

APPENDIX H

DOT SECTION 4(f) ASSESSMENT

This appendix documents the consideration of impacts from the Proposed Action under the provisions of Department of Transportation Act, 49 United States Code (U.S.C.) Section 303, commonly referred to as "Section 4(f)." As noted in **Section 5.7** of the Environmental Assessment (EA) and this appendix, the Proposed Action was identified as requiring alterations to Terminal 1/Concourses B and C, as well as the Rotunda. After considering all affected properties, these two facilities, which would be altered by the Proposed Action, were found to be eligible for listing on the National Register of Historic Places (NRHP) and thus are Section 4(f) properties requiring consideration under Section 4(f). While the alteration of these two properties is considered a physical use, the Federal Aviation Administration (FAA) and the State Historic Preservation Officer (SHPO) preliminarily concluded during the Section 106 process that the Proposed Action would not have an adverse effect on these properties. The Proposed Action would also not cause a constructive use effect to Section 4(f) properties. The FAA intends to determine that the Proposed Action would result in a *de minimis* effect on the two Section 4(f) properties and therefore a Section 4(f) Evaluation is not required. No off-airport Section 4(f) properties would experience a direct impact, nor would there be a constructive use effect to the off-airport Section 4(f) properties. Additional information is provided in this appendix beyond what a *de minimis* finding requires. The *de minimis* effect determination requires an opportunity for public comment before it can be finalized.

This assessment is documented in the following sections:

1. Applicable Regulatory Requirements
2. Purpose and Need and Alternatives
3. Inventory of Section 4(f) Properties and Methods for Identifying Impacts
4. Impacts to Section 4(f) Properties
5. Coordination

Section H.1 provides a description of the applicable regulations. **Section H.2** identifies the purpose and need, the alternatives considered for meeting these needs and shows that there are no prudent and feasible alternatives that would avoid use of Section 4(f) properties. **Section H.3** provides an inventory of Section 4(f) properties and identifies the methodology used to evaluate impacts to those properties. **Section H.4** identifies the impacts to Section 4(f) properties and for those properties affected and identifies the steps taken to minimize harm. **Section 5.7** of the EA summarizes the information provided in this appendix.

H.1 APPLICABLE REGULATORY REQUIREMENTS

The purposes of this Section 4(f) assessment are to: (1) identify and evaluate the potential impacts to Section 4(f) properties that would result from implementation of the Proposed Action; (2) complete a review to determine if any feasible and prudent alternative to the action exists; and (3) identify that all possible steps have been taken to minimize harm.

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

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

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

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

FAA Order 1050.1F Appendix B, Section B-2.2.3 and FAA Order 1050.1F Desk Reference, Chapter 5.3.3 note FAA's guidance for a Section 4(f) *de minimis* determination established in Section 6009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59). That guidance states:

The FAA may make a *de minimis* impact determination with respect to a physical use of Section 4(f) property if, after taking into account any measures to minimize harm, the result is either:

- A determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or wildlife or waterfowl refuge for protection under Section 4(f); or
- A Section 106 finding of no adverse effect or no historic properties affected.

The FAA's NEPA document must include documentation sufficient to support the above results, including the measures to minimize harm that the FAA is relying on to make the *de minimis* impact determination. The FAA must ensure that mitigation measures are implemented. A *de minimis* impact determination ... does not require an analysis and finding that there are no feasible and prudent alternatives or a finding that all possible planning has been done to minimize harm.

A *de minimis* impact determination is not appropriate for constructive use of a Section 4(f) property because constructive use is defined as substantial impairment, and substantial impairment cannot be considered to be a *de minimis* impact.

A *de minimis* impact determination requires agency coordination and public involvement. For parks, recreation areas, and wildlife and waterfowl refuges, the officials with jurisdiction over the property must be informed of the FAA's intent to make a *de minimis* impact determination, after which the FAA must provide an opportunity for public review and comment. After considering any public comments and if the officials with jurisdiction concur in writing that the project would not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection, the FAA may finalize a *de minimis* impact determination. For historic sites, the FAA must consult the consulting parties identified in accordance with 36 CFR part 800, and inform the officials with jurisdiction of the intent to make a *de minimis* impact determination and must concur in a finding of no adverse effect or no historic

¹ As part of an overall recodification of the U.S. Department of Transportation (DOT) Act of 1966, Section 4(f) was amended and codified in 49 U.S.C. Section 303(c).

properties affected. Compliance with 36 CFR part 800 satisfies the public involvement and agency coordination requirement for *de minimis* findings for historic sites.

FAA Order 1050.1F Appendix B, Section B-2 further defines the FAA's responsibilities in addressing noise impacts to Section 4(f) properties. For example, Section B-2.2.1 notes "A Section 4(f) use would occur if the proposed action or alternative(s) would involve an actual physical taking of Section 4(f) property through purchase of land or a permanent easement, physical occupation of a portion or all of the property, or alteration of structures or facilities on the property." Section B-2.2.2 of Order 1050.1F provides guidance on the consideration of constructive use effects of Section 4(f) properties, noting that

Use, within the meaning of Section 4(f), includes not only the physical taking of such property, but also "constructive use." The concept of constructive use is that a project that does not physically use land in a park, for example, may still, by means of noise, air pollution, water pollution, or other impacts, dissipate its aesthetic value, harm its wildlife, restrict its access, and take it in every practical sense. Constructive use occurs when the impacts of a project on a Section 4(f) property are so severe that the activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the Section 4(f) property that contribute to its significance or enjoyment are substantially diminished. This means that the value of the Section 4(f) property, in terms of its prior significance and enjoyment, is substantially reduced or lost.

Special procedures are also required when development would affect lands purchased or developed using Department of the Interior Land and Water Conservation Fund Act (LAWCON) monies. Section 6(f) of the LAWCON Act of 1965 (Public Law 88-578), codified at 16 U.S.C. Section 4601-4, commonly referred to as "Section 6(f)," states:

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

As the Proposed Action would not involve the acquisition of land, and none of the airport land being developed used LAWCON funds, no further consideration was given to Section 6(f) for LAWCON land.

H.2. PURPOSE AND NEED AND ALTERNATIVES

Chapter 2 of the EA identifies the purpose and need for the Proposed Action while **Chapter 3** discusses the alternatives considered. The purpose and needs documented in **Chapter 2** are summarized here as:

- **Purpose**
 - Groups 1, 3, and 5: Meet FAA design standards,
 - Group 1: Provide terminal facilities that meet industry-recommended guidelines and meet modern customer service expectations,
 - Group 2: Maintain Chicago Department of Aviation (CDA) financial independence and meet financial obligations,
 - Group 4: Maximize employee parking and screening while also optimizing safety and security of goods processing and commercial vehicle holding, and
 - Group 5: Retain operational efficiency and prevent additional delay.

- **Needs**

- Group 1: Terminal Projects
 - Need to provide updated terminal facilities to address those that have reached the end of their design life.
 - Need to provide facilities that meet modern passenger needs.
 - Need to facilitate domestic and international airline and airline partner operations to ensure that passengers, luggage, and aircraft can transition between the two types of travel.
 - Need to provide sufficient gate frontage and availability, gate flexibility, and taxiway connections to efficiently accommodate aircraft fleet mix.
 - Need for adequately sized curbside facilities and ground access to Terminal 5.
- Group 2: On-Airport Hotels
 - Need to increase non-aeronautical revenue.
- Group 3: Airfield and Taxiway Improvements not Required by the Terminal Projects
 - Need to provide additional temporary aircraft parking positions.
 - Need for Runway 28R blast pad to meet FAA standards.
 - Need to improve efficiency and reduce aircraft occupancy time of Runway 9L/27R.
- Group 4: Facilities not Required by the Terminal Projects
 - Need to provide additional airline employee parking.
 - Need to safely and efficiently process goods currently being brought into the terminal core.
- Group 5: Air Traffic Actions for Offset Approach Procedures for Runway 10R/28L
 - Need to have efficient approach capabilities for independent, simultaneous approaches that would enable the use of Runway 10R or Runway 28L when Runway 10C or 28C is in use, respectively.

Consideration of the range of reasonable alternatives to the Proposed Action that meet the purpose and need was made through the NEPA process. Federal regulations at 40 CFR 1502.14(a) require that the EA identify and evaluate all reasonable alternatives that might accomplish the objectives of a proposed action. More information regarding the alternatives can be found in **Chapter 3** of the EA and **Appendix C**. As is noted in **Chapter 3 (Section 3.2)**, only Group 1 projects (those associated with the terminal complex), and Group 5 (air traffic procedures) have the potential to use or impact properties protected under Section 4(f). As noted in **Section H.1**, a Section 4(f) evaluation must show that “there is no prudent and feasible alternative to using that land.” While this is the legal standard used in Section 4(f) evaluations, the FAA intends to make a *de minimis* finding, and additional information beyond what a *de minimis* finding requires is provided in this appendix.

The Group 1 projects consist of the O'Hare Global Terminal (OGT), expansion of Concourses B and C, and the addition of a new satellite connected to Concourse C. The Proposed Action would affect two on-airport historic sites (Terminal 1/Concourses B and C and the Rotunda) determined to be eligible for the NRHP. The FAA's independent Third Party Consultant identified the effects that the initial proposal would have on these facilities, which found that those effects would be adverse. Consideration was given to the ability to avoid entirely the use of properties determined eligible for the NRHP as well as to options designed to minimize the effects. As this section shows, no prudent and feasible alternatives exist to avoid Group 1 projects from using Section 4(f) properties. However, the FAA completed an extensive iterative process to consider improvements to the CDA's initial development concept, which led to a variant that avoided adverse effects. The variant that avoids adverse effects became the Proposed Action. While the Group 1

projects would use Section 4(f) airport properties as defined in FAA Order 1050.1F, Section B-2.2.1, the effects were determined during the Section 106 consultation process (as described in Appendix J) as not being adverse, enabling the *de minimis* finding. **Table H-1** summarizes the review of the Group 1 variants.

Three alternatives were considered to address Group 5 needs. Only the Proposed Action, as described in **Appendix C**, meets the purpose and need.

**TABLE H-1
REVIEW OF GROUP 1 VARIANTS**

Variant	Avoid Use?	Avoid Adverse Effect?	Minimize Adverse Effect?	Does it meet purpose and need? Effects versus Purpose and Need Conclusion
OGT-Terminal 1/Concourse B Connection				
B1: Maximized OGT	No	No	No	Yes. Remove south end of Concourse B. Most extensive demolition of historic fabric *
B2: Initial CDA Proposed Project	No	No	No	Yes. Removes south end of Concourse B *
B3: Extended Transition	No	No	No	Yes. Same demolition as B2 but clearer distinction between OGT and Terminal 1. One less international gate, longer and less intuitive passenger flow, and compromise of programmable space. *
B4: Revised Initial Proposed Action	No	No	Yes	Yes. Retains more of Concourse B, decreases separation between OGT and Terminal 1, compromises programmable space, leaves one less international gate. *
B5: Extended Concourse Transition	No	No	Yes	No. Retains more of low vault and interior apse, results in loss of two international gates. Ramp between OGT and T1 would affect programmable space functionality. *
B6: Side connection between OGT and Concourse B	No	Yes	N/A	No. Retains South end of Concourse B. Loss of two international gates. Poor passenger and baggage circulation, substantial loss of functional space. *
B6A and B6 refined relocating restroom	No	Yes	N/A	No. Retains South end of Concourse B. Loss of two international gates. Poor passenger and baggage circulation, substantial loss of functional space. ***
B7: Underground connection between OGT and Concourse B	No	Yes	N/A	No. Retains South end of Concourse B. Loss of two international gates. Poor passenger and baggage circulation, substantial loss of functional space.*
B8, B9, B10a, B10b, B11a, B11b, B12a, B12c	No	No	Yes	Yes. In these variants, CDA considered a similar alignment of the connection between Concourse B and the OGT. These considered lowering the connection between the height of the connection at the Concourse B apse and the OGT ranging from 15 feet to 6'11", increasing the visual separation of the OGT and the Concourse, and flattening the roof of the connecting walkway
B12d: Proposed Action	No	Yes	N/A	Yes. Eleven-foot visual separation between the apse of Concourse B and the OGT. Connection height would be 22'2" at entrance to OGT and 2' above the

Variant	Avoid Use?	Avoid Adverse Effect?	Minimize Adverse Effect?	Does it meet purpose and need? Effects versus Purpose and Need Conclusion
				end of Concourse B, flattening the roof of the connecting walkway.
Rotunda Connection to the OGT				
R1: Maximized OGT/Rotunda Connection	No	No	No	Yes. Total demolition of the Rotunda. *
R2: Rotunda connection through Concourse G	No	No	Yes	No. Retains exterior and mezzanine but encapsulates the Rotunda. Poor passenger circulation and baggage routing. Indirect routing. Does not provide needed corridor widths. *
R3: Initial Proposed Action	No	No	Yes	Yes. Removal of portion of mezzanine and some glazing. Removal of mezzanine columns. *
R4: Increase separation between OGT and Rotunda	No	No	Yes	No. Retains full mezzanine and columns. Undesirable passenger circulation and reduced space compromise functionality. *
R5: Variant	No	No	Yes	Yes. Retains largest number of grazing bays, retains 43% of mezzanine/columns, intuitive passenger wayfinding, maintains required corridor widths, and achieves functionality. *
R5-1: Proposed Action	No	Yes	N/A	Yes. Retains largest number of glazing bays, retains mezzanine/columns, intuitive passenger wayfinding, maintains required corridor widths, and achieves functionality. *
R6: Adjacent Landside/Airside Connection	No	No	Yes	No. Retains mezzanine and more glazing bays than R3, complex baggage connectivity, confusing passenger circulation, severely compromised functionality of space. *
R7: Underground connection OGT/Rotunda	No	No	Yes	No. Retains mezzanine and more glazing bays than R3, underground connection avoids Rotunda. Path of passengers' conflicts with baggage and complicates connections with other parts of the facility. Severely compromises functionality of space. *
RX: Annual Concept	No	No	Yes	No. Retains Rotunda by building an airside connection from Terminal 2 to Terminal 3 around but avoiding the Rotunda. Retains full mezzanine and columns. Obscures visibility of the Rotunda. Loss of two regional jet gates. Severely compromises functionality of space.
Satellite C Connection to Concourse S1				
C1: Maximize Satellite S1	No	No	No	Yes. Greatest demolition of part of Concourse C. Provides more than one international gate than needed. *
C2: Initial Proposed Action	No	No	No	Yes. Would remove south end of Concourse C but retain low vault. Meets all program needs. *
C3: Variant of C2	No	No	Yes	Yes. Increases the amount of retention of Concourse C relative to C2. Reduced footprint reduces functionality and flexibility.*

Variant	Avoid Use?	Avoid Adverse Effect?	Minimize Adverse Effect?	Does it meet purpose and need? Effects versus Purpose and Need Conclusion
C4: Extended Transition	No	No	Yes	No. Same as C3 but increases transition between Concourse C and S1. Results in one less international gate. Reduced space compromises functionality and flexibility. *
C5: Further Extended Transition	No	No	Yes	No. Same as C3 but increases separation between Concourse C and S1 relative to C4. Results in one less international gate. Reduced space compromises functionality and flexibility. *
C6: Side Connection	No	Yes	N/A	No. Retains south end of Concourse C and connects to S1 through west side of Concourse C. Loss of two international gates. Baggage circulation poor, as is passenger circulation. Reduced space compromises functionality and flexibility. *
C6a: Refined C6	No	Yes	N/A	Yes. Retains south end of Concourse C and connects to S1 through west side of Concourse C. No loss of gates. **
C7: Underground Connection	No	Yes	N/A	No. Retains south end of Concourse C and connects passengers through underground passage, consuming space. Loss of two international gates. Baggage circulation poor as is passenger circulation. Reduced space compromises functionality and flexibility. *

*2020-08-14 O'Hare Global Terminal and Existing Facility Interface: Variant Analysis by the CDA

**Variant OGT-S1_Alternative-Connections, 2020-10-21 (page 4)

***2021-9-23 B6 Option A relocated WRRs

Other references: CDA Presentation to FAA Variant B12D 10-20-2021; CDA Variant B12C 10-11-2021; CDA Presentation to FAA Alternative Variants 9-29-2021; CDA Presentation to FAA Variants 9-24-2021; and Variants Analysis Package 2020-09-21

Source: HMMH, 2021

H.3. INVENTORY OF SECTION 4(f) PROPERTIES AND METHODS FOR IDENTIFYING IMPACTS

This subsection discusses the criteria and methodology used to identify/inventory Section 4(f) properties and discusses the approach used to assess project-related impacts to the identified properties.

H.3.1 Inventory of Section 4(f) Properties

To determine the applicability of Section 4(f) properties within the study area, a comprehensive inventory/evaluation of several factors pertinent to the parks/recreational resources/refuges, locally important historic sites, and historic properties was evaluated for the Proposed Action. The Primary Study Area (PSA) is the area within the 65 Day-Night Average Sound Level (DNL) noise contour for all conditions considered. The following subsections discuss the inventory of 1) parks, recreation areas, and wildlife and waterfowl refuges and 2) historic sites within the Primary Study Area.

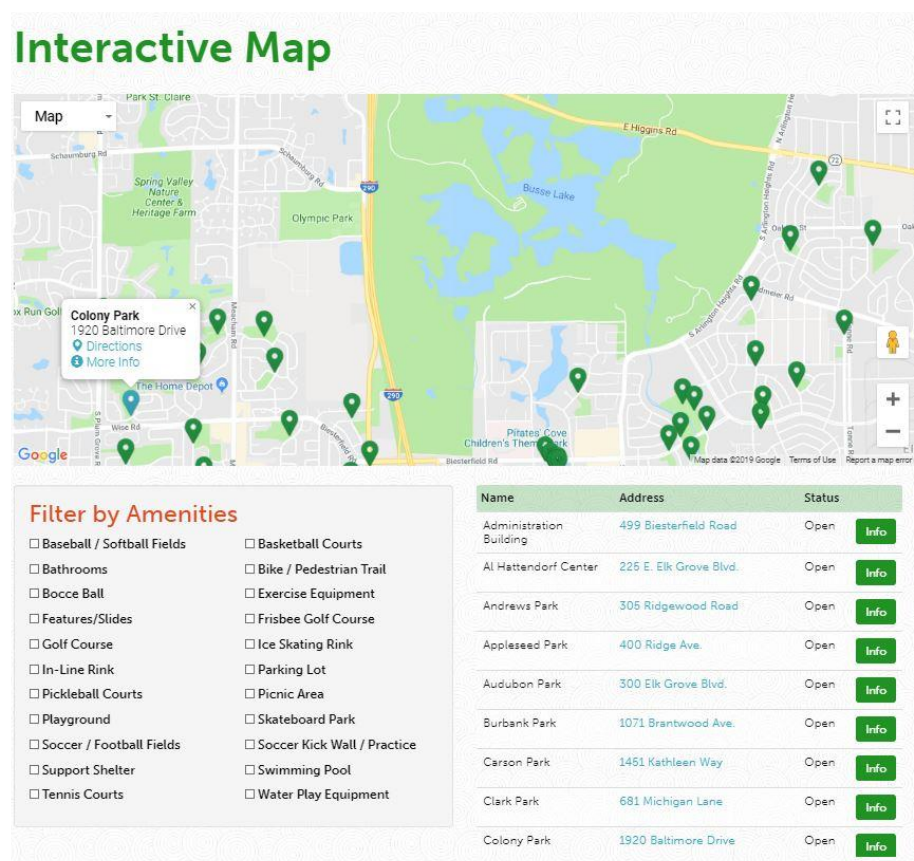
H.3.1.1 Parks, Recreation Areas, Wildlife and Waterfowl Refuges

Parks, recreation areas, and wildlife and waterfowl refuges were identified within the PSA by examining local municipal park district information, past airport environmental studies, community comprehensive

plans, township records, county recreation plans, and state and federal maps and plans. Municipal or park district websites for 15 villages/cities were consulted² along with five townships³ and Cook and DuPage Counties. **Figure H-1** shows an example of a park district website map of recreational properties.

A site reconnaissance was conducted in July 2019 to verify the presence of sites, recreational facilities, or amenities available at each site as well as property ownership/management. Recreational facilities or amenities identified at each property were used to determine whether the site was primarily used for active or passive recreation. Active recreation areas are considered playfields and play equipment or where sporting activity occurs. In contrast, passive recreation areas are dominated by activities that do not require facilities or where contemplative activities or little physical exertion are the main use of the property. Wildlife/waterfowl refuges are locations designed to protect wild animals and were considered passive recreation.

FIGURE H-1
EXAMPLE OF PARK DISTRICT WEBSITE



No wildlife refuges or waterfowl refuges were identified in the PSA, but 218 parks/recreational resources and 31 forest preserve properties were identified. **Table H-2** lists the parks/forest preserves found in **Figure H-1**.

