

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

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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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Section 1

Regulatory and Project Background

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.¹ 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.

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).

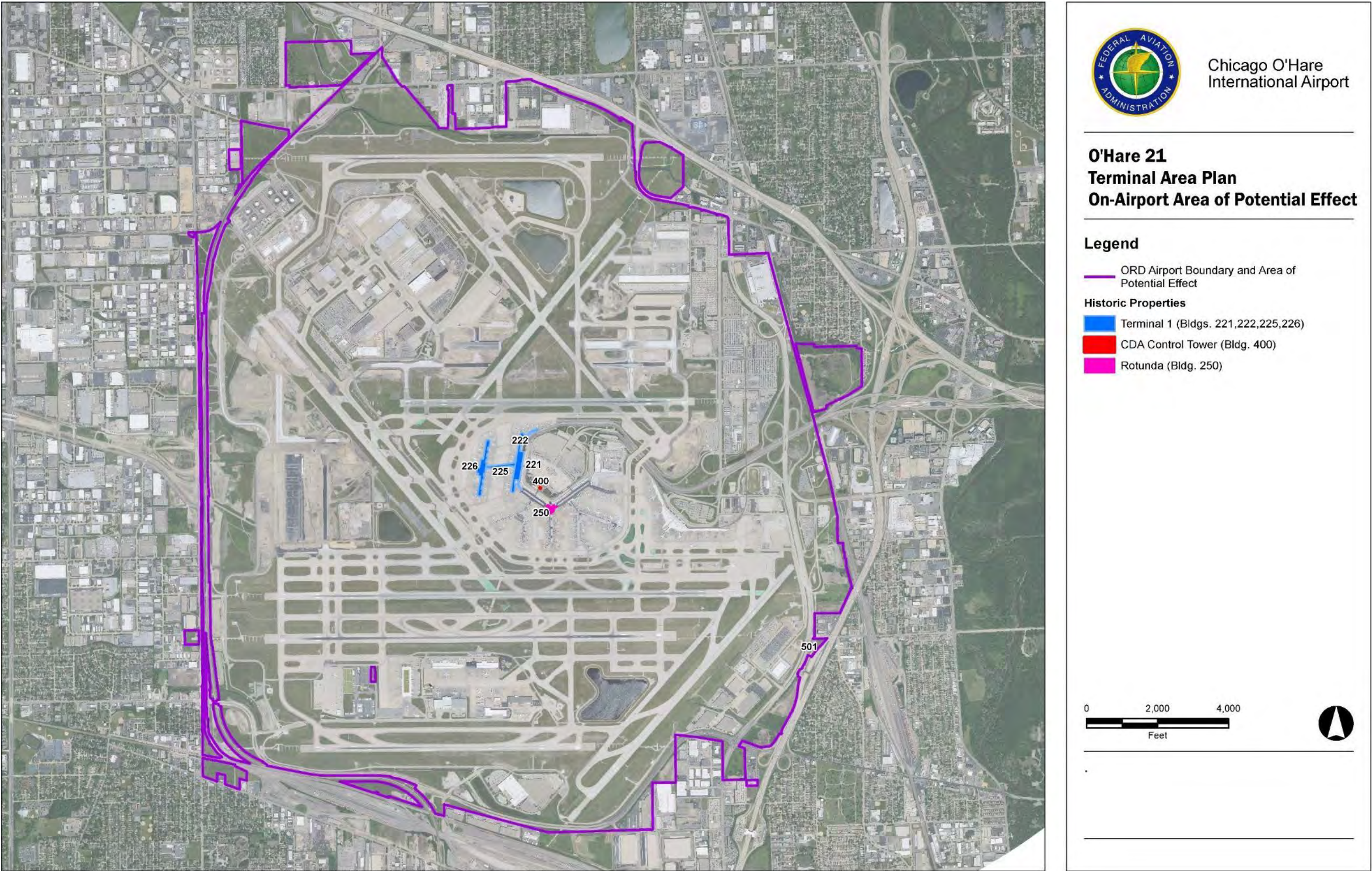
The full project description and exhibits are provided in Appendix A.

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

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.



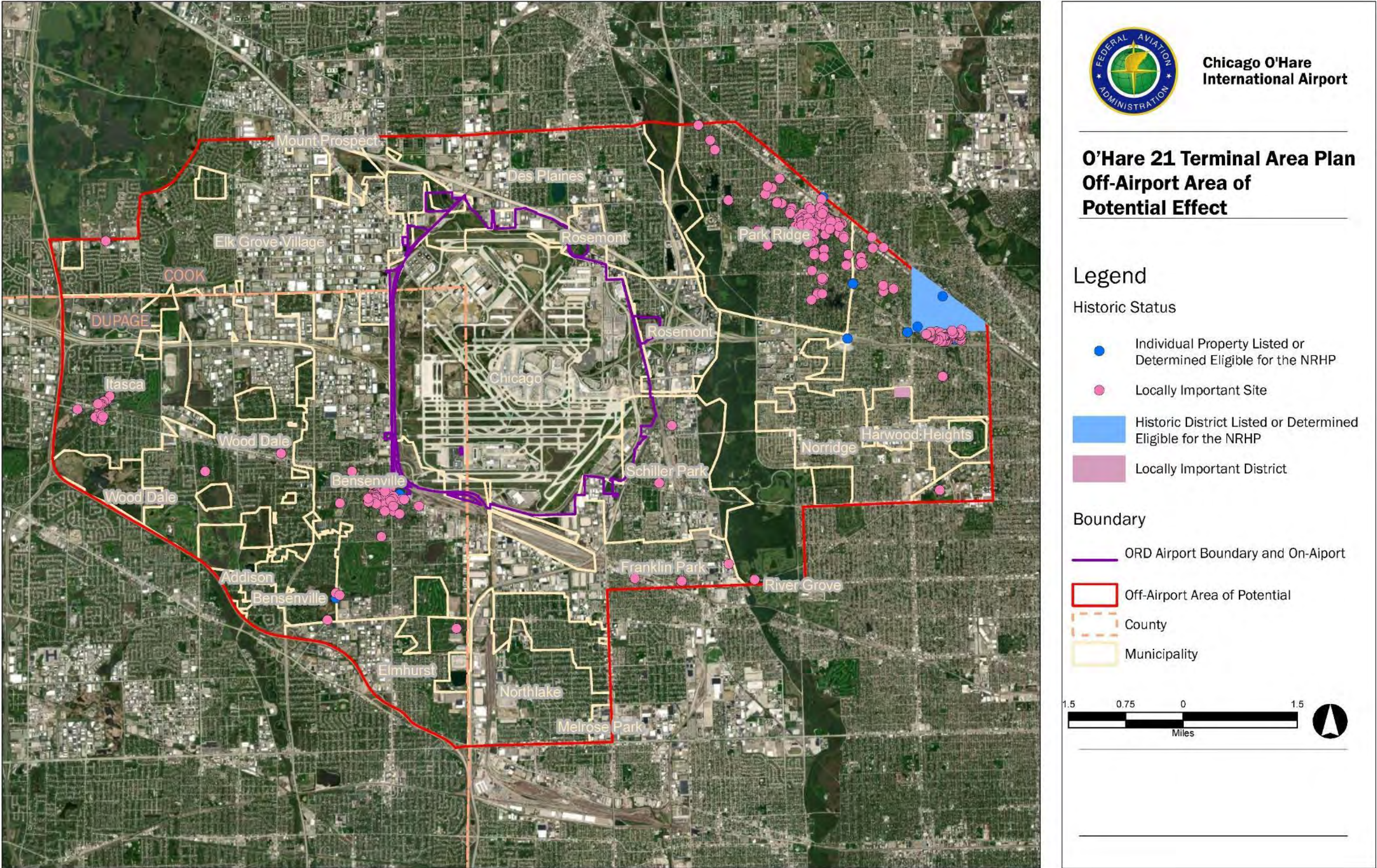


Figure 2. Off-airport APE map. Source: Architecture/History Survey Report for Terminal Area Plan and Air Traffic Actions Environmental Assessment: Chicago O'Hare International Airport (Mead & Hunt, Inc., April 2021).

Section 3
Description of Steps to
Identify Historic Properties

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.

Table 1. Off-airport listed or eligible properties within the APE

Property	Address	National Register status
Churchville Schoolhouse	3N784 Church Road	Listed
Green Street School	119 E. Green Street	Eligible
Wingert House	6231 N. Canfield Avenue	Listed
Passionist Fathers Monastery	5700 N. Harlem Avenue	Listed
Noble-Seymour-Crippen House	5624 N. Newark Avenue	Listed
Chicago & North Western Railroad Depot	6089 N. Northwest Highway	Listed
Norwood Park Historic District	Bordered by Avondale Ave to the north, Nagle Ave to the east, Bryn Mawr to the south, and Harlem Ave to the west	Listed
Bridge over JFK Expressway (I-90) carrying Canfield Avenue	5743 N. Canfield Avenue	Eligible
Pickwick Theater Building	5 S. Prospect Avenue	Listed

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.³ 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

³ "36 CFR Part 800 - Protection of Historic Properties," (incorporates amendments effective Aug. 5, 2004, Section 800.4(d)(1), page 4 and Section 800.16, page 15, <https://www.achp.gov/sites/default/files/regulations/2017-02/regs-rev04.pdf> .

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 overflowed 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

⁴ "14 CFR Part 150 - Airport Noise Compatibility Planning," January 1, 2005, <https://www.govinfo.gov/content/pkg/CFR-2005-title14-vol3/pdf/CFR-2005-title14-vol3-chapl-subchapl.pdf>.

⁵ "36 CFR Part 800 - Protection of Historic Properties," Section 800.8, page 8.

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).

Section 5
Description of the Undertaking's
Effects on Historic Properties

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

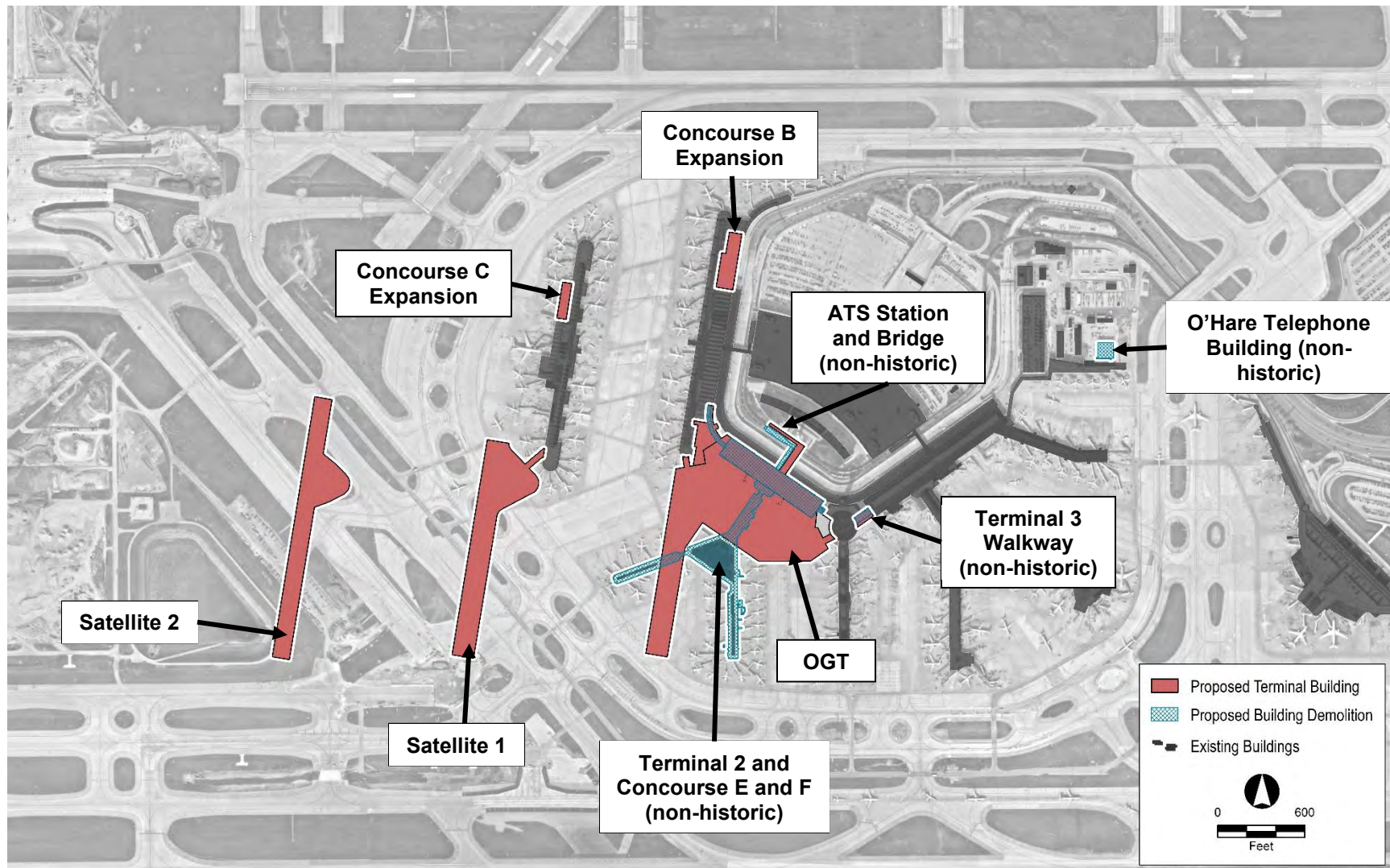


Figure 3. Graphic depicting the Terminal Projects portion of the undertaking.

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.

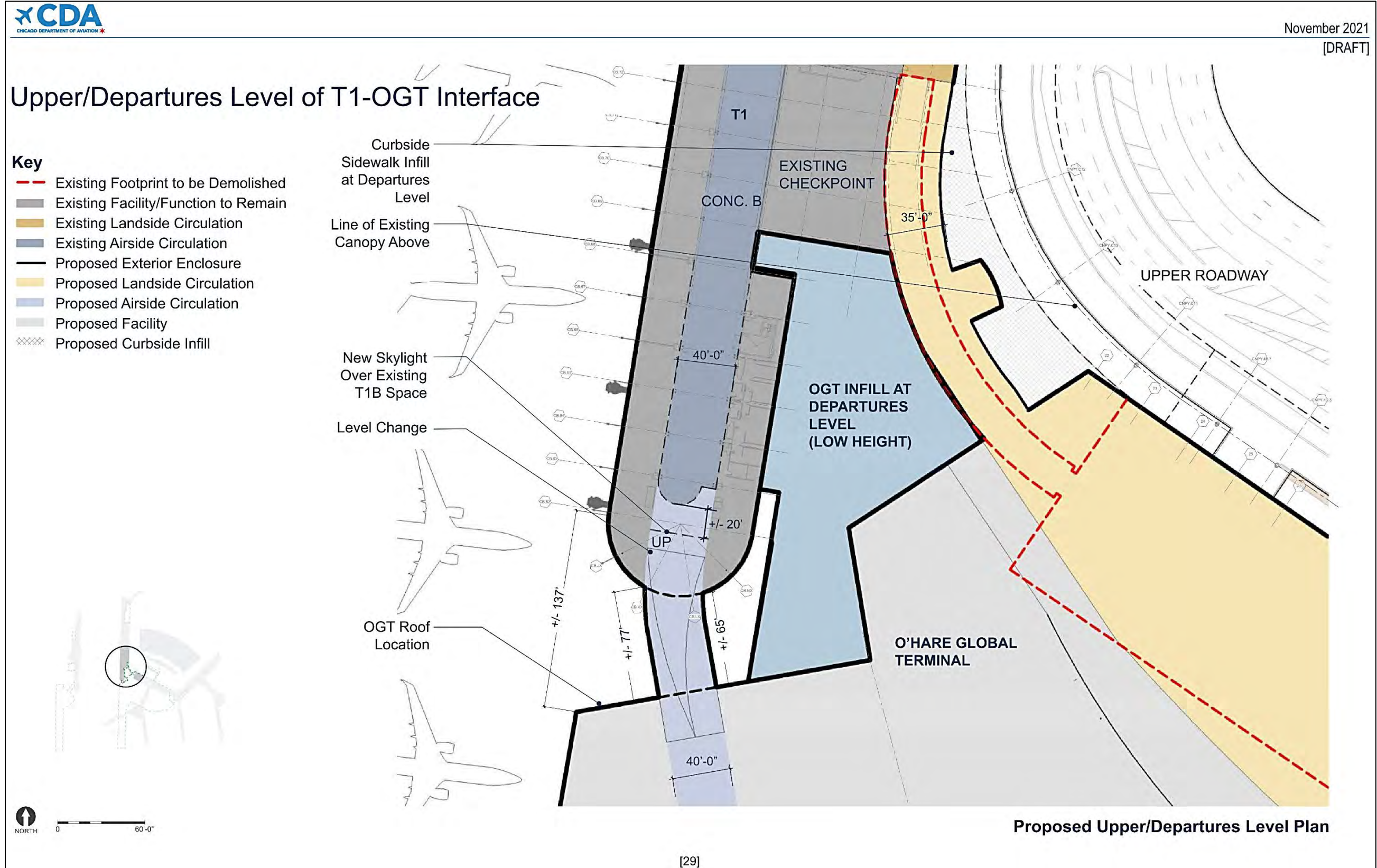


Figure 4. Proposed Action – Upper/Departures Level Plan.

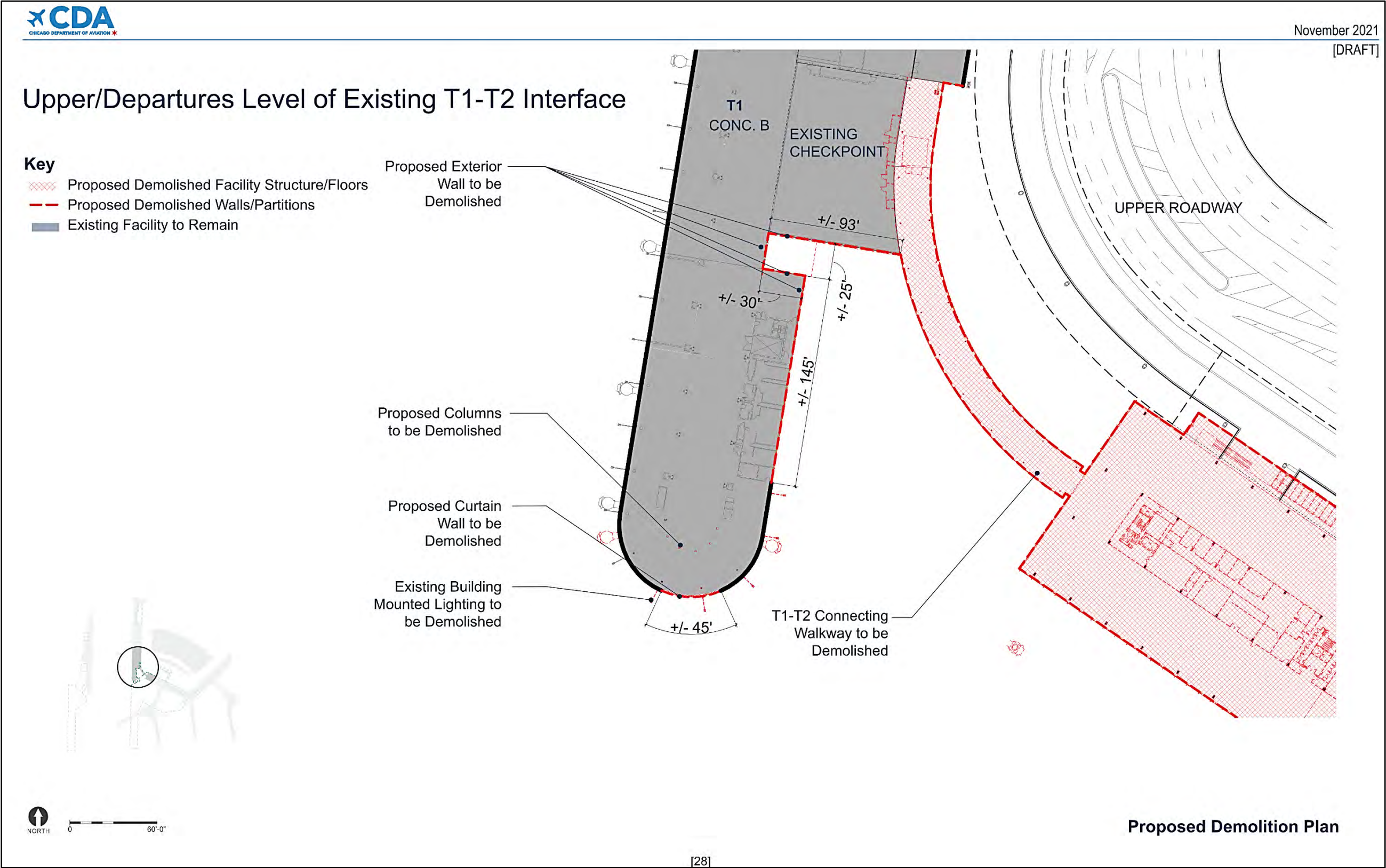


Figure 5. Upper/Departures Level of Existing T1-T2 Interface.



November 2021
[DRAFT]

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



Proposed Exterior Rendering

[11]

Figure 6. View of T1 Concourse B-OGT (Airside) Interface Facing East.

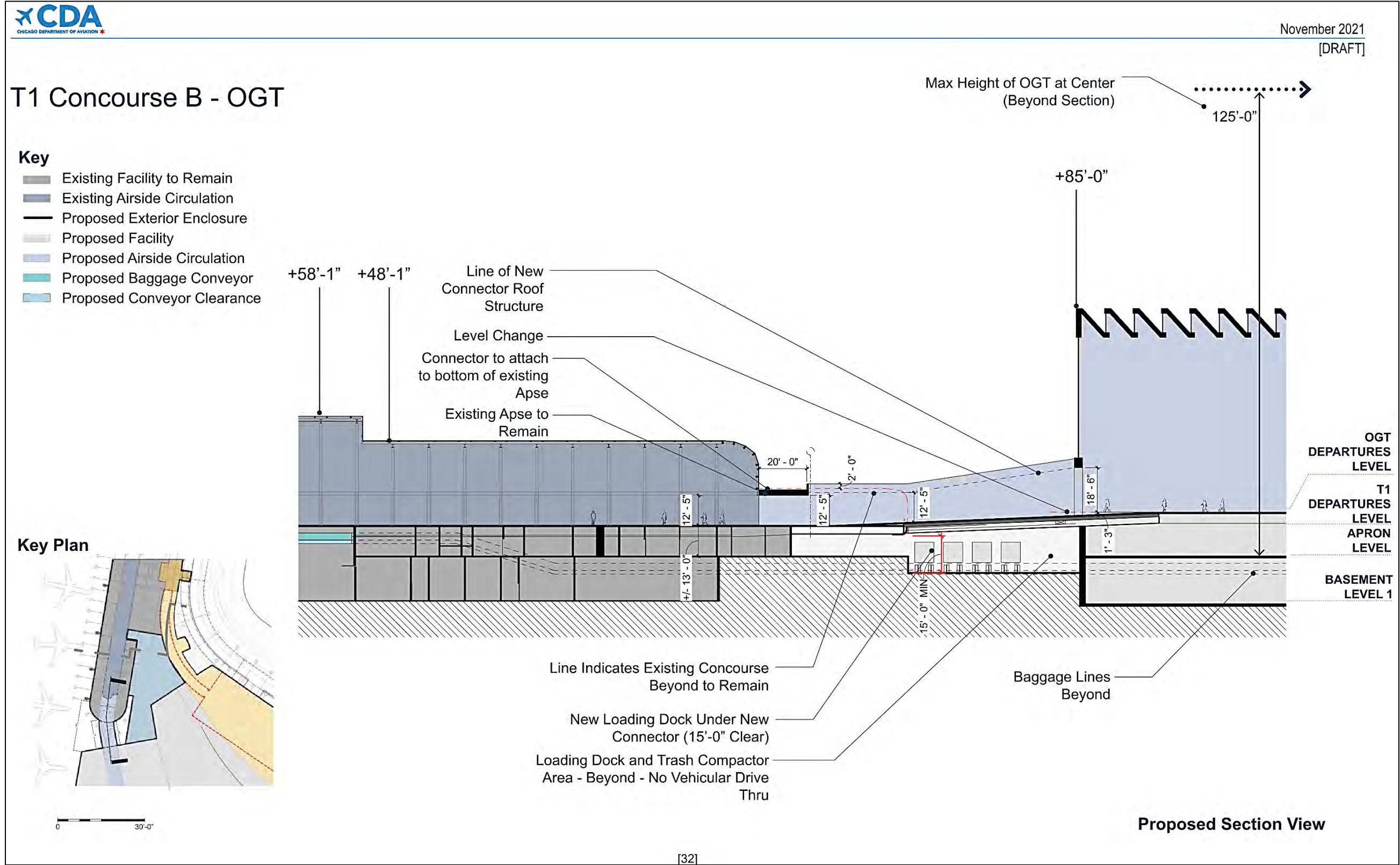


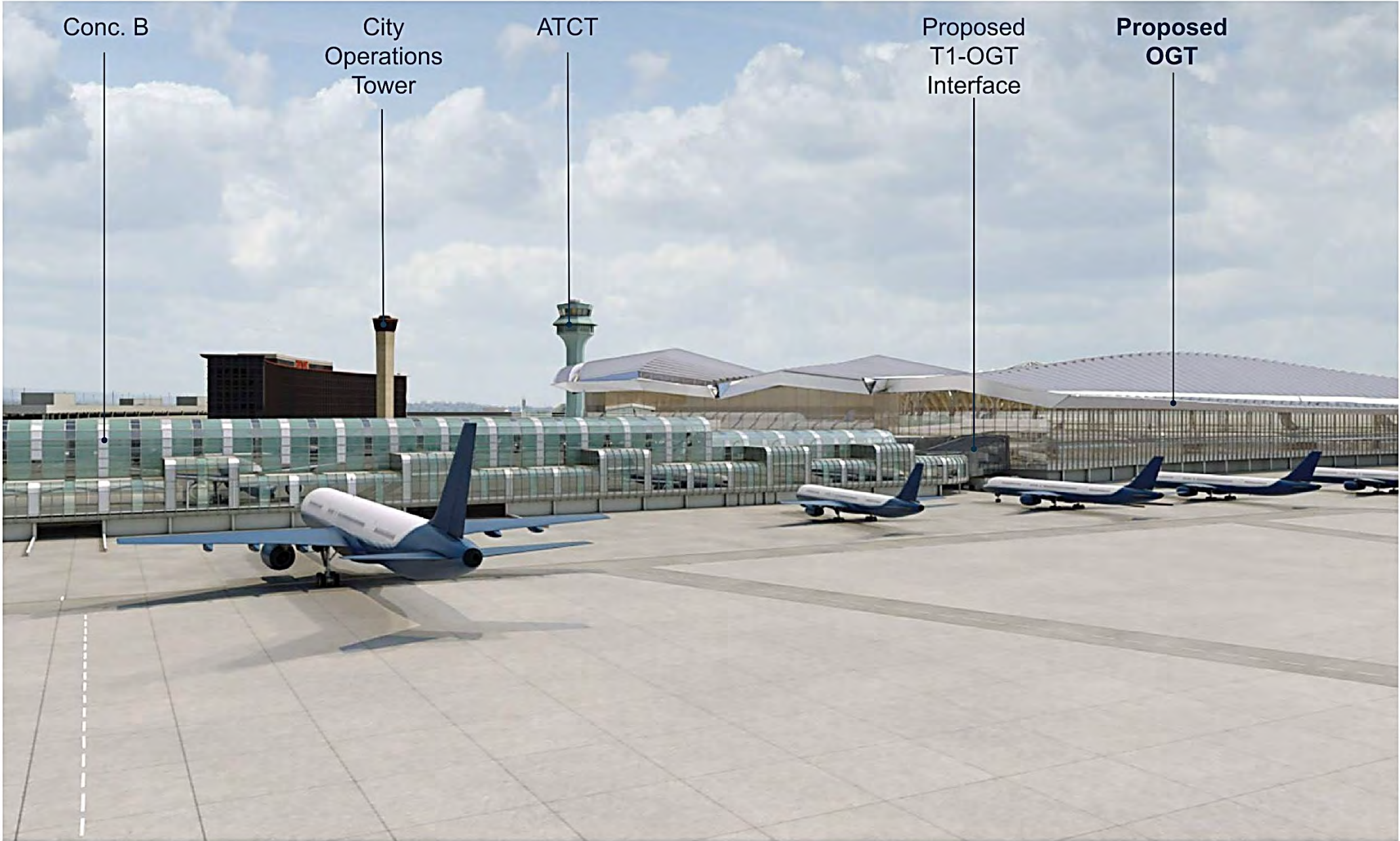
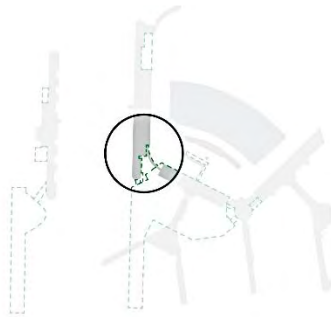
Figure 7. T1 Concourse B – OGT.



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



Proposed Exterior Rendering

[18]

Figure 8. Terminal 1 / OGT Interface, View of T1 Concourse B, and OGT Facing East.

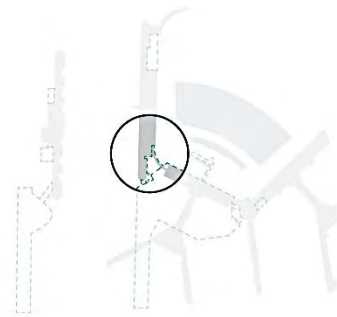


Figure 9. View of T1-OGT Curbside Interface Facing South (Upper Level).



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View from OGT to T1 Concourse B Facing North



Proposed Interior Rendering

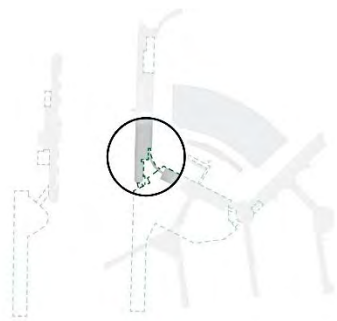
[21]

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



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View from T1 Concourse B to OGT Facing South



Proposed Interior Rendering

[27]

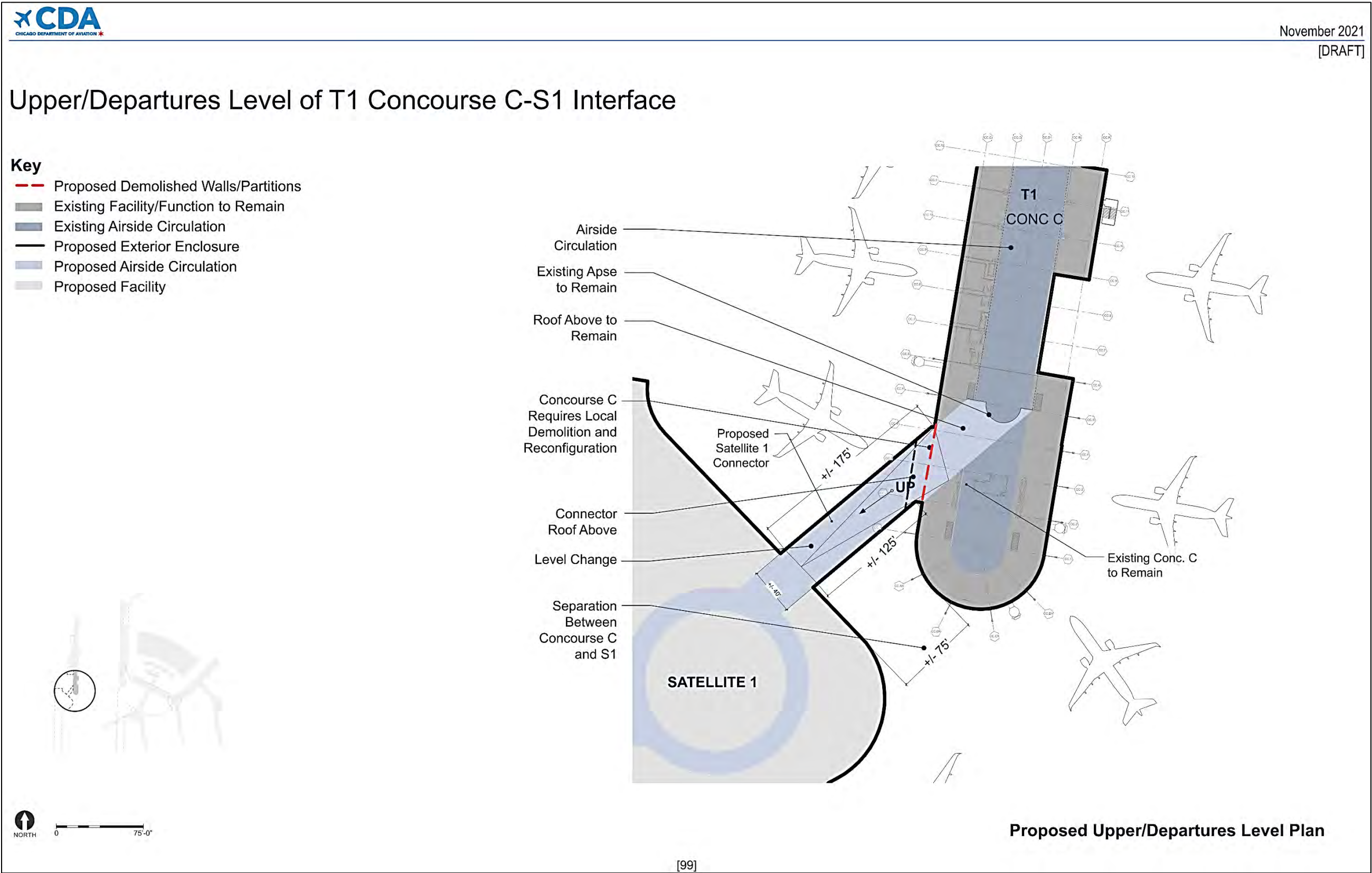
Figure 11. View from T1 Concourse B to OGT Facing South.

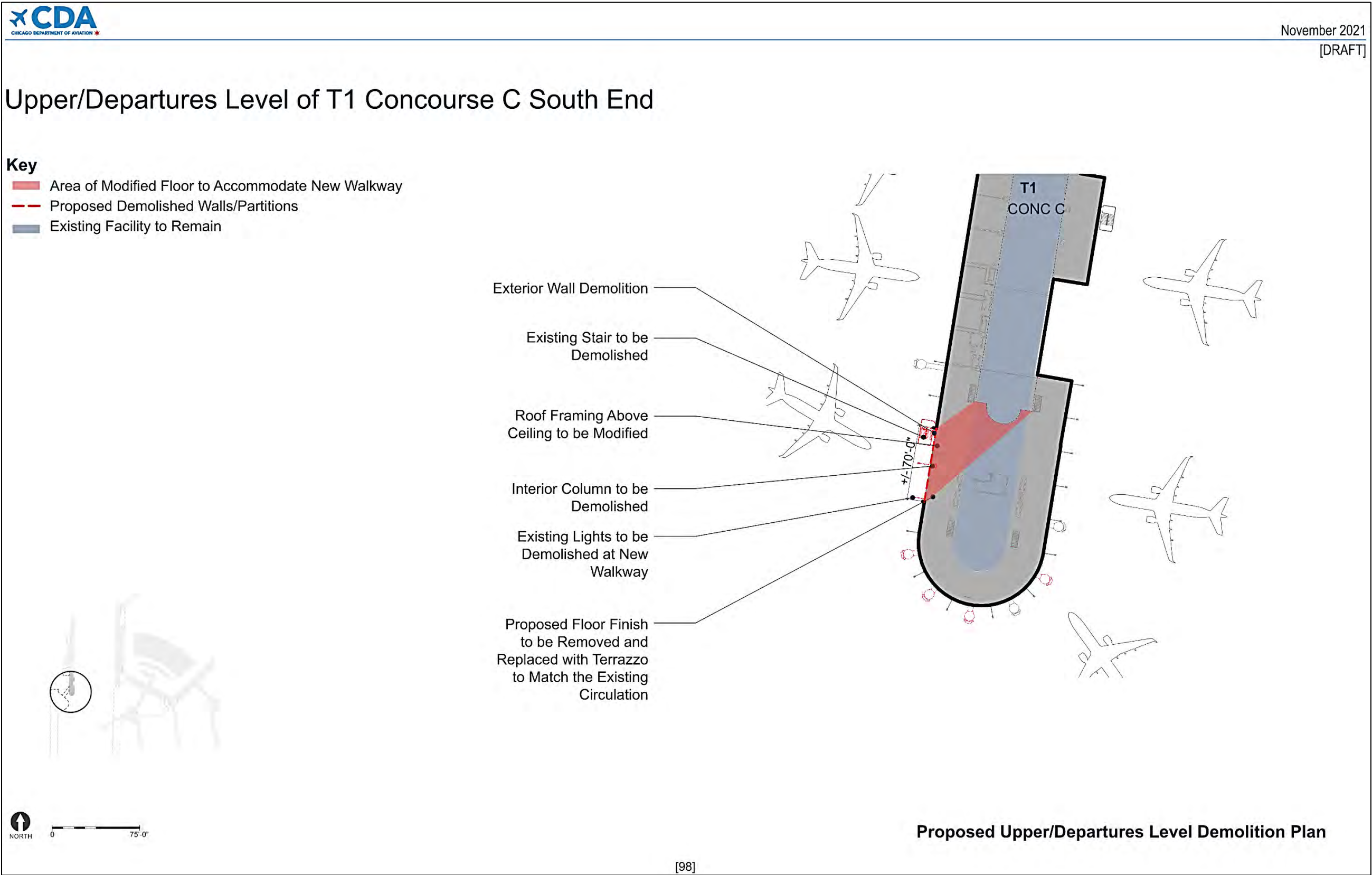
(2) Terminal 1 Concourse C Satellite 1

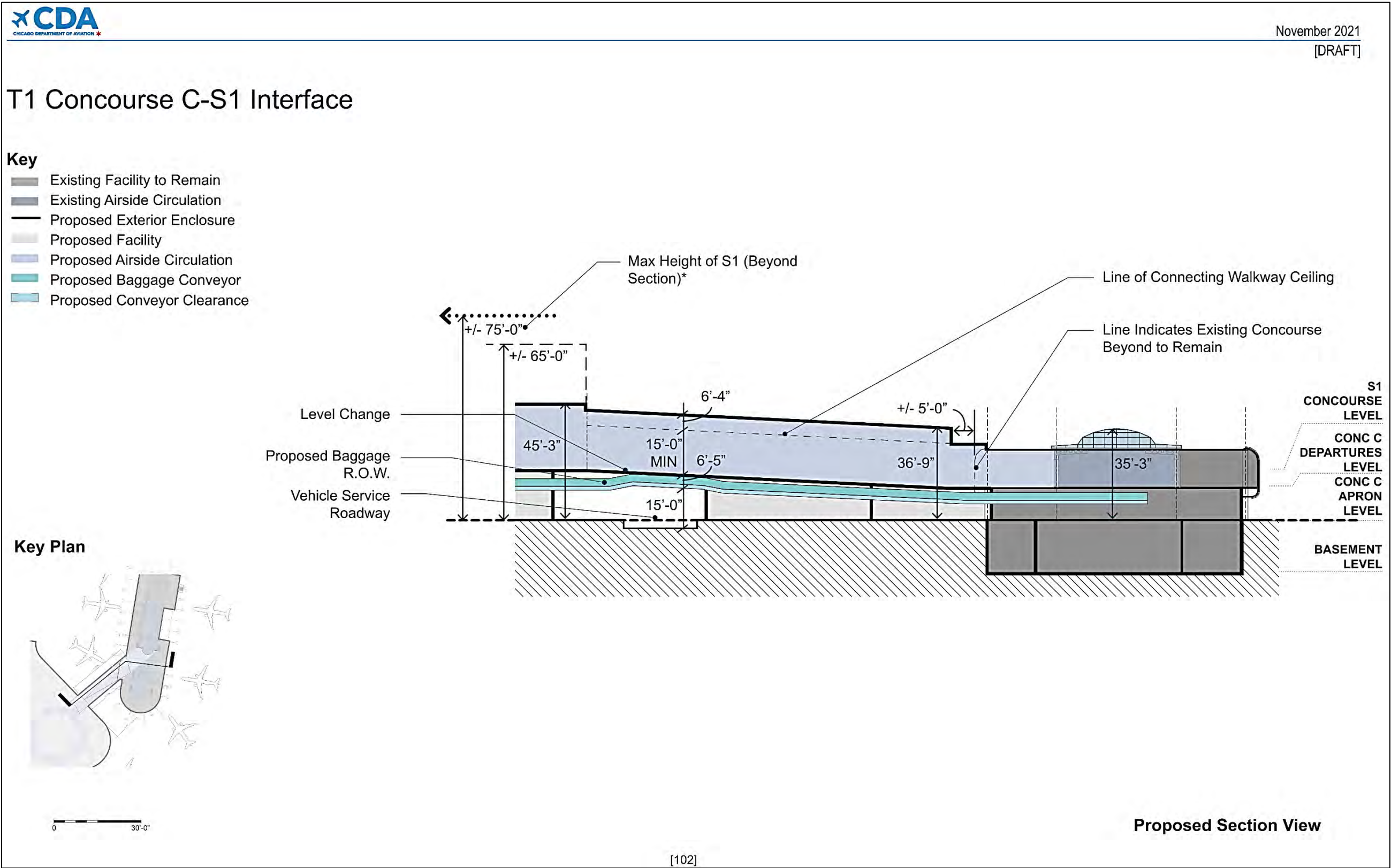
Satellite 1 would connect to the southern end of Terminal 1 Concourse C via a new connecting link (see Figure 12 through Figure 19 for details and dimensions, and see pages 85-102 in Appendix F for a full packet of supporting graphics). This new link would serve as the interface between the southern 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.



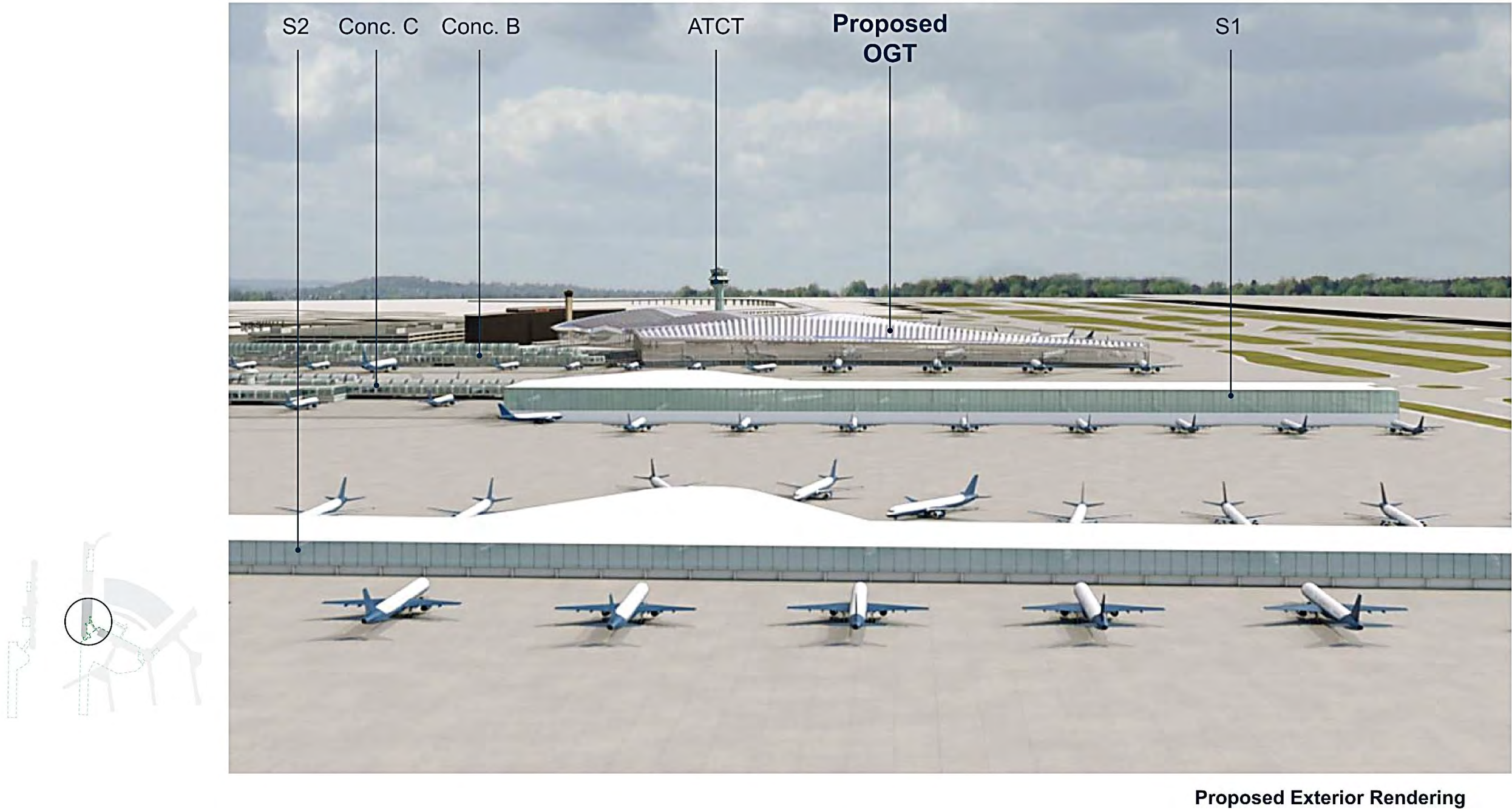






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View of T1 Concourse C, S1, S2, and OGT Facing East



[17]

Figure 15. View of T1 Concourse C, S1, S2, and OGT Facing East.

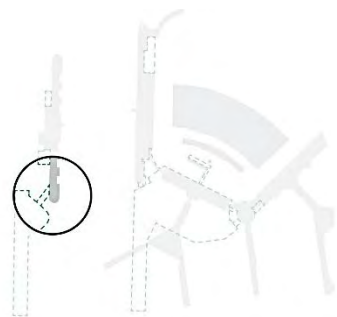


Figure 16. View of T1 Concourse C-S1 Interface (Airside) Facing Southwest.



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View from T1 Concourse C South End to S1 Facing South



Proposed Interior Rendering

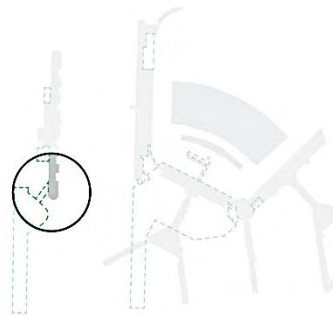
[95]

Figure 17. View from T1 Concourse C South End to S1 Facing South.



