-white photographs of each headstone.
- A copy of documentation related to the MOA will be provided to the National Park Service, the, the St. John's United Church of Christ, Village of Bensenville, and the Bensenville Historical Commission.

5.8.7.5 Rest Haven Cemetery

Rest Haven Cemetery is a small cemetery located approximately one-quarter mile south of the St. Johannes Cemetery. The Cemetery is owned by the Rest Haven Cemetery Association, an Illinois not-for-profit association. Rest Haven Cemetery is a religious cemetery in continuous use since at least 1864 for the burials of member of two churches, the United Methodist Church of Itasca and the United Methodist Church of Bensenville (First Evangelical Church) and their predecessor institutions.

The Rest Haven Cemetery DOE was submitted to the IHPA for review on May 25, 2005. On June 24, 2005, IHPA requested bibliography materials in support of FAA's DOE.¹³ FAA submitted the bibliography materials to IHPA on June 27, 2005.¹⁴ A response on the IHPA's determination of eligibility is due in July 2005. However, irrespective of the determination on eligibility, for purposes of this EIS, FAA is treating Rest Haven Cemetery as a locally important historic property.

Impacts to this Resource

Direct Impact - Land Acquisition and relocation: This Section 4(f) land would be acquired and relocated, if any of the Build Alternatives are selected, as part of the southwest acquisition area due to relocation of the rail line, extension of existing Runway 9R, and construction of the two south runways. The cemetery, including the graves and headstones, would be required to be relocated.

Proposed Mitigation

Even though there is no determination of eligibility at this time from the IHPA, for purposes of this EIS, FAA is treating Rest Haven Cemetery as a locally important historic property. As a result, the FAA has developed specific mitigation measures tailored to address the unique requirements of this property, as well as meet the requirements of Section 4(f). As a result of impacts to this Cemetery, a Draft Memorandum of Agreement (MOA), or an Agreement (if the cemetery is not determined to be eligible), is being developed which outlines the steps that would be taken in mitigating the adverse impacts. At a minimum, the following mitigation measures will be implemented if a Build Alternative is selected in the Record of Decision and implemented by the City:

- Map of the Cemetery - Within 180 days of the FAA's issuance of a Record of Decision, if a Build Alternative is approved, and the City of Chicago's decision to proceed with the proposed O'Hare Modernization, the City of Chicago would produce a professional level survey of all identified graves, and all historic features visible on the ground surface within Rest Haven Cemetery.
- Photographic Recordation - The headstones and all other above ground features will be recorded with archival photography prior to their removal. The City of Chicago would prepare six to nine, 5" x 7", 35 mm, archivally-processed, black-and-white photographs of each headstone.
- A copy of documentation related to the MOA will be provided to the National Park Service, the Rest Haven Cemetery Association, Village of Bensenville, and the Bensenville Historical Commission.

¹³ Letter from IHPA to FAA, June 24, 2005.

¹⁴ Letter from FAA to IHPA, June 27, 2005.

5.8.7.6 Gas Service Station (Village of Bensenville)

This facility, which was recommended by FAA as eligible for listing on the NRHP, is a vacant roadside gas service station. This site is owned by the Village of Bensenville, who reportedly is considering demolishing the structure.¹⁵ A formal Determination of Eligibility (DOE) was submitted to the Illinois SHPO on April 22, 2005. SHPO concurred with FAA and has indicated that this property "may be eligible for listing on the National Register of Historic Places." A copy of the May 10, 2005 SHPO letter is included in **Appendix L**.

As noted in the DOE analysis, Irving Park Road was an old plank road which appears to be the early Western Plank Road. The Western Plank Road existed as early as 1851 and was one of the spokes that linked the early city of Chicago to the outlying portions of Cook County and other counties. Prior to the formal DOE, this Gas Service Station was identified as potentially eligible for the NRHP under the themes of commerce, trade, and transportation. It was noted to be a good example of a road side resource built in the Gothic Revival Style. It appears to date between 1920 and 1940, when petroleum companies built facilities that were familiar, such as a house style.

Impacts to this Resource

Direct Impact - Land Acquisition: This Section 4(f) land would be acquired, if any of the Build Alternatives are selected, as part of the southwest acquisition area due to relocation of the rail line, extension of existing Runway 9R, and construction of the two south runways.

