ATTACHMENT G-3. EFFECT DOCUMENTATION

G-3.1. Assessment of Effects Under Section 106 of the National Historic Preservation Act for the Chicago O’Hare International Airport Terminal Area Plan and Air Traffic Actions Environmental Assessment (December 2021)

G-3.2. Emails Submitting Effect Documentation

G-3.3. Responses Received on Effect Documentation
G-3.1. Assessment of Effects Under Section 106 of the National Historic Preservation Act for the Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Actions Environmental Assessment (December 2021)
Assessment of Effects Under Section 106 of the National Historic Preservation Act for the Chicago O’Hare International Airport Terminal Area Plan and Air Traffic Actions

Environmental Assessment

Prepared for the

Federal Aviation Administration

Prepared by

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December 2021
Executive Summary

The Federal Aviation Administration (FAA) is conducting an environmental review under the National Environmental Policy Act (NEPA) for the Terminal Area Plan and Air Traffic Actions at the O'Hare International Airport (O'Hare, or “the airport”) as federal actions are anticipated. Concurrent with NEPA, the FAA is conducting its review under Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended (36 CFR 800), hereafter referred to as Section 106. Under Section 106 an assessment of effects was completed to identify if the Proposed Action would have an adverse effect on historic properties identified within the Area of Potential Effects (APE).

Three on-airport properties were determined by the FAA to be eligible for listing in the National Register of Historic Places (National Register): Terminal 1, the City of Chicago Department of Aviation (CDA) Control Tower, and the Rotunda. The FAA assessed potential effects to the three on-airport historic properties. The FAA has determined that there would be no effect to the CDA Control Tower as it would not physically be impacted by the Proposed Action and potential visual, noise, and vibration effects were found to be inapplicable.

The FAA determined that Terminal 1 and the Rotunda may be affected by the Proposed Action; therefore, the Criteria of Adverse Effect as outlined in the Section 106 regulations were applied, including consideration of whether proposed alterations would be consistent with The Secretary of the Interior’s Standards for the Treatment of Historic Properties, Standards for Rehabilitation. Based on the applicable criteria and Standards for Rehabilitation, the FAA determined that the Proposed Action would have no adverse effect on Terminal 1 and the Rotunda.

The FAA determined that there would be no effect to the off-airport historic properties within the APE since the change in noise levels due to the Proposed Action would not result in modifications to the historic properties and would not alter the characteristics that qualify them for inclusion in or eligibility for the National Register.
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1. Regulatory and Project Background

The Federal Aviation Administration (FAA) is conducting an environmental review under the National Environmental Policy Act (NEPA) for the Terminal Area Plan and Air Traffic Actions at the O'Hare International Airport (O'Hare, or “the airport”) as federal actions are anticipated. Concurrent with NEPA, the FAA is conducting its review under Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended (36 CFR 800), hereafter referred to as Section 106. Section 106 concerns the review of federal undertakings. A federal undertaking is a project, activity, or program either funded, permitted, licensed, or approved by a federal agency (36 CFR 800.16(v)).

Assessment of effects to historic properties supports FAA requirements for compliance with Section 106 regulations. As part of the Section 106 review, the FAA is required to assess whether any historic properties are adversely affected by the federal undertaking. FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and the associated Desk Reference and the FAA’s Section 106 Handbook: How to Assess the Effects of FAA Actions on Historic Properties under Section 106 of the National Historic Preservation Act (June 2015) provide guidance for identifying effects on historic properties.

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1 FAA approval of the Airport Layout Plan would be required to undertake the Proposed Action, and federal action/approvals for funds overseen by the FAA may also be required.
Section 1
Regulatory and Project Background

2. Description of the Undertaking, Specifying the FAA’s Involvement and Area of Potential Effects

The Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Actions Environmental Assessment (EA) will assess the environmental effects of 35 projects that are referred to as the Proposed Action. These projects comprise the federal undertaking that is being reviewed under Section 106. The projects are organized into five groupings, representing their common purpose or need. The number of projects in each grouping, and its associated subsection number in the full project description provided in Appendix A, include:

1. Terminal Projects (18 projects; Section 1.1), which include the proposed O'Hare Global Terminal & O'Hare Global Concourse (OGT)
   - The proposed OGT would replace existing Terminal 2, including Concourses E and F, with a new terminal building and attached concourse that would be integrated with existing Terminal 1 and Concourse B to the west and the Rotunda to the east. The OGT and Associated Apron Pavement project would support a full range of terminal functions, including 14 to 20 aircraft gates, passenger holdrooms, check-in facilities, security screening, baggage claim and handling systems, baggage make-up areas, a Federal Inspection Station, various passenger amenities, and circulation space.
   - The OGT and Associated Apron Pavement project would also expand the existing Terminal 2 Airport Transit System (ATS) station by providing an additional platform north of the existing ATS track and guideway. The existing pedestrian bridge connecting the Terminal 2 ATS station to the existing Terminal 2 would be replaced with a larger pedestrian bridge that would connect the expanded ATS station to the proposed OGT.

2. On-Airport Hotels (two projects; Section 1.2).

3. Airfield and Taxiway Improvements Not Required by the Terminal Projects (six projects; Section 1.3).

4. Support Facilities Not Required by the Terminal Projects (nine projects; Section 1.4).

5. Air Traffic Actions for Offset Approach Procedures for Runway 10R/28L (Section 1.5).

The full project description and exhibits are provided in Appendix A.

Improvements at O'Hare are needed to provide adequate terminal, gate, and apron areas, and to efficiently accommodate the existing and projected demand for originating and connecting hub operations and passengers.

The Area of Potential Effects (APE) for historic properties was defined by reviewing the proposed undertaking to identify potential effects to historic properties that are located on-airport, which is defined as within the airport property boundary, or off-airport, defined as outside of the airport property boundary but within reach of potential impacts. The APE is defined for both on-airport and off-airport potential effects to historic properties and is depicted on two maps: one for on-airport and one for off-airport (see Figure 1 and Figure 2).
Historic properties within the APE were identified to support FAA requirements for compliance with Section 106 regulations. The report, *Architecture/History Survey Report for Terminal Area Plan and Air Traffic Actions Environmental Assessment: Chicago O’Hare International Airport* (Survey Report, April 2021), identified properties located within the on-airport and off-airport APEs that are eligible for listing in the National Register of Historic Places (National Register) as well as off-airport locally important sites (not listed or determined eligible for the National Register) that are being treated as eligible under this Section 106 review. ²

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² The National Register-eligible Rest Haven Cemetery is surrounded by airport property but is outside of the airport property line. It is not in the APE. Regardless, there is no potential for the proposed undertaking to affect this historic property.
Section 1
Regulatory and Project Background

Assessment of Effects Under Section 106

Figure 1. On-airport APE map. Source: Architecture/History Survey Report for Terminal Area Plan and Air Traffic Actions Environmental Assessment: Chicago O'Hare International Airport (Mead & Hunt, Inc., April 2021).
Assessment of Effects Under Section 106

Figure 2. Off-airport APE map. Source: Architecture/History Survey Report for Terminal Area Plan and Air Traffic Actions Environmental Assessment: Chicago O'Hare International Airport (Mead & Hunt, Inc., April 2021).
3. **Description of Steps to Identify Historic Properties**

The Survey Report describes steps taken to identify historic properties. The FAA submitted the results of its identification of historic properties to the Illinois State Historic Preservation Office (SHPO) on April 29, 2021, and SHPO concurred on May 14, 2021 (see correspondence in Appendix B).

### A. **On-airport historic properties**

Three on-airport properties were determined by the FAA to be eligible for the National Register: Terminal 1, the City of Chicago Department of Aviation (CDA) Control Tower, and the Rotunda. These properties meet the National Register Criteria due to significance in American history and/or architecture and possess sufficient historic integrity in the seven aspects of location, design, setting, materials, workmanship, feeling, and association. See the on-airport APE map (Figure 1) for the location of on-airport historic properties. The FAA and SHPO correspondence and concurrence letters are included in Appendix D of the Survey Report. The findings are summarized below.

The document *Determination of Eligibility: Terminal 1, Chicago O’Hare International Airport* (August 2019) (Terminal 1 DOE) concludes that Terminal 1 (including Concourses B and C; Building Nos. 221, 222, 225, and 226) displays significance under National Register *Criterion C: Architecture*, including meeting *Criteria Consideration G: Properties that have achieved significance in the past fifty years*, and retains sufficient historic integrity to convey this significance. Therefore, the Terminal 1 DOE recommends Terminal 1 as eligible for listing in the National Register. On September 10, 2019, the FAA submitted the Terminal 1 DOE to the Illinois SHPO with a request to concur that Terminal 1 is eligible for listing in the National Register. SHPO responded on September 12, 2019, with its concurrence that the property meets *Criterion C*, including *Criteria Consideration G*, at the national level of significance. Additionally, in a report dated June 2021, the FAA reevaluated whether Terminal 1 was still eligible for listing in light of roof repair work conducted by United Airlines in 2020-2021. The reevaluation document (*Reevaluation of National Register of Historic Places Eligibility: O’Hare International Airport Terminal 1*, June 1, 2021) concludes that the roof repair work, though not a federal undertaking, was conducted in a manner that adheres to the Secretary of the Interior’s Standards for Rehabilitation. The FAA determined that Terminal 1 retains its 2019 eligibility for listing in the National Register and submitted its reevaluation to the SHPO. SHPO concurred on August 2, 2021 (see concurrence letter in Appendix B).

The document *Determination of Eligibility: City of Chicago Department of Aviation Control Tower* (November 2019) (CDA Control Tower DOE) concludes the CDA Control Tower (City Tower; Building No. 400) displays significance under *Criterion A* in the area of Transportation and *Criterion C* in the area of Architecture and retains sufficient integrity to convey both of these areas of significance. Therefore, the CDA Control Tower DOE recommends the CDA Control Tower as eligible for listing in the National Register. On November 4, 2019, the FAA submitted the CDA Control Tower DOE to the Illinois SHPO with a request to concur that the CDA Control Tower is eligible for listing in the National Register. SHPO responded on December 18, 2019, with its concurrence of this finding.

The document *Determination of Eligibility: Rotunda* (November 2019) (Rotunda DOE) concludes the Rotunda (Building No. 250) exemplifies the 1961-1963 expansion of O’Hare to serve an important
transportation need and displays significance under *Criterion A* in the area of Transportation and *Criterion C* in the area of Architecture as a significant expression of jet age architecture as it relates to airport design and as a representative work of influential master architect Gertrude Lempp Kerbis. The Rotunda DOE finds that the Rotunda retains historic integrity and, therefore, recommends the Rotunda as eligible for listing in the National Register. On November 4, 2019, the FAA submitted the Rotunda DOE to the Illinois SHPO with a request to concur that the Rotunda is eligible for listing in the National Register. SHPO responded on December 18, 2019, with its concurrence of this finding.

The FAA assessed the potential for effects to the three on-airport historic properties. The FAA determined that the Proposed Action would have no effect on the CDA Control Tower. The tower occupies the center of the terminal core area and is surrounded by the elevated ATS tracks, the Hilton Hotel, and upper or lower roadway loops serving arrivals and departures to Terminals 1, 2 and 3. The Proposed Action does not include any modifications to the CDA Control Tower. Construction in the vicinity of the tower includes building of the OGT to replace Terminal 2, expansion of the ATS platform, and a new elevated pedestrian bridge that connects the OGT to the existing ATS. The OGT, expanded ATS platform, and new elevated pedestrian bridge adjacent to the CDA Control Tower would not physically impact the historic property since construction is 20 feet away at closest. See supporting graphics in Appendix F, pages 115-125, showing the expanded ATS and new elevated pedestrian bridge in proximity to the CDA Tower.

The expansion of the ATS including the new elevated pedestrian bridge and proposed OGT would not have a visual or atmospheric impact on the existing airport buildings, including the CDA Control Tower, due to their compatibility of purpose; O'Hare is an airport, and all existing and future on-airport uses would be related to or supporting aviation uses. The ATS and elevated pedestrian bridge and OGT adjacent to the existing CDA Control Tower would not visually impair or otherwise affect its ongoing activities, features, attributes, or character. Potential noise and vibration effects were also specifically considered. The CDA Control Tower is already subject to noise from airport operations and because it is in aviation use, it is not noise sensitive. During project construction the CDA proposes to implement construction specifications that would protect neighboring buildings, including the tower, from vibration. As a result, potential noise and vibration effects were found to be inapplicable to the CDA Control Tower.

Terminal 1 and the Rotunda may be affected by the federal undertaking; therefore, these effects are described in Section 5 and analyzed in detail in Section 6.

**B. Off-airport historic properties**

Within the off-airport APE, historic properties (listed in or determined eligible for the National Register) and/or locally important sites were identified following the process summarized in the Survey Report; the list of properties is provided in Appendix F of the Survey Report. Properties that are listed in or eligible for the National Register are also listed in Table 1.
The FAA assessed the potential for effects and determined that the Proposed Action would have no effect on the off-airport listed or eligible properties within the APE. A finding of no effect is applicable when there are historic properties present but the undertaking will not alter the characteristics that qualify it for inclusion in or eligibility for the National Register. No visual effects would be caused by air traffic activities. While these properties would be overflown, they are already being overflown currently and have experienced air traffic activity historically. The change in noise levels due to the Proposed Action would not result in modifications to the historic properties nor alter the characteristics that qualify them for inclusion in the National Register.

Locally important sites identified in the Survey Report and listed in Appendix C have not been evaluated to determine their eligibility for listing in the National Register; however, they are assumed eligible and being treated as historic properties for analysis purposes under Section 106. Six off-airport historic properties have the potential to be impacted by changes in air traffic activities that would result in an increased noise level. Four of the properties—residences in Bensenville at 301, 309, 313 and 317 W. Green Street—would have increases in noise that could make them eligible for acoustical treatments to provide sound insulation to reduce interior noise levels. Since these properties have all previously received sound insulation and the Proposed Action would not alter the characteristics that qualify them for eligibility for the National Register, the FAA determined there would be no effect to these properties from the change in aircraft noise exposure.

The commercial block/Bensenville Theatre at 9-23 S. Center Avenue in Bensenville would have increased aircraft noise exposure as a result of the project. The FAA determined there would be no effect to the commercial block/Bensenville Theatre property since commercial properties and the theatre, as a
Section 3
Description of Steps to Identify Historic Properties

recreational property, are compatible uses based on Part 150 noise compatibility guidelines.\(^4\) In addition, the Proposed Action would not alter the characteristics that could qualify the property as eligible for the National Register.

The Itasca Baptist Church at 210 S. Walnut Street in Itasca would have increased aircraft noise exposure as a result of the project. Historically, the CDA only insulated residential and school components of churches, therefore this property would not receive acoustical treatments since it has no school or residential uses. No change to the use of the property is expected and the Proposed Action would not alter the historic or architectural characteristics that could qualify the church for eligibility for the National Register, therefore, the FAA determined there would be no effect to the property from the change in noise exposure.

No visual effects would be caused by air traffic actions to the six locally designated sites which are already being overflown currently and have experienced air traffic activity historically. FAA determined a finding of no effect is applicable to the six locally designated sites because the undertaking will not alter the characteristics that qualify these properties for inclusion in or eligibility for the National Register. Section 106 regulations at 36 CFR 800.8 allow for the identification of historic properties and assessment of the effects to reflect “the agency official's consideration of project alternatives in the NEPA process and the effort is commensurate with the assessment of other environmental factors.”\(^5\)


Section 4

Description of Affected Historic Properties

4. Description of Affected Historic Properties, Including Characteristics Qualifying Them for the National Register

Two on-airport historic properties that may be affected by the federal undertaking are described in this section: Terminal 1 and the Rotunda.

A. Terminal 1

Terminal 1 consists of ticketing and baggage areas attached to a primary concourse, Concourse B, and a satellite concourse, Concourse C, connected by an underground tunnel. The two concourses are characterized by barrel-vaulted exterior curtain walls and interior exposed steel structures. Terminal 1 comprises a total of 1.4 million square feet, housing the United Airlines hub. The terminal was designed by Chicago-based architect Helmut Jahn and constructed between 1986 and 1988. Its postmodern design references London’s Victorian-era Crystal Palace as well as historic rail stations that served as city gateways, making the experience of leaving or entering cities memorable for travelers. Representative photographs are provided in Appendix D.

Terminal 1 was determined eligible for listing in the National Register under Criterion C in the area of Architecture as it embodies the characteristics of a type, period, or method of construction; represents the work of a master; and possesses high artistic value. Terminal 1 embodies significant characteristics of an airport terminal of the postmodern era, representing this distinctive property type. It represents a shift away from the decentralized and utilitarian terminals of the 1970s towards a return to airport buildings as grand statements. Terminal 1 stands as Helmut Jahn’s first work of aviation architecture, receiving broad critical acclaim both at the time of construction and retrospectively. As a result, Terminal 1 can be classified as the work of a master. Terminal 1 also represents high artistic value seen in the intricate arrangement of its steel and glass building materials, which were employed by Jahn to create a “grand gateway” to Chicago. The connecting tunnel offers a complete spatial artistic statement that is distinct among American airports. The period of significance for Terminal 1 coincides with the years of construction: 1986-1988.

Terminal 1, completed in 1988, is less than 50 years old. However, as detailed above, it exhibits exceptional importance and meets National Register Criteria Consideration G as a prominent and influential example of a postmodern airport terminal, as one of the most widely praised works of Jahn’s career, and for the high artistic value of its steel and glass design and the dynamic artistic space of the connecting tunnel. The architectural features that give Terminal 1 distinction include its expansive and integrated vaulted glass curtain wall spaces, along with the stylistic exhibition of the structural engineering seen in the detailed steel structural system with circular cutouts in the webs of beams and girders, primarily visible on the interior of the building. Recent roof repair work, though not a federal undertaking, was conducted in a manner that adheres to the Secretary of the Interior’s Standards for Rehabilitation. Overall, Terminal 1 retains strong historic integrity in all aspects, especially in the primary public spaces of the terminal building.