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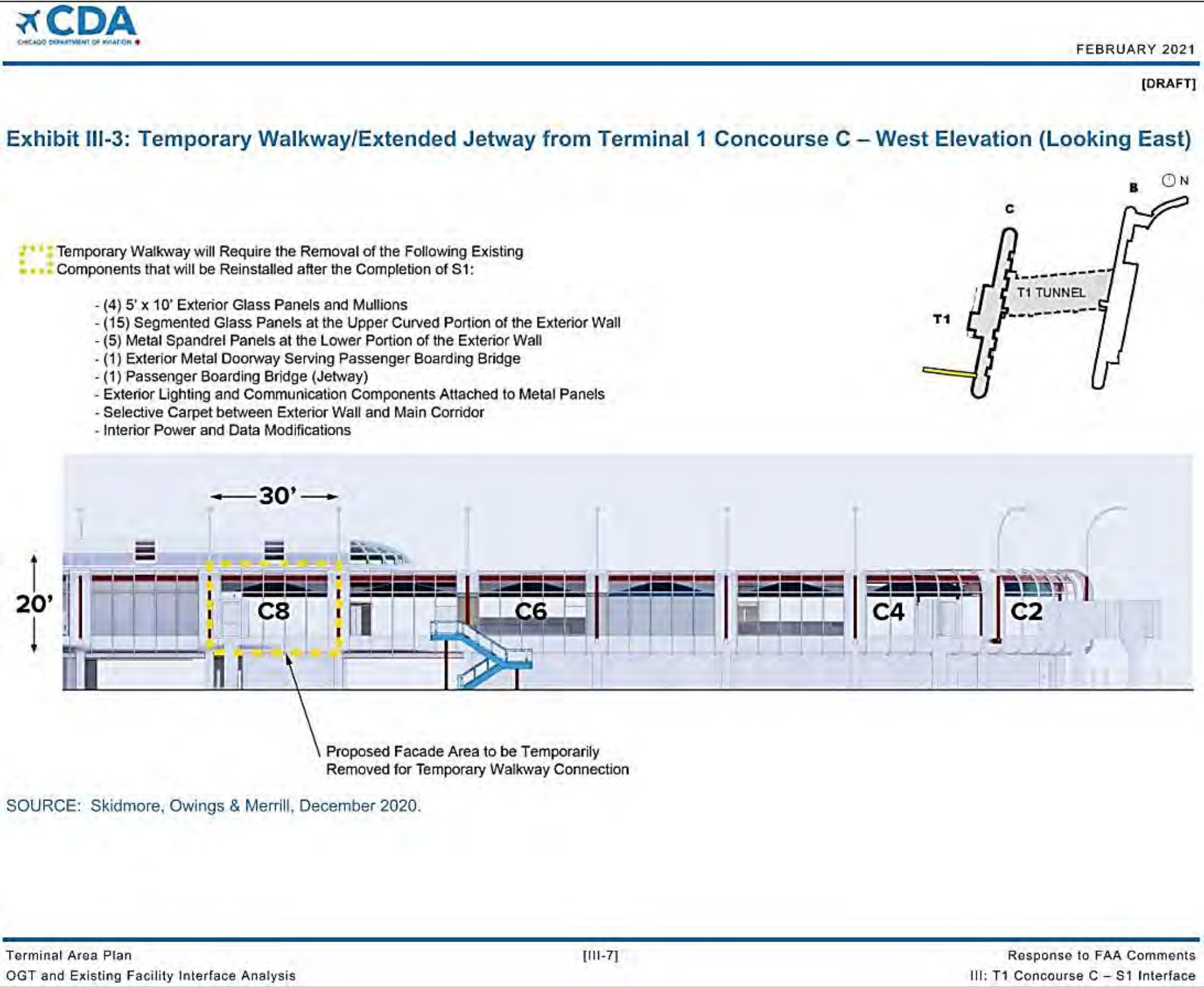
View from S1 to Concourse C Facing North



Proposed Interior Rendering

[96]

Figure 18. View from S1 to Concourse C Facing North.



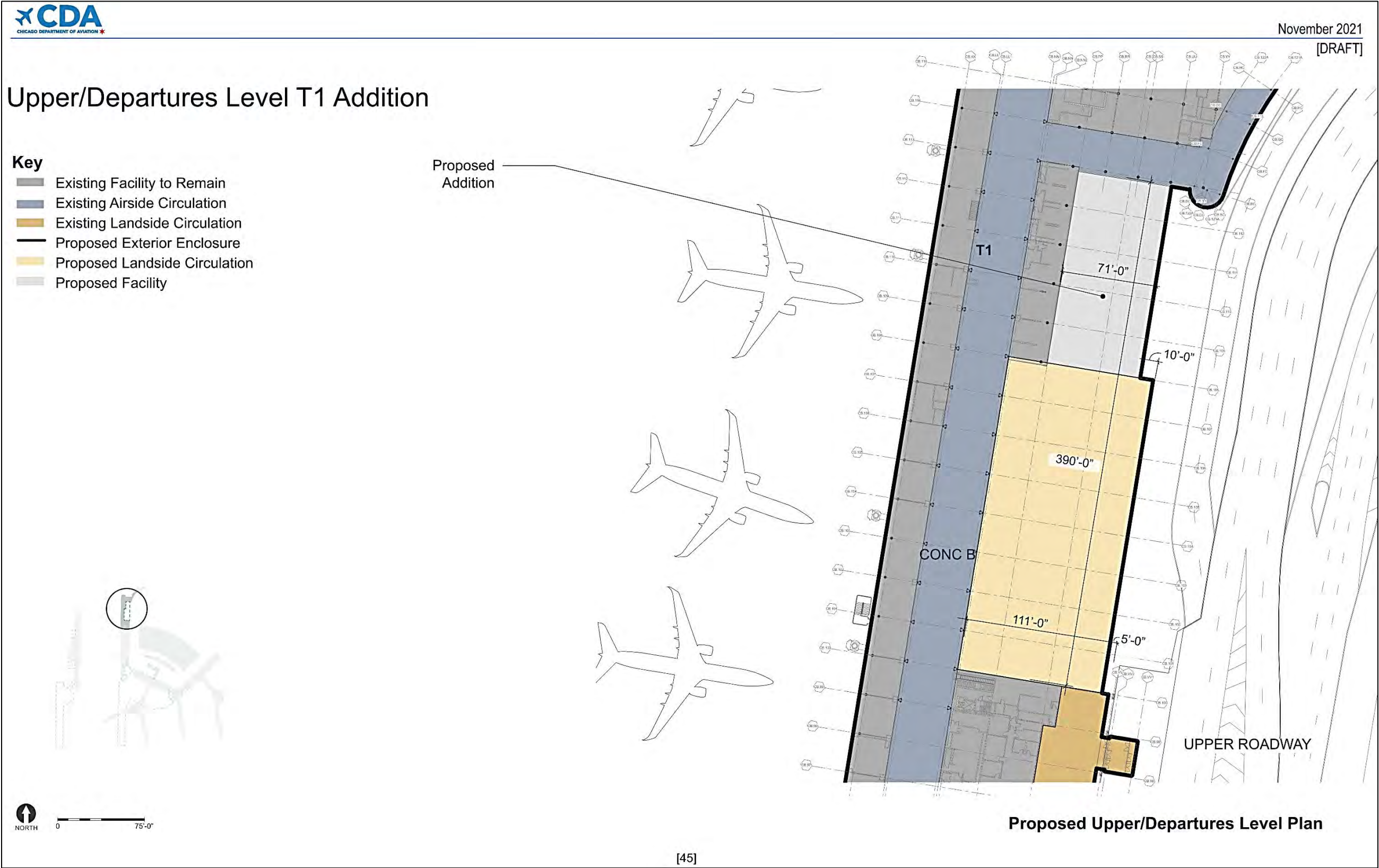
(3) Terminal 1 Concourse B Northeast End Expansion

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.



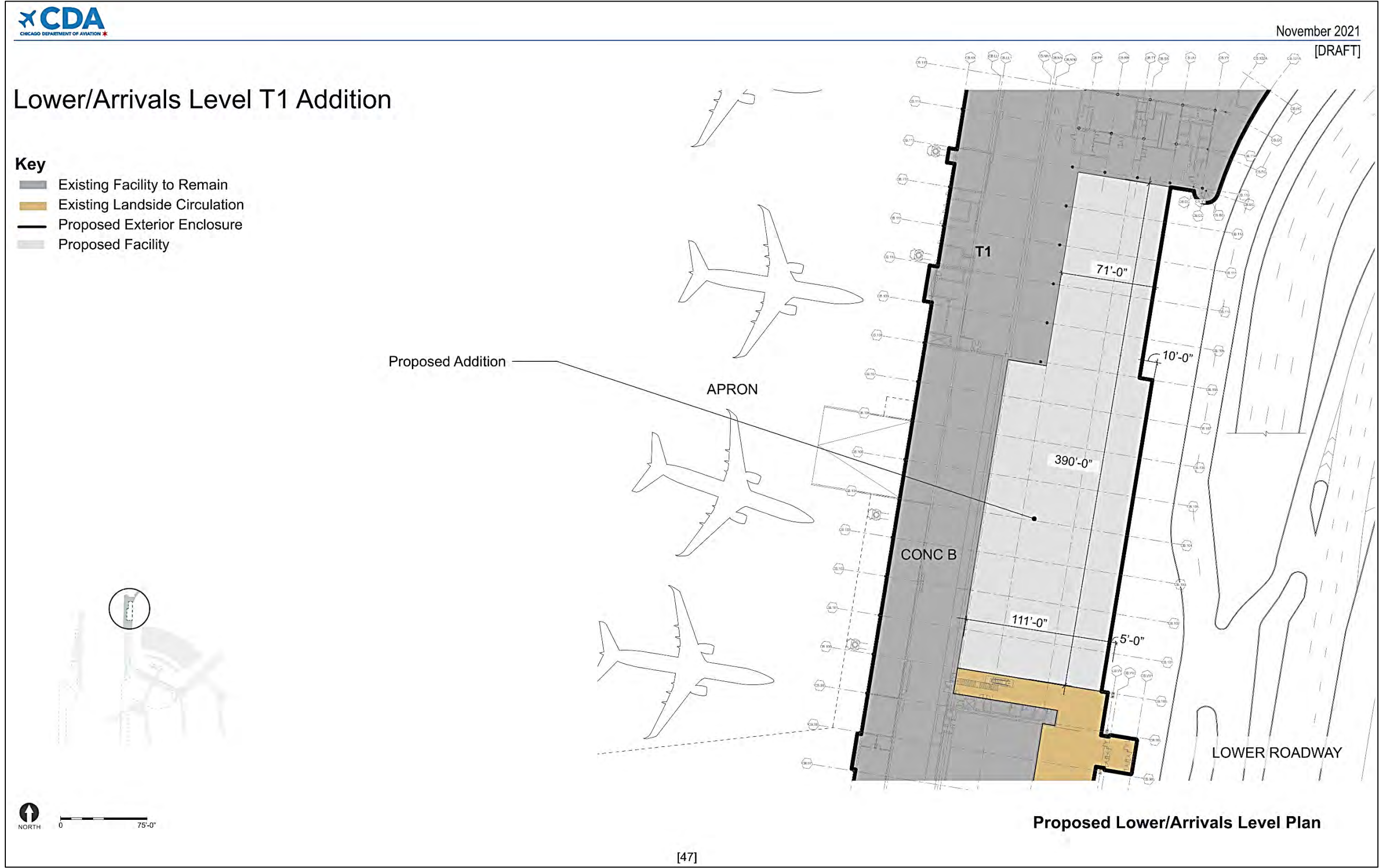


Figure 21. Lower/Arrivals Level T1 Addition.

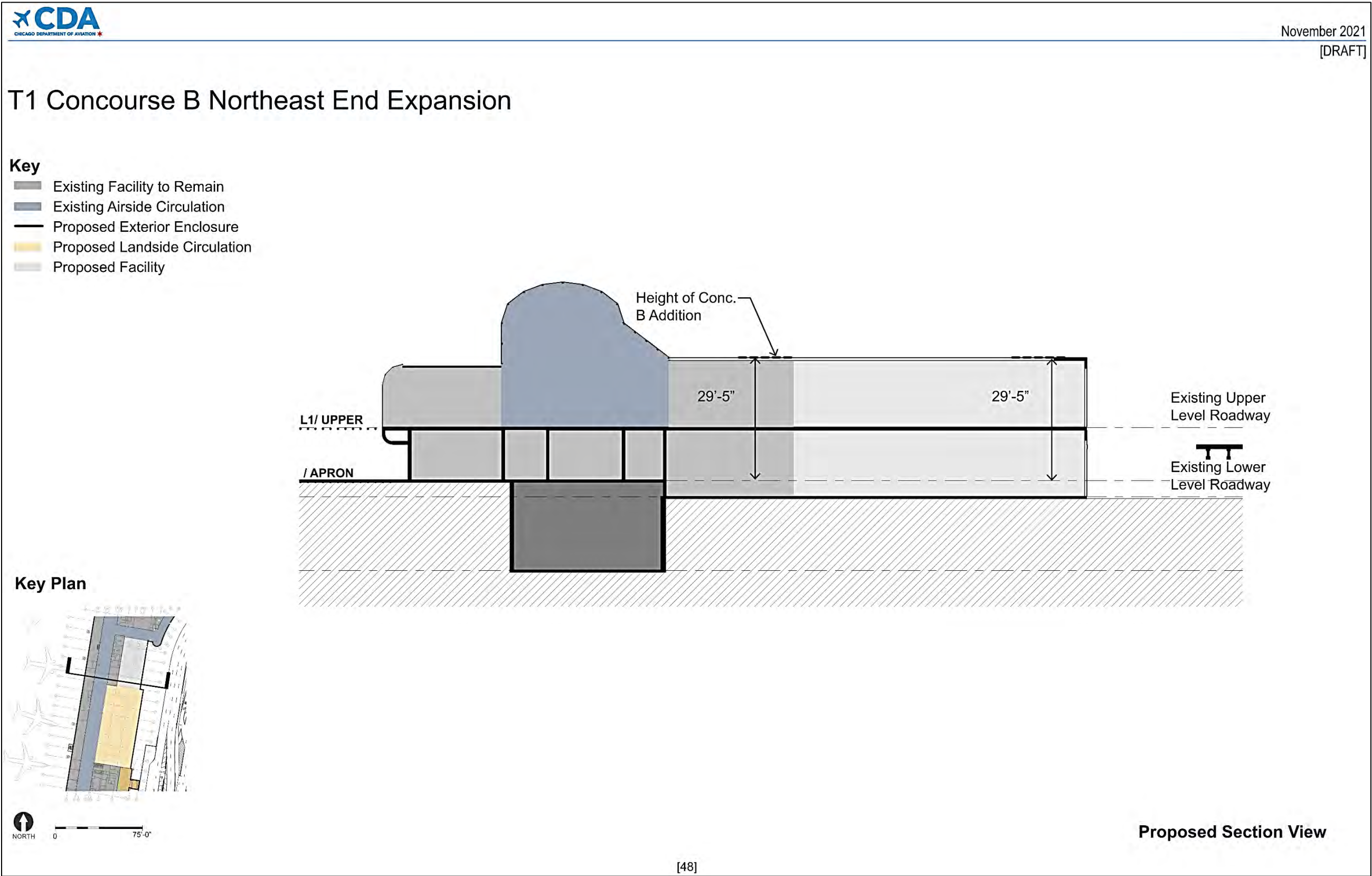


Figure 22. T1 Concourse B Northeast End Expansion.

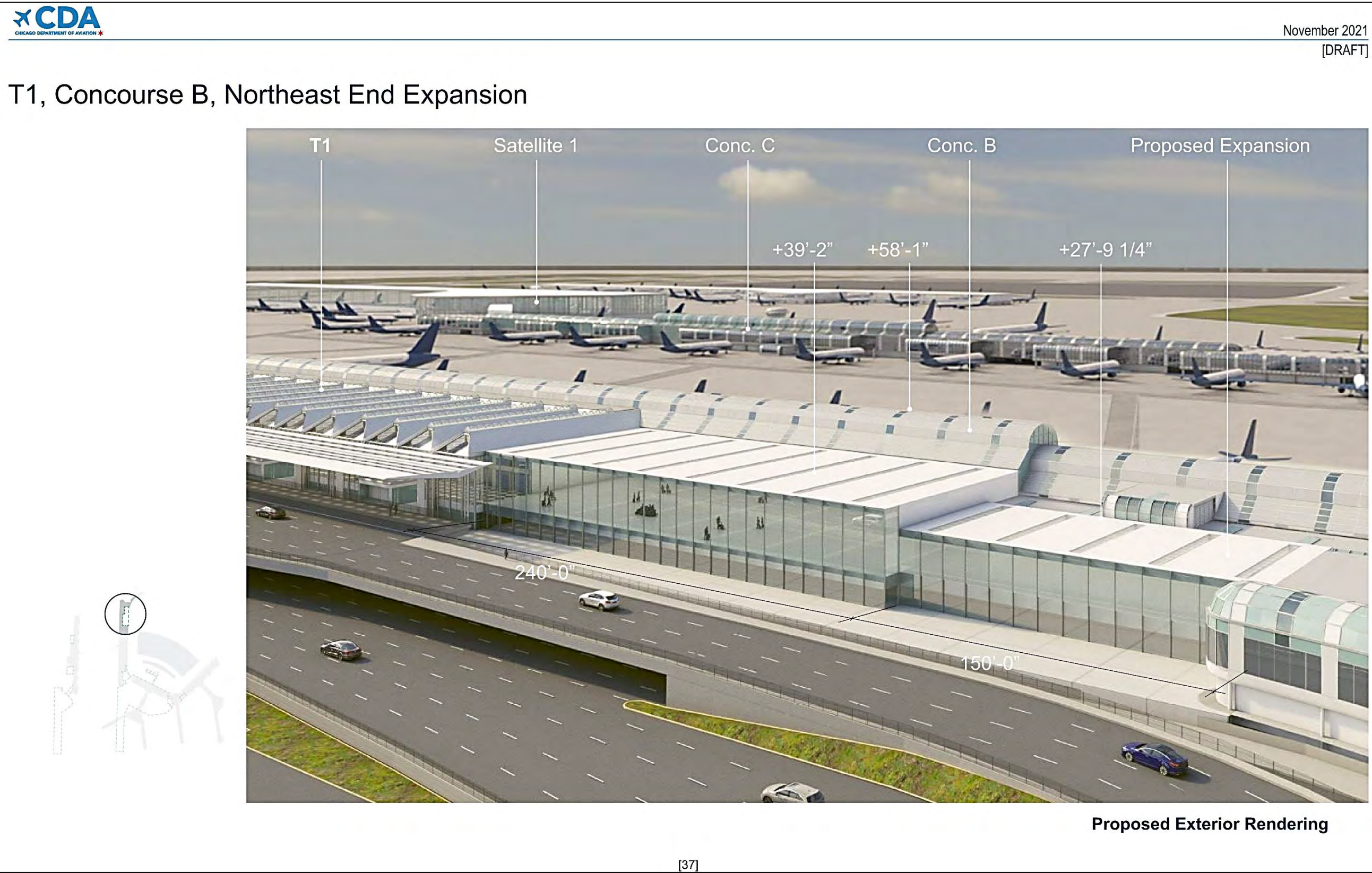
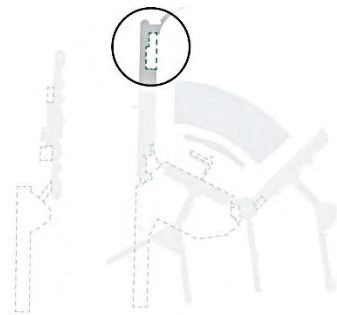


Figure 23. T1, Concourse B, Northeast End Expansion.



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T1 Concourse B Northeast End Expansion Curbside Interface Facing North



Proposed Rendering from Roadway

[39]

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

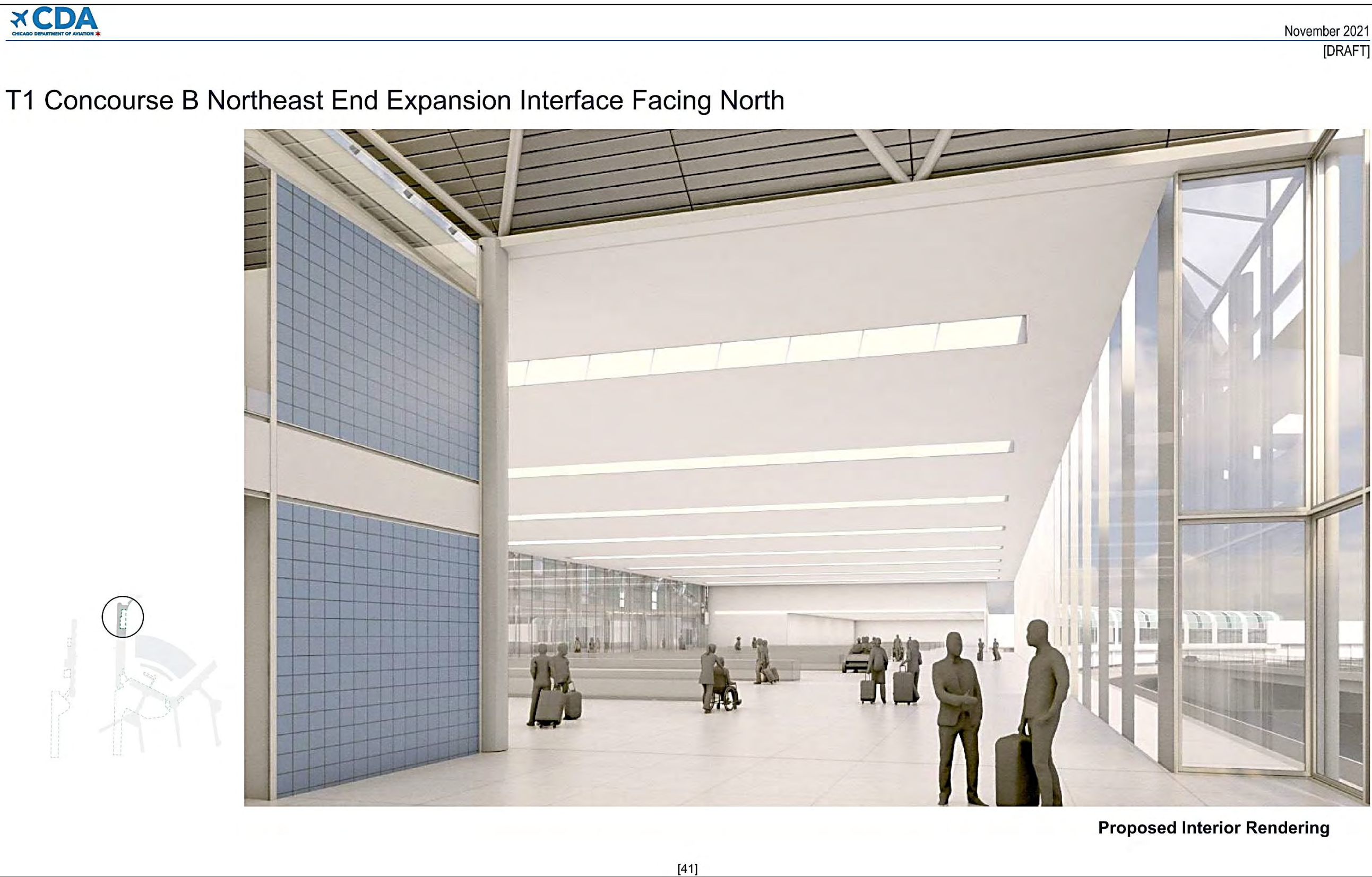


Figure 25. T1 Concourse B Northeast End Expansion Interface Facing North.

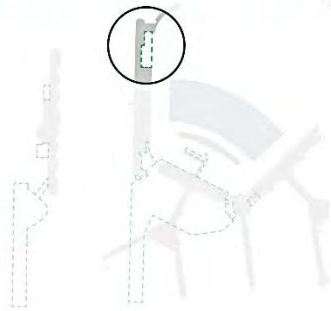


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T1 Concourse B Northeast End Expansion Interface Facing South

Existing Concourse B

T1 Upper Level Curbside



Proposed Interior Rendering

[42]

Figure 26. T1 Concourse B Northeast End Expansion Interface Facing South.

(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).

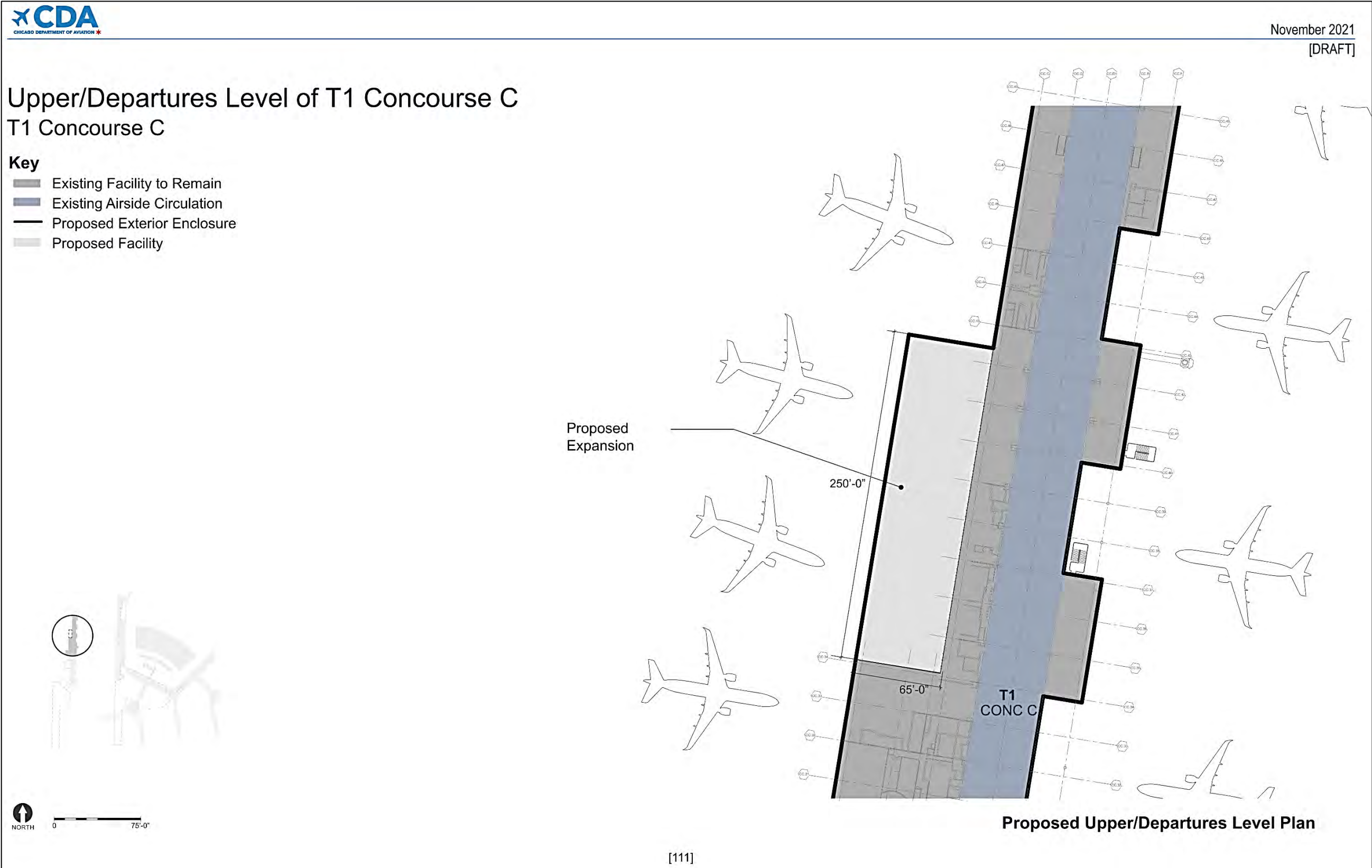
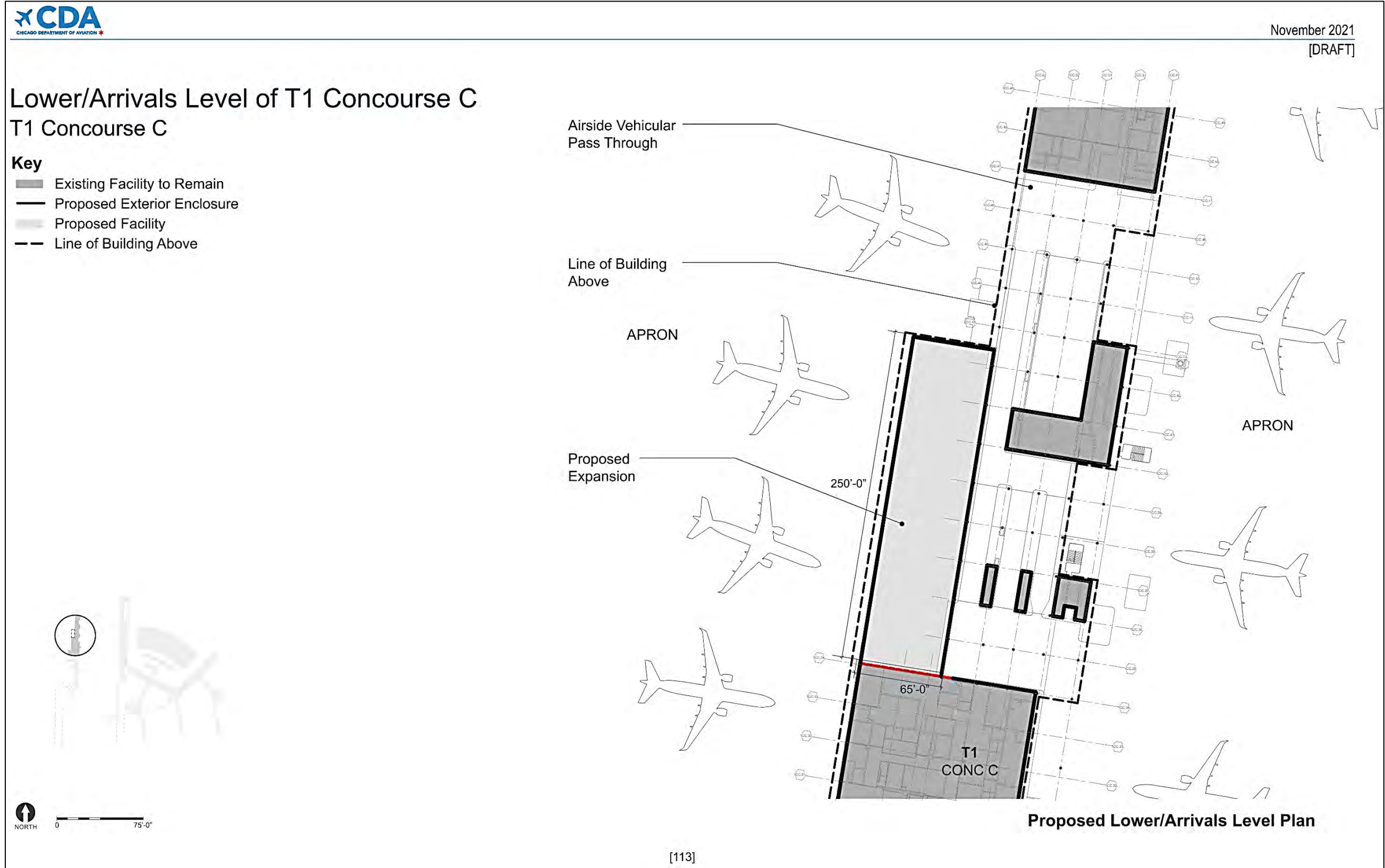


Figure 27. Upper/Departures Level of T1 Concourse C.



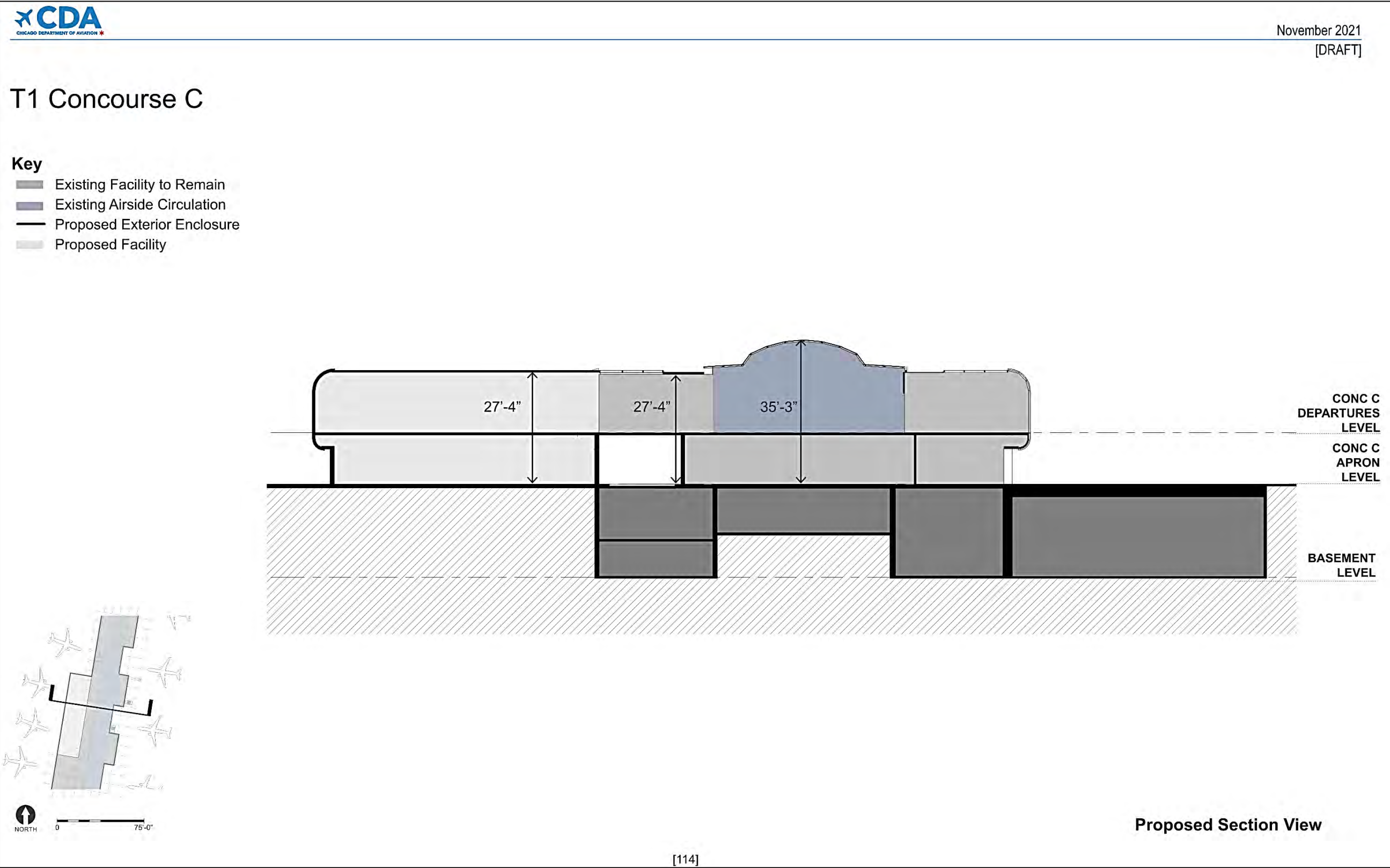
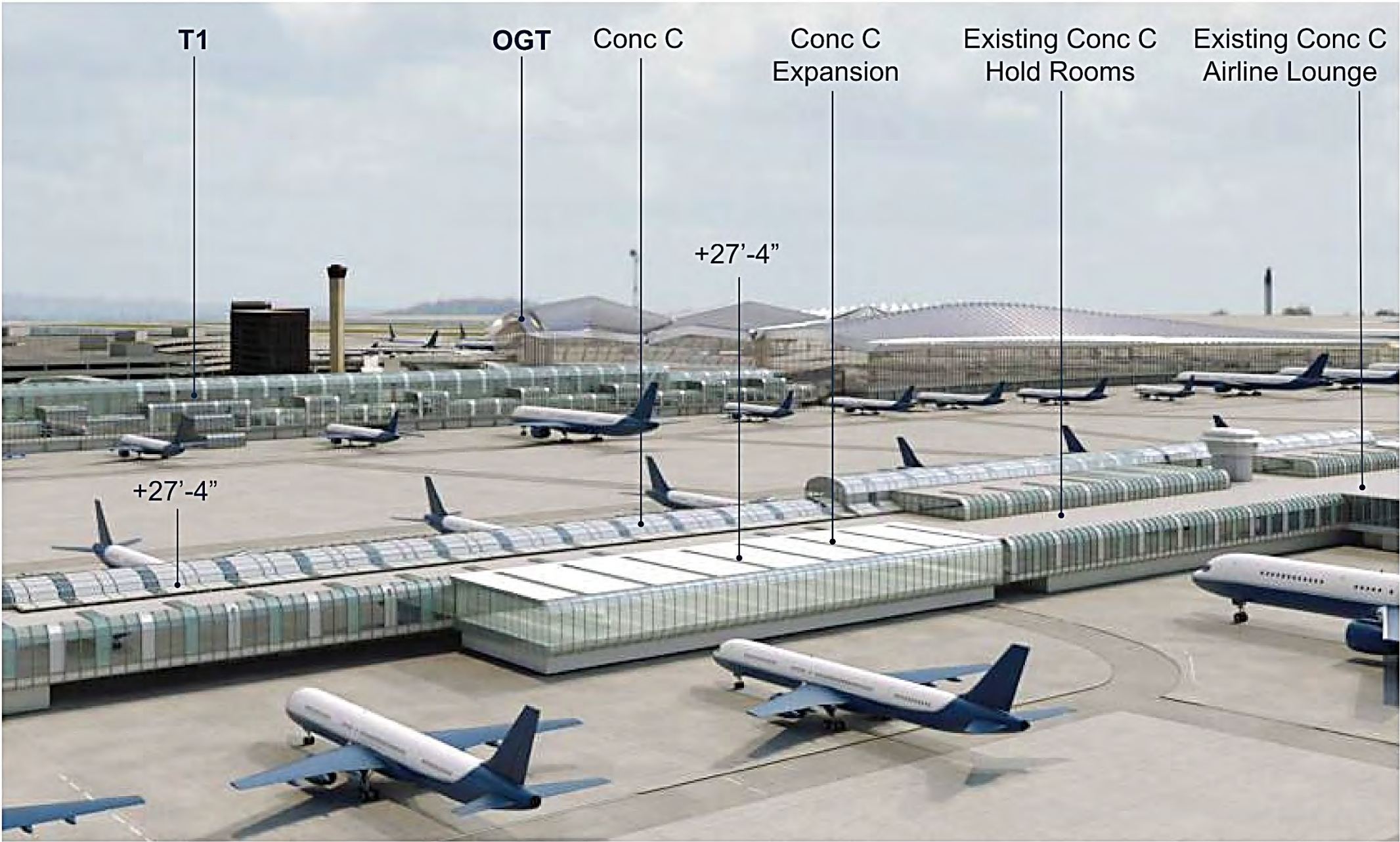
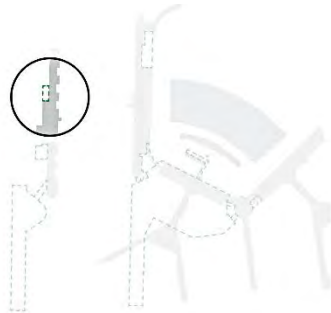


Figure 29. T1 Concourse C.



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Concourse C Expansion Facing Southeast
T1 Conc C Addition



Proposed Exterior Rendering

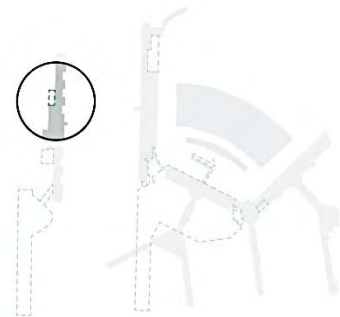
[105]

Figure 30. Concourse C Expansion Facing Southeast.



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Concourse C Northwest End Expansion Facing West



Proposed Interior Rendering

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Figure 31. Concourse C Northwest End Expansion Facing West.



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Concourse C Northwest End Expansion Facing North



Proposed Interior Rendering

[108]

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.

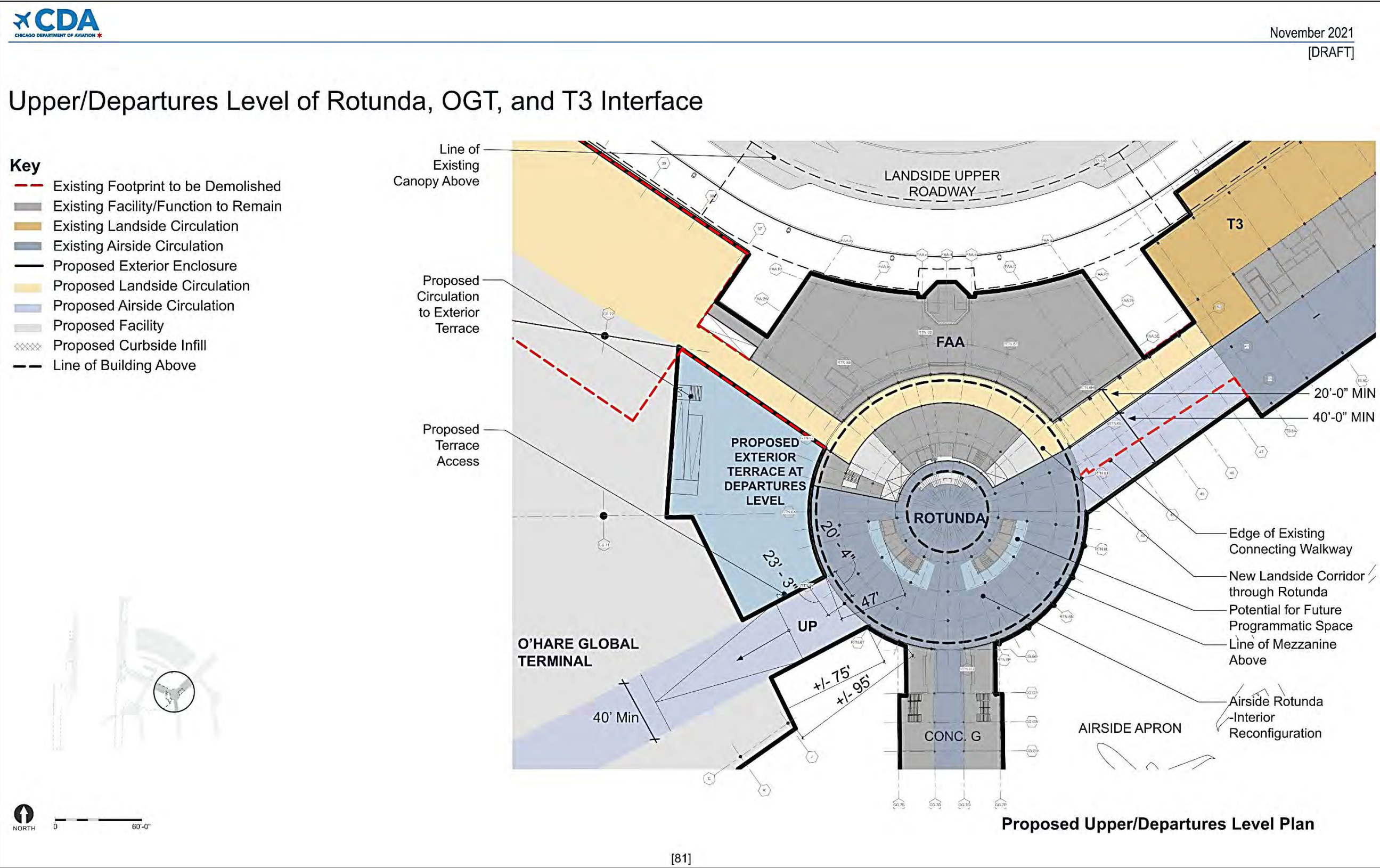
The existing airside corridors to Terminal 2 and Terminal 3 from the Rotunda would be replaced with wider and taller corridors at the same locations connecting to the OGT on the southwest and Terminal 3 on the northeast. The new corridors necessitate removing the lower portion of six exterior bays, including 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.

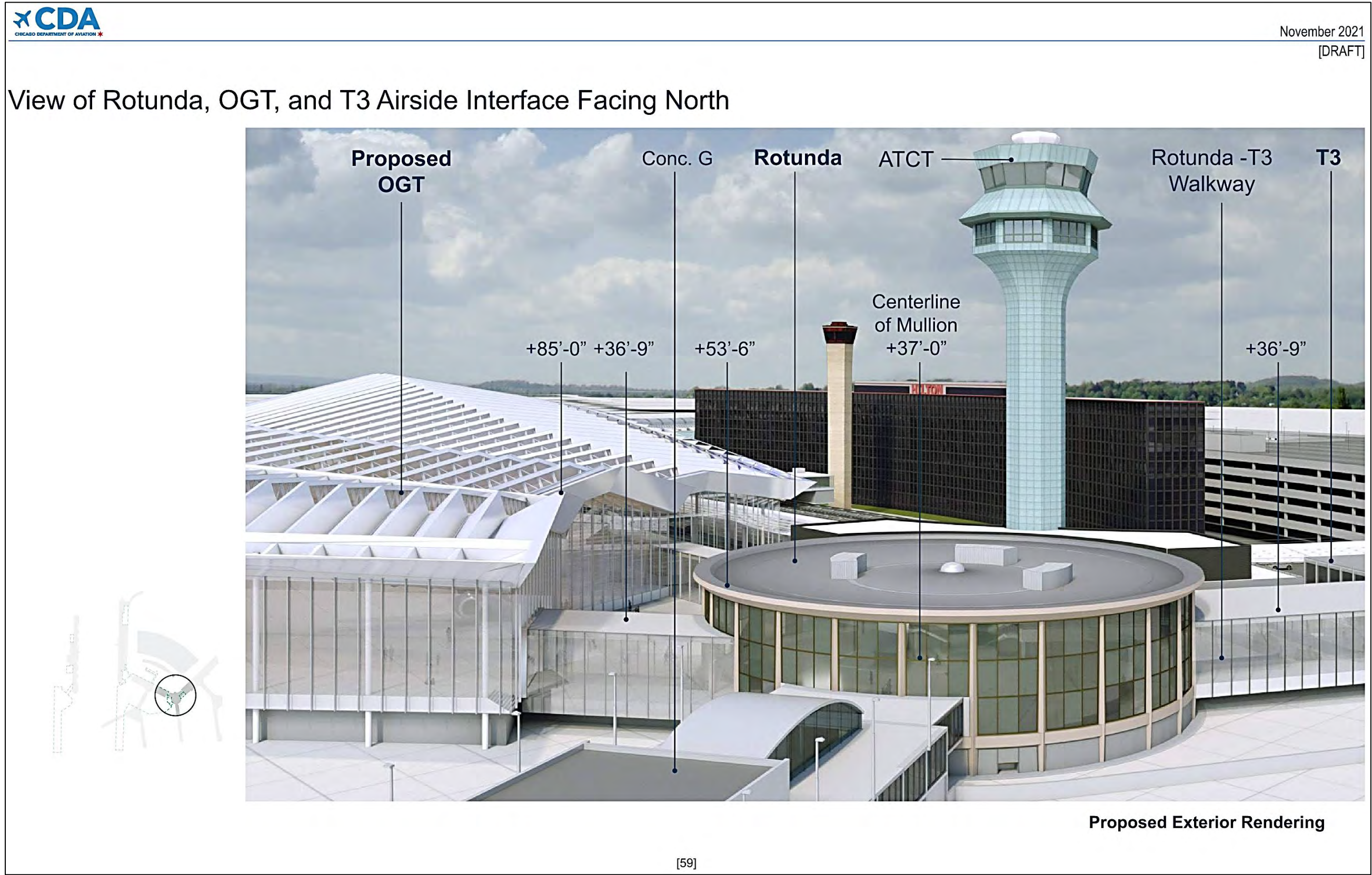
The corridor to the OGT would be constructed of glass (performance glazing with and without ceramic frit) and light-colored painted steel. It would be approximately 40 feet wide, and the height at 36 feet, 9 inches would align with the existing intermediate Rotunda mullion, which is located below the 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.

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.