² Cities/towns/villages: Chicago, Park Ridge, Rosemont, Des Plaines, Elk Grove, Wood Dale, Itasca, Bensenville, Elmhurst, Northlake, River Forest, Franklin Park, Schiller Park, Norwood Park, Norridge, and Veterans Park District

³ Townships: Maine, Elk Grove, Leyden, Norwood Park, and River Forest

TABLE H-2
INVENTORY OF PARKS, RECREATIONAL AREAS, WILDLIFE AND WATERFOWL
REFUGES IN THE PRIMARY STUDY AREA

Map ID	Location	Name	Resources	Active vs. Passive Recreation
P001	Addison	Oak Knoll Park	Playground, ball fields, Tennis Courts	Active
P002	Bensenville	AHAI Meeting Rooms	120-person meeting space	Passive
P003	Bensenville	Ballet Room	Ballet classes	Active
P004	Bensenville	Bensenville Skate Park	Skate area	Active
P005	Bensenville	Bensenville Theatre	Theater, ice cream	Active
P006	Bensenville	Bensenville Water Park & Splash Pad	Water activities	Active
P007	Bensenville	Creekside Park	Open space 1.5 acres	Passive
P008	Bensenville	Deer Grove Leisure Center	Basketball, Fitness center, gym	Active
P009	Bensenville	Deer Park	Part of Varble Park, football, picnic shelter	Active
P010	Bensenville	Di Orio Park	Baseball fields, playground, concession	Active
P011	Bensenville	East Gazebo	Part of Redmond Recreation Complex, gazebo	Active & Passive
P012	Bensenville	Edge Ice Arena on Jefferson	Team sports complex	Active
P013	Bensenville	Edge on John Ice Arena	Team sports complex	Active
P014	Bensenville	Fischer Farm	Farm museum and open space	Passive
P015	Bensenville	Kremple's Park	Basketball, playground	Active
P016	Bensenville	Liberty Field	Part of Redmond Recreation Complex, ballfield	Active
P017	Bensenville	Lions Park	Playground	Active
P018	Bensenville	Memorial Field	Baseball field with stadium seating	Active
P019	Bensenville	Mohawk Park	Playground, picnic benches, sand pit	Active & Passive
P020	Bensenville	North Beach Fishing Area	Part of Redmond Recreation Complex	Active
P021	Bensenville	Outer Edge Climbing Area	Climbing course and wall	Active
P022	Bensenville	Outer Edge Team Course	Climbing course and wall	Active
P023	Bensenville	Pavilion	Part of Redmond Recreation Complex - outdoor pavilion	Passive
P024	Bensenville	Pine Room	Meeting rooms	Passive
P025	Bensenville	Pines Park	Playground, picnic area	Active & Passive
P026	Bensenville	Playground	Playground	Active
P027	Bensenville	Poplar Park	Basketball court, playground, picnic area	Active
P028	Bensenville	Rose Park	Basketball court, Playground	Active

Map ID	Location	Name	Resources	Active vs. Passive Recreation
P029	Bensenville	South Beach Fishing Area	Part of Redmond Recreation Complex	Active
P030	Bensenville	Sunrise Park	Basketball court, picnic area, Playground, tennis court, roller hockey	Active
P031	Bensenville	Sunset Park	Basketball court, Ball field, playground, tennis courts, picnic area	Active
P032	Bensenville	The Water's Edge Aquatic Center	Water activities	Active
P033	Bensenville	Veterans Park (East)	Museum and softball fields	Active & Passive
P034	Bensenville	West Gazebo	Part of Redmond Recreation Complex, gazebo	Active
P035	Bensenville	White Pines Golf Course	Public golf course	Active
P036	Bensenville	Woodcrest Park	Baseball field, playground	Active
P037	Bensenville	Woodside Park	Open space	Passive
P038	Bensenville	Bensenville Library Garden of Knowledge	Garden	Passive
P039	Bensenville	Breiter-Palm Park	Playground, picnic shelter, nature trail	Active & Passive
P040	Bensenville	No longer a park	-	-
P041	Bensenville	No longer a park	-	-
P042	Bensenville	Redmond Park	Part of Redmond Recreation Complex	Active
P043	Bensenville	Terrace Park	Playground, 1/2 basketball court	Active
P044	Bensenville	Veteran's Park West - Bensenville City Park	Water tower, benches, walking trail	Passive
P045	Chicago	Centennial Park	No facilities	Passive
P046	Chicago	Grandparents Park	Playground	Active
P047	Chicago	Monument Park	Playground, sand box	Active
P048	Chicago	Mulberry Point Park	No facilities	Passive
P049	Chicago	Myrtle Point Park	No facilities	Passive
P050	Chicago	Norwood Circle Park	No facilities	Passive
P051	Chicago	Norwood Park	Pool, slide, soccer, track, fitness, baseball	Active
P052	Chicago	Olympia Park	Gym, baseball field, soccer, basketball, tennis	Active
P053	Chicago	Oriole Park	Softball fields, playgrounds, tennis, sandbox	Active
P054	Chicago	Summerdale Park	Playground	Active
P055	Chicago	Village Entrance	Open space	Passive
P056	Des Plaines	Administrative and Leisure Center	Indoor sports, playground, greenhouse	Active
P057	Des Plaines	Apache Park	Playground, basketball court, soccer, track	Active
P058	Des Plaines	Arndt Park	Fieldhouse, basketball, softball, picnic area	Active

Map ID	Location	Name	Resources	Active vs. Passive Recreation
P059	Des Plaines	Donald Stephens Park North	Bell, Benches	Passive
P060	Des Plaines	Eaton Field Park	Playground, Ball field	Active
P061	Des Plaines	Iroquois Pool	Pool	Active
P062	Des Plaines	Izaak Walton League CCFP	Indoor meeting space, outdoors	Passive
P063	Des Plaines	Lake Park	Playground, marina, Water sports, golf course	Active & Passive
P064	Des Plaines	Maine West High School Parkland	Ball fields, track tennis courts	Active
P065	Des Plaines	McKay-Nealis Park	Playground, sand box	Active
P066	Des Plaines	Orchard Place Elementary School Park	No facilities	Passive
P067	Des Plaines	Orchard Place School Park at Plainfield Elementary	Playground and open space/no facilities	Active & Passive
P068	Des Plaines	Seminole Park	Playground, basketball, ball fields w/bleachers, tennis courts	Active
P069	Des Plaines	South School Parkland	Sports field	Active
P070	Des Plaines	Majewski Metro Park In Des Plaines	Baseball and soccer fields	Active
P071	Elk Grove	Andrews Park	Baseball field	Active
P072	Elk Grove	Appleseed Park	Baseball field	Active
P073	Elk Grove	Athletic Fields	Baseball fields, soccer fields	Active
P074	Elk Grove	Audubon Park	Baseball fields	Active
P075	Elk Grove	Audubon Skate Park	Skate ramps	Active
P076	Elk Grove	Burbank Park	Soccer field and open space/no facilities	Active & Passive
P077	Elk Grove	Fairchild Park	Baseball, tennis, playground	Active
P078	Elk Grove	J. M. Heffern Park	Playground, baseball	Active
P079	Elk Grove	Jack A. Claes Pavilion	Indoor community center	Active
P080	Elk Grove	Jumps n Jiggles Indoor Playground & Carousel	Indoor and outdoor playground	Active
P081	Elk Grove	Lions Park	Pool, ball fields, soccer, track	Active
P082	Elk Grove	Muir Park	Playground	Active
P083	Elk Grove	Olmstead Park	Open space	Passive
P084	Elk Grove	Pirates' Cove Children's Theme Park	Indoor and outdoor playground	Active
P085	Elk Grove	Pocket Park #1	No facilities	Passive
P086	Elk Grove	Pocket Park #2	No facilities	Passive
P087	Elk Grove	Pocket Park #3	Bench	Passive
P088	Elk Grove	Pocket Park #4	Bench	Passive

Map ID	Location	Name	Resources	Active vs. Passive Recreation
P089	Elk Grove	Pocket Park #5	Benches	Passive
P090	Elk Grove	Pocket Park #6	No facilities	Passive
P091	Elk Grove	Pocket Park #7	Benches, water tower	Passive
P092	Elk Grove	Pocket Park #8	No facilities	Passive
P093	Elk Grove	Pocket Park #9	No facilities	Passive
P094	Elk Grove	Pocket Park #10	No facilities	Passive
P095	Elk Grove	Pocket Park #11	No facilities	Passive
P096	Elk Grove	Pocket Park #12	No facilities	Passive
P097	Elk Grove	Pocket Park #13	No facilities	Passive
P099	Elk Grove	Pocket Park #15	Bench	Passive
P099	Elk Grove	Pocket Park #16	No facilities	Passive
P100	Elk Grove	Pocket Park #17	No facilities	Passive
P101	Elk Grove	Pocket Park #18	No facilities	Passive
P102	Elk Grove	Pocket Park #19	No facilities	Passive
P103	Elk Grove	Pocket Park #22	No facilities	Passive
P104	Elk Grove	Rainbow Falls Waterpark	Pool and outdoor hockey rink	Active
P105	Elk Grove	Roosevelt Park	Baseball fields, soccer field, Playground, open space/no facilities	Active & Passive
P106	Elk Grove	Sanders Park	Playground, open space/no facilities	Active & Passive
P107	Elk Grove	Sheila Ray Adult Center	Community Center	Active
P108	Elk Grove	Udall Park	Basketball court, Soccer field, Playground	Active
P109	Elk Grove	Elk Grove Park District (Salt Creek & Clearmont Drive)	No facilities	Passive
P110	Elk Grove	Hattendorf Park (Al Hattendorf Center)	Community Center	Active
P111	Elk Grove	Ridge Park (Field)	Community center, playgrounds, basketball court	Active
P112	Elk Grove	Salt Creek Park	No facilities	Passive
P113	Elk Grove	Village Green	Concerts	Passive
P114	Elmhurst	Conrad Fischer Park	Playground, baseball, basketball, futsal court, soccer, tennis	Active
P115	Elmhurst	Crestview Park	Community center, tennis, basketball, baseball	Active & Passive
P116	Franklin Park	Centre at North Park	Fitness center, floor hockey, volleyball	Active
P117	Franklin Park	Discovery Park	Baseball, soccer, football, playground	Active
P118	Franklin Park	Franklin Park Ice Arena	Ice skating, hockey, fitness	Active
P119	Franklin Park	Franklin Park Pool	Pool with concession	Active

Map ID	Location	Name	Resources	Active vs. Passive Recreation
P120	Franklin Park	Iceland Park	Picnic area	Active & Passive
P121	Franklin Park	James Park	Picnic area, sand area, skateboard, soccer, 1/2 basketball court, playground, pagoda, volleyball, splash park	Active & Passive
P122	Franklin Park	Junction Park	Picnic area, playground	Active & Passive
P123	Franklin Park	Linden Park	Picnic area, playground	Active & Passive
P124	Franklin Park	North Park	Baseball, basketball, skate park, tennis court, sand area	Active
P125	Franklin Park	No longer a park		
P126	Franklin Park	Rodger Hammil Square	Gazebo in square	Passive
P127	Franklin Park	Ruby-Addison Park	Picnic area, sand area, playground	Active & Passive
P128	Franklin Park	Sunflower Nature Center	Indoor activities, including preschool	Active
P129	Franklin Park	Veterans Memorial Park	Contemplative	Passive
P130	Harwood Hts	Harwood Heights Recreation Center	Interior fitness center	Active
P131	Harwood Hts	Norridge Park District Facilities Complex	Sports complex	Active
P132	Harwood Hts	Norridge Rec Center-East	Interior community center	Active
P133	Harwood Hts	St. Rosalie's Kiddie Park	Playground	Active
P134	Itasca	Raymond Benson Park	Baseball, basketball, garden, picnic pavilion, playground, tennis, trail	Active & Passive
P135	Itasca	Country Club Park	Basketball, picnic pavilion, playground	Active
P136	Itasca	Franzen Park	Baseball, playground	Active
P137	Itasca	Franzen Play for All Community Park	Garden, soccer field, tennis courts, walking trail	Active & Passive
P138	Itasca	Happy Acres Park	Picnic table and open space with walking trail	Passive
P139	Itasca	Historical Depot Museum	Museum	Passive
P140	Itasca	Itasca Caribbean Water Park	Pool and picnic areas	Active
P141	Itasca	James Clayson Park	Playground, picnic shelter	Active & Passive
P142	Itasca	Peacock Park	Baseball, Baggo, Bocce, Picnic Pavilion, Skate, Soccer, Volleyball, trail	Active & Passive
P143	Itasca	Schiller Park	Playground and open space/no facilities	Active & Passive
P144	Itasca	Springbrook Nature Center	Garden, picnic, trails	Passive
P145	Itasca	St Peters Field	baseball field, playground, picnic tables	Active
P146	Itasca	Unnamed Park	Water feature, path, pagoda	Active & Passive

Map ID	Location	Name	Resources	Active vs. Passive Recreation
P147	Itasca	Washington Park	Baseball, basketball, concession, fitness center	Active
P148	Itasca	Wesley G. Usher Memorial Park	Water feature, paths, benches	Active & Passive
P149	Melrose Park	Leyden Township Park Site	Playground, picnic table, bench	Active
P150	Melrose Park	Westdale Park	Community center, playground, baseball	Active
P151	Norridge	Iron Ball Park	Playground, water tower	Active
P152	Norridge	Norridge Park	Ball fields	Active
P153	Northlake	Centerpoint Recreation & Preserve	Open space, bicycle path, walking path, picnic pavilion	Active & Passive
P154	Northlake	Ful-Roy Park	Playground, pagoda, benches, volleyball, water feature	Active & Passive
P155	Northlake	Grant Park Recreation Center	Community center	Active
P156	Northlake	Jerome Park	Playground, gazebo	Active & Passive
P157	Northlake	Kahl Park	Baseball, playground, picnic area	Active
P158	Northlake	Millennium Park	Playground, volleyball, splash fountain, skate park	Active
P159	Northlake	Nagle-Perri Park	Playground, water feature	Active
P160	Northlake	Posphalla Park	Playground, track, picnic area, skate park, gazebo, splash fountain	Active
P161	Northlake	Veterans Park District Preschool	Preschool	Active
P162	Park Ridge	Brickton Park	Baseball, playground, soccer	Active
P163	Park Ridge	Centennial Park	Community center, aquatic center, sled hill, ball fields, soccer, playground, picnic area, walking path	Active & Passive
P164	Park Ridge	Cumberland Park	Open space	Passive
P165	Park Ridge	Hinkley Park	Skate Park, lighted field, swimming pool, tennis	Active
P166	Park Ridge	Hodges Park	Outdoor seating, war memorial	Passive
P167	Park Ridge	Jaycee Park	Tennis, ball field, soccer, basketball, playground	Active
P168	Park Ridge	Maine Park Leisure Center	Nature center, sled hill, pavilion, ball field, soccer, picnic	Active & Passive
P169	Park Ridge	Ridge Park	Outdoor seating	Passive
P170	Park Ridge	Rotary Park	Playground, basketball	Active
P171	Park Ridge	South Park	Pool, playground, community center, outdoor ice skate, pavilion, picnic area, war memorial, tennis court, football	Active & Passive
P172	Park Ridge	Southwest Park	Ball fields, football, basketball, playground	Active
P173	Park Ridge	Wildwood Nature Center	Nature area, live animals	Passive

Map ID	Location	Name	Resources	Active vs. Passive Recreation
P174	Rosemont	Allstate Arena	18,500-person arena	Active
P175	Rosemont	Barry Recreational Center	Playground, ball field, soccer, splash pad, Community center	Active
P176	Rosemont	Burgermeister Park	Gazebo, garden, open space	Passive
P177	Rosemont	Donald E. Stephens Athletic Complex	Playground, ball fields, pool, basketball, Interior athletic center	Active
P178	Rosemont	Donald Stephens Park S1	Bell, benches	Passive
P179	Rosemont	Donald Stephens Park S2	Water feature	Passive
P180	Rosemont	Dunne Park	Playground, gazebo, lake, exercise center	Active
P181	Rosemont	Margaret J. Lange Park	Playground, baseball, pool, community center	Active
P182	Rosemont	Monument Park	Water features and sidewalk	Passive
P183	Rosemont	Parkway Bank Park Entertainment District	Community events and activities	Active
P184	Rosemont	Rosemont Health & Fitness	Health center	Active
P185	Rosemont	Rosemont Housing Complex Park	Gazebo, picnic tables, BBQ	Active
P186	Rosemont	Rosemont Theatre	Live theater and entertainment	Active
P187	Rosemont	Stephens Rec Isle	Playground	Active
P188	Rosemont	The Dome at the Parkway Bank Sports Complex	Sports complex	Active
P189	Rosemont	Westin Park	Clocktower, benches	Passive
P190	Schiller Park	"Bark" Park	Benches, picnic table, dog park	Passive
P191	Schiller Park	Clocktower Park	Benches, water feature, gazebo	Passive
P192	Schiller Park	Edward E. Bluthardt Recreation Center	Community center	Active
P193	Schiller Park	Fairview Park	Benches, Playground	Active
P194	Schiller Park	Kennedy Park	Playground and walking path	Active & Passive
P195	Schiller Park	North Village Park	Benches, Picnic area, playground, spay pad	Active
P196	Schiller Park	Schiller Park Recreation Department/Bluthardt Center	Community Center	Active
P197	Schiller Park	Shelton Field	Baseball with bleachers	Active
P198	Schiller Park	Skate Park	Skate ramps	Active
P199	Schiller Park	Stalica Park	Baseball, basketball, concession, gazebo, playground, walking track	Active & Passive
P200	Schiller Park	Dooley Memorial Park	Basketball, benches, playground	Active
P201	Wood Dale	Ash Woods Park	Playground, bench	Active & Passive
P202	Wood Dale	Brookwood Park	Playground, soccer, basketball, bag boards, Picnic	Active

Map ID	Location	Name	Resources	Active vs. Passive Recreation
P203	Wood Dale	Cabin Nature Center	Activity and nature building (White Oaks Park)	Passive
P204	Wood Dale	Calvary Park	Playground, basketball court	Active
P205	Wood Dale	Central Park	Playground, basketball court	Active
P206	Wood Dale	Community Park	Ball fields, tennis courts, playground	Active
P207	Wood Dale	Franzen Grove Park	Gazebo, picnic tables	Active & Passive
P208	Wood Dale	Georgetown Park	Playground, basketball	Active
P209	Wood Dale	Hyatt-Hubbard Site	Hiking area	Passive
P210	Wood Dale	Lake Mini-Ha-Ha	Pond, benches	Passive
P211	Wood Dale	Lionwood Park	Baseball, basketball	Active
P212	Wood Dale	Mohawk Manor Park	Playground, box library, picnic, sand pit, open field	Active & Passive
P213	Wood Dale	Veteran's Memorial Park	Flags and Monument	Passive
P214	Wood Dale	White Oak Park	Dog recreation area	Active
P215	Wood Dale	Wood Dale Recreation Complex	Community center	Active
P216	Wood Dale	Wood Dale Water Park - The Beach	Pool complex	Active
P217	Wood Dale	Woodlands at White Oak Park	Activity and nature building (White Oaks Park)	Passive
P218	Wood Dale	Salt Creek Golf Club	Golf course	Active
FP01	Addison	The Preserve at Oak Meadows	Golf course	Active
FP02	Bensenville	Fisher Woods Forest Preserve	Open space/No facilities	Passive
FP03	Chicago	Catherine Chevalier Woods	Open space, hiking, skiing, picnic area	Passive
FP04	Chicago	Che Qua Woods	Open space, picnic area	Passive
FP05	Chicago	Indian Boundary Golf Course	Golf course	Active
FP06	Chicago	Robinson Woods South	Picnic area, cycling, skiing	Active & Passive
FP07	Chicago	Schiller Park Model Airplane Flying Field	Model airplane flying	Active
FP08	Chicago	Schiller Playfield	Open space/No facilities	Passive
FP09	Chicago	Schiller Woods East	Fishing, open space, sled hill, picnic area	Passive
FP10	Chicago	Schiller Woods North	Benches, open space	Passive
FP11	Des Plaines	Algonquin Woods	Open space/No facilities	Passive
FP12	Des Plaines	Blanding Grove Family Picnic Area	Picnic, open space	Active & Passive
FP13	Des Plaines	Blue Beech Family Picnic Area	Picnic, open space	Active & Passive

Map ID	Location	Name	Resources	Active vs. Passive Recreation
FP14	DuPage County	Salt Creek Park	Picnic, open space	Active & Passive
FP15	Elk Grove	Elk Grove Forest Preserve (Salt Creek East)		
FP16	Itasca	Salt Creek Marsh (north)	Open space/No facilities	Passive
FP17	Itasca	Salt Creek Marsh (south)	Open space/No facilities	Passive
FP18	Itasca	Songbird Slough Forest Preserve	Open space/No facilities	Passive
FP19	Maine Township	Iroquois Woods	Open space/No facilities	Passive
FP20	Park Ridge	Axehead Lake	Fishing, picnic, lake activities	Active & Passive
FP21	Park Ridge	Chippewa Woods	Picnic, open space	Active & Passive
FP22	Park Ridge	Dam No. 4 Woods East	Ski path, cycling, hiking, open space	Active & Passive
FP23	Park Ridge	John E. Traeger Picnic Area	Picnic area, open space	Active & Passive
FP24	Schiller Park	Indian Boundary Family Picnic Area	Picnic area, open space	Active & Passive
FP25	Schiller Park	Irving Park Canoe Landing	Boating	Active & Passive
FP26	Schiller Park	River Bend Family Picnic Area	Picnic area, open space	Active & Passive
FP27	Schiller Park	Robinson Homestead Family Picnic Area	Soccer field, picnic area, open space	Active & Passive
FP28	Schiller Park	Schiller Woods South	Stone cabin, open space	Active & Passive
FP29	Schiller Park	Schiller Woods West	Fishing, picnic, open space	Active & Passive
FP30	Wood Dale	Maple Meadows Golf Club	Golf course	Active
FP31	Wood Dale	Wood Dale Grove Forest Preserve	Open space	Passive

Source: Synergy Consultants, May 2021

Active: Activities such as baseball, football, skateboarding, tennis, skiing, golf, soccer, etc., involving use of special facilities/courses/equipment

Passive: Hunting, hiking, walking, cycling, running, fishing activities that place minimal stress on the land

H.3.1.2 Historic Sites

FAA Order 1050.1F Desk Reference, Section 8.2.3 identifies types of historic properties as:

“Not all cultural resources identified in the APE [Area of Potential Effects] may necessarily be considered culturally or historically important. Section 106 prescribes that an agency consider effects to *historic properties*, defined as any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the NRHP (see 36 CFR Section 800.16(l)(1)). The eligibility of resources is determined through use of the NRHP criteria for evaluation of historic resources and through Section 106 consultation.”