Proposed Mitigation

To address the project-related impacts (acquisition) at this historic site, an MOA is being developed that outlines the proposed mitigation measures. At a minimum, the following mitigation measures will be implemented if a Build Alternative is selected in the Record of Decision and implemented by the City:

- Within 180 days of the FAA's issuance of a Record of Decision, the City of Chicago (with oversight by FAA) will produce a Historic American Building Survey (HABS) document of the Schwerdtfeger Farmstead. This document will include:
 - Measured Drawings: The HABS document will include a set of measured drawings. The set of measured drawings will include plans, elevations, sections, details and a cover sheet with a site plan and written information.
 - Large-Format Photographs: The HABS document will include a set of large-format black and white photographs that are perspective corrected. Photographs will include overall views, elevations and details of important exterior and interior features of the buildings.

¹⁵ Conversation between Karen Poulson (Archaeological Research Incorporated) and Steve Marshall Assistant Village Manager of Community Development, Village of Bensenville (June 20, 2004)

- **Written History:** The HABS document will include an in depth critically developed historic context of the building. **Archival Documentation:** The HABS document will be produced in accordance with all archival requirements as outlined by the National Park Service.
- Copies of the HABS document will be distributed to the NPS, the City of Chicago, the Chicago Landmarks Commission, the Chicago Historical Society, and the IHPA.

5.8.7.7 Schwerdtfeger Farmstead (City of Chicago)

A Determination of Eligibility (DOE) for the Schwerdtfeger Farmstead was prepared and submitted to the IHPA for review on May 20, 2005. IHPA submitted a letter to the FAA on June 22, 2005, with questions regarding information contained in the FAA's DOE for the Schwerdtfeger Farmstead.¹⁶ FAA provided a response to the questions posed by IHPA on June 24, 2005.¹⁷ A response on the IHPA's determination of eligibility is due in July 2005. However, irrespective of the determination on eligibility, for purposes of this EIS, the FAA is treating the Schwerdtfeger Farmstead as a historic property.

The Schwerdtfeger Farmstead is a circa 1850 two-story brick residence and was built in two episodes. Charles Schwerdtfeger was born in the Province of Hanover in 1813 and immigrated to this country in 1833. The family originally moved to Indiana and then relocated to Addison Township around 1840. By 1877 his son owned 125 acres of prairie and 16 acres of timber. The original Schwerdtfeger Farmstead was purchased by the City of Chicago in 1950. This City leased the farmstead for residential use for several years, but is now currently vacant.

Impacts to this Resource

Direct Impact – Building Demolition: This Section 4(f) land, which is currently owned by the City of Chicago, would be demolished as required for development of any of the Build Alternatives, if selected.

Proposed Mitigation

Even though there is no determination of eligibility at this time from the IHPA, for purposes of this EIS, FAA is treating Schwerdtfeger Farmstead as a locally important historic property. As a result, the FAA has developed specific mitigation measures tailored to address the unique requirements of this property, as well as meet the requirements of Section 4(f). As a result of impacts to this property, a Draft Memorandum of Agreement (MOA), or an Agreement (if the cemetery is not determined to be eligible), is being developed which outlines the steps that would be taken in mitigating the adverse impacts. At a minimum, the following mitigation measures will be implemented if a Build Alternative is selected in the Record of Decision and implemented by the City:

¹⁶ Letter from IHPA to FAA, June 22, 2005.

¹⁷ Letter from FAA to IHPA, June 24, 2005.

- Within 180 days of the FAA's issuance of a Record of Decision, the City of Chicago (with oversight by FAA) will produce a Historic American Building Survey (HABS) document of the Schwerdtfeger Farmstead. This document will include:
 - Measured Drawings: The HABS document will include a set of measured drawings. The set of measured drawings will include plans, elevations, sections, details and a cover sheet with a site plan and written information.
 - Large-Format Photographs: The HABS document will include a set of large-format black and white photographs that are perspective corrected. Photographs will include overall views, elevations and details of important exterior and interior features of the buildings.
 - Written History: The HABS document will include an in depth critically developed historic context of the building. Archival Documentation: The HABS document will be produced in accordance with all archival requirements as outlined by the National Park Service.
 - Copies of the HABS document will be distributed to the NPS, the City of Chicago, the Chicago Landmarks Commission, the Chicago Historical Society, and the IHPA.

5.8.7.8 Locomotive Museum in Veteran's Park (Bensenville Park District)

The Locomotive Museum (Railroad Monument) is located within *Veteran's Park* in Bensenville and is under the jurisdiction of the Bensenville Park District. Bensenville's *Veteran's Park* provides an ice rink, sports fields (softball/little league), and locomotive museum. This park consists of 6.9 acres of land. This site was identified based on its park designation, but was also identified in the review of locally important historic sites due to the presence of the Locomotive Museum. The steam locomotive at the Railroad Monument was built by the American Locomotive Company of Schenectady, New York for the Studebaker Motorcar Company in 1922. The monument, a reminder of the Milwaukee Road's impact on the development of Bensenville, was dedicated in 1961. The Bensenville Park District purchased additional cars in 1983, including a 1951-era Milwaukee Road caboose #992114 and the 1947-era Milwaukee Road large coach car. This locomotive museum is open to the public by appointment only. At this site are old steam locomotive cars and a building that houses train models and is the location where a train enthusiasts group meets twice weekly. This museum is currently not on the NRHP, but was identified as a potentially locally important historic site.