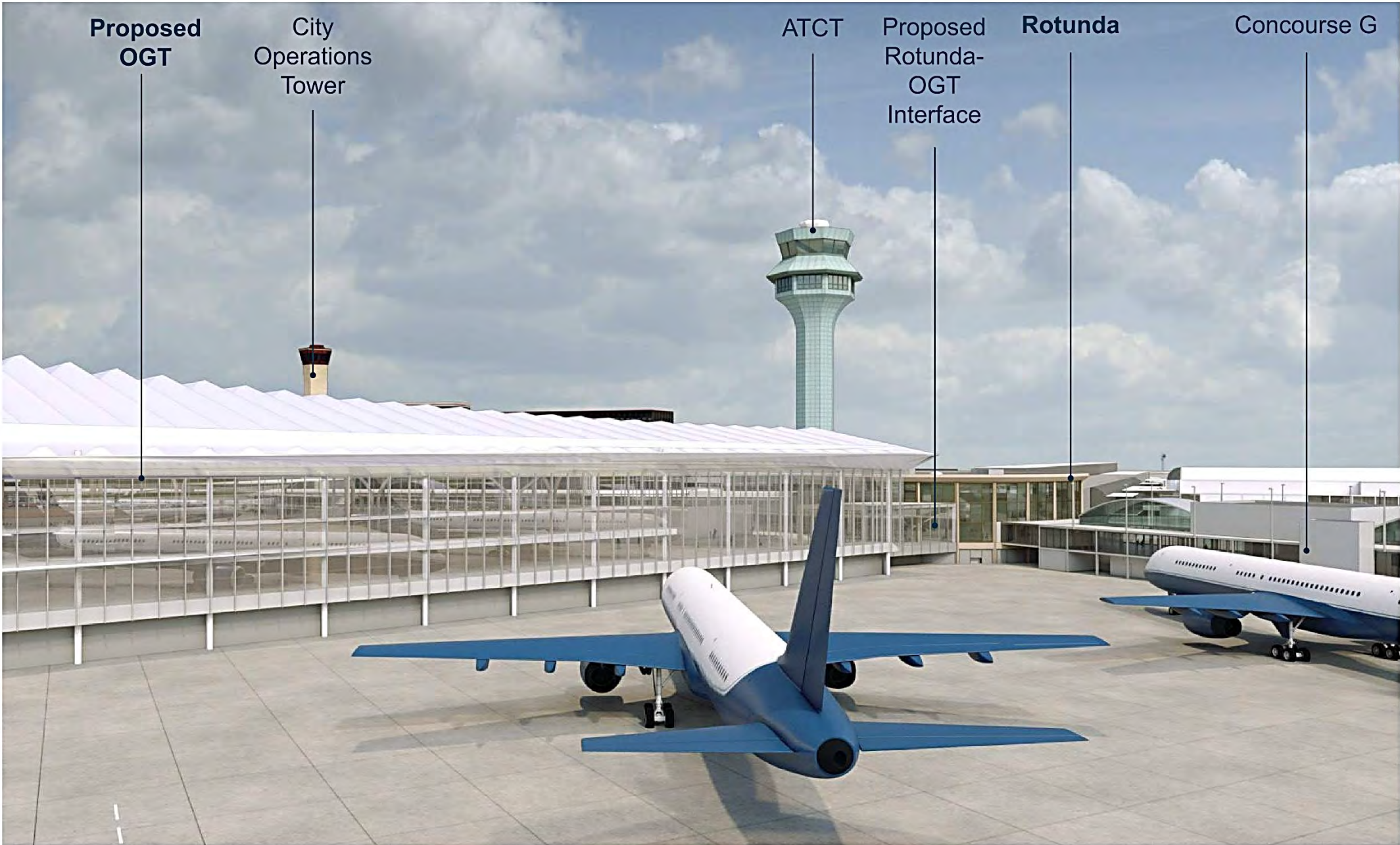
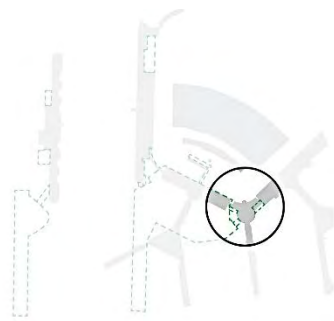






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OGT | Rotunda | Terminal 3 Interface
View of OGT, Rotunda, and Concourse G Facing North



Proposed Exterior Rendering

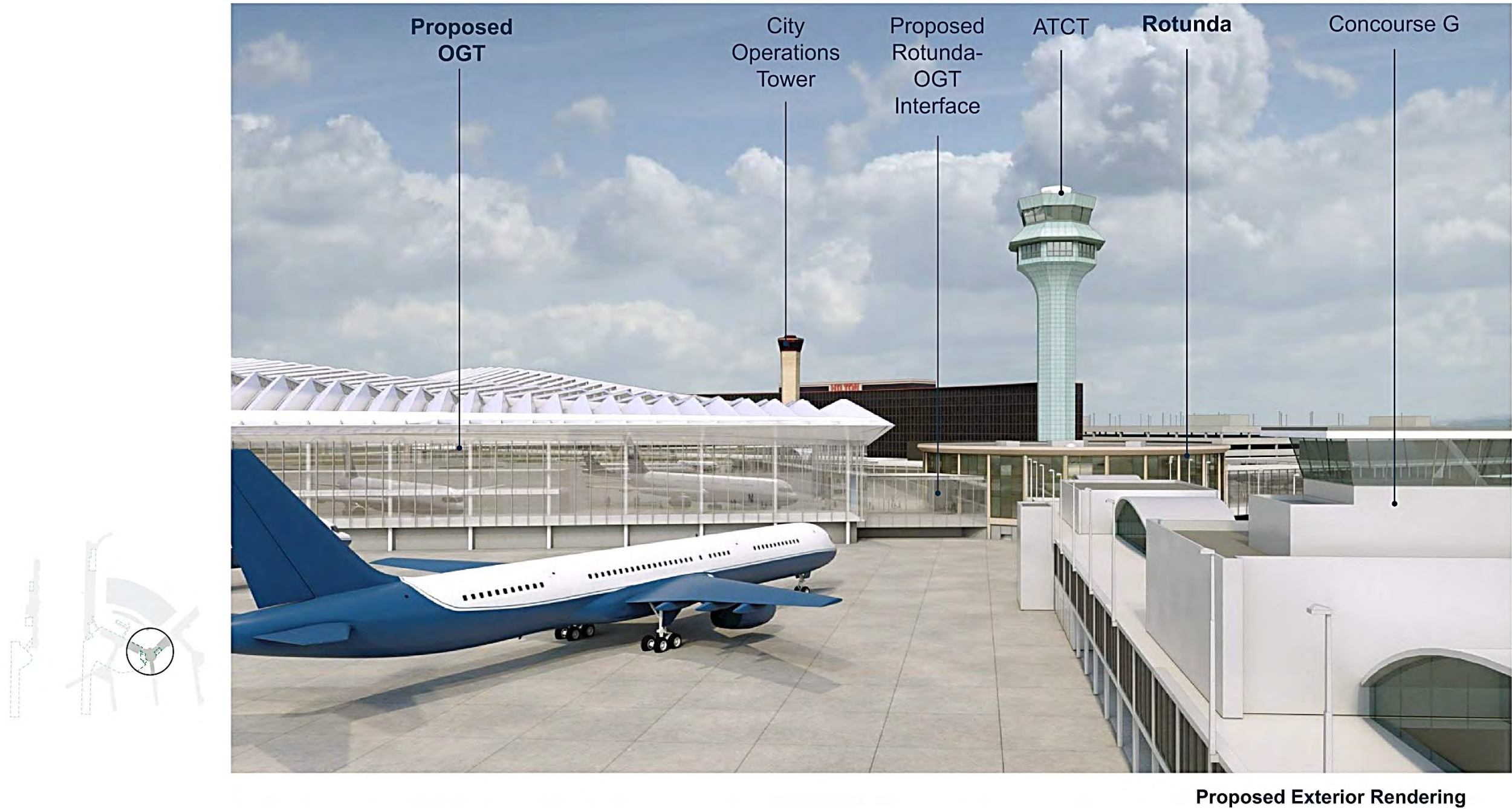
[62]

Figure 35. OGT / Rotunda / Terminal 3 Interface, View of OGT, Rotunda, and Concourse G Facing North.



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



Proposed Exterior Rendering

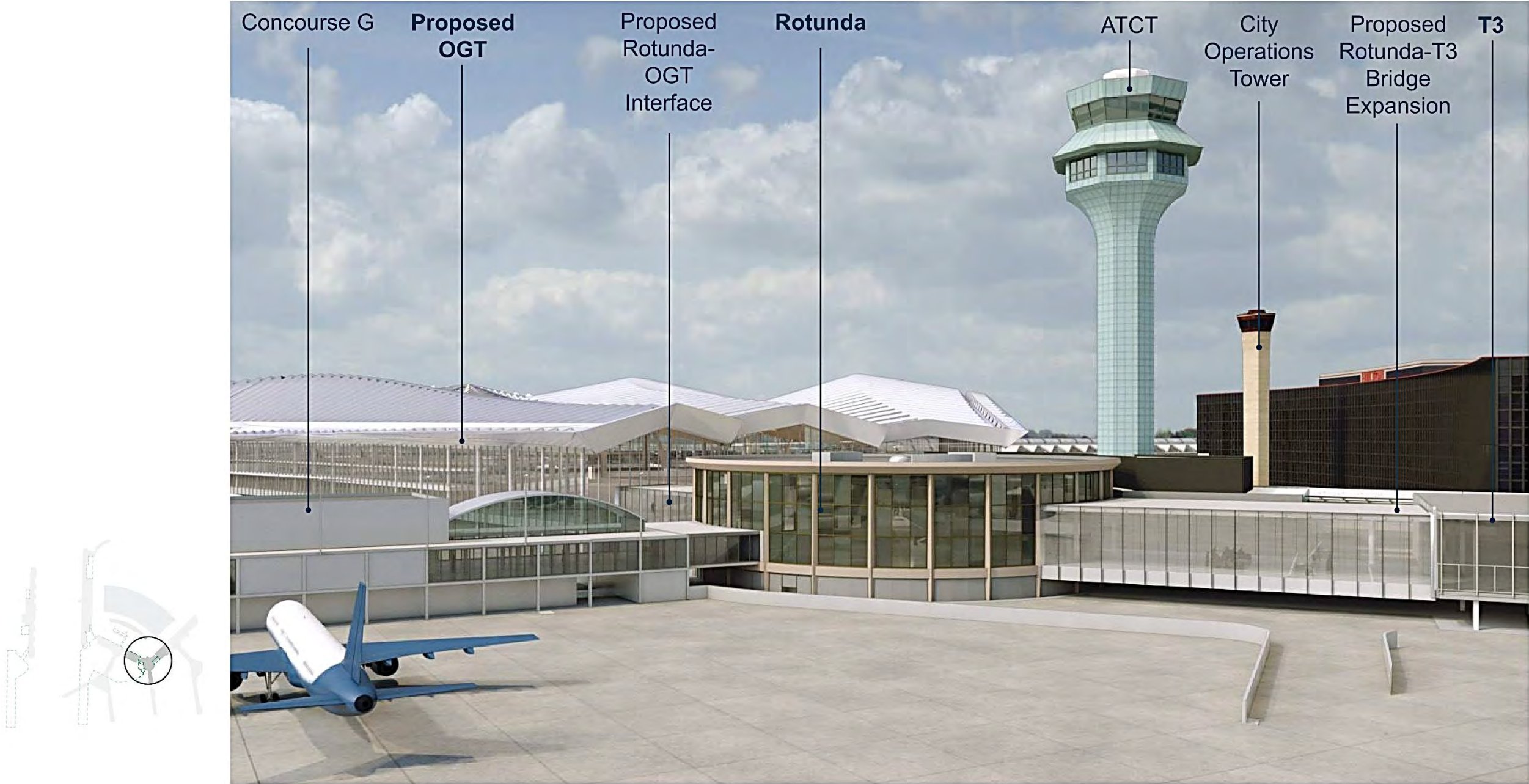
[63]

Figure 36. OGT / Rotunda / Terminal 3 Interface, View of OGT, Rotunda, and Concourse G Facing North.



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



Proposed Exterior Rendering

[64]

Figure 37. OGT / Rotunda / Terminal 3 Interface, View of OGT, Rotunda, and Concourse G Facing Northwest.

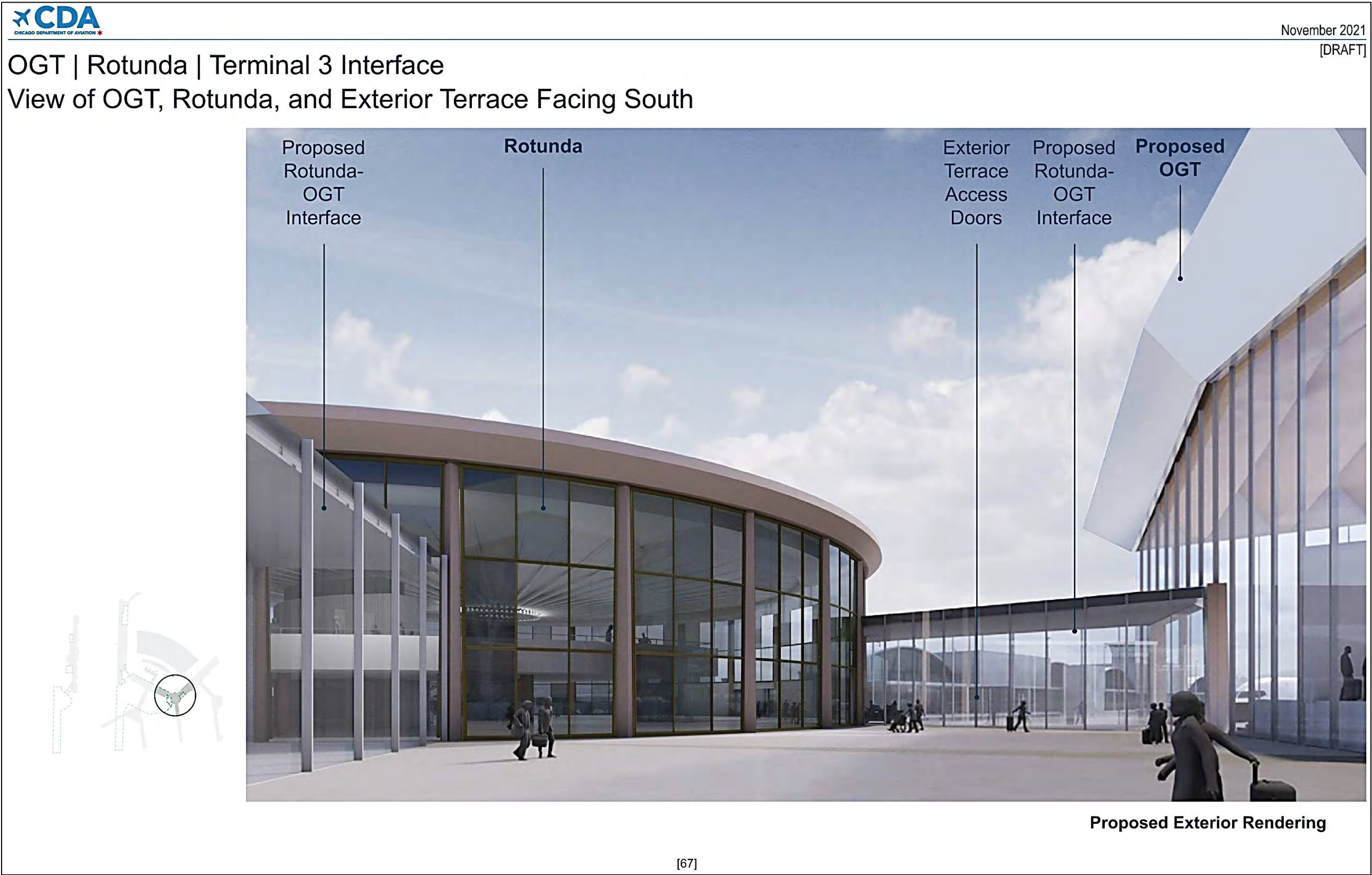
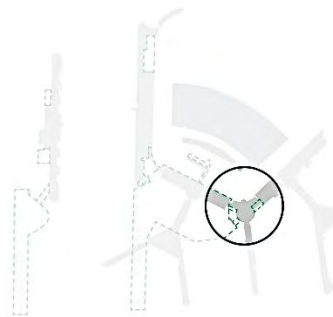


Figure 38. OGT / Rotunda / Terminal 3 Interface, View of OGT, Rotunda, and Exterior Terrace Facing South.



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View from OGT to Rotunda Facing East
Rotunda - OGT



Proposed Interior Rendering

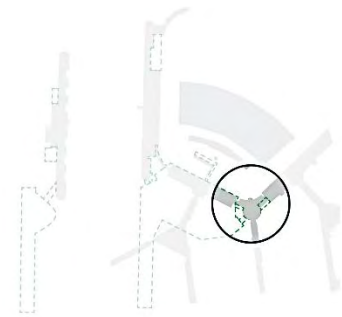
[69]

Figure 39. View from OGT to Rotunda Facing East.



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View from Rotunda to OGT Facing West (Concourse Level)
Rotunda - OGT



Proposed Interior Rendering

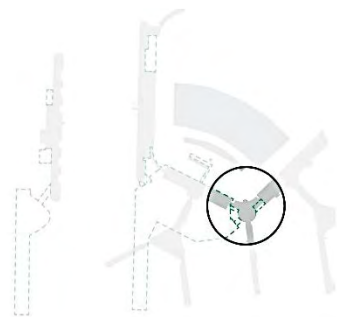
[71]

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



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View from Rotunda Interior Facing T3 Walkway (Concourse Level)



Proposed Interior Rendering

[73]

Figure 41. View from Rotunda Interior Facing T3 Walkway (Concourse Level).

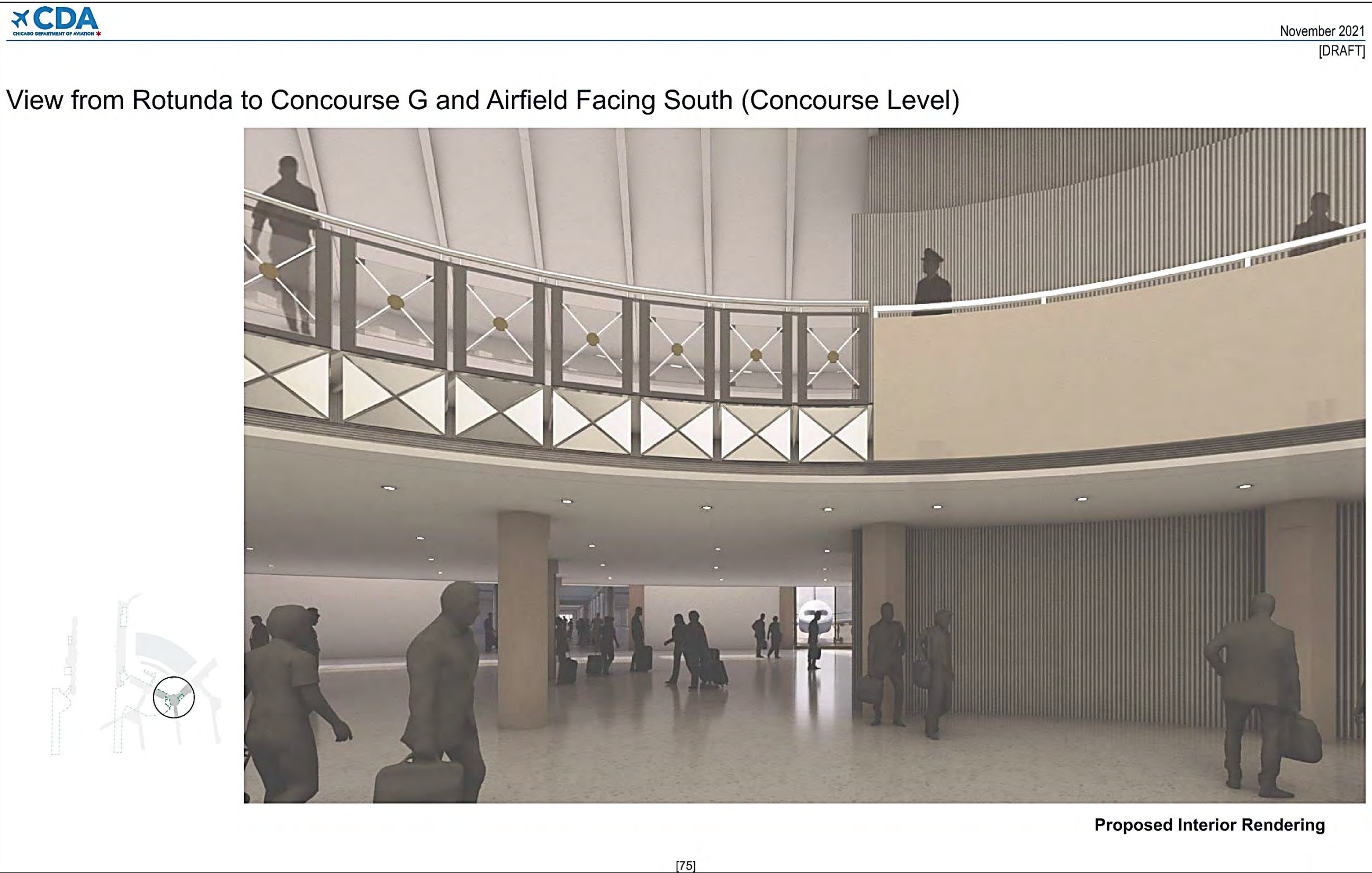


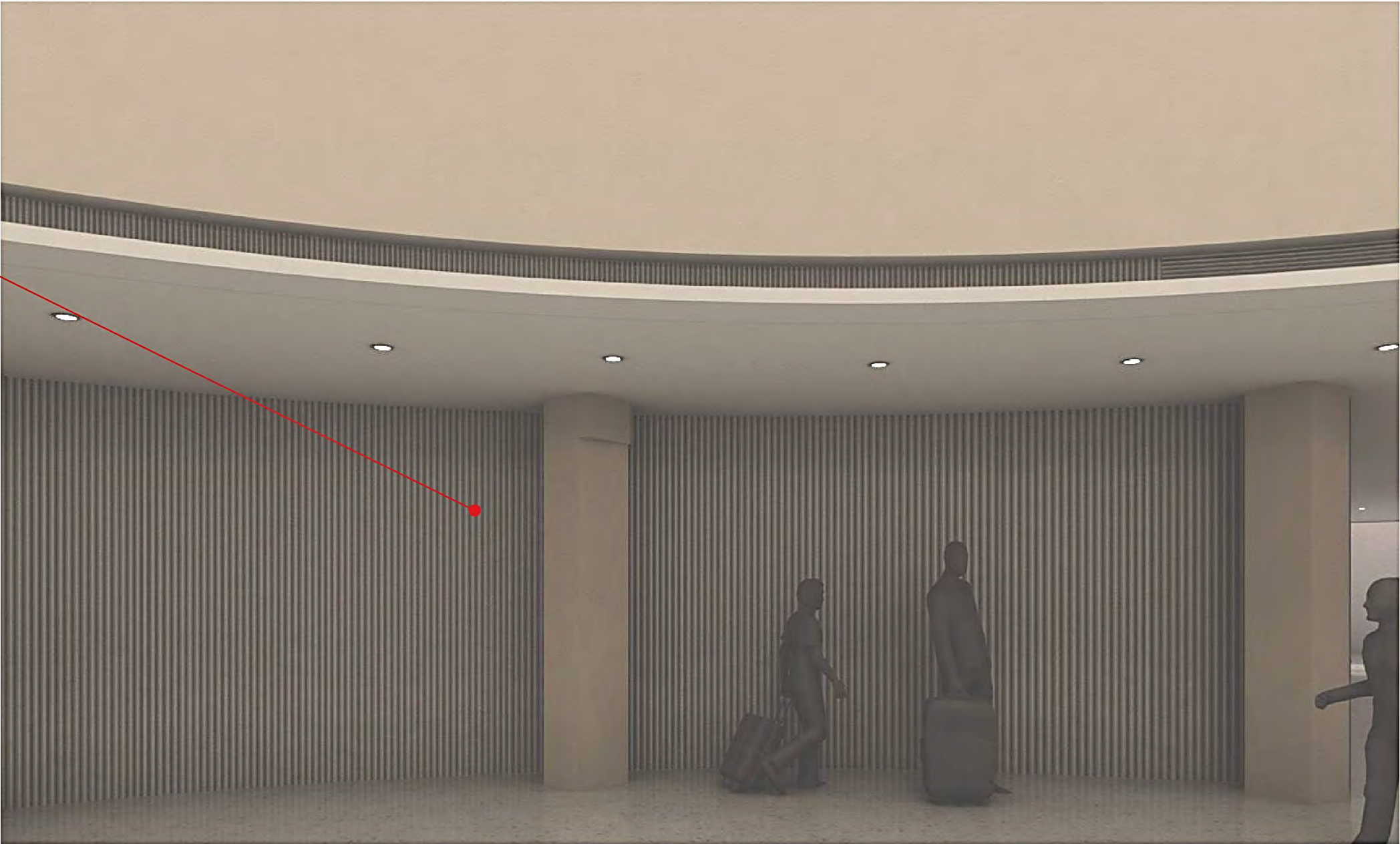
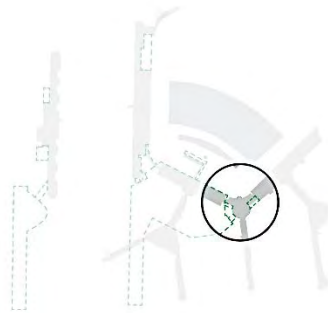
Figure 42. View from Rotunda to Concourse G and Airfield Facing South (Concourse Level).



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View from Rotunda to Airfield Between T3 and Concourse G Facing Southeast (Concourse Level)
Rotunda - OGT

Existing Core Walls to Remain



Proposed Interior Rendering

[77]

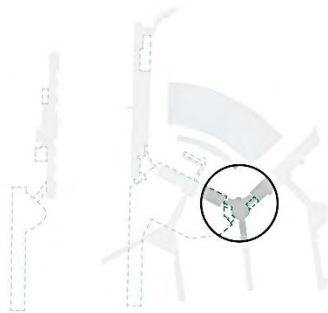
Figure 43. View from Rotunda to Airfield Between T3 and Concourse G Facing Southeast (Concourse Level).



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View from T3 Walkway to Rotunda Facing West (Concourse Level)
Rotunda - T3

Landside Corridor
Airside Corridor



Proposed Interior Rendering

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Figure 44. View from T3 Walkway to Rotunda Facing West (Concourse Level).

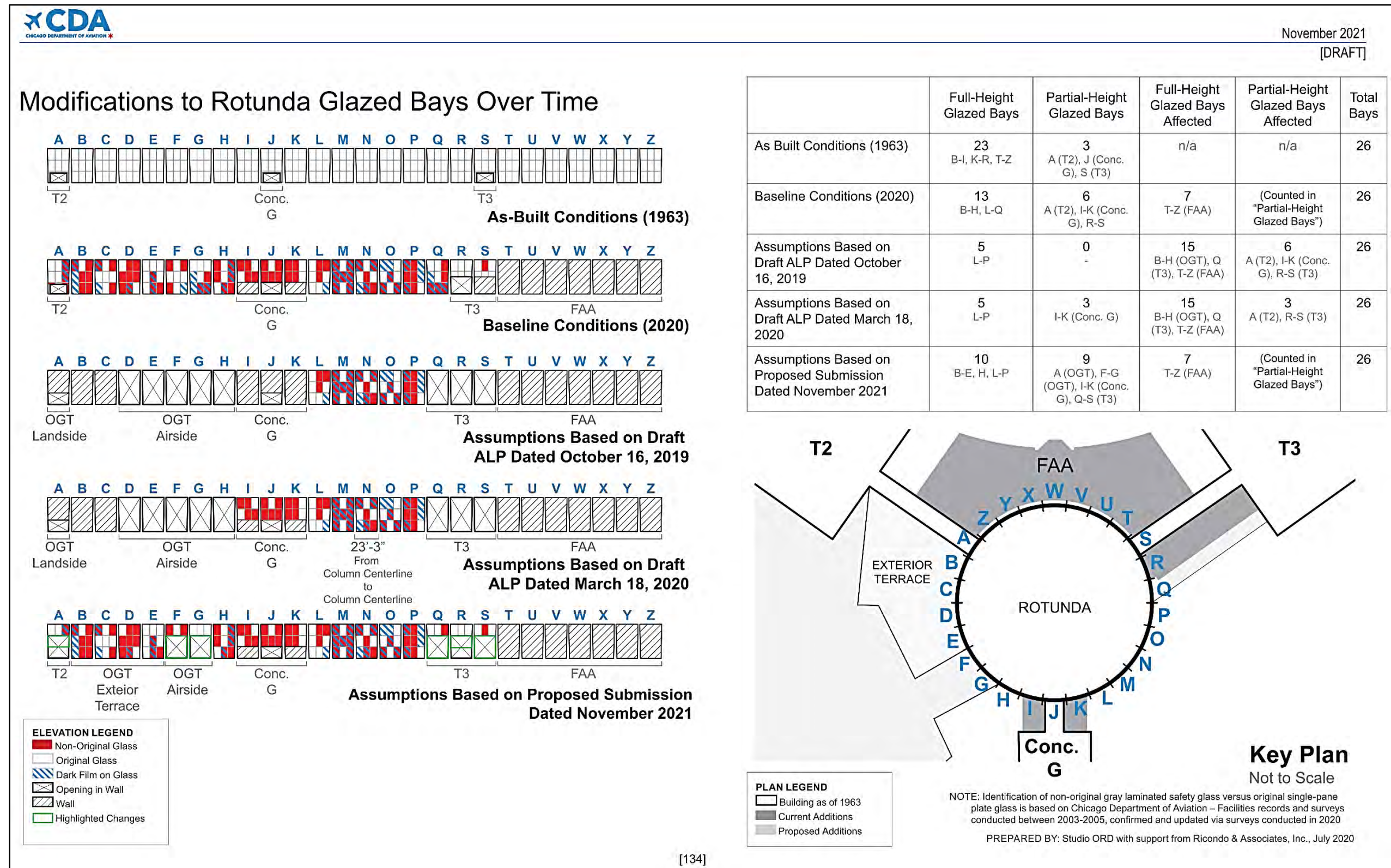


Figure 45. Modifications to Rotunda Glazed Bays Over Time. Number of original panes to be removed based on comparison of “Baseline Conditions” and “Assumptions Based on Proposed Action Submission Dated November 12, 2021.”

Section 6**Explanation of Why the Criteria of Adverse Effect Were Found to be Applicable****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:

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.

(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.⁸ 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).⁹

⁸ The Standards provide four general approaches to the treatment of historic properties: Preservation, Rehabilitation, Restoration, and Reconstruction. The Standards for Rehabilitation are most appropriate because the Proposed Action involves additions and new construction adjacent to historic properties. U.S. Department of the Interior, National Park Service, Technical Preservation Services, revised by Anne E. Grimmer, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* (Washington, D.C.: U.S. Department of the Interior, National Park Service, Technical Preservation Services, 2017), 75–77, <https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf>.

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

- 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.

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.

¹⁰ The roof heights will be subject to line-of-sight review by FAA before they are finalized.

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.

(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,

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-space¹¹ 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**).

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

EA Project Grouping	[CDA Project Number] and Figure Number	Project Name (full)	Proposed Resultant Footprint Area (sq ft unless otherwise specified)
Terminal Projects	[1] 1	O'Hare Global Terminal and Concourse and Associated Apron Pavement	2.2 million
	[2] 1	Satellite 1 Concourse and Associated Apron and Taxiway Pavement	700,000
	[3] 1	Satellite 2 Concourse and Associated Apron Pavement	530,000
	[4] 1	Terminal 1 Concourse B Northeast End Expansion	41,000
	[5] 1	Terminal 3 Concourse L Stinger One-Gate Addition and Associated Apron Expansion	34,000
	[6] 1	Consolidated Baggage, Pedestrian/Moving Walkway, and Utility Tunnel	N/A
	[7] 3	Terminal 5 Curbside Addition and Interior Reconfiguration	63,000
	[8] 3	Terminal 5 Roadway Improvements	195,000 sq ft new roadway
	[9] 3	Terminal 5 Curbside Expansion	100,000 sq ft new roadway; 76,000 reconfigured roadway
	[26] 3	Terminal 5 Parking Garage - Phase 2	55,000
	[16] 1	Taxiways K and L Extension (Between Taxiway A11 and Taxiway A13)	260,000 sq ft new taxiway
	[17] 1	Taxiways North of Satellite 2 (Between Relocated Taxiways A and B and Penalty Box Hold Pad)	620,000 sq ft new taxiway
	[29] 1	Taxiways A and B Reconfiguration (Between Penalty Box Hold Pad and Taxiway G)	780,000 sq ft of new taxiway
	[30] 1	Taxiway G (Existing Taxiway H; Between Future Taxiway T and Taxiway A1)	700,000 sq ft of new taxiway
	[31] 1	Taxiways H and J (South of Runway 9R Extension from Taxiway SS to Runway 4L/22R)	750,000 sq ft of new taxiway
	[33] 1	Terminal 1 Concourse C Expansion (North)	32,000
	[T1] 2	Temporary Walkway/Extended Jetway from Concourse C (With 6 Gates)	20,000
	[T2] 2	Temporary Heating and Refrigeration Facility (Near Satellite 2)	64,000
On-airport Non-aeronautical Projects	[22] 4	Multimodal Facility (MMF) Hotel, Mixed-Use Development, and Detention Basin Relocation	170,000
	[25] 4	Terminal 5 Hotel Facility and Pedestrian Bridge	175,000

EA Project Grouping	[CDA Project Number] and Figure Number	Project Name (full)	Proposed Resultant Footprint Area (sq ft unless otherwise specified)
Airfield and Taxiway Improvements	[20] 5	Bravo Hold Pad Conversion	890,000 sq ft of pavement
	[23] 6	Runway 9L/27R Exit Taxiways	405,000 sq ft of new taxiway
	[24] 5	Runway 28R Blast Pad Expansion	58,000
	[32] 5	Taxiways P, V, and Y Reconfiguration (Between Taxiway RR and the Existing Runway 28R Hold Pad)	1.3 million sq ft of new taxiway
	[37] 5	Demolition and Removal of Temporary Taxiway T Between Taxiway P and Taxiway P6 (North of Runway 10C/28C)	removal of 35,000 sq ft of taxiway
	[38] 5	Taxiway DD Realignment at the Taxiway Q Intersection (near the South Central Cargo Apron)	replacement and realignment of 120,000 sq ft of taxiway
Support Facilities	[10] 9	West Heating and Refrigeration Facility	130,000
	[11] 9	West Employee Screening Facility	720,000
	[12] 9	West Employee Ground Transportation Facility and Parking Garage	740,000
	[13] 9	West Employee Landside Access	800,000 sq ft new roadway
	[14] 9	West Landside Detention Basins	9 acres land; 86 acre-ft stormwater
	[15] 7, 9	Airside Service Roadways	512,000 sq ft new roadway
	[19] 8	Aircraft Rescue and Firefighting (ARFF) Station 4 Relocation	67,000
	[21] 7	Commercial Vehicle Holding Area (CVHA) Expansion	172,000
	[35] 9	Centralized Distribution and Receiving Facility (CDRF)	280,000
Air Traffic Actions	N/A [10-15]	Offset Approach Procedures for Runway 10R/28L	N/A

FIGURE 1
TERMINAL PROJECTS (SET 1 OF 3) – O'HARE GLOBAL TERMINAL AND SATELLITE TERMINAL PROJECTS

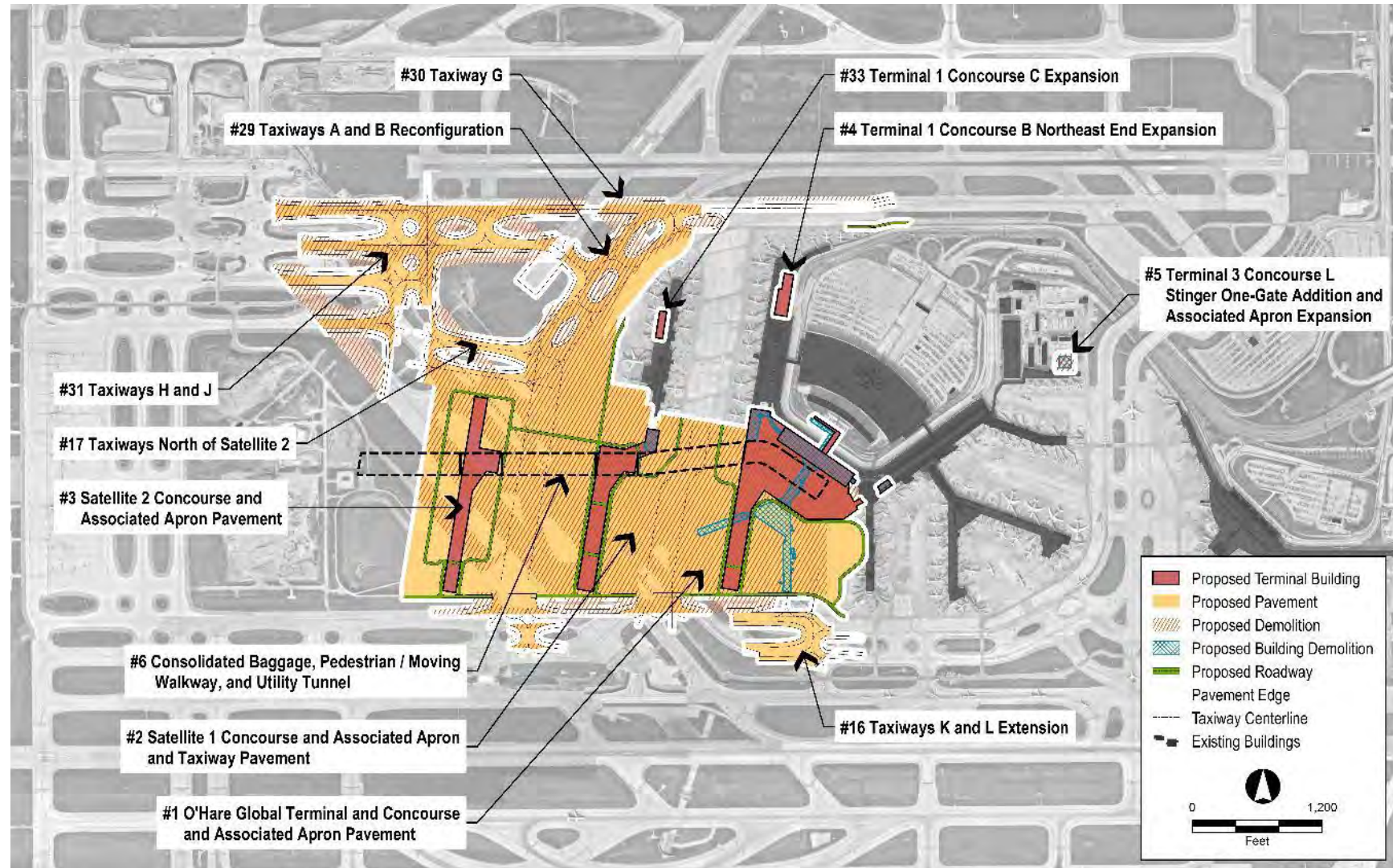


FIGURE 2
TERMINAL PROJECTS (SET 2 OF 3) – O'HARE GLOBAL TERMINAL AND SATELLITE TERMINAL TEMPORARY PROJECTS

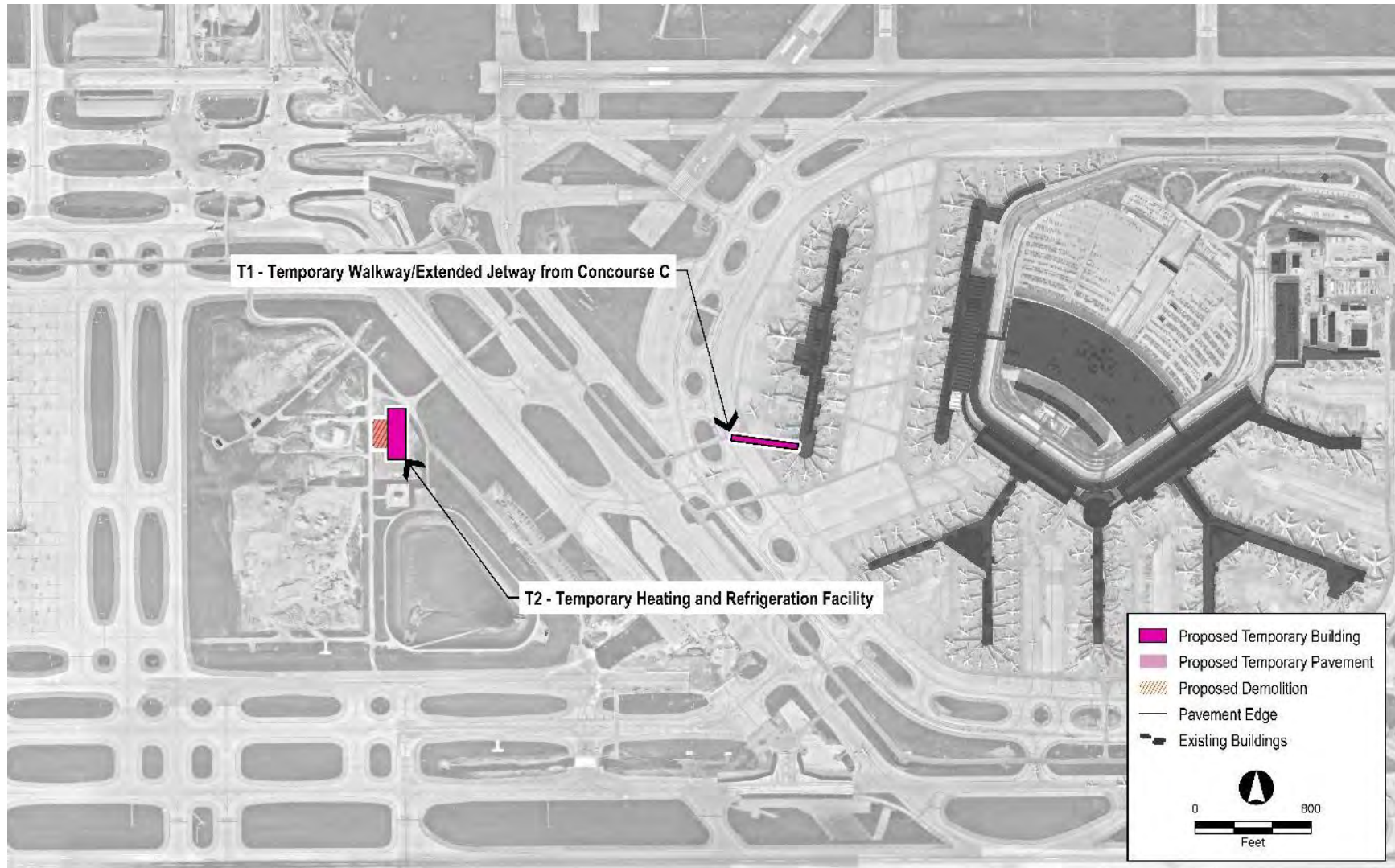


FIGURE 3
TERMINAL PROJECTS (SET 3 OF 3) – TERMINAL 5 PROJECTS

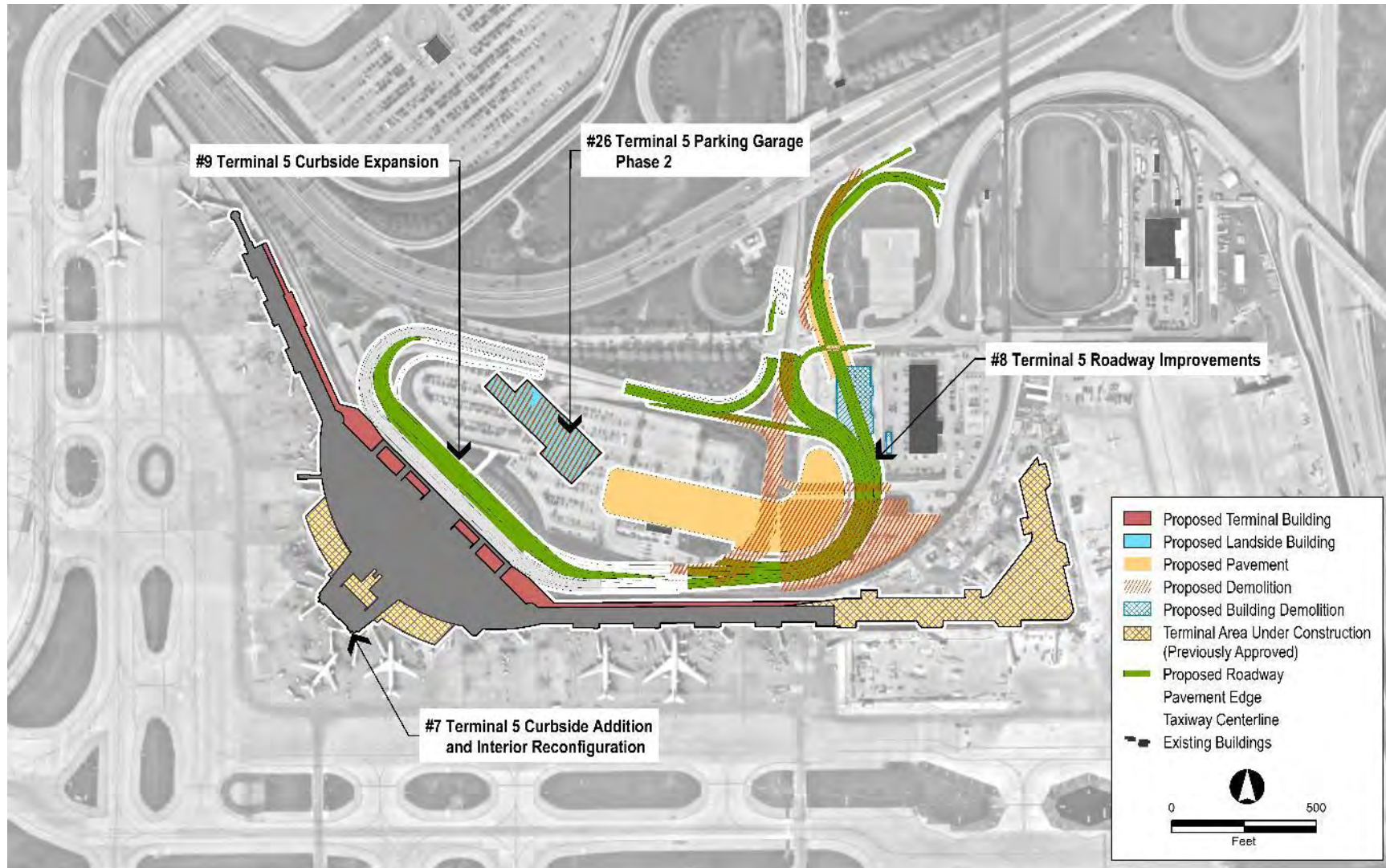


FIGURE 4
ON-AIRPORT HOTELS



FIGURE 5
AIRFIELD AND TAXIWAY IMPROVEMENTS NOT REQUIRED BY THE TERMINAL PROJECTS (SET 1 OF 2)