As also noted in Desk Reference 5.1.1: "In the case of historic sites, the official with jurisdiction is the State Historic Preservation Officer (SHPO), or the Tribal Historic Preservation Officer (THPO) if the property is located on tribal land. If the property is on tribal land but the tribe has not assumed the responsibilities of the SHPO, a representative designated by the tribe should be recognized as an official with jurisdiction in addition to the SHPO. When the Advisory Council on Historic Preservation (ACHP) is involved under Section 106, the Council is also an official with jurisdiction for purposes of Section 4(f). If a Section 4(f) property is a National Historic Landmark, the NPS is also an official with jurisdiction for purposes of Section 4(f) (see Chapter 8)."

The O'Hare Modernization Program Environmental Impact Statement considered locally designated sites in its Section 4(f) Evaluation, and thus, these sites were also considered in this evaluation.⁴ The Federal Highway Administration (FHWA) Policy Paper notes the definition for identifying locally significant historic sites:

If a site is determined not to be on or eligible for the NR, FHWA still may determine that the application of Section 4(f) is appropriate when an official (such as the Mayor, president of the local historic society, etc.) formally provides information to indicate that the historic site is of local significance. In rare cases such as this, FHWA may determine that it is appropriate to apply Section 4(f) to that property.

The identification of historic sites began with identifying sites on or eligible for inclusion of the NRHP. Within the on-airport APE used in the Section 106 process, historic properties were identified using survey and evaluation procedures accepted by the FAA and Illinois SHPO. Appendix G documents the Section 106 process.

Determinations of Eligibility (DOEs) were prepared for on-airport buildings with potential significance. An individual DOE was prepared for seven on-airport buildings that met the NRHP age threshold and/or had potential significance. Four buildings within the on-airport APE that met the age threshold but had no potential for significance were surveyed and evaluated in an inventory form. Three on-airport properties in the APE were determined eligible for the NRHP: Terminal 1, even though it does not meet the age threshold (it had potential significance), the CDA Control Tower, and the Rotunda.

As noted in the determination of eligibility, "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." In addition, the Rest Haven Cemetery, located on the southern portion of O'Hare is a NRHP listed site, but would not be affected by the Proposed Action.

Within the off-airport APE, historic properties (listed in or determined eligible for the National Register) and/or locally important sites were identified. This process involved outreach to communities (county, townships, and municipalities) and local historical societies and organizations that may have knowledge and information about historic sites within the APE. In addition, background literature and database searches were conducted to identify inventoried properties listed in or eligible for the National Register or State Register of Historic Places, along with Certified Local Government (CLG)-designated properties and properties locally designated or recognized by a municipality, county, or historical society within the APE.⁵

⁴ https://www.faa.gov/airports/airport_development/omp/eis/feis/

⁵ The Certified Local Government Program is a provision of 36 CFR Part 61 – Procedures for State, Tribal and Local Government Historic Preservation Programs. "The Certified Local Government (CLG) program is the official preservation partnership connecting local, state, and Federal governments to help communities save their irreplaceable historic resources. Through the certification process, communities make a local commitment to historic preservation." "What We Do," *National Park Service: State, Tribal, and Local Plans and Grants Division*, February 1, 2019, <https://www.nps.gov/orgs/1623/whatwedo.htm>

To identify historic properties and locally important sites, the following sources were examined or contacted:

- Properties (records) in the Historic Architectural and Archaeology Resources Geographic Information System (HARGIS) maintained by the Illinois Historic Preservation Agency (IHPA)⁶
- Properties listed in the Chicago Historic Resources Survey maintained by the City of Chicago⁷
- Outreach to local government agencies and organizations within the off-airport APE
- Properties previously identified in earlier O'Hare environmental studies

This process of identification through literature and database searches and reports by local contacts resulted in a list of off-airport individual properties and historic districts.⁸ The resulting 263 properties are listed in **Table H-3** for three categories of properties: 1) historic properties not on the NRHP but determined to be eligible, 2) NRHP listed historic properties, and 3) locally important properties. As listed in **Table H-3**, nine off-airport properties were identified as listed or eligible for the National Register, while 254 properties of local importance were identified off airport, as listed in **Table H-3**.

H.3.2 Criteria/Methodology for Determination of Impacts to Section 4(f) Properties Identified

Airport development can impact or "use" Section 4(f) properties either directly or indirectly. The approaches to identifying the potential direct and indirect impacts are described in the following sections.

H.3.2.1 Direct Impacts

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

TABLE H-3
INVENTORY OF HISTORIC SITES IN THE PRIMARY STUDY AREA

Map ID	Municipality	Name/Use	Street Address
On-Airport – National Register Listed or Determined Eligible Property			
HN09	Chicago	CDA Control Tower	On airport
HN10	Chicago	Terminal 1	On airport
HN11	Chicago	Rotunda	On airport
HN08	Chicago	Rest Haven Cemetery	On airport
Off-Airport National Listed or Determined Eligible Property			

⁶ "HARGIS," *Illinois Department of Natural Resources Historic Preservation Division*, n.d., <https://www2.illinois.gov/dnrhistoric/Preserve/Pages/HARGIS.aspx>

⁷ "Chicago Historic Resources Survey," *City of Chicago / Chicago Landmarks*, n.d., <https://webapps1.chicago.gov/landmarksweb/web/historicsurvey.htm>

⁸ The extant status of identified off-airport historic properties and locally important sites will be confirmed if a potential effect is identified.

Map ID	Municipality	Name/Use	Street Address
HN01	Bensenville	Churchville School	3N784 Church Road
HN02	Bensenville	Green Street School (Commercial Property)	119 E. Green Street
HN03	Chicago	Bridge over JFK Expressway (I-90) carrying Canfield Avenue	5743 N. Canfield Avenue
HN04	Chicago	Wingert House	6231 N. Canfield Avenue
HN05	Chicago	Passionate Fathers Monastery	5700 N. Harlem Avenue
HN06	Chicago	Noble-Seymour-Crippen House	5628 N. Newark Avenue
HN07	Chicago	Chicago & North Western Railroad Depot	6089 N. Northwest Highway
HN12	Chicago	Norwood Park Historic District	Southwest corner of district
HN13	Park Ridge	Pickwick Theater Building	5 S. Prospect Avenue
Off-Airport Locally Important Sites			
LS001	Bensenville	Faith Community UCC	192 Center Street
LS002	Bensenville	Private Home	4N030 Church Road
LS003	Bensenville	Private Home	9 E. Pine Avenue
LS004	Bensenville	Private Home	110 E. Pine Avenue
LS005	Bensenville	Fischer Farm	16W680 Grand Avenue
LS006	Bensenville	Private Home	180 May Street
LS007	Bensenville	Private Home	185 May Street
LS008	Bensenville	Veteran's Park West	118 N. Church Road
LS009	Bensenville	Residence	214 Park Street
LS010	Bensenville	Private Home	184 Rose Street
LS011	Bensenville	Residence	185 Rose Street
LS012	Bensenville	Private Home	143 S. Addison Street
LS013	Bensenville	Private Home	150 S. Addison Street
LS014	Bensenville	Private Home	168 S. Addison Street
LS015	Bensenville	Private Home	169 S. Addison Street
LS016	Bensenville	Private Home	201 S. Addison Street
LS017	Bensenville	Janker's Building	202 S. Addison Street
LS018	Bensenville	Private Home	437 S. Addison Street
LS019	Bensenville	Theatre/Stores	9-23 S. Center Street
LS020	Bensenville	Private Home	145 S. Center Street
LS021	Bensenville	Private Home	155 S. Center Street
LS022	Bensenville	Private Home	156 S. Center Street
LS023	Bensenville	Private Home	160 S. Center Street
LS024	Bensenville	Residence	164 S. Center Street
LS025	Bensenville	Peace Church Manse/Private Home	166 S. Center Street
LS026	Bensenville	Private Home	181 S. Center Street
LS027	Bensenville	Private Home	202 S. Center Street

Map ID	Municipality	Name/Use	Street Address
LS028	Bensenville	Private Home	206 S. Center Street
LS029	Bensenville	Private Home	240 S. Center Street
LS030	Bensenville	Private Home	244 S. Center Street
LS031	Bensenville	Zion Lutheran Church	865 S. Church Road
LS032	Bensenville	Private Home	138 S. Mason Street
LS033	Bensenville	Private Home	141 S. Mason Street
LS034	Bensenville	Private Home	145 S. Mason Street
LS035	Bensenville	Private Home	146 S. Mason Street
LS036	Bensenville	Private Home	158 S. Mason Street
LS037	Bensenville	Private Home	166 S. Mason Street
LS038	Bensenville	Private Home	169 S. Mason Street
LS039	Bensenville	Private Home	172 S. Mason Street
LS040	Bensenville	Private Home	173 S. Mason Street
LS041	Bensenville	Private Home	175 S. Mason Street
LS042	Bensenville	Private Home	180 S. Mason Street
LS043	Bensenville	Private Home	196 S. Mason Street
LS044	Bensenville	Private Home	201 S. Mason Street
LS045	Bensenville	Private Home	176 S. Walnut Street
LS046	Bensenville	Private Home	188 S. Walnut Street
LS047	Bensenville	Private Home	196 S. Walnut Street
LS048	Bensenville	Private Home	14 S. York Road
LS049	Bensenville	Private Home	158 S. York Road
LS050	Bensenville	Residence	165 S. York Road
LS051	Bensenville	Residence	180 S. York Road
LS052	Bensenville	Private Home	181 S. York Road
LS053	Bensenville	Private Home	192 S. York Road
LS054	Bensenville	Private Home	217 S. York Road
LS055	Bensenville	Professional Center	100 W. Green Street
LS056	Bensenville	Private Home	301 W. Green Street
LS057	Bensenville	Private Home	309 W. Green Street
LS058	Bensenville	Private Home	313 W. Green Street
LS059	Bensenville	Private Home	317 W. Green Street
LS060	Bensenville	Private Home	507 W. Green Street
LS061	Bensenville	Private Home	517 W. Green Street
LS062	Bensenville	Korthauer Log House	714 W. Wood Avenue
LS063	Chicago	Commercial	6625 N. Avondale Avenue
LS064	Chicago	Residence	5700 N. Natoma Avenue

Map ID	Municipality	Name/Use	Street Address
LS065	Chicago	Residence	5228 N. New England Avenue
LS066	Chicago	Residence	5232 N. New England Avenue
LS067	Chicago	Residence	5661 N. New Hampshire Avenue
LS068	Chicago	Residence	5666 N. New Hampshire Avenue
LS069	Chicago	Residence	5669 N. New Hampshire Avenue
LS070	Chicago	Residence	5673 N. New Hampshire Avenue
LS071	Chicago	Residence	5678 N. New Hampshire Avenue
LS072	Chicago	Residence	5681 N. New Hampshire Avenue
LS073	Chicago	Residence	5682 N. New Hampshire Avenue
LS074	Chicago	Residence	5685 N. New Hampshire Avenue
LS075	Chicago	Residence	5688 N. New Hampshire Avenue
LS076	Chicago	Residence	5692 N. New Hampshire Avenue
LS077	Chicago	Residence	5693 N. New Hampshire Avenue
LS078	Chicago	Residence	5697 N. New Hampshire Avenue
LS079	Chicago	Residence	5617 N. Newark Avenue
LS080	Chicago	Residence	5623 N. Newark Avenue
LS081	Chicago	Residence	5627 N. Newark Avenue
LS082	Chicago	Residence	5642 N. Newark Avenue
LS083	Chicago	Residence	5647 N. Newark Avenue
LS084	Chicago	Residence	5653 N. Newark Avenue
LS085	Chicago	Residence	5656 N. Newark Avenue
LS086	Chicago	Residence	5659 N. Newark Avenue
LS087	Chicago	Residence	5662 N. Newark Avenue
LS088	Chicago	Residence	5667 N. Newark Avenue
LS089	Chicago	Residence	5631 N. Newcastle Avenue
LS090	Chicago	Residence	5637 N. Newcastle Avenue
LS091	Chicago	Residence	5647 N. Newcastle Avenue
LS092	Chicago	Residence	5655 N. Newcastle Avenue
LS093	Chicago	Danish Old People's Home	5656 N. Newcastle Avenue
LS094	Chicago	Residence	5667 N. Newcastle Avenue
LS095	Chicago	Residence	6626 N. Northwest Highway
LS096	Chicago	Mixed use - commercial/residential	6714 N. Northwest Highway
LS097	Chicago	Mixed use - commercial/ residential	6718 N. Northwest Highway
LS098	Chicago	Chicago-Read Mental Health Center	4200 N. Oak Park Avenue
LS099	Chicago	Residence	6134 N. Olcott Avenue
LS100	Chicago	Edison Park Elementary School	6200 N. Olcott Avenue
LS101	Chicago	Residence	6554 N. Oliphant Avenue

Map ID	Municipality	Name/Use	Street Address
LS102	Chicago	Residence	6438 N. Oxford Avenue
LS103	Chicago	Residence	6453 N. Oxford Avenue
LS104	Chicago	Residence	6454 N. Oxford Avenue
LS105	Chicago	Residence	6456 N. Oxford Avenue
LS106	Chicago	Residence	720 S. Lincoln Avenue
LS107	Chicago	Forest Preserve Garage	8800 W. Belmont Avenue
LS108	Chicago	Residence	6800 W. Hobart Avenue
LS109	Chicago	Residence	6803 W. Hobart Avenue
LS110	Chicago	Residence	6804 W. Hobart Avenue
LS111	Chicago	Residence	6813 W. Hobart Avenue
LS112	Chicago	Residence	6819 W. Hobart Avenue
LS113	Chicago	Residence	6822 W. Hobart Avenue
LS114	Chicago	Residence	6826 W. Hobart Avenue
LS115	Chicago	Residence	6829 W. Hobart Avenue
LS116	Chicago	Residence	6833 W. Hobart Avenue
LS117	Chicago	Multi-family residence	6836 W. Hobart Avenue
LS118	Chicago	Residence	6843 W. Hobart Avenue
LS119	Chicago	Residence	6852 W. Hobart Avenue
LS120	Chicago	Residence	6865 W. Hobart Avenue
LS121	Chicago	Residence	6883 W. Hobart Avenue
LS122	Chicago	Residence	6905 W. Hobart Avenue
LS123	Chicago	Residence	6915 W. Hobart Avenue
LS124	Chicago	Residence	6921 W. Hobart Avenue
LS125	Chicago	Residence	6925 W. Hobart Avenue
LS126	Chicago	Residence	6932 W. Hobart Avenue
LS127	Chicago	Residence	6938 W. Hobart Avenue
LS128	Chicago	Residence	6949 W. Hobart Avenue
LS129	Chicago	Residence	6953 W. Hobart Avenue
LS130	Chicago	Residence	6721 W. Hurlbut Street
LS131	Chicago	Residence	6727 W. Hurlbut Street
LS132	Chicago	Residence	6732 W. Hurlbut Street
LS133	Chicago	Residence	7327 W. Myrtle Avenue
LS134	Elk Grove Village	Elk Grove Park District Farmhouse Museum	399 Biesterfield Road
LS135	Elmhurst	Fischer Windmill at Mt. Emblem Cemetery	520 E. Grand Avenue
LS136	Franklin Park	Residence	3234 25th Avenue
LS137	Franklin Park	Residence	3238 25th Avenue
LS138	Franklin Park	Kirchhoff, Henry, House	10067 Franklin Avenue

Map ID	Municipality	Name/Use	Street Address
LS139	Franklin Park	Victor Fluid Power	3412 River Road
LS140	Harwood Heights	Durocraft Homes point 1	Durocraft Homes point 1
LS141	Harwood Heights	Durocraft Homes point 2	Durocraft Homes point 2
LS142	Harwood Heights	Durocraft Homes point 3	Durocraft Homes point 3
LS143	Harwood Heights	Durocraft Homes point 4	Durocraft Homes point 4
LS144	Harwood Heights	Durocraft Homes point 5	Durocraft Homes point 5
LS145	Itasca	Historical Depot Museum	101 Catalpa Avenue
LS146	Itasca	Residence	226 N. Elm Street
LS147	Itasca	Second School, Apartments	311 N. Elm Street
LS148	Itasca	Commercial	209 N. Walnut Avenue
LS149	Itasca	Doctor's Memorial	217 N. Walnut Avenue
LS150	Itasca	Residence	105 S. Maple Street
LS151	Itasca	Residence	126 S. Maple Street
LS152	Itasca	Residence	118 S. Walnut Avenue
LS153	Itasca	Unknown	126 S. Walnut Avenue
LS154	Itasca	Itasca Baptist Church	210 S. Walnut Avenue
LS155	Itasca	Commercial	101 W. Orchard Street
LS156	Itasca	Commercial	111 W. Orchard Street
LS157	Itasca	Commercial	115 W. Orchard Street
LS158	Itasca	Unknown	125 W. Orchard Street
LS159	Park Ridge	Residence	231 Belle Plaine Avenue
LS160	Park Ridge	Residence	916 Cleveland Avenue
LS161	Park Ridge	Residence	202 Columbia Avenue
LS162	Park Ridge	Residence	203 Columbia Avenue
LS163	Park Ridge	Residence	218 Courtland Avenue
LS164	Park Ridge	Residence	321 Courtland Avenue
LS165	Park Ridge	Residence	411 Courtland Avenue
LS166	Park Ridge	Residence	412 Courtland Avenue
LS167	Park Ridge	Residence	421 Courtland Avenue
LS168	Park Ridge	Residence	524 Courtland Avenue
LS169	Park Ridge	Residence	708 Courtland Avenue
LS170	Park Ridge	Residence	840 Courtland Avenue
LS171	Park Ridge	Residence	908 Courtland Avenue
LS172	Park Ridge	Residence	1429 Courtland Avenue
LS173	Park Ridge	Residence	1439 Courtland Avenue
LS174	Park Ridge	Commercial	616 Devon Avenue
LS175	Park Ridge	Residence	945 Florence Drive

Map ID	Municipality	Name/Use	Street Address
LS176	Park Ridge	Clue House	720 Garden Street
LS177	Park Ridge	Residence	1113 Garden Street
LS178	Park Ridge	Residence	1105 Harrison Street
LS179	Park Ridge	Residence	211 Lake Avenue
LS180	Park Ridge	Residence	225 Lake Avenue
LS181	Park Ridge	Residence	228 Lake Avenue
LS182	Park Ridge	Residence	234 Lake Avenue
LS183	Park Ridge	Residence	244 Lake Avenue
LS184	Park Ridge	Residence	328 Lake Avenue
LS185	Park Ridge	Residence	122 N. Delphia Avenue
LS186	Park Ridge	Residence	241 N. Greenwood Avenue
LS187	Park Ridge	Residence	15 N. Knight Avenue
LS188	Park Ridge	Residence	202 N. Lincoln Avenue
LS189	Park Ridge	Residence	317 Oak Street
LS190	Park Ridge	Hodges House	325 Oak Street
LS191	Park Ridge	Helen Unseth House	808 Park Plaine Avenue
LS192	Park Ridge	Residence	704 Parkwood Avenue
LS193	Park Ridge	Residence	928 Prairie Avenue
LS194	Park Ridge	Residence	1003 Prairie Avenue
LS195	Park Ridge	Residence	600 S. Clifton Avenue
LS196	Park Ridge	Residence	321 S. Crescent Avenue
LS197	Park Ridge	Residence	322 S. Crescent Avenue
LS198	Park Ridge	Residence	325 S. Crescent Avenue
LS199	Park Ridge	Residence	333 S. Crescent Avenue
LS200	Park Ridge	Residence	413 S. Crescent Avenue
LS201	Park Ridge	Residence	432 S. Crescent Avenue
LS202	Park Ridge	Residence	505 S. Crescent Avenue
LS203	Park Ridge	Residence	506 S. Crescent Avenue
LS204	Park Ridge	Residence	601 S. Crescent Avenue
LS205	Park Ridge	Residence	823 S. Crescent Avenue
LS206	Park Ridge	Residence	925 S. Crescent Avenue
LS207	Park Ridge	Residence	1305 S. Crescent Avenue
LS208	Park Ridge	Residence	1433 S. Crescent Avenue
LS209	Park Ridge	Residence	315 S. Cumberland Avenue
LS210	Park Ridge	Residence	401 S. Cumberland Avenue
LS211	Park Ridge	Residence	424 S. Cumberland Avenue
LS212	Park Ridge	Residence	431 S. Cumberland Avenue

Map ID	Municipality	Name/Use	Street Address
LS213	Park Ridge	Residence	224 S. Fairview Avenue
LS214	Park Ridge	Residence	309 S. Fairview Avenue
LS215	Park Ridge	Residence	316 S. Fairview Avenue
LS216	Park Ridge	Residence	321 S. Fairview Avenue
LS217	Park Ridge	Residence	400 S. Fairview Avenue
LS218	Park Ridge	Residence	404 S. Fairview Avenue
LS219	Park Ridge	Residence	413 S. Fairview Avenue
LS220	Park Ridge	Residence	420 S. Fairview Avenue
LS221	Park Ridge	Residence	602 S. Fairview Avenue
LS222	Park Ridge	Residence	24 S. Greenwood Avenue
LS223	Park Ridge	Residence	100 S. Greenwood Avenue
LS224	Park Ridge	Commercial	19 S. Prospect Avenue
LS225	Park Ridge	Park Ridge Post Office	164 S. Prospect Avenue
LS226	Park Ridge	Residence	316 S. Prospect Avenue
LS227	Park Ridge	Residence	412 S. Prospect Avenue
LS228	Park Ridge	Residence	413 S Prospect Avenue
LS229	Park Ridge	Residence	500 S Prospect Avenue
LS230	Park Ridge	Residence	601 S Prospect Avenue
LS231	Park Ridge	Residence	715 S Prospect Avenue
LS232	Park Ridge	Residence	718 S Prospect Avenue
LS233	Park Ridge	Residence	1521 S Prospect Avenue
LS234	Park Ridge	Residence	506 S Western Avenue
LS235	Park Ridge	Residence	228 Stanley Avenue
LS236	Park Ridge	Residence	424 Talcott Place
LS237	Park Ridge	Residence	430 Talcott Place
LS238	Park Ridge	Commercial	203 Vine Avenue
LS239	Park Ridge	Residence	225 Vine Avenue
LS240	Park Ridge	Residence	230 Vine Avenue
LS241	Park Ridge	Residence	332 Vine Avenue
LS242	Park Ridge	Residence	404 Vine Avenue
LS243	Park Ridge	Residence	514 Vine Avenue
LS244	Park Ridge	Residence	1000 W Crescent Avenue
LS245	Park Ridge	Town of Maine Cemetery	2101 W Touhy Avenue
LS246	Schiller Park	20 Corner Store	4851 Michigan Avenue
LS247	Schiller Park	21 Siemer's Home	4262 Ruby Street
LS248	Wood Dale	Residence	174 Harvey Avenue
LS249	Wood Dale	Residence	262 N Hemlock Avenue

Source: Mead & Hunt, HMMH, 2021

The process used to consider effects on historic sites was the same as used in the Section 106 process. The following Criteria of Effect and Adverse Effect, as defined in 36 CFR 800.5, were used to evaluate the direct impact on NRHP properties:

- (1) Criteria of adverse effect. 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.
- (2) Examples of adverse effects. Adverse effects on historic properties include, but are not limited to:
 - (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; and
 - (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.