Impacts to this Resource

No direct impacts would occur at this site with any of the Build Alternatives.

Potential Indirect Impacts - Noise: Aircraft noise levels at this site are compatible with the active recreational uses contained in the park. However, changes in noise associated with the Build Alternatives could be incompatible with one park activity/use: the locomotive museum.

While the noise exposure at this park is compatible with the active recreation uses, a separate review was conducted relative to the locomotive museum at this park. History museums are normally compatible with aircraft noise up to 65 DNL, unless sound insulated. While the exterior noise levels at this site exceed the FAA's land use compatibility guidelines, substantial impairment of this facility is not anticipated. A quiet setting does not appear to be a valued attribute of this site since the operation of model trains within the museum results in elevated interior sound levels. Further, increased aircraft noise levels would not diminish the patrons' use of this site, and therefore, no substantial impairment of this Section 4(f) resource is anticipated.

This site is also a public park. As noted earlier, active recreation occurs within this park which is compatible with aircraft noise levels up to 75 DNL. Because all Build Alternatives, if one was selected, would result in noise levels less than 75 DNL, no adverse impact would occur at this site.

Proposed Mitigation

Based on the uses of this facility, no mitigation appears to be warranted at this site since there would not be a substantial impairment of this resource.

5.8.7.9 Additional Locally Important Historic Sites

As noted in **Table 5.8-1**, 134 sites were identified as having local historical importance and were reviewed relative to the impacts of the Build Alternatives. None of these sites would be directly affected by the Build Alternatives, but were considered relative to indirect/potential constructive use impacts. A review was conducted of the indirect impacts of the alternatives on these lands, and noise was identified as the only potential indirect impact. **Table 5.8-1** identified the following sites that could be potentially affected by noise impacts and are described as follows:

Description of Locally Important Historic Sites

St. John's United Church of Christ (LS-62): Originally located on the site of the St. Johannes Cemetery, the church was moved to its present location at Foster Avenue and Route 83 in Bensenville in the 1950s to enable the development of the southern airfield at O'Hare. The church structure was originally built in 1873.

Korthauer Log House (LS-86): This facility, located at 200 S. Church Street in Bensenville is owned by the Bensenville Library. The log house presently serves as home of the Bensenville Historical Commission and serves as a local museum. The Bensenville Historical Society and the Bensenville Historical Commission restored the 1844 log house (demolishing the additions which encased the cabin in 1989) and moved it to its present location. It was the home of the

Korthauer family, and serves as a living history center for use by school and community groups. In the mid 1840s, Henry Korthauer and Dietrich Struckman were contracted to build a church and a parsonage with a schoolroom, known as the original St. John's United Church of Christ. Henry Korthauer later built an organ for the church.¹⁸

43 Residences: (LS-59, LS-62, LS-63, LS-75, LS-83, LS-83, LS-86, LS-88, LS-480, LS-482, LS-487, LS-502, LS-503, LS-504, LS-505, LS-506, LS-507, LS-508, LS-509, LS-510, LS-511, LS-512, LS-513, LS-515, LS-516, LS-517, LS-518, LS-519, LS-520, LS-521, LS-522, LS-523, LS-524, LS-525, LS-530, LS-531, LS-532, LS-533, LS-534, LS-535, LS-540, LS-541, LS-542, LS-547, LS-548, LS-549). Each of these sites was identified by either: 1) 1971-1975 County Landmark Survey (properties that IHPA surveyors thought had countywide historical importance), 2) IHPA historic site files; and 3) 1974-1975 Sprague Survey¹⁹ housed at IHPA. These homes were built in the late 1800s and early 1900s.

Impacts to Locally Important Historic Sites

No direct impacts would occur at any of the sites identified by local sources with any of the Build Alternatives.

Potential Indirect Impacts - Noise: **Table 5.8-1** identifies the locally important historic sites that would exceed the FAA's noise compatibility guidelines with the proposed Build Alternatives. These incompatible noise levels are not anticipated to substantially impair the use of these properties. Sound insulation would occur as the noise level would not be compatible with residential uses. Sound insulation would not be needed due to the property having local historic importance. With any Build Alternative, if selected, sound insulation following the Secretary of Interior's *Standards for the Treatment of Historic Buildings* (U.S. Department of Interior, National Park Service, 1995) and FAA guidelines would avoid adverse impacts to these sites. These sound insulation measures are identified in the following paragraphs.