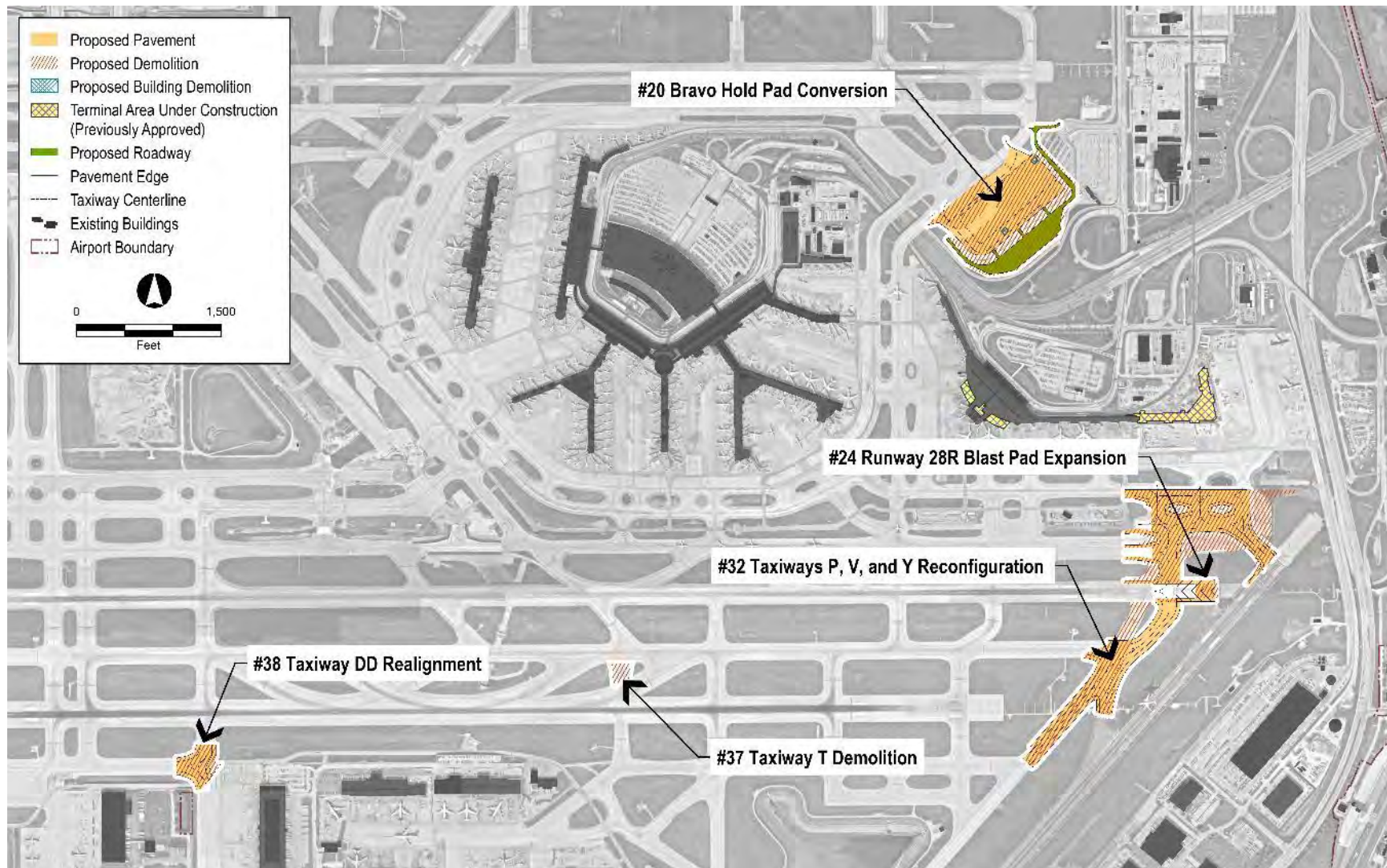


FIGURE 6
AIRFIELD AND TAXIWAY IMPROVEMENTS NOT REQUIRED BY THE TERMINAL PROJECTS (SET 2 OF 2)

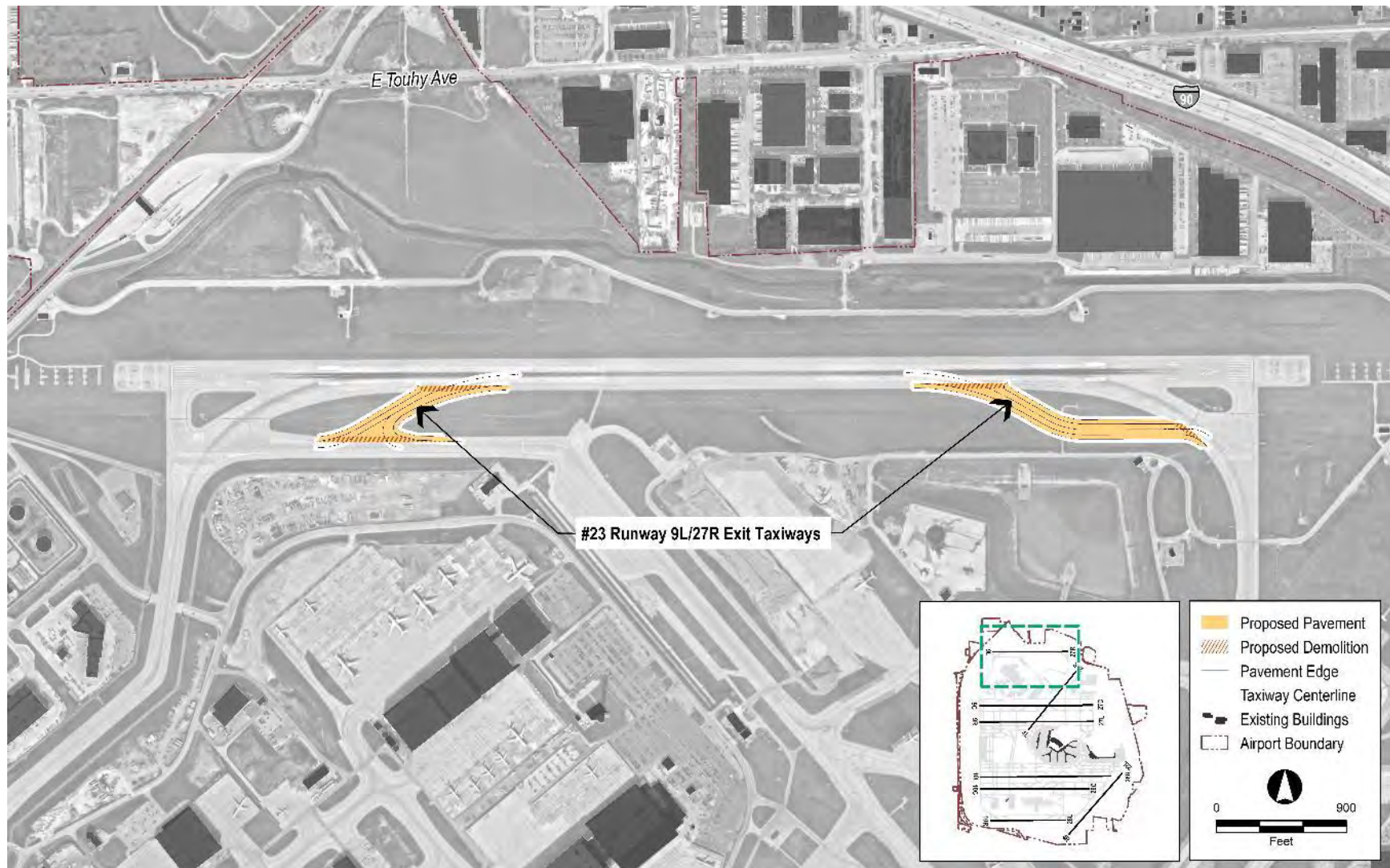


FIGURE 7
SUPPORT FACILITIES NOT REQUIRED BY THE TERMINAL PROJECTS (SET 1 OF 3)

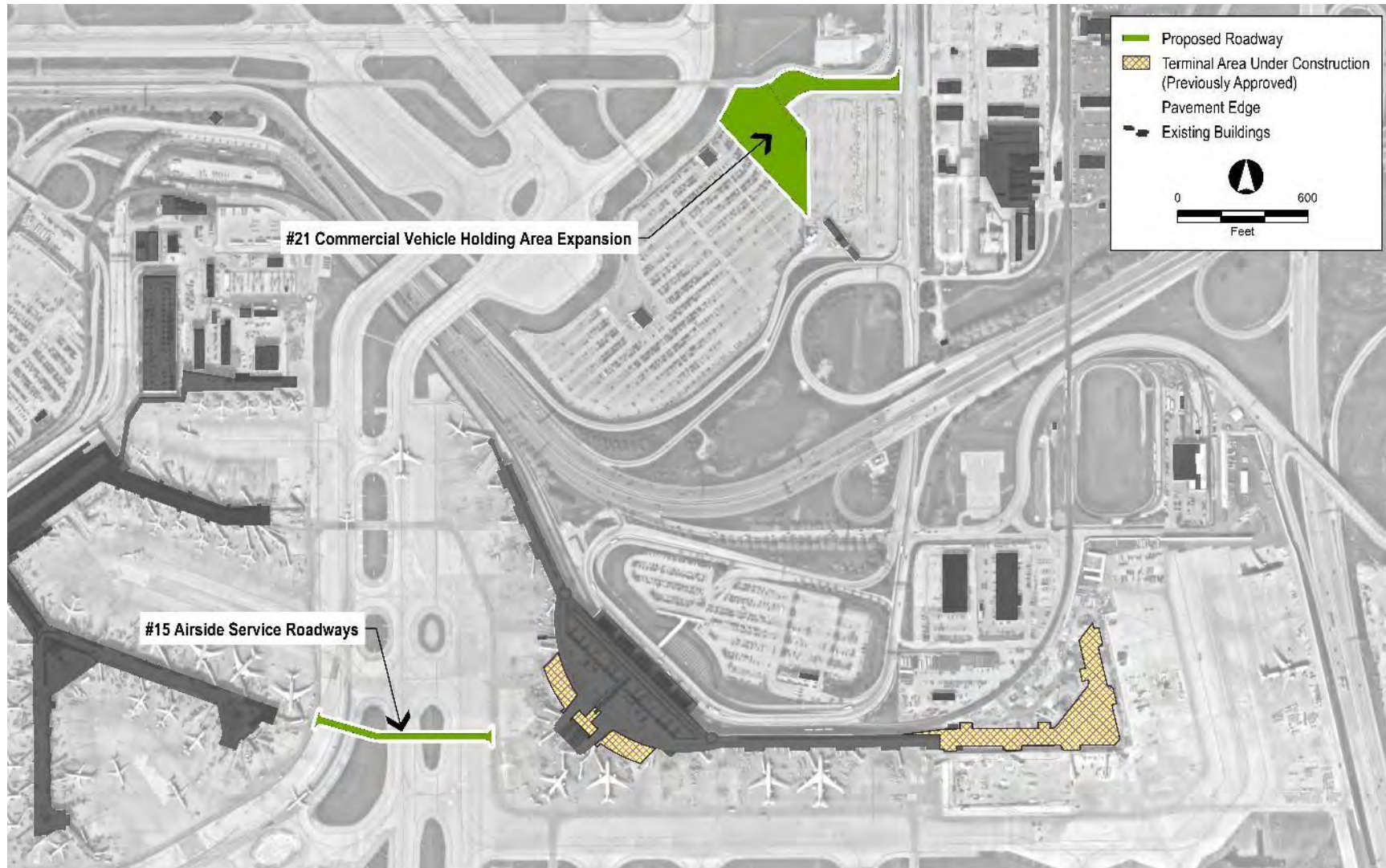


FIGURE 8
SUPPORT FACILITIES NOT REQUIRED BY THE TERMINAL PROJECTS (SET 2 OF 3)

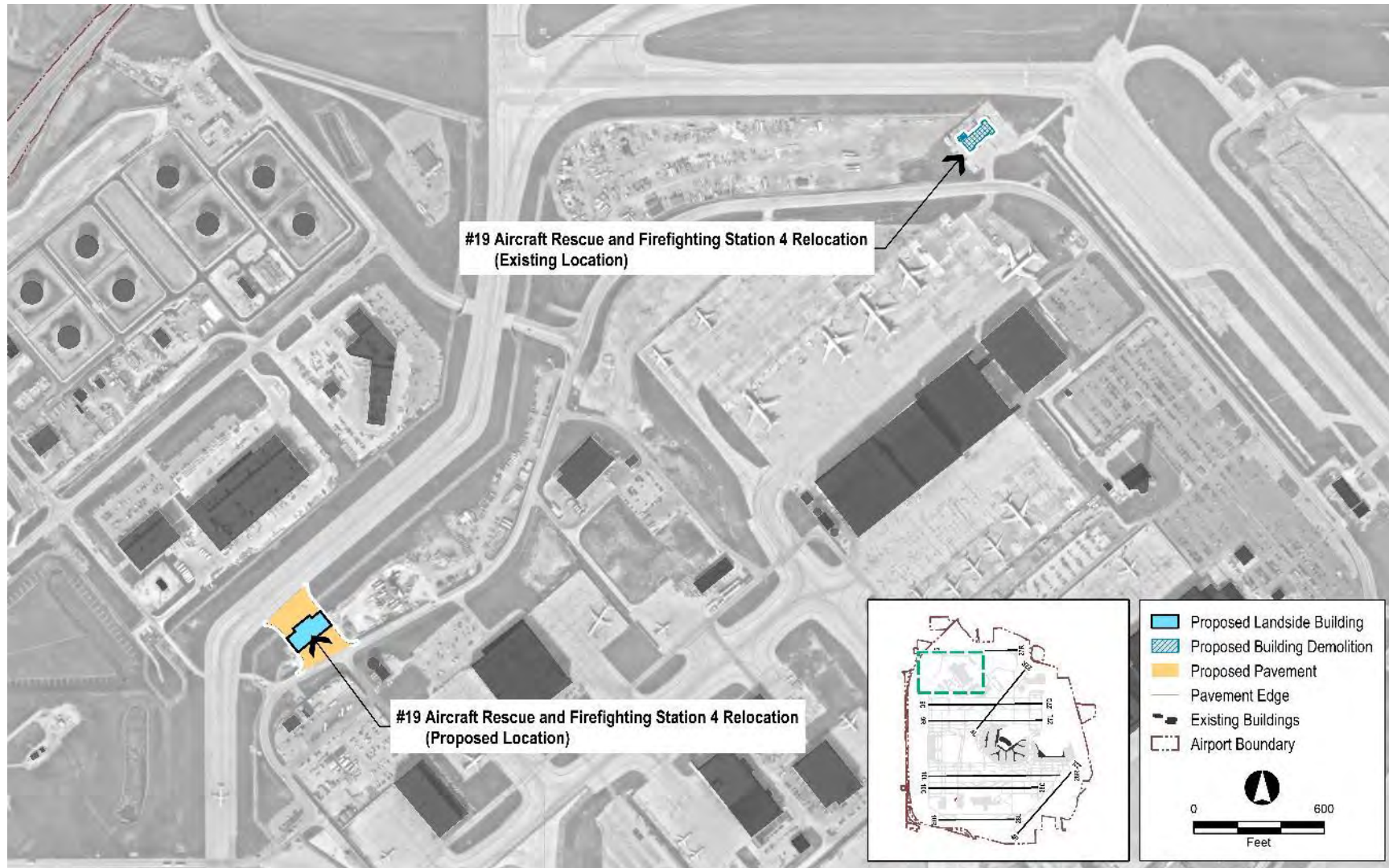


FIGURE 9
SUPPORT FACILITIES NOT REQUIRED BY THE TERMINAL PROJECTS (SET 3 OF 3)

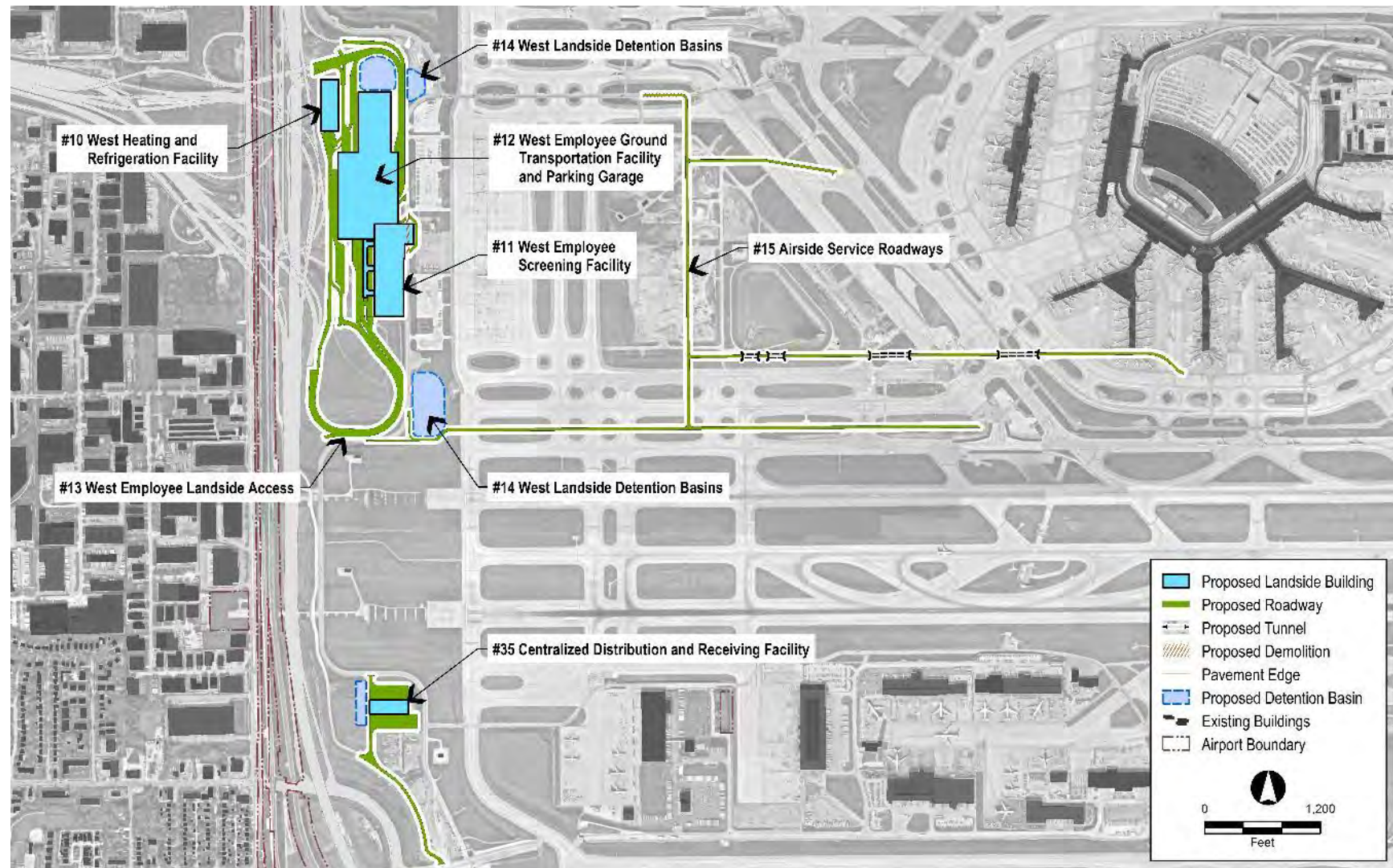


FIGURE 10
EXAMPLE OF 2.5 DEGREE OFFSET APPROACHES FOR EXISTING (2018) EAST FLOW

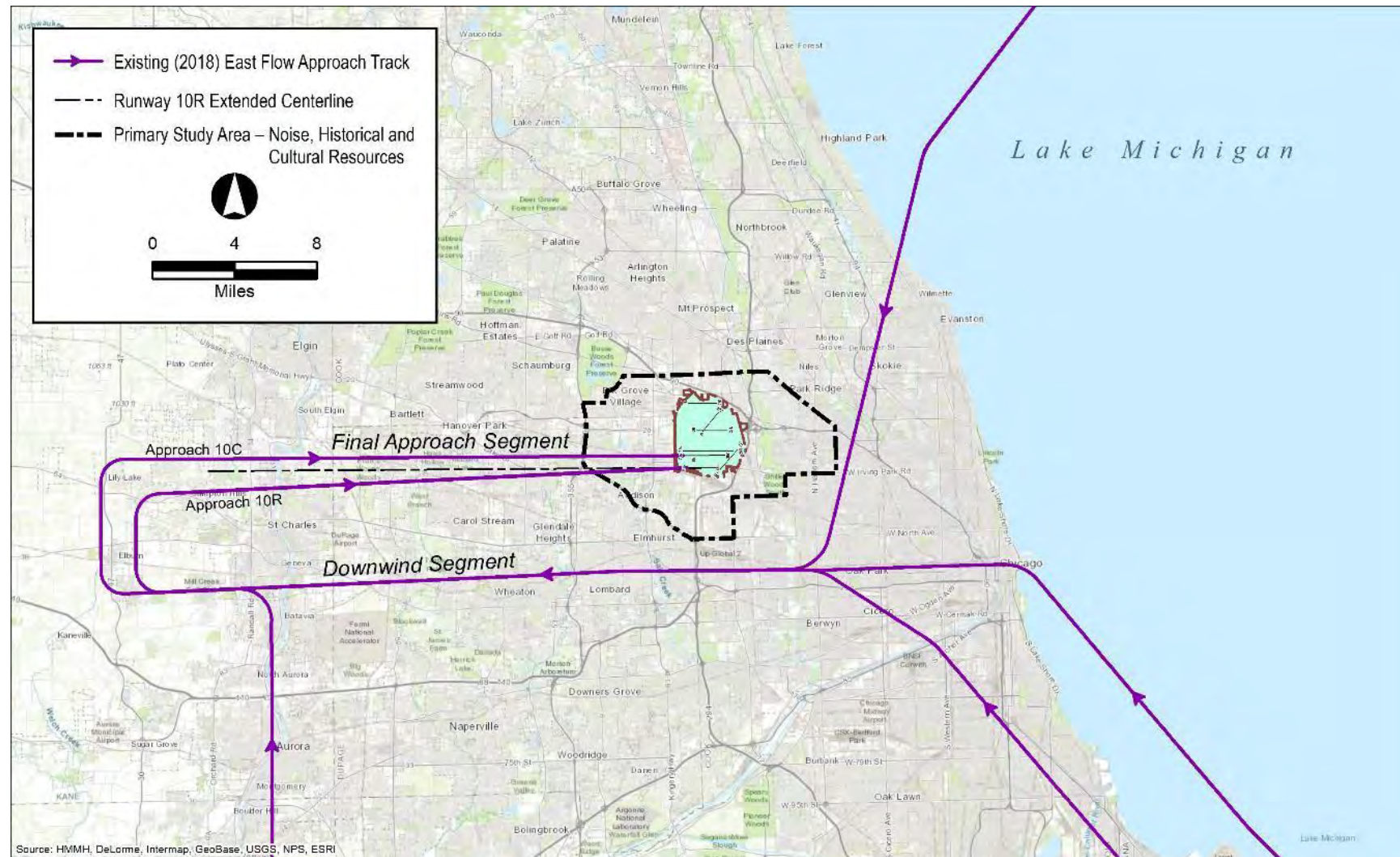


FIGURE 11
EXAMPLE OF 2.5 DEGREE OFFSET APPROACHES FOR EXISTING (2018) WEST FLOW

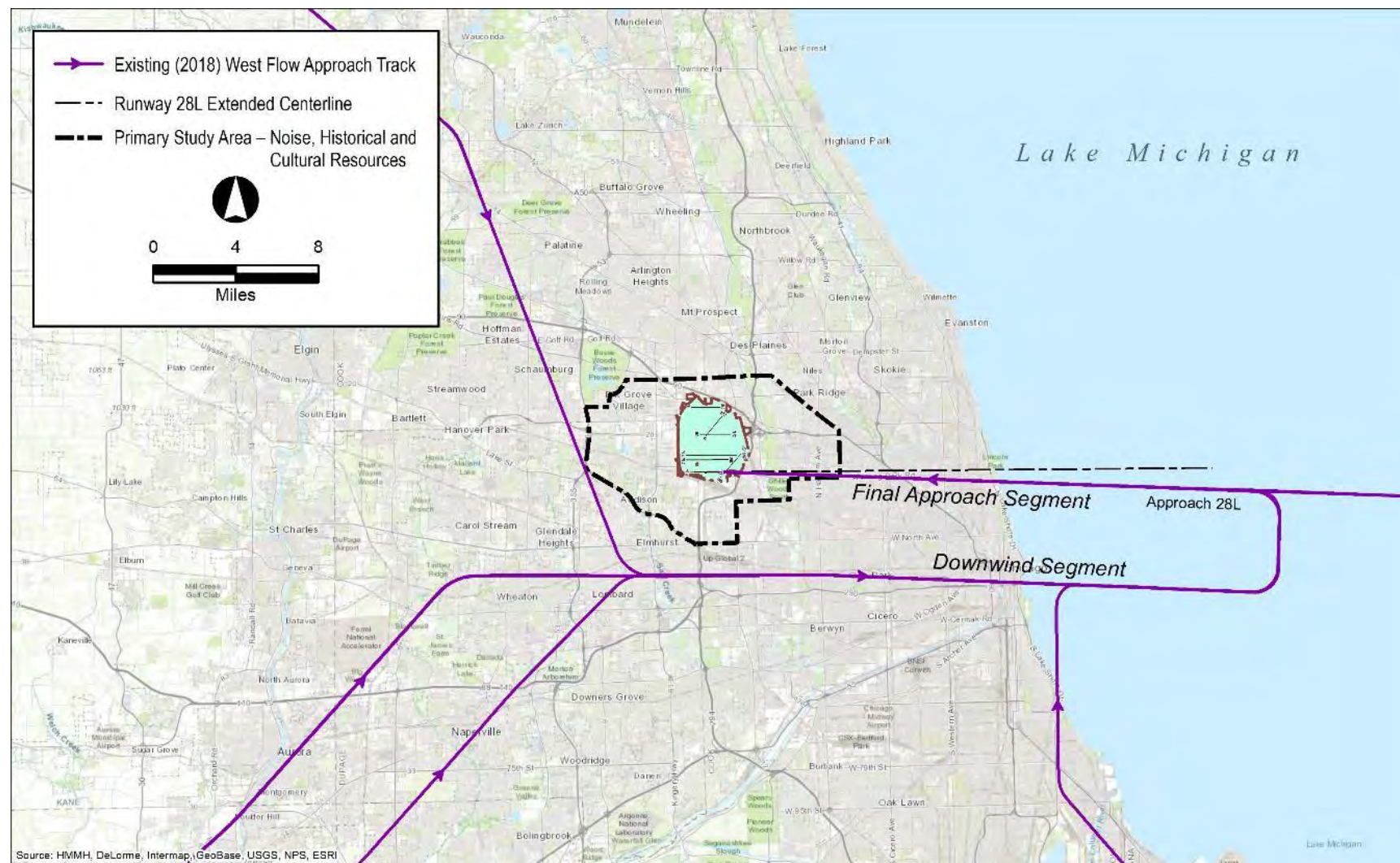


FIGURE 12
EXAMPLE OF EAST FLOW APPROACHES FOR NO ACTION

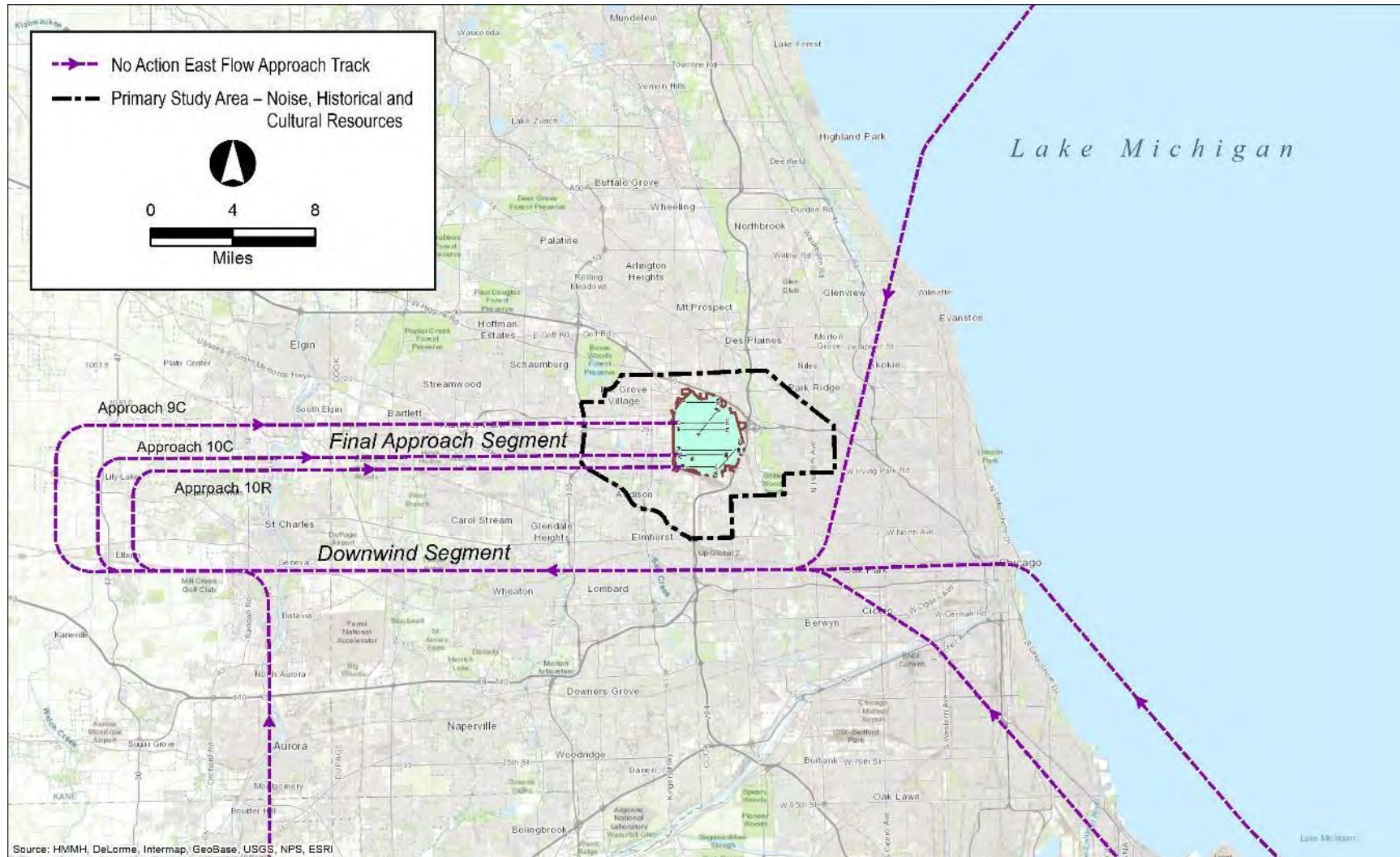


FIGURE 13
EXAMPLE OF WEST FLOW APPROACHES FOR NO ACTION

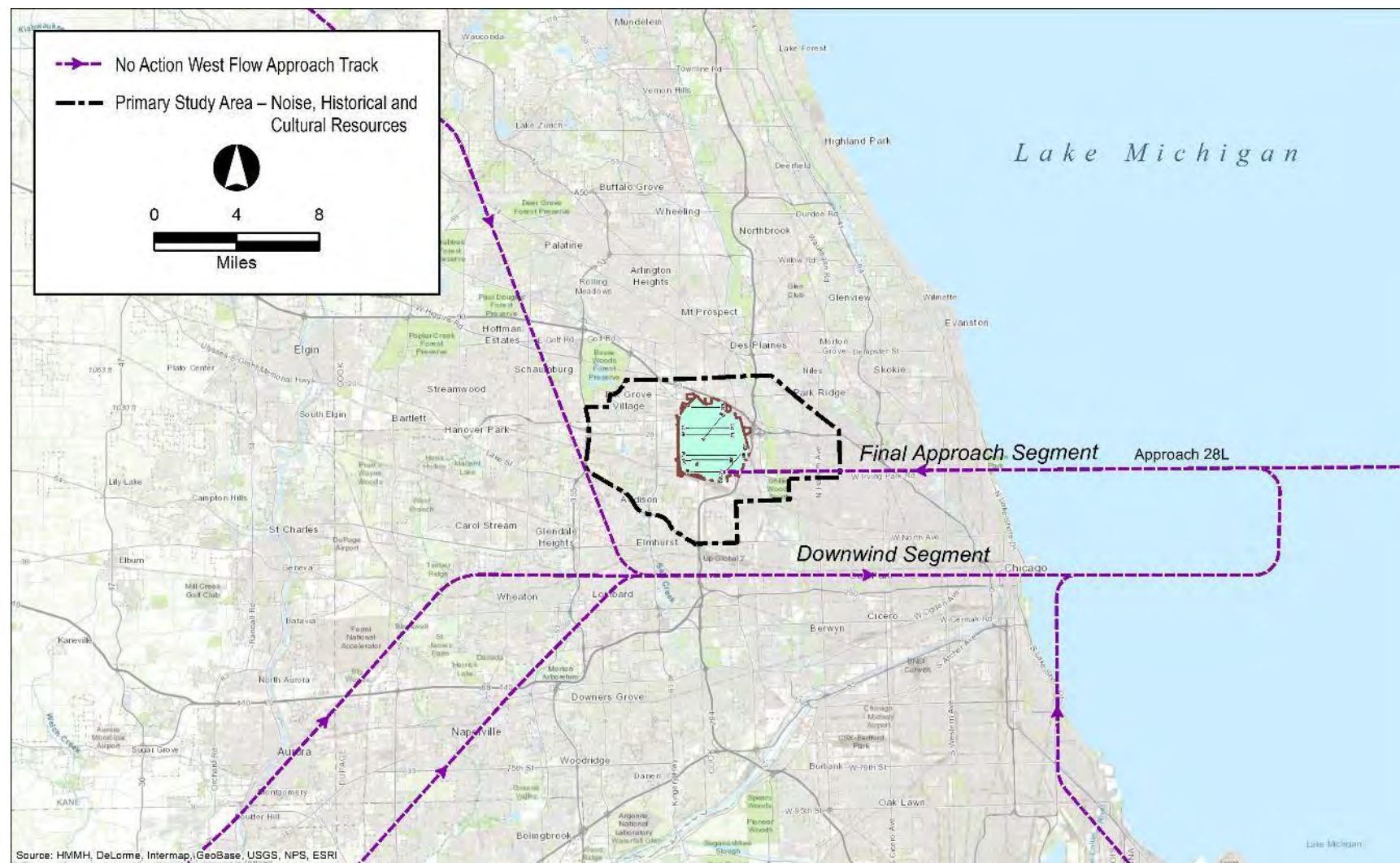


FIGURE 14
EXAMPLE OF EAST FLOW APPROACHES FOR INTERIM WITH PROJECT AND BUILD OUT WITH PROJECT

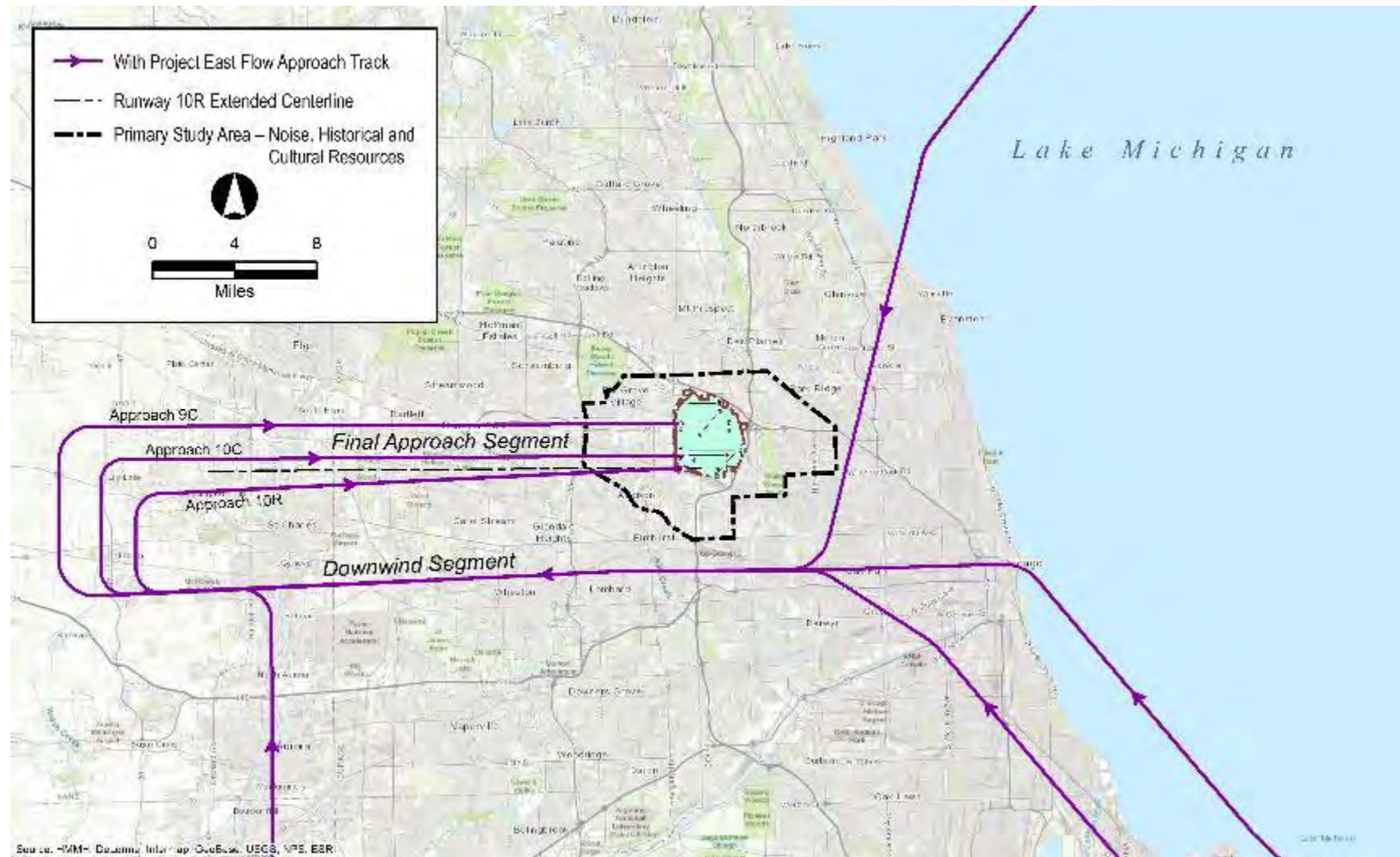
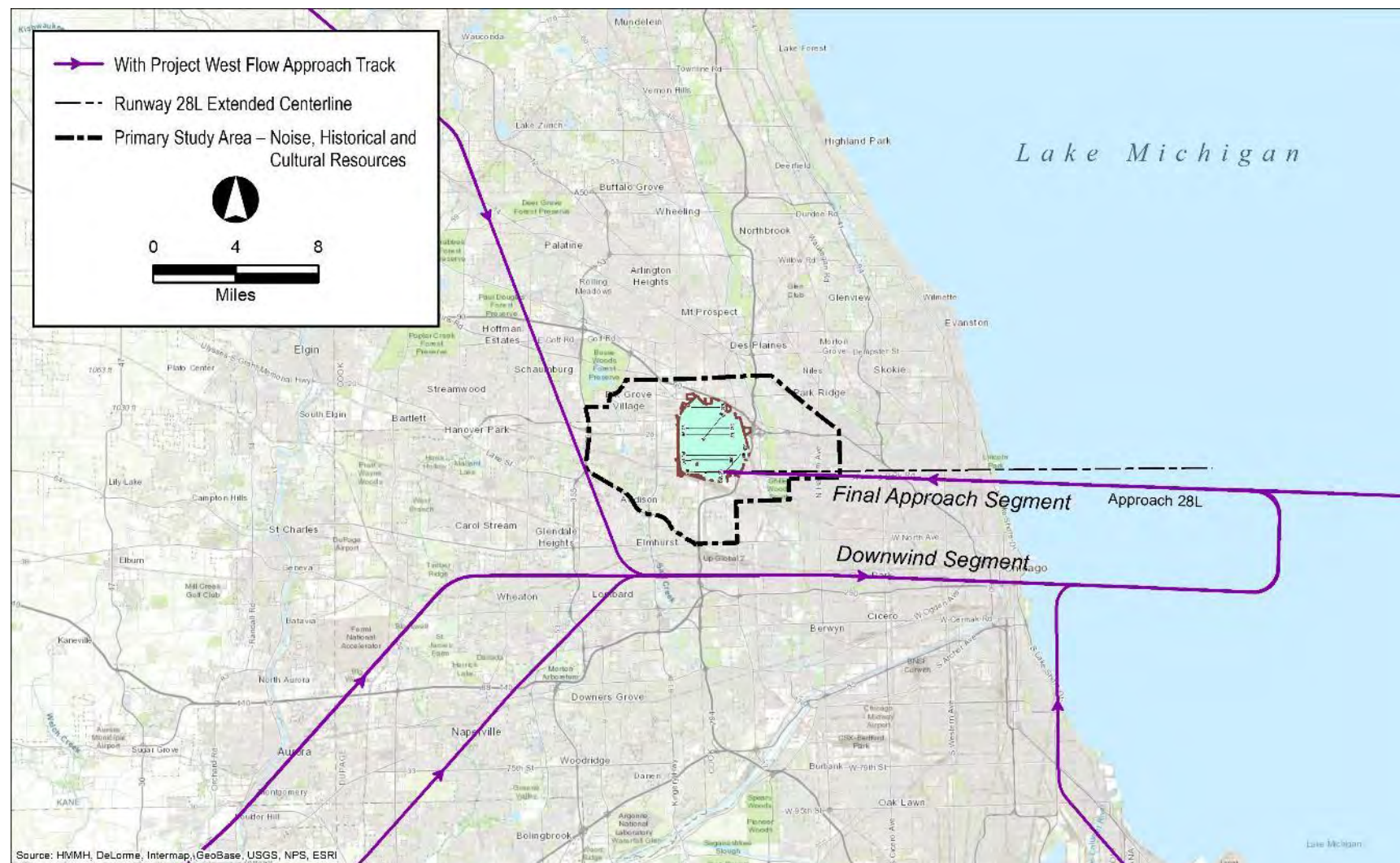


FIGURE 15
EXAMPLE OF WEST FLOW APPROACHES FOR INTERIM WITH PROJECT AND BUILD OUT WITH PROJECT



Appendix B. Correspondence



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

JB Pritzker, Governor
Colleen Callahan, Director

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.



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271

www.dnr.illinois.gov

Mailing Address: 1 Old State Capitol Plaza, Springfield, IL 62701

JB Pritzker, Governor

Colleen Callahan, Director

Cook County

Chicago

Terminal Area Plan and Air Traffic Actions Environmental Assessment at Chicago O'Hare International
Airport

10000 W. O'Hare Ave.

SHPO Log #003042921

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,

A handwritten signature in black ink, appearing to read "Robert F. Appleman".

Robert F. Appleman

Deputy State Historic

Preservation Officer

Appendix C. Off-airport Individual Properties and Historic Districts

Source: Mead & Hunt, Inc. *Architecture/History Survey Report for Terminal Area Plan and Air Traffic Actions Environmental Assessment: Chicago O'Hare International Airport*. April 2021.

Off-airport Individual Properties and Historic Districts¹²

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

Name	Street Address	City	Historic Status	Function	Source*
Green Street School	119 E Green St	Bensenville	Determined Eligible for National Register of Historic Places (NRHP)	School	Bensenville Historical Society
Churchville Schoolhouse	3N784 Church Rd	Bensenville	Listed in the NRHP	School	DuPage County Historical Museum & Elmhurst Historical Preservation Commission
Residence	4N030 Church Rd	Bensenville	Locally important site	Single-family residence	EIS
Residence	9 E Pine Ave	Bensenville	Locally important site	Single-family residence	EIS
Residence	110 E Pine Ave	Bensenville	Locally important site	Single-family residence	EIS
Fischer Farm	16W680 Grand Ave	Bensenville	Locally important site	Farm	DuPage County Historical Museum & Bensenville Historical Society
Residence	180 May St	Bensenville	Locally important site	Single-family residence	EIS
Residence	185 May St	Bensenville	Locally important site	Single-family residence	EIS
Unknown	118 N Church Rd	Bensenville	Locally important site	Unknown	HARGIS
Residence	214 Park St	Bensenville	Locally important site	Single-family residence	EIS & HARGIS
Residence	184 Rose St	Bensenville	Locally important site	Single-family residence	Bensenville Historical Society
Residence	185 Rose St	Bensenville	Locally important site	Single-family residence	Bensenville Historical Society
Residence	143 S Addison St	Bensenville	Locally important site	Single-family residence	EIS
Residence	150 S Addison St	Bensenville	Locally important site	Single-family residence	EIS
Residence	168 S Addison St	Bensenville	Locally important site	Single-family residence	EIS
Residence	169 S Addison St	Bensenville	Locally important site	Single-family residence	EIS
Residence	201 S Addison St	Bensenville	Locally important site	Single-family residence	EIS
Janker's Building	202 S Addison St	Bensenville	Locally important site	Commercial	EIS

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.