3.2.2 Indirect Impacts

Several criteria have been identified to determine indirect impacts (constructive use) to the Section 4(f) properties. "Use" in the context of Section 4(f) includes not only actual physical taking of such properties but indirect impacts as well. Indirect impacts, termed "constructive use," do not incorporate land from a Section 4(f) property, but due to the proximity impacts of the project, the activities, features, or attributes of the site's vital functions are substantially impaired. Section H.1 notes the FAA's definition of a constructive use.

The following paragraphs briefly described the methods used to identify indirect impacts.

Air Quality: To analyze air quality impacts on Section 4(f) properties resulting from the Proposed Action, the future pollutant concentrations at modeled receptors closest to the Section 4(f) properties were compared with the National Ambient Air Quality Standards (NAAQS). If the Proposed Action would cause exceedances of the NAAQS, further examination would be conducted. This would include consultation with the officials having jurisdiction over the resource, to determine whether the use and enjoyment of each property [(i.e., the activities, features, or attributes that qualified each property or resource for protection under Section 4(f))] would be impaired. **Section 5.3** of the EA discusses the effects of the Proposed Action on air quality.

Noise: Section 5.5 of the EA discusses the noise and land use compatibility analysis. As is noted, suggested guidelines for evaluating land use compatibility with noise exposure were developed by the federal government and adopted by the FAA (based on 14 CFR Part 150). FAA noise compatibility guidelines identify three levels of noise—65, 70, and 75 DNL—applicable to parks/recreational resources and historic properties depending on the types of activities that occur at the site. See **Table H-4** for details of the land use compatibility guidelines. These guidelines were used to determine acceptable noise levels over the Section 4(f) properties identified in this document.

Following accepted FAA guidelines and methodologies, a noise-sensitive use grid analysis was conducted to identify the noise exposure at each property. While the FAA's NEPA guidance notes that a significant project-related impact can occur with a 1.5 DNL noise level increase to a noise-sensitive land area within the 65 DNL, the evaluation of a possible constructive use or substantial impairment is based on the potential land use conflicts of the noise exposure specifically related to the use of the Section 4(f) resource. FAA guidance notes that a constructive use noise impact could occur where the noise is at levels high enough to have "negative consequences of a substantial nature that amount to a taking of a park or portion of a park for transportation purposes." For those resources where incompatible noise levels were predicted, further analysis was then conducted to identify the activities occurring at the site to confirm if the forecast noise exposure would be incompatible. For example, while noise above 65 DNL is in general not compatible with park use, active recreation⁹ in park settings is considered compatible with noise up to 75 DNL. Parks with outdoor music shells (a form of passive recreation) are not compatible with noise above 65 DNL. Other passive recreational uses are compatible up to 70 DNL.

TABLE H-4
LAND USE COMPATIBILITY WITH YEARLY DAY-NIGHT AVERAGE SOUND LEVELS

Land Use	Yearly Day-Night Average Sound Level, DNL, in Decibels (Key and notes on following page)					
	<65	65-70	70-75	75-80	80-85	>85
Residential Use						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home park	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N

⁹ Active recreation is where individual or team activity uses special facilities or courses/equipment. Passive recreation refers to activities that do not require equipment and involve little exertion (such as reading or fishing).

Land Use	Yearly Day-Night Average Sound Level, DNL, in Decibels (Key and notes on following page)					
	<65	65-70	70-75	75-80	80-85	>85
Wholesale and retail—building materials, hardware, and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade—general	Y	Y	Y(2)	Y(3)	Y(4)	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production Use						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational Use						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

Source: 14 CFR Part 150, Appendix A, Table 1; numbers in parentheses refer to notes shown on the next page

Notes: The designations contained in this table do not constitute a federal determination that any use of land covered by the program is acceptable or unacceptable under federal, state, or local law. The responsibility for determining acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those deemed appropriate by local authorities in response to locally determined needs and values in achieving noise-compatible land uses.

Key:

SLUCM: Standard Land Use Coding Manual

Y (Yes): Land use and related structures compatible without restrictions

N (No): Land use and related structures are not compatible and should be prohibited

NLR: Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure

25, 30, or 35: Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dBA must be incorporated into design and construction of structure

Notes:

- (1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dBA and 30 dBA should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dBA; thus, the reduction requirements are often started as 5, 10, or 15 dBA over standard construction and normally assume mechanical ventilation and closed windows year-round. However, the use of NLR criteria will not eliminate outdoor noise problems.
- (2) Measures to achieve NLR of 25 dBA must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
- (3) Measures to achieve NLR of 30 dBA must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
- (4) Measures to achieve NLR of 35 dBA must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
- (5) Land-use compatible, provided special sound reinforcement systems are installed.
- (6) Residential buildings require an NLR of 25.

Surface Transportation Access: Potential changes to access to Section 4(f) properties were evaluated by comparing the existing roadway network and pedestrian routes with the proposed surface transportation system associated with the Proposed Action. Potential changes in vehicle access to all the Section 4(f) properties were identified as indirect impacts, constituting an impact that then warranted an evaluation to determine if a constructive use could occur. A constructive surface transportation use may occur if the project-related surface traffic change would impair the ability for owners or patrons to physically enter or exit the site so that the park usage is substantially impaired. This might occur if a “significant” change in level of service, as defined in **Section 5.12** of the EA, was identified as caused by the Proposed Action.

Water Quality: To identify water quality impacts, the effects of the Proposed Action on water resources that flow through or adjacent to Section 4(f) properties were considered. A constructive use would occur if the project-related impacts were significant and would alter the use of the Section 4(f) property. **Section 5.13** of the EA discusses the effects of the Proposed Action on water resources.

Visual/Aesthetics: Visual impacts were evaluated by considering the existing viewsheds at applicable Section 4(f) property location and comparing them with the projected viewshed for the Proposed Action. **Section 5.9** of the EA discuss the impact of the Proposed Action on visual and aesthetic conditions. Potential changes in view attributable to the Proposed Action were evaluated to determine if a constructive use would impair the Section 4(f) property or affect the “aesthetic value” of the resource. Section 4(f) lands that could be affected by aesthetic issues would be limited to sites on airport or properties in proximity, where airport development could be visible.

H.4 IMPACTS TO SECTION 4(f) RESOURCES

This section identifies the Section 4(f) properties for which the statutory requirements shown below are applicable.

H.4.1 Summary of Direct and Indirect Impacts

The Proposed Action would not use or have a direct taking effect on any off-airport Section 4(f) properties, as there would be no off-airport construction and no acquisition of land. Further, there are no on-airport parks, recreation areas, or wildlife and waterfowl refuges. Therefore, the effects to on-airport Section 4(f) properties focused on the consideration of direct effects of incorporating the resource into a proposed project component. As noted in **Section 5.6** of the EA, three on-airport historic properties (CDA Control Tower, Terminal 1, and Rotunda) are eligible for the NRHP in the Section 106 APE. **Table H-5** shows the effects that would result from the Proposed Action Alternative.

TABLE H-5
SUMMARY OF DIRECT IMPACTS TO SECTION 4(f) PROPERTIES

Resource	Proposed Action	No Action
Historic/Architectural Properties		
CDA Control Tower	No	No
Terminal 1	Yes	No
Rotunda	Yes	No
Rest Haven Cemetery	No	No
Parks, recreation areas, or wildlife and waterfowl refuges		
No on-airport resources. No direct impact would occur to off-airport parks, recreation areas, or wildlife and waterfowl refuges	NA	NA

Note: NA=Not applicable

Source: Mead & Hunt, Architecture/History Survey Report Terminal Area Plan and Air Traffic Actions Environmental Assessment, April 2021 and Synergy Consultants, September 2021

Table H-6 summarizes the indirect impacts to Section 4(f) properties where further review was conducted concerning the effects of the Proposed Action. As noted in **Table H-7**, 13 sites are identified on the NRHP and 249 properties identified as locally important within the Primary Study Area, including the on-airport sites noted above. Of the properties noted, five (5) locally important sites (listed with identifiers that begin with LS in **Table H-6**, i.e., LS###) are expected to experience a project-related noise change of 1.5 DNL (within the 65 DNL) or move from outside the 65 DNL with the No Action to being within the 65 DNL with the Proposed Action. **Table H-7** lists the noise exposure changes at all Section 4(f) properties, while **Table H-8** summarizes the effects at key Section 4(f) properties. The four historic residences listed in **Table H-6** have been insulated by CDA's Residential Sound Insulation Program (RSIP). Because of the participation in the RSIP, these residences are considered compatible with the anticipated noise impacts of the alternatives. The noise level at the Itasca Baptist Church (historic site) would be compatible with the No Action and the Proposed Action. No change to the use of church is expected and the Proposed Action would not alter the characteristics that could qualify the residences or church for eligibility for the National Register. The change in noise exposure at the Bensenville Theater would not be incompatible with the theater use and thus would not be a constructive use. No other adverse impacts were identified for Section 4(f) properties after considering air quality, surface transportation, visual conditions, and water resource effects.

TABLE H-6
SUMMARY OF INDIRECT/CONSTRUCTIVE USE IMPACTS TO SECTION 4(f) PROPERTIES

Resource	Proposed Action	No Action
Historic/Architectural Sites		
LS056 Home 301 W. Green Street, Bensenville	No	No
LS057 Home 309 W. Green Street, Bensenville	No	No
LS058 Home 313 W. Green Street, Bensenville	No	No
LS058 Home 317 W. Green Street, Bensenville	No	No

Resource	Proposed Action	No Action
LS154 Itasca Baptist Church	No	No
Parks, recreation areas, or wildlife and waterfowl refuges		
P005 Bensenville Theater	No	No

"No" indicates that the alternative would not have a constructive use impact on the resource.

Note: NA=Not applicable

Source: Synergy Consultants, September 2021

TABLE H-7
NOISE LEVELS AT IDENTIFIED PARKS, RECREATION AREAS, WILDLIFE AND WATERFOWL REFUGES AND HISTORIC SITES

Map ID	Municipality	Name	Noise Exposure Level (DNL) by Scenario						
			Existing Condition	Interim No Action	Interim Proposed Action	Interim-DNL Change	Build Out No Action	Build Out Proposed Action	Build Out-DNL Change
P001	Addison	Oak Knoll Park	52.6	52.8	53.4	0.6	52.6	53.8	1.2
P002	Bensenville	AHAI Meeting Rooms	59.2	57.7	57.6	-0.1	58.0	57.6	-0.4
P003	Bensenville	Ballet Room	60.2	58.5	58.4	-0.1	58.8	58.2	-0.6
P004	Bensenville	Bensenville Skate Park	60.9	59.2	59.1	-0.1	59.5	58.8	-0.7
P005	Bensenville	Bensenville Theatre	65.7	61.4	64.1	2.7	61.4	65.0	3.6
P006	Bensenville	Bensenville Water Park & Splash Pad	60.0	57.8	58.6	0.8	57.6	58.7	1.1
P007	Bensenville	Creekside Park	58.4	56.4	56.4	0.0	56.8	56.2	-0.6
P008	Bensenville	Deer Grove Leisure Center	60.0	57.9	58.6	0.7	57.6	58.6	1.0
P009	Bensenville	Deer Park	58.9	56.9	57.4	0.5	56.6	57.3	0.7
P010	Bensenville	Di Orio Park	59.2	57.4	57.6	0.2	57.3	57.7	0.4
P011	Bensenville	East Gazebo	58.6	57.1	57.1	0.0	57.4	57.1	-0.3
P012	Bensenville	Edge Ice Arena on Jefferson	59.1	57.6	57.5	-0.1	57.8	57.4	-0.4
P013	Bensenville	Edge on John Ice Arena	60.1	58.4	58.3	-0.1	58.7	58.1	-0.6
P014	Bensenville	Fischer Farm	54.0	52.1	52.2	0.1	52.0	52.7	0.7
P015	Bensenville	Kremples Park	56.2	54.4	54.6	0.2	54.6	54.4	-0.2
P016	Bensenville	Liberty Field	59.6	57.9	57.8	-0.1	58.2	57.6	-0.6
P017	Bensenville	Lions Park	60.9	58.9	59.3	0.4	58.9	59.6	0.7
P018	Bensenville	Memorial Field	59.7	57.9	57.8	-0.1	58.2	57.6	-0.6
P019	Bensenville	Mohawk Park	72.1	70.6	70.6	0.0	71.1	71.6	0.5

Map ID	Municipality	Name	Noise Exposure Level (DNL) by Scenario						
			Existing Condition	Interim No Action	Interim Proposed Action	Interim-DNL Change	Build Out No Action	Build Out Proposed Action	Build Out-DNL Change
P020	Bensenville	North Beach Fishing Area	58.1	56.6	56.5	-0.1	56.8	56.5	-0.3
P021	Bensenville	Outer Edge Climbing Area	59.8	58.2	58.1	-0.1	58.5	57.9	-0.6
P022	Bensenville	Outer Edge Team Course	60.2	58.5	58.4	-0.1	58.8	58.2	-0.6
P023	Bensenville	Pavilion	58.9	57.1	57.1	0.0	57.4	56.9	-0.5
P024	Bensenville	Pine Room	56.3	54.3	54.7	0.4	54.1	54.6	0.5
P025	Bensenville	Pines Park	56.5	54.3	54.7	0.4	54.2	54.6	0.4
P026	Bensenville	Playground	59.3	57.4	57.4	0.0	57.8	57.2	-0.6
P027	Bensenville	Poplar Park	70.5	69.5	69.4	-0.1	70.0	70.4	0.4
P028	Bensenville	Rose Park	55.8	53.8	54.0	0.2	54.0	53.8	-0.2
P029	Bensenville	South Beach Fishing Area	58.0	56.1	56.1	0.0	56.4	56.0	-0.4
P030	Bensenville	Sunrise Park	58.9	57.6	57.5	-0.1	57.7	57.7	0.0
P031	Bensenville	Sunset Park	61.9	59.3	60.4	1.1	59.2	60.8	1.6
P032	Bensenville	The Water's Edge Aquatic Center	60.3	58.5	58.4	-0.1	58.9	58.2	-0.7
P033	Bensenville	Veterans Park (East)	64.5	62.5	62.8	0.3	62.4	63.0	0.6
P034	Bensenville	West Gazebo	58.1	56.6	56.6	0.0	56.8	56.6	-0.2
P035	Bensenville	White Pines Golf Course	56.3	54.6	55.0	0.4	54.6	54.9	0.3
P036	Bensenville	Woodcrest Park	54.6	54.7	55.1	0.4	54.4	55.4	1.0
P037	Bensenville	Woodside Park	55.7	55.1	55.3	0.2	54.8	55.5	0.7
P038	Bensenville	Bensenville Library Garden of Knowledge	60.2	58.1	58.7	0.6	57.8	58.8	1.0
P039	Bensenville	Breiter-Palm Park	58.2	56.2	56.7	0.5	56.0	56.5	0.5
P040	Bensenville	Legends Golf Course	59.8	57.6	57.7	0.1	58.1	57.3	-0.8
P041	Bensenville	Library District Park	60.2	58.0	58.7	0.7	57.8	58.8	1.0
P042	Bensenville	Redmond Park	59.1	57.4	57.3	-0.1	57.7	57.2	-0.5
P043	Bensenville	Terrace Park	58.7	63.5	63.1	-0.4	64.1	63.5	-0.6

Map ID	Municipality	Name	Noise Exposure Level (DNL) by Scenario						
			Existing Condition	Interim No Action	Interim Proposed Action	Interim-DNL Change	Build Out No Action	Build Out Proposed Action	Build Out-DNL Change
P044	Bensenville	Veteran's Park West - Bensenville City Park	64.5	62.5	62.8	0.3	62.4	63.0	0.6
P045	Chicago	Centennial Park	59.4	60.5	60.4	-0.1	61.2	61.1	-0.1
P046	Chicago	Grandparents Park	63.1	61.6	61.7	0.1	62.0	62.2	0.2
P047	Chicago	Monument Park	60.1	61.3	61.1	-0.2	62.1	61.8	-0.3
P048	Chicago	Mulberry Point Park	61.6	62.3	62.3	0.0	63.0	62.9	-0.1
P049	Chicago	Myrtle Point Park	59.2	60.4	60.3	-0.1	61.1	61.0	-0.1
P050	Chicago	Norwood Circle Park	61.0	62.5	62.4	-0.1	63.2	63.1	-0.1
P051	Chicago	Norwood Park	61.8	61.0	61.0	0.0	61.7	61.5	-0.2
P052	Chicago	Olympia Park	58.5	59.8	59.6	-0.2	60.5	60.4	-0.1
P053	Chicago	Oriole Park	63.5	59.9	59.9	0.0	60.3	60.4	0.1
P054	Chicago	Summerdale Park	61.3	59.2	59.2	0.0	59.8	59.8	0.0
P055	Chicago	Village Entrance	63.7	60.8	62.2	1.4	60.8	62.9	2.1
P056	Des Plaines	Administrative and Leisure Center	58.6	59.8	59.9	0.1	60.0	60.2	0.2
P057	Des Plaines	Apache Park	56.3	57.9	58.1	0.2	58.1	58.2	0.1
P058	Des Plaines	Arndt Park	56.3	57.8	58.0	0.2	57.9	58.1	0.2
P059	Des Plaines	Donald Stephens Park North	61.2	62.9	62.9	0.0	63.2	63.0	-0.2
P060	Des Plaines	Eaton Field Park	61.5	62.2	62.2	0.0	62.6	62.5	-0.1
P061	Des Plaines	Iroquois Pool	58.6	60.0	60.2	0.2	60.2	60.4	0.2
P062	Des Plaines	Izaak Walton League	56.5	57.3	57.6	0.3	57.6	57.8	0.2
P063	Des Plaines	Lake Park	55.4	57.2	57.3	0.1	57.4	57.4	0.0
P064	Des Plaines	Maine West High School Parkland	53.7	54.6	54.7	0.1	54.8	54.7	-0.1
P065	Des Plaines	McKay-Nealis Park	55.8	56.8	57.0	0.2	57.0	57.2	0.2
P066	Des Plaines	Orchard Place Elementary School Park	66.2	67.5	67.4	-0.1	68.1	67.7	-0.4
P067	Des Plaines	Orchard Place School Park at Plainfield Elementary	53.8	54.8	54.9	0.1	55.0	55.0	0.0

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			Existing Condition	Interim No Action	Interim Proposed Action	Interim-DNL Change	Build Out No Action	Build Out Proposed Action	Build Out-DNL Change
P068	Des Plaines	Seminole Park	61.0	62.4	62.4	0.0	62.7	62.6	-0.1
P069	Des Plaines	South School Parkland	55.9	57.1	57.3	0.2	57.3	57.5	0.2
P070	Des Plaines	Majewski Metro Park In Des Plaines	54.0	55.4	55.2	-0.2	55.7	55.5	-0.2
P071	Elk Grove Village	Andrews Park	55.4	56.8	56.2	-0.6	57.8	57.0	-0.8
P072	Elk Grove Village	Appleseed Park	55.8	57.0	56.5	-0.5	58.0	57.4	-0.6
P073	Elk Grove Village	Athletic Fields	59.5	61.6	61.2	-0.4	62.3	61.7	-0.6
P074	Elk Grove Village	Audubon Park	58.1	59.5	58.8	-0.7	60.3	59.9	-0.4
P075	Elk Grove Village	Audubon Skate Park	58.5	59.8	59.1	-0.7	60.7	60.2	-0.5
P076	Elk Grove Village	Burbank Park	60.7	61.2	60.7	-0.5	62.0	62.0	0.0
P077	Elk Grove Village	Fairchild Park	59.1	61.0	60.4	-0.6	61.8	61.5	-0.3
P078	Elk Grove Village	J. M. Heffern Park	57.1	59.0	58.3	-0.7	60.0	59.2	-0.8
P079	Elk Grove Village	Jack A. Claes Pavilion	59.8	59.7	59.3	-0.4	60.7	60.7	0.0
P080	Elk Grove Village	Jumps n Jiggles Indoor Playground & Carousel	59.8	59.8	59.4	-0.4	60.7	60.8	0.1
P081	Elk Grove Village	Lions Park	57.3	57.7	57.3	-0.4	58.6	58.4	-0.2
P082	Elk Grove Village	Muir Park	58.7	61.5	60.8	-0.7	62.3	61.6	-0.7
P083	Elk Grove Village	Olmstead Park	60.9	61.3	60.8	-0.5	62.1	62.1	0.0
P084	Elk Grove Village	Pirates' Cove Children's Theme Park	59.8	59.7	59.3	-0.4	60.7	60.7	0.0
P085	Elk Grove Village	Pocket Park #1	63.7	64.3	64.0	-0.3	64.9	65.0	0.1
P086	Elk Grove Village	Pocket Park #2	58.8	64.6	64.3	-0.3	65.0	64.7	-0.3
P087	Elk Grove Village	Pocket Park #3	58.2	62.4	62.2	-0.2	62.8	62.6	-0.2
P088	Elk Grove Village	Pocket Park #4	58.7	61.8	61.6	-0.2	62.2	62.1	-0.1
P089	Elk Grove Village	Pocket Park #5	64.7	65.4	65.0	-0.4	66.1	66.2	0.1
P090	Elk Grove Village	Pocket Park #6	63.8	64.5	64.1	-0.4	65.2	65.2	0.0
P091	Elk Grove Village	Pocket Park #7	63.7	64.5	64.1	-0.4	65.2	65.3	0.1