B. The Rotunda

The Rotunda consists of multi-level and multi-purpose space located at the juncture of Terminal 2 (to the west), Terminal 3 (to the east), and Concourse G (to the south). Glass-enclosed, concourse-level walkways, referred to as “links” on as-built terminal plans, connect Terminals 2 and 3 to the Rotunda.
Concourse G is attached to the southern perimeter of the Rotunda and connects directly into the Rotunda (unlike Terminal 2 and 3). The southern exterior of the Rotunda faces airside taxiways, airline gates, and aircraft service area. The northern exterior faces the FAA office building and Main Control Tower, the O'Hare Hilton Hotel, Elevated Parking Building, and CDA Control Tower. Representative photographs are provided in Appendix D.

Designed by Gertrude Lempp Kerbis and completed in 1963, the Rotunda is characterized by its Mid-century Modern design featuring a cylindrical form with expansive glass windows and a radial cable-suspended roof. The mezzanine level originally featured the Seven Continents Restaurant and lounge, and the concourse level originally operated as a coffee shop with other food concessionaires, with both spaces providing views overlooking the airfield. Today, the concourse and mezzanine levels serve primarily as public spaces, The concourse level includes several food concessions and associated back-of-the-house spaces, and generally serves as circulation space for the traveler between Terminals 2 and 3, and Concourse G. The mezzanine level features passenger seating area, a hydroponic garden, a yoga room, a mother’s room, the USO of Illinois, as well as non-public areas including offices, a large conference room, and other leased spaces. The apron and basement levels serve back-of-house functions and are not open to the public. The apron level consists primarily of storage and offices, while basement level consists of storage and mechanical rooms.

The Rotunda was determined eligible for listing in the National Register under Criterion A: Transportation as it exemplifies the 1961-63 expansion of O'Hare to serve an important transportation need. It also possesses significance under Criterion C: Architecture as a significant expression of jet age architecture (the age that heralded the introduction of jet-engine-powered aircraft into commercial transportation in the late 1950s), as it relates to airport design and as a representative work of influential master architect Gertrude Lempp Kerbis. Designs for new airport terminals not only accommodated larger aircraft and an increase in passenger traffic, but also reflected public enthusiasm for the new aircraft and a renewed spectator interest in viewing flight. The Rotunda’s large, thick windows provided diners at the building’s multiple restaurants with uninterrupted views of the ramp and runway beyond, while dampening the noise and vibrations of the jet engine aircraft. Additionally, its lack of interior columns enhanced views toward the airfield. The Rotunda’s period of significance coincides with the dates of its construction as part of the 1958 O’Hare master plan: 1961-63.

Architectural features that convey the Rotunda’s significance related to jet age transportation include its circular form, double-height interior atrium space, cable-suspended roof system resulting in column-less interior space, and south-facing windows that provide views toward the airfield. Despite several alterations to its interior and exterior, including changes in the atrium as well as changes to spatial arrangement of original dining areas at the concourse level, the Rotunda retains historic integrity in six of the seven aspects, with its setting compromised by adjacent construction of the FAA office and tower after its period of significance (1961-63).
5. Description of the Undertaking’s Effects on Historic Properties

The Proposed Action may affect two National Register eligible historic properties: Terminal 1 and the Rotunda.

CDA prepared documents and design graphics to illustrate details of how the Proposed Action would interface with these historic properties that aided in the assessment of effects. The Proposed Action are presented in CDA’s “OGT and Existing Facility Interface Analysis Supporting Graphics” submitted to the FAA on November 12, 2021 (see Appendix F). Prior to preparing this final documentation packet, CDA provided the FAA with a number of draft documents, which are listed in Appendix E.

The Terminal Projects that may affect historic properties are as follows (see Figure 3):

- **OGT building including interface with the existing Terminal 1 Concourse B and the Rotunda:**
  - The proposed OGT would be a new terminal replacing existing Terminal 2. OGT would have two primary connections to the existing O'Hare complex: at Terminal 1 and at Terminal 3 via the Rotunda. The three interconnected terminals—Terminal 1, OGT, and Terminal 3—would link baggage, passenger, and service flows and operate as one integrated system. The OGT would be approximately 2.2 million square feet (SF) and would function as a domestic and international facility with Federal Inspection Services (FIS)-capable aircraft gates able to accommodate arriving international flights.

  The OGT would be a steel and glass structure featuring non-tinted glazing for the facade. The OGT’s sawtooth roof would incorporate a gentle slope from 85 feet at the OGT roof interface edges with Terminal 1 and the Rotunda to 125 feet at the highest point and would be crowned with a star-shaped skylight called the oculus.

- **Satellite 1 interface with Terminal 1 Concourse C:**
  - Satellite 1 is proposed to be connected to Terminal 1 Concourse C via a side connection at the west wall on the southern end of the existing Concourse C building. Satellite 1 would be approximately 700,000 SF. During the construction of Satellite 1, a proposed temporary walkway/extended jetway to accommodate six temporary gates would be constructed to connect to Terminal 1 at the current Gate C8.

- **Proposed expansion of Terminal 1 Concourse B northeast end:**
  - The Proposed Action would expand the northeast end of Terminal 1 Concourse B directly to the north of the Terminal 1 ticketing/baggage area. The expansion would replace the existing surface parking lot alcove with infill construction, integrating with the existing building at the apron and concourse levels.

- **Proposed expansion of Terminal 1 Concourse C North:**
  - The Proposed Action would expand the northwest end of Concourse B and would be located on the airside of the existing Concourse C area of the Terminal 1 building. The
proposed expansion would add new space on the northwest end of Concourse C, replacing an area currently serving apron functions with new construction.

A detailed description of the effects of the Proposed Action on Terminal 1 and the Rotunda follows.
Section 5
Description of the Undertaking’s Effects on Historic Properties

Figure 3. Graphic depicting the Terminal Projects portion of the undertaking.
Section 5
Description of the Undertaking's Effects on Historic Properties

A. Terminal 1
The Proposed Action would involve modifications to existing Terminal 1, through two interface connections of the existing structure to new structures, additions or expansions to the existing terminal/concourses, and one temporary addition needed during construction. All supporting graphics from CDA’s “OGT and Existing Facility Interface Analysis Supporting Graphics” submitted to the FAA on November 2021.

(1) OGT Interface with Terminal 1 Concourse B
The OGT is proposed to connect with Terminal 1 Concourse B at its southern end (see Figure 4 through Figure 11 for details and dimensions, and see pages 7-33 in Appendix F for full packet of supporting graphics). This interface connection would retain the southern end of Concourse B, including the apse and the step down to the lower roof over the existing semicircular holdrooms.

Connecting the OGT main building to Concourse B would be a new connecting walkway link between the two buildings. This new connection would serve as the interface between the southern end of Concourse B, set back from the west elevation (airside) exterior building planes of Concourse B and the OGT. A new skylight would be installed in the Concourse B holdroom area and in the new walkway link connecting the southern end of Concourse B to the northern end of OGT. The new skylight would require removal of portions of the ceiling of Concourse B; it would be set back from the existing apse by approximately 20 feet at a height of approximately 24 inches above the exterior façade of Concourse B. The new walkway would connect to Concourse B at the southern end of the Concourse with a roof height of approximately 24 inches above the exterior façade of Concourse B that slopes up to meet the OGT. The materials would be glass roof and walls (performance glazing with and without ceramic frit) and light-colored painted steel.

At the east elevation (landside), the OGT would infill space at the apron level between the baggage claim area of Concourse B and the main building form of the proposed OGT. The OGT roof apex height near the interface with Concourse B would be 85 feet. The distance from the roof interface of Concourse B to the center of the OGT (with its peak roof height of approximately 125 feet) would be approximately 500 linear feet.

The ramp area between the southeast corner of Concourse B and the existing Terminal 1-Terminal 2 connecting walkway would be infilled at the apron and concourse levels with an exterior ramp and truck dock, and open space/courtyard around the south end of Concourse B. The existing Terminal 1-Terminal 2 connecting walkway would be replaced with a new, wider landside circulation corridor to connect Terminal 1 landside portions—ticketing/baggage areas—with the OGT. The OGT landside interface with Terminal 1 would have an exterior wall of glass (performance glazing with and without ceramic frit) and light-colored painted steel.
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Figure 4. Proposed Action – Upper/Departures Level Plan.
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Figure 5: Upper/Departures Level of Existing T1-T2 Interface.
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Figure 6. View of T1 Concourse B-OGT (Airside) Interface Facing East.
Figure 7. T1 Concourse B – OGT.
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Terminal 1 | OGT Interface
View of T1 Concourse B, and OGT Facing East

Figure 8. Terminal 1 / OGT Interface, View of T1 Concourse B, and OGT Facing East.
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Figure 9. View of T1-OGT Curbside Interface Facing South (Upper Level).

View of T1-OGT Curbside Interface Facing South (Upper Level)

OGT  Proposed Interface  Existing Canopy  T1

Proposed Exterior Rendering

Figure 9. View of T1-OGT Curbside Interface Facing South (Upper Level).
View from OGT to T1 Concourse B Facing North

Figure 10: View from OGT to T1 Concourse B Facing North.
View from T1 Concourse B to OGT Facing South

Figure 11. View from T1 Concourse B to OGT Facing South.
(2) Terminal 1 Concourse C Satellite 1
Satellite 1 would connect to the southern end of Terminal 1 Concourse C via a new connecting link (see Figure 12 through Figure 19 for details and dimensions, and see pages 85-102 in Appendix F for a full packet of supporting graphics). This new link would serve as the interface between the southern end of Concourse C, angling away from the west exterior elevation building plane of Concourse C. The new link would be comprised of a 70-foot-wide opening in the Concourse C holdroom exterior facade and a walkway connecting the southern end of Concourse C to the end of S1. The new connecting walkway would connect to Concourse C and align with the existing roof apse and exterior façade of Concourse C to slope up to meet S1. The materials would be glass (performance glazing with and without ceramic frit) and light-colored painted steel. The end of Concourse C including the apse at the southern end of the existing circulation corridor would remain.

Satellite 1 would consist of a triangular-shaped structure adjacent to the connecting link that extends south and southwest as a rectilinear structure. The new Satellite 1 building would be a minimum of approximately 45 feet above the apron, not taller than approximately 65 feet above the apron at the building/edge perimeter with the connector link, and not taller than 75 feet at its maximum height. This height of the new constructions is compared with the 35-foot, 3-inch height of the barrel-vaulted ceiling of Concourse C. The roof heights will be subject to line-of-sight review by the FAA before they are finalized.

A temporary walkway/extended jetway is expected to be in place for three years and would be demolished after Satellite 1 is connected to Concourse C. The temporary walkway/extended jetway would be approximately 500 feet long by 40 feet wide and comprised of a steel-frame structure with metal siding. The connection would be approximately 30 feet wide and 20 feet high at Concourse C Gate C8.
Upper/Departures Level of T1 Concourse C-S1 Interface

Key
- Proposed Demolished Walls/Partitions
- Existing Facility/Function to Remain
- Existing Aiside Circulation
- Proposed Exterior Enclosure
- Proposed Aiside Circulation
- Proposed Facility

Figure 12: Proposed Action – Upper/Departures Level of T1 Concourse C-S1 Interface.
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Upper/Departures Level of T1 Concourse C South End

Key
- Area of Modified Floor to Accommodate New Walkway
- Proposed Demolished Walls/Partitions
- Existing Facility to Remain

Figure 13. Upper/Departures Level of T1 Concourse C South End.
T1 Concourse C-S1 Interface

Key
- Existing Facility to Remain
- Exisitng Airside Circulation
- Proposed Exterior Enclosure
- Proposed Facility
- Proposed Airside Circulation
- Proposed Baggage Conveyor
- Proposed Conveyor Clearance

Key Plan

Figure 14. T1 Concourse C-S1 Interface.
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Figure 15. View of T1 Concourse C, S1, S2, and OGT Facing East.
View of T1 Concourse C-S1 Interface (Airside) Facing Southwest

Conc C. - Satellite 1

Figure 16. View of T1 Concourse C-S1 Interface (Airside) Facing Southwest.
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Figure 17. View from T1 Concourse C South End to S1 Facing South.
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Figure 18. View from S1 to Concourse C Facing North.

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Exhibit III-3: Temporary Walkway/Extended Jetway from Terminal 1 Concourse C – West Elevation (Looking East)

Temporary Walkway will Require the Removal of the Following Existing Components that will be Reinstalled after the Completion of S1:

- 4’ x 10’ Exterior Glass Panels and Mullions
- 15) Segmented Glass Panels at the Upper Curved Portion of the Exterior Wall
- 5) Metal Spandrel Panels at the Lower Portion of the Exterior Wall
- 1) Exterior Metal Doorway Serving Passenger Boarding Bridge
- 1) Passenger Boarding Bridge (Jetway)
- Exterior Lighting and Communication Components Attached to Metal Panels
- Selective Carpet between Exterior Wall and Main Corridor
- Interior Power and Data Modifications


Figure 19. Exhibit III-3: Temporary Walkway/Extended Jetway from Terminal 1 Concourse C – West Elevation (Looking East).
(3) Terminal 1 Concourse B Northeast End Expansion

The Concourse B Northeast End Expansion would be located at the northeast, landside end of the existing Concourse B area of the Terminal 1 building and directly to the north of the Terminal 1 ticketing/baggage area (see Figure 20 and Figure 26 for details and dimensions, and see pages 35-48 in Appendix F for a full packet of supporting graphics).

The proposed expansion would replace the existing surface parking lot alcove with infill construction, integrating with the existing building at the apron and concourse levels. The existing facades of the adjacent elevations would be removed to accommodate the new construction, totaling approximately 115 feet of the ticketing/baggage area north elevation and 500 feet of the Concourse B elevation. The configuration of the “banana gates”\(^6\) at the concourse level would remain intact while the existing lower roadway level would be integrated into the proposed expansion.

The proposed expansion would consist of two main volumes: south and north. The heights of these volumes step down from the south volume to the north volume, to maintain roof alignment with the adjacent Terminal 1 roof heights at the base of the sloped skylights. The exterior materials for this expansion would be light-colored painted steel, metal panels, and glass (performance glazing with or without ceramic frit).

\(^6\) The Concourse B “banana gates” extend from the northeast side of Concourse B and curve to mimic the bend in the main terminal roadway.
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Figure 20. Upper/Departures Level T1 Addition.

Key
- Existing Facility to Remain
- Existing Airside Circulation
- Existing Landside Circulation
- Proposed Exterior Enclosure
- Proposed Landside Circulation
- Proposed Facility

[Diagram showing proposed upper/departures level T1 addition at Chicago O'Hare International Airport]
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Figure 21. Lower/Arrivals Level T1 Addition.
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Figure 22. T1 Concourse B Northeast End Expansion.
T1, Concourse B, Northeast End Expansion

Figure 23. T1, Concourse B, Northeast End Expansion.
T1 Concourse B Northeast End Expansion Curbside Interface Facing North

Figure 24. T1 Concourse B Northeast End Expansion Curbside Interface Facing North.
Figure 25. T1 Concourse B Northeast End Expansion Interface Facing North.
T1 Concourse B Northeast End Expansion Interface Facing South

Figure 26. T1 Concourse B Northeast End Expansion Interface Facing South.
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(4) Concourse C Expansion North

The Concourse C Expansion North (also called the Concourse C Northwest End Expansion) would be located at the northwest, airside end of the existing Concourse C area of the Terminal 1 building (see Figure 27 through Figure 32 for details and dimensions, and see pages 103-114 in Appendix F for a full packet of supporting graphics).

The proposed expansion would replace an area currently serving apron functions with new construction. The expansion would integrate with the existing building at the apron and concourse levels, located directly north of an existing holdroom area that projects westward from the circulation corridor.

The addition would necessitate the removal of 250 feet of the west elevation of the existing holdrooms/circulation corridor. Similarly, 65 feet of the north elevation of the existing holdroom area would be removed.

The design of the proposed expansion is rectilinear in its form. The west elevation of the expansion would align with the west elevation of the existing holdroom area that projects from the circulation corridor. The roof height of the proposed addition would align with the base height of Concourse C’s existing barrel-vault skylights. The exterior materials for the expansion would be light-colored painted steel, metal panels, and glass (performance glazing with or without ceramic frit).
Upper/Departures Level of T1 Concourse C

T1 Concourse C

Key
- Existing Facility to Remain
- Existing Airside Circulation
- Proposed Exterior Enclosure
- Proposed Facility

Figure 27. Upper/Departures Level of T1 Concourse C.
Figure 28. Lower/Arrivals Level of T1 Concourse C.
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T1 Concourse C

Key
- Existing Facility to Remain
- Existing Airside Circulation
- Proposed Exterior Enclosure
- Proposed Facility

Figure 29. T1 Concourse C.
Concourse C Expansion Facing Southeast
T1 Conc C Addition

Figure 30. Concourse C Expansion Facing Southeast.
Figure 31. Concourse C Northwest End Expansion Facing West.
Figure 32. Concourse C Northwest End Expansion Facing North.
B. Rotunda

(1) OGT Interface with Rotunda
The Rotunda would be retained and reused as a connection between the OGT and Terminal 3 providing both airside and landside through-connections for passengers to access the OGT and Terminal 3 (see Figure 33 through Figure 45 for details and dimensions, and see pages 49-84 in Appendix F for a full packet of supporting graphics). All supporting graphics from CDA’s “OGT and Existing Facility Interface Analysis Supporting Graphics” were submitted to the FAA in November 2021.

On the landside, the FAA building would remain in place and a new landside connection would be constructed connecting the OGT to Terminal 3. The landside connection to the OGT would be approximately 20 feet wide and constructed of glass (performance glazing with and without ceramic frit) and light-colored painted steel. The landside connection to Terminal 3 would be integrated into the new corridor between the Rotunda and the OGT, which would include a separate airside section.

The existing airside corridors to Terminal 2 and Terminal 3 from the Rotunda would be replaced with wider and taller corridors at the same locations connecting to the OGT on the southwest and Terminal 3 on the northeast. The new corridors necessitate removing the lower portion of six exterior bays, including glazing of the Rotunda, to accommodate the wider and taller corridor openings: two bays for the OGT airside corridor, three for the Terminal 3 airside and landside corridor, and one for the OGT landside corridor. Of the 27 glass panes to be removed, 14 of these are full or partial panes in original condition.