Residence	437	S Addison St	Bensenville	Locally important site	Single-family residence	EIS & HARGIS
Theatre /stores	9-23	S Center St	Bensenville	Locally important site	Theater	EIS
Residence	145	S Center St	Bensenville	Locally important site	Single-family residence	EIS
Residence	155	S Center St	Bensenville	Locally important site	Single-family residence	EIS
Residence	156	S Center St	Bensenville	Locally important site	Single-family residence	EIS
Residence	160	S Center St	Bensenville	Locally important site	Single-family residence	EIS
Residence	164	S Center St	Bensenville	Locally important site	Single-family residence	EIS & HARGIS
Peace Church Manse/Residential	166	S Center St (address in EIS was incorrect as 168 S Center St)	Bensenville	Locally important site	Single-family residence	EIS
Residence	181	S Center St	Bensenville	Locally important site	Single-family residence	EIS
Peace Church	192	S Center St	Bensenville	Locally important site	Church	EIS
Residence	202	S Center St	Bensenville	Locally important site	Single-family residence	EIS
Residence	206	S Center St	Bensenville	Locally important site	Single-family residence	EIS
Residence	240	S Center St	Bensenville	Locally important site	Single-family residence	EIS & HARGIS
Residence	244	S Center St	Bensenville	Locally important site	Single-family residence	EIS
Zion Lutheran Church	865	S Church Rd	Bensenville	Locally important site	Church	DuPage County Historical Museum
Residence	138	S Mason St	Bensenville	Locally important site	Single-family residence	EIS
Residence	141	S Mason St	Bensenville	Locally important site	Single-family residence	EIS
Residence	145	S Mason St	Bensenville	Locally important site	Single-family residence	EIS
Residence	146	S Mason St	Bensenville	Locally important site	Single-family residence	EIS
Residence	158	S Mason St	Bensenville	Locally important site	Single-family residence	EIS
Residence	166	S Mason St	Bensenville	Locally important site	Single-family residence	EIS
Residence	169	S Mason St	Bensenville	Locally important site	Single-family residence	EIS
Residence	172	S Mason St	Bensenville	Locally important site	Single-family residence	EIS
Residence	173	S Mason St	Bensenville	Locally important site	Single-family residence	EIS
Residence	175	S Mason St	Bensenville	Locally important site	Single-family residence	EIS
Residence	180	S Mason St	Bensenville	Locally important site	Single-family residence	EIS
Residence	196	S Mason St	Bensenville	Locally important site	Single-family residence	EIS
Residence	201	S Mason St	Bensenville	Locally important site	Single-family residence	EIS
Residence	176	S Walnut St	Bensenville	Locally important site	Single-family residence	EIS
Residence	188	S Walnut St	Bensenville	Locally important site	Single-family residence	EIS

Residence	196 S Walnut St	Bensenville	Locally important site	Single-family residence	EIS
Residence	14 S York Rd	Bensenville	Locally important site	Single-family residence	EIS & HARGIS
Residence	158 S York Rd	Bensenville	Locally important site	Single-family residence	EIS
Residence	165 S York Rd	Bensenville	Locally important site	Single-family residence	EIS & HARGIS
Residence	180 S York Rd	Bensenville	Locally important site	Single-family residence	EIS
Residence	181 S York Rd	Bensenville	Locally important site	Single-family residence	EIS
Residence	192 S York Rd	Bensenville	Locally important site	Single-family residence	EIS
Residence	217 S York Rd	Bensenville	Locally important site	Single-family residence	EIS
Professional Center	100 W Green St	Bensenville	Locally important site	Commercial	EIS
Residence	301 W Green St	Bensenville	Locally important site	Single-family residence	EIS
Residence	309 W Green St	Bensenville	Locally important site	Single-family residence	EIS
Residence	313 W Green St	Bensenville	Locally important site	Single-family residence	EIS
Residence	317 W Green St	Bensenville	Locally important site	Single-family residence	EIS
Residence	507 W Green St	Bensenville	Locally important site	Single-family residence	EIS
Residence	517 W Green St	Bensenville	Locally important site	Single-family residence	EIS
Korthauer Log House	714 W Wood St	Bensenville	Locally important site	Single Family Residence	DuPage County Historical Museum & IHPA DuPage County Landmark; DuPage County Cultural & Historical Inventory
Forest Preserve Garage	8800 W Belmont Ave	Chicago	Locally important site	Garage	CHRS
Norwood Park Historical District	Bordered by Avondale Ave to the north, Nagle Ave to the east, Bryn Mawr to the south, and Harlem Ave to the west	Chicago	Listed in the NRHP	Historic District	HARGIS
Unknown	6625 N Avondale Ave	Chicago	Locally important site	Unknown	CHRS
Bridge over JFK Expressway (I-90) carrying Canfield Avenue	5743 N Canfield Ave	Chicago	Determined Eligible for NRHP	Bridge	HARGIS
Wingert House	6231 N Canfield Ave	Chicago	Listed in the NRHP	Single Family Residence	National Register of Historic Places (NRHP)

Passionist Fathers Monastery	5700	N Harlem Ave	Chicago	Listed in the NRHP	Religious property	CHRS
Residence	5700-5708	N Natoma Ave	Chicago	Locally important site	Single-family residence	CHRS
Unknown	5228	N New England Ave	Chicago	Locally important site	Unknown	HARGIS
Residence	5232	N New England Ave	Chicago	Locally important site	Single -family residence	CHRS
Residence	5661	N New Hampshire Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5650-5666	N New Hampshire Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5669	N New Hampshire Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5673	N New Hampshire Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5678	N New Hampshire Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5682	N New Hampshire Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5681-5683	N New Hampshire Ave (house only at 5681 N New Hampshire Ave)	Chicago	Locally important site	Single-family residence	CHRS
Residence	5685	N New Hampshire Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5688	N New Hampshire Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5692	N New Hampshire Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5693	N New Hampshire Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5691-5697	N New Hampshire Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5617	N Newark Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5623	N Newark Ave	Chicago	Locally important site	Single-family residence	CHRS
Noble-Seymour-Crippen House	5624	N Newark Ave	Chicago	Listed in the NRHP	Single-family residence	CHRS
Residence	5627	N Newark Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5642	N Newark Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5647	N Newark Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5653	N Newark Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5656	N Newark Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5659	N Newark Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5662	N Newark Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5667	N Newark Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5627-5631	N Newcastle Ave	Chicago	Locally important site	Single-family residence	CHRS

Off-airport Individual Properties and Historic Districts¹²**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**

Name	Street Address	City	Historic Status	Function	Source*
Residence	5637 N Newcastle Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5647 N Newcastle Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5655 N Newcastle Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	5667 N Newcastle Ave	Chicago	Locally important site	Single-family residence	CHRS
Chicago & North Western Railroad Depot	6089 N Northwest Hwy	Chicago	Listed in the NRHP individually and as part of the Norwood Park Historic District	Depot	NRHP & HARGIS
Unknown	6626 N Northwest Hwy	Chicago	Locally important site	Unknown	CHRS
Mixed use - commercial/residential	6714-6718 N Northwest Hwy	Chicago	Locally important site	Commercial/Residential	CHRS & HARGIS
Residence	6134 N Olcott Ave	Chicago	Locally important site	Single-family residence	CHRS
Unknown	6200-6222 N Olcott Ave	Chicago	Locally important site	Unknown	CHRS
Residence	6554 N Oliphant Ave	Chicago	Locally important site	Single-family residence	CHRS
Unknown	6438 N Oxford Ave	Chicago	Locally important site	Unknown	CHRS
Residence	6453 N Oxford Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	6454 N Oxford Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	6456 N Oxford Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	720 S Lincoln Ave	Chicago	Locally important site	Single Family Residence	Park Ridge Historical Society
Residence	6800 W Hobart Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	6803 W Hobart Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	6804 W Hobart Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	6813 W Hobart Ave (6915 W Hobart Ave, in CHRS but there is no 6815 –included 6813 and 6819 Hobart)	Chicago	Locally important site	Single-family residence	CHRS
Residence	6819 W Hobart Ave (6815 W Hobart in CHRS but no 6815 including both 6813 and 6819.	Chicago	Locally important site	Single-family residence	CHRS
Residence	6822 W Hobart Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	6826 W Hobart Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	6829 W Hobart Ave	Chicago	Locally important site	Single-family residence	CHRS

Residence	6833	W Hobart Ave	Chicago	Locally important site	Single-family residence	CHRS
Multi-family residence	6836	W Hobart Ave	Chicago	Locally important site	Multi-family residence	CHRS
Residence	6843-6845	W Hobart Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	6852	W Hobart Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	6865	W Hobart Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	6883	W Hobart Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	6905	W Hobart Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	6915	W Hobart Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	6921	W Hobart Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	6925	W Hobart Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	6932	W Hobart Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	6936-6938	W Hobart Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	6949	W Hobart Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	6953	W Hobart Ave	Chicago	Locally important site	Single-family residence	CHRS
Residence	6721	W Hurlbut St	Chicago	Locally important site	Single-family residence	CHRS
Residence	6727	W Hurlbut St	Chicago	Locally important site	Single-family residence	CHRS
Residence	6732	W Hurlbut St	Chicago	Locally important site	Single-family residence	CHRS
Danish Old People's Home	5656	N. Newcastle Ave (address in CHRS is 6809 Hurlburt)	Chicago	Locally important site	Institutional	CHRS
Chicago-Read Mental Health Center	4200	N. Oak Park Avenue (in 2005 EIS as 6810 W. Irving Park Rd)	Chicago	Locally important site	Medical campus	HARGIS
Residence	7327	W Myrtle Ave	Chicago	Locally important site	Single-family residence	CHRS
Elk Grove Park District Farmhouse Museum	399	Biesterfield Rd	Elk Grove	Locally important site	Farm/Museum (current)	EIS
Fischer Windmill at Mt. Emblem Cemetery	520	E Grand Ave	Elmhurst	Locally important site	Windmill	DuPage County Historical Museum & Elmhurst Historical Preservation Commission
Unknown	3234	25th Ave	Franklin Park	Locally important site	Unknown	HARGIS

Unknown	3238 25th Ave	Franklin Park	Locally important site	Unknown	HARGIS
Kirchhoff, Henry, House	10067 Franklin Ave	Franklin Park	Locally important site	Single-family residence	HARGIS
Victor Fluid Power	3412 River Rd	Franklin Park	Locally important site	Commercial	HARGIS
Durocraft Homes Historic District	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	Harwood Heights	Locally important site	Historic District	EIS
Historical Depot Museum	101 Catalpa Ave	Itasca	Locally important site	Depot/Museum (current)	Itasca Historical Society & Museum
Unknown	226 N Elm St	Itasca	Locally important site	Unknown	HARGIS
Second School, Apartments	311 N Elm St	Itasca	Locally important site	Multi-family residence	Itasca Historical Society & Museum
Unknown	209 N Walnut Ave	Itasca	Locally important site	Unknown	HARGIS
Doctor's Memorial	217 N Walnut Ave	Itasca	Locally important site	Memorial	HARGIS
Unknown	105 S Maple St	Itasca	Locally important site	Unknown	HARGIS
Unknown	126 S Maple St	Itasca	Locally important site	Unknown	HARGIS
Unknown	118 S Walnut Ave	Itasca	Locally important site	Unknown	HARGIS
Unknown	126 S Walnut Ave	Itasca	Locally important site	Unknown	HARGIS
Itasca Baptist Church	210 S Walnut Ave	Itasca	Locally important site	Church	HARGIS and Itasca Historical Society & Museum
Unknown	101 W Orchard St	Itasca	Locally important site	Unknown	HARGIS
Unknown	111 W Orchard St	Itasca	Locally important site	Unknown	HARGIS
Unknown	115 W Orchard St	Itasca	Locally important site	Unknown	HARGIS
Unknown	125 W Orchard St	Itasca	Locally important site	Unknown	HARGIS
Helen Unseth House	808 Park Plaine Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	225 Lake Ave**	Park Ridge	Locally important site	Single-family residence	EIS & Park Ridge Historical Society
Residence	234 Lake Ave**	Park Ridge	Locally important site	Single-family residence	EIS & Park Ridge Historical Society

Residence	244 Lake Ave**	Park Ridge	Locally important site	Single-family residence	EIS & Park Ridge Historical Society
Residence	231 Belle Plaine Ave	Park Ridge	Locally important site	Single-family residence	EIS
Residence	916 Cleveland Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	202 Columbia Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	203 Columbia Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Unknown	218 Courtland Ave	Park Ridge	Locally important site	Unknown	HARGIS
Residence	321 Courtland Ave	Park Ridge	Locally important site	Single-family residence	EIS
Residence	411 Courtland Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	412 Courtland Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	421 Courtland Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	524 Courtland Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	708 Courtland Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	840 Courtland Ave (EIS address of 842 Courtland Ave updated)	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	908 Courtland Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	1429 Courtland Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	1439 Courtland Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Unknown	945 Florence Dr	Park Ridge	Locally important site	Unknown	HARGIS
Clue House	720 Garden St	Park Ridge	Locally important site	Single Family Residence	Park Ridge Historical Society
Residence	1113 Garden St	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	1105 Harrison St	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	211 Lake Ave**	Park Ridge	Locally important site	Single-family residence	EIS & Park Ridge Historical Society
Residence	228 Lake Ave**	Park Ridge	Locally important site	Single-family residence	EIS & Park Ridge Historical Society

Residence	328 Lake Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	122 N Delphia Ave	Park Ridge	Locally important site	Single Family Residence	Park Ridge Historical Society
Residence	241 N Greenwood Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	15 N Knight Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	202 N Lincoln Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Commercial	616 Devon (North side of Devon between Prospect and Talcott Rd)	Park Ridge	Locally important site	Commercial	EIS
Residence	317 Oak St	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Hodges House	325 Oak St	Park Ridge	Locally important site	Single-family residence	EIS and HARGIS
Residence	704 Parkwood Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	928 Prairie Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	1003 Prairie Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	600 S Clifton Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	321 S Crescent Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	322 S Crescent Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	325 S Crescent Ave	Park Ridge	Locally important site	Single-family residence	EIS
Residence	333 S Crescent Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	413 S Crescent Ave	Park Ridge	Locally important site	Single-family residence	EIS
Residence	432 S Crescent Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	505 S Crescent Ave	Park Ridge	Locally important site	Single-family residence	EIS & Park Ridge Historical Society
Residence	506 S Crescent Ave	Park Ridge	Locally important site	Single-family residence	EIS
Residence	601 S Crescent Ave	Park Ridge	Locally important site	Single-family residence	EIS

Residence	823 S Crescent Ave	Park Ridge	Locally important site	Single-family residence	EIS
Residence	925 S Crescent Ave	Park Ridge	Locally important site	Single-family residence	EIS
Residence	1433 S Crescent Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	315 S Cumberland Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	401 S Cumberland Ave	Park Ridge	Locally important site	Single-family residence	EIS
Residence	424 S Cumberland Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	431 S Cumberland Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Unknown	224 S Fairview Ave	Park Ridge	Locally important site	Unknown	HARGIS
Residence	309 S Fairview Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	316 S Fairview Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	321 S Fairview Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	400 S Fairview Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	404 S Fairview Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	413 S Fairview Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	420 S Fairview Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	602 S Fairview Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	24 S Greenwood Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	100 S Greenwood Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Pickwick Theater Building	5 S Prospect Ave	Park Ridge	Listed in the NRHP	Theater	HARGIS and Park Ridge Historical Society
Commercial	19 S Prospect Ave (in EIS as 15-19 S Prospect Ave – updated address)	Park Ridge	Locally important site	Commercial	EIS & HARGIS
Park Ridge Post Office	164 S Prospect Ave	Park Ridge	Locally important site	Post Office	HARGIS

Residence	316 S Prospect Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	412 S Prospect Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	413 S Prospect Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	500 S Prospect Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	601 S Prospect Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	715 S Prospect Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	718 S Prospect Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	1521 S Prospect Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	506 S Western Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Residence	228 Stanley Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Unknown	203 Vine Ave	Park Ridge	Locally important site	Unknown	HARGIS
Residence	225 Vine Ave	Park Ridge	Locally important site	Single-family residence	Park Ridge Historical Society
Unknown	230 Vine Ave	Park Ridge	Locally important site	Unknown	HARGIS
Residence	332 Vine Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	404 Vine Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	514 Vine Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	1000 W Crescent Ave	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	424 W Talcott Place (EIS address of 422, 424 and 428 Talcott Rd updated)	Park Ridge	Locally important site	Single-family residence	EIS & Park Ridge Historical Society
Residence	1305 S Crescent (EIS address of 429 W Talcott Rd updated)	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Residence	430 W Talcott Place (EIS address of Talcott Rd updated)	Park Ridge	Locally important site	Single-family residence	EIS & HARGIS
Town of Maine Cemetery	2101 W Touhy Ave	Park Ridge	Locally important site	Cemetery	Park Ridge Historical Society

Off-airport Individual Properties and Historic Districts¹²

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

Name	Street Address	City	Historic Status	Function	Source*
20 Corner Store	4851 Michigan Ave	Schiller Park	Locally important site	Single-family residence	EIS
21 Siemer's Home	4262 Ruby St	Schiller Park	Locally important site	Single-family residence	EIS
Residence	174 Harvey Ave	Wood Dale	Locally important site	Single-family residence	EIS & HARGIS
Residence	262 N Hemlock Ave	Wood Dale	Locally important site	Single-family residence	EIS & HARGIS

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.



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.



Main circulation spine, Concourse B.



Main circulation spine, Concourse C.



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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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.

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Document Acronyms

O'Hare Global Terminal / Concourse	OGT
Satellite 1	S1
Satellite 2	S2
Terminal 1	T1
Concourse B	Conc. B
Concourse C	Conc. C
Terminal 2	T2
Concourses E and F	Conc. E/F
Terminal 3	T3
Rotunda	Rotunda
Concourse G	Conc. G
Concourses H and K	Conc. H/K
Concourse L	Conc. L
Airport Traffic Control Tower	ATCT
Right Of Way	R.O.W.
Airport Layout Plan	ALP
Federal Aviation Administration	FAA

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

Document Definitions

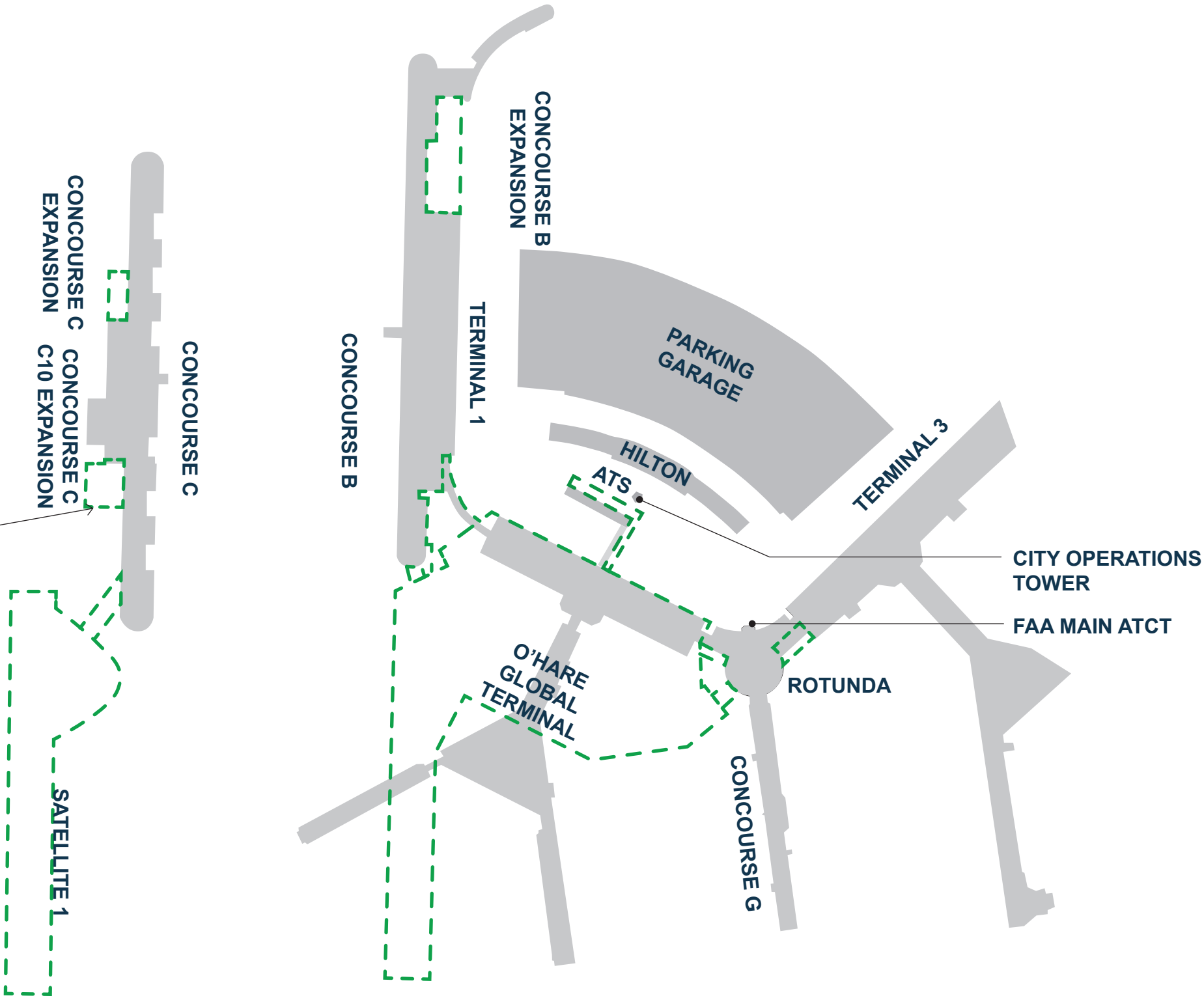
- Airside** - The restricted area of an airport beyond the security screening checkpoint; this includes areas that support aircraft movements and operations.
- Landside** - The pre-security areas of the airport (non-aircraft movement areas) including terminal, parking, curbside, ticketing, baggage claim, 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.



Site Overlay Diagram

- KEY
- Building Footprint
- Existing

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.



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PROPOSED INTERFACE: TERMINAL 1 AND O'HARE GLOBAL TERMINAL





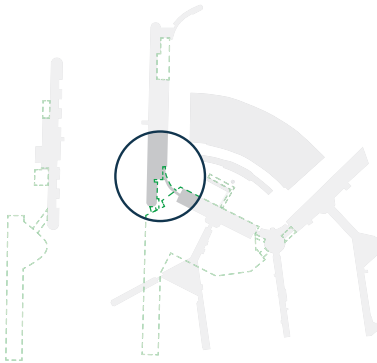
Existing T1-T2 Airside Interface



Exterior Rendering

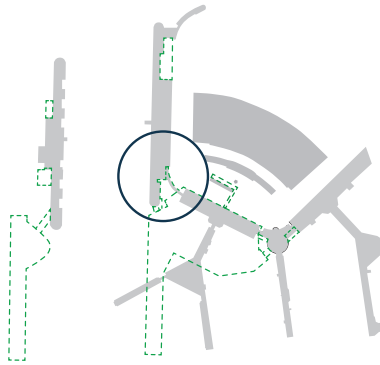


View of T1 Concourse B South End (Airside) Facing East



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



Proposed Exterior Rendering

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



Proposed Exterior Rendering

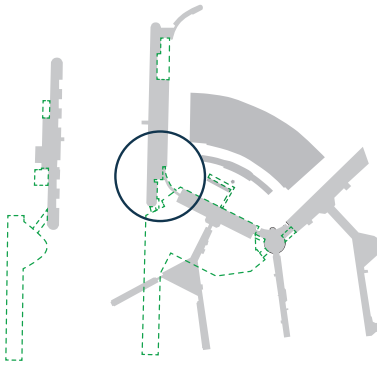
View of T1 Concourse B-OGT (Airside) Interface Facing East



Proposed Exterior Rendering

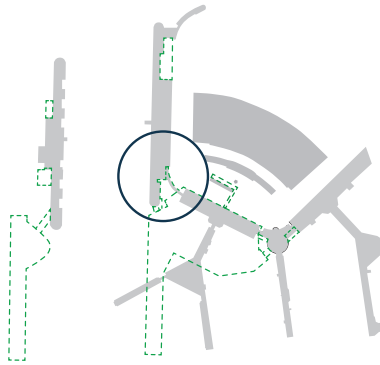


View of T1 Concourse B-OGT (Airside) Interface Facing East



Proposed Exterior Rendering

View of T1 Concourse C, S1, and OGT Facing East



Proposed Exterior Rendering



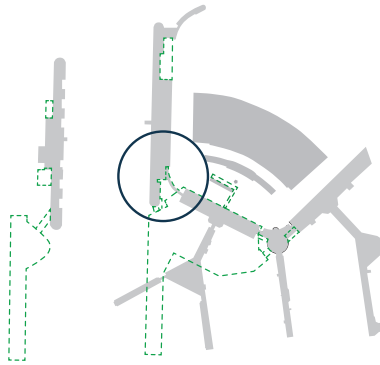
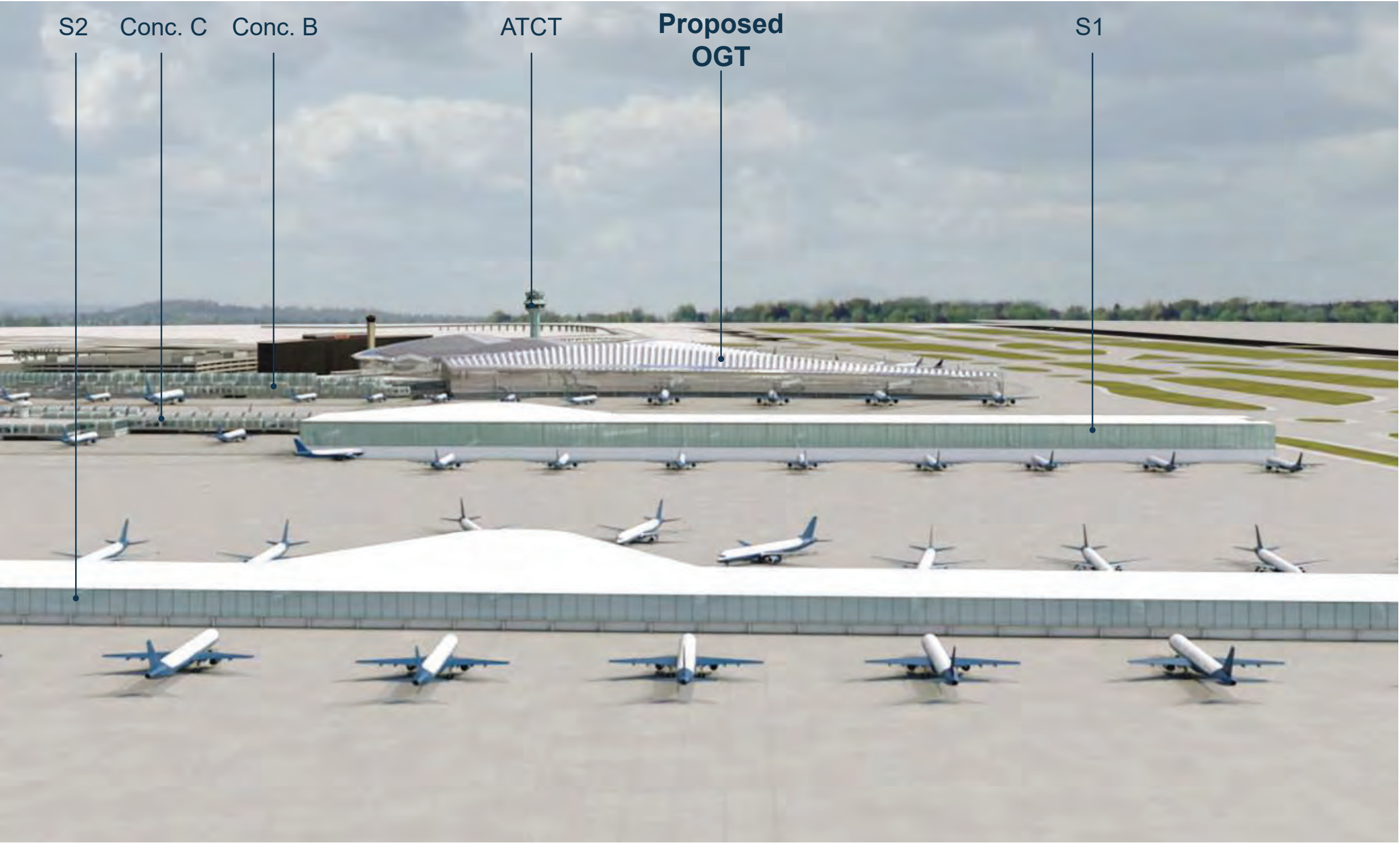
View of T1 Concourse C, S1, S2, and OGT Facing Northeast



Proposed Exterior Rendering



View of T1 Concourse C, S1, S2, and OGT Facing East

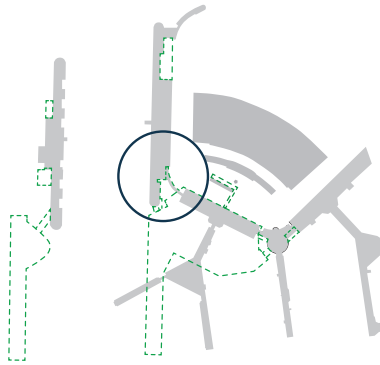


Proposed Exterior Rendering



Terminal 1 | OGT Interface

View of T1 Concourse B, and OGT Facing East

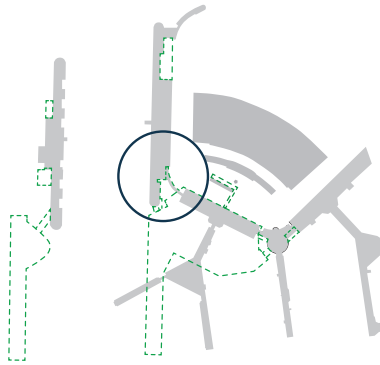


Proposed Exterior Rendering



Terminal 1 | OGT Interface

View of T1 Concourse B, and OGT Facing East

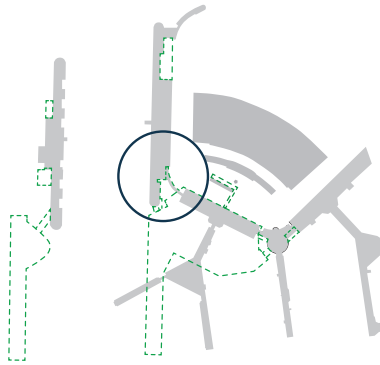
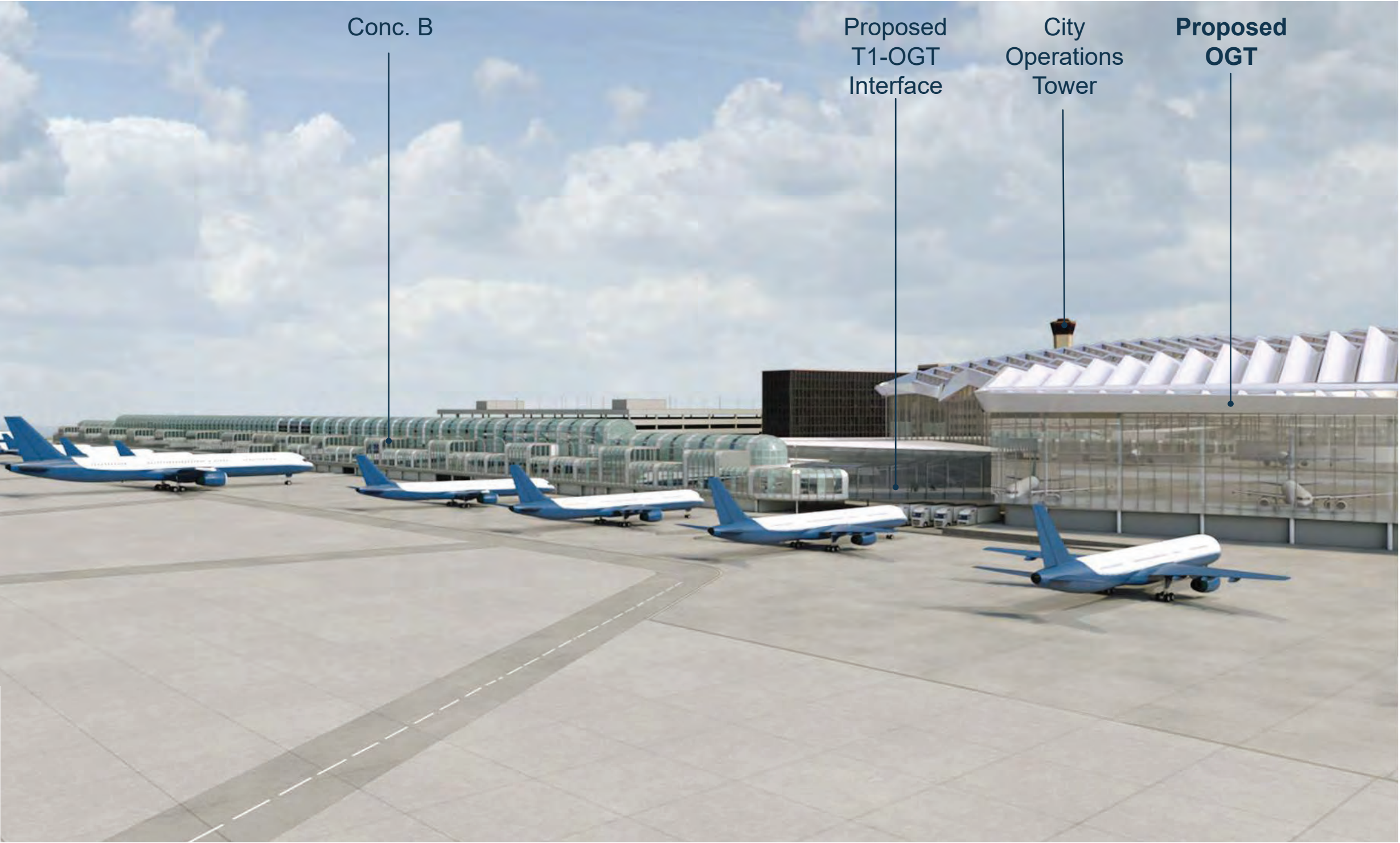


Proposed Exterior Rendering



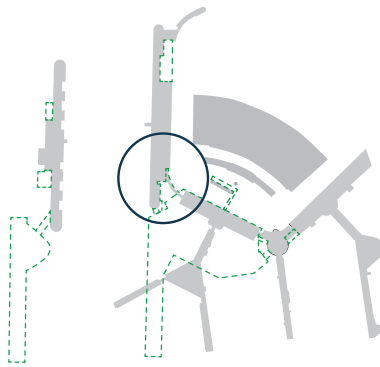
Terminal 1 | OGT Interface

View of T1 Concourse B, and OGT Facing East



Proposed Exterior Rendering

View from OGT to T1 Concourse B Facing North



Proposed Interior Rendering

View from OGT to T1 Concourse B Facing North



Proposed Interior Rendering

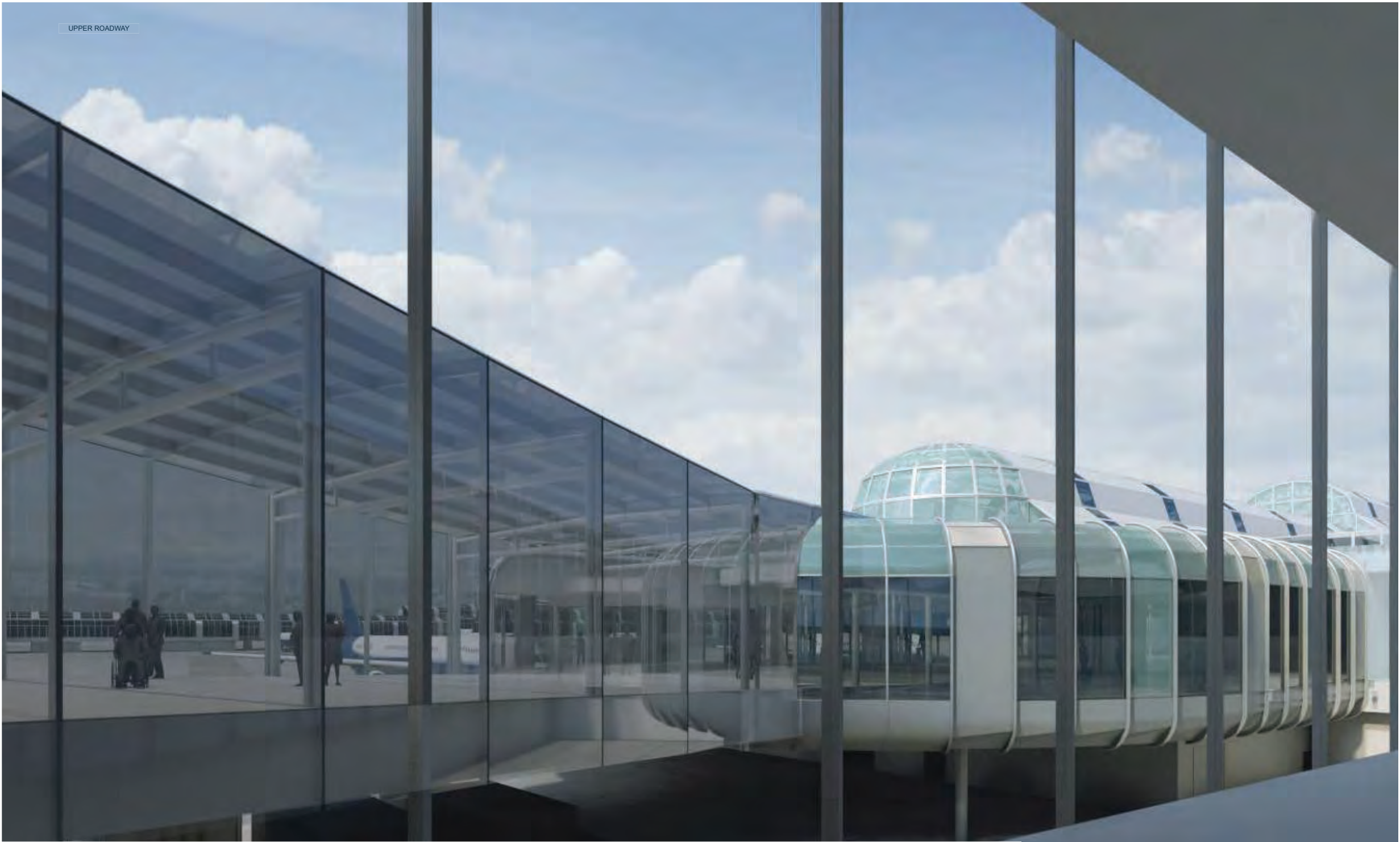
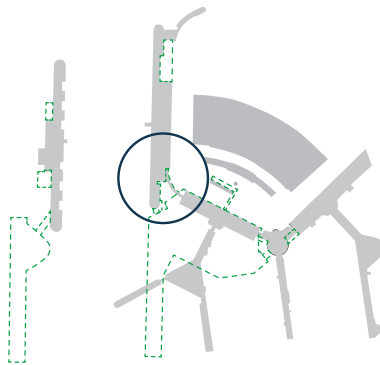
View from OGT to T1 Concourse B Facing North



Proposed Interior Rendering



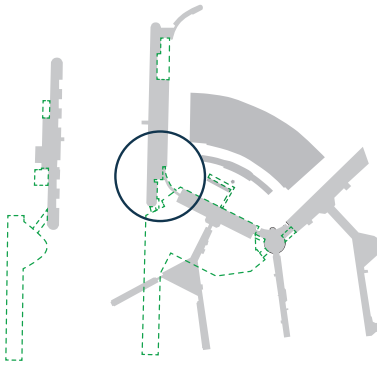
View from OGT to T1 Concourse B Facing North



*This view may not be publicly available

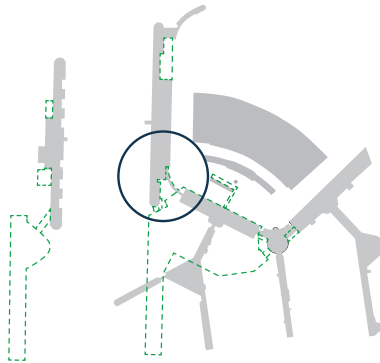
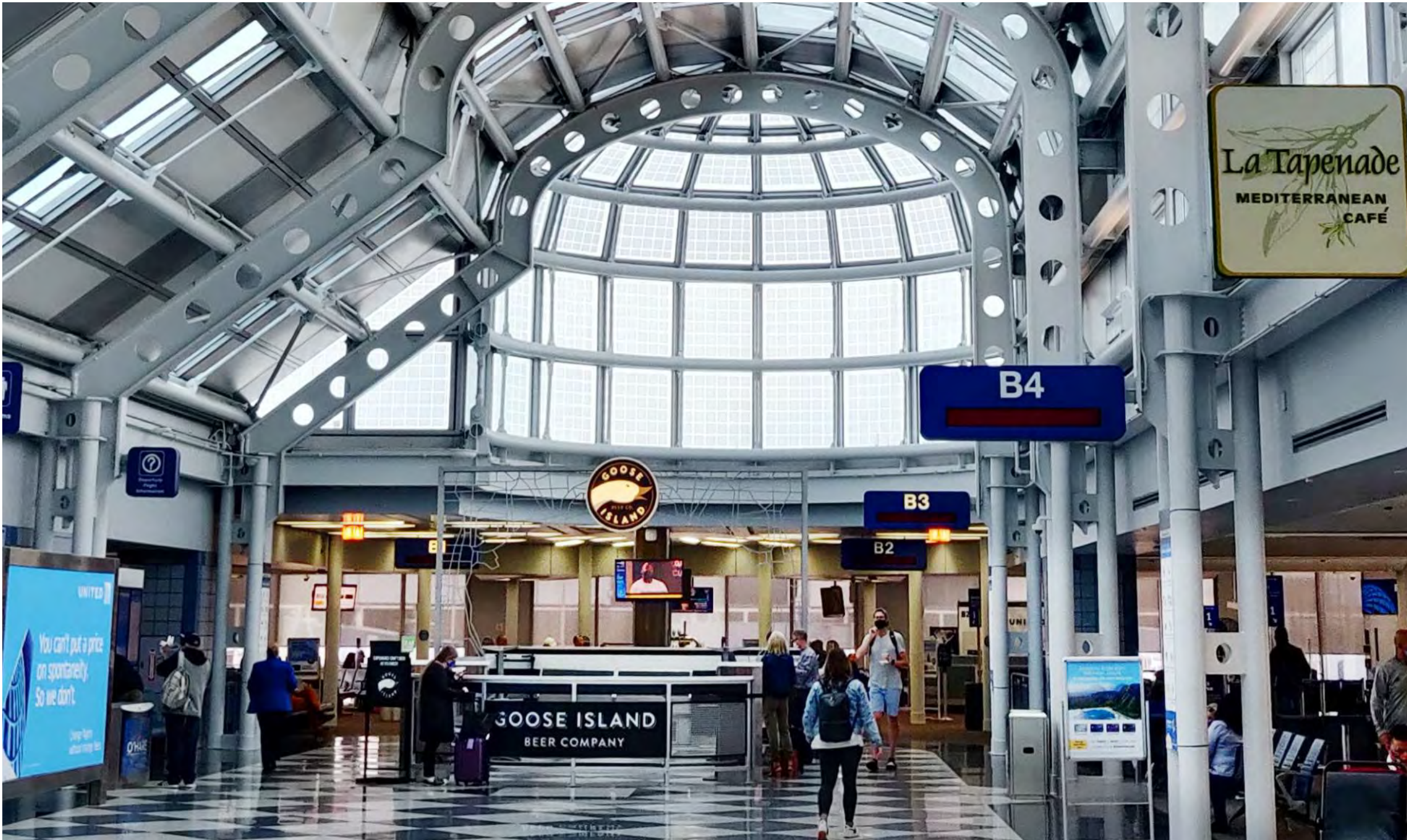
Proposed Interior Rendering

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



Proposed Exterior Rendering

Existing T1 Concourse B South End Facing South



Photograph
10/04/21

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

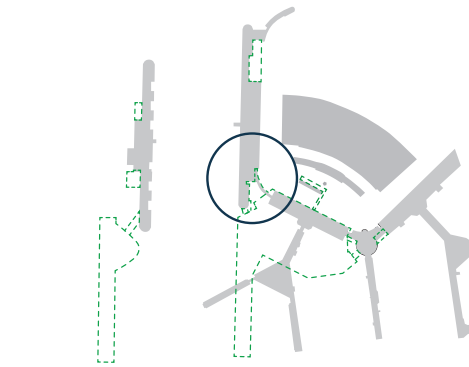
Existing Building Mounted Lighting to be Demolished

T1 CONC. B

EXISTING CHECKPOINT

UPPER ROADWAY

T1-T2 Connecting Walkway to be Demolished

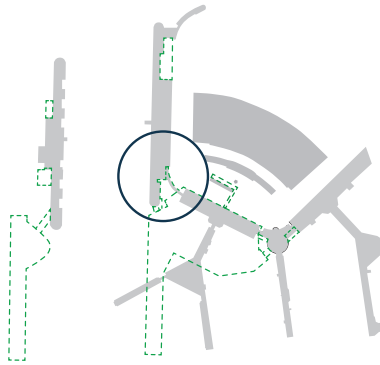
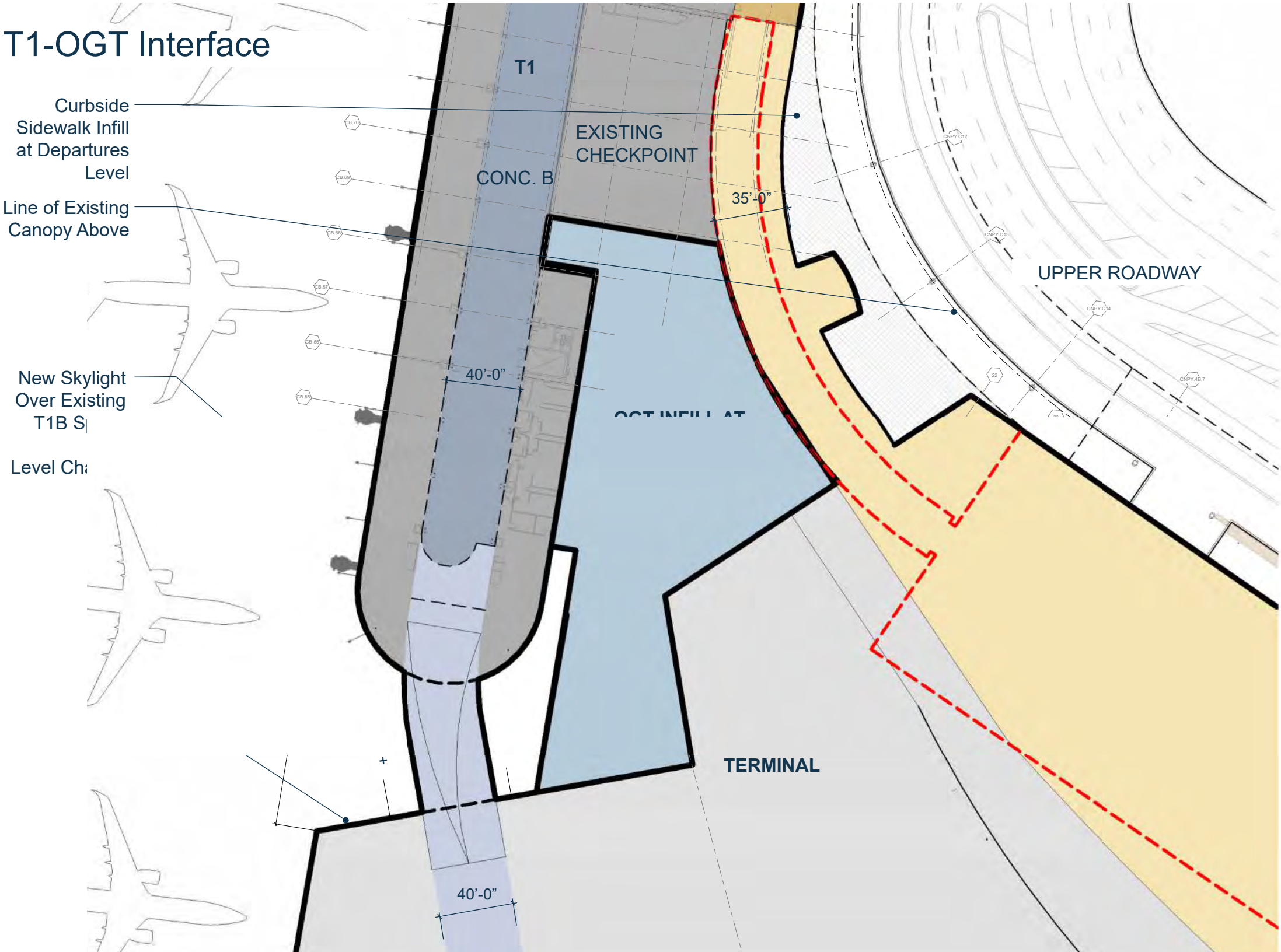


Proposed Demolition Plan



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



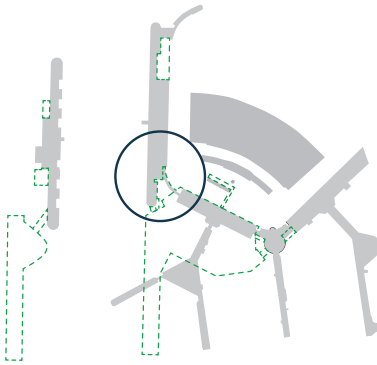
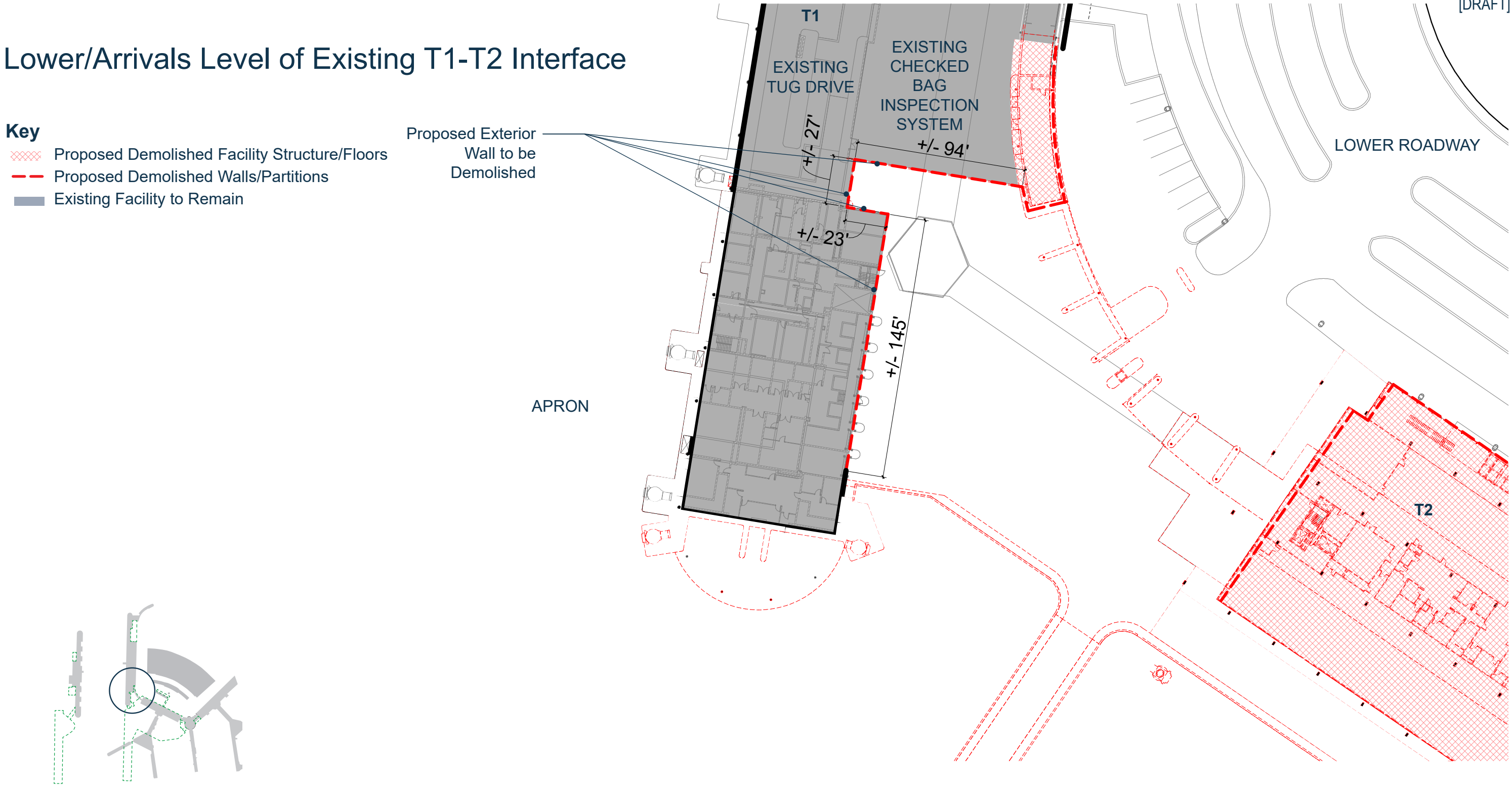
Proposed Upper/Departures Level Plan