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P092	Elk Grove Village	Pocket Park #8	58.1	61.7	61.3	-0.4	62.3	61.8	-0.5
P093	Elk Grove Village	Pocket Park #9	58.6	61.1	60.9	-0.2	61.8	61.5	-0.3
P094	Elk Grove Village	Pocket Park #10	60.2	61.9	61.6	-0.3	62.6	62.5	-0.1
P095	Elk Grove Village	Pocket Park #11	63.5	64.3	64.0	-0.3	65.1	65.1	0.0
P096	Elk Grove Village	Pocket Park #12	63.0	63.8	63.4	-0.4	64.5	64.6	0.1
P097	Elk Grove Village	Pocket Park #13	58.5	61.5	60.7	-0.8	62.2	61.4	-0.8
P099	Elk Grove Village	Pocket Park #15	54.8	57.5	57.2	-0.3	58.4	57.9	-0.5
P099	Elk Grove Village	Pocket Park #16	54.8	57.5	57.2	-0.3	58.4	57.9	-0.5
P100	Elk Grove Village	Pocket Park #17	54.9	57.5	57.2	-0.3	58.4	57.8	-0.6
P101	Elk Grove Village	Pocket Park #18	54.8	57.6	57.3	-0.3	58.4	58.0	-0.4
P102	Elk Grove Village	Pocket Park #19 (Future)	55.0	57.8	57.5	-0.3	58.5	58.1	-0.4
P103	Elk Grove Village	Pocket Park #22	54.5	56.4	56.1	-0.3	57.0	56.7	-0.3
P104	Elk Grove Village	Rainbow Falls Waterpark	58.4	58.9	58.4	-0.5	59.7	59.6	-0.1
P105	Elk Grove Village	Roosevelt Park	58.3	58.4	57.9	-0.5	59.2	59.1	-0.1
P106	Elk Grove Village	Sanders Park	56.5	58.3	57.7	-0.6	59.2	58.5	-0.7
P107	Elk Grove Village	Sheila Ray Adult Center	59.8	60.9	60.3	-0.6	61.7	61.4	-0.3
P108	Elk Grove Village	Udall Park	55.6	57.1	56.7	-0.4	58.0	57.4	-0.6
P109	Elk Grove Village	Elk Grove Park District (Salt Creek & Clearmont Drive)	59.0	59.9	59.4	-0.5	60.7	60.6	-0.1
P110	Elk Grove Village	Hattendorf Park (Al Hattendorf Center)	59.8	60.8	60.2	-0.6	61.6	61.4	-0.2
P111	Elk Grove Village	Ridge Park (Field)	56.9	58.0	57.5	-0.5	58.9	58.5	-0.4
P112	Elk Grove Village	Salt Creek Park	61.0	61.3	60.8	-0.5	62.1	62.1	0.0
P113	Elk Grove Village	Village Green	59.8	59.8	59.3	-0.5	60.7	60.8	0.1
P114	Elmhurst	Conrad Fischer Park	55.3	53.2	53.4	0.2	53.7	53.4	-0.3
P115	Elmhurst	Crestview Park	54.6	52.6	52.8	0.2	53.0	52.8	-0.2

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P116	Franklin Park	Centre at North Park	57.5	57.0	57.0	0.0	57.1	57.0	-0.1
P117	Franklin Park	Discovery Park	56.1	55.6	55.6	0.0	55.7	55.7	0.0
P118	Franklin Park	Franklin Park Ice Arena	57.5	57.1	57.0	-0.1	57.2	57.3	0.1
P119	Franklin Park	Franklin Park Pool	55.7	55.3	55.4	0.1	55.5	55.4	-0.1
P120	Franklin Park	Iceland Park	57.5	57.1	57.0	-0.1	57.2	57.2	0.0
P121	Franklin Park	James Park	58.4	57.5	57.5	0.0	57.7	57.0	-0.7
P122	Franklin Park	Junction Park	56.9	56.5	56.4	-0.1	56.6	56.6	0.0
P123	Franklin Park	Linden Park	57.5	56.9	56.9	0.0	57.1	56.8	-0.3
P124	Franklin Park	North Park	57.9	57.3	57.3	0.0	57.5	57.4	-0.1
P125	Franklin Park	Robinson And Crusoe Park	56.1	55.8	55.8	0.0	55.9	55.9	0.0
P126	Franklin Park	Rodger Hammil Square	55.7	55.2	55.3	0.1	55.4	55.3	-0.1
P127	Franklin Park	Ruby-Addison Park	57.1	56.7	56.6	-0.1	56.8	56.8	0.0
P128	Franklin Park	Sunflower Nature Center	57.5	57.0	56.9	-0.1	57.1	57.0	-0.1
P129	Franklin Park	Veterans Memorial Park	55.6	55.1	55.2	0.1	55.3	55.2	-0.1
P130	Harwood Heights	Harwood Heights Recreation Center	63.4	64.4	64.4	0.0	65.0	64.8	-0.2
P131	Harwood Heights	Norridge Park District Facilities Complex	64.0	64.8	64.7	-0.1	65.3	65.2	-0.1
P132	Harwood Heights	Norridge Rec Center-East	64.4	65.4	65.4	0.0	66.0	65.8	-0.2
P133	Harwood Heights	St. Rosalie's Kiddie Park	59.6	60.5	60.5	0.0	61.1	61.0	-0.1
P134	Itasca	Benson Park	58.7	58.1	59.1	1.0	58.4	59.5	1.1
P135	Itasca	Country Club Park	59.8	60.3	60.2	-0.1	60.7	60.4	-0.3
P136	Itasca	Franzen Park	56.7	58.4	58.1	-0.3	59.0	58.6	-0.4
P137	Itasca	Franzen Play for All Community Park	56.7	58.4	58.3	-0.1	59.0	58.7	-0.3
P138	Itasca	Happy Acres Park	57.4	59.0	58.9	-0.1	59.5	59.2	-0.3
P139	Itasca	Historical Depot Museum	60.3	62.6	62.5	-0.1	63.2	63.3	0.1

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P140	Itasca	Itasca Caribbean Water Park	60.9	63.0	63.0	0.0	63.6	63.8	0.2
P141	Itasca	James Clayson Park	57.8	59.1	58.8	-0.3	59.7	59.3	-0.4
P142	Itasca	Peacock Park	58.2	59.4	59.4	0.0	59.9	59.7	-0.2
P143	Itasca	Schiller Park	63.8	65.4	65.4	0.0	66.0	66.2	0.2
P144	Itasca	Springbrook Nature Center	62.2	63.7	63.8	0.1	64.4	64.6	0.2
P145	Itasca	St Peters Field	58.5	59.8	59.8	0.0	60.3	60.1	-0.2
P146	Itasca	Unnamed Park	60.7	63.0	62.9	-0.1	63.5	63.6	0.1
P147	Itasca	Washington Park	63.8	64.7	64.8	0.1	65.4	65.7	0.3
P148	Itasca	Wesley G. Usher Memorial Park	62.4	64.2	64.2	0.0	64.8	65.0	0.2
P149	Melrose Park	Leyden Township Park Site	60.9	59.7	59.7	0.0	60.0	59.1	-0.9
P150	Melrose Park	Westdale Park	65.1	63.2	63.2	0.0	63.7	62.9	-0.8
P151	Norridge	Iron Ball Park	58.8	59.9	59.8	-0.1	60.4	60.5	0.1
P152	Norridge	Norridge Park	65.1	66.6	66.6	0.0	67.1	67.0	-0.1
P153	Northlake	Centerpoint Recreation & Preserve	59.4	57.4	57.5	0.1	57.8	57.2	-0.6
P154	Northlake	Ful-Roy Park	60.5	58.7	58.8	0.1	59.0	58.2	-0.8
P155	Northlake	Grant Park Recreation Center	59.1	57.1	57.2	0.1	57.5	56.9	-0.6
P156	Northlake	Jerome Park	60.8	58.7	58.7	0.0	59.0	58.2	-0.8
P157	Northlake	Kahl Park	59.0	57.5	57.6	0.1	57.8	57.0	-0.8
P158	Northlake	Millennium Park	59.3	57.4	57.5	0.1	57.8	57.1	-0.7
P159	Northlake	Nagle-Perri Park	58.0	56.4	56.5	0.1	56.8	56.1	-0.7
P160	Northlake	Posphalla Park	57.7	56.3	56.5	0.2	56.7	55.9	-0.8
P161	Northlake	Veterans Park District Preschool	58.9	57.0	57.1	0.1	57.4	56.7	-0.7
P162	Park Ridge	Brickton Park	61.5	65.2	65.1	-0.1	65.9	65.8	-0.1
P163	Park Ridge	Centennial Park	57.8	57.8	57.8	0.0	58.3	58.2	-0.1

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P164	Park Ridge	Cumberland Park	57.1	58.0	57.8	-0.2	58.5	58.5	0.0
P165	Park Ridge	Hinkley Park	55.7	56.7	56.5	-0.2	57.2	57.2	0.0
P166	Park Ridge	Hodges Park	56.9	58.1	57.9	-0.2	58.7	58.6	-0.1
P167	Park Ridge	Jaycee Park	60.0	63.0	62.8	-0.2	63.7	63.6	-0.1
P168	Park Ridge	Maine Park Leisure Center	56.1	55.9	56.3	0.4	56.2	56.3	0.1
P169	Park Ridge	Ridge Park	61.0	62.2	62.0	-0.2	62.9	62.6	-0.3
P170	Park Ridge	Rotary Park	58.5	59.7	59.4	-0.3	60.3	60.1	-0.2
P171	Park Ridge	South Park	59.3	60.6	60.2	-0.4	61.1	61.0	-0.1
P172	Park Ridge	Southwest Park	62.1	65.3	65.1	-0.2	65.9	65.9	0.0
P173	Park Ridge	Wildwood Nature Center	56.2	55.9	56.3	0.4	56.2	56.3	0.1
P174	Rosemont	Allstate Arena	62.9	64.4	64.5	0.1	64.8	64.7	-0.1
P175	Rosemont	Barry Recreational Center	58.6	60.7	60.8	0.1	60.8	60.9	0.1
P176	Rosemont	Burgermeister Park	62.6	64.7	64.7	0.0	65.0	64.8	-0.2
P177	Rosemont	Donald E. Stephens Athletic Complex	66.8	69.4	69.3	-0.1	69.9	69.9	0.0
P178	Rosemont	Donald Stephens Park S1	61.9	63.4	63.3	-0.1	63.6	63.6	0.0
P179	Rosemont	Donald Stephens Park S2	62.1	63.5	63.4	-0.1	63.7	63.7	0.0
P180	Rosemont	Dunne Park	65.9	67.9	67.8	-0.1	68.4	68.4	0.0
P181	Rosemont	Margaret J. Lange Park	65.6	67.5	67.5	0.0	67.8	67.9	0.1
P182	Rosemont	Monument Park	64.5	65.2	65.1	-0.1	65.6	65.6	0.0
P183	Rosemont	Parkway Bank Park Entertainment District	66.1	65.5	65.5	0.0	65.7	65.9	0.2
P184	Rosemont	Rosemont Health & Fitness	61.1	63.2	63.2	0.0	63.5	63.3	-0.2
P185	Rosemont	Rosemont Housing Complex Park	61.7	63.6	63.5	-0.1	63.8	63.7	-0.1
P186	Rosemont	Rosemont Theatre	65.0	64.4	64.3	-0.1	64.7	64.8	0.1
P187	Rosemont	Stephens Rec Isle	62.8	63.1	63.2	0.1	63.4	63.5	0.1

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P188	Rosemont	The Dome at the Parkway Bank Sports Complex	69.4	68.2	68.1	-0.1	68.3	68.5	0.2
P189	Rosemont	Westin Park	65.5	67.7	67.7	0.0	68.3	68.2	-0.1
P190	Schiller Park	"Bark" Park	68.7	68.0	67.7	-0.3	68.4	68.3	-0.1
P191	Schiller Park	Clocktower Park	60.6	60.3	60.1	-0.2	60.3	61.0	0.7
P192	Schiller Park	Edward E. Bluthardt Recreation Center	61.4	61.1	60.9	-0.2	61.2	62.1	0.9
P193	Schiller Park	Fairview Park	67.3	66.5	66.2	-0.3	66.9	67.0	0.1
P194	Schiller Park	Kennedy Park	60.0	59.5	59.3	-0.2	59.6	59.7	0.1
P195	Schiller Park	North Village Park	72.0	71.5	71.3	-0.2	71.9	71.8	-0.1
P196	Schiller Park	Schiller Park Recreation Department	61.4	61.0	60.8	-0.2	61.1	62.0	0.9
P197	Schiller Park	Shelton Field	59.6	59.0	58.8	-0.2	59.1	59.2	0.1
P198	Schiller Park	Skate Park	61.3	61.0	60.8	-0.2	61.1	62.0	0.9
P199	Schiller Park	Stalica Park	59.8	59.5	59.4	-0.1	59.6	60.4	0.8
P200	Schiller Park	Dooley Memorial Park	66.5	65.6	65.3	-0.3	65.9	66.0	0.1
P201	Wood Dale	Ash Woods Park	62.1	60.3	61.1	0.8	60.2	61.6	1.4
P202	Wood Dale	Brookwood Park	57.6	56.3	58.1	1.8	56.4	58.4	2.0
P203	Wood Dale	Cabin Nature Center	60.9	59.0	60.8	1.8	58.9	61.4	2.5
P204	Wood Dale	Calvary Park	60.8	59.4	60.7	1.3	59.3	61.3	2.0
P205	Wood Dale	Central Park	67.9	69.4	69.3	-0.1	69.8	70.1	0.3
P206	Wood Dale	Community Park	64.0	63.4	63.3	-0.1	64.0	63.6	-0.4
P207	Wood Dale	Franzen Grove Park	64.1	63.8	63.7	-0.1	64.2	63.9	-0.3
P208	Wood Dale	Georgetown Park	63.9	63.1	63.4	0.3	63.6	64.2	0.6
P209	Wood Dale	Hyatt-Hubbard Site	60.7	58.1	59.8	1.7	57.9	60.5	2.6
P210	Wood Dale	Lake Mini-Ha-Ha	62.2	59.2	61.2	2.0	59.1	62.0	2.9
P211	Wood Dale	Lionwood Park	65.0	64.1	64.4	0.3	64.5	65.2	0.7

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P212	Wood Dale	Mohawk Manor Park	65.9	65.9	65.7	-0.2	66.2	65.9	-0.3
P213	Wood Dale	Veteran's Memorial Park	66.5	65.7	65.9	0.2	66.3	66.8	0.5
P214	Wood Dale	White Oak Park	61.0	58.7	60.7	2.0	58.6	61.4	2.8
P215	Wood Dale	Wood Dale Recreation Complex	64.1	65.1	64.9	-0.2	65.4	65.3	-0.1
P216	Wood Dale	Wood Dale Water Park	67.1	67.1	67.2	0.1	67.7	68.1	0.4
P217	Wood Dale	Woodlands at White Oak Park	60.7	59.3	60.7	1.4	59.2	61.3	2.1
P218	Wood Dale	Salt Creek Golf Club	61.2	64.2	63.8	-0.4	64.9	64.3	-0.6
FP01	Addison	The Preserve at Oak Meadows	54.7	54.9	55.9	1.0	54.7	56.1	1.4
FP02	Bensenville	Fisher Woods Forest Preserve	54.6	52.8	52.9	0.1	52.6	53.3	0.7
FP03	Chicago	Catherine Chevalier Woods	64.2	62.7	62.8	0.1	63.1	63.3	0.2
FP04	Chicago	Che Qua Woods	57.8	57.6	57.5	-0.1	57.8	58.2	0.4
FP05	Chicago	Indian Boundary Golf Course	55.1	55.2	55.2	0.0	55.4	55.4	0.0
FP06	Chicago	Robinson Woods South	69.0	68.8	68.7	-0.1	69.3	69.2	-0.1
FP07	Chicago	Schiller Park Model Airplane Flying Field	57.6	57.6	57.5	-0.1	57.8	58.3	0.5
FP08	Chicago	Schiller Playfield	59.8	60.5	60.3	-0.2	60.9	61.1	0.2
FP09	Chicago	Schiller Woods East	57.9	57.9	57.8	-0.1	58.1	58.8	0.7
FP10	Chicago	Schiller Woods North	60.6	60.6	60.4	-0.2	60.9	61.2	0.3
FP11	Des Plaines	Algonquin Woods	57.0	57.6	57.8	0.2	57.9	58.0	0.1
FP12	Des Plaines	Blanding Grove Family Picnic Area	61.6	62.0	62.1	0.1	62.5	62.4	-0.1
FP13	Des Plaines	Blue Beech Family Picnic Area	62.8	62.7	62.8	0.1	63.0	63.1	0.1
FP14	DuPage County	Salt Creek Park	60.3	58.7	60.5	1.8	58.6	61.1	2.5
FP15	Elk Grove Village	Elk Grove Forest Preserve (Salt Creek East)	55.9	56.1	55.7	-0.4	56.9	56.7	-0.2
FP16	Itasca	Salt Creek Marsh (north)	61.3	61.5	61.3	-0.2	61.9	61.6	-0.3
FP17	Itasca	Salt Creek Marsh (south)	61.1	62.3	62.2	-0.1	62.7	62.5	-0.2

Map ID	Municipality	Name	Noise Exposure Level (DNL) by Scenario						
			Existing Condition	Interim No Action	Interim Proposed Action	Interim-DNL Change	Build Out No Action	Build Out Proposed Action	Build Out-DNL Change
FP18	Itasca	Songbird Slough Forest Preserve	59.3	58.9	59.5	0.6	59.5	60.0	0.5
FP19	Maine Township	Iroquois Woods	57.0	57.2	57.4	0.2	57.6	57.6	0.0
FP20	Park Ridge	Axehead Lake	58.4	58.8	58.8	0.0	59.2	59.1	-0.1
FP21	Park Ridge	Chippewa Woods	60.8	61.3	61.3	0.0	61.9	61.7	-0.2
FP22	Park Ridge	Dam No. 4 Woods East	63.0	63.6	63.6	0.0	64.2	63.9	-0.3
FP23	Park Ridge	John E Traeger Picnic Area	57.7	57.7	57.9	0.2	58.1	58.0	-0.1
FP24	Schiller Park	Indian Boundary Family Picnic Area	56.9	56.7	56.6	-0.1	56.8	56.8	0.0
FP25	Schiller Park	Irving Park Canoe Landing	59.4	59.1	58.9	-0.2	59.2	59.8	0.6
FP26	Schiller Park	River Bend Family Picnic Area	66.9	66.5	66.2	-0.3	67.0	67.0	0.0
FP27	Schiller Park	Robinson Homestead Family Picnic Area	66.0	65.5	65.2	-0.3	65.9	65.9	0.0
FP28	Schiller Park	Schiller Woods South	58.7	58.3	58.2	-0.1	58.5	58.9	0.4
FP29	Schiller Park	Schiller Woods-West	58.8	58.4	58.3	-0.1	58.6	59.2	0.6
FP30	Wood Dale	Maple Meadows Golf Club	55.6	55.6	56.9	1.3	55.5	57.1	1.6
FP31	Wood Dale	Wood Dale Grove Forest Preserve	54.4	54.6	55.3	0.7	54.4	55.5	1.1

Map ID	Municipality	Name	Street Address	Noise Exposure Level (DNL) by Scenario						
				Existing Condition	Interim No Action	Interim Proposed Action	Interim-DNL Change	Build Out No Action	Build Out Proposed Action	Build Out-DNL Change
HN01	Bensenville	Churchville School	3N784 Church Road	54.9	52.5	52.7	0.2	52.5	53.0	0.5
HN02	Bensenville	Green Street School (Commercial Property)	119 E. Green Street	62.2	60.1	60.7	0.6	60.2	61.2	1.0
HN03	Chicago	Bridge over JFK Expressway (I-90) carrying Canfield Avenue	5743 N. Canfield	65.4	61.9	62.0	0.1	62.4	62.5	0.1