The corridor to the OGT would be constructed of glass (performance glazing with and without ceramic frit) and light-colored painted steel. It would be approximately 40 feet wide, and the height at 36 feet, 9 inches would align with the existing intermediate Rotunda mullion, which is located below the top window of the three stacked windows. The airside corridor between the OGT and the Rotunda would be approximately 75 feet long, providing a setback between the OGT building elevation and the Rotunda. The OGT roof apex height near the interface with the Rotunda would be 85 feet. The distance from the roof interface of Rotunda to the center of the OGT (approximately 125 feet high at peak of roof) would be roughly 800 linear feet.

The Terminal 3 corridor would be constructed of glass (performance glazing) and white painted steel. Both airside corridors would be approximately 60 feet, allowing for both airside and landside connection, and the height would align with the existing intermediate Rotunda mullion. The corridor from the Rotunda to Concourse G would remain unaltered from existing conditions.

The existing glass bays have various glazing conditions that would be retained, including panes with original glass, original glass with dark film, non-original glass, and non-original glass with dark film. A new concourse-level exterior airside terrace is proposed to infill the space between the new west and southwest corridors between the OGT and the Rotunda. The terrace would have an access point from the OGT utilizing a ramp and a second access point in the connecting corridor between the OGT and the Rotunda through doors. Space below this new terrace—at the apron level—would be enclosed.
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Within the interior of the Rotunda, the existing non-original concession installations would be removed on the concourse level returning it to a more open configuration. Interior features to remain include the original staircases to the mezzanine, oculus form and ribs in the ceiling, interior columns supporting the mezzanine level, and the original terrazzo floor. Modern signage, murals, and lighting and the non-original decorative terrazzo floor detail would be removed. The non-original concourse- and mezzanine-level finishes including the slatted metal covering over original wood ribbing along the interior walls and the decorative treatment of the mezzanine facade would remain.
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Description of the Undertaking’s Effects on Historic Properties

Figure 33. Proposed Action – Upper/Departures Level of Rotunda, OGT, and T3 Interface.
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Figure 34. View of Rotunda, OGT, and T3 Airside Interface Facing North.

View of Rotunda, OGT, and T3 Airside Interface Facing North

Proposed OGT

Conc. G

Rotunda

ATCT

Rotunda-T3 Walkway

T3

Centerline of Mullion +37'-0"'

+85'-0" +36'-9"

+53'-6"

+36'-9"
Figure 35. OGT / Rotunda / Terminal 3 Interface, View of OGT, Rotunda, and Concourse G Facing North.
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Figure 36. OGT / Rotunda / Terminal 3 Interface, View of OGT, Rotunda, and Concourse G Facing North.
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Figure 37. OGT / Rotunda / Terminal 3 Interface, View of OGT, Rotunda, and Concourse G Facing Northwest.
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OGT | Rotunda | Terminal 3 Interface
View of OGT, Rotunda, and Exterior Terrace Facing South

Figure 38. OGT / Rotunda / Terminal 3 Interface, View of OGT, Rotunda, and Exterior Terrace Facing South.
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Description of the Undertaking’s Effects on Historic Properties

Figure 39. View from OGT to Rotunda Facing East. 

View from OGT to Rotunda Facing East
Rotunda - OGT

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Figure 40. View from Rotunda to OGT Facing West (Concourse Level).

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Figure 41. View from Rotunda Interior Facing T3 Walkway (Concourse Level).
Figure 42: View from Rotunda to Concourse G and Airfield Facing South (Concourse Level).
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Figure 43. View from Rotunda to Airfield Between T3 and Concourse G Facing Southeast (Concourse Level).

Rotunda - OGT

Existing Core Walls to Remain

Proposed Interior Rendering

November 2021

[APPENDIX G]

G-907

JUNE 2022

Chicago O'Hare International Airport

Draft Environmental Assessment
View from T3 Walkway to Rotunda Facing West (Concourse Level)

Rotunda - T3

Figure 44. View from T3 Walkway to Rotunda Facing West (Concourse Level).
Figure 45. Modifications to Rotunda Glazed Bays Over Time. Number of original panes to be removed based on comparison of "Baseline Conditions" and "Assumptions Based on Proposed Action Submission Dated November 12, 2021."

Assessment of Effects Under Section 106
6. **Explanation of Why the Criteria of Adverse Effect Were Found to be Applicable**

Effects under Section 106 are assessed by application of the criteria of adverse effect, defined as follows:

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.\(^7\)

Seven examples of adverse effects are outlined in the Section 106 regulations:

(i) **Physical destruction of or damage to all or part of the property**

(ii) **Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines**

(iii) **Removal of the property from its historic location**

(iv) **Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance**

(v) **Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features**

(vi) **Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization**

(vii) **Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance**

A. **Criteria of adverse effect that are not applicable**

Each of the seven examples of adverse effect was considered in assessing the federal undertaking’s effects on Terminal 1 and the Rotunda. The following five examples of adverse effect are not applicable for the reasons stated:

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\(^7\) "36 CFR Part 800 - Protection of Historic Properties," Section 800.5(a)(1), page 5
(iii) Removal of the property from its historic location

The historic properties would remain in their historic locations.

(iv) Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance

The Proposed Action would not change the character of the historic properties’ use as aviation facilities or change physical features in the properties’ setting that contribute to their significance.

(v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features

The addition of new airport buildings would not have a visual or atmospheric impact on existing airport buildings due to their compatibility of purpose; O'Hare is an airport, and all existing and future on-airport uses would be related to or supporting aviation uses. A new building adjacent to an existing airport building would not visually impair or otherwise affect its ongoing activities, features, attributes, or character. Potential noise and vibration effects were also specifically considered. O'Hare would remain an active airport requiring maintained use of land and airside facilities. On-airport buildings are already subject to noise from airport operations and aviation uses are not noise-sensitive. As a result, there would be no potential noise effects to on-airport buildings.

During project construction, CDA proposes to implement construction specifications that would protect adjacent buildings from damage. CDA’s general construction contract General Conditions, Section XIV – Protection of Persons and Property, Health and Safety, Services and Use of Site, Paragraph 3a. Protection of Existing Structures and Property states, “The Contractor must avoid damage, as a result of its operations, to trees, plant life, existing sidewalks, curbs, streets, alleys, pavements, utilities, adjoining property, the work of other contractors and the property of the City, FAA, and others and will at its own expense repair any damage thereto caused by its operations.” Paragraph 3c states “…the Contractor will shore-up, brace, underpin, secure, and protect as may be necessary all foundations and other parts of existing structures adjacent to, adjoining and in the vicinity of the site, which may be in any way affected by the excavations or other operations connected with the Work.” The general conditions are provided in Appendix B of the Survey Report. As a result, there would be no anticipated vibration impact to on-airport buildings and therefore no anticipated effect.

(vi) Neglect of a property which causes its deterioration

No information suggests nor is it foreseeable that the federal undertaking would cause deterioration of Terminal 1 or the Rotunda. The undertaking would make use of these existing buildings.
Section 6
Explanation of Why the Criteria of Adverse Effect Were Found to be Applicable

(vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property’s historic significance

The federal undertaking would not involve transfer, lease, or sale of property.

B. Criteria of adverse effect that are applicable

The following two examples of adverse effect were further evaluated for Terminal 1 and the Rotunda as potentially applicable due to the nature of the Proposed Action:

(i) Physical destruction of or damage to all or part of the property

(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines

These two examples of adverse effect are addressed separately for the two historic properties: Terminal 1 and the Rotunda.

Under Criteria (ii), the evaluations of proposed alterations are considered as to whether they are consistent with The Secretary of the Interior’s Standards for the Treatment of Historic Properties (referred to herein as Standards). The Standards for Rehabilitation are applicable as they acknowledge the need for, and provide guidance to address, additions to a historic property to meet continuing or changing uses. The Standards for Rehabilitation recognize that exterior and interior alterations may be needed to provide for continued use. Each of the ten Standards for Rehabilitation were considered; five were found to be applicable to both Terminal 1 and the Rotunda while five are not applicable to these historic properties (see Appendix G for a full narrative of the ten Standards for Rehabilitation).  

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9 The following five Standards are not applicable for the reasons stated: Standard 3 is not applicable because Terminal 1 and the Rotunda are still recognized as records of their time, place, and use without changes that create a false sense of history. Standard 4 is not applicable because neither Terminal 1 nor the Rotunda have changes since their period of significance that have acquired historic significance. Standard 6 does not apply because deteriorated historic features would not be replaced or repaired. The roof system of Terminal 1 is a deteriorated feature that is currently being repaired by United Airlines in cooperation with CDA as an independent project that was not subject to Section 106 review. Further this work was found to be conducted in a manner that adheres to the Standards for Rehabilitation (see Reevaluation of National Register of Historic Places Eligibility: O’Hare International Airport Terminal 1 [Mead & Hunt, Inc., June 1, 2021]). Within the interior of the Rotunda, only non-historic features would be
The five Standards that apply to the Proposed Action are listed below, and details on how the Standards for Rehabilitation relate to the proposed work is addressed in the section specific to each historic property. The applicable Standards are:

**Standard 1:** A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.

**Standard 2:** The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.

**Standard 5:** Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

**Standard 9:** New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

**Standard 10:** New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

### C. Evaluation of effect for Terminal 1

Two examples of adverse effect that may be applicable to Terminal 1 were further evaluated. Based on this evaluation and the applicable criteria and Standards for Rehabilitation, it is recommended that the Proposed Action would have no adverse effect on Terminal 1 for the reasons described below. The Proposed Action is depicted on graphics in Appendix F, pages 7-48 and 85-114. All measurements provided in this section are approximate.

The character-defining features of Terminal 1 were considered when applying the Criteria of Adverse Effect. The architectural features that give Terminal 1 distinction include its expansive and integrated vaulted glass curtain walls that enclose the long corridors of Concourses B and C, along with the stylistic exhibition of the structural engineering seen in the detailed steel structural system with circular cutouts in the webs of beams and girders, primarily visible on the interior of the building (see Figure 46). The barrel-vaulted curtain wall circulation corridors create a sense of open space and lightness that terminate in circular ends. Terminal 1 retains its historic materials in primary public spaces of the concourses including exposed steel, aluminum and glass curtain wall system, fritted glazing, structural glazed tile units, and terrazzo floors.

removed. Standard 7 is not applicable because no chemical or physical treatments of historic materials is planned. Standard 8 is not applicable because no archeological resources are present in the project area.
Figure 46. Character-defining features of Terminal 1 including its expansive and integrated vaulted glass curtain wall spaces, along with the stylistic exhibition of the structural engineering seen in the detailed exposed steel structural system with circular cutouts in the webs of beams and girders, primarily visible on the interior of the building.

(i) Physical destruction of or damage to all or part of the property

Terminal 1 would be retained and remain in use, with parts of the historic property removed to accommodate construction of the Proposed Action. The following parts of Terminal 1 would be demolished as a result of the action.

- 45 linear feet of exterior wall panels at the south end of Concourse B
- 200 linear feet of exterior wall panels on the east wall of Concourse B
- 93 feet of the non-historic infill section of Concourse B with the existing checkpoint.
- The connecting walkway between Terminal 1 and current Terminal 2 (to be replaced by the OGT).
- 601 linear feet of exterior wall panels to accommodate the northeast end expansion of Concourse B
Section 6
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- 70 linear feet of exterior wall panels on the west wall of Concourse C
- 315 linear feet of exterior wall panels to accommodate the north expansion of Concourse C.

Overall, the majority of Terminal 1, including character-defining features, would be retained and destruction or damage to the historic property would be minimized.

(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines

The proposed alterations to Terminal 1 are consistent with the Standards for Rehabilitation. The five Standards for Rehabilitation that apply to the proposed work are addressed in numeric order.

Standard 1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.

Terminal 1 would remain an airport terminal and continue to be used as it was historically. This standard is met.

Standard 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.

The proposed interface of Terminal 1 with the OGT and Satellite 1 and the two additions to Terminal 1 retain the historic character of the property and avoid removing distinctive materials, features and spaces that characterize the historic property. The expansive integrated vaulted glass curtain spaces of Terminal 1 including the barrel-vaulted interior circulation corridors will be retained. The overall form of Concourses B and C including the long corridors that terminate in circular apse and holdroom ends will also be retained. The connection of Concourse B to the OGT retains the southern end of the concourse, including the existing apse and semicircular holdroom. The new connecting walkway for Concourse C and Satellite 1 is on the west wall of the concourse and also retains the southern end of the concourse with its apse and holdroom. The character-defining features and distinctive historic materials of Terminal 1 including the exposed steel structural system with circular cutouts in the webs of beams and girders, seen on the interior of the building will be retained. In addition, much of the other historic materials in primary public spaces including the glass curtain wall system, fritted glazing, structural glazed tile units, and terrazzo floor will also be retained.

Overall, the historic character of the property will be retained and preserved through retention of character-defining features and the majority of the historic fabric. Therefore, this standard is met.
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Standard 5: Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

The Proposed Action would preserve the distinctive materials, features, finishes, and construction techniques that characterize the historic property, including the distinctive glass and structural steel system throughout the building and the southern ends of Concourse B and C with their barrel-vaulted apses and holdrooms. The removal of the connecting barrel-vaulted walkway that provides a connection to Terminal 2 and exterior wall panels to allow for connections to OGT and Satellite 1 and the additions would impact a portion of the property’s historic materials. This removal is minimal when compared to the preservation of materials and features maintained throughout the building and therefore does not impact the historic character of the property. This standard is met.

Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The connections to OGT and Satellite 1 and the building additions are compatible with the historic materials, features, size, scale and proportion, and massing of Terminal 1. Terminal 1 would continue to be understood as its original building size, scale, and proportion. By providing connections to the OGT through links, the massing of the OGT and Satellite 1 are compatible with Terminal 1. The spatial relationships that characterize the historic property including long corridors that terminate in circular ends with apse and holdrooms would be retained. The integrity of Terminal 1 and its environment would be protected with construction of the OGT and Satellite 1.

The OGT would be 2.2 million square feet in total volume, with a 125-foot roof height at its peak. Terminal 1 is 1.4 million feet square feet in volume (distributed between two concourses) and has a maximum roof height of 58 feet. Despite the size and massing of the OGT, the connecting links overall minimal proportion (narrow width, limited height adjacent to Concourse B and the overall length) provides for a separation of Concourse B from the OGT that protects the integrity of Terminal 1 at this location.

The OGT would connect to the south end of Terminal 1 Concourse B with a connecting link between the two buildings. This new connection would intersect with the south end of Concourse B at a point south of, and set back 20 feet from, the apse of the historic property. The connecting link is also a set back from the west elevation (airside) exterior building planes of the existing Concourse B and new OGT. The connection would be 40 feet wide and would be 77 feet long on the west side and 65 feet long on the east due to its orientation.

At the interface of Concourse B, the connector would join into the holdroom end with a roof height of 12 feet, 5 inches. This new roof extends approximately 24 inches above the existing roof of
Concourse B to accommodate a skylight before sloping up to the OGT. At the interface of the OGT, the roof of the connector is 18 feet, 6 inches and the apex height of the OGT building would be 85 feet. The distance from the connecting link interface with OGT to the center of the OGT (with its peak roof height of approximately 125 feet) would be approximately 500 linear feet.

At the east elevation (landside), the OGT would infill space at the departure level between the baggage claim area of Concourse B and the main building form of the proposed OGT. A non-historic addition containing the ticketing area would also be removed. This area would be part of the proposed OGT infill on the east elevation of Concourse B. The proposed infill area abuts functional areas on the east side of the concourse that currently do not have views to the outside. The OGT infill leaves the exposed concourse holdroom windows intact.

Satellite 1 would be constructed south of Concourse C and attached to that concourse’s west wall with a 70-foot-wide connecting link. The connecting link would provide 175 feet of separation between Concourse C and Satellite 1 on the northwest side and 125 feet on the southwest side due to its orientation. The connecting link would feature a rectangular formed, glass curtain wall volume. Satellite 1 would consist of a triangular-shaped structure at the connecting link that extends south and southwest into a rectilinear structure. At the interface of Concourse C, the connecting link would align with the existing concourse roof height before sloping up to Satellite 1.

The new Satellite 1 building would be a minimum of 45 feet in height above the apron, not taller than approximately 65 feet above the apron at the building/edge perimeter with the connecting link, and not taller than 75 feet at its maximum height compared with the 35-foot, 3-inch height of the barrel-vaulted ceiling of Concourse C.10

Even though Satellite 1 would roughly double the overall size and length of the historic property the separation provided by the connecting link and its compatibility in historic materials, scale and proportion with Terminal 1 Concourse C would protect the integrity of the historic property.

The new construction would be differentiated from and compatible with Terminal 1 in terms of materials and features. The connecting links would feature a rectangular formed, glass curtain wall volume. The OGT is constructed of performance glazing and light-colored painted steel. It features a sawtooth roof that is crowned with a star-shaped skylight called the oculus. At the east side of Terminal 1, the infill construction of the new OGT would provide a compatible glass (performance glazing with or without ceramic frit) and light-colored painted steel facade that distinguishes itself as new construction. The simple rectangular design and materials (performance glazing and light-colored painted steel) of Satellite 1 would be differentiated and compatible with Terminal 1.

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10 The roof heights will be subject to line-of-sight review by FAA before they are finalized.
Section 6
Explanation of Why the Criteria of Adverse Effect Were Found to be Applicable

The northeast addition to Concourse B and the north addition to Concourse C would be compatible with Terminal 1 but differentiated from the old. In order to accommodate the Concourse B northeast expansion, the Proposed Action would remove the existing wall at the northeast end. The expansion would feature a rectangular formed, glass curtain wall volume. It would vary from the curved head and base form typically seen on exterior walls throughout the building. However, it would more closely match the flatter aesthetic of the south facing exterior wall of the banana gate connection that it would enclose. The materials would be compatible glass and steel panel system.

The Concourse C north expansion would repeat the existing glass curtain wall shape with a curved top and base and tying into the adjacent holdroom areas. However, this addition would be distinguished by using only clear glazing and omitting the contrasting glazing and metal panels, as seen on the existing exterior walls. Skylights would also be added to match other Concourse C areas.

Overall, the design for the new construction of the OGT and Satellite 1 and the additions to the existing terminal protect the integrity of Terminal 1 as a historic property and its environment as a terminal facility. This standard is met.