As sound insulation to historic properties may constitute a Federal undertaking, a programmatic agreement would address all requisite requirements of Section 106. It would be expected that parties to the programmatic agreement would include: FAA, National Park Service (NPS), and Illinois State Historic Preservation Office (SHPO). Provisions of the programmatic agreement could include:

¹⁸ <http://history.bensenville.lib.il.us/Churches/StJohn.html>

¹⁹ During the years of 1971-1975, the State Historic Preservation Office survey director Paul Sprague and staff surveyors reviewed all towns and cities in the State of Illinois with a population greater than 500. As part of this survey historically significant structures built prior to World War II were located, photographed and cataloged. Data collected during this project were classified into three categories: P = those potentially significant enough to be included on the National Register of Historic Places; HD = those probably not of sufficient quality to be listed individually, but likely to qualify as contributing structures within a National Register of Historic Places District; and O = those of marginal architectural interest or significance.

- I. The mitigation options will be evaluated to comply with the Secretary of Interior's *Standards for the Treatment of Historic Buildings* (U.S. Department of Interior, National Park Service, 1995).
- II. The City of Chicago will ensure that the window mitigation project complies with the Secretary of Interior's *Standards for the Treatment of Historic Buildings* (U.S. Department of Interior, National Park Service, 1995). The City of Chicago will hire a qualified sound insulation/historic build restoration consultant, approved by the consulting parties, to ensure that the design and specifications for the undertaking are developed in compliance with the Secretary of the Interior's *Standards for Treatment of Historic Buildings*. No construction, alteration, remodeling or any other physical action to the facilities will be undertaken by the City of Chicago, which would affect the appearance or structural integrity of the facility without the express written permission of the NPS, FAA, and SHPO.
- III. The City of Chicago shall ensure that any change order to the project design required subsequent to the approval of the project will be developed in consultation with the NPS, FAA, and SHPO.
- IV. Should the SHPO object within 30 calendar days to any construction documents provided for review pursuant to the terms of this Agreement, the City of Chicago shall consult with NPS, FAA, and SHPO to resolve the objection. If the City of Chicago determines that the objections cannot be resolved, the City of Chicago shall request the further comments of the SHPO. Any SHPO comment provided in response to such a request shall be taken into account by the City of Chicago in accordance with 36 CFR §800.6(c)(2) with reference only to the subject of the dispute under this agreement. In the event that a SHPO comments are not resolved, will refer the issue to the ACHP for resolution.
- V. Should the City of Chicago, NPS, FAA, and SHPO determine that the terms of a proposed programmatic agreement cannot be met or believes that a change is necessary, that signatory is responsible for immediately requesting that other signatories consider voiding, amending, or affecting an amendment to this programmatic agreement. Such an agreement or addendum shall be executed in the same manner as the original agreement.
- VI. DURATION. No sooner than 30 days after execution of the programmatic agreement, the City of Chicago shall initiate the process for mitigation outlined herein and proceed diligently and expeditiously to complete the mitigation project.
- VII. AMENDMENTS. If any signatory to the programmatic agreement, determines that its terms will not or cannot be carried out or that amendment to its terms must be made, that party shall immediately consult with the other parties to develop an amendment to this programmatic agreement pursuant to 36 CFR §800.6(c) (7) and §900.6 (c)(8). The amendment will be effective on the date a copy signed by all of the original signatories is filed with the ACHP. If the

signatories cannot agree to appropriate terms to amend the programmatic agreement, any signatory may terminate the agreement for reason in accordance with Stipulation IX below.

- VIII. UNEXPECTED DISCOVERIES. The City of Chicago will notify the FAA as soon as practicable if it appears that an Undertaking will affect a previously unidentified property that may be historic, or affect a known historic property in an unanticipated manner. The City will stop sound insulation activities in the vicinity of the discovery, and take all reasonable measures to avoid or minimize harm to the property until FAA concludes consultation with the SHPO, and any Native American Tribe that might attach religious and cultural resource significance to the affected property. In the case of human remains, the City will also immediately notify the local law enforcement office and the county coroner/medical examiner.
- IX. TERMINATION. If the programmatic agreement is not amended following the consultation set out in Stipulation VII, it may be terminated. Within 30 days following termination, the FAA shall notify the signatories if it will initiate consultation to execute a programmatic agreement with the signatories under 36 CFR §800.6(c)(1) or request the comments of the ACHP under 36 CFR §800.7(a) and proceed accordingly.