Map ID	Municipality	Name	Street Address	Noise Exposure Level (DNL) by Scenario						
				Existing Condition	Interim No Action	Interim Proposed Action	Interim-DNL Change	Build Out No Action	Build Out Proposed Action	Build Out-DNL Change
HN04	Chicago	Wingert House	6231 N. Canfield	58.6	60.5	60.3	-0.2	61.1	61.1	0.0
HN05	Chicago	Immaculate Conception Monastery	5700 N. Harlem Avenue	64.1	61.5	61.6	0.1	62.1	62.1	0.0
HN06	Chicago	Noble-Seymour-Crippen House	5628 N. Newark	63.1	59.7	59.7	0.0	60.3	60.2	-0.1
HN07	Chicago	Chicago & North Western Railroad Depot	6089 N. Northwest Highway	59.4	60.5	60.4	-0.1	61.2	61.1	-0.1
HN08	Chicago	Rest Haven Cemetery	West Cargo Road	70.8	68.9	68.7	-0.2	69.1	69.2	0.1
HN09	Chicago	Old Control Tower	On airport	65.7	67.5	67.8	0.3	67.7	67.7	0.0
HN10	Chicago	United Terminal 1	On airport	65.6	68.6	69.1	0.5	68.7	68.8	0.1
HN11	Chicago	Rotunda	On airport	67.1	67.8	68.0	0.2	68.1	68.1	0.0
HN12	Chicago	Norwood Park Historical District	Southwest corner of district	63.3	62.0	62.0	0.0	62.7	62.6	-0.1
HN13	Park Ridge	Pickwick Theater Building	5 S. Prospect Avenue	55.8	57.1	56.8	-0.3	57.6	57.7	0.1
LS001	Bensenville	Faith Community UCC	192 Center Street	61.1	59.1	59.5	0.4	59.1	59.8	0.7
LS002	Bensenville	Private Home (1866)	4N030 Church Road	55.1	52.7	52.9	0.2	52.6	53.1	0.5
LS003	Bensenville	Private Home (1920)	9 E. Pine Avenue	59.5	57.9	58.0	0.1	58.0	58.2	0.2
LS004	Bensenville	Private Home (1894)	110 E. Pine Avenue	59.3	57.8	57.8	0.0	57.9	58.0	0.1
LS005	Bensenville	Fischer Farm	16W680 Grand Avenue	54.1	52.1	52.2	0.1	52.1	52.7	0.6
LS006	Bensenville	Private Home (1903)	180 May Street	61.2	59.3	59.6	0.3	59.4	60.0	0.6
LS007	Bensenville	Private Home (1923)	185 May Street	61.1	59.3	59.5	0.2	59.4	59.9	0.5
LS008	Bensenville	Veteran's Park West	118 N. Church Road	64.3	62.3	62.7	0.4	62.2	62.9	0.7
LS009	Bensenville	Residence	214 Park Street	60.2	58.9	58.9	0.0	59.1	59.2	0.1
LS010	Bensenville	Private Home (1918)	184 Rose Street	61.1	59.4	59.6	0.2	59.5	59.9	0.4
LS011	Bensenville	Residence	185 Rose Street	61.1	59.4	59.6	0.2	59.5	60.0	0.5

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				Existing Condition	Interim No Action	Interim Proposed Action	Interim-DNL Change	Build Out No Action	Build Out Proposed Action	Build Out-DNL Change
LS012	Bensenville	Private Home (1922)	143 S. Addison Street	63.0	60.1	61.4	1.3	60.2	62.0	1.8
LS013	Bensenville	Private Home (1922)	150 S. Addison Street	62.7	60.0	61.2	1.2	60.0	61.7	1.7
LS014	Bensenville	Private Home (1924)	168 S. Addison Street	61.8	59.5	60.2	0.7	59.5	60.6	1.1
LS015	Bensenville	Private Home (1922)	169 S. Addison Street	61.6	59.4	60.0	0.6	59.4	60.4	1.0
LS016	Bensenville	Private Home (1925)	201 S. Addison Street	60.4	58.6	58.8	0.2	58.6	59.1	0.5
LS017	Bensenville	Janker's Building	202 S. Addison Street	60.4	58.5	58.8	0.3	58.5	59.0	0.5
LS018	Bensenville	Private Home (1868)	437 S. Addison Street	57.2	55.6	55.7	0.1	55.6	55.7	0.1
LS019	Bensenville	Theatre/Stores	9-23 S. Center Street	64.7	61.0	63.1	2.1	61.0	63.9	2.9
LS020	Bensenville	Private Home (1900)	145 S. Center Street	62.7	60.2	61.2	1.0	60.2	61.7	1.5
LS021	Bensenville	Private Home (1925)	155 S. Center Street	62.3	59.9	60.7	0.8	60.0	61.2	1.2
LS022	Bensenville	Private Home (1894)	156 S. Center Street	62.3	59.9	60.7	0.8	59.9	61.2	1.3
LS023	Bensenville	Private Home (1900)	160 S. Center Street	62.0	59.7	60.4	0.7	59.7	60.9	1.2
LS024	Bensenville	Residence	164 S. Center Street	61.8	59.6	60.2	0.6	59.6	60.6	1.0
LS025	Bensenville	Peace Church Manse/Private Home (1903)	166 S. Center Street	61.7	59.5	60.1	0.6	59.5	60.5	1.0
LS026	Bensenville	Private Home (1919)	181 S. Center Street	61.2	59.2	59.6	0.4	59.2	59.9	0.7
LS027	Bensenville	Private Home (1922)	202 S. Center Street	60.4	58.6	58.9	0.3	58.6	59.1	0.5
LS028	Bensenville	Private Home (1919)	206 S. Center Street	60.3	58.5	58.7	0.2	58.5	59.0	0.5
LS029	Bensenville	Private Home (1925)	240 S. Center Street	59.6	57.9	58.0	0.1	57.9	58.2	0.3
LS030	Bensenville	Private Home (1925)	244 S. Center Street	59.5	57.8	57.9	0.1	57.8	58.1	0.3
LS031	Bensenville	Zion Lutheran Church	865 S. Church Road	55.0	52.6	52.8	0.2	52.6	53.0	0.4
LS032	Bensenville	Private Home (1918)	138 S. Mason St	62.8	59.9	61.2	1.3	59.9	61.8	1.9
LS033	Bensenville	Private Home (1911)	141 S. Mason Street	63.3	60.2	61.8	1.6	60.2	62.4	2.2
LS034	Bensenville	Private Home (1906)	145 S. Mason Street	63.0	60.0	61.4	1.4	60.0	62.0	2.0

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LS035	Bensenville	Private Home (1903)	146 S. Mason Street	62.8	59.9	61.2	1.3	59.9	61.8	1.9
LS036	Bensenville	Private Home (1919)	158 S. Mason Street	62.2	59.6	60.6	1.0	59.6	61.1	1.5
LS037	Bensenville	Private Home (1925)	166 S. Mason Street	61.7	59.4	60.2	0.8	59.3	60.5	1.2
LS038	Bensenville	Private Home (1924)	169 S. Mason Street	61.9	59.5	60.4	0.9	59.5	60.8	1.3
LS039	Bensenville	Private Home (1920)	172 S. Mason Street	61.4	59.1	59.8	0.7	59.1	60.1	1.0
LS040	Bensenville	Private Home (1900)	173 S. Mason Street	61.7	59.4	60.1	0.7	59.3	60.5	1.2
LS041	Bensenville	Private Home (1921)	175 S. Mason Street	61.4	59.2	59.8	0.6	59.2	60.2	1.0
LS042	Bensenville	Private Home (1921)	180 S. Mason Street	61.2	59.0	59.7	0.7	59.0	60.0	1.0
LS043	Bensenville	Private Home (1923)	196 S. Mason Street	60.7	58.7	59.1	0.4	58.6	59.3	0.7
LS044	Bensenville	Private Home (1925)	201 S. Mason Street	60.4	58.5	58.8	0.3	58.4	59.0	0.6
LS045	Bensenville	Private Home (1924)	176 S. Walnut Street	61.3	59.0	59.8	0.8	59.0	60.1	1.1
LS046	Bensenville	Private Home (1922)	188 S. Walnut Street	60.9	58.8	59.3	0.5	58.7	59.6	0.9
LS047	Bensenville	Private Home (1924)	196 S. Walnut Street	60.6	58.6	59.1	0.5	58.5	59.3	0.8
LS048	Bensenville	Private Home (1904)	14 S. York Road	64.6	61.0	63.0	2.0	61.1	63.8	2.7
LS049	Bensenville	Private Home (1907)	158 S. York Road	62.1	59.9	60.6	0.7	59.9	61.0	1.1
LS050	Bensenville	Residence	165 S. York Road	61.8	59.7	60.2	0.5	59.8	60.6	0.8
LS051	Bensenville	Residence	180 S York Road	61.2	59.3	59.6	0.3	59.3	60.0	0.7
LS052	Bensenville	Private Home (1905)	181 S. York Road	61.2	59.3	59.6	0.3	59.4	60.0	0.6
LS053	Bensenville	Private Home (1912)	192 S. York Road	60.8	59.0	59.3	0.3	59.0	59.5	0.5
LS054	Bensenville	Private Home (1912)	217 S. York Road	60.2	58.5	58.6	0.1	58.6	58.9	0.3
LS055	Bensenville	Professional Center	100 W. Green Street	63.2	60.3	61.6	1.3	60.4	62.3	1.9
LS056	Bensenville	Private Home (1919)	301 W. Green Street	65.9	61.5	64.4	2.9	61.5	65.3	3.8
LS057	Bensenville	Private Home (1923)	309 W. Green Street	66.0	61.6	64.5	2.9	61.6	65.4	3.8
LS058	Bensenville	Private Home (1923)	313 W. Green Street	66.0	61.6	64.4	2.8	61.6	65.4	3.8

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LS059	Bensenville	Private Home (1919)	317 W. Green Street	66.0	61.7	64.4	2.7	61.7	65.3	3.6
LS060	Bensenville	Private Home (1907)	507 W. Green Street	65.3	61.9	63.7	1.8	61.8	64.5	2.7
LS061	Bensenville	Private Home (1872)	517 W. Green Street	65.0	61.9	63.5	1.6	61.8	64.2	2.4
LS062	Bensenville	Korthauer Log House	714 W. Wood Avenue	60.6	58.3	59.1	0.8	58.1	59.2	1.1
LS063	Chicago	Commercial	6625 N. Avondale Avenue	59.8	61.0	60.8	-0.2	61.7	61.5	-0.2
LS064	Chicago	Residence	5700 N. Natoma Avenue	62.5	60.6	60.6	0.0	61.3	61.1	-0.2
LS065	Chicago	Residence	5228 N. New England Avenue	60.2	58.9	58.8	-0.1	59.6	59.4	-0.2
LS066	Chicago	Residence	5232 N. New England Avenue	60.2	58.9	58.8	-0.1	59.5	59.4	-0.1
LS067	Chicago	Residence	5661 N. New Hampshire Avenue	63.6	60.4	60.5	0.1	61.0	61.0	0.0
LS068	Chicago	Residence	5666 N. New Hampshire Avenue	63.6	60.7	60.7	0.0	61.3	61.2	-0.1
LS069	Chicago	Residence	5669 N. New Hampshire Avenue	63.5	60.4	60.5	0.1	61.0	60.9	-0.1
LS070	Chicago	Residence	5673 N. New Hampshire Avenue	63.5	60.5	60.5	0.0	61.1	61.0	-0.1
LS071	Chicago	Residence	5678 N. New Hampshire Avenue	63.5	60.9	60.9	0.0	61.5	61.4	-0.1
LS072	Chicago	Residence	5681 N. New Hampshire Avenue	63.5	60.6	60.7	0.1	61.2	61.2	0.0
LS073	Chicago	Residence	5682 N. New Hampshire Avenue	63.5	60.9	61.0	0.1	61.6	61.5	-0.1
LS074	Chicago	Residence	5685 N. New Hampshire Avenue	63.4	60.7	60.7	0.0	61.3	61.2	-0.1
LS075	Chicago	Residence	5688 N. New Hampshire Avenue	63.4	61.0	61.0	0.0	61.6	61.5	-0.1
LS076	Chicago	Residence	5692 N. New Hampshire Avenue	63.4	61.0	61.1	0.1	61.7	61.6	-0.1
LS077	Chicago	Residence	5693 N. New Hampshire Avenue	63.4	60.7	60.7	0.0	61.3	61.2	-0.1

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LS078	Chicago	Residence	5697 N. New Hampshire Avenue	63.4	60.8	60.8	0.0	61.4	61.3	-0.1
LS079	Chicago	Residence	5617 N. Newark Avenue	62.8	59.4	59.5	0.1	60.1	60.0	-0.1
LS080	Chicago	Residence	5623 N. Newark Avenue	62.9	59.5	59.6	0.1	60.2	60.1	-0.1
LS081	Chicago	Residence	5627 N. Newark Avenue	62.8	59.6	59.7	0.1	60.2	60.2	0.0
LS082	Chicago	Residence	5642 N. Newark Avenue	63.0	59.9	60.0	0.1	60.6	60.5	-0.1
LS083	Chicago	Residence	5647 N. Newark Avenue	62.8	60.0	60.0	0.0	60.6	60.5	-0.1
LS084	Chicago	Residence	5653 N. Newark Avenue	62.8	60.0	60.1	0.1	60.7	60.6	-0.1
LS085	Chicago	Residence	5656 N. Newark Avenue	63.0	60.2	60.2	0.0	60.8	60.7	-0.1
LS086	Chicago	Residence	5659 N. Newark Avenue	62.9	60.2	60.2	0.0	60.8	60.7	-0.1
LS087	Chicago	Residence	5662 N. Newark Avenue	62.9	60.3	60.4	0.1	61.0	60.9	-0.1
LS088	Chicago	Residence	5667 N. Newark Avenue	62.8	60.3	60.4	0.1	61.0	60.9	-0.1
LS089	Chicago	Residence	5631 N. Newcastle Avenue	63.2	59.8	59.9	0.1	60.4	60.4	0.0
LS090	Chicago	Residence	5637 N. Newcastle Avenue	63.2	60.0	60.0	0.0	60.6	60.5	-0.1
LS091	Chicago	Residence	5647 N. Newcastle Avenue	63.2	60.1	60.2	0.1	60.7	60.7	0.0
LS092	Chicago	Residence	5655 N. Newcastle Avenue	63.1	60.3	60.4	0.1	61.0	60.9	-0.1
LS093	Chicago	Danish Old People's Home	5656 N. Newcastle Avenue	63.3	60.5	60.5	0.0	61.1	61.0	-0.1
LS094	Chicago	Residence	5667 N. Newcastle Avenue	63.1	60.5	60.6	0.1	61.1	61.1	0.0
LS095	Chicago	Residence	6626 N. Northwest Highway	59.7	60.9	60.6	-0.3	61.6	61.4	-0.2

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LS096	Chicago	Mixed use - commercial/residential	6714 N. Northwest Highway	60.1	61.3	61.1	-0.2	62.0	61.7	-0.3
LS097	Chicago	Mixed use - commercial/residential	6718 N. Northwest Highway	60.1	61.3	61.1	-0.2	62.0	61.7	-0.3
LS098	Chicago	Chicago-Read Mental Health Center	4200 N. Oak Park Avenue	54.9	56.3	56.3	0.0	56.8	57.4	0.6
LS099	Chicago	Residence	6134 N. Olcott Avenue	58.9	60.9	60.8	-0.1	61.6	61.5	-0.1
LS100	Chicago	Edison Park Elementary School	6200 N. Olcott Avenue	58.6	60.2	60.1	-0.1	60.9	60.8	-0.1
LS101	Chicago	Residence	6554 N. Oliphant Avenue	59.1	60.4	60.1	-0.3	61.1	60.9	-0.2
LS102	Chicago	Residence	6438 N. Oxford Avenue	58.5	59.9	59.6	-0.3	60.5	60.4	-0.1
LS103	Chicago	Residence	6453 N. Oxford Avenue	58.5	59.9	59.6	-0.3	60.5	60.4	-0.1
LS104	Chicago	Residence	6454 N. Oxford Avenue	58.6	60.0	59.7	-0.3	60.6	60.5	-0.1
LS105	Chicago	Residence	6456 N. Oxford Avenue	58.6	60.0	59.7	-0.3	60.7	60.5	-0.2
LS106	Chicago	Residence	720 S. Lincoln Avenue	62.5	63.3	63.2	-0.1	64.0	63.7	-0.3
LS107	Chicago	Forest Preserve Garage	8800 W. Belmont Avenue	54.8	54.9	55.0	0.1	55.1	55.0	-0.1
LS108	Chicago	Residence	6800 W. Hobart Avenue	63.3	60.0	60.1	0.1	60.6	60.6	0.0
LS109	Chicago	Residence	6803 W. Hobart Avenue	63.2	59.6	59.6	0.0	60.2	60.1	-0.1
LS110	Chicago	Residence	6804 W. Hobart Avenue	63.3	59.9	60.0	0.1	60.5	60.5	0.0
LS111	Chicago	Residence	6813 W. Hobart Avenue	63.3	59.7	59.7	0.0	60.2	60.2	0.0
LS112	Chicago	Residence	6819 W. Hobart Avenue	63.3	59.6	59.7	0.1	60.2	60.2	0.0

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LS113	Chicago	Residence	6822 W. Hobart Avenue	63.4	60.1	60.2	0.1	60.7	60.6	-0.1
LS114	Chicago	Residence	6826 W. Hobart Avenue	63.4	60.1	60.2	0.1	60.7	60.7	0.0
LS115	Chicago	Residence	6829 W. Hobart Avenue	63.4	59.9	59.9	0.0	60.5	60.4	-0.1
LS116	Chicago	Residence	6833 W. Hobart Avenue	63.4	59.7	59.7	0.0	60.3	60.2	-0.1
LS117	Chicago	Multi-family residence	6836 W. Hobart Avenue	63.4	60.2	60.2	0.0	60.8	60.7	-0.1
LS118	Chicago	Residence	6843 W. Hobart Avenue	63.4	59.7	59.8	0.1	60.3	60.3	0.0
LS119	Chicago	Residence	6852 W. Hobart Avenue	63.5	60.3	60.3	0.0	60.9	60.8	-0.1
LS120	Chicago	Residence	6865 W. Hobart Avenue	63.5	60.0	60.0	0.0	60.5	60.5	0.0
LS121	Chicago	Residence	6883 W. Hobart Avenue	63.6	60.1	60.1	0.0	60.7	60.6	-0.1
LS122	Chicago	Residence	6905 W. Hobart Avenue	63.7	60.4	60.4	0.0	61.0	60.9	-0.1
LS123	Chicago	Residence	6915 W. Hobart Avenue	63.8	60.5	60.5	0.0	61.0	61.0	0.0
LS124	Chicago	Residence	6921 W. Hobart Avenue	63.8	60.5	60.5	0.0	61.1	61.0	-0.1
LS125	Chicago	Residence	6925 W. Hobart Avenue	63.8	60.6	60.6	0.0	61.2	61.1	-0.1
LS126	Chicago	Residence	6932 W. Hobart Avenue	63.6	61.0	61.1	0.1	61.6	61.5	-0.1
LS127	Chicago	Residence	6938 W. Hobart Avenue	63.6	61.1	61.2	0.1	61.8	61.7	-0.1
LS128	Chicago	Residence	6949 W. Hobart Avenue	63.8	60.9	60.9	0.0	61.5	61.4	-0.1
LS129	Chicago	Residence	6953 W. Hobart Avenue	63.8	60.9	61.0	0.1	61.5	61.5	0.0
LS130	Chicago	Residence	6721 W. Hurlbut Street	63.0	60.3	60.4	0.1	61.0	60.9	-0.1

Map ID	Municipality	Name	Street Address	Noise Exposure Level (DNL) by Scenario						
				Existing Condition	Interim No Action	Interim Proposed Action	Interim-DNL Change	Build Out No Action	Build Out Proposed Action	Build Out-DNL Change
LS131	Chicago	Residence	6727 W. Hurlbut Street	63.0	60.4	60.4	0.0	61.0	60.9	-0.1
LS132	Chicago	Residence	6732 W. Hurlbut Street	62.9	60.7	60.8	0.1	61.4	61.3	-0.1
LS133	Chicago	Residence	7327 W. Myrtle Avenue	58.8	60.4	60.3	-0.1	61.1	61.0	-0.1
LS134	Elk Grove Village	Elk Grove Park District Farmhouse Museum	399 Biesterfeld Road	59.7	59.6	59.2	-0.4	60.6	60.6	0.0
LS135	Elmhurst	Fischer Windmill at Mt. Emblem Cemetery	520 E. Grand Avenue	58.9	56.7	56.8	0.1	57.1	56.3	-0.8
LS136	Franklin Park	Residence	3234 25th Avenue	55.7	55.3	55.3	0.0	55.4	55.4	0.0
LS137	Franklin Park	Residence	3238 25th Avenue	55.8	55.3	55.4	0.1	55.5	55.4	-0.1
LS138	Franklin Park	Kirchhoff, Henry, House	10067 Franklin Avenue	56.4	55.9	56.0	0.1	56.1	55.9	-0.2
LS139	Franklin Park	Victor Fluid Power	3412 River Road	55.8	55.7	55.6	-0.1	55.8	55.7	-0.1
LS140	Harwood Heights	Durocraft Homes point 1	Durocraft Homes point 1	61.2	61.7	61.6	-0.1	62.3	62.1	-0.2
LS141	Harwood Heights	Durocraft Homes point 2	Durocraft Homes point 2	61.1	61.1	61.0	-0.1	61.8	61.6	-0.2
LS142	Harwood Heights	Durocraft Homes point 3	Durocraft Homes point 3	61.5	61.9	61.8	-0.1	62.6	62.4	-0.2
LS143	Harwood Heights	Durocraft Homes point 4	Durocraft Homes point 4	60.8	60.5	60.4	-0.1	61.1	61.0	-0.1
LS144	Harwood Heights	Durocraft Homes point 5	Durocraft Homes point 5	61.1	60.7	60.6	-0.1	61.4	61.2	-0.2
LS145	Itasca	Historical Depot Museum	101 Catalpa Avenue	60.4	62.6	62.6	0.0	63.2	63.3	0.1
LS146	Itasca	Residence	226 N. Elm Street	59.5	61.7	61.6	-0.1	62.2	62.1	-0.1
LS147	Itasca	Second School, Apartments	311 N. Elm Street	59.1	61.2	61.1	-0.1	61.7	61.6	-0.1
LS148	Itasca	Commercial	209 N. Walnut Avenue	59.8	62.1	62.0	-0.1	62.6	62.6	0.0
LS149	Itasca	Doctor's Memorial	217 N. Walnut Avenue	59.6	61.9	61.8	-0.1	62.4	62.4	0.0