Standard 10: New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

New additions and related new construction allow for the possibility of removal and for the essential form and integrity of the historic property to be unimpaired. The connecting links to the OGT and Satellite 1 could be removed in the future and sections of the exterior wall panels removed from Concourses B and C could be reinstalled. The connecting walkway that currently exists between Terminal 1 and Terminal 2 would be removed and its location filled by construction of the new OGT; therefore, this feature could not be restored.

The northeast and north expansions of Terminal 1 and the connecting links to OGT and Satellite 1 could be removed and sections of the removed exterior wall panels could be reinstalled, returning the building to its original footprint and appearance at these locations. This standard is met.

D. Evaluation of effect for the Rotunda

Two examples of adverse effect that may be applicable to the Rotunda were further evaluated. Based on this evaluation and the applicable criteria and Standards for Rehabilitation, it is recommended that the Proposed Action would have no adverse effect on the Rotunda for the reasons described below. The Proposed Action is depicted on graphics in Appendix F, pages 49-84. All measurements provided in this section are approximate.

The character-defining features of Rotunda were considered when applying the Criteria of Adverse Effect. The architectural features that give the Rotunda distinction include those design elements that convey its
association with jet age transportation, including its circular form, double-height interior atrium space, cable-suspended roof system resulting in column-less interior space, and south-facing windows that provide views toward the airfield. The Rotunda retains historic materials from its original design, including the cable-suspended concrete roof, concrete ceiling visible throughout the interior, high-aggregate reinforced-concrete columns along the building’s perimeter walls, most of its terrazzo flooring, and terrazzo interior columns.

Figure 47. Character-defining features of the Rotunda including cylindrical form with expansive glass windows and south facing windows with airfield views.

Figure 48. Character-defining features of the Rotunda including double-height interior atrium space and radial cable-suspended roof system resulting in column-less interior space.
Section 6
Explanation of Why the Criteria of Adverse Effect Were Found to be Applicable

(i) Physical destruction of or damage to all or part of the property

The Rotunda would be retained and reused, with portions of the historic property removed to accommodate construction of the Proposed Actions. The following parts of the Rotunda would be demolished as a result of the Proposed Action.

- Portions of six exterior bays of the Rotunda exterior glazing to allow for the new wider and taller corridors to Terminal 3 and the OGT: two bays for the OGT airside corridor, three bays for the Terminal 3 airside and landside corridor, and one bay for the OGT landside corridor. Of the 27 glass panes impacted, 14 full or partial panes in original condition would be removed. The remaining panes to be impacted were either non-original glass or original glass where a dark film has been applied.

- Non-historic materials and features including concession installations on the concourse level, modern signage, murals and lighting, and the non-original decorative terrazzo floor detail.

Overall, the Rotunda would be retained and there would be limited destruction or damage to the historic property and its character-defining features.

(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines

The proposed alterations to the Rotunda are consistent with the Standards for Rehabilitation. The five Standards for Rehabilitation that apply to the proposed work are addressed in numeric order.

Standard 1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.

The Rotunda was historically used by the traveling public for dining and airfield viewing from its south-facing bays of glazing. With the construction of the OGT, the Rotunda would continue to provide airfield views and would be used by travelers for through passage between terminals and supporting uses, which may include concessions. These continued and modified uses would require minimal change to the Rotunda’s distinctive materials, features, spaces, and spatial relationships. Specifically, character-defining features including the double-height interior atrium space with mezzanine supported by interior columns, exterior glass bays, and roof oculus and ribs would be retained. In addition, historic materials including the interior wood panel walls, the staircase to the mezzanine, and terrazzo floor would be retained. This standard is met.
Standard 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.

The interface of the OGT to the Rotunda would retain the historic character of the property and avoid removing distinctive materials, features, and spaces that characterize the historic property. Character-defining features including the double-height interior atrium space with mezzanine supported by interior columns, exterior glass bays, and roof oculus and ribs, would be retained in keeping with the architect’s original design intent. Original historic materials including the interior wood panel walls, the staircase to the mezzanine, and terrazzo floor would also be retained. The spatial relationship of the Rotunda would be retained as it would continue to serve as a connection between the OGT and Terminal 3, providing both airside and landside through corridor connections for passengers. Views of the airfield from south-facing window bays, a character-defining feature, would remain available. The addition of the exterior airside terrace between the OGT and the Rotunda would provide enhanced views of the exterior of the Rotunda.

The Proposed Action would require limited removal of distinctive materials, specifically the lower portion of six bays of the glass curtain wall, which would be removed to provide wider and taller corridors to the OGT and Terminal 3. The new corridors would be the height of two existing windows and would retain the third window above the corridor, allowing the expression of the original exterior bays to be retained. Overall, the historic character of the property would be retained and preserved. This standard is met.

Standard 5: Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

The Proposed Action would preserve distinctive materials, features, finishes, and construction techniques that characterize the historic property. These include character-defining features including the double-height interior atrium space with mezzanine supported by interior columns, the majority of the extant original exterior glass bays, and roof oculus and ribs. Distinctive historic materials including the interior wood panel walls and terrazzo floor would be preserved. The removal of the lower portion of six bays to allow for the wider and taller corridors between the OGT and Terminal 3 would only remove a small portion of historic materials and would not impact the historic character of the property. This standard is met.

Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The new airside and landside corridor additions and newly constructed OGT, which would be offset from the Rotunda by an exterior terrace at the departures level, would be compatible with the historic materials, features, and proportions of the Rotunda in terms of the additions’ size,
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scale, and massing. With a total volume of 2.2 million square feet and peak height of 125 feet, the OGT would be a massive new building in relation to the Rotunda's diameter of 190 feet and volume of 13,294 square feet. However, the OGT would connect to the Rotunda with a lower-height corridor at 36 feet, 9 inches. This corridor remains 36 feet, 9 inches for its entire length. The OGT is 85 feet tall at the intersection with the corridor before extending to the full 125-foot peak. The corridor between the Rotunda and OGT would be approximately 75 feet long, providing this distance as a setback between the Rotunda and the massing of the OGT building. This transition and the exterior terrace would allow for the Rotunda to be understood in its original form as a distinct building.

The new design would also retain the spatial relationship between the Rotunda and other terminal buildings with connections via corridors. Within the Rotunda, the spatial relationship of the double-height interior atrium space with mezzanine supported by interior columns would be retained. The new design and materials (glass and light-colored painted steel) for the corridors would be compatible with, but differentiated from, the old materials and features. As such, the design for the OGT would protect the integrity of the Rotunda as a historic property and its environment that allows airfield viewing from its south-facing windows. This standard is met.

**Standard 10: New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.**

New additions and related new construction adjacent to and connecting with the Rotunda would allow for the possibility of removal and for the essential form and integrity of the historic property to be unimpaired. The lower portion of six bays that are proposed for removal could be reconstructed with new glazing that matches the original materials, leaving the essential form and integrity of the historic property and its environment unimpaired. This standard is met.
Section 7
Views Provided by Consulting Parties and the Public

7. Views Provided by Consulting Parties and the Public

The FAA initiated Section 106 consultation in 2019. The FAA informed SHPO of the upcoming Proposed Action during a meeting on March 29, 2019 and completed a walkthrough of the existing buildings with SHPO on April 12, 2019. The FAA consulted with the project sponsor, CDA, throughout the sponsor’s design development in an effort to avoid or minimize adverse effects to historic properties.

As part of preparation of the Survey Report, the FAA conducted outreach to local government agencies and organizations with jurisdiction over historic properties within the off-airport APE to seek information about historic properties. A contact list is provided in Appendix E of the Survey Report. In August–September 2019, each government agency or organization was contacted by mail or email; if no response was received, they were then contacted by phone. This outreach resulted in the identification of locally important sites (see Appendix C).

During the scoping outreach for the EA, the public was provided the opportunity to put forth for consideration by the FAA any additional historic properties or locally important historic sites. To date, no additional historic properties or locally important sites have been identified by the public.

The FAA hosted Section 106 consultation meetings to engage the SHPO, Native American Tribes, representatives of local governments, applicants for Federal assistance or approvals, and additional consulting parties. The first consulting party meeting was held on August 3, 2021. The meeting addressed the following: introduction of Proposed Action and the Section 106 process and identification of historic properties. A list of invitees to the first consulting party meeting and a meeting summary are included in Appendix H. At the meeting, the FAA invited those parties with a demonstrated interest due to their legal or economic relation to the undertaking or affected historic properties to request participation as an additional consulting party. To date, the FAA received requests from the following to be consulting parties: United Airlines, American Airlines, Jacobsen Daniels, DOCOMOMO Chicago, Landmarks Illinois, The Chicago Women in Architecture Foundation, Preservation Chicago and Potawatomi-Prairie Band of Potawatomi Nation.

A second consultation meeting was held with the identified consulting parties on December 13, 2021. The meeting addressed effects of the Proposed Action on historic properties. Additional consultation meetings are scheduled for 2022. FAA will share this effect finding with the consulting parties for review and comment. The FAA is seeking SHPO’s concurrence on its effect determination.

The FAA’s finding of no adverse effect is based on preliminary designs completed by the project sponsor. As the design is further developed, the FAA will consult with SHPO and consulting parties to confirm that final plans are consistent with this effect finding. In addition, the FAA will consult with SHPO and consulting parties to determine a plan for retention of the existing enclosure panels/curtain wall components proposed for removal, which could be stored by CDA for potential future re-use.
Appendix A. Scoping Package: Descriptions of Proposed Projects, Chicago O'Hare International Airport Draft Terminal Area Plan Environmental Assessment
SCOPING PACKAGE
Descriptions of Proposed Projects

The 35 projects comprising the Environmental Assessment’s (EA) Proposed Action are listed in Table 1 (page 8). They are organized into five (5) groupings. The number of projects in each grouping and its associated subsection number are in the list below.

1. Terminal Projects (18; Section 1.1)
2. On-Airport Hotels (2; Section 1.2)
3. Airfield and Taxiway Improvements Not Required by the Terminal Projects (6; Section 1.3)
4. Support Facilities Not Required by the Terminal Projects (9; Section 1.4)
5. Air Traffic Actions for Offset Approach Procedures for Runway 10R/28L (Section 1.5)

Project numbers generated by the City of Chicago’s Department of Aviation (CDA) appear in the section titles in brackets, e.g., “[CDA Project #1]”.

Table 1 lists the areas for the project, as applicable. The table also lists abbreviated names for the projects as referred to in this scoping document if they differ from the more formal project names. The projects not associated with the air traffic actions are depicted in Figures 1 through 9 following the table. The air traffic actions and existing conditions are depicted in Figures 10 through 15. For cross-referencing purposes, Table 1 lists the figure number in which the project is depicted. CDA project numbers are also listed in Table 1.

1.1 Terminal Projects

The following 10 subsections briefly describe the 18 projects in the Terminal Projects group.

1.1.1 [CDA project #1] O’Hare Global Terminal and Concourse and Associated Apron Pavement

The O’Hare Global Terminal and Associated Apron Pavement project would replace existing Terminal 2, including Concourses E and F, with a new terminal building and attached concourse that would integrate with existing Terminal 1 and Concourse B to the west and the Rotunda to the east. The O’Hare Global Terminal and Associated Apron Pavement project would support a full range of terminal functions, including 14 to 20 aircraft gates, passenger holdrooms, check-in facilities, security screening, baggage claim and handling systems, baggage make-up areas, a Federal Inspection Station, various passenger amenities, and circulation space.

The O’Hare Global Terminal and Associated Apron Pavement project would also expand the existing Terminal 2 Airport Transit System station by providing an additional platform north of the existing Airport Transit System track and guideway. The existing pedestrian bridge connecting the Terminal 2 Airport Transit System station to the existing Terminal 2 would be replaced with a larger pedestrian bridge that would connect the expanded Airport Transit System station to the proposed O’Hare Global Terminal.
1.1.2 [CDA project #2] Satellite 1 Concourse and Associated Apron and Taxiway Pavement

The Satellite 1 project would replace sections of several taxiways with a new concourse building that would connect to the existing south end of Terminal 1 Concourse C. The Satellite 1 project would support a range of airside terminal functions, including 13 to 22 aircraft gates, passenger holdrooms, baggage handling systems and make-up areas, various passenger amenities, and circulation space.

1.1.3 [CDA project #3] Satellite 2 Concourse and Associated Apron Pavement

The Satellite 2 project would replace sections of several taxiways with a new concourse building. The Satellite 2 project would support a range of airside terminal functions, including 24 aircraft gates, passenger holdrooms, baggage handling systems and make-up areas, various passenger amenities, and circulation space.

1.1.4 [CDA project #4] Terminal 1 Concourse B Northeast End Expansion

The Concourse B Expansion project would replace an existing surface parking lot with a terminal building expansion integrating with existing Terminal 1 and Concourse B. The Concourse B Expansion would support a range of terminal functions, including check-in facilities, security screening, airline office space, various passenger amenities, and circulation space.

1.1.5 [CDA project #5] Terminal 3 Concourse L Stinger One-Gate Addition and Associated Apron Expansion

The Concourse L Stinger One-Gate Addition project would replace the AT&T Building with a new concourse addition accommodating one additional aircraft gate.

1.1.6 [CDA project #6] Consolidated Baggage, Pedestrian/Moving Walkway, and Utility Tunnel

The Consolidated Tunnel project would connect the proposed O'Hare Global Terminal, Satellite 1, and Satellite 2 with a tunnel beneath the associated apron.

The Consolidated Tunnel would include rights-of-way for baggage handling systems, utility corridors, motorized vehicle rights-of-way, and circulation space for conveying passengers, utilities, and baggage between the proposed O'Hare Global Terminal, Satellite 1, and Satellite 2.

1.1.7 [CDA projects #7, #8, #9, #26] Terminal 5-related Projects

These four (4) projects related to Terminal 5 are the following:

- [CDA project #7] Curbside Addition and Interior Reconfiguration would renovate and expand the existing Terminal 5.
- [CDA project #8] Roadway Improvements would reconfigure the existing Terminal 5 access roadway network to increase roadway capacity, replacing existing roadways and demolishing certain areas. It would also enhance the existing access roadway network, including a viaduct to Interstate 190.
- [CDA project #9] Curbside Expansion would increase capacity of the existing upper and lower level curbsides, supplementing the existing curbsides with pavement restriping, additional lanes, and enlarged sidewalks.
• [CDA project #26] Parking Garage Phase 2 would provide for a 1,400-space\textsuperscript{11} 7-level elevated parking structure, extending west from the future Phase 1 parking garage (not part of this EA).

1.1.8 [CDA projects #16, #17, #29, #30, #31] Taxiway Replacements

These five (5) projects are the following:

• [CDA project #16] Taxiways K and L Extension would replace sections of five (5) existing taxiways with new taxiway pavement, providing parallel Airplane Design Group VI/Taxiway Design Group 7 taxiways.

• [CDA project #17] Taxiways North of Satellite 2 would replace sections of four (4) existing taxiways and the Penalty Box Hold Pad with new taxiway pavement, providing parallel Airplane Design Group V/ Taxiway Design Group 6 taxiways.

• [CDA project #29] Taxiways A and B Reconfiguration would replace sections of two (2) existing taxiways with new taxiway pavement, increasing centerline separation to provide parallel Airplane Design Group V/ Taxiway Design Group 6 taxiways.

• [CDA project #30] Taxiway G would replace sections of existing Taxiway H with new taxiway pavement, increasing centerline separation from Runway 9R/27L to 400 feet (becomes Taxiway G).

• [CDA project #31] Taxiways H and J would replace sections of five (5) existing taxiways with new taxiway pavement, providing parallel Airplane Design Group VI/ Taxiway Design Group 7 taxiways.

1.1.9 [CDA project #33] Terminal 1 Concourse C Expansion (North)

The Concourse C North project would integrate with existing Terminal 1 Concourse C and provide space for an airline lounge area, holdrooms, commercial space, and MEP systems. The Concourse C North project would enhance passenger level of service by providing a range of airside terminal functions, including 20 aircraft gates, passenger holdrooms, various passenger amenities, and circulation space.

1.1.10 [CDA projects #T1 and #T2] Temporary Projects

These two (2) projects are described below.

The proposed Temporary Walkway/Extended Jetway from Concourse C project [CDA project #T1] would relocate Terminal 1 Concourse C gates to enable construction of proposed Satellite 1 (Section 1.1.2) and provide an enclosed temporary walkway during proposed Satellite 1 construction. The Temporary Extended Jetway would be removed after completion of proposed Satellite 1.

The proposed Temporary Heating and Refrigeration Facility [CDA project #T2] would support the proposed O'Hare Global Terminal, Satellite 1, and Satellite 2 and include administrative and support spaces and an accompanying landside surface parking lot with construction of a temporary facility at one of the entrances to the proposed Consolidated Tunnel (Section 1.1.6). The Temporary Heating and Refrigeration Facility would be removed after completion of the proposed West Heating and Refrigeration Facility (Section 1.4.1).

\textsuperscript{11} In conjunction with the proposed surface parking lot associated with the proposed Roadway Improvements
1.2 On-Airport Hotels

Two (2) on-airport non-aeronautical projects are briefly described in the following two (2) subsections.

1.2.1 [CDA project #22] Multimodal Facility (MMF) Hotel, Mixed-Use Development, and Detention Basin Relocation

The proposed MMF Hotel and Mixed-Use Development project would include construction of a new building complex, i.e., a hotel with shell space for mixed-use development, a surface parking lot, and access road pavement, west of the 2018-completed MMF.

1.2.2 [CDA project #25] Terminal 5 Hotel Facility and Pedestrian Bridge

The proposed Terminal 5 Hotel project would construct a new building on the northwest section of existing public parking Lot D. There would also be a pedestrian bridge connection from the hotel to the future Terminal 5 Parking Garage.

1.3 Airfield and Taxiway Improvements Not Required by the Terminal Projects

The Airfield and Taxiway Improvements group consists of six (6) projects briefly described in the following three (3) subsections. These projects are not required for construction or operation of any of the projects listed in Section 1.2 above.