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



Lower/Arrivals Level of T1-OGT 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
Conveyors

Guard Post #7
Closed

Baggage
Conveyors
Transfer to
Basement
Level (6 total)

New Loading
Dock Under
New Connector

Ramp Down to Apron Required
to Accommodate Loading Dock
and Trash Collection Area
Under Connector

DEPRESSED
APRON
ELEVATION
+647'-0" MSL

O'HARE GLOBAL
TERMINAL

Vehicular Access from
Landside to Airside No
Longer Viable - Guard
Post 7 Closed

LOWER ROADWAY

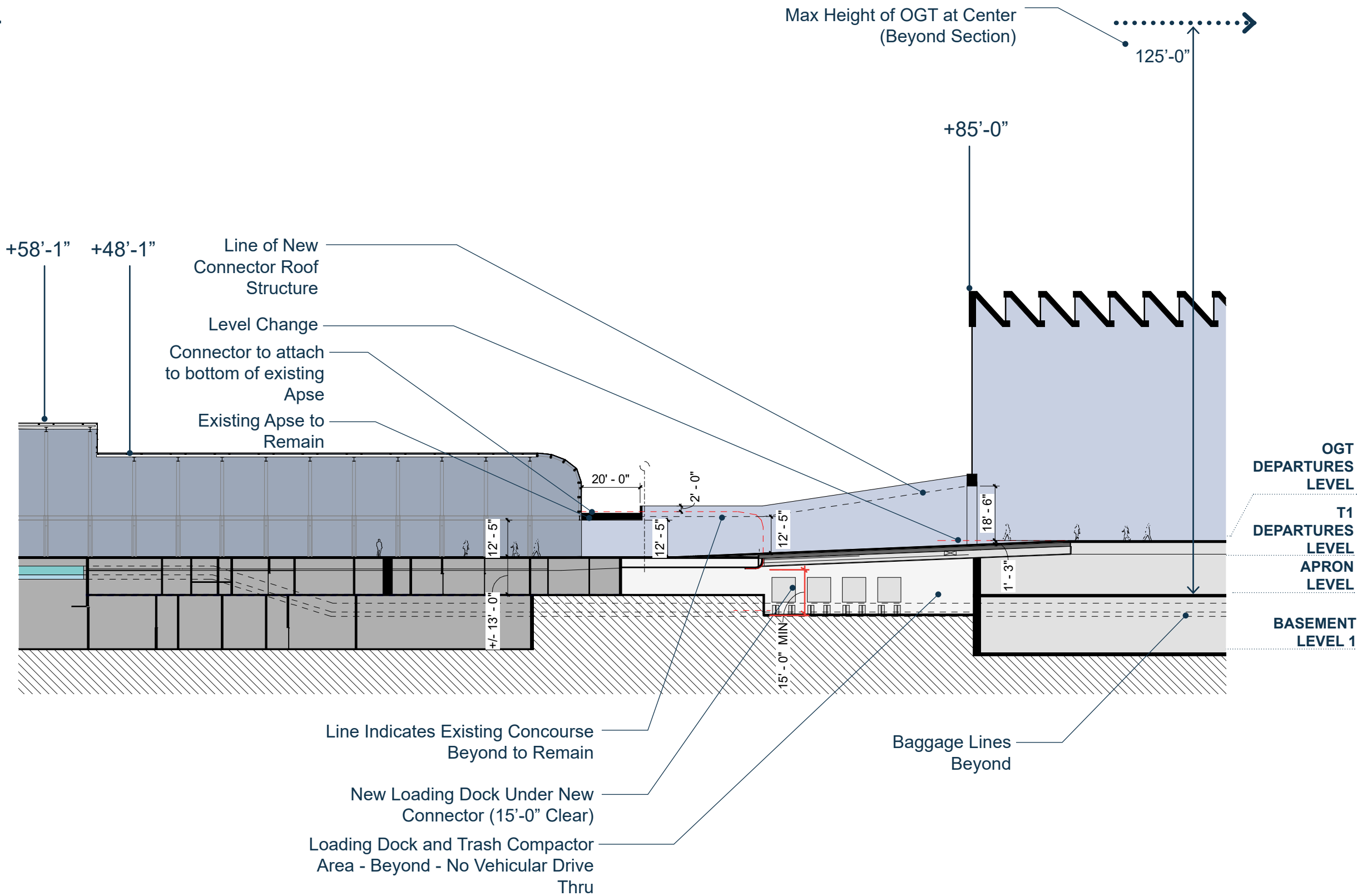
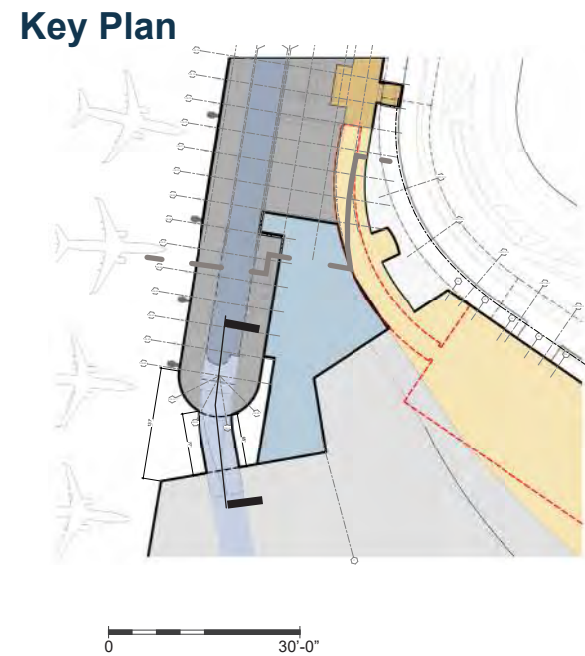
LANDSIDE
ELEVATION
+649'-0" MSL

Proposed Lower/Arrivals Level Plan



T1 Concourse B - OGT

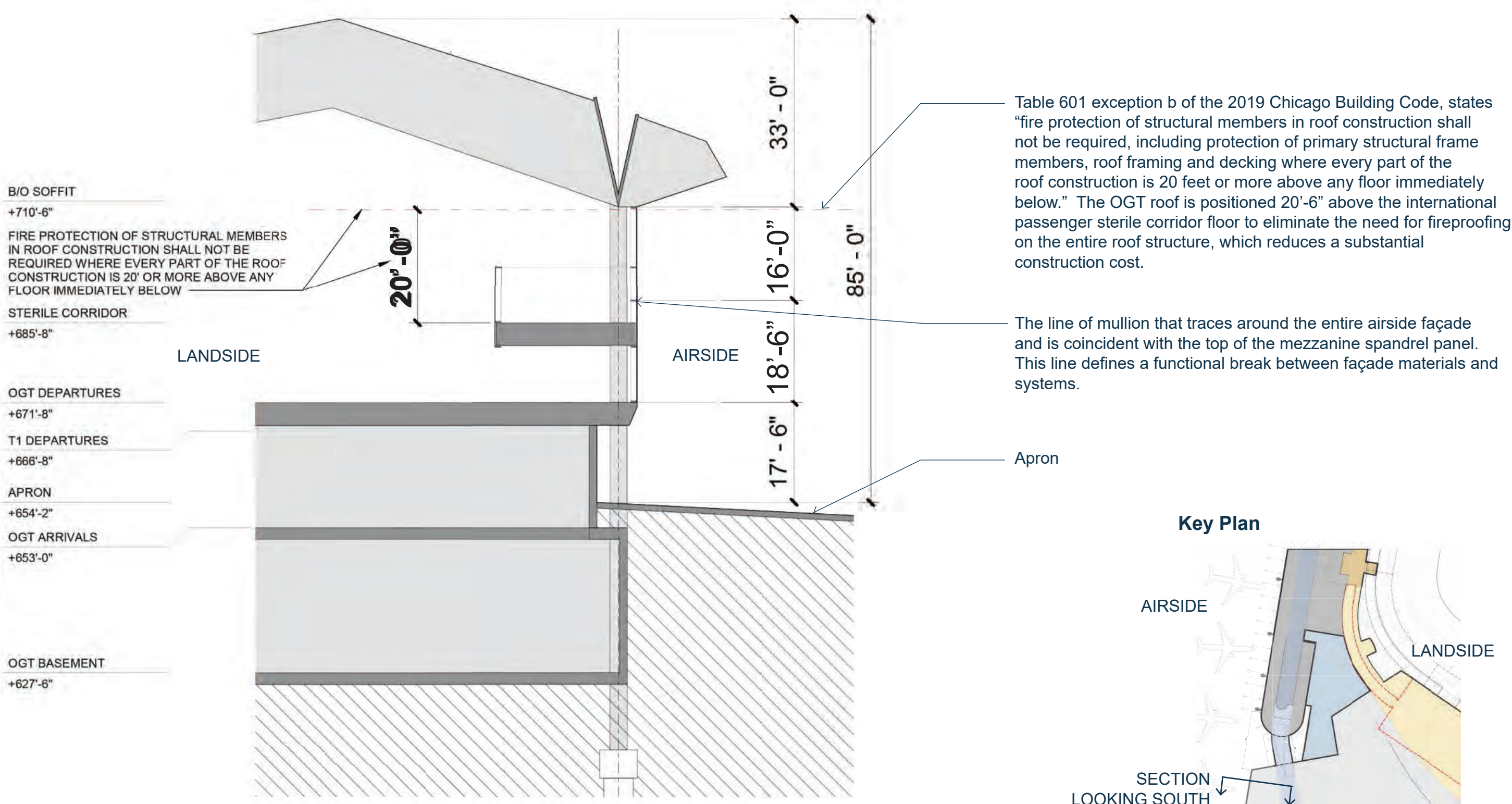
- Key
- Existing Facility to Remain
 - Existing Airside Circulation
 - Proposed Exterior Enclosure
 - Proposed Facility
 - Proposed Airside Circulation
 - Proposed Baggage Conveyor
 - Proposed Conveyor Clearance



Proposed Section View



Section through OGT near T1 Interface



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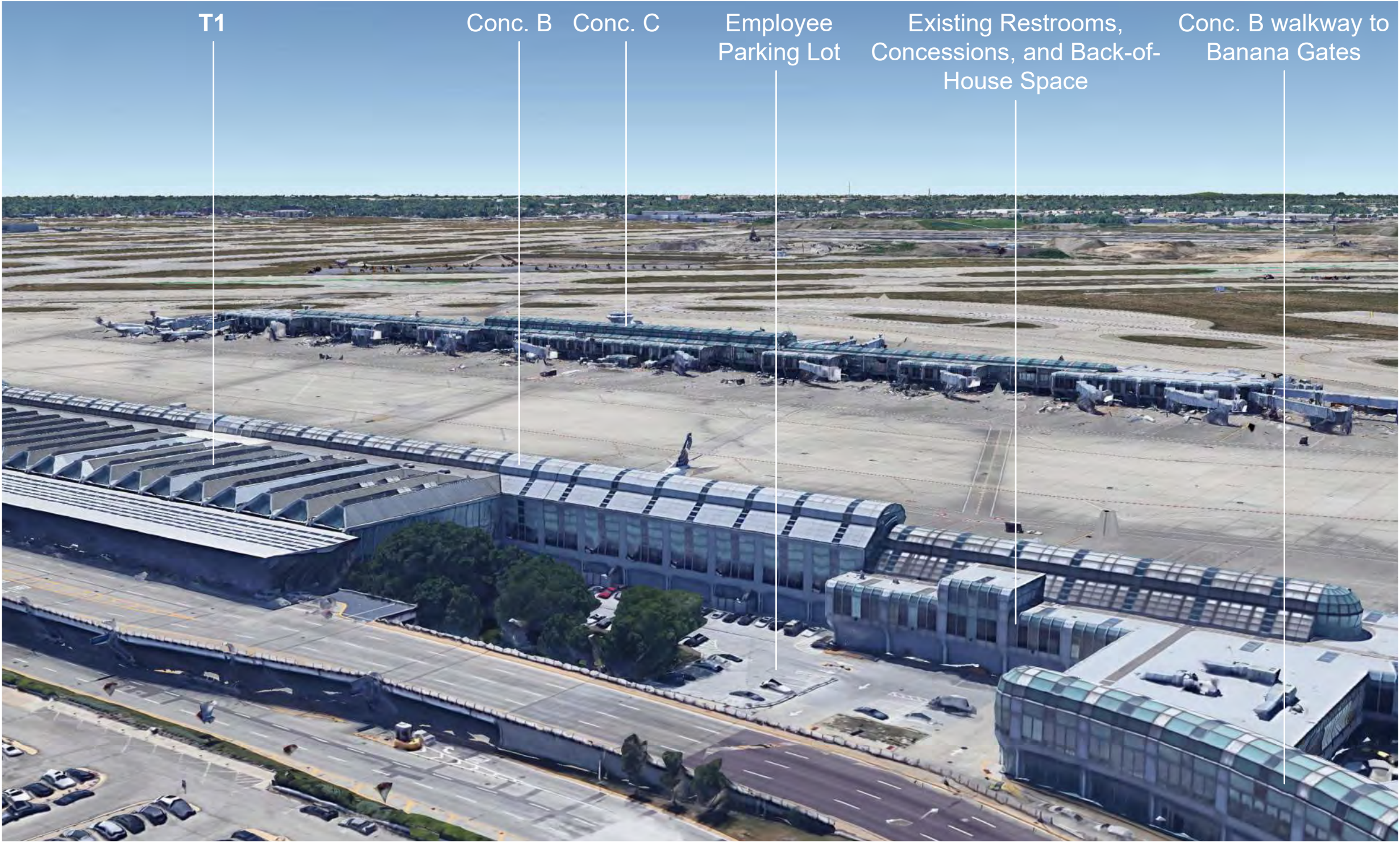


PROPOSED TERMINAL 1 CONCOURSE B NORTHEAST END EXPANSION





Existing T1, Concourse B, Concourse C



Existing Facility Aerial
Source: Google Earth - November 2019



T1, Concourse B, Northeast End Expansion



Proposed Exterior Rendering



Existing T1 Curbside Interface Facing North

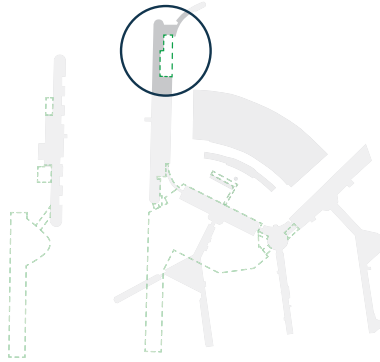
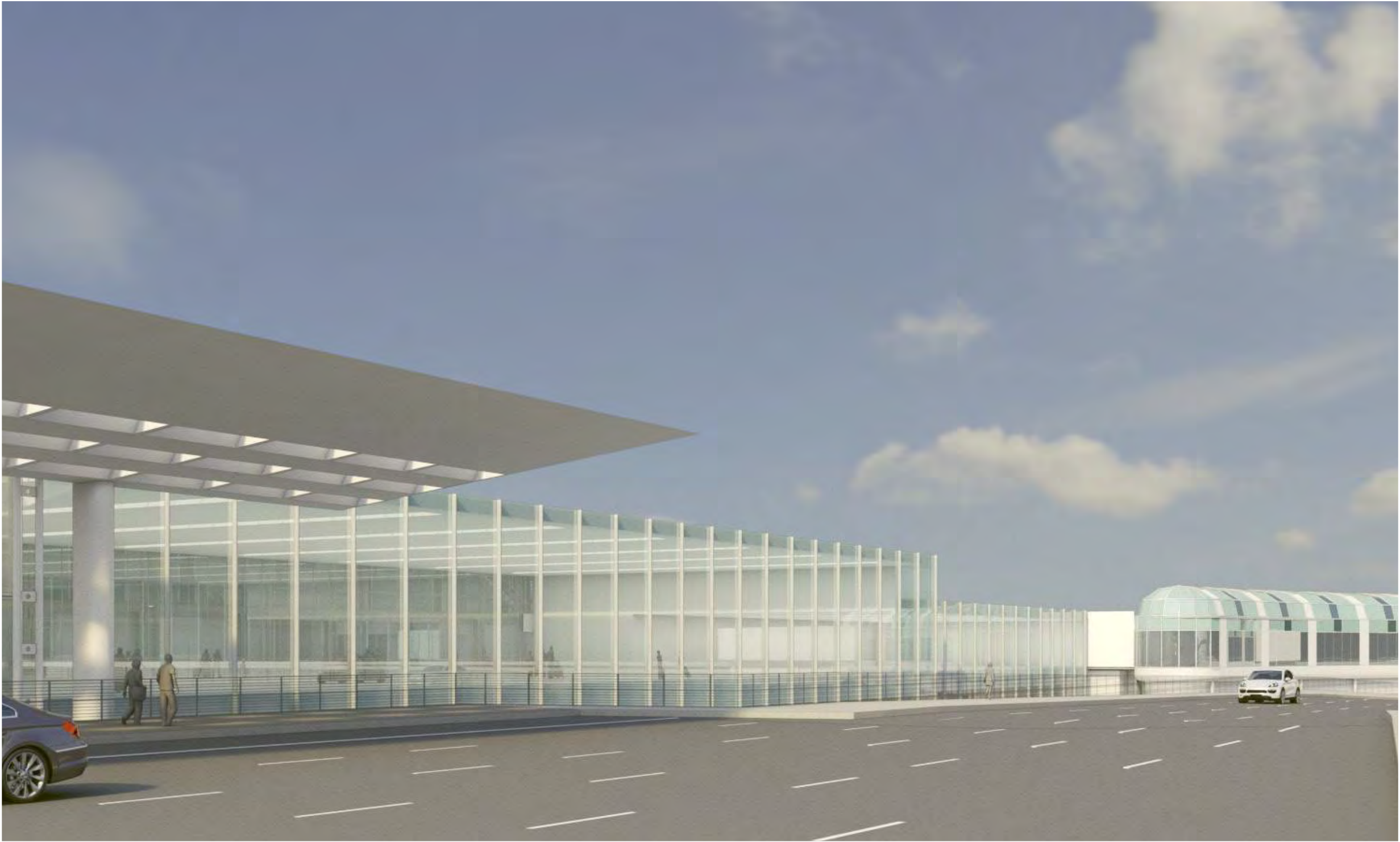
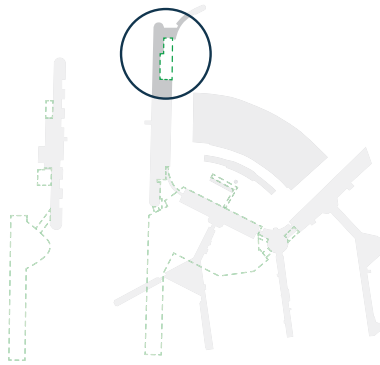


Photo from Upper Roadway
Source: Google Earth December 2019



T1 Concourse B Northeast End Expansion Curbside Interface Facing North



Proposed Rendering from Roadway

Existing T1 Curbside Interface Facing North

Key
— Proposed Interface Line

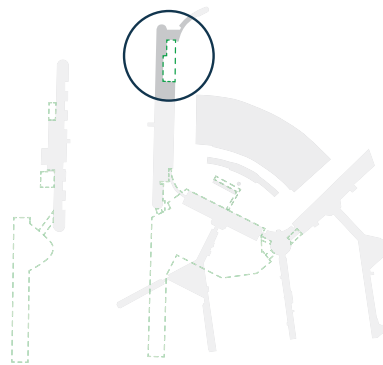
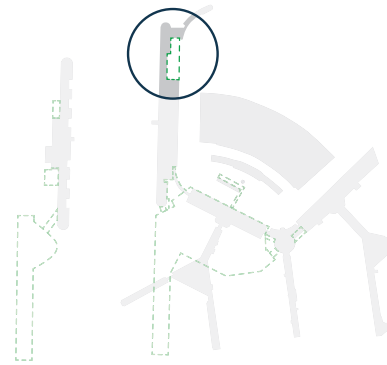


Photo
1/14/2020

T1 Concourse B Northeast End Expansion Interface Facing North



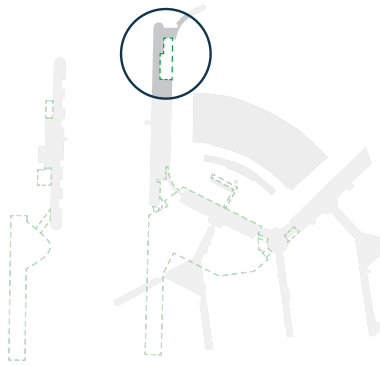
Proposed Interior Rendering



T1 Concourse B Northeast End Expansion Interface Facing South

Existing Concourse B

T1 Upper Level Curbside



Proposed Interior Rendering



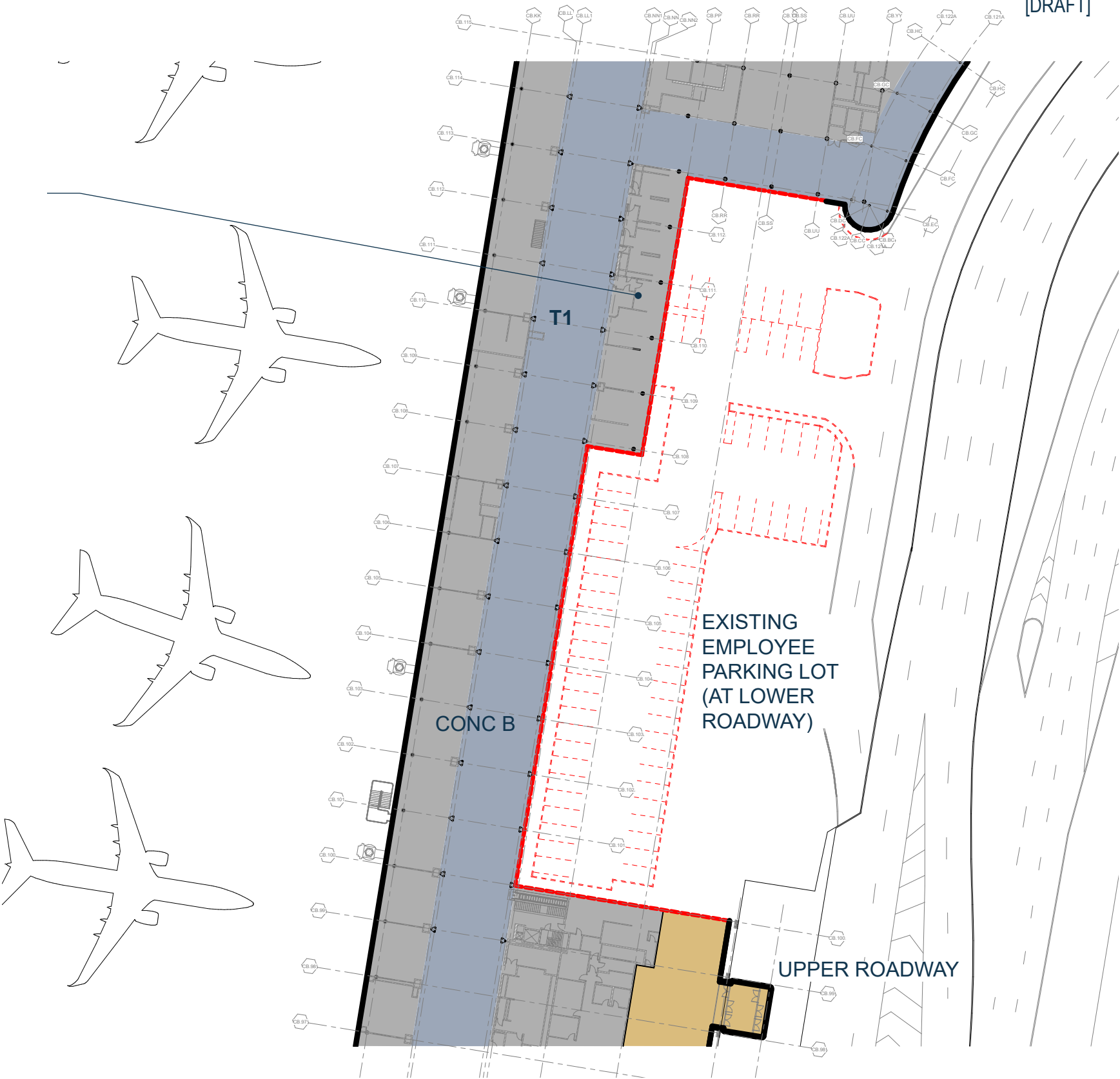
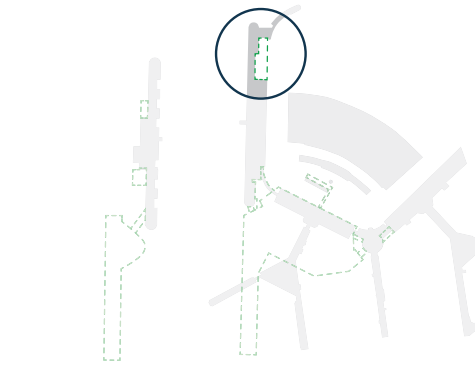
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Upper/Departures Level of Existing T1

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

Existing
Restrooms,
Concessions and
back of house
space

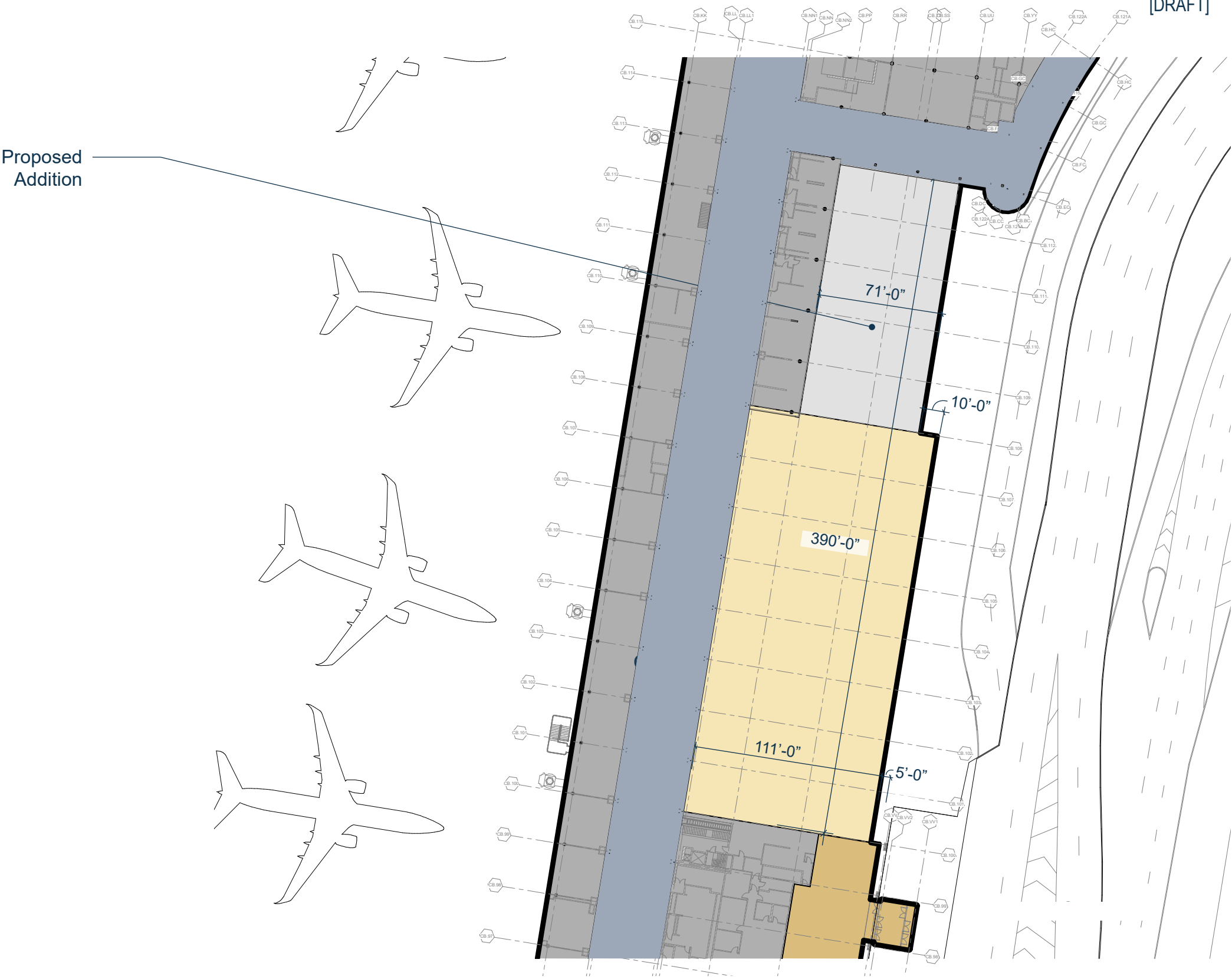


Proposed Upper/Departures Level Demolition Plan

Upper/Departures Level T1 Addition

Key

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

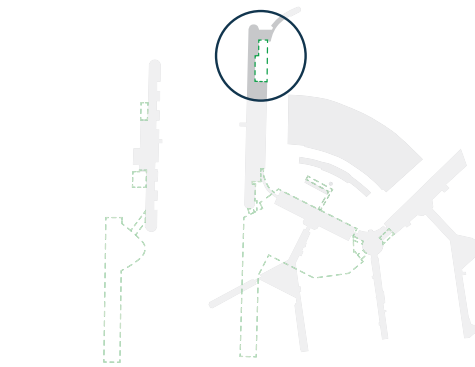


Proposed Upper/Departures Level Plan



Lower/Arrivals Level of Existing T1

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

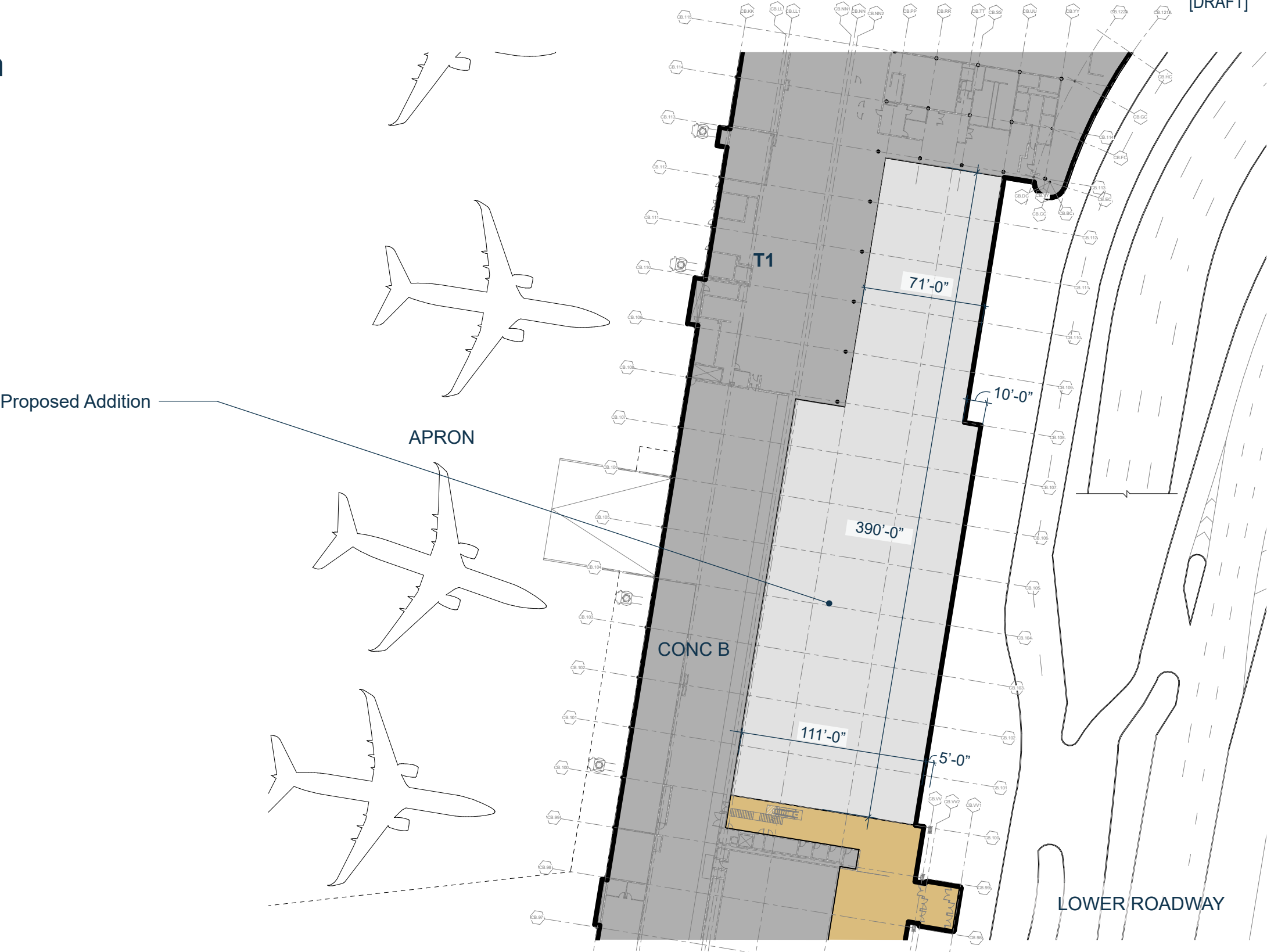


Proposed Lower/Arrivals Level Demolition Plan



Lower/Arrivals Level T1 Addition

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

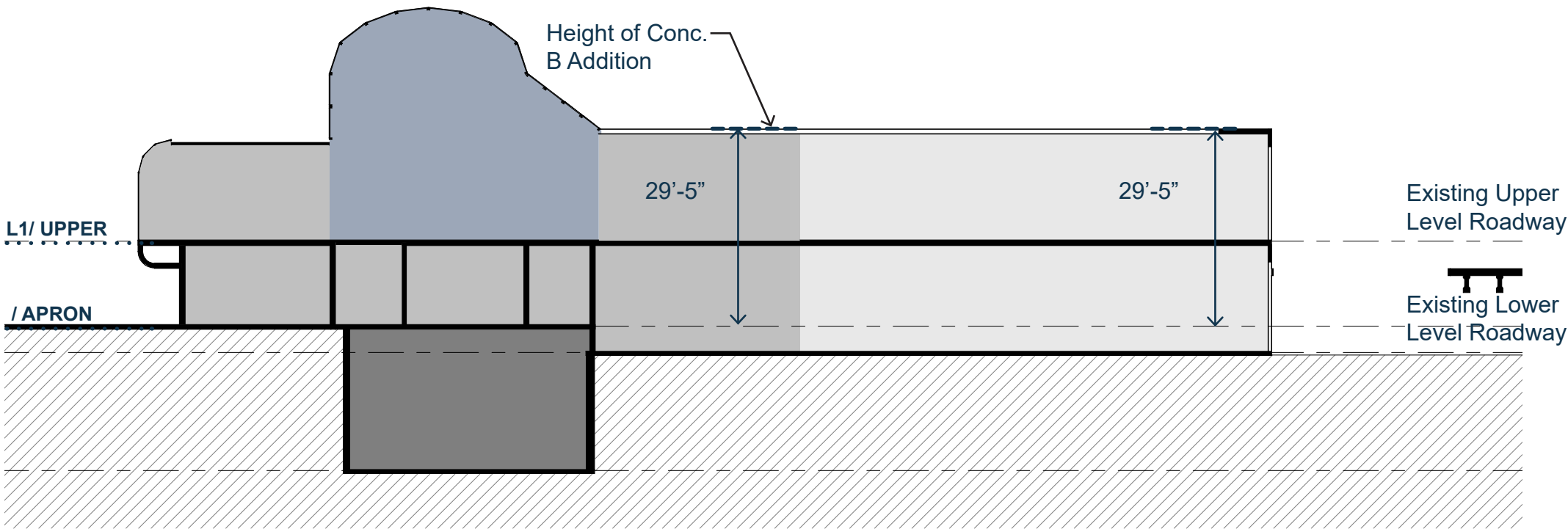


Proposed Lower/Arrivals Level Plan

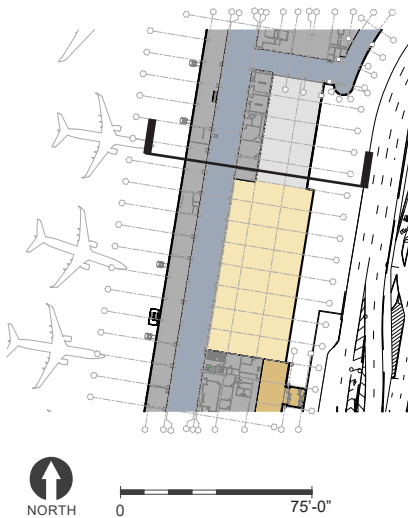


T1 Concourse B Northeast End Expansion

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



Key Plan



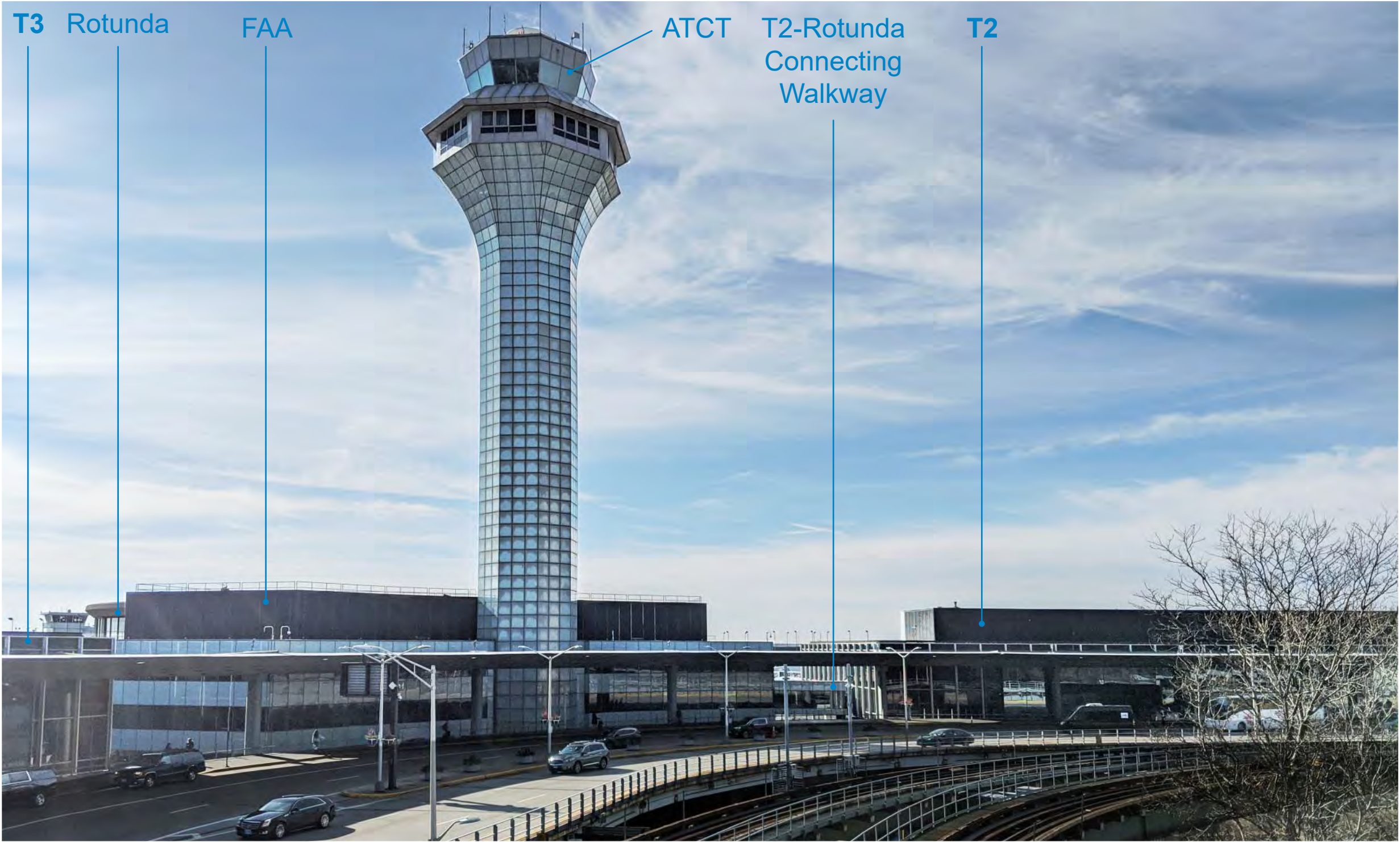
Proposed Section View



PROPOSED INTERFACE: ROTUNDA, O'HARE GLOBAL TERMINAL, AND TERMINAL 3



Existing Rotunda, T2, and T3 Curbside Interface Facing West



Existing Facility from Parking Garage
11/24/19



View of Rotunda, OGT, and T3 Curbside Interface Facing West



Proposed Exterior Rendering



OGT | Rotunda | Terminal 3 Interface

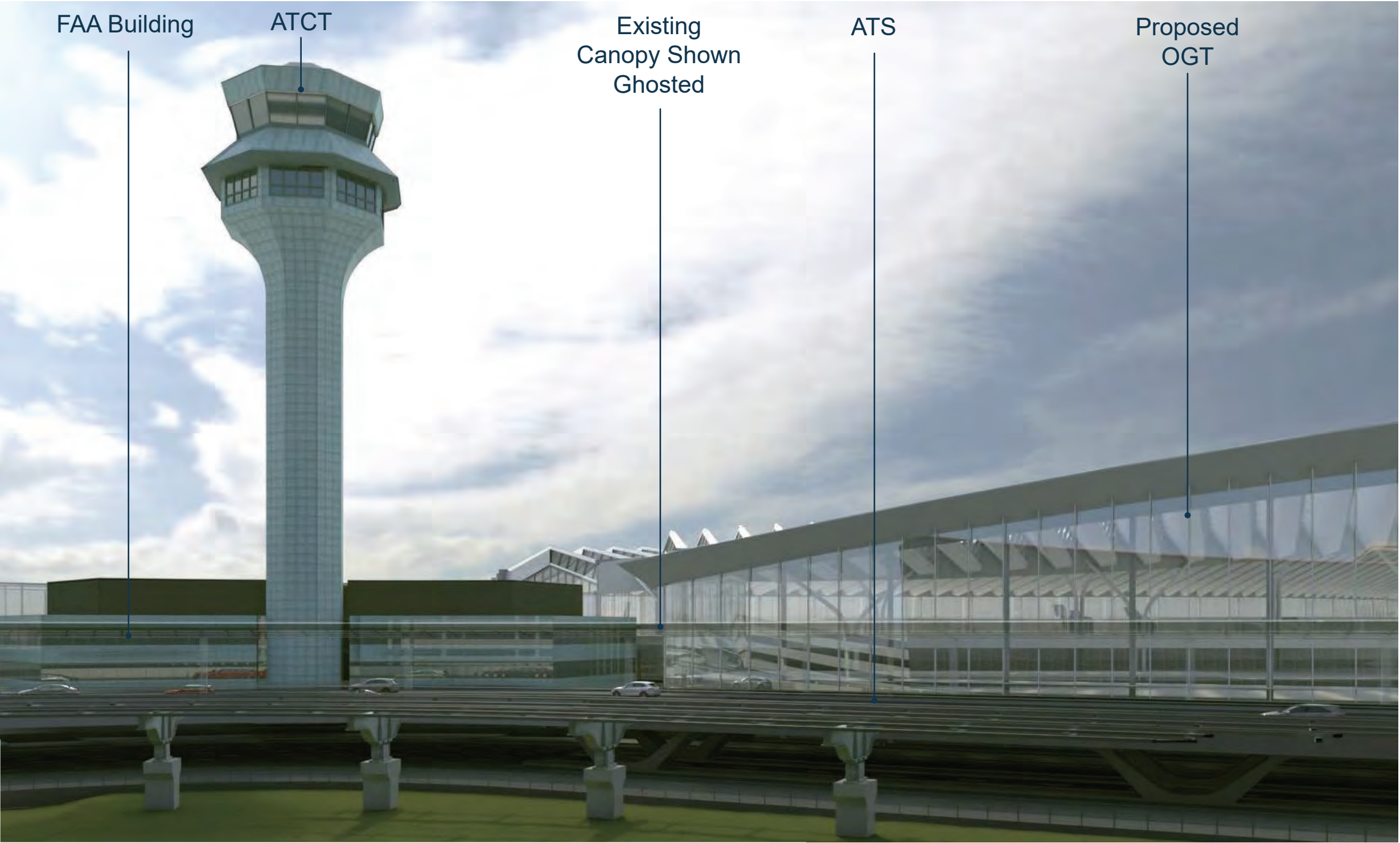
View of OGT, FAA Building, and ATCT Facing South