Map ID	Municipality	Name	Street Address	Noise Exposure Level (DNL) by Scenario						
				Existing Condition	Interim No Action	Interim Proposed Action	Interim-DNL Change	Build Out No Action	Build Out Proposed Action	Build Out-DNL Change
LS150	Itasca	Residence	105 S. Maple Street	61.4	63.5	63.5	0.0	64.1	64.2	0.1
LS151	Itasca	Residence	126 S. Maple Street	61.9	63.8	63.8	0.0	64.4	64.6	0.2
LS152	Itasca	Residence	118 S. Walnut Avenue	61.7	63.7	63.7	0.0	64.3	64.5	0.2
LS153	Itasca	Unknown	126 S. Walnut Avenue	62.0	63.9	63.9	0.0	64.5	64.7	0.2
LS154	Itasca	Itasca Baptist Church	210 S. Walnut Avenue	62.5	64.2	64.2	0.0	64.8	65.0	0.2
LS155	Itasca	Commercial	101 W. Orchard Street	60.0	62.3	62.2	-0.1	62.8	62.8	0.0
LS156	Itasca	Commercial	111 W. Orchard Street	60.1	62.4	62.3	-0.1	62.9	62.9	0.0
LS157	Itasca	Commercial	115 W. Orchard Street	59.9	62.2	62.1	-0.1	62.7	62.7	0.0
LS158	Itasca	Unknown	125 W. Orchard Street	59.8	62.2	62.0	-0.2	62.7	62.7	0.0
LS159	Park Ridge	Residence	231 Belle Plaine Avenue	60.5	61.7	61.5	-0.2	62.4	62.1	-0.3
LS160	Park Ridge	Residence	916 Cleveland Avenue	59.5	60.8	60.6	-0.2	61.5	61.3	-0.2
LS161	Park Ridge	Residence	202 Columbia Avenue	60.6	61.8	61.6	-0.2	62.5	62.2	-0.3
LS162	Park Ridge	Residence	203 Columbia Avenue	60.7	61.9	61.7	-0.2	62.6	62.3	-0.3
LS163	Park Ridge	Residence	218 Courtland Avenue	57.6	58.7	58.5	-0.2	59.3	59.2	-0.1
LS164	Park Ridge	Residence	321 Courtland Avenue	58.6	59.7	59.5	-0.2	60.3	60.1	-0.2
LS165	Park Ridge	Residence	411 Courtland Avenue	59.1	60.2	60.0	-0.2	60.9	60.7	-0.2
LS166	Park Ridge	Residence	412 Courtland Avenue	59.3	60.4	60.2	-0.2	61.1	60.8	-0.3
LS167	Park Ridge	Residence	421 Courtland Avenue	59.8	60.9	60.7	-0.2	61.6	61.3	-0.3
LS168	Park Ridge	Residence	524 Courtland Avenue	60.9	62.0	61.8	-0.2	62.7	62.4	-0.3

Map ID	Municipality	Name	Street Address	Noise Exposure Level (DNL) by Scenario						
				Existing Condition	Interim No Action	Interim Proposed Action	Interim-DNL Change	Build Out No Action	Build Out Proposed Action	Build Out-DNL Change
LS169	Park Ridge	Residence	708 Courtland Avenue	61.4	62.6	62.4	-0.2	63.2	62.9	-0.3
LS170	Park Ridge	Residence	840 Courtland Avenue	60.3	61.6	61.3	-0.3	62.2	62.0	-0.2
LS171	Park Ridge	Residence	908 Courtland Avenue	60.0	61.3	61.0	-0.3	61.9	61.7	-0.2
LS172	Park Ridge	Residence	1429 Courtland Avenue	59.6	62.1	61.9	-0.2	62.7	62.7	0.0
LS173	Park Ridge	Residence	1439 Courtland Avenue	59.7	62.3	62.0	-0.3	62.9	62.9	0.0
LS174	Park Ridge	Commercial	616 Devon Avenue	58.9	60.4	60.1	-0.3	60.9	60.9	0.0
LS175	Park Ridge	Residence	945 Florence Drive	55.5	55.2	55.6	0.4	55.5	55.6	0.1
LS176	Park Ridge	Clue House	720 Garden Street	57.1	58.1	57.9	-0.2	58.7	58.6	-0.1
LS177	Park Ridge	Residence	1113 Garden Street	57.2	57.8	57.7	-0.1	58.3	58.2	-0.1
LS178	Park Ridge	Residence	1105 Harrison Street	58.6	60.1	59.7	-0.4	60.7	60.5	-0.2
LS179	Park Ridge	Residence	211 Lake Avenue	59.1	60.3	60.1	-0.2	61.0	60.8	-0.2
LS180	Park Ridge	Residence	225 Lake Avenue	59.2	60.4	60.2	-0.2	61.1	60.8	-0.3
LS181	Park Ridge	Residence	228 Lake Avenue	58.8	60.0	59.8	-0.2	60.7	60.5	-0.2
LS182	Park Ridge	Residence	234 Lake Avenue	58.8	60.0	59.8	-0.2	60.7	60.5	-0.2
LS183	Park Ridge	Residence	244 Lake Avenue	58.8	60.0	59.8	-0.2	60.7	60.5	-0.2
LS184	Park Ridge	Residence	328 Lake Avenue	58.7	59.9	59.7	-0.2	60.6	60.4	-0.2
LS185	Park Ridge	Residence	122 N. Delphia Avenue	56.4	56.6	56.5	-0.1	57.0	57.0	0.0
LS186	Park Ridge	Residence	241 N. Greenwood Avenue	55.7	56.0	55.9	-0.1	56.5	56.5	0.0
LS187	Park Ridge	Residence	15 N. Knight Avenue	56.9	57.0	57.0	0.0	57.4	57.4	0.0
LS188	Park Ridge	Residence	202 N. Lincoln Avenue	56.5	56.5	56.5	0.0	56.9	56.9	0.0
LS189	Park Ridge	Residence	317 Oak Street	58.2	59.4	59.2	-0.2	60.0	59.9	-0.1

Map ID	Municipality	Name	Street Address	Noise Exposure Level (DNL) by Scenario						
				Existing Condition	Interim No Action	Interim Proposed Action	Interim-DNL Change	Build Out No Action	Build Out Proposed Action	Build Out-DNL Change
LS190	Park Ridge	Hodges House	325 Oak Street	58.4	59.6	59.4	-0.2	60.3	60.1	-0.2
LS191	Park Ridge	Helen Unseth House	808 Park Plaine Avenue	55.6	55.1	55.5	0.4	55.4	55.6	0.2
LS192	Park Ridge	Residence	704 Parkwood Avenue	55.8	55.3	55.7	0.4	55.6	55.7	0.1
LS193	Park Ridge	Residence	928 Prairie Avenue	57.5	58.3	58.1	-0.2	58.8	58.7	-0.1
LS194	Park Ridge	Residence	1003 Prairie Avenue	57.9	58.7	58.5	-0.2	59.2	59.1	-0.1
LS195	Park Ridge	Residence	600 S. Clifton Avenue	61.9	62.9	62.7	-0.2	63.6	63.3	-0.3
LS196	Park Ridge	Residence	321 S. Crescent Avenue	58.0	59.1	58.9	-0.2	59.8	59.6	-0.2
LS197	Park Ridge	Residence	322 S. Crescent Avenue	58.6	59.7	59.5	-0.2	60.4	60.2	-0.2
LS198	Park Ridge	Residence	325 S. Crescent Avenue	58.0	59.2	59.0	-0.2	59.8	59.7	-0.1
LS199	Park Ridge	Residence	333 S. Crescent Avenue	58.1	59.2	59.0	-0.2	59.9	59.7	-0.2
LS200	Park Ridge	Residence	413 S. Crescent Avenue	58.7	59.9	59.7	-0.2	60.6	60.4	-0.2
LS201	Park Ridge	Residence	432 S. Crescent Avenue	59.8	60.9	60.7	-0.2	61.6	61.4	-0.2
LS202	Park Ridge	Residence	505 S. Crescent Avenue	60.0	61.2	61.0	-0.2	61.9	61.6	-0.3
LS203	Park Ridge	Residence	506 S. Crescent Avenue	60.0	61.2	61.0	-0.2	61.9	61.6	-0.3
LS204	Park Ridge	Residence	601 S. Crescent Avenue	60.9	62.1	61.9	-0.2	62.8	62.5	-0.3
LS205	Park Ridge	Residence	823 S. Crescent Avenue	60.5	61.8	61.5	-0.3	62.5	62.2	-0.3
LS206	Park Ridge	Residence	925 S. Crescent Avenue	59.6	60.9	60.6	-0.3	61.5	61.4	-0.1
LS207	Park Ridge	Residence	1305 S. Crescent Avenue	58.8	60.7	60.4	-0.3	61.2	61.2	0.0
LS208	Park Ridge	Residence	1433 S. Crescent Avenue	59.6	62.1	61.9	-0.2	62.7	62.7	0.0

Map ID	Municipality	Name	Street Address	Noise Exposure Level (DNL) by Scenario						
				Existing Condition	Interim No Action	Interim Proposed Action	Interim-DNL Change	Build Out No Action	Build Out Proposed Action	Build Out-DNL Change
LS209	Park Ridge	Residence	315 S. Cumberland Avenue	58.7	59.6	59.4	-0.2	60.2	60.0	-0.2
LS210	Park Ridge	Residence	401 S. Cumberland Avenue	59.3	60.3	60.1	-0.2	60.9	60.7	-0.2
LS211	Park Ridge	Residence	424 S. Cumberland Avenue	60.3	61.3	61.1	-0.2	61.9	61.7	-0.2
LS212	Park Ridge	Residence	431 S. Cumberland Avenue	60.4	61.3	61.2	-0.1	62.0	61.7	-0.3
LS213	Park Ridge	Residence	224 S. Fairview Avenue	58.0	58.9	58.8	-0.1	59.5	59.4	-0.1
LS214	Park Ridge	Residence	309 S. Fairview Avenue	58.4	59.4	59.3	-0.1	60.0	59.9	-0.1
LS215	Park Ridge	Residence	316 S. Fairview Avenue	58.8	59.7	59.6	-0.1	60.3	60.2	-0.1
LS216	Park Ridge	Residence	321 S. Fairview Avenue	58.8	59.8	59.6	-0.2	60.4	60.2	-0.2
LS217	Park Ridge	Residence	400 S. Fairview Avenue	59.3	60.2	60.1	-0.1	60.9	60.7	-0.2
LS218	Park Ridge	Residence	404 S. Fairview Avenue	59.4	60.4	60.2	-0.2	61.0	60.8	-0.2
LS219	Park Ridge	Residence	413 S. Fairview Avenue	59.6	60.6	60.4	-0.2	61.3	61.0	-0.3
LS220	Park Ridge	Residence	420 S. Fairview Avenue	60.0	61.0	60.9	-0.1	61.7	61.4	-0.3
LS221	Park Ridge	Residence	602 S. Fairview Avenue	61.5	62.6	62.4	-0.2	63.3	63.0	-0.3
LS222	Park Ridge	Residence	24 S. Greenwood Avenue	57.1	57.6	57.5	-0.1	58.1	58.1	0.0
LS223	Park Ridge	Residence	100 S. Greenwood Avenue	57.2	57.7	57.6	-0.1	58.2	58.2	0.0
LS224	Park Ridge	Commercial	19 S. Prospect Avenue	56.0	57.2	57.0	-0.2	57.8	57.8	0.0
LS225	Park Ridge	Park Ridge Post Office	164 S. Prospect Avenue	57.2	58.3	58.1	-0.2	58.9	58.8	-0.1
LS226	Park Ridge	Residence	316 S. Prospect Avenue	58.6	59.6	59.5	-0.1	60.3	60.1	-0.2

Map ID	Municipality	Name	Street Address	Noise Exposure Level (DNL) by Scenario						
				Existing Condition	Interim No Action	Interim Proposed Action	Interim-DNL Change	Build Out No Action	Build Out Proposed Action	Build Out-DNL Change
LS227	Park Ridge	Residence	412 S. Prospect Avenue	59.5	60.6	60.4	-0.2	61.2	61.0	-0.2
LS228	Park Ridge	Residence	413 S. Prospect Avenue	59.4	60.4	60.2	-0.2	61.1	60.9	-0.2
LS229	Park Ridge	Residence	500 S. Prospect Avenue	60.3	61.3	61.2	-0.1	62.0	61.7	-0.3
LS230	Park Ridge	Residence	601 S. Prospect Avenue	61.3	62.4	62.2	-0.2	63.1	62.8	-0.3
LS231	Park Ridge	Residence	715 S. Prospect Avenue	61.5	62.6	62.4	-0.2	63.3	63.0	-0.3
LS232	Park Ridge	Residence	718 S. Prospect Avenue	61.5	62.7	62.5	-0.2	63.3	63.0	-0.3
LS233	Park Ridge	Residence	1521 S. Prospect Avenue	60.3	63.3	63.1	-0.2	64.0	63.9	-0.1
LS234	Park Ridge	Residence	506 S. Western Avenue	62.1	62.8	62.7	-0.1	63.4	63.1	-0.3
LS235	Park Ridge	Residence	228 Stanley Avenue	59.6	60.8	60.6	-0.2	61.5	61.3	-0.2
LS236	Park Ridge	Residence	424 Talcott Place	58.8	60.5	60.2	-0.3	61.1	61.1	0.0
LS237	Park Ridge	Residence	430 Talcott Place	58.8	60.5	60.2	-0.3	61.1	61.1	0.0
LS238	Park Ridge	Commercial	203 Vine Avenue	56.9	58.1	57.8	-0.3	58.6	58.6	0.0
LS239	Park Ridge	Residence	225 Vine Avenue	57.2	58.4	58.1	-0.3	59.0	58.9	-0.1
LS240	Park Ridge	Residence	230 Vine Avenue	57.6	58.8	58.6	-0.2	59.4	59.3	-0.1
LS241	Park Ridge	Residence	332 Vine Avenue	58.6	59.8	59.5	-0.3	60.4	60.2	-0.2
LS242	Park Ridge	Residence	404 Vine Avenue	58.9	60.1	59.8	-0.3	60.7	60.5	-0.2
LS243	Park Ridge	Residence	514 Vine Avenue	60.2	61.4	61.2	-0.2	62.1	61.8	-0.3
LS244	Park Ridge	Residence	1000 W. Crescent Avenue	58.2	59.0	58.9	-0.1	59.6	59.5	-0.1
LS245	Park Ridge	Town of Maine Cemetery	2101 W. Touhy Avenue	57.8	57.5	57.7	0.2	57.8	57.8	0.0
LS246	Schiller Park	20 Corner Store	4851 Michigan Avenue	71.0	71.6	71.5	-0.1	72.1	72.0	-0.1

Map ID	Municipality	Name	Street Address	Noise Exposure Level (DNL) by Scenario						
				Existing Condition	Interim No Action	Interim Proposed Action	Interim-DNL Change	Build Out No Action	Build Out Proposed Action	Build Out-DNL Change
LS247	Schiller Park	21 Siemer's Home	4262 Ruby Street	62.4	61.9	61.7	-0.2	62.1	63.1	1.0
LS248	Wood Dale	Residence	174 Harvey Avenue	60.4	60.1	60.8	0.7	60.2	61.2	1.0
LS249	Wood Dale	Residence	262 N. Hemlock Avenue	65.0	63.9	64.0	0.1	64.1	64.6	0.5

Source: HMMH, July 20, 2021

Note: Sites that are highlighted and/or **bolded** that would have a potential noise impact are those where noise exposure levels met one of two conditions: 1) where the change in noise caused by the Proposed Action would be greater than 1.5 DNL within the 65 DNL (considered significant by FAA Order 1050.1F) or 2) where the property moves into a higher sound level (i.e., from outside 65 DNL into a 65 DNL or greater sound level regardless of the project-related change) and where the use of the land is not compatible with the resultant noise exposure, per the FAA Land Use Compatibility guidelines noted in **Table H-4**.

TABLE H-8
KEY SECTION 4(f) PROPERTIES WITH POTENTIALLY SIGNIFICANT NOISE LEVEL CHANGES

Map ID	Location	Name	Noise Exposure Level (DNL) by Scenario							Active vs Passive Recreation	Compatible with Noise?	4(f) Mitigation
			Existing (2019)	Interim No Action	Interim Proposed Action	Interim-DNL Change	Build Out No Action	Build Out Proposed Action	Build Out-DNL Change			
P005	Bensenville	Bensenville Theatre	65.7	61.4	64.1	2.7	61.4	65.0	3.6	A	Yes	No
P085	Elk Grove	Pocket Park #1	63.7	64.3	64.0	-0.3	64.9	65.0	0.1	P	Yes	No
P205	Wood Dale	Central Park	67.9	69.4	69.3	-0.1	69.8	70.1	0.3	A	Yes	No
P211	Wood Dale	Lionwood Park	65.0	64.1	64.4	0.3	64.5	65.2	0.7	A&P	Yes	No

Map ID	Location	Name	Street Address	Noise Exposure Level (DNL) by Scenario							Compatible with Noise?	4(f) Mitigation
				Existing (2019)	Interim No Action	Interim Proposed Action	Interim-DNL Change	Build Out No Action	Build Out Proposed Action	Build Out-DNL Change		
LS056	Bensenville	Private Home (1919)	301 W. Green Street *	65.9	61.5	64.4	2.9	61.5	65.3	3.8	Yes*	No
LS057	Bensenville	Private Home (1923)	309 W. Green Street *	66.0	61.6	64.5	2.9	61.6	65.4	3.8	Yes*	No
LS058	Bensenville	Private Home (1923)	313 W. Green Street *	66.0	61.6	64.4	2.8	61.6	65.4	3.8	Yes*	No
LS059	Bensenville	Private Home (1919)	317 W. Green Street *	66.0	61.7	64.4	2.7	61.7	65.3	3.6	Yes*	No
LS154	Itasca	Itasca Baptist Church	210 S. Walnut Street	62.5	64.2	64.2	0.0	64.8	65.0	0.2	Yes ¹	No

Note: highlighted sites that would have a potential noise impact are those where noise exposure levels met one of two conditions: 1) where the change in noise caused by the Proposed Action would be greater than 1.5 DNL within the 65 DNL (considered significant by FAA Order 1050.1F) or 2) where the property moves into a higher sound level (i.e., from outside 65 DNL into a 65 DNL or greater sound level regardless of the project-related change) and where the use of the land is not compatible with the resultant noise exposure, per the FAA Land Use Compatibility guidelines noted in **Table H-4**.

*Residential properties that have been sound-insulated by the CDA are considered compatible.

1 Portions of churches that are not used for residential or educational purposes are not insulated under the CDA residential and school sound insulation programs and thus are considered locally compatible with aircraft noise over 65 DNL per footnote * of the FAA's Land Use Compatibility Guidelines (Table 1 of 14 CFR Part 150, Appendix A).

A=Active Recreation (compatible to 75 DNL); P: Passive Recreation (compatible to 70 DNL unless an amphitheater)

H.4.2 Summary of Alternatives that Would Avoid Use of Section 4(f) Properties

As is noted, none of the alternatives that would meet the purpose and need would avoid using Section 4(f) properties, although the Proposed Action incorporates measures to minimize harm and would avoid adverse effects. No constructive use impacts were identified. The CDA's original proposed project, as noted in **Section H.2**, evolved into the Proposed Action to avoid adverse direct impacts to Section 4(f) properties, but in the context of Section 4(f) would still use on-airport NRHP properties. The CDA's original proposed project was found to result in adverse effects to Terminal 1/Concourse B and C and the Rotunda and thus was dismissed as an alternative. The modified Proposed Action would avoid adverse effects to the Rotunda and Terminal 1/Concourse B and C. The No Action would not meet purpose and need but would avoid impacts to Section 4(f) properties. Because the No Action does not meet purpose and need, the FAA has determined that it is not a prudent alternative.

Group 2, 3, and 4 project components would not result in impacts to Section 4(f) properties.

Avoidance alternatives to the off-airport indirect impacts caused by aircraft noise exposure changes due to the Group 5 project were also considered. As noted in the Alternatives Chapter, only one alternative—the Proposed Action—was identified as meeting purpose and need. The No Action Alternative would avoid changes in off-airport noise exposure to Section 4(f) properties but would not meet purpose and need. As a result, the FAA determined that the Proposed Action is the only prudent and feasible alternative to meeting the Group 5 needs.

H.4.3 Summary of Measures to Minimize Harm

The Proposed Action would avoid an adverse effect to the on-airport NRHP determined eligible sites. **Appendix G** documents the conditions by which the Proposed Action avoids adverse effects and thus uses measures to minimize harm. These conclusions note that adequate steps have been taken to minimize harm:

- The historic properties would remain in their present location. The Proposed Action would not cause removal of Terminal 1 or the Rotunda.
- The Proposed Action would not change the use of the property. The on-airport NHRP eligible facilities are used for aviation and would remain in use for aviation purposes.
- During project construction, the CDA proposes to implement construction specifications that would protect adjacent buildings. As a result, there would be no anticipated impacts to on-airport buildings.
- The modifications to the facilities would be consistent with the Secretary of the Interior Standards for Rehabilitation in the retention of distinctive features, finishes, and construction techniques. It would retain and/or minimize the destruction of historic materials. In some cases, new additions would be reversible and thus differentiate new structures from the old.
- The character-defining features of Terminal 1 and the Rotunda would be retained. For example, the expansive and integrated vaulted glass curtain walls that enclose the long corridors of Concourses B and C would be retained, 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). The barrel-vaulted curtain wall circulation corridors create a sense of open space and lightness that terminate in circular ends. With the Proposed Action, Terminal 1 would retain its historic materials in primary public spaces of the

concourses, including exposed steel, the aluminum and glass curtain wall system, fritted glazing, structural glazed tile units, and terrazzo floors.

- 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. 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 throughout the proposed project, 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.

H.4.4 Description of Section 4(f) Properties Impacted

This subsection provides detailed information about the anticipated impacts to each Section 4(f) property identified as affected by the Proposed Action. Relative to each property, the following sections describe 1) the resource and its use, 2) impacts to the resource by each alternative, 3) alternatives that would avoid use/impacts, and finally 4) steps to minimize harm to the resource.