1.3.1 [CDA project #20] Bravo Hold Pad Conversion

The proposed Bravo Hold Pad Conversion project would replace the temporary United Airlines Temporary Employee Parking Lot with a hold pad, i.e., airfield pavement for holding aircraft. The temporary employee parking area would be relocated to the proposed West Employee Parking Garage (Section 1.4.3).

1.3.2 [CDA project #24] Runway 28R Blast Pad Expansion

The proposed Runway 28R Blast Pad Expansion project would widen the blast pad from 150 feet to 220 feet and reduce its length from 430 feet to 400 feet.

1.3.3 [CDA projects #23, #32, #37, #38] Taxiway Additions, Replacement/Realignment and Removal

These four (4) projects are the following:

- [CDA project #23] Runway 9L/27R Exit Taxiways would connect Runway 9L/27R to Taxiways C and M1 with new taxiway pavement, providing two (2) Airplane Design Group V/Taxiway Design Group 6 high-speed exit taxiways.
- [CDA project #32] Taxiways P, V, and Y Reconfiguration would replace existing sections of four (4) taxiways to accommodate Airplane Design Group VI operations.
- [CDA project #37] Taxiway T Demolition would eliminate approximately 35,000 square feet of taxiway pavement.
- [CDA project #38] Taxiway DD Realignment would realign the southernmost portion of Taxiway DD and easternmost portion of Taxiway Q.
1.4 Support Facilities Not Required by the Terminal Projects

The Support Facilities group consists of nine (9) projects briefly described in the following nine (9) subsections. These projects are not required for construction or operation of any of the projects listed in Section 1.2 above.

1.4.1 [CDA project #10] West Heating and Refrigeration Facility

The West Heating and Refrigeration (H&R) Facility would increase O'Hare heating and refrigeration capacity to support the proposed O'Hare Global Terminal, Satellite 1, and Satellite 2 with construction of a proposed plant on an undeveloped site on the western side of O'Hare property. Besides the plant, the facility would also include administrative and support spaces and an accompanying landside surface parking lot.

1.4.2 [CDA project #11] West Employee Screening Facility

The proposed West Employee Screening Facility project would support employee security screening, circulation space, and shell space for support functions and interior expansion through a new building on an undeveloped site on the western side of O'Hare property.

1.4.3 [CDA project #12] West Employee Ground Transportation Facility and Parking Garage

The proposed West Employee Parking Garage project would construct an eight-level elevated parking structure with approximately 14,000 spaces on an undeveloped site on the western side of O'Hare property to replace the temporary United Airlines Parking Lot and other parking locations.

1.4.4 [CDA project #13] West Employee Landside Access

The proposed West Employee Landside Access project would enable roadway access to proposed facilities on the western side of O'Hare. Facilities served include the proposed West H&R Facility, West Employee Screening Facility, West Employee Parking Garage, and related support facilities (associated collateral land development). The West Employee Landside Access would provide connections between the west facilities and off-airport roadways, including York Road, future Illinois Route 390, and future Interstate 490 (O'Hare West Bypass).

1.4.5 [CDA project #14] West Landside Detention Basins

The proposed West Landside Detention Basins project would increase O'Hare’s stormwater detention capacity by 86 acre-feet of stormwater across three (3) detention basins on undeveloped sites comprising approximately 400,000 square feet of land area on the western side of the airport property.

1.4.6 [CDA project #15] Airside Service Roadways

To maintain airside roadway connectivity between various proposed and existing airside facilities, e.g., the O’Hare Global Terminal, Satellite 1 and Satellite 2, the proposed Airside Service Roadways project would reconfigure the existing airside service roadway network.
1.4.7 [CDA project #19] Aircraft Rescue and Firefighting Station 4 Relocation

The proposed Aircraft Rescue and Firefighting (ARFF) Station 4 Relocation project would construct a new building and associated pavement across Taxiway Z from the future United Airlines Ground Equipment Maintenance Building (the latter is not part of the EA). The ARFF Station 4 Relocation project would provide a garage building with administrative and support spaces, airside pavement, and an accompanying landside surface parking lot.

1.4.8 [CDA project #21] Commercial Vehicle Holding Area Expansion

The proposed Commercial Vehicle Holding Area (CVHA) Expansion project would reconfigure the existing CVHA to increase holding area capacity.

1.4.9 [CDA project #35] Centralized Distribution and Receiving Facility (CDRF)

The Centralized Distribution and Receiving Facility (CDRF) project would support goods delivery and recyclables removal, while consolidating deliveries away from the terminal area, enhancing security and reducing traffic congestion in the terminal area, via a new building on an undeveloped site in the western area of airport property.

1.5 Air Traffic Actions for Offset Approach Procedures for Runway 10R/28L

The proposed air traffic actions include retaining the existing 2.5-degree offset (angled) approaches to Runways 10R and 28L. With only 3,100 feet between Runway 10R/28L and its adjacent parallel runway (Runway 10C/28C), the final approach courses to Runways 10R and 28L must be offset from their extended centerline to allow independent simultaneous approaches to Runways 10R and 10C, or to Runways 28L and 28C.

Figures 10 and 11 show examples of the offset approaches for Existing Conditions during east or west flow, respectively. See sidebar for definitions of terms. The ground track for the downwind segment and the ground track for the final segment are south of what their corresponding locations would be if an offset procedure were not in place. The offset approach procedures currently allow for simultaneous approaches to three runways in east or west flows, with one of the three runways being Runway 10R/28L. For example, in east flow, the offset approach procedures allow for simultaneous approaches to Runways 10R, 10C, 9L. In west flow, offset approach procedures allow for simultaneous approaches to Runways 28L, 28C, and 27R.

These offset final approach paths to Runway 10R/28L were temporarily approved in October 2015 in the Written Re-Evaluation of the O’Hare Modernization Environmental Impact Statement. The 2015 Written Re-Evaluation temporarily approved the offset approach paths to increase separation between aircraft on parallel approaches.

Key Terms

Two “flow” states are considered for O’Hare: east flow, when winds are from the east, and west flow, when winds are from the west.

Portions of a pilot’s approach to an airport are described in segments, as labeled in the figures. The downwind segment is where the aircraft is flying with the wind away from the airport. The final leg is where the aircraft is flying into the wind towards the airport.

For O’Hare, the point where the aircraft aligns with the runway is nearly two miles from the runway’s threshold and is called the final approach fix.
involving Runway 10R/28L. This authorization was in accordance with FAA safety guidance when the new runway was commissioned in October 2015.

Figures 12 and 13 show the approaches for the No Action Alternative, for east and west flows, respectively. The 2015 Written Re-Evaluation assumed the offset approaches would expire when Build Out of the O'Hare Modernization occurred, i.e., when the extension of Runway 9R/27L is fully operational. Consequently, the Interim and Build Out conditions of the No Action Alternative of this EA do not include the offset approaches and the associated offset downwind approach procedures, relying instead on approaches aligned with the extended runway centerline.

Simultaneous approaches to three runways in east or west flows, with one of the three runways being Runway 10R/28L, would be feasible but with a lesser degree of efficiency and capability inherent in dependent (as opposed to independent), simultaneous approaches to parallel runways.

Figure 14 and 15 show an example of approaches for the “With Project” Alternative, for east and west flows, respectively. Retaining the offset approach procedures would also enable for the future use of simultaneous, independent approaches to four runways (quadruple approaches) during east or west flows, with one of the four runways being Runway 10R/28L. For example, in east flow, aircraft could simultaneously approach Runways 10R, 10C, 9C and 9L. In west flow, aircraft could simultaneously approach Runways 28L, 28C, 27C and 27R. Quadruple approaches were previously assessed at O'Hare in the 2005 O'Hare Modernization Environmental Impact Statement. Retention of the currently charted but temporary offset approaches would preserve a future ability to operate quadruple approaches. Quadruple approaches have not yet been necessary since operations have not grown to a level to warrant their use; however, sufficient numbers of operations are expected by the Build Out timeframe in this EA to require their use to avoid aircraft delays.

To maintain efficient aircraft movement in the vicinity of O'Hare and to provide flexibility, the FAA proposes to retain the offset final approaches and associated offset downwind approach procedures, as analyzed in the Interim and Build Out conditions of the With Project Alternative of this EA.
### Table 1
PROPOSED TAP PROJECTS

<table>
<thead>
<tr>
<th>EA Project Grouping</th>
<th>[CDA Project Number and Figure Number]</th>
<th>Project Name (full)</th>
<th>Proposed Resultant Footprint Area (sq ft unless otherwise specified)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Terminal Projects</strong></td>
<td>[1] 1</td>
<td>O'Hare Global Terminal and Concourse and Associated Apron Pavement</td>
<td>2.2 million</td>
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<td></td>
<td>[2] 1</td>
<td>Satellite 1 Concourse and Associated Apron and Taxiway Pavement</td>
<td>700,000</td>
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<td></td>
<td>[3] 1</td>
<td>Satellite 2 Concourse and Associated Apron Pavement</td>
<td>530,000</td>
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<td>Terminal 1 Concourse B Northeast End Expansion</td>
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<td>[5] 1</td>
<td>Terminal 3 Concourse L Stinger One-Gate Addition and Associated Apron Expansion</td>
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<td></td>
<td>[6] 1</td>
<td>Consolidated Baggage, Pedestrian/Moving Walkway, and Utility Tunnel</td>
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<td></td>
<td>[7] 3</td>
<td>Terminal 5 Curbside Addition and Interior Reconfiguration</td>
<td>63,000</td>
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<tr>
<td></td>
<td>[8] 3</td>
<td>Terminal 5 Roadway Improvements</td>
<td>195,000 sq ft new roadway</td>
</tr>
<tr>
<td></td>
<td>[9] 3</td>
<td>Terminal 5 Curbside Expansion</td>
<td>100,000 sq ft new roadway; 76,000 reconfigured roadway</td>
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<td></td>
<td>[26] 3</td>
<td>Terminal 5 Parking Garage - Phase 2</td>
<td>55,000</td>
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<tr>
<td></td>
<td>[16] 1</td>
<td>Taxiways K and L Extension (Between Taxiway A11 and Taxiway A13)</td>
<td>260,000 sq ft new taxiway</td>
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<td></td>
<td>[17] 1</td>
<td>Taxiways North of Satellite 2 (Between Relocated Taxiways A and B and Penalty Box Hold Pad)</td>
<td>620,000 sq ft new taxiway</td>
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<td></td>
<td>[29] 1</td>
<td>Taxiways A and B Reconfiguration (Between Penalty Box Hold Pad and Taxiway G)</td>
<td>780,000 sq ft of new taxiway</td>
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<td></td>
<td>[30] 1</td>
<td>Taxiway G (Existing Taxiway H; Between Future Taxiway T and Taxiway A1)</td>
<td>700,000 sq ft of new taxiway</td>
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<td></td>
<td>[31] 1</td>
<td>Taxiways H and J (South of Runway 9R Extension from Taxiway SS to Runway 4L/22R)</td>
<td>750,000 sq ft of new taxiway</td>
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<td>[33] 1</td>
<td>Terminal 1 Concourse C Expansion (North)</td>
<td>32,000</td>
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<td></td>
<td>[T1] 2</td>
<td>Temporary Walkway/Extended Jetway from Concourse C (With 6 Gates)</td>
<td>20,000</td>
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<tr>
<td></td>
<td>[T2] 2</td>
<td>Temporary Heating and Refrigeration Facility (Near Satellite 2)</td>
<td>64,000</td>
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<tr>
<td><strong>On-airport Non-aeronautical Projects</strong></td>
<td>[22] 4</td>
<td>Multimodal Facility (MMF) Hotel, Mixed-Use Development, and Detention Basin Relocation</td>
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<td>[25] 4</td>
<td>Terminal 5 Hotel Facility and Pedestrian Bridge</td>
<td>175,000</td>
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<td>EA Project Grouping</td>
<td>[CDA Project Number] and Figure Number</td>
<td>Project Name (full)</td>
<td>Proposed Resultant Footprint Area (sq ft unless otherwise specified)</td>
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<tr>
<td>-------------------------------------</td>
<td>----------------------------------------</td>
<td>------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------</td>
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<tr>
<td>Airfield and Taxiway Improvements</td>
<td>[20] 5</td>
<td>Bravo Hold Pad Conversion</td>
<td>890,000 sq ft of pavement</td>
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<tr>
<td></td>
<td>[23] 6</td>
<td>Runway 9L/27R Exit Taxiways</td>
<td>405,000 sq ft of new taxiway</td>
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<td>[24] 5</td>
<td>Runway 28R Blast Pad Expansion</td>
<td>58,000</td>
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<td></td>
<td>[32] 5</td>
<td>Taxiways P, V, and Y Reconfiguration (Between Taxiway RR and the Existing Runway 28R Hold Pad)</td>
<td>1.3 million sq ft of new taxiway</td>
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<tr>
<td></td>
<td>[37] 5</td>
<td>Demolition and Removal of Temporary Taxiway T Between Taxiway P and Taxiway P6 (North of Runway 10C/28C)</td>
<td>removal of 35,000 sq ft of taxiway</td>
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<tr>
<td></td>
<td>[38] 5</td>
<td>Taxiway DD Realignment at the Taxiway Q Intersection (near the South Central Cargo Apron)</td>
<td>replacement and realignment of 120,000 sq ft of taxiway</td>
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<tr>
<td>Support Facilities</td>
<td>[10] 9</td>
<td>West Heating and Refrigeration Facility</td>
<td>130,000</td>
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<td></td>
<td>[11] 9</td>
<td>West Employee Screening Facility</td>
<td>720,000</td>
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<td></td>
<td>[12] 9</td>
<td>West Employee Ground Transportation Facility and Parking Garage</td>
<td>740,000</td>
</tr>
<tr>
<td></td>
<td>[13] 9</td>
<td>West Employee Landside Access</td>
<td>800,000 sq ft new roadway</td>
</tr>
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<td></td>
<td>[14] 9</td>
<td>West Landside Detention Basins</td>
<td>9 acres land; 86 acre-ft stormwater</td>
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<td></td>
<td>[15] 7, 9</td>
<td>Airside Service Roadways</td>
<td>512,000 sq ft new roadway</td>
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<td>[19] 8</td>
<td>Aircraft Rescue and Firefighting (ARFF) Station 4 Relocation</td>
<td>67,000</td>
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<td></td>
<td>[21] 7</td>
<td>Commercial Vehicle Holding Area (CVHA) Expansion</td>
<td>172,000</td>
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<td></td>
<td>[35] 9</td>
<td>Centralized Distribution and Receiving Facility (CDRF)</td>
<td>280,000</td>
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<tr>
<td>Air Traffic Actions</td>
<td>N/A</td>
<td>Offset Approach Procedures for Runway 10R/28L</td>
<td>N/A</td>
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<tr>
<td></td>
<td>[10-15]</td>
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</table>
FIGURE 1
TERMINAL PROJECTS (SET 1 OF 3) – O’HARE GLOBAL TERMINAL AND SATELLITE TERMINAL PROJECTS
FIGURE 2
TERMINAL PROJECTS (SET 2 OF 3) – O’HARE GLOBAL TERMINAL AND SATELLITE TERMINAL TEMPORARY PROJECTS
FIGURE 3
TERMINAL PROJECTS (SET 3 OF 3) – TERMINAL 5 PROJECTS

#7 Terminal 5 Curbside Addition and Interior Reconfiguration

#9 Terminal 5 Curbside Expansion

#26 Terminal 5 Parking Garage Phase 2

#8 Terminal 5 Roadway Improvements

Legend:
- Proposed Terminal Building
- Proposed Landside Building
- Proposed Pavement
- Proposed Demolition
- Proposed Building Demolition
- Terminal Area Under Construction
  (Previously Approved)
- Proposed Roadway
  Pavement Edge
- Runway Centerline
- Existing Buildings
FIGURE 4
ON-AIRPORT HOTELS
FIGURE 5
AIRFIELD AND TAXIWAY IMPROVEMENTS NOT REQUIRED BY THE TERMINAL PROJECTS (SET 1 OF 2)
FIGURE 6
AIRFIELD AND TAXIWAY IMPROVEMENTS NOT REQUIRED BY THE TERMINAL PROJECTS (SET 2 OF 2)
FIGURE 7
SUPPORT FACILITIES NOT REQUIRED BY THE TERMINAL PROJECTS (SET 1 OF 3)
FIGURE 8
SUPPORT FACILITIES NOT REQUIRED BY THE TERMINAL PROJECTS (SET 2 OF 3)
FIGURE 9
SUPPORT FACILITIES NOT REQUIRED BY THE TERMINAL PROJECTS (SET 3 OF 3)
FIGURE 10
EXAMPLE OF 2.5 DEGREE OFFSET APPROACHES FOR EXISTING (2018) EAST FLOW
FIGURE 11
EXAMPLE OF 2.5 DEGREE OFFSET APPROACHES FOR EXISTING (2018) WEST FLOW
FIGURE 12
EXAMPLE OF EAST FLOW APPROACHES FOR NO ACTION

Source: HVMC, Delony, Intermap, Geospatial (USGS), NPS, ESRI
FIGURE 13
EXAMPLE OF WEST FLOW APPROACHES FOR NO ACTION
FIGURE 14
EXAMPLE OF EAST FLOW APPROACHES FOR INTERIM WITH PROJECT AND BUILD OUT WITH PROJECT
FIGURE 15
EXAMPLE OF WEST FLOW APPROACHES FOR INTERIM WITH PROJECT AND BUILD OUT WITH PROJECT
Appendix B. Correspondence
Date: May 14, 2021
To: Amy B. Hanson, Environmental Protection Specialist
    Chicago Airports District Office
    2300 East Devon Avenue, Des Plaines, IL 60018
    Amy.Hanson@faa.gov (847) 294-7354
From: CJ Wallace
Re: O’Hare International Airport, Cook and DuPage Counties, 10000 W O’Hare Ave,
    Chicago Terminal Area Plan and Air Traffic Environmental Assessment

Comments:

Thank you for your April 29 submission asking for our concurrence with the Federal Aviation Administration’s documentation of the Area of Potential Effects and identification of historic properties for the described project.