Proposed Exterior Rendering



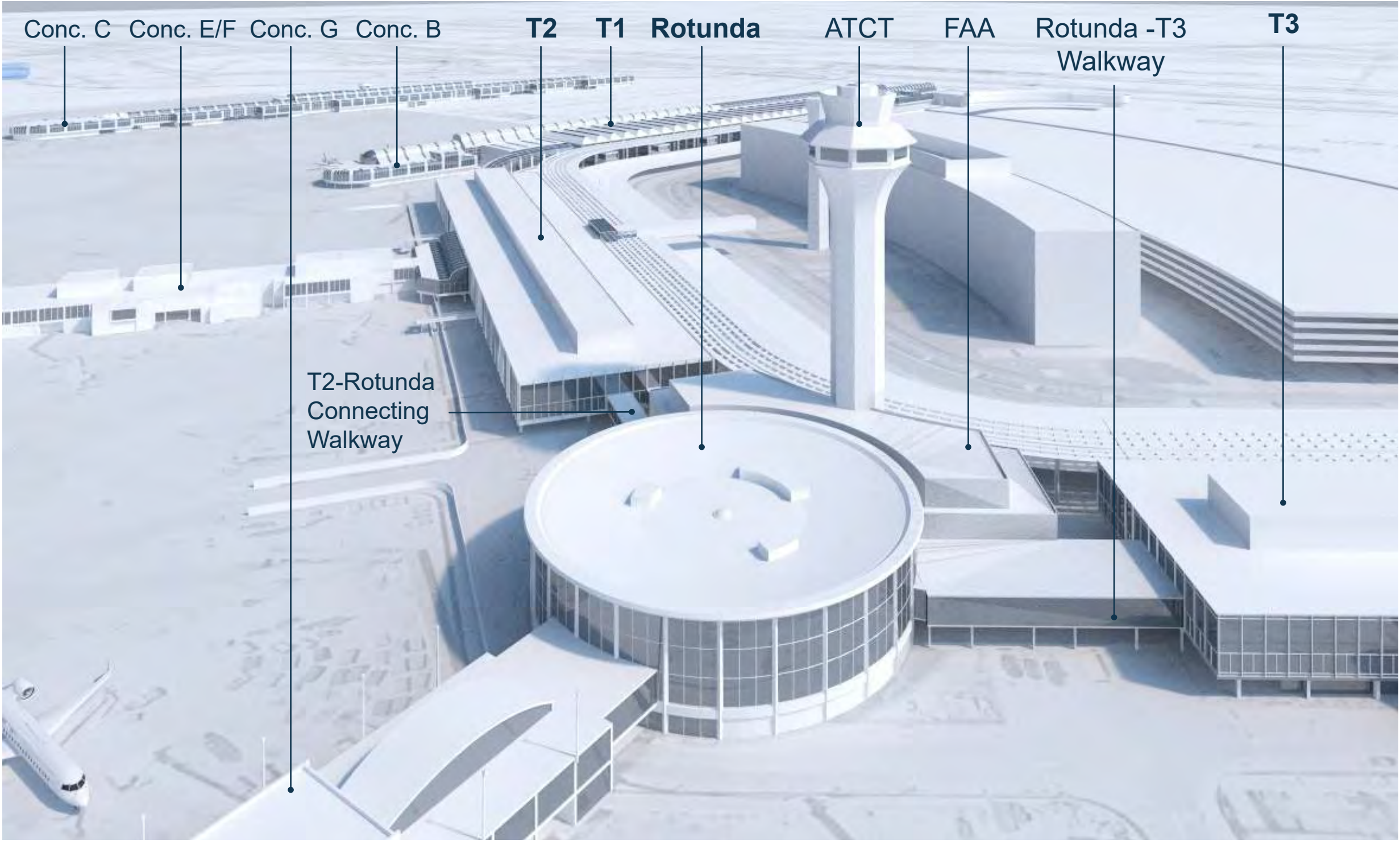
OGT | Rotunda | Terminal 3 Interface
View of OGT, FAA Building, and ATCT Facing South



Proposed Exterior Rendering



View of Existing Rotunda, T2, and T3 Airside Interface



Exterior Rendering



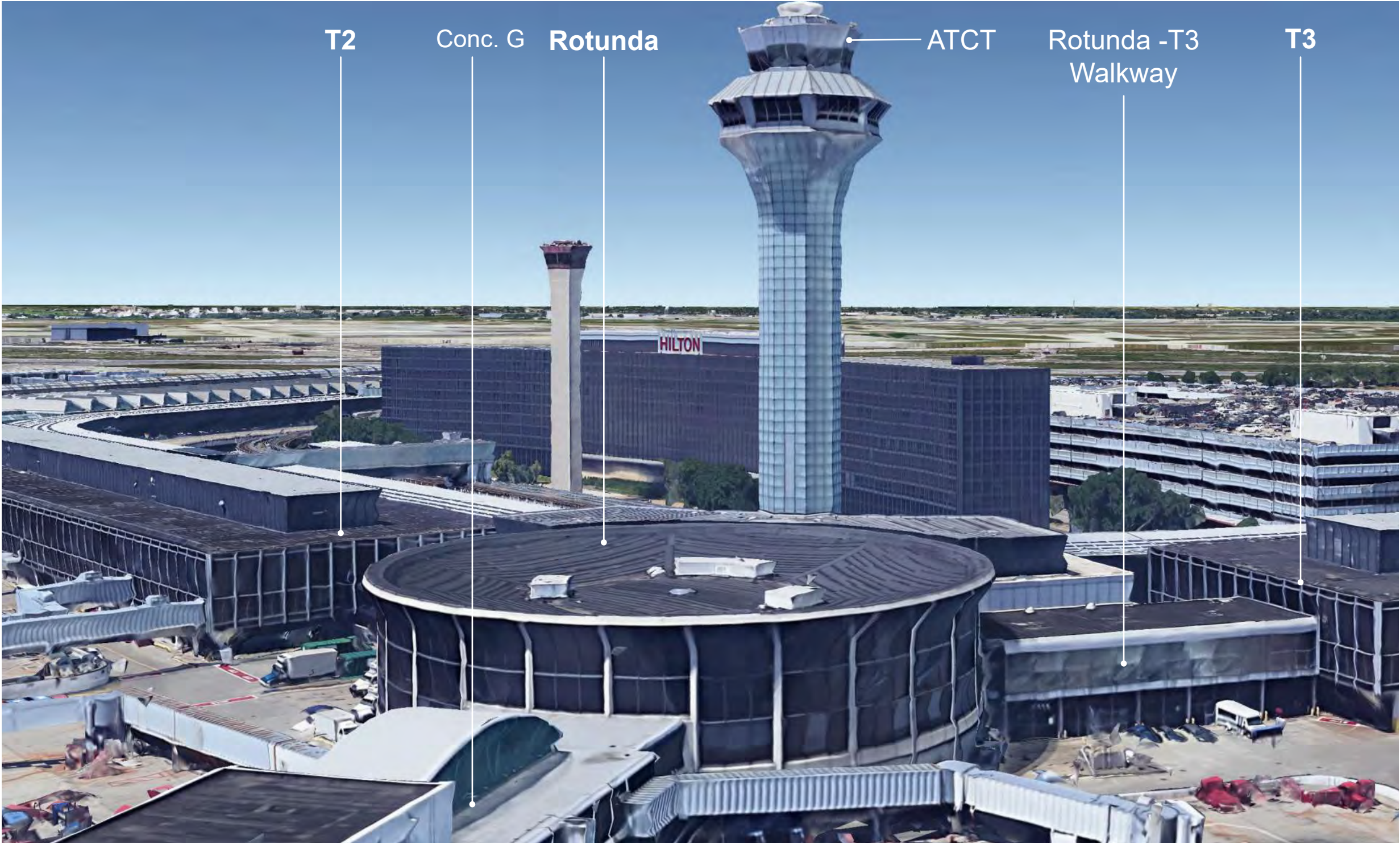
Existing Rotunda, T2, and T3 Airside Interface



Aerial View
Source: Google Earth - November 2019



Existing Rotunda, T2, and T3 Airside Interface Facing North
Rotunda - T2

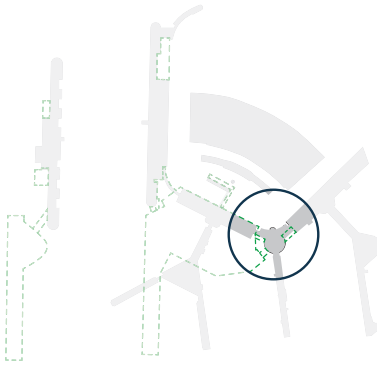


Aerial View
Source: Google Earth - November 2019

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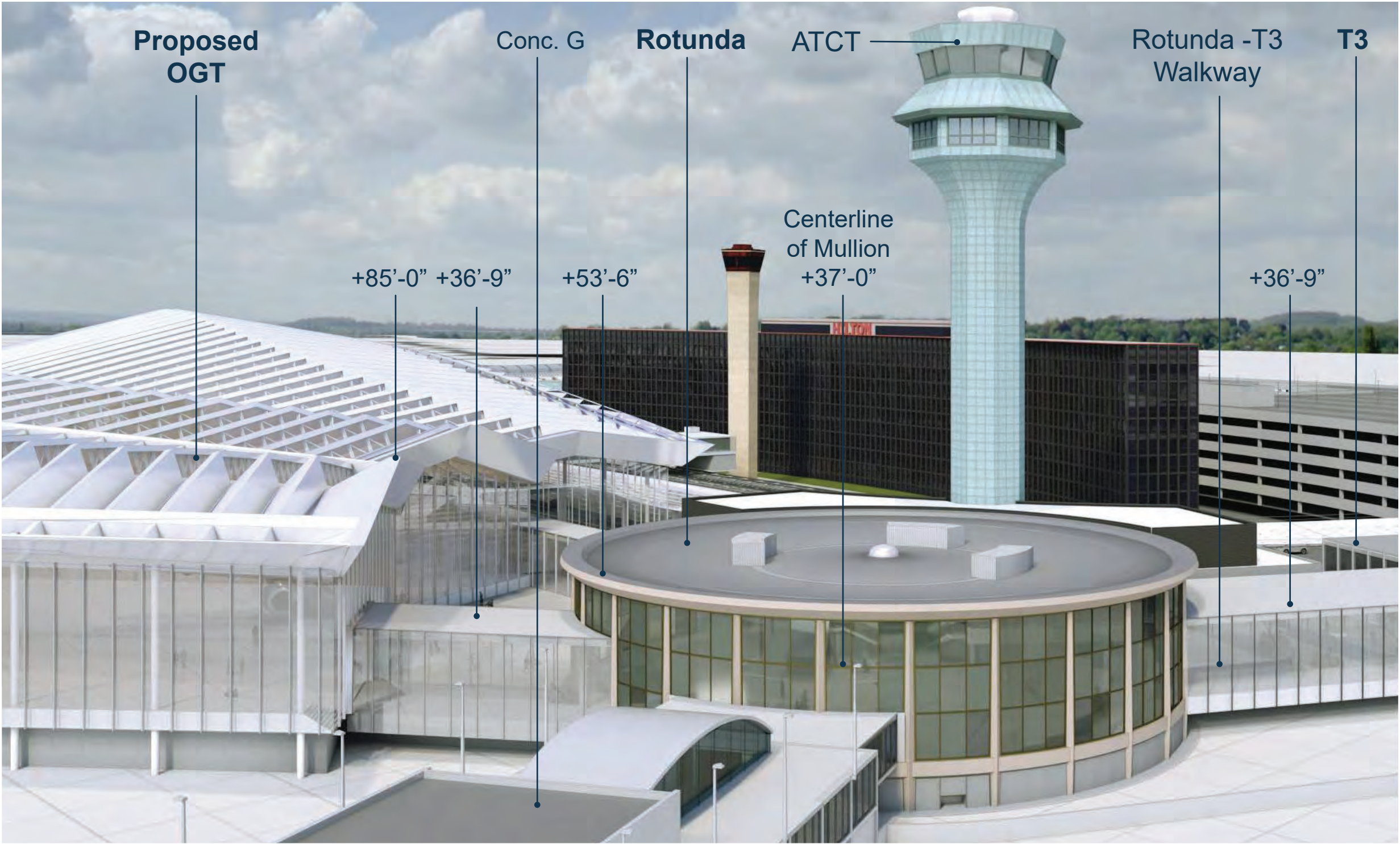
View of Rotunda, T2, and T3 Airside Interface Facing North



Existing Exterior Rendering



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

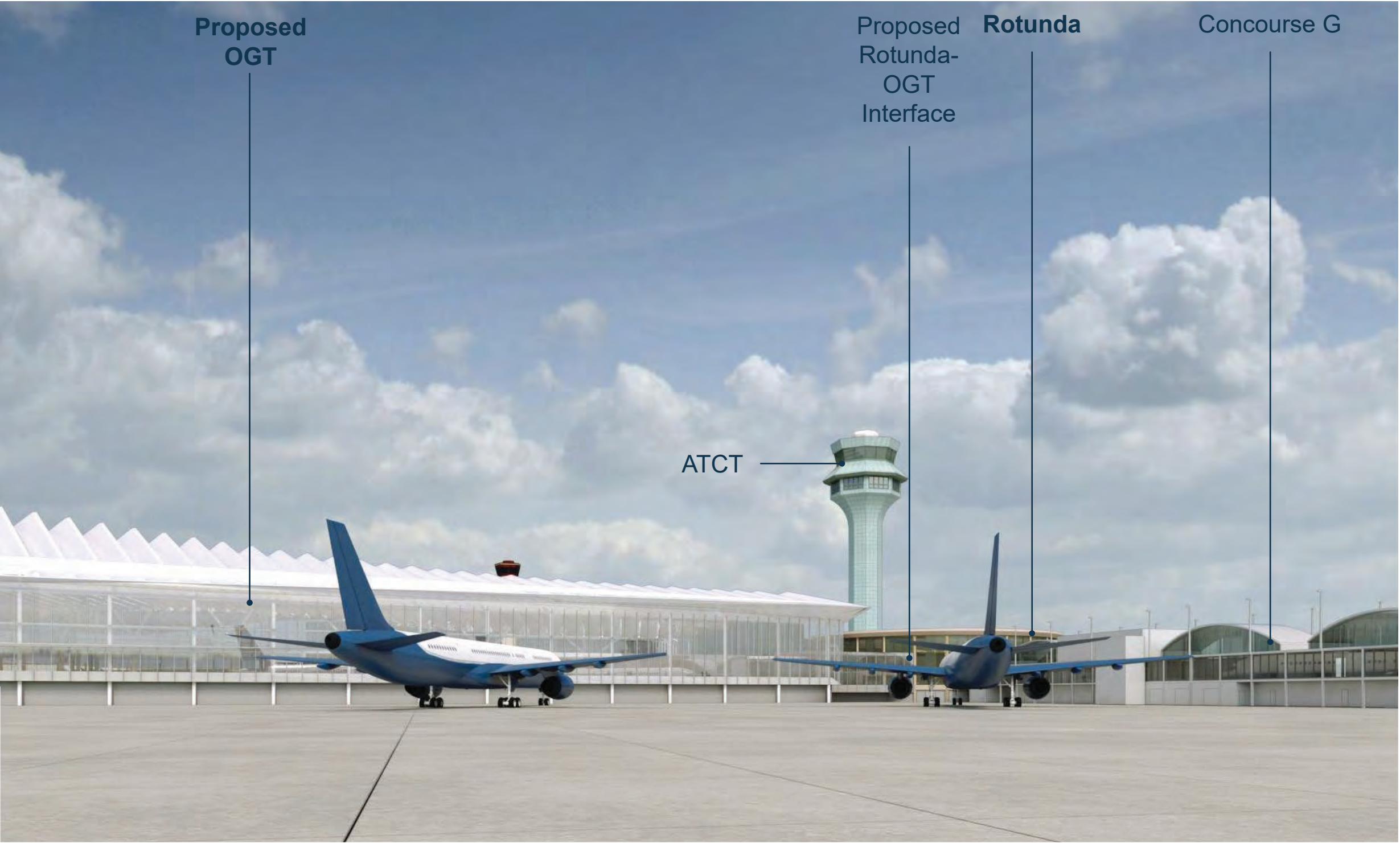


Proposed Exterior Rendering



OGT | Rotunda | Terminal 3 Interface

View of OGT, Rotunda, and Concourse G Facing North

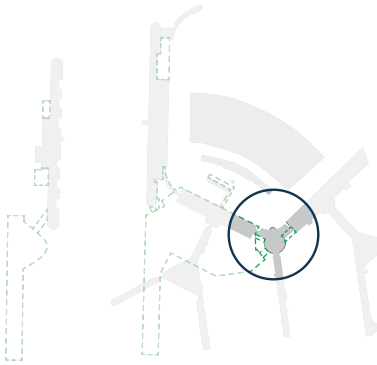
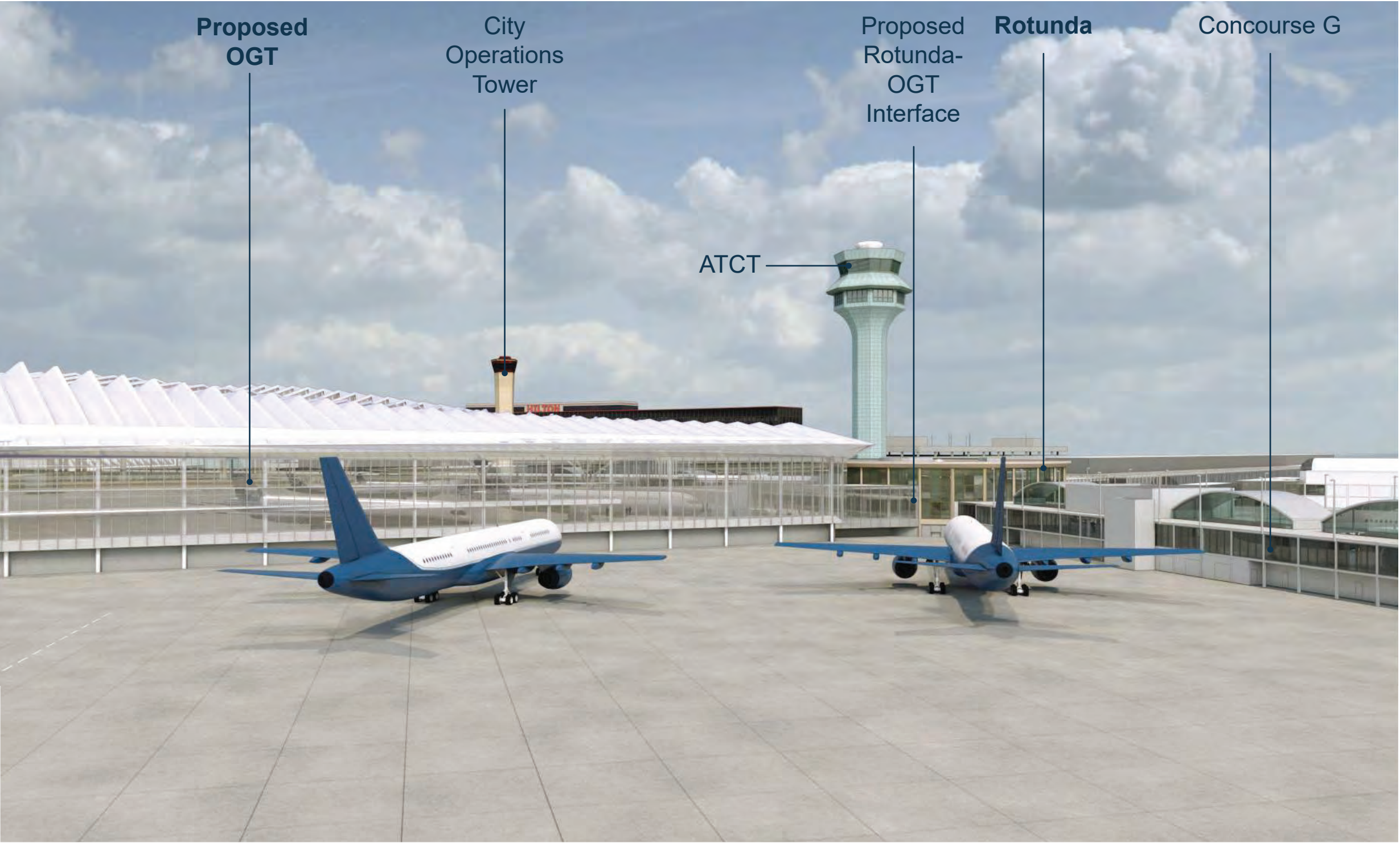


Proposed Exterior Rendering



OGT | Rotunda | Terminal 3 Interface

View of OGT, Rotunda, and Concourse G Facing North

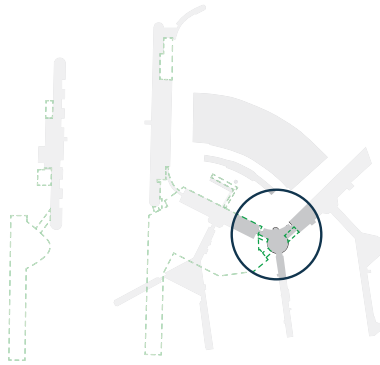
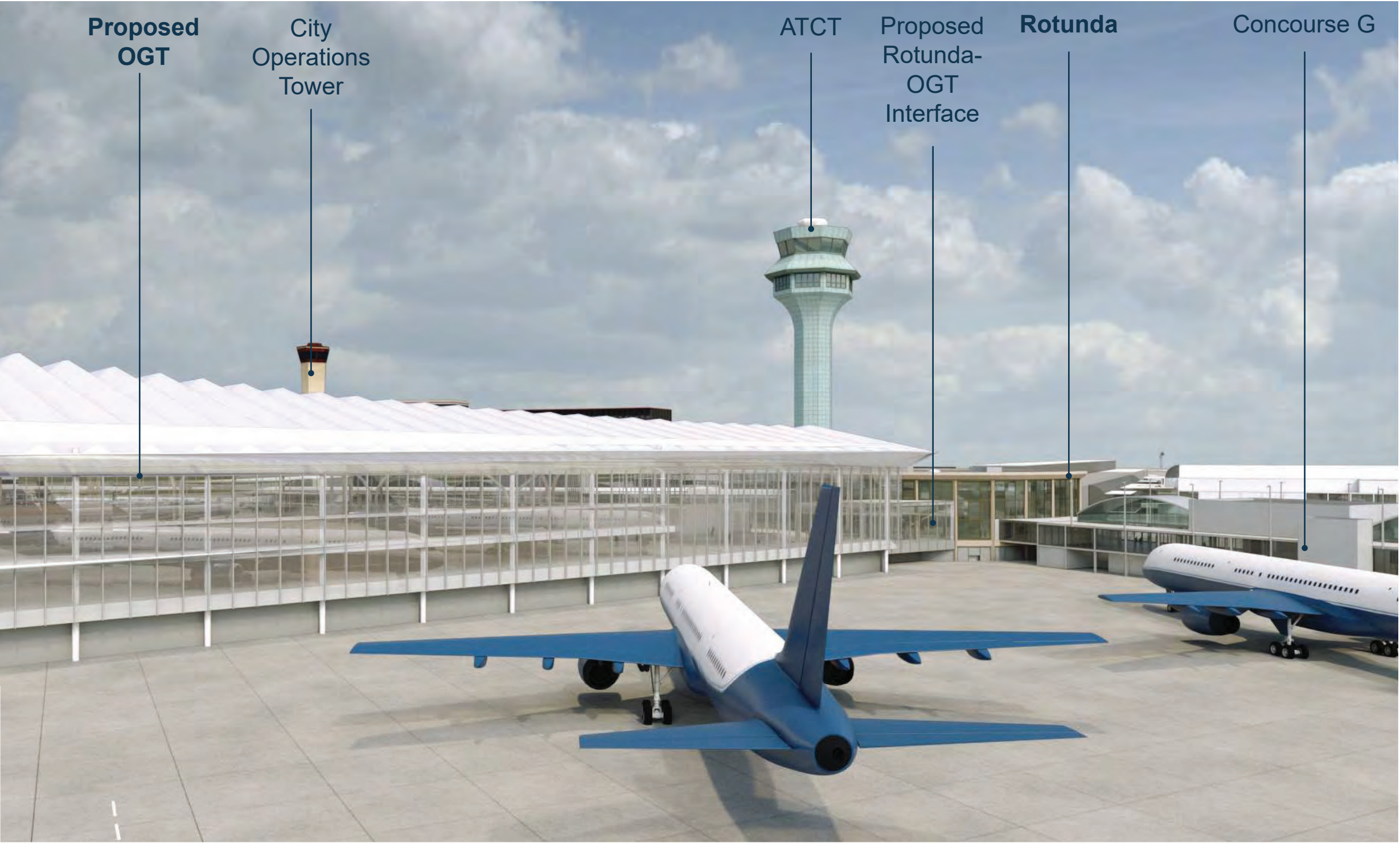


Proposed Exterior Rendering



OGT | Rotunda | Terminal 3 Interface

View of OGT, Rotunda, and Concourse G Facing North

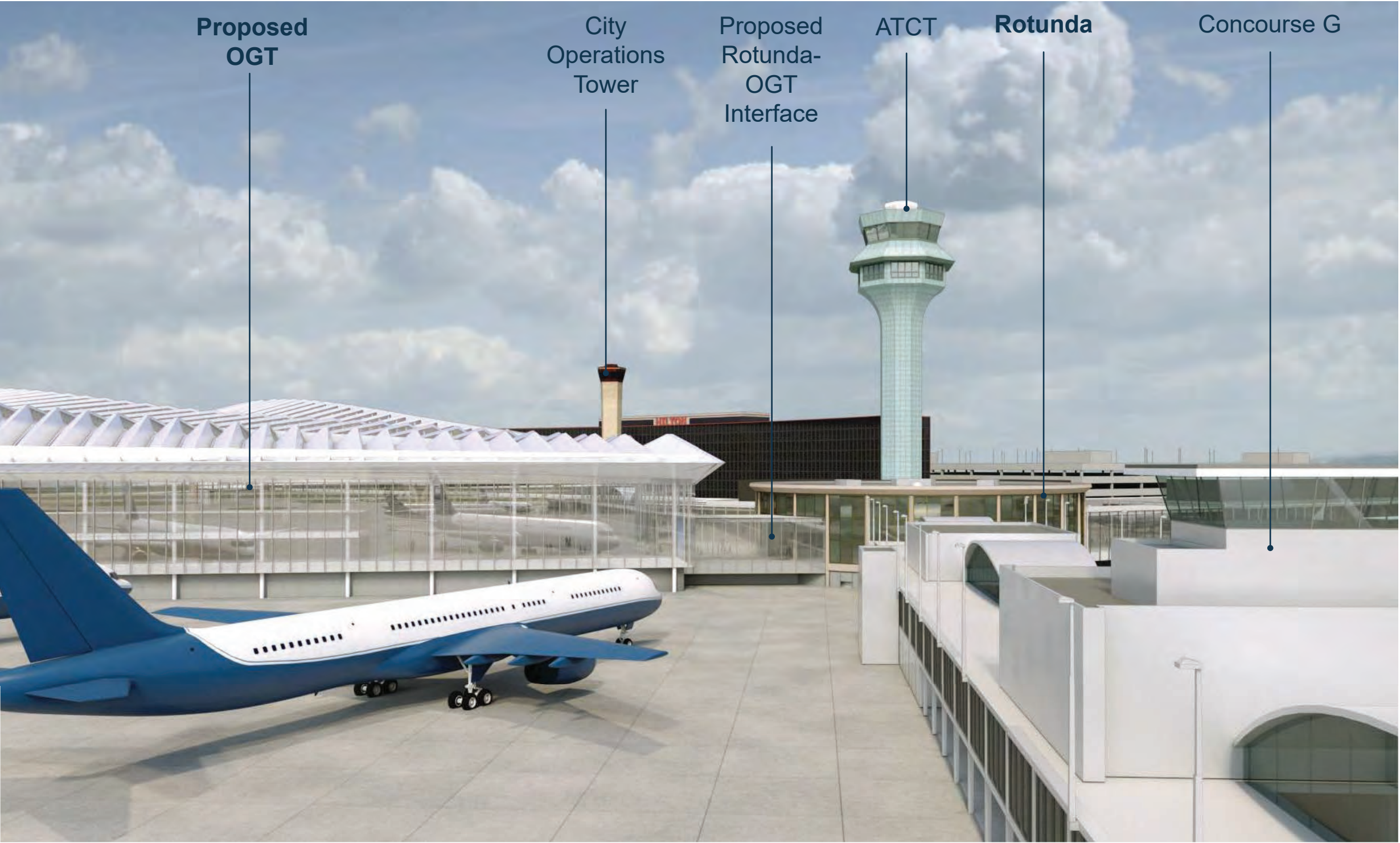


Proposed Exterior Rendering



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 Northwest

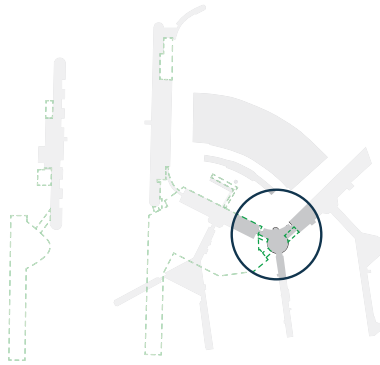
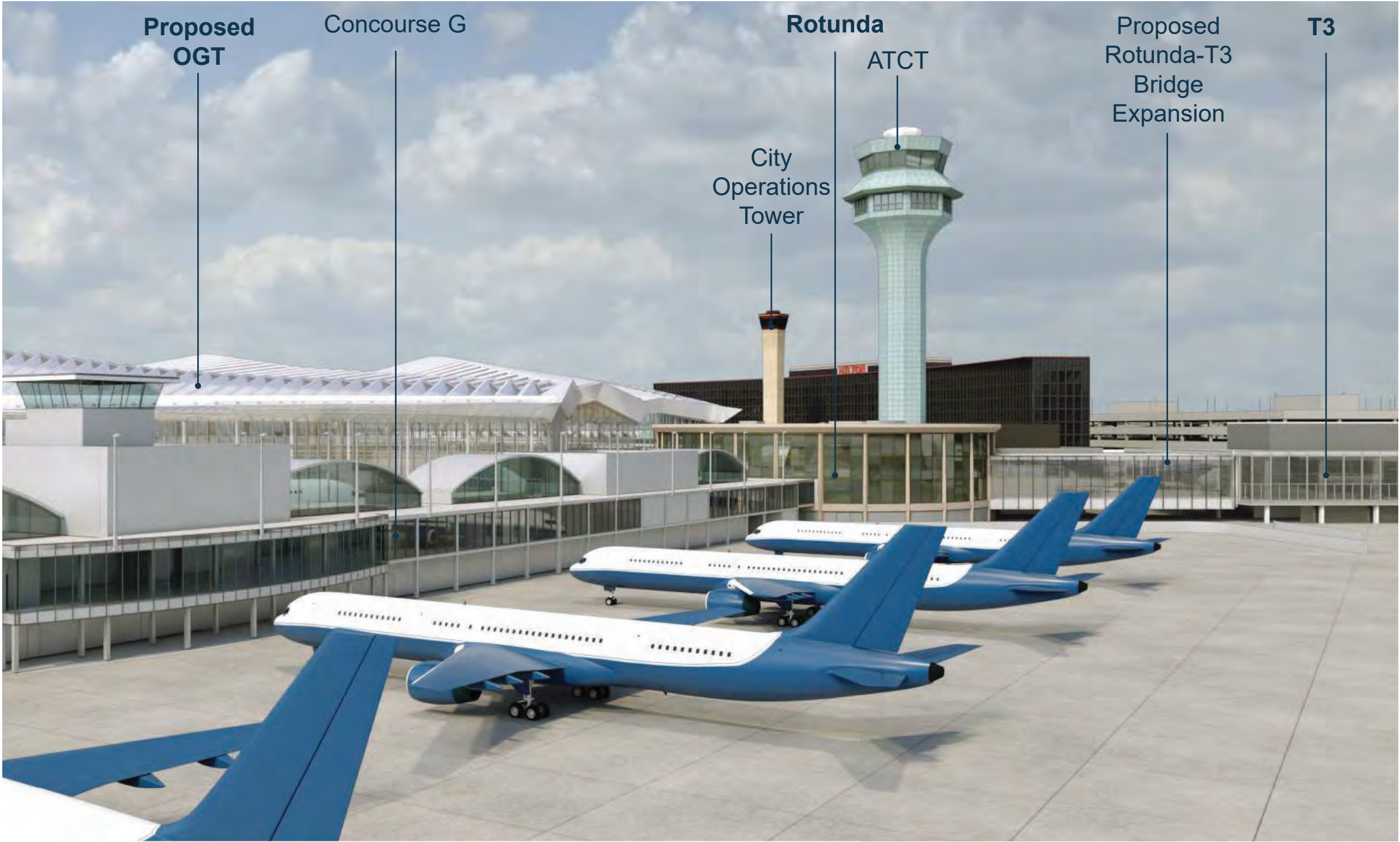


Proposed Exterior Rendering



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

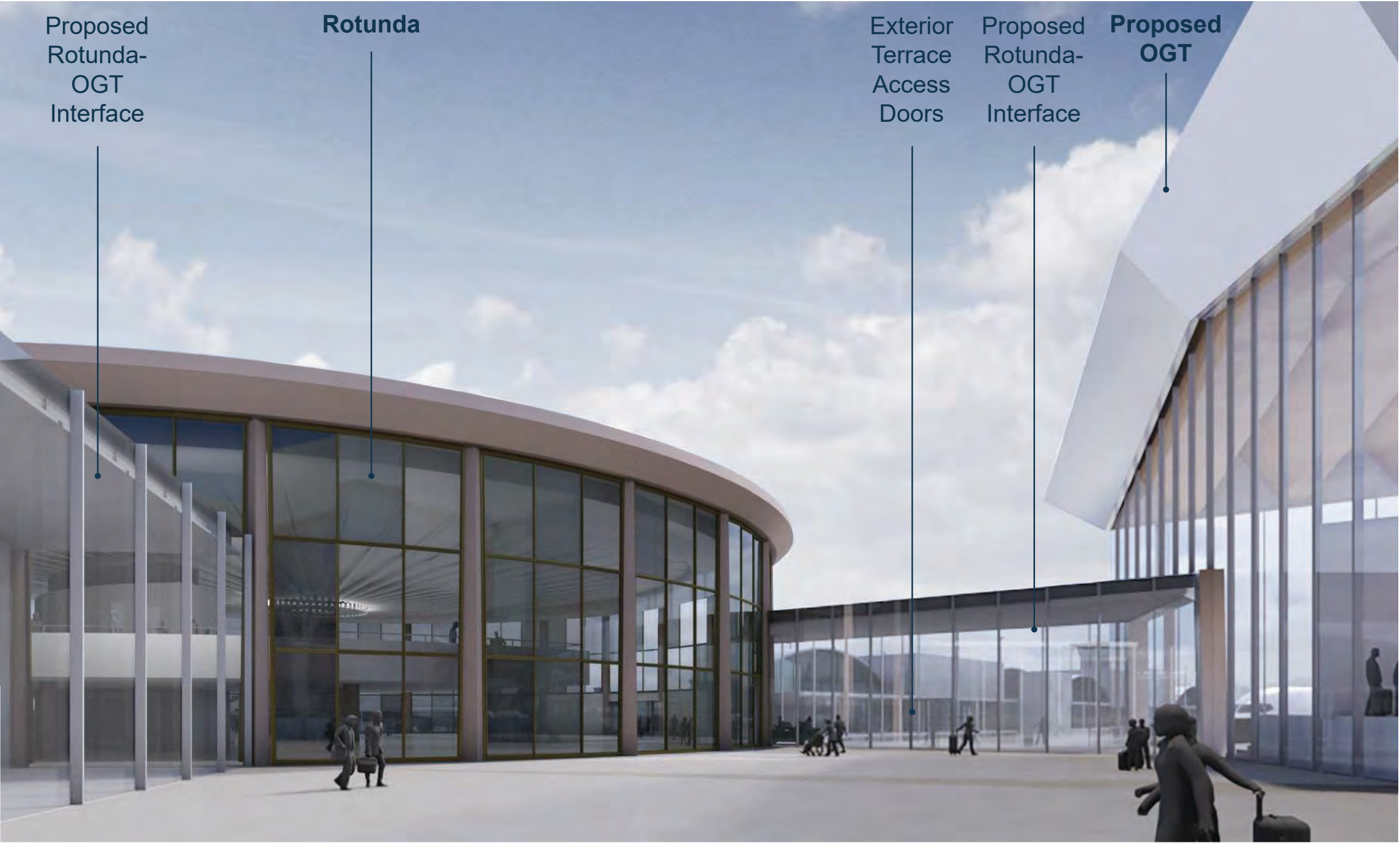


Photograph
7/21/2020

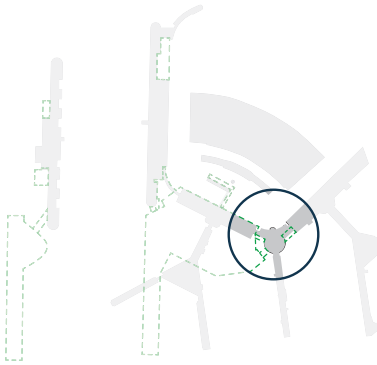


OGT | Rotunda | Terminal 3 Interface

View of OGT, Rotunda, and Exterior Terrace Facing South

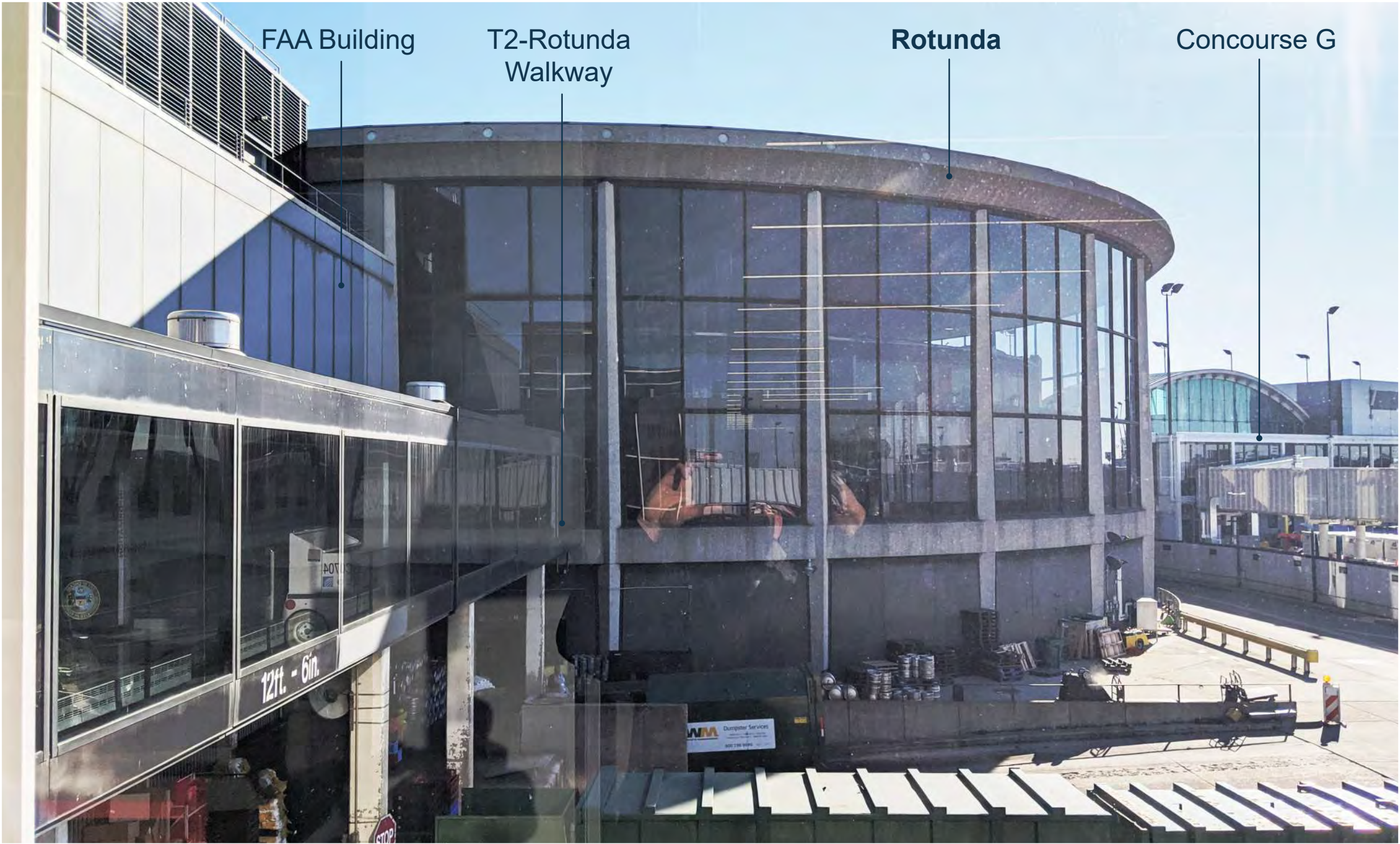


Proposed Exterior Rendering





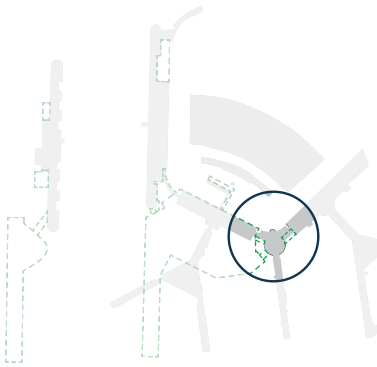
Existing Rotunda Exterior and T2 Bridge, Facing East



Photograph
11/24/19



View from OGT to Rotunda Facing East
Rotunda - OGT



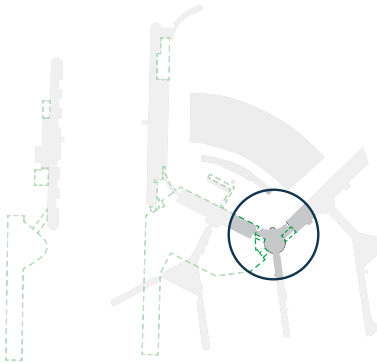
Proposed Interior Rendering



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

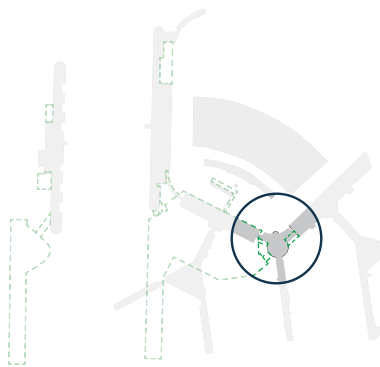


Photograph

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

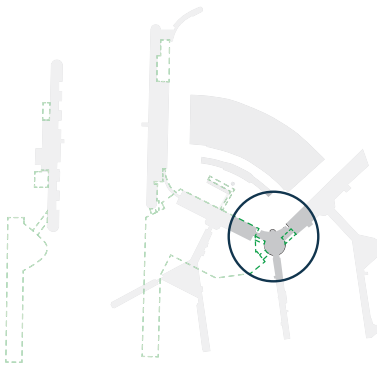
Commercial Signage

Flight Info Display Boards
Added

Modifications to Retail/Food
Concessions

Walkway to T3

Replaced Terrazzo



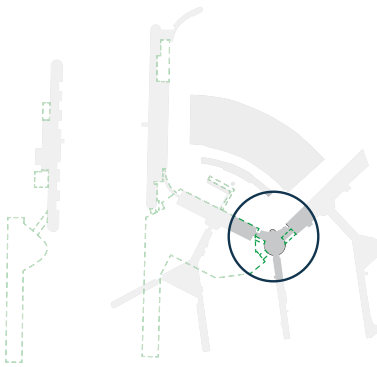
NORTH 0



View from Rotunda Interior Facing T3 Walkway (Concourse Level)



Proposed Interior Rendering





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

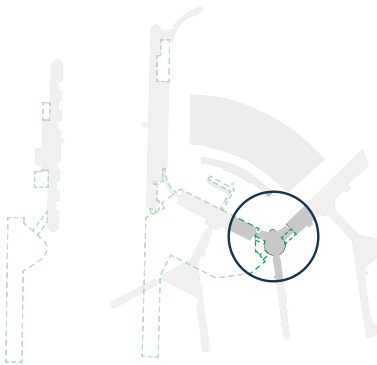
Modifications to Retail/Food Concessions

Artwork/Display Wrap

Walkway to Concourse G

Escalator Removed

Replaced Terrazzo





View from Rotunda to Concourse G and Airfield Facing South (Concourse Level)



Proposed Interior Rendering



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

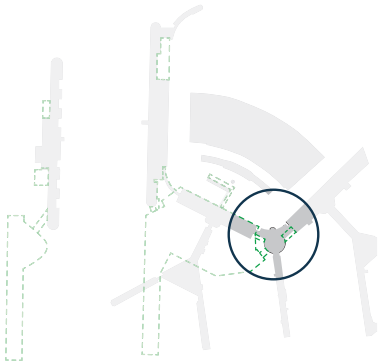
Walkway to Concourse G

Flight Info Display Boards Added

Escalator Removed

Replaced Terrazzo

Walkway to T3



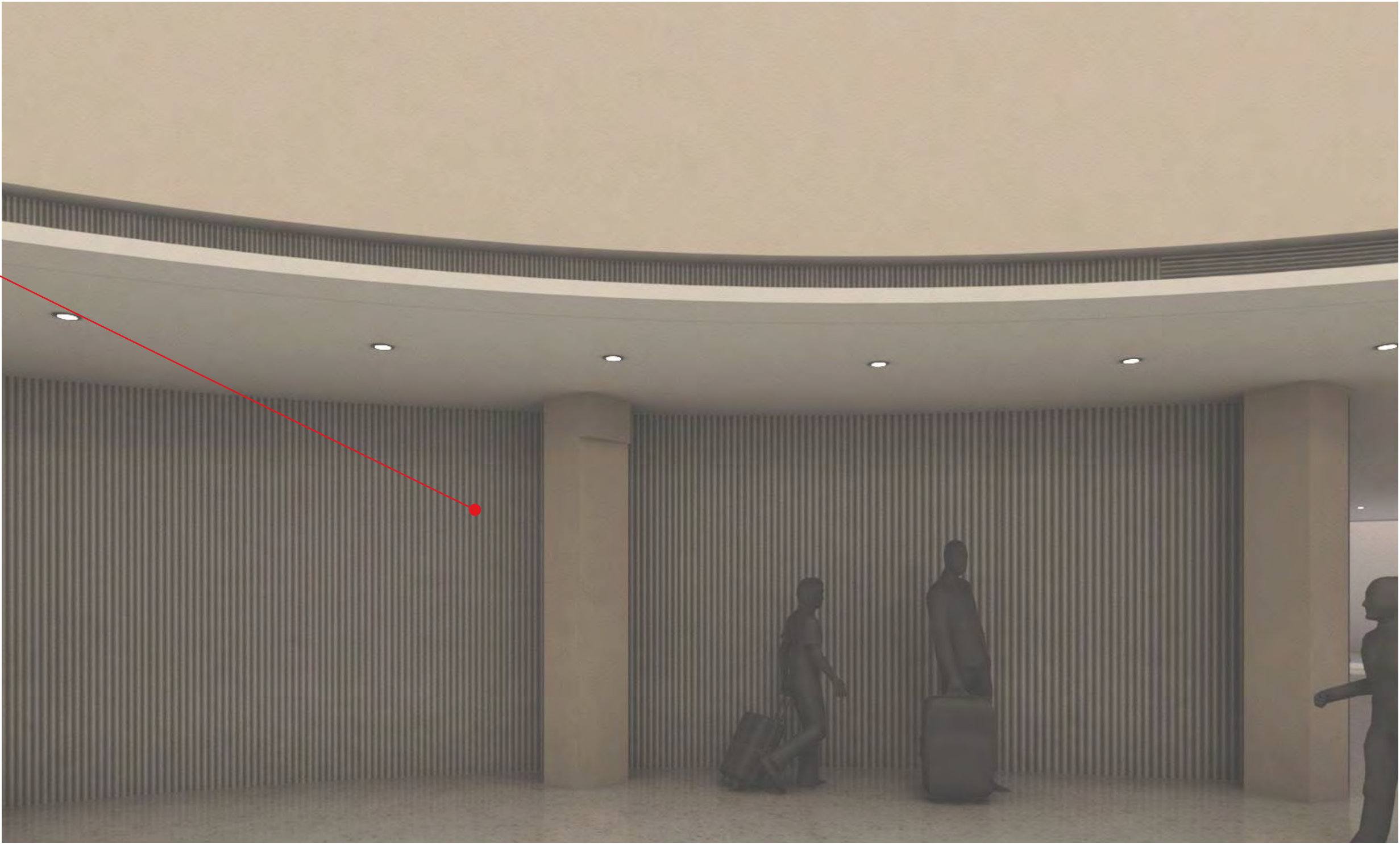
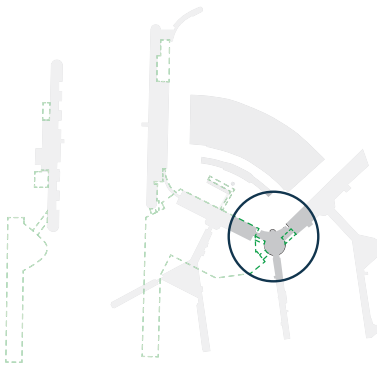
Photograph