K4.4.1 Terminal 1 – Concourse B and C

Description of the Current Property: Terminal 1 at O'Hare consists of ticketing and baggage areas attached to a primary concourse, Concourse B, and a satellite concourse, Concourse C. Concourses B and C are connected by an underground tunnel. The terminal complex comprises 1.4 million square feet and houses the United Airlines hub. The terminal was designed by Chicago-based architect Helmut Jahn and constructed between 1986 and 1988 as part of the O'Hare Development Plan. 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. While this facility at this time is less than 50 years old, 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 Helmut Jahn's career, and for the high artistic value of its steel and glass design and the dynamic artistic space of the connecting tunnel. Overall, Terminal 1 retains strong historic integrity in all aspects and has not undergone significant alterations that would affect its eligibility for listing in the National Register.¹⁰



Terminal 1 (including Concourses B and C) 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. Terminal 1 represents a shift away from the decentralized and utilitarian terminals of the 1970s towards a return to airport buildings as grand statements. Helmut Jahn's work clearly stands out among other architects practicing in the late 20th century. Terminal 1, Jahn's first work of aviation

¹⁰ FAA, Determination of Eligibility: Terminal 1, Chicago O'Hare International Airport, prepared by Mead & Hunt, August 2019

architecture, has received 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, as seen in the intricate arrangement of its steel and glass building materials which Jahn used to create a “grand gateway” to Chicago. The connecting tunnel offers a complete spatial artistic statement that is distinct among American airports.

Character-defining features of Terminal 1/Concourses B and C are the expansive and integrated vaulted glass curtain wall spaces and its steel structural system visible inside the building.

Impacts to this Property:**Proposed Action:**

Existing Terminal 2 would be demolished to enable construction of the OGT. The OGT is proposed to connect with Terminal 1 Concourse B at its southern end. This interface would retain the southern end of Concourse B, including the apse and the step down to the lower roof over the existing semicircular holdrooms. A new link would connect the OGT main building to Concourse B. The Proposed Action would include a new skylight in the Concourse B holdroom area and the new walkway link connecting the southern end of Concourse B to the northern end of the 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 from the exterior façade of Concourse B. 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 is proposed to 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 is proposed to 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.

The interface between the OGT and Concourse B would demolish the following:

- 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)

As noted in the Section 106 Assessment of Effects, “the majority of Terminal 1, including character-defining features, would be retained and destruction or damage to the historic property would be minimized.” 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. The proposed alterations to Terminal 1 were determined to be consistent with the Secretary of the Interior's Standards for Rehabilitation, as the historic character of the property would be retained and preserved through retention of character-defining features and the majority of the historic fabric.

Satellite 1 would be constructed south of Concourse C and would be 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.¹¹

Even though Satellite 1 would 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 Concourse C and Satellite 1 interface would demolish the following:

- 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

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 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 north of the Terminal 1 ticketing/baggage area. 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" at the concourse level would remain intact, while the existing lower roadway level would be integrated into the proposed expansion. The CDA would store existing enclosure panels/curtain wall components proposed for removal for potential future re-use.

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

¹¹ The roof heights will be subject to line-of-sight review by the FAA before they are finalized.

would be light-colored painted steel, metal panels, and glass (performance glazing with or without ceramic frit).

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. 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 CDA would store existing enclosure panels/curtain wall components proposed for removal for potential future re-use.

The design of the proposed expansion is rectilinear in 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).

Summary: The conclusion of the Section 106 process under the NHPA was that the Proposed Action would have no adverse effect on Terminal 1, as documented in **Appendix J** (Assessment of Effects Under Section 106).

No Action: With the No Action alternative, none of the needs identified would be addressed. Therefore, no project-related construction would occur. As a result, no project-related impacts would occur to Terminal 1.

Avoidance of Use/Impacts:

Section H.2 of this appendix documents the consideration of alternatives. As is noted, no prudent and feasible alternatives were identified that would avoid the use of this on-airport Section 4(f) property.

Steps to Minimize Effects:

Section H.2.1.2 documented the various steps taken to avoid adverse effects to this resource. Through design modifications to the original CDA-proposed project, the Proposed Action was identified as avoiding adverse effects.

Proposed Mitigation:

No mitigation is warranted, as the effects to this resource would not be adverse.

H.4.4.2 Rotunda

Description of the Property: The Rotunda is in the terminal core of O'Hare 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 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. The southern exterior of the Rotunda faces airside taxiways, airline gates, and the aircraft service area.

As noted in the Determination of Eligibility, the Rotunda is a Mid-century Modern building featuring expansive glass windows and a radial cable-suspended roof that was completed in 1963. The multi-level and multi-purpose space originally featured the Seven Continents Restaurant and lounge on the mezzanine level with views to the adjacent airfield. The concourse level was a coffee shop overlooking the airfield and other food concessionaires. The upper level no longer houses a restaurant but has numerous storage and display areas. The architecture of the Rotunda exemplifies the 1961–63 expansion of O'Hare to serve an important transportation need and displays significance under *Criterion A: Transportation*. 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. The Rotunda retains historic integrity in six of seven aspects, with its setting compromised by adjacent construction after its period of significance (1961–63). As a result, the FAA determined (and the Illinois SHPO concurred) that the Rotunda is eligible for listing in the National Register.¹² Character-defining features of this facility are its 1) cylindrical form with expansive glass windows, 2) double-height interior atrium space, 3) radical cable-suspended roof system resulting in column-less interior space, and 4) south-facing windows with an airfield view.



Impacts to this Property:

Proposed Action:

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 because 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. The lower portion of six bays 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. Views of the airfield from south-facing window bays, a character-defining feature, would remain available.
- 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.

Character-defining features that would be retained include the double-height interior atrium space with mezzanine supported by interior columns, exterior glass bays, and roof oculus and ribs. In addition, historic materials including the interior wood panel walls, the staircase to the mezzanine, and terrazzo floor would be retained.

¹² FAA, Determination of Eligibility: Rotunda, Chicago O'Hare International Airport, prepared by Mead & Hunt, November 2019

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 design for the OGT would protect the integrity of the Rotunda as a historic property as well as preserve its environment allowing for airfield viewing from its south-facing windows.

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

Summary: The conclusion of the Section 106 process under the NHPA was that the Proposed Action would have no adverse effect on the Rotunda, as documented in **Appendix G**.

No Action:

With the No Action alternative, none of the needs identified would be addressed. Therefore, no project-related construction would occur. As a result, no project-related impacts would occur to Terminal 1.

Avoidance of Use/Impacts:

Section H.2 of this appendix documents the consideration of alternatives. As is noted, no prudent and feasible alternatives were identified that would avoid the use of this on-airport Section 4(f) property.

Steps to Minimize Effects:

Section H.2.1.2 documented the various steps taken to avoid adverse effects to this property. Through design modifications to the CDA's original proposed project, the Proposed Action was identified as avoiding adverse effects.

Proposed Mitigation:

No mitigation is warranted, as the effects to this resource would not be adverse.

H.4.4.3 CDA Control Tower

Description of the Property: The CDA Control Tower was determined to be eligible for the National Register of Historic Places. The CDA Control Tower is a former air traffic control tower at O'Hare, built by the FAA, and is currently used by the CDA's airfield operations staff for monitoring the airfield. Construction on the tower began in 1966 and was completed in 1970. Based on a standardized design developed by I.M. Pei & Associates for the FAA in the early 1960s, it features stark geometric lines, raw bush-hammered concrete exterior, and a minimalism that prioritizes its function over form. The CDA Control Tower is comprised of the tower, base building, atrium enclosure, and the surrounding plaza. It is located between the O'Hare Hilton Hotel and Terminal 2.

Impacts to this Property:

Proposed Action:

The Proposed Action would not use the CDA Control Tower. No impacts to this property were identified with the Proposed Action.

No Action:

The No Action alternative would not result in changes to the terminal core. Therefore, no impacts to the CDA Control Tower would occur.

Avoidance of Use/Impacts:

Impacts would be avoided with all alternatives.

Steps to Minimize Effects:

As there are no impacts to this resource from the alternatives, steps to minimize effects were not warranted.

H.4.4.4 Locally Important Historic Sites and Parks/Recreational Uses

As noted in **Table H-2**, 257 off-airport properties were identified as having local historical importance and were reviewed relative to the impacts of the Proposed Action (the on-airport sites affected are described in **Section H.4.1 and H.4.2**). None of these off-airport properties would be directly affected by the Proposed Action but were considered relative to indirect/potential constructive use impacts. A review was conducted of the indirect impacts of the alternatives on these properties and noise identified as the only potential indirect impact of the Proposed Action. **Table H-8** identifies the historic sites and parks that could be potentially affected by noise impacts. The following section describes 1) the resource and its use, 2) impacts to the property by each alternative, 3) alternatives that would avoid impacts, and, finally, 4) steps to minimize harm to the property.

Description of the Properties:

- LS056 Private Home at 301 W. Green Street, Bensenville:** Based on publicly available information, this home was built in 1919 and consists of 2 bedrooms and 1.5 baths within about 1,000 square feet of space. It has an asphalt/glass shingle roof. According to the Redfin website, it was last sold in 2016. (Redfin indicates it was built in 1923.¹³) This residence was identified during the review of locally historic sites from the 2021 Architecture/History Survey Report for Terminal Area Plan and Air Traffic Actions Environmental Assessment. Due to existing or past aircraft noise exposure, the CDA insulated this private residence as part of the RSIP.¹⁴


301 W. Green Street, Bensenville
- LS057 Private Home at 309 W. Green Street, Bensenville:** Based on publicly available information, this home was built in 1923 and is a 1,026-square foot home consisting of 3 bedrooms and 1 bath. According to the website Realtor.com, it was last sold in 2009 (and was built in 1927).¹⁵ This residence was identified in the 2021 Architecture/History Survey Report for Terminal Area Plan and Air Traffic Actions Environmental Assessment. Due to existing or past aircraft noise exposure, the CDA insulated this private residence as part of the RSIP.
 

309 W. Green Street, Bensenville
- LS058 Private Home at 313 W. Green Street, Bensenville:** Based on publicly available information, this home was built in 1923 and is a 1,000-square foot home consisting of 1 bedroom and an undefined number of baths. According to the website Zillow.com, it was built in 1919 and is listed as a condominium.¹⁶ This residence was identified in the 2021 Architecture/History Survey Report for Terminal Area Plan and Air Traffic Actions Environmental Assessment. Due to existing or past aircraft noise
 

313 W. Green Street, Bensenville

¹³ <https://www.redfin.com/IL/Bensenville/301-W-Green-St-60106/home/105373466>

¹⁴ <https://cdachicago.maps.arcgis.com/apps/webappviewer/index.html?id=099d1be3ca6c4d5299282cd99ebf692c>

¹⁵ https://www.realtor.com/realestateandhomes-detail/309-W-Green-St_Bensenville_IL_60106_M76692-06485

¹⁶ https://www.zillow.com/homedetails/313-W-Green-St-Bensenville-IL-60106/102657437_zpid/

exposure, the CDA insulated this private residence as part of the RSIP.

- LS059 Private Home at 317 W. Green Street, Bensenville:** Based on publicly available information, this home was built in 1919 (Zillow.com asserts 1938) and is a 1,494-square foot home consisting of 3 bedrooms and 1.5 baths. Zillow notes that it last sold in 2016.¹⁷ Realtor.com notes that this residence received new windows, doors, and siding in 2015. This residence was identified in the 2021 Architecture/History Survey Report for Terminal Area Plan and Air Traffic Actions Environmental Assessment. Due to existing or past aircraft noise exposure, the CDA insulated this private residence as part of the RSIP.



317 W. Green Street, Bensenville

- LS154 Itasca Baptist Church, 210 S. Walnut Street, Itasca:** According to the church website, "The Steeple Church" was built in 1907 and is considered a historical landmark. The steeple rises 107 feet in the air, making it one of the tallest structures in the old village."¹⁸ The church website further notes that this church was originally at 306 S. Park in Bensenville but was moved to its Itasca location. The structure was built in 1907. The Corinth Baptist Church of Chicago took over the vacant church and remodeled it in 1969 but in 1971 returned to its Chicago location. The Tabernacle Baptist church then occupied the church and has retained the name Itasca Baptist Church. This church was identified through the IHPA's Historic Architectural and Archaeology Resources Geographic Information System and Itasca Historic Society and Museum information.
- P005 Bensenville Theatre, part of LS019 Theatre/Stores, Bensenville:** The Village of Bensenville lists the Bensenville Theatre as a publicly-owned theater located at 9 S. Center Street.¹⁹ This theater contains two movie screens and shows first- and second-run movies, although it is indicated as having hosted live events and contains an ice cream shop. The theater opened in 1925 with 400 seats. However, as the theater has been modernized, the theater now seats 260. This property is also a locally important historic site, as it has a Neo-Classical/Palladian style façade and three arched doorways. The theater sits in the middle of a row of shops/commercial units, listed in **Table H-3** as LS019.



Itasca Baptist Church



Bensenville Theatre

Impacts to these Properties:

- LS056 Private Home at 301 W. Green Street, Bensenville:**
 - Air quality:** As noted in the air quality section of the EA (see **Section 5.3**), the Proposed Action would result in air emissions during construction, greater than that of the No Action alternative. However, the Proposed Action is not expected to result in an exceedance of NAAQS either in the Interim Condition or the Build Out Condition. With the No Action Alternative, an exceedance of the one-hour NO₂ standard would be expected at one receptor (#28, modeled on York Road north of Thorndale Avenue, about 1.5 miles north of this

¹⁷ <https://www.redfin.com/IL/Bensenville/317-W-Green-St-60106/home/18169148>

¹⁸ <http://itascabaptist.org/IBCHistory>

¹⁹ <https://www.bensenville.il.us/920/About-Bensenville-Theatre>

- residence) and only in the Build Out Condition.²⁰ The closest air quality receptor to this location is air quality Receptor 23 (see **Figure 5.3-1** in **Chapter 5**). Under the No Action, an exceedance of the NAAQS was predicted, but an exceedance would not occur with the Proposed Action. As a result, project-related emissions are not expected to rise to the level of being a constructive use of this property.
- **Noise and land use compatibility:** As noted in **Table H-8**, this home currently experiences 65.9 DNL aircraft noise exposure. With the Build Out of the Proposed Action, noise exposure is expected to be 65.3 DNL at this site. However, with the No Action, noise in the Build Out period would be 61.5, and thus, a project-related increase of 3.8 DNL would be experienced. FAA guidance notes that residential structures are compatible with aircraft noise less than 65 DNL unless sound-attenuated. As noted earlier, this residence has been insulated by the CDA's RSIP. The project-related noise level change at this residence would meet the FAA's threshold of significance for a project-related noise exposure. However, given that the structure has been sound-insulated, a constructive use would not be expected with the Proposed Action.
 - **Surface transportation:** As noted in **Section 5.12**, the Proposed Action would result in slight changes to traffic conditions through several intersections on the west side of O'Hare relative to the No Action. Nodes 100, 110, and 200 are the nodes closest to this property (node 100 being northwest of the residence, node 110 northeast, and node 200 southeast as shown in **Figure 5.12-1**). No changes in Level of Service (LOS) are expected at nodes 100 and 200 in the future, with or without the Proposed Action, as they would operate at LOS C or better. In the Interim Condition, no change in AM or PM LOS would occur with the Proposed Action relative to the No Action. At the intersection of York Road/Irving Park Road (node 110, about 0.5 road miles from the home), the Build Out Proposed Action would decrease the LOS relative to the No Action in the PM peak from LOS D to LOS E (see **Table 5.12-6**). Given the distance from this residence, a constructive use that could affect access to the home would not occur.
 - **Visual:** The Proposed Action would take place entirely on airport property and slight changes in flight patterns would occur with the Group 5 component. **Section 5.9** notes that while development of the east and west side will change the viewshed and lighting conditions on the east and west side of the airport, the change in off-airport lighting conditions will be minimal. These effects are not expected to be significant and thus would not rise to affecting the use of this residence.
 - **Water quality:** The Proposed Action and No Action, as described in **Section 5.13**, are not expected to have material effects on water resources (wetlands, floodplains, surface water quantity or quality, or wild and scenic rivers). Therefore, any project-related effects would not represent a constructive use.
 - **LS057 Private Home at 309 W. Green Street, Bensenville:**
 - **Air quality:** As noted in the air quality section of the EA (see **Section 5.3**), the Proposed Action would result during construction in air emissions greater than that of the No Action alternative. However, the Proposed Action is not expected to result in an exceedance of the NAAQS, either in the Interim Condition or the Build Out Condition. With the No Action, an exceedance of the one-hour NO₂ standard would be expected at one receptor (#28, modeled on York Road north of Thorndale Avenue, about 1.5 miles north of this residence) and only in the

²⁰ Table 5.3-11 in the EA Air Quality section shows a one-hour NO₂ concentration of 209 µg/m³ with the Build Out No Action Table 5.3-23 shows a Build Out Proposed Action concentration at 182 µg/m³.

- Build Out year.²¹ The closest air quality receptor to this location is air quality Receptor 23 (see **Figure 5.3-1** in **Chapter 5**). No exceedances of the NAAQS would be expected for any alternative at this property. As a result, project-related emissions are not expected to constitute a constructive use of this property.
- **Noise and land use compatibility:** As noted in **Table H.4-4**, this home currently experiences 66.0 DNL aircraft noise exposure. With the Build Out of the Proposed Action, noise exposure is expected to be 65.4 DNL. However, with the No Action, noise in the Build Out period would be 61.6, and thus, a project-related increase of 3.8 DNL would be experienced. FAA guidance notes that residential structures are compatible with aircraft noise less than 65 DNL unless sound-attenuated. The project-related change at this residence would meet the FAA's threshold of significance for a project-related noise exposure. However, given that the structure has been sound-insulated, a constructive use would not be expected with the Proposed Action.
 - **Surface transportation:** As noted in **Section 5.12**, the Proposed Action would result in slight changes in traffic conditions through several intersections on the west side of O'Hare relative to the No Action. Nodes 100, 110, and 200 are the nodes closest to this property (node 100 being northwest of the residence, node 110 northeast, and node 200 southeast, as shown in **Figure 5.12-1**). No changes in LOS are expected at nodes 100 and 200 in the future with or without the Proposed Action as they would operate at LOS C or better. In the Interim Condition, no change in AM or PM LOS would occur with the Proposed Action relative to the No Action. At the intersection of York Road/Irving Park Road (node 110, about 0.5 road miles from the home), the Proposed Action at Build Out would decrease the LOS relative to the No Action in the PM peak from LOS D to LOS E (see **Table 5.12-6**). Given the distance from this residence, a constructive use that could affect access to the home would not occur.
 - **Visual:** The Proposed Action would take place entirely on airport property and slight changes in flight patterns would occur with the Group 5 component. **Section 5.9** notes that while development of the east and west side will change the viewshed and lighting conditions on the east and west side of the airport, these off-airport changes will be minimal. These effects are not expected to be significant and thus would not rise to affecting the use of this residence.
 - **Water quality:** The Proposed Action and No Action, as described in **Section 5.13**, are not expected to have material effects on water resources (wetlands, floodplains, surface water quantity or quality, or wild and scenic rivers). Therefore, any project-related effects would not represent a constructive use.
 - **LS058 Private Home at 313 W. Green Street, Bensenville:**
 - **Air quality:** As noted in the air quality section of the EA (see **Section 5.3**), the Proposed Action would result in air emissions during construction greater than that of the No Action. However, the Proposed Action is not expected to result in an exceedance of the NAAQS either in the Interim Condition or the Build Out Condition. With the No Action, an exceedance of the one-hour NO₂ standard would be expected at one receptor (#28, modeled on York Road, north of Thorndale Avenue, about 1.5 miles north of this residence) and only in the Build Out year.²² The closest air quality receptor to this location is air quality Receptor 23 (see **Figure 5.3-1** in **Chapter 5**). No exceedances of the NAAQS would be expected for any alternative at this

²¹ Table 5.3-11 in the EA Air Quality section shows a one-hour NO₂ concentration of 209 µg/m³ with the Build Out No Action and Table 5.3-23 shows a Build Out Proposed Action concentration at 182 µg/m³.

²² Table 5.3-11 in the EA Air Quality section shows a one-hour NO₂ concentration of 209 µg/m³ with the Build Out No Action and Table 5.3-23 shows a Build Out Proposed Action concentration at 182 µg/m³.

property. As a result, project-related emissions are not expected to result in a constructive use of this property.

- **Noise and land use compatibility:** As noted in **Table H-8**, currently this home experiences 66.0 DNL aircraft noise exposure. With the Build Out of the Proposed Action, noise exposure is expected to be 65.4 DNL. However, with the No Action, noise in the Build Out period would be 61.6, and thus, a project-related increase of 3.8 DNL would be experienced. FAA guidance notes that residential structures are compatible with aircraft noise less than 65 DNL unless sound-attenuated. As noted earlier, this residence has been insulated by the CDA's RSIP. The project-related noise level change at this residence would meet the FAA's threshold of significance for a project-related noise exposure. However, given that the structure has been sound-insulated, a constructive use would not be expected with the Proposed Action.
- **Surface transportation:** As noted in **Section 5.12** (Surface Transportation and Parking), the Proposed Action would result in slight changes to traffic conditions through several intersections on the west side of O'Hare relative to the No Action. Nodes 100, 110, and 200 are the nodes closest to this property (node 100 being northwest of the residence, node 110 northeast, and node 200 southeast, as shown in **Figure 5.12-1**). No changes in LOS are expected at nodes 100 and 200 in the future with or without the Proposed Action, as they would operate at LOS C or better. In the Interim Condition, no change in AM or PM LOS would occur with the Proposed Action relative to the No Action. At the intersection of York Road/Irving Park Road