We concur with the APE. We concur with the FAA that the properties identified in the Architecture/History Survey Report are eligible for the National Register of Historic Places. However, we acknowledge that, all off-airport property resources within the APE were not evaluated for NRHP eligibility, as indicated on pg. 21 (“The remaining locally important sites in Appendix F have not been evaluated to determine their eligibility for listing in the National Register”). We do not find it necessary to survey resources outside of airport property but within the APE because of the low likelihood of direct or indirect adverse effects to those resources. We accept the report as submitted and look forward to continued consultation.
August 2, 2021

Amy Hanson  
U.S. Department of Transportation  
Federal Aviation Administration  
Chicago Airports District Office  
2300 E. Devon Ave., Suite 201  
Des Plaines, IL 60018  

Dear Ms. Hanson:

Thank you for requesting comments from our office concerning the possible effects of your project on cultural resources. Our comments are required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: “Protection of Historic Properties”.

Our staff has reviewed the “Reevaluation of National Register of Historic Places Eligibility O’Hare International Airport Terminal 1” dated June 1, 2021. We concur with the report’s conclusions on page 23 that the roof work meets The Secretary of the Interior’s "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" and that Terminal 1 should retain its 2019 determination of eligibility for listing in the National Register of Historic Places under Criterion C for its architectural design, including meeting Criteria Consideration G.

Please contact CJ Wallace, Cultural Resources Coordinator, at 217/785-5027 or at Carol.Wallace@illinois.gov with any questions.

Sincerely,

Robert F. Appleman  
Deputy State Historic Preservation Officer
Appendix C. Off-airport Individual Properties and Historic Districts

**Off-airport Individual Properties and Historic Districts**

Note: The extant status and current function of identified off-airport historic properties and locally important sites will be confirmed if a potential effect is identified.

<table>
<thead>
<tr>
<th>Name</th>
<th>Street Address</th>
<th>City</th>
<th>Historic Status</th>
<th>Function</th>
<th>Source*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green Street School</td>
<td>119 E Green St</td>
<td>Bensenville</td>
<td>Determined Eligible for National Register of Historic Places (NRHP)</td>
<td>School</td>
<td>Bensenville Historical Society</td>
</tr>
<tr>
<td>Churchville Schoolhouse</td>
<td>3N784 Church Rd</td>
<td>Bensenville</td>
<td>Listed in the NRHP</td>
<td>School</td>
<td>DuPage County Historical Museum &amp; Elmhurst Historical Preservation Commission</td>
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<tr>
<td>Residence</td>
<td>4N030 Church Rd</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS</td>
</tr>
<tr>
<td>Residence</td>
<td>9 E Pine Ave</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS</td>
</tr>
<tr>
<td>Residence</td>
<td>110 E Pine Ave</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS</td>
</tr>
<tr>
<td>Fischer Farm</td>
<td>16W680 Grand Ave</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Farm</td>
<td>DuPage County Historical Museum &amp; Bensenville Historical Society</td>
</tr>
<tr>
<td>Residence</td>
<td>180 May St</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS</td>
</tr>
<tr>
<td>Residence</td>
<td>185 May St</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS</td>
</tr>
<tr>
<td>Unknown</td>
<td>118 N Church Rd</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Unknown</td>
<td>HARGIS</td>
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<tr>
<td>Residence</td>
<td>214 Park St</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS &amp; HARGIS</td>
</tr>
<tr>
<td>Residence</td>
<td>184 Rose St</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>Bensenville Historical Society</td>
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<tr>
<td>Residence</td>
<td>185 Rose St</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>Bensenville Historical Society</td>
</tr>
<tr>
<td>Residence</td>
<td>143 S Addison St</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS</td>
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<tr>
<td>Residence</td>
<td>150 S Addison St</td>
<td>Bensenville</td>
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<td>EIS</td>
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<td>Residence</td>
<td>168 S Addison St</td>
<td>Bensenville</td>
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<tr>
<td>Residence</td>
<td>169 S Addison St</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS</td>
</tr>
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<td>Residence</td>
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<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS</td>
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<td>Janker’s Building</td>
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<td>Bensenville</td>
<td>Locally important site</td>
<td>Commercial</td>
<td>EIS</td>
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</tbody>
</table>

---

12 Two properties included in the 2005 EIS (Historic Tonne House and Farmhouse in Elk Grove) did not have complete address information and the Elk Grove Historical Society does not believe these properties to be extant.

* EIS = 2005 O’Hare Modernization Program Environmental Impact Statement; HARGIS = Historic Architectural and Archaeology Resources Geographic Information System; CHRS = Chicago Historic Resources Survey; and NRHP = National Register of Historic Places.

** These properties were incorrectly noted to be on Avondale Avenue in Park Ridge.
## Off-airport Individual Properties and Historic Districts\(^\text{12}\)

Note: The extant status and current function of identified off-airport historic properties and locally important sites will be confirmed if a potential effect is identified.

<table>
<thead>
<tr>
<th>Name</th>
<th>Street Address</th>
<th>City</th>
<th>Historic Status</th>
<th>Function</th>
<th>Source*</th>
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<td>EIS &amp; HARGIS</td>
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<td>Theatre /stores</td>
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<td>Theater</td>
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<td>EIS</td>
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<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS</td>
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<td>Residence</td>
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<td>Locally important site</td>
<td>Single-family residence</td>
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<tr>
<td>Residence</td>
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<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
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<tr>
<td>Residence</td>
<td>164 S Center St</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
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<tr>
<td>Peace Church Manse/Residential</td>
<td>166 S Center St (address in EIS was incorrect as 168 S Center St)</td>
<td>Bensenville</td>
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<td>Locally important site</td>
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<td>Zion Lutheran Church</td>
<td>865 S Church Rd</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Church</td>
<td>DuPage County Historical Museum</td>
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<td>138 S Mason St</td>
<td>Bensenville</td>
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<td>EIS</td>
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<tr>
<td>Residence</td>
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<td>EIS</td>
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<td>Residence</td>
<td>158 S Mason St</td>
<td>Bensenville</td>
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<td>Single-family residence</td>
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<tr>
<td>Residence</td>
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<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
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<td>Residence</td>
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<td>Bensenville</td>
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<td>Residence</td>
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<tr>
<td>Residence</td>
<td>173 S Mason St</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS</td>
</tr>
<tr>
<td>Residence</td>
<td>175 S Mason St</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS</td>
</tr>
<tr>
<td>Residence</td>
<td>180 S Mason St</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS</td>
</tr>
<tr>
<td>Residence</td>
<td>196 S Mason St</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS</td>
</tr>
<tr>
<td>Residence</td>
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<td>EIS</td>
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<tr>
<td>Residence</td>
<td>176 S Walnut St</td>
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<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS</td>
</tr>
<tr>
<td>Residence</td>
<td>188 S Walnut St</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS</td>
</tr>
</tbody>
</table>
Off-airport Individual Properties and Historic Districts

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<thead>
<tr>
<th>Name</th>
<th>Street Address</th>
<th>City</th>
<th>Historic Status</th>
<th>Function</th>
<th>Source*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residence</td>
<td>196 S Walnut St</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS</td>
</tr>
<tr>
<td>Residence</td>
<td>14 S York Rd</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS &amp; HARGIS</td>
</tr>
<tr>
<td>Residence</td>
<td>158 S York Rd</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS</td>
</tr>
<tr>
<td>Residence</td>
<td>165 S York Rd</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS &amp; HARGIS</td>
</tr>
<tr>
<td>Residence</td>
<td>180 S York Rd</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS</td>
</tr>
<tr>
<td>Residence</td>
<td>181 S York Rd</td>
<td>Bensenville</td>
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<tr>
<td>Residence</td>
<td>192 S York Rd</td>
<td>Bensenville</td>
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<td>Single-family residence</td>
<td>EIS</td>
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<tr>
<td>Residence</td>
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<td>Locally important site</td>
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<td>EIS</td>
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<tr>
<td>Professional Center</td>
<td>100 W Green St</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Commercial</td>
<td>EIS</td>
</tr>
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<td>Residence</td>
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<td>EIS</td>
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<td>Residence</td>
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<td>Residence</td>
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<td>Bensenville</td>
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<td>Locally important site</td>
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<td>EIS</td>
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<td>Bensenville</td>
<td>Locally important site</td>
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<td>EIS</td>
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<td>Residence</td>
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<td>Bensenville</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS</td>
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<tr>
<td>Korthauer Log House</td>
<td>714 W Wood St</td>
<td>Bensenville</td>
<td>Locally important site</td>
<td>Single Family Residence</td>
<td>DuPage County Historical Museum &amp; IHPA DuPage County Landmark; DuPage County Cultural &amp; Historical Inventory</td>
</tr>
<tr>
<td>Forest Preserve Garage</td>
<td>8800 W Belmont Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Garage</td>
<td>CHRS</td>
</tr>
<tr>
<td>Norwood Park Historical District</td>
<td>Bordered by Avondale Ave to the north, Nagle Ave to the east, Bryn Mawr to the south, and Harlem Ave to the west</td>
<td>Chicago</td>
<td>Listed in the NRHP</td>
<td>Historic District</td>
<td>HARGIS</td>
</tr>
<tr>
<td>Unknown</td>
<td>6625 N Avondale Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Unknown</td>
<td>CHRS</td>
</tr>
<tr>
<td>Bridge over JFK Expressway (I-90) carrying Canfield Avenue</td>
<td>5743 N Canfield Ave</td>
<td>Chicago</td>
<td>Determined Eligible for NRHP</td>
<td>Bridge</td>
<td>HARGIS</td>
</tr>
<tr>
<td>Wingert House</td>
<td>6231 N Canfield Ave</td>
<td>Chicago</td>
<td>Listed in the NRHP</td>
<td>Single Family Residence</td>
<td>National Register of Historic Places (NRHP)</td>
</tr>
</tbody>
</table>
### Off-airport Individual Properties and Historic Districts

Note: The extant status and current function of identified off-airport historic properties and locally important sites will be confirmed if a potential effect is identified.

<table>
<thead>
<tr>
<th>Name</th>
<th>Street Address</th>
<th>City</th>
<th>Historic Status</th>
<th>Function</th>
<th>Source*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passionist Fathers Monastery</td>
<td>5700 N Harlem Ave</td>
<td>Chicago</td>
<td>Listed in the NRHP</td>
<td>Religious property</td>
<td>CHRS</td>
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<td>Residence</td>
<td>5700-5708 N Natoma Ave</td>
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<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Unknown</td>
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<td>Chicago</td>
<td>Locally important site</td>
<td>Unknown</td>
<td>HARGIS</td>
</tr>
<tr>
<td>Residence</td>
<td>5232 N New England Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5661 N New Hampshire Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5650-5666 N New Hampshire Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5669 N New Hampshire Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5673 N New Hampshire Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5678 N New Hampshire Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5682 N New Hampshire Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5681-5683 N New Hampshire Ave (house only at 5681 N New Hampshire Ave)</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5685 N New Hampshire Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
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<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5692 N New Hampshire Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5693 N New Hampshire Ave</td>
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<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5691-5697 N New Hampshire Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5617 N Newark Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5623 N Newark Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Noble-Seymour-Crippen House</td>
<td>5624 N Newark Ave</td>
<td>Chicago</td>
<td>Listed in the NRHP</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5627 N Newark Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5642 N Newark Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5647 N Newark Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5653 N Newark Ave</td>
<td>Chicago</td>
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<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5656 N Newark Ave</td>
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<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5659 N Newark Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5662 N Newark Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5667 N Newark Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5627-5631 N Newcastle Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
</tbody>
</table>
### Off-airport Individual Properties and Historic Districts

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<th>Function</th>
<th>Source*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residence</td>
<td>5637 N Newcastle Ave</td>
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<td>CHRS</td>
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<tr>
<td>Residence</td>
<td>5647 N Newcastle Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5655 N Newcastle Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>5667 N Newcastle Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Chicago &amp; North Western Railroad Depot</td>
<td>6089 N Northwest Hwy</td>
<td>Chicago</td>
<td>Listed in the NRHP individually and as part of the Norwood Park Historic District</td>
<td>Depot</td>
<td>NRHP &amp; HARGIS</td>
</tr>
<tr>
<td>Unknown</td>
<td>6626 N Northwest Hwy</td>
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<td>Unknown</td>
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</tr>
<tr>
<td>Mixed use - commercial/ residential</td>
<td>6714-6718 N Northwest Hwy</td>
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<td>Commercial/Residential</td>
<td>CHRS &amp; HARGIS</td>
</tr>
<tr>
<td>Residence</td>
<td>6134 N Olcott Ave</td>
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<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Unknown</td>
<td>6200-6222 N Olcott Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Unknown</td>
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<tr>
<td>Residence</td>
<td>6554 N Oliphant Ave</td>
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<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Unknown</td>
<td>6438 N Oxford Ave</td>
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<td>Locally important site</td>
<td>Unknown</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>6453 N Oxford Ave</td>
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<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>6454 N Oxford Ave</td>
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<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
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<tr>
<td>Residence</td>
<td>6456 N Oxford Ave</td>
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<tr>
<td>Residence</td>
<td>6800 W Hobart Ave</td>
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<td>CHRS</td>
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<tr>
<td>Residence</td>
<td>6803 W Hobart Ave</td>
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<td>CHRS</td>
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<td>Residence</td>
<td>6804 W Hobart Ave</td>
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<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>6813 W Hobart Ave (6915 W Hobart Ave, in CHRS but there is no 6815 – included 6813 and 6819 Hobart)</td>
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<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>6819 W Hobart Ave (6815 W Hobart in CHRS but no 6815 including both 6813 and 6819.)</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>6822 W Hobart Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>6826 W Hobart Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
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<tr>
<td>Residence</td>
<td>6829 W Hobart Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
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</tr>
</thead>
<tbody>
<tr>
<td>Residence</td>
<td>6833 W Hobart Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Multi-family residence</td>
<td>6836 W Hobart Ave</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Multi-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>6843-6845 W Hobart Ave</td>
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<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>6852 W Hobart Ave</td>
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<td>Residence</td>
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<td>Residence</td>
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<td>CHRS</td>
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<tr>
<td>Residence</td>
<td>6915 W Hobart Ave</td>
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<td>Single-family residence</td>
<td>CHRS</td>
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<tr>
<td>Residence</td>
<td>6921 W Hobart Ave</td>
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<td>CHRS</td>
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<td>6925 W Hobart Ave</td>
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<tr>
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<td>Residence</td>
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<td>Residence</td>
<td>6953 W Hobart Ave</td>
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<td>CHRS</td>
</tr>
<tr>
<td>Residence</td>
<td>6721 W Hurlbut St</td>
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<td>CHRS</td>
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<td>Residence</td>
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<td>Residence</td>
<td>6732 W Hurlbut St</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Danish Old People's Home</td>
<td>5656 N. Newcastle Ave (address in CHRS is 6809 Hurlburt)</td>
<td>Chicago</td>
<td>Locally important site</td>
<td>Institutional</td>
<td>CHRS</td>
</tr>
<tr>
<td>Chicago-Read Mental Health Center</td>
<td>4200 N. Oak Park Avenue (in 2005 EIS as 6810 W. Irving Park Rd)</td>
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<td>Locally important site</td>
<td>Medical campus</td>
<td>HARGIS</td>
</tr>
<tr>
<td>Residence</td>
<td>7327 W Myrtle Ave</td>
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<td>Locally important site</td>
<td>Single-family residence</td>
<td>CHRS</td>
</tr>
<tr>
<td>Elk Grove Park Museum</td>
<td>399 Biesterfield Rd</td>
<td>Elk Grove</td>
<td>Locally important site</td>
<td>Farm/Museum (current)</td>
<td>EIS</td>
</tr>
<tr>
<td>Fischer Windmill at Mt. Emblem Cemetery</td>
<td>520 E Grand Ave</td>
<td>Elmhurst</td>
<td>Locally important site</td>
<td>Windmill</td>
<td>DuPage County Historical Museum &amp; Elmhurst Historical Preservation Commission</td>
</tr>
<tr>
<td>Unknown</td>
<td>3234 25th Ave</td>
<td>Franklin Park</td>
<td>Locally important site</td>
<td>Unknown</td>
<td>HARGIS</td>
</tr>
</tbody>
</table>
Off-airport Individual Properties and Historic Districts

Note: The extant status and current function of identified off-airport historic properties and locally important sites will be confirmed if a potential effect is identified.