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

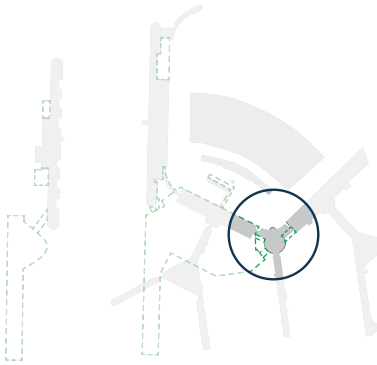
Existing Core Walls to Remain



Proposed Interior Rendering



Existing T3 Walkway to Rotunda Facing West (Concourse Level)



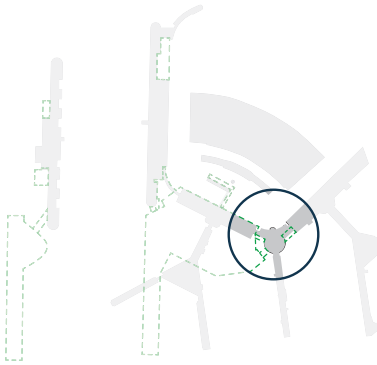
Photograph
11/24/19



View from T3 Walkway to Rotunda Facing West (Concourse Level)
Rotunda - T3

Landside Corridor

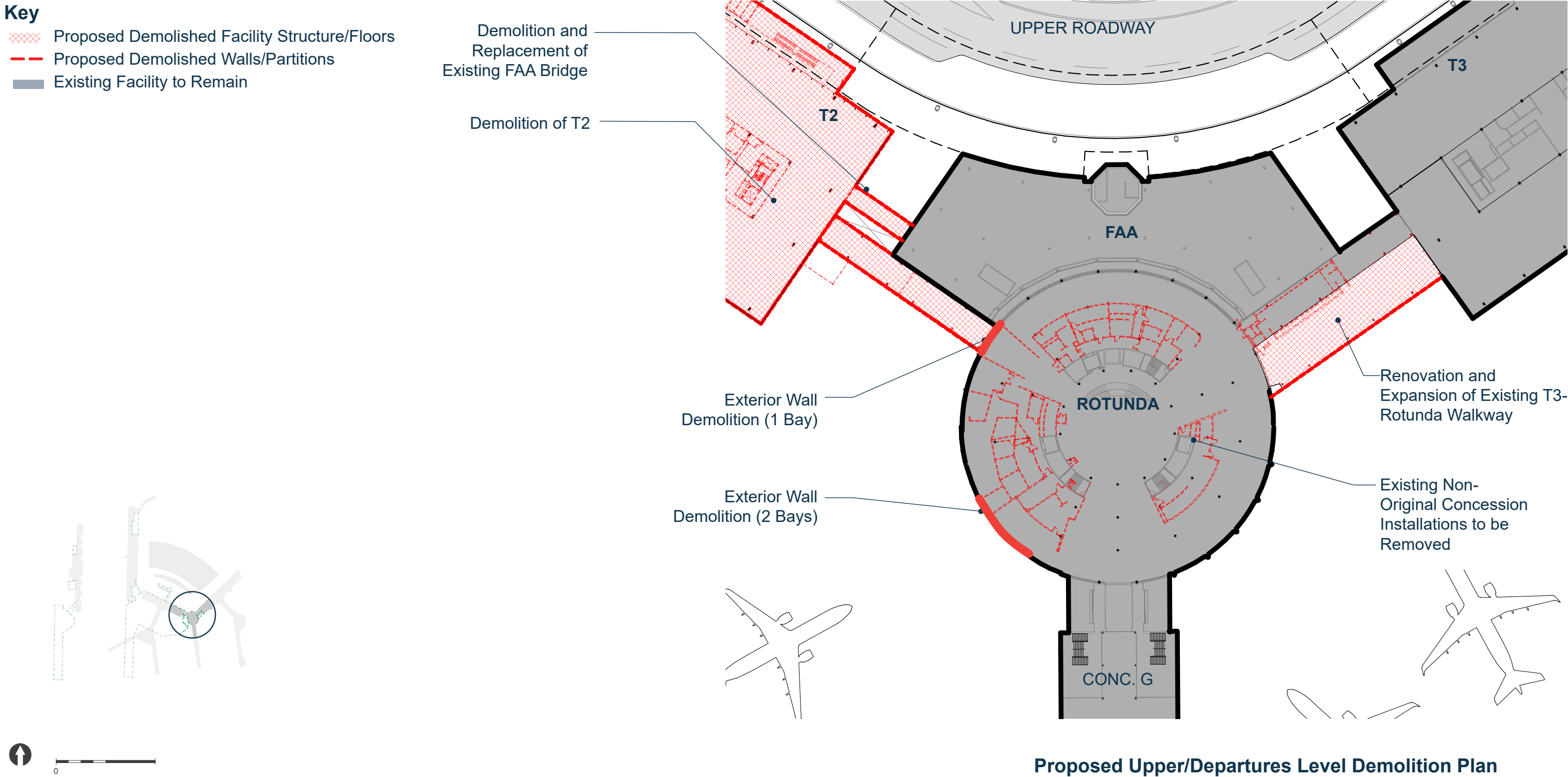
Airside Corridor



Proposed Interior Rendering



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

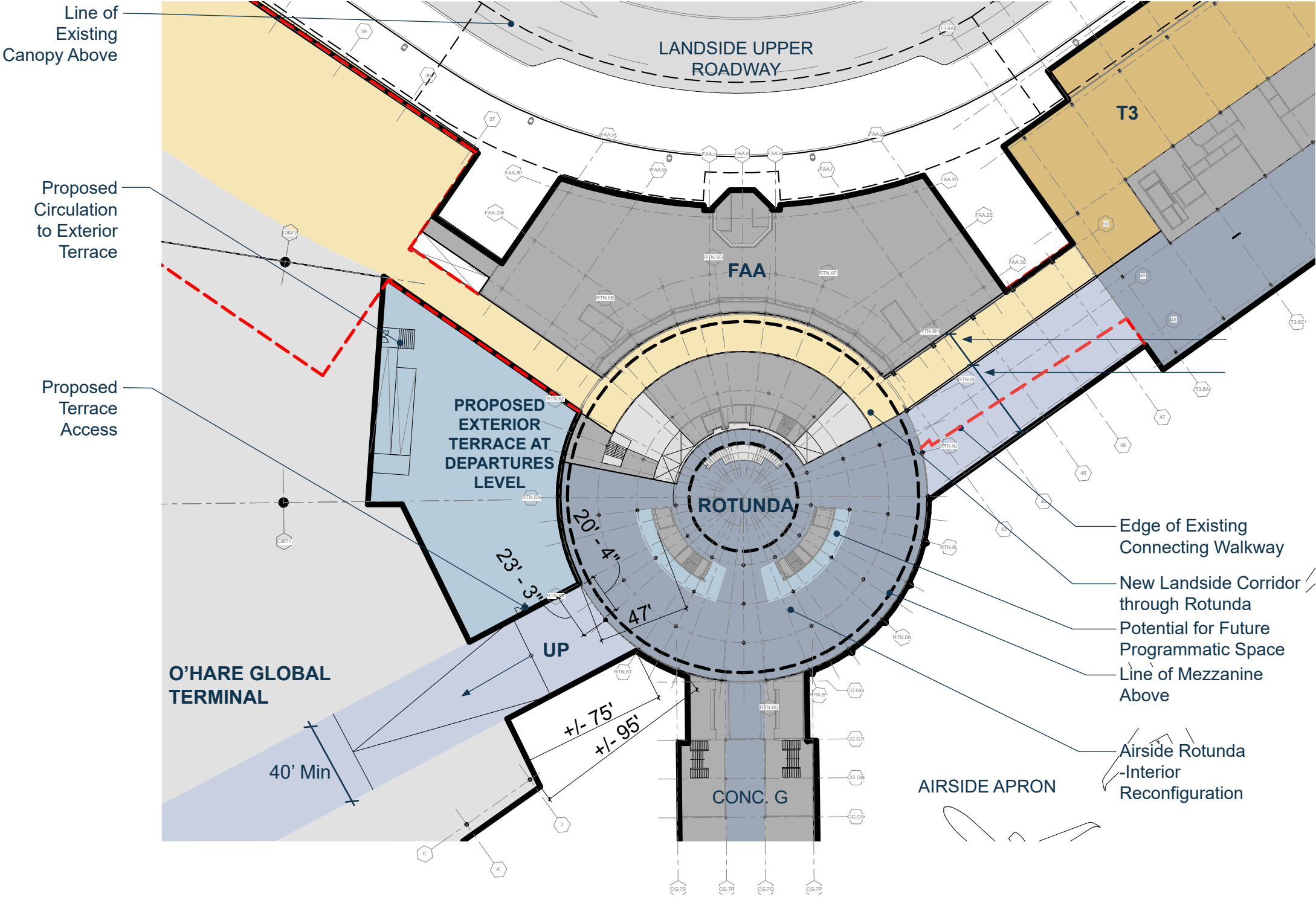


Proposed Upper/Departures Level Demolition Plan



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

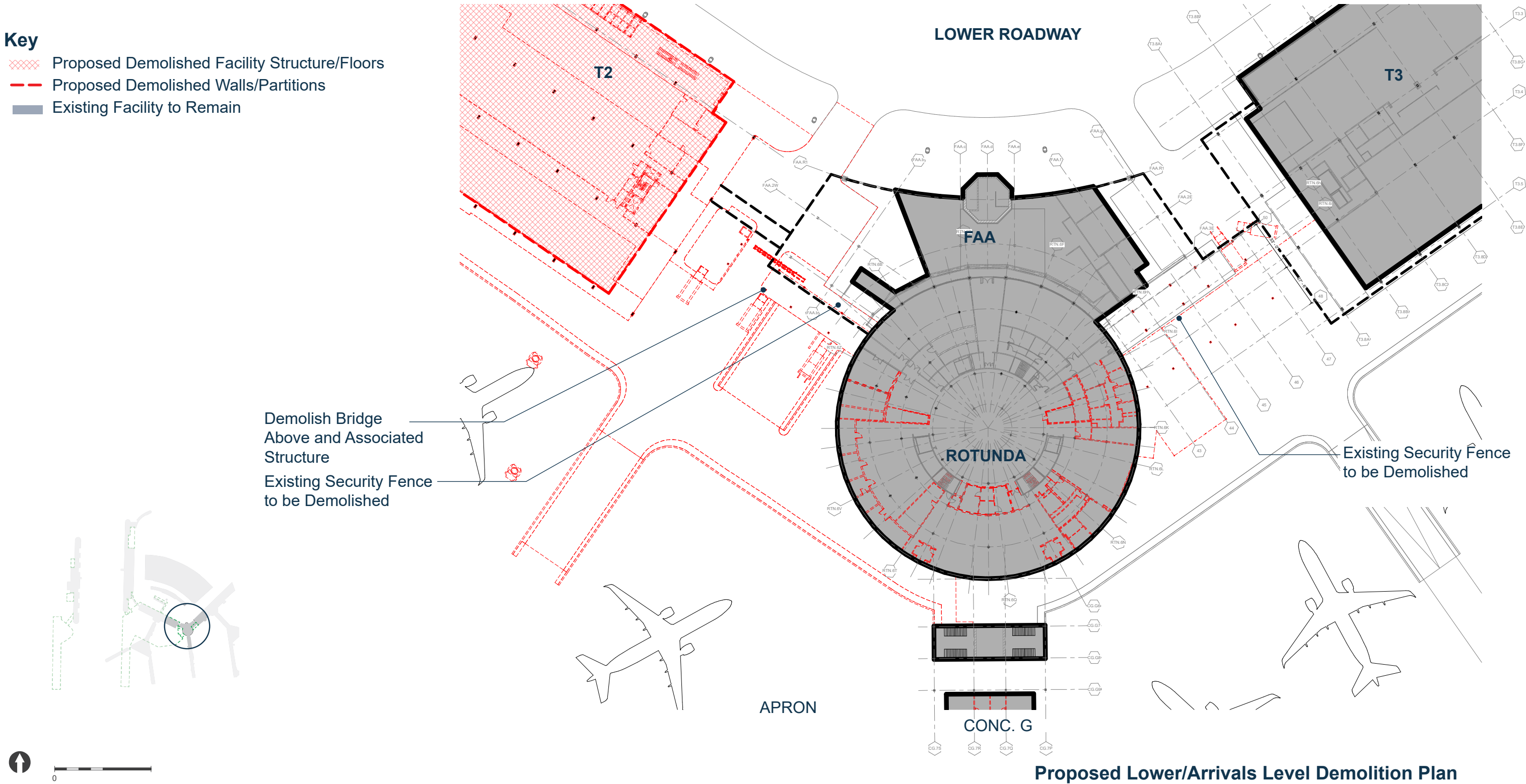


Proposed Upper/Departures Level Plan





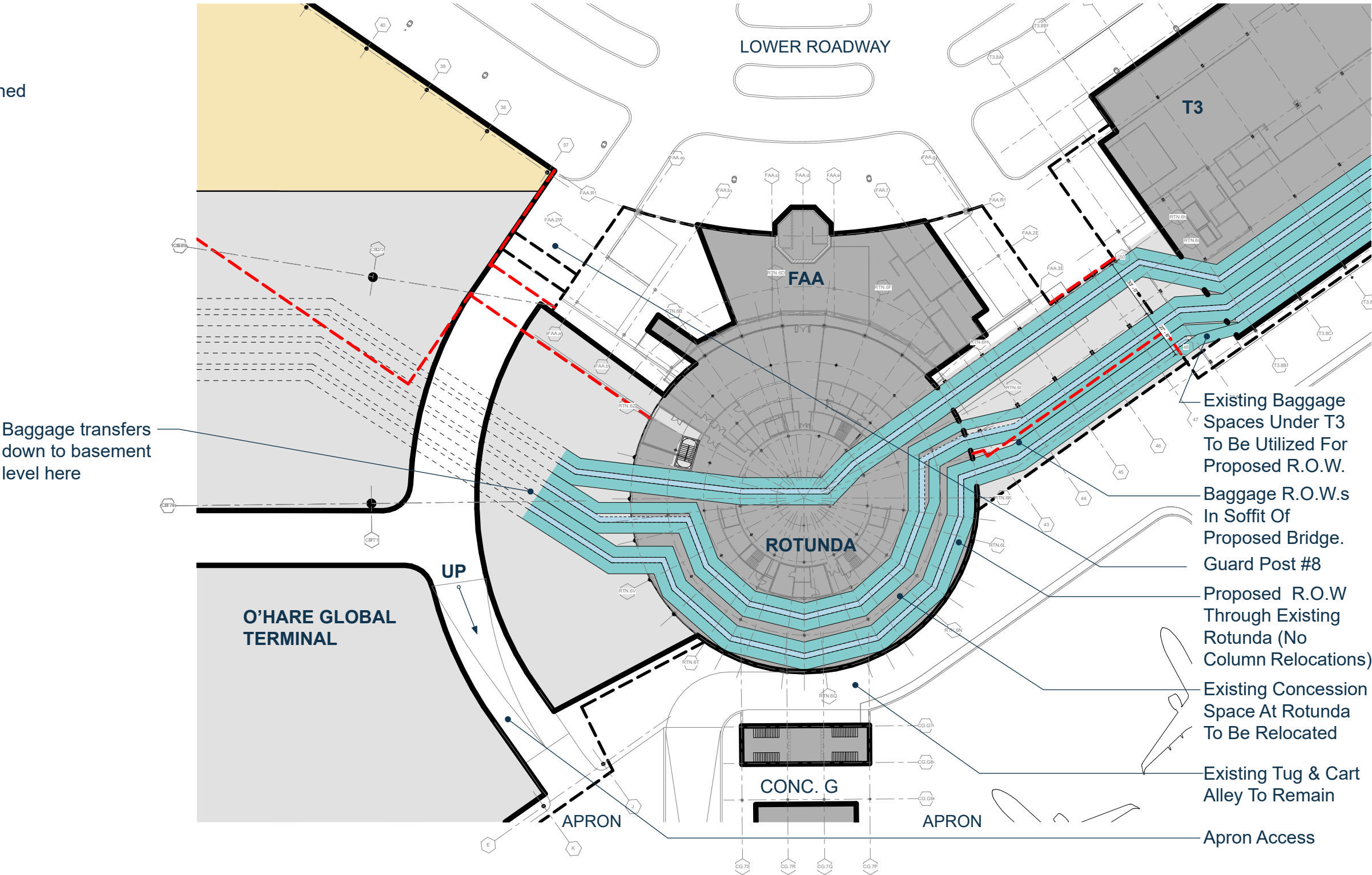
Lower/Arrivals Level of Rotunda, T2, and T3 Interface





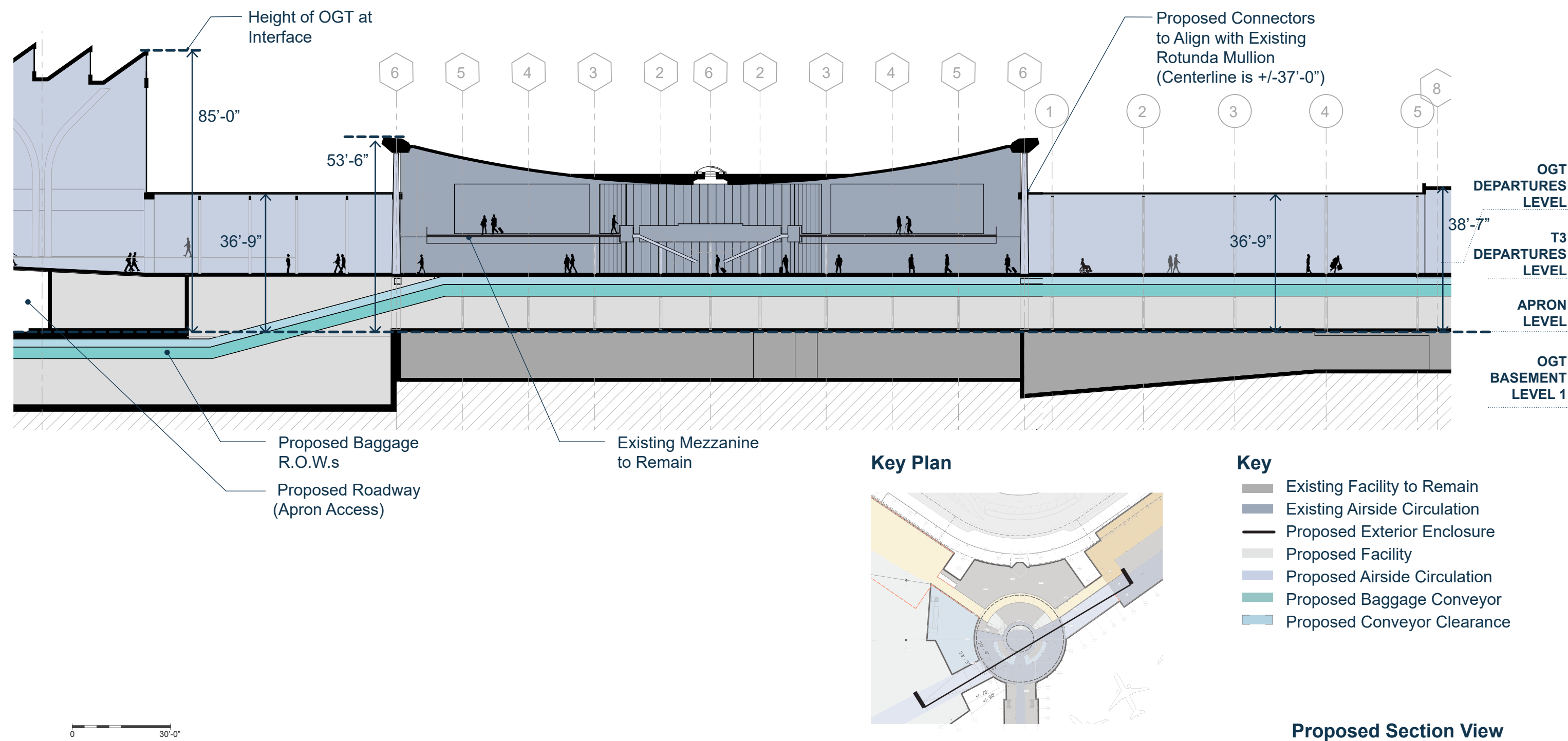
Lower/Arrivals Level of Rotunda, OGT, and T3 Interface

- 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



Proposed Lower/Arrivals Level Plan

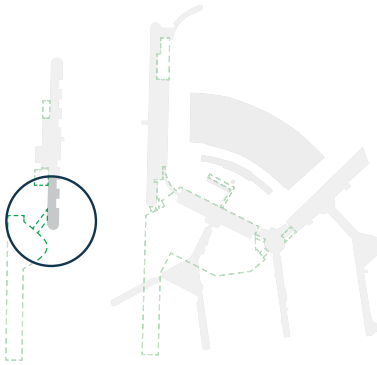
Rotunda, OGT, and T3 Interface





PROPOSED INTERFACE: TERMINAL 1 CONCOURSE C AND SATELLITE 1

Existing T1 Concourse C South End (Airside) Facing Southwest

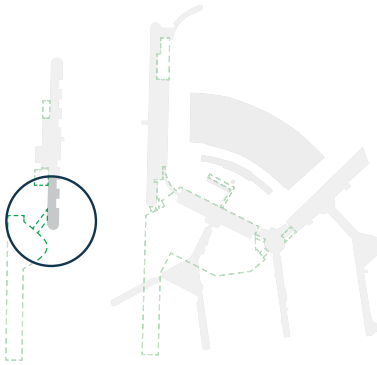


Photograph
11/24/19

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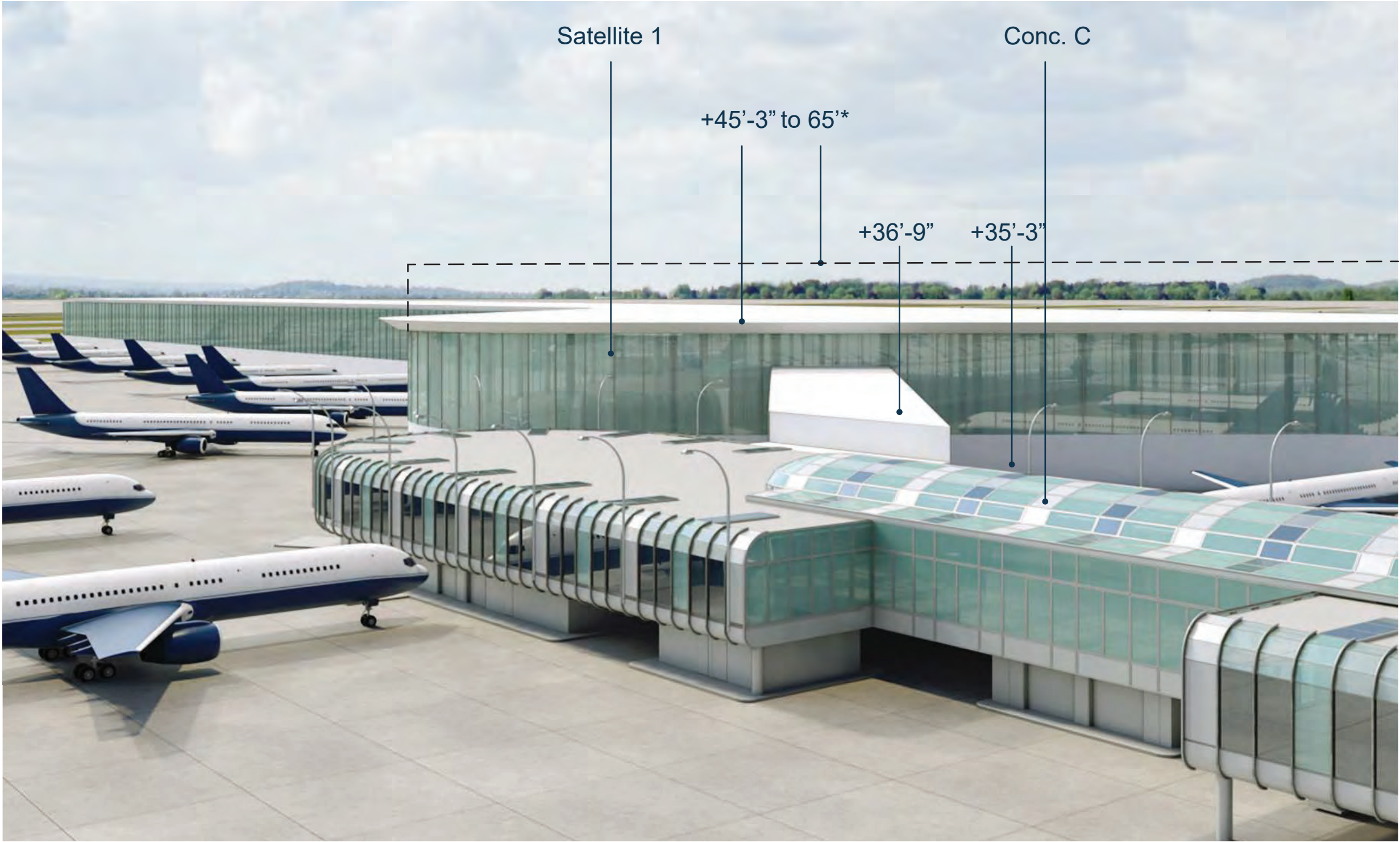
View of T1 Concourse C South End (Airside) Facing Southwest
Conc C.



Existing Exterior Rendering



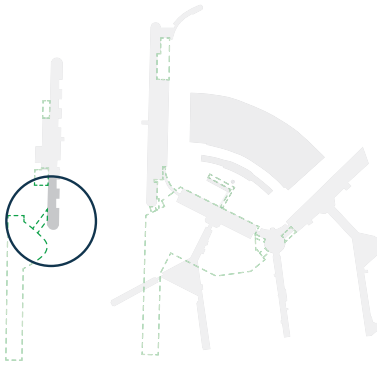
View of T1 Concourse C-S1 Interface (Airside) Facing Southwest
Conc C. - Satellite 1



Proposed Exterior Rendering



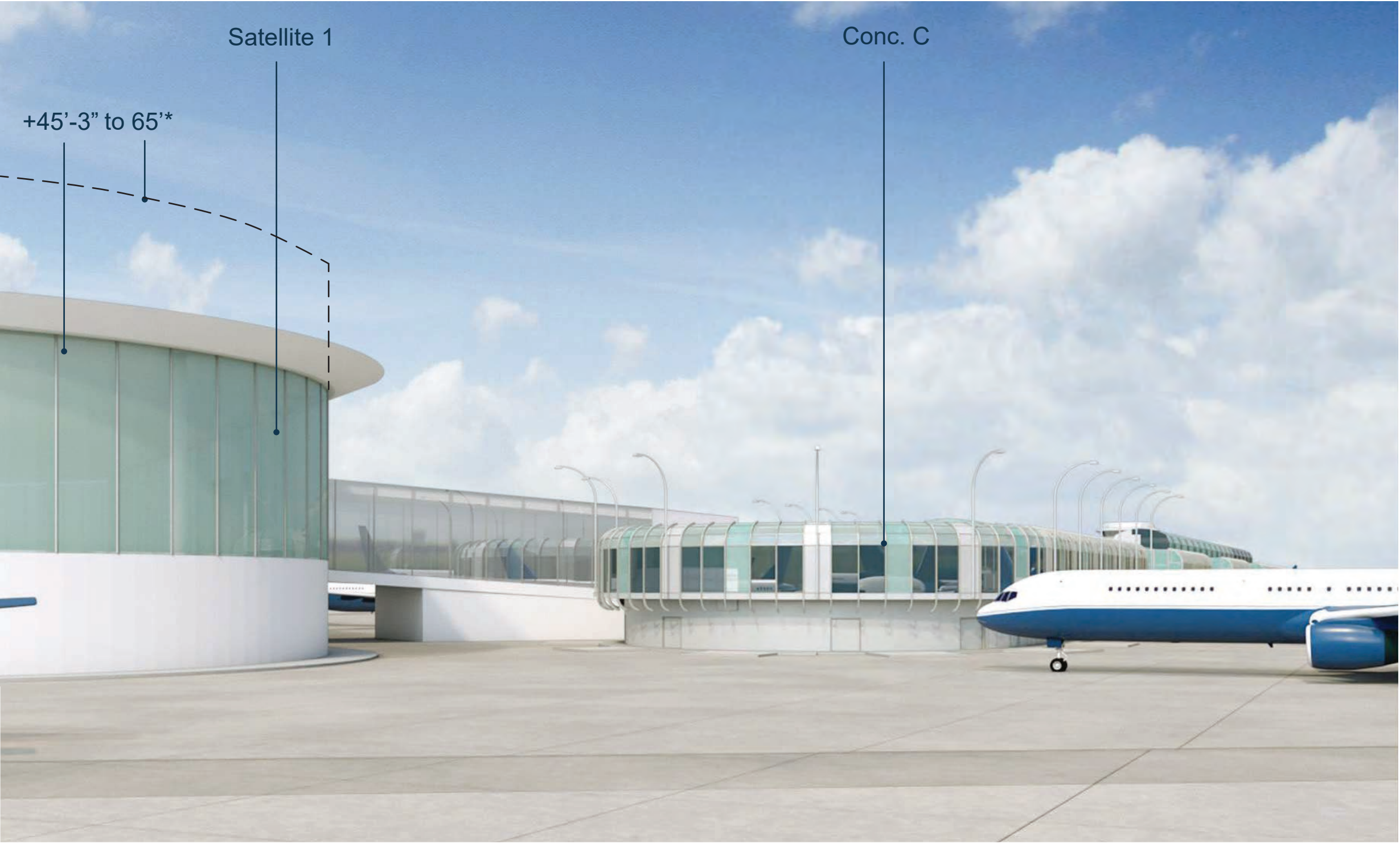
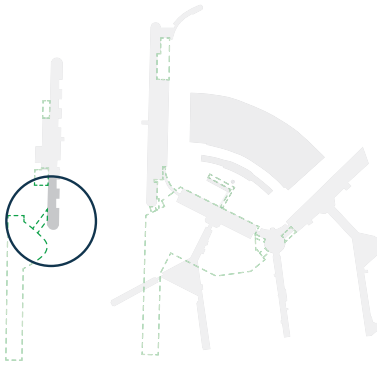
View of T1 Concourse C South End (Airside) Facing Northwest
Conc C.



Existing Exterior Rendering



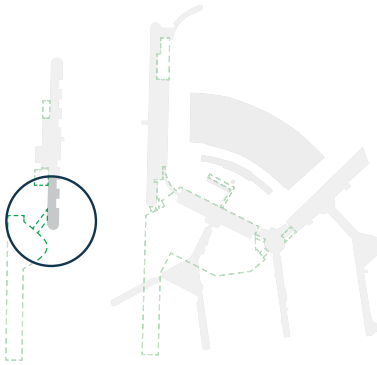
View of T1 Concourse C South End (Airside) Facing Northwest
Conc C.



Proposed Exterior Rendering



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



Proposed Exterior Rendering

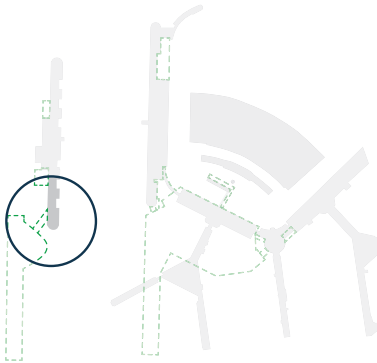
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Existing T1 Concourse C South End Facing South

Conc C.

Interface Line



Matterport Scan
10/04/19

View from T1 Concourse C South End to S1 Facing South



Proposed Interior Rendering



View from S1 to Concourse C Facing North



Proposed Interior Rendering

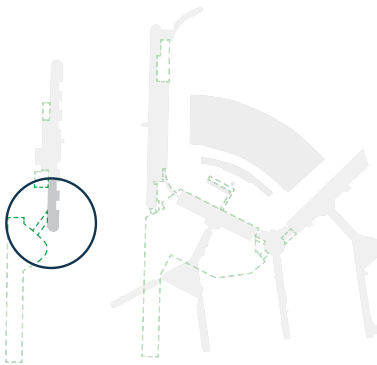
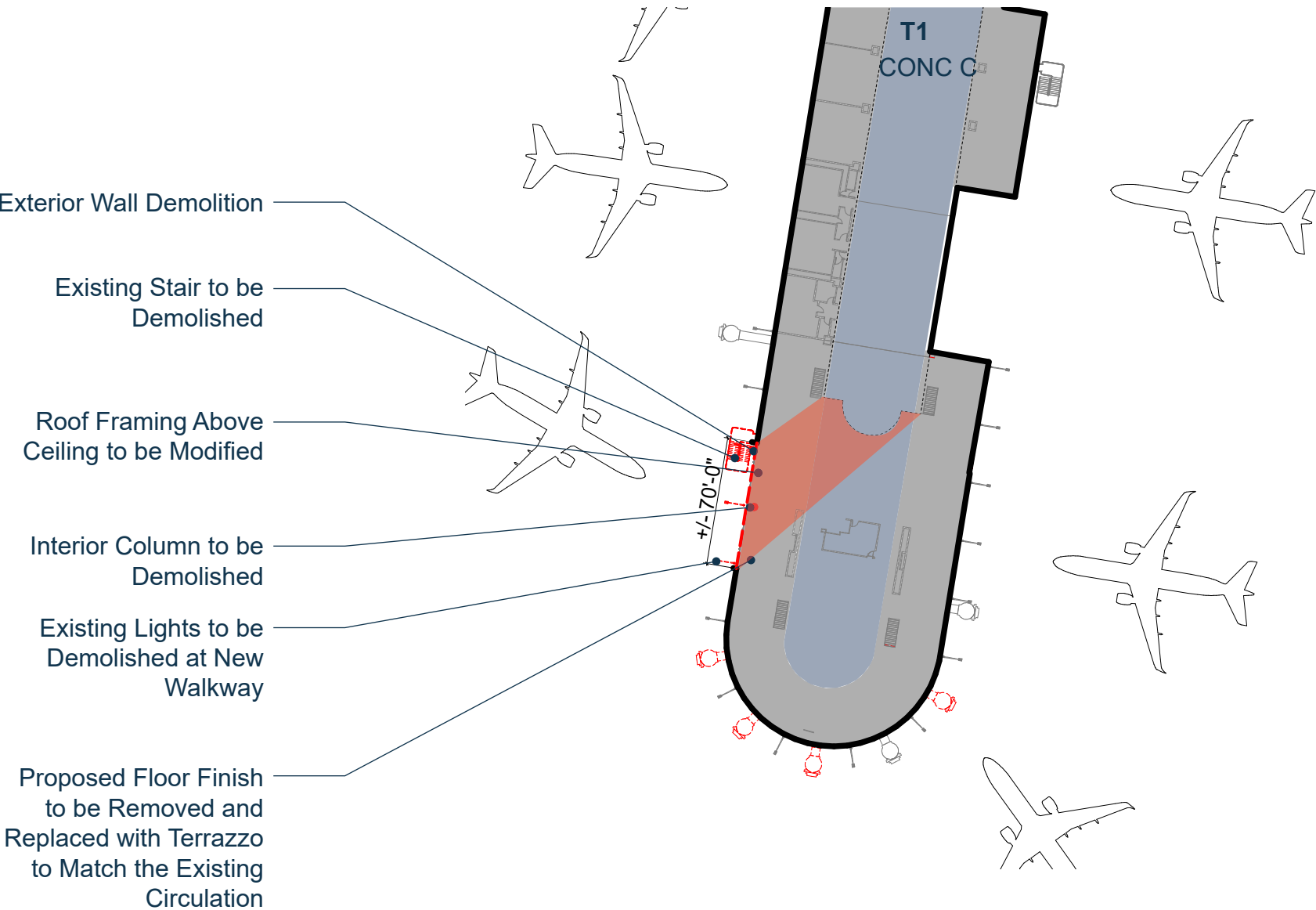
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Upper/Departures Level of T1 Concourse C South End

Key

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



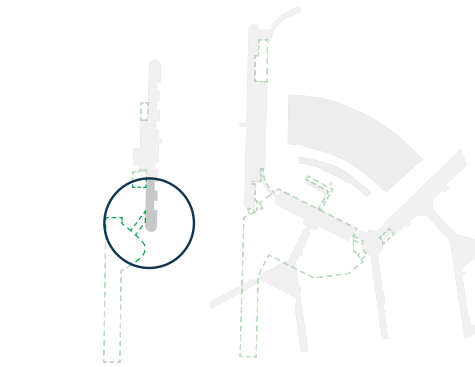
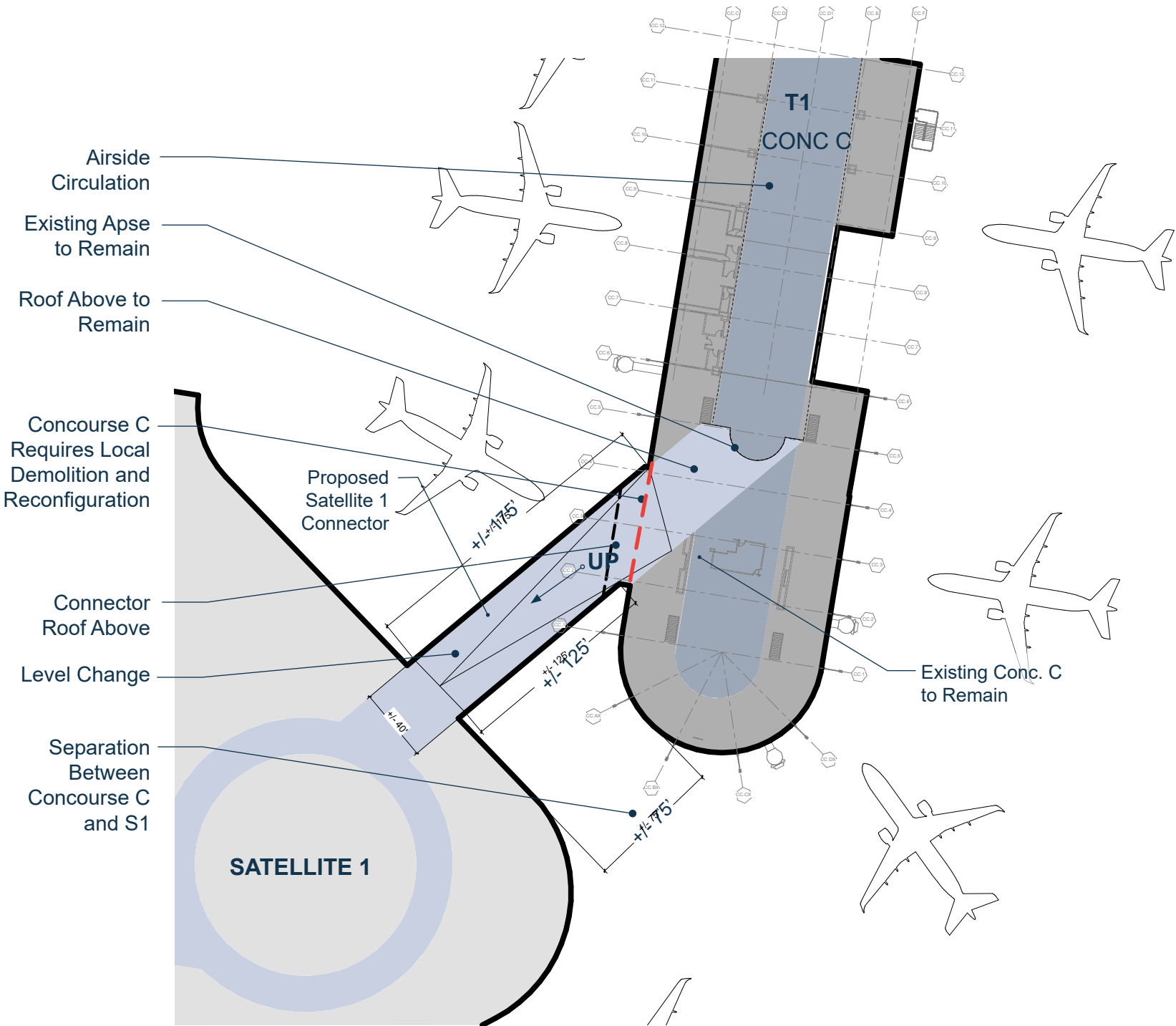
Proposed Upper/Departures Level Demolition Plan



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



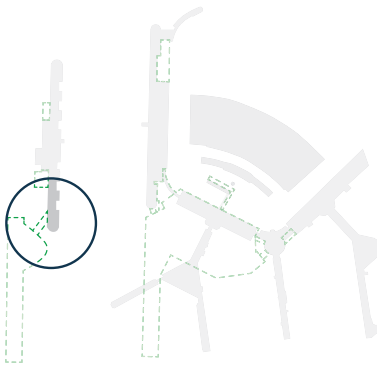
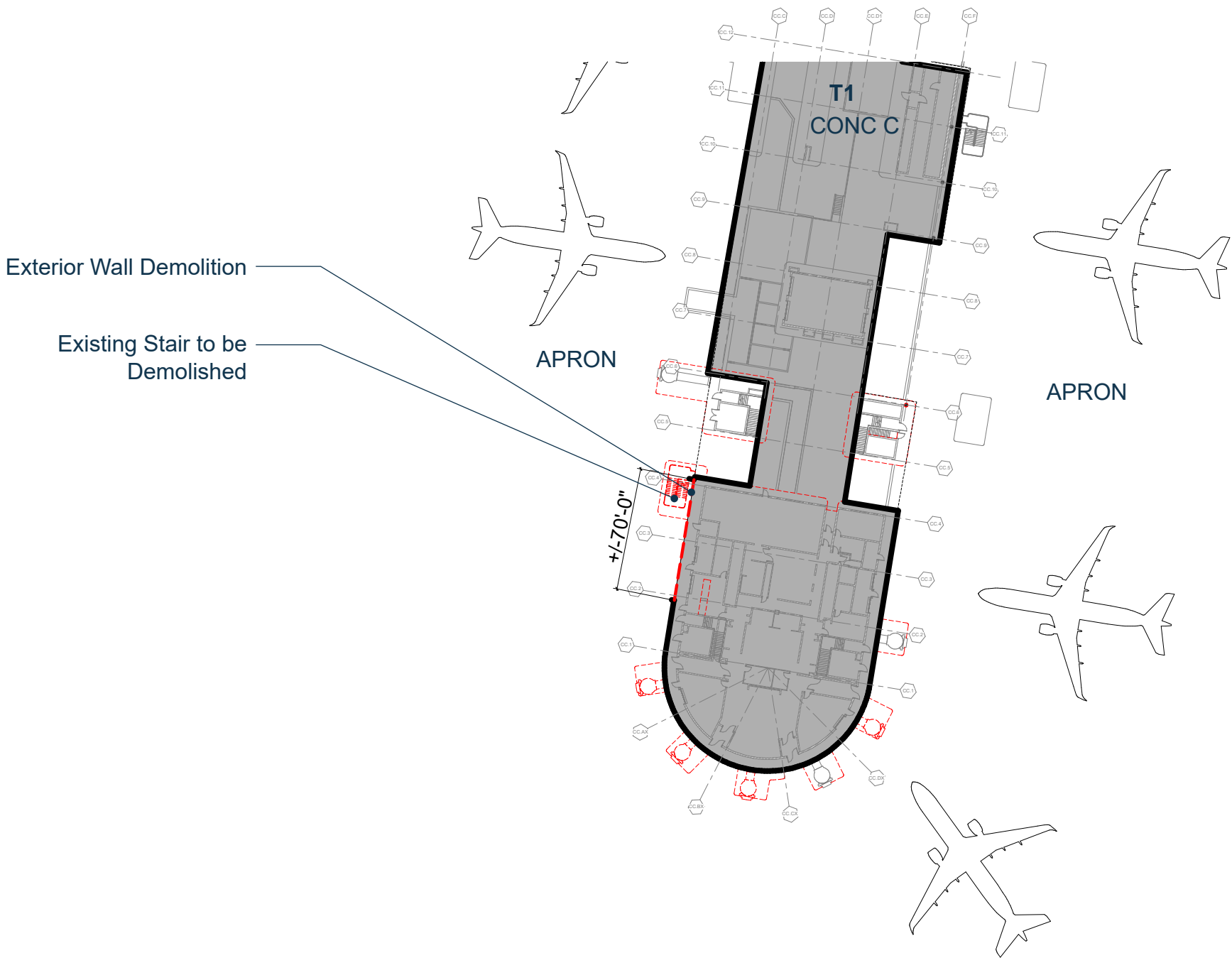
Lower/Arrivals Level of T1 Concourse C South End

Key

Proposed Demolished Facility Structure/Floors

Proposed Demolished Walls/Partitions

Existing Facility to Remain



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

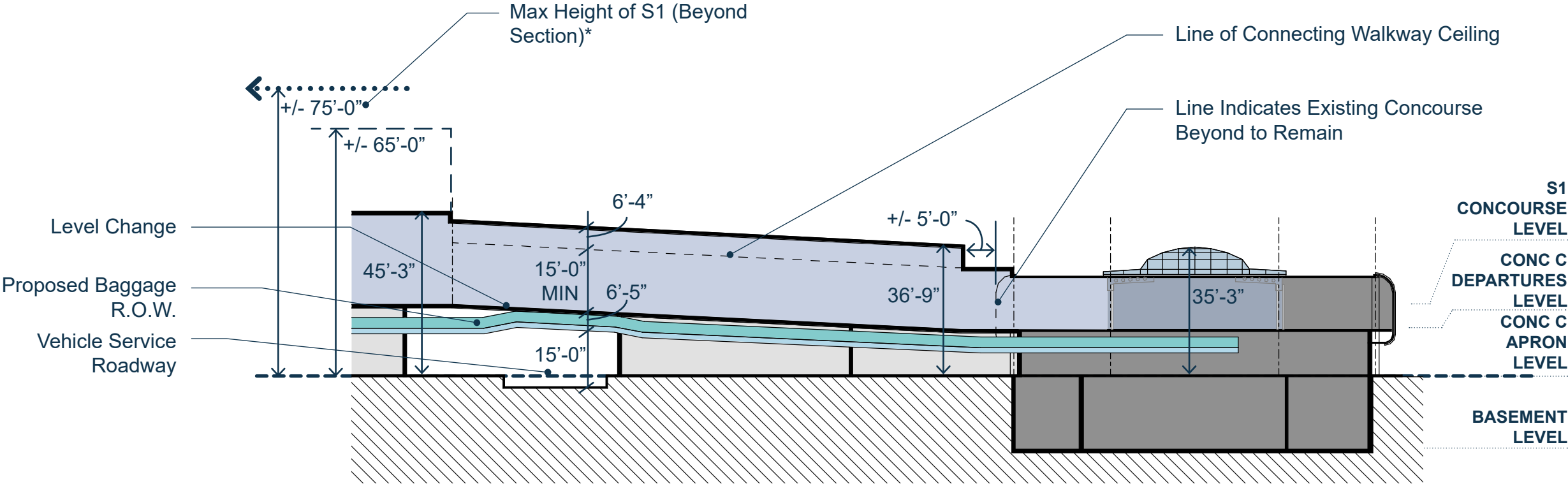


Proposed Lower/Arrivals Level Plan

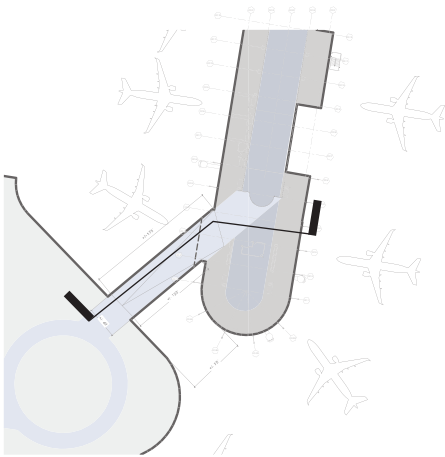


T1 Concourse C-S1 Interface

- 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