<table>
<thead>
<tr>
<th>Name</th>
<th>Street Address</th>
<th>City</th>
<th>Historic Status</th>
<th>Function</th>
<th>Source*</th>
</tr>
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<tbody>
<tr>
<td>Unknown</td>
<td>3238 25th Ave</td>
<td>Franklin Park</td>
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<td>Unknown</td>
<td>HARGIS</td>
</tr>
<tr>
<td>Kirchhoff, Henry, House</td>
<td>10067 Franklin Ave</td>
<td>Franklin Park</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>HARGIS</td>
</tr>
<tr>
<td>Victor Fluid Power</td>
<td>3412 River Rd</td>
<td>Franklin Park</td>
<td>Locally important site</td>
<td>Commercial</td>
<td>HARGIS</td>
</tr>
<tr>
<td>Durocraft Homes Historic District</td>
<td>Roughly bound by W Foster Ave and W Gunnison Street on the north, N Narragansett on the east, W Montrose Ave on the south and W Overhill Ave on the west</td>
<td>Harwood Heights</td>
<td>Locally important site</td>
<td>Historic District</td>
<td>EIS</td>
</tr>
<tr>
<td>Historical Depot Museum</td>
<td>101 Catalpa Ave</td>
<td>Itasca</td>
<td>Locally important site</td>
<td>Depot/Museum (current)</td>
<td>Itasca Historical Society &amp; Museum</td>
</tr>
<tr>
<td>Unknown</td>
<td>226 N Elm St</td>
<td>Itasca</td>
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<td>Unknown</td>
<td>HARGIS</td>
</tr>
<tr>
<td>Second School, Apartments</td>
<td>311 N Elm St</td>
<td>Itasca</td>
<td>Locally important site</td>
<td>Multi-family residence</td>
<td>Itasca Historical Society &amp; Museum</td>
</tr>
<tr>
<td>Unknown</td>
<td>209 N Walnut Ave</td>
<td>Itasca</td>
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<td>Unknown</td>
<td>HARGIS</td>
</tr>
<tr>
<td>Doctor’s Memorial</td>
<td>217 N Walnut Ave</td>
<td>Itasca</td>
<td>Locally important site</td>
<td>Memorial</td>
<td>HARGIS</td>
</tr>
<tr>
<td>Unknown</td>
<td>105 S Maple St</td>
<td>Itasca</td>
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<tr>
<td>Unknown</td>
<td>126 S Maple St</td>
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<td>Unknown</td>
<td>HARGIS</td>
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<tr>
<td>Unknown</td>
<td>118 S Walnut Ave</td>
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<td>Unknown</td>
<td>HARGIS</td>
</tr>
<tr>
<td>Unknown</td>
<td>126 S Walnut Ave</td>
<td>Itasca</td>
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<td>Unknown</td>
<td>HARGIS</td>
</tr>
<tr>
<td>Itasca Baptist Church</td>
<td>210 S Walnut Ave</td>
<td>Itasca</td>
<td>Locally important site</td>
<td>Church</td>
<td>HARGIS and Itasca Historical Society &amp; Museum</td>
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<tr>
<td>Unknown</td>
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<td>HARGIS</td>
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<tr>
<td>Unknown</td>
<td>125 W Orchard St</td>
<td>Itasca</td>
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<td>Unknown</td>
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<tr>
<td>Helen Unseth House</td>
<td>808 Park Plaine Ave</td>
<td>Park Ridge</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>Park Ridge Historical Society</td>
</tr>
<tr>
<td>Residence</td>
<td>225 Lake Ave**</td>
<td>Park Ridge</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS &amp; Park Ridge Historical Society</td>
</tr>
<tr>
<td>Residence</td>
<td>234 Lake Ave**</td>
<td>Park Ridge</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS &amp; Park Ridge Historical Society</td>
</tr>
</tbody>
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**Off-airport Individual Properties and Historic Districts**

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<th>Source*</th>
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<tbody>
<tr>
<td>Residence</td>
<td>244 Lake Ave**</td>
<td>Park Ridge</td>
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<tr>
<td>Residence</td>
<td>231 Belle Plaine Ave</td>
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<td>Single-family residence</td>
<td>EIS</td>
</tr>
<tr>
<td>Residence</td>
<td>916 Cleveland Ave</td>
<td>Park Ridge</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>Park Ridge Historical Society</td>
</tr>
<tr>
<td>Residence</td>
<td>202 Columbia Ave</td>
<td>Park Ridge</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS &amp; HARGIS</td>
</tr>
<tr>
<td>Residence</td>
<td>203 Columbia Ave</td>
<td>Park Ridge</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS &amp; HARGIS</td>
</tr>
<tr>
<td>Unknown</td>
<td>218 Courtland Ave</td>
<td>Park Ridge</td>
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<td>Unknown</td>
<td>HARGIS</td>
</tr>
<tr>
<td>Residence</td>
<td>321 Courtland Ave</td>
<td>Park Ridge</td>
<td>Locally important site</td>
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<td>EIS</td>
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<tr>
<td>Residence</td>
<td>411 Courtland Ave</td>
<td>Park Ridge</td>
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<td>Single-family residence</td>
<td>Park Ridge Historical Society</td>
</tr>
<tr>
<td>Residence</td>
<td>412 Courtland Ave</td>
<td>Park Ridge</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS &amp; HARGIS</td>
</tr>
<tr>
<td>Residence</td>
<td>421 Courtland Ave</td>
<td>Park Ridge</td>
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<td>EIS &amp; HARGIS</td>
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<tr>
<td>Residence</td>
<td>524 Courtland Ave</td>
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<tr>
<td>Residence</td>
<td>708 Courtland Ave</td>
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<td>EIS &amp; HARGIS</td>
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<tr>
<td>Residence</td>
<td>840 Courtland Ave (EIS address of 842 Courtland Ave updated)</td>
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<td>Single-family residence</td>
<td>EIS &amp; HARGIS</td>
</tr>
<tr>
<td>Residence</td>
<td>908 Courtland Ave</td>
<td>Park Ridge</td>
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<td>Single-family residence</td>
<td>EIS &amp; HARGIS</td>
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<tr>
<td>Residence</td>
<td>1429 Courtland Ave</td>
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<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS &amp; HARGIS</td>
</tr>
<tr>
<td>Residence</td>
<td>1439 Courtland Ave</td>
<td>Park Ridge</td>
<td>Locally important site</td>
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<td>EIS &amp; HARGIS</td>
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<tr>
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<td>945 Florence Dr</td>
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<td>Clue House</td>
<td>720 Garden St</td>
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<tr>
<td>Residence</td>
<td>1113 Garden St</td>
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<tr>
<td>Residence</td>
<td>1105 Harrison St</td>
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<tr>
<td>Residence</td>
<td>211 Lake Ave**</td>
<td>Park Ridge</td>
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<td>Single-family residence</td>
<td>EIS &amp; Park Ridge Historical Society</td>
</tr>
<tr>
<td>Residence</td>
<td>228 Lake Ave**</td>
<td>Park Ridge</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS &amp; Park Ridge Historical Society</td>
</tr>
</tbody>
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Off-airport Individual Properties and Historic Districts

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</tr>
</thead>
<tbody>
<tr>
<td>Residence</td>
<td>328 Lake Ave</td>
<td>Park Ridge</td>
<td>Locally important site</td>
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<tr>
<td>Residence</td>
<td>122 N Delphia Ave</td>
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<td>Park Ridge Historical Society</td>
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<tr>
<td>Residence</td>
<td>241 N Greenwood Ave</td>
<td>Park Ridge</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>Park Ridge Historical Society</td>
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<tr>
<td>Residence</td>
<td>15 N Knight Ave</td>
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<td>Locally important site</td>
<td>Single-family residence</td>
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<tr>
<td>Residence</td>
<td>202 N Lincoln Ave</td>
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<tr>
<td>Commercial</td>
<td>616 Devon (North side of Devon between Prospect and Talcott Rd)</td>
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<td>Commercial</td>
<td>EIS</td>
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<tr>
<td>Residence</td>
<td>317 Oak St</td>
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<tr>
<td>Hodges House</td>
<td>325 Oak St</td>
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<td>EIS and HARGIS</td>
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<tr>
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<td>Park Ridge Historical Society</td>
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<tr>
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<td>EIS &amp; HARGIS</td>
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<tr>
<td>Residence</td>
<td>321 S Crescent Ave</td>
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<td>Locally important site</td>
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<td>EIS &amp; HARGIS</td>
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<tr>
<td>Residence</td>
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<td>Residence</td>
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<td>EIS &amp; HARGIS</td>
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<td>413 S Crescent Ave</td>
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<tr>
<td>Residence</td>
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<td>Residence</td>
<td>601 S Crescent Ave</td>
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<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS</td>
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<th>Function</th>
<th>Source*</th>
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<td>EIS</td>
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<tr>
<td>Residence</td>
<td>1433 S Crescent Ave</td>
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<td>EIS &amp; HARGIS</td>
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<td>Residence</td>
<td>315 S Cumberland Ave</td>
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<td>EIS &amp; HARGIS</td>
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<td>401 S Cumberland Ave</td>
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<td>Single-family residence</td>
<td>EIS</td>
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<td>Residence</td>
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<td>Single-family residence</td>
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<td>Residence</td>
<td>431 S Cumberland Ave</td>
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<td>Single-family residence</td>
<td>Park Ridge Historical Society</td>
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<tr>
<td>Unknown</td>
<td>224 S Fairview Ave</td>
<td>Park Ridge</td>
<td>Locally important site</td>
<td>Unknown</td>
<td>HARGIS</td>
</tr>
<tr>
<td>Residence</td>
<td>309 S Fairview Ave</td>
<td>Park Ridge</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>Park Ridge Historical Society</td>
</tr>
<tr>
<td>Residence</td>
<td>316 S Fairview Ave</td>
<td>Park Ridge</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS &amp; HARGIS</td>
</tr>
<tr>
<td>Residence</td>
<td>321 S Fairview Ave</td>
<td>Park Ridge</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>Park Ridge Historical Society</td>
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<td>EIS &amp; HARGIS</td>
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<td>EIS &amp; HARGIS</td>
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<td>Residence</td>
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<td>EIS &amp; HARGIS</td>
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<td>Residence</td>
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<td>Locally important site</td>
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<td>EIS &amp; HARGIS</td>
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<td>Park Ridge Historical Society</td>
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<td>Residence</td>
<td>100 S Greenwood Ave</td>
<td>Park Ridge</td>
<td>Locally important site</td>
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<td>Park Ridge Historical Society</td>
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<td>Pickwick Theater Building</td>
<td>5 S Prospect Ave</td>
<td>Park Ridge</td>
<td>Listed in the NRHP</td>
<td>Theater</td>
<td>HARGIS and Park Ridge Historical Society</td>
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<td>Commercial</td>
<td>S Prospect Ave (in EIS as 15-19 S Prospect Ave – updated address)</td>
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<td>Commercial</td>
<td>EIS &amp; HARGIS</td>
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<td>Park Ridge Post Office</td>
<td>164 S Prospect Ave</td>
<td>Park Ridge</td>
<td>Locally important site</td>
<td>Post Office</td>
<td>HARGIS</td>
</tr>
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<tr>
<td>Residence</td>
<td>316 S Prospect Ave</td>
<td>Park Ridge</td>
<td>Locally important site</td>
<td>Single-family residence</td>
<td>EIS &amp; HARGIS</td>
</tr>
<tr>
<td>Residence</td>
<td>412 S Prospect Ave</td>
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### Off-airport Individual Properties and Historic Districts

Note: The extant status and current function of identified off-airport historic properties and locally important sites will be confirmed if a potential effect is identified.

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<tr>
<th>Name</th>
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<th>Function</th>
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Appendix D. Representative Photographs of Historic Properties
Representative Photographs of Terminal 1

Terminal 1 overview, looking west. Ticketing area and Concourse B in foreground. Concourse C in the background.

Ticketing level roadside approach.
Assessment of Effects Under Section 106

Curtain wall enclosure with exterior aluminum arched structure shown in forefront.

Open area well between the ticketing upper level and baggage lower level.
Customer service and baggage drop areas.

Lower-level baggage circulation area.
Assessment of Effects Under Section 106

Main circulation spine, Concourse B.

Main circulation spine, Concourse C.
Assessment of Effects Under Section 106

Typical holdroom transition from the main circulation area.

Typical holdroom edge and ceiling conditions.
Representative image of tunnel connecting Concourses B and C showing Michael Hayden’s art installation titled Sky’s The Limit.
Representative Photographs of the Rotunda

Aerial view illustrating the Rotunda’s relationship to Terminal 2 (lower right), Terminal 3 (at left), Concourse G (upper right), and the FAA office building and Main Control Tower (center), view facing southeast.

Overview of Rotunda and surrounding buildings from airside, view facing northwest.
Rotunda overview airside, view looking northwest. Portions of Concourse G are visible at left, portions of the glass-enclosed walkway to Terminal 3 are visible at right, and portions of the FAA Airport Main Traffic Control Tower and FAA office building are visible in the background.

Overview of Rotunda exterior, illustrating the sculpted concrete columns, glass curtain walls, and concrete perimeter ring. A service entrance at the apron level is located directly below the enclosed glass walkway near the center of the photograph.
Detail view of sculpted concrete columns that support the concrete perimeter ring at the top of the building. The small circles along the outer edge of the roof are the anchor points for the roof cables.

Overview of the inner atrium and concrete staircases. Modern signage has been added at the mezzanine level, as well as slatted metal covering over original wood ribbing.
Inner atrium of the concourse level. Murals have been painted on the sides of the mezzanine level.

Oculus and axial ribs at the center of the Rotunda provide a focal point for the space. Recessed lighting at the oculus is not original.
Columns throughout the concourse level support the mezzanine above. The inner atrium is visible at right in the background through the corridor and the main atrium is visible at left along the perimeter wall and windows.
Appendix E. List of Documents Submitted by CDA
List of Documents Submitted by CDA

- O'Hare Global Terminal (OGT) and Existing Facility Interface Analysis: Supporting Narrative and Supporting Graphics (Prepared by Ricondo & Associates, Inc. with support by Studio ORD (November 2019 [draft]).

- O'Hare Global Terminal (OGT) and Existing Facility Interface Analysis: Supplemental Supporting Graphics (Prepared by Ricondo & Associates, Inc. with support by Studio ORD (November 2019 [draft]).

- O'Hare Global Terminal (OGT) and Existing Facility Interface: Supporting Narrative and Supporting Graphics (Prepared for the Chicago Department of Aviation by Studio ORD with support from Ricondo & Associates, Inc. (February 2020 [draft]).

- O'Hare Global Terminal (OGT) Additional Renderings and Existing Facility Analysis Response to FAA Comments (Prepared for the Chicago Department of Aviation by Studio ORD with support from Ricondo & Associates, Inc. (April 2020 [draft]).

- O'Hare Global Terminal (OGT) and Existing Facility Interface: Additional Renderings and Response to FAA Comments (Prepared for the Chicago Department of Aviation by Studio ORD with support from Ricondo & Associates, Inc. (April 2020 [draft]).

- O'Hare Global Terminal (OGT) and Existing Facility Interface: Supporting Graphics – Acceptable Variants (Prepared for the Chicago Department of Aviation by Studio ORD with support from Ricondo & Associates, Inc. (July 2020 [draft]).

- O'Hare Global Terminal (OGT) and Existing Facility Interface: Variants Analysis (Prepared for the Chicago Department of Aviation by Studio ORD with support from Ricondo & Associates, Inc., August 2020 [draft]).

- O'Hare Global Terminal (OGT) and Existing Facility Interface: Variants Analysis (Prepared for the Chicago Department of Aviation by Studio ORD with support from Ricondo & Associates, Inc., September 2020 [draft]).

- O'Hare Global Terminal and Existing Facility Interface Analysis: Response to Federal Aviation Administration Comments Provided August 27, 2020 and September 3, 2020 including Supporting Attachments (September 2020 [draft]).

- O'Hare Global Terminal (OGT) and Existing Facility Interface Analysis: Response to Federal Aviation Administration Comments (February 2021) [draft] – update of December 2020 submittal.

- Terminal Area Plan Environmental Assessment Response to FAA Questions on Facility Requirements Received March 4, 2021 (March 18, 2021 [draft]).
• CDA Response to Federal Aviation Administration (FAA) Comments on the Terminal 1 Roof and Glazing Rehabilitation Project Questions Received from FAA via Email dated May 17, 2021.

• OGT) and Existing Facility Interface Analysis Supporting Graphics (Prepared for the Chicago Department of Aviation by Studio ORD with support from Ricondo & Associates, Inc., November 2021 [draft]).
Appendix F.      OGT and Existing Facility Interface Analysis
Supporting Graphics

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Proposed T2 ATS Station Expansion and Pedestrian Bridge
Replacement........................................................................................................ 115-125
O’Hare Global Terminal

OGT and Existing Facility Interface Analysis
Supporting Graphics

Prepared for the Chicago Department of Aviation by Studio ORD with support from Ricondo & Associates, Inc.
### Proposed Interface: Terminal 1 and O'Hare Global Terminal

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Document Acronyms

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Document Definitions

**Airside** - The restricted area of an airport beyond the security screening checkpoint; this includes areas that support aircraft movements and operations.

**Landside** - The pre-security areas of the airport (non-aircraft movement areas) including terminal, parking, curbside, ticketing, baggage claim, terminal access roadways, etc.

**O’Hare Global Terminal** - A proposed new international terminal and concourse building consisting of the O’Hare Global Terminal (OGT) and the O’Hare Global Concourse (OGC) to replace existing Terminal 2.

General Notes

- Noted heights are represented in feet and inches
- Aircraft parking positions shown are for illustrative/orientation purposes only
- Ground service equipment and passenger boarding bridges have been omitted from the renderings to provide clear visuals of the architecture
The NHPA interface analysis for the Concourse C Expansion Near Gate C10 was processed separately from this document. The anticipated footprint of the Concourse C expansion near C10, consistent with the Draft Future ALP, is shown in the diagram for reference purposes.
PROPOSED INTERFACE: TERMINAL 1 AND O’HARE GLOBAL TERMINAL
Existing T1-T2 Airside Interface

Exterior Rendering
View of T1 Concourse B South End (Airside) Facing East

[Image of O'Hare International Airport]

Conc. B

Photograph
11/24/19
View of T1 Concourse B South End (Airside) Facing East

Existing Exterior Rendering
View of T1 Concourse B-OGT (Airside) Interface Facing East
View of T1 Concourse B-OGT (Airside) Interface Facing East
View of T1 Concourse B-OGT (Airside) Interface Facing East
View of T1 Concourse B-OGT (Airside) Interface Facing East

Proposed Exterior Rendering

Conc. B

+85'-0"

Proposed OGT
View of T1 Concourse C, S1, and OGT Facing East
View of T1 Concourse C, S1, S2, and OGT Facing Northeast
View of T1 Concourse C, S1, S2, and OGT Facing East
Terminal 1 | OGT Interface
View of T1 Concourse B, and OGT Facing East

Proposed Exterior Rendering
Terminal 1 | OGT Interface
View of T1 Concourse B, and OGT Facing East

Proposed Exterior Rendering
Terminal 1 | OGT Interface
View of T1 Concourse B, and OGT Facing East
View from OGT to T1 Concourse B Facing North
View from OGT to T1 Concourse B Facing North

Proposed Interior Rendering
View from OGT to T1 Concourse B Facing North

Proposed Interior Rendering
View from OGT to T1 Concourse B Facing North

*This view may not be publicly available

Proposed Interior Rendering
View of T1-OGT Curbside Interface Facing South (Upper Level)
Existing T1 Concourse B South End Facing South
View from T1 Concourse B to OGT Facing South

Proposed Interior Rendering
Upper/Departures Level of Existing T1-T2 Interface

Key

- Proposed Demolished Facility Structure/Floors
- Proposed Demolished Walls/Partitions
- Existing Facility to Remain

Proposed Exterior Wall to be Demolished

Proposed Columns to be Demolished

Proposed Curtain Wall to be Demolished

Existing Building Mounted Lighting to be Demolished

T1-T2 Connecting Walkway to be Demolished

UPPER ROADWAY

EXISTING CHECKPOINT

T1 CONC. B

Chicago O'Hare International Airport

Proposed Demolition Plan

[28]
Upper/Departures Level of T1-OGT Interface

Key
- Existing Footprint to be Demolished
- Existing Facility/Function to Remain
- Existing Landside Circulation
- Existing Airside Circulation
- Proposed Exterior Enclosure
- Proposed Landside Circulation
- Proposed Airside Circulation
- Proposed Facility
- Proposed Curbside Infill

Curbside Sidewalk Infill at Departures Level
Line of Existing Canopy Above
New Skylight Over Existing T1B Space
Level Change
OGT Roof Location
OGT INFILL AT DEPARTURES LEVEL (LOW HEIGHT)
EXISTING CHECKPOINT
CONC. B
T1
UPPER ROADWAY
O'HARE GLOBAL TERMINAL

Proposed Upper/Departures Level Plan
Lower/Arrivals Level of Existing T1-T2 Interface

Key
- Proposed Demolished Facility Structure/Floors
- Proposed Demolished Walls/Partitions
- Existing Facility to Remain

Proposed Exterior Wall to be Demolished

Proposed Lower/Arrivals Level Demolition Plan
T1 Concourse B - OGT

Key
- Existing Facility to Remain
- Existing Airside Circulation
- Proposed Exterior Enclosure
- Proposed Facility
- Proposed Airside Circulation
- Proposed Baggage Conveyor
- Proposed Conveyor Clearance

Key Plan

Max Height of OGT at Center (Beyond Section)

Line Indicates Existing Concourse Beyond to Remain

New Loading Dock Under New Connector (15'-0" Clear)

Loading Dock and Trash Compactor Area - Beyond - No Vehicular Drive Thru

Proposed Section View

OGT DEPARTURES LEVEL

T1 DEPARTURES LEVEL

APRON LEVEL

BASEMENT LEVEL 1

Baggage Lines Beyond

Line of New Connector Roof Structure

Level Change
Connector to attach to bottom of existing Apse
Existing Apse to Remain

OGT-ATS

OGT-L3

T1-CB-MEZZANINE

T1-CB-PENTHOUSE

T2-CE-PENTHOUSE

T2-CE-OBSERVATION

T2-CEF-PENTHOUSE

T2-CEF-PROMENADE

T2-CEF-ROOF

T2-CEF-MEZZANINE T.O.

T2-ATS-T.O. COPING

T2-ATS-BRIDGE

T2-CANOPY-T.O.

CURTAIN WALL

T2-ATS-BRIDGE

T2-CANOPY-T.O.

CURTAIN WALL

+85'-0"

+58'-1" +48'-1"

20'-0"

+12'-5"

+12'-0"

+10'-0"

+9 1/2"

+8"

+7"

+6"

+5"

+4"

+3"

+2"

+1"

+2 5"

+18' - 6"

+15' - 0"  MIN

+12' - 5"

+11' - 10"

+11' - 0"

+10' - 8"

+48'-1" +58'-1"
Table 601 exception b of the 2019 Chicago Building Code, states “fire protection of structural members in roof construction shall not be required, including protection of primary structural frame members, roof framing and decking where every part of the roof construction is 20 feet or more above any floor immediately below.” The OGT roof is positioned 20'-6" above the international passenger sterile corridor floor to eliminate the need for fireproofing on the entire roof structure, which reduces a substantial construction cost.

The line of mullion that traces around the entire airside façade and is coincident with the top of the mezzanine spandrel panel. This line defines a functional break between façade materials and systems.

Apron

Key Plan
PROPOSED TERMINAL 1 CONCOURSE B NORTHEAST END EXPANSION
Existing T1, Concourse B, Concourse C

Source: Google Earth - November 2019

Existing Facility Aerial

Source: Google Earth - November 2019
T1, Concourse B, Northeast End Expansion

Proposed Exterior Rendering

<table>
<thead>
<tr>
<th>T1</th>
<th>Satellite 1</th>
<th>Conc. C</th>
<th>Conc. B</th>
<th>Proposed Expansion</th>
</tr>
</thead>
<tbody>
<tr>
<td>+39'-2&quot;</td>
<td>+58'-1&quot;</td>
<td>+27'-9 1/4&quot;</td>
<td>240'-0&quot;</td>
<td>150'-0&quot;</td>
</tr>
</tbody>
</table>

[37]
Existing T1 Curbside Interface Facing North

Photo from Upper Roadway
Source: Google Earth December 2019
T1 Concourse B Northeast End Expansion Curbside Interface Facing North
Existing T1 Curbside Interface Facing North

Key

--- Proposed Interface Line

Photo
1/14/2020

[40]
T1 Concourse B Northeast End Expansion Interface Facing North

Proposed Interior Rendering
T1 Concourse B Northeast End Expansion Interface Facing South

Existing Concourse B

T1 Upper Level Curbside

Proposed Interior Rendering
Upper/Departures Level of Existing T1

Key
- Proposed Demolished Walls/Partitions
- Existing Facility to Remain
- Existing Airside Circulation
- Existing Landside Circulation

Existing
Restrooms,
Concessions and
back of house
space

Proposed Upper/Departures Level Demolition Plan
Upper/Departures Level T1 Addition

Key
- Existing Facility to Remain
- Existing Airside Circulation
- Existing Landside Circulation
- Proposed Exterior Enclosure
- Proposed Landside Circulation
- Proposed Facility

Proposed Upper/Departures Level Plan

APPENDIX G

JUNE 2022
Lower/Arrivals Level of Existing T1

Key
- Proposed Demolished Walls/Partitions
- Existing Facility to Remain

Proposed Lower/Arrivals Level Demolition Plan
Lower/Arrivals Level T1 Addition

Key
- Existing Facility to Remain
- Existing Landside Circulation
- Proposed Exterior Enclosure
- Proposed Facility

Proposed Lower/Arrivals Level Plan

APRON

CONC B

T1

LOWER ROADWAY
T1 Concourse B Northeast End Expansion

Key
- Existing Facility to Remain
- Existing Airside Circulation
- Proposed Exterior Enclosure
- Proposed Landside Circulation
- Proposed Facility

Key Plan

Proposed Section View

Height of Conc. B Addition

L1/ UPPER

Existing Upper Level Roadway

Existing Lower Level Roadway

29'-5"

29'-5"

Existing Facility to Remain

Existing Airside Circulation

Proposed Exterior Enclosure

Proposed Landside Circulation

Proposed Facility

APPENDIX G

G.1028

JUNE 2022
PROPOSED INTERFACE: ROTUNDA, O’HARE GLOBAL TERMINAL, AND TERMINAL 3
Existing Rotunda, T2, and T3 Curbside Interface Facing West

[Diagram showing T3 Rotunda, FAA, ATCT, T2-Rotunda Connecting Walkway]

Existing Facility from Parking Garage
11/24/19
View of Rotunda, OGT, and T3 Curbside Interface Facing West
OGT | Rotunda | Terminal 3 Interface
View of OGT, FAA Building, and ATCT Facing South

Proposed Exterior Rendering
OGT | Rotunda | Terminal 3 Interface
View of OGT, FAA Building, and ATCT Facing South

Proposed Exterior Rendering
View of Existing Rotunda, T2, and T3 Airside Interface
Existing Rotunda, T2, and T3 Airside Interface

Aerial View
Source: Google Earth - November 2019
Existing Rotunda, T2, and T3 Airside Interface Facing North

Rotunda - T2

Aerial View
Source: Google Earth - November 2019
View of Rotunda, T2, and T3 Airside Interface Facing North
View of Rotunda, OGT, and T3 Airside Interface Facing North

Proposed Exterior Rendering
OGT | Rotunda | Terminal 3 Interface
View of OGT, Rotunda, and Concourse G Facing North

Proposed OGT

Proposed Rotunda-OGT Interface

Rotunda

Concourse G

ATCT

Proposed Exterior Rendering
OGT | Rotunda | Terminal 3 Interface
View of OGT, Rotunda, and Concourse G Facing North

Proposed OGT

City Operations Tower

Proposed Rotunda-OGT Interface

Rotunda

Concourse G

ATCT

Proposed Exterior Rendering
OGT | Rotunda | Terminal 3 Interface
View of OGT, Rotunda, and Concourse G Facing North

Proposed Exterior Rendering
OGT | Rotunda | Terminal 3 Interface
View of OGT, Rotunda, and Concourse G Facing North

Proposed OGT
City Operations Tower
Proposed Rotunda-OGT Interface
ATCT
Rotunda
Concourse G

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APPENDIX G
G.1043
OGT | Rotunda | Terminal 3 Interface
View of OGT, Rotunda, and Concourse G Facing Northwest

Proposed Exterior Rendering
OGT | Rotunda | Terminal 3 Interface
View of OGT, Rotunda, T3, and Concourse G Facing Northwest

Proposed Exterior Rendering
Existing Rotunda Exterior and Concourse G, Facing South
OGT | Rotunda | Terminal 3 Interface
View of OGT, Rotunda, and Exterior Terrace Facing South
Existing Rotunda Exterior and T2 Bridge, Facing East
View from OGT to Rotunda Facing East
Rotunda - OGT

Proposed Interior Rendering
Existing Rotunda Interior Between Concourse G and T2 Walkway Facing Southwest (Concourse Level)

Example Modifications to Original:

- Light Fixture Encased
- ‘Rotunda’ Signage
- Panel Covers Added
- Hydroponic Garden
- Service Animal Relief Area Added
- Mother’s Room and Yoga Room Installed
- Walkway to T2
- Commercial Signage
- Escalator Removed
- Replaced Terrazzo
- Modifications to retail/food concessions
- Walkway to Concourse G

Source: Site Matterport Scan by Studio ORD - September 2019
View from Rotunda to OGT Facing West (Concourse Level)

Rotunda - OGT

Proposed Interior Rendering
Existing Rotunda Interior Facing T3 Walkway (Concourse Level)

Example Modifications to Original:

- Light Fixture Encased
- ‘Rotunda’ Signage
- USO Remodeled
- Artwork/Display Wrap
- Panel Covers Added
- Commercial Signage
- Flight Info Display Boards Added
- Modifications to Retail/Food Concessions
- Walkway to T3
- Replaced Terrazzo

[Photograph]
Source: Site Matterport Scan by Studio ORD - September 2019
View from Rotunda Interior Facing T3 Walkway (Concourse Level)
Existing Rotunda Interior Facing South to Concourse G and Airfield (Concourse Level)

Example Modifications to Original:
- Light Fixture Encased
- ‘Rotunda’ Signage
- Panel Covers Added
- Hydroponic Garden
- Mother’s Room and Yoga Room Installed
- Commercial Signage
- Modifications to Retail/Food Concessions
- Artwork/Display Wrap
- Walkway to Concourse G
- Escalator Removed
- Replaced Terrazzo

Photograph
Source: Site Matterport Scan by Studio ORD - September 2019
View from Rotunda to Concourse G and Airfield Facing South (Concourse Level)
Existing Interior View from Rotunda to Airfield Between T3 and Concourse G Facing Southeast (Concourse Level)

Example Modifications to Original:
- Hydroponic Garden
- ‘Rotunda’ Signage
- Panel Covers Added
- USO Remodeled
- Commercial Signage
- Artwork/Display Wrap
- Modifications to Retail/Food Concessions
- Walkway to Concourse G
- Flight Info Display Boards Added
- Escalator Removed
- Replaced Terrazzo
- Walkway to T3

Photograph
Source: Site Matterport Scan by Studio ORD - September 2019
View from Rotunda to Airfield Between T3 and Concourse G Facing Southeast (Concourse Level)

Rotunda - OGT

Existing Core Walls to Remain

Proposed Interior Rendering
Existing T3 Walkway to Rotunda Facing West (Concourse Level)
View from T3 Walkway to Rotunda Facing West (Concourse Level)

Rotunda - T3

Proposed Interior Rendering
Mezzanine and Upper/Departures Level of Rotunda, T2, and T3 Interface

**Key**
- ✧✧✧✧ Proposed Demolished Facility Structure/Floors
- 🔴🔴🔴🔴 Proposed Demolished Walls/Partitions
- ⭕⭕⭕⭕ Existing Facility to Remain

- Demolition and Replacement of Existing FAA Bridge
- Demolition of T2

**Proposed Upper/Departures Level Demolition Plan**

- **Mezzanine and Upper/Departures Level of Rotunda, T2, and T3 Interface**
- **Proposed Upper/Departures Level Demolition Plan**
- **Rotunda**
- **T2**
- **T3**
- **Exterior Wall Demolition (1 Bay)**
- **Exterior Wall Demolition (2 Bays)**

- **Existing Non-Original Concession Installations to be Removed**
- **Renovation and Expansion of Existing T3-Rotunda Walkway**

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**CNPY.4.D.3**

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**UPPER ROADWAY**

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**FAA**

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**CONC. G**

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**JUNE 2022**
Upper/Departures Level of Rotunda, OGT, and T3 Interface

Key
- Existing Footprint to be Demolished
- Existing Facility/Function to Remain
- Existing Landside Circulation
- Existing Airside Circulation
- Proposed Exterior Enclosure
- Proposed Landside Circulation
- Proposed Airside Circulation
- Proposed Facility
- Proposed Curbside Infill
- Line of Building Above

Proposed Upper/Departures Level Plan
Lower/Arrivals Level of Rotunda, T2, and T3 Interface

Key

- Dashed lines represent Proposed Demolished Facility Structure/Floors
- Red lines represent Proposed Demolished Walls/Partitions
- Blue lines represent Existing Facility to Remain

Demolish Bridge Above and Associated Structure
Existing Security Fence to be Demolished

Proposed Lower/Arrivals Level Demolition Plan
Lower/Arrivals Level of Rotunda, OGT, and T3 Interface

Key
- Existing Footprint to be Demolished
- Existing Facility to Remain
- Proposed Exterior Enclosure
- Proposed Landside Circulation
- Proposed Facility
- Proposed Baggage Conveyor
- Proposed Conveyor Clearance
- Line of Building Above

Baggage transfers down to basement level here

Proposed Lower/Arrivals Level Plan
Rotunda, OGT, and T3 Interface

Key Plan

- **Existing Facility to Remain**
- **Existing Airside Circulation**
- **Proposed Exterior Enclosure**
- **Proposed Facility**
- **Proposed Airside Circulation**
- **Proposed Baggage Conveyor**
- **Proposed Conveyor Clearance**

Proposed Connectors to Align with Existing Rotunda Mullion (Centerline is +/-37'-0")

Height of OGT at Interface

Existing Mezzanine to Remain

Proposed Baggage R.O.W.s

Proposed Roadway (Apron Access)

 Proposed Section View

[Diagram of Rotunda, OGT, and T3 Interface with details on heights, interfaces, and proposed connectors]
PROPOSED INTERFACE: TERMINAL 1 CONCOURSE C AND SATELLITE 1
Existing T1 Concourse C South End (Airside) Facing Southwest
(page intentionally left blank)
View of T1 Concourse C South End (Airside) Facing Southwest
Conc C.
View of T1 Concourse C-S1 Interface (Airside) Facing Southwest
Conc C. - Satellite 1

Proposed Exterior Rendering
View of T1 Concourse C South End (Airside) Facing Northwest
Conc C.
View of T1 Concourse C South End (Airside) Facing Northwest
Conc C.

Proposed Exterior Rendering
View of T1 Concourse C South End (Airside) Facing West
Conc C.

Proposed Exterior Rendering
(page intentionally left blank)
Existing T1 Concourse C South End Facing South
Conc C.
View from T1 Concourse C South End to S1 Facing South

Proposed Interior Rendering
View from S1 to Concourse C Facing North
Upper/Departures Level of T1 Concourse C South End

Key
- Area of Modified Floor to Accommodate New Walkway
- Proposed Demolished Walls/Partitions
- Existing Facility to Remain

- Exterior Wall Demolition
- Existing Stair to be Demolished
- Roof Framing Above Ceiling to be Modified
- Interior Column to be Demolished
- Existing Lights to be Demolished at New Walkway
- Proposed Floor Finish to be Removed and Replaced with Terrazzo to Match the Existing Circulation

Proposed Upper/Departures Level Demolition Plan

APPENDIX G
G.1078
Upper/Departures Level of T1 Concourse C-S1 Interface

Key
- Proposed Demolished Walls/Partitions
- Existing Facility/Function to Remain
- Existing Airside Circulation
- Proposed Exterior Enclosure
- Proposed Airside Circulation
- Proposed Facility

Proposed Upper/Departures Level Plan

[Diagram showing the layout of the upper departures level of T1 Concourse C-S1 interface with key elements and annotations for new construction and existing infrastructure.]

APPENDIX G

G.1079

JUNE 2022
Lower/Arrivals Level of T1 Concourse C South End

Key

- Proposed Demolished Facility Structure/Floors
- Proposed Demolished Walls/Partitions
- Existing Facility to Remain

Exterior Wall Demolition

Existing Stair to be Demolished

Proposed Lower/Arrivals Level Demolition Plan
Lower/Arrivals Level of T1 Concourse C-S1 Interface

Key
- Proposed Demolished Walls/Partitions
- Existing Facility to Remain
- Proposed Exterior Enclosure
- Proposed Facility
- Proposed Baggage Conveyor
- Proposed Conveyor Clearance
- Line of Building Above

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Proposed Lower/Arrivals Level Plan

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November 2021

[101]
T1 Concourse C-S1 Interface

Key
- Existing Facility to Remain
- Existing Airside Circulation
- Proposed Exterior Enclosure
- Proposed Facility
- Proposed Airside Circulation
- Proposed Baggage Conveyor
- Proposed Conveyor Clearance

Key Plan

Proposed Section View

Max Height of S1 (Beyond Section)*

Line Indicates Existing Concourse Beyond to Remain

Line of Connecting Walkway Ceiling

Level Change

Proposed Baggage R.O.W.

Vehicle Service Roadway

45'-3" 15'-0" MIN 6'-5"

6'-4"

+/- 75'-0"

+/- 65'-0"

+/- 5'-0"

36'-9"

15'-0"

35'-3"

+/- 5'-0"

+/- 40'

+/- 75''

+/- 1

75'

+/- 125'

MIN

T1 Concourse C-S1 Interface

Chicago O'Hare International Airport

Draft Environmental Assessment

APPENDIX G

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JUNE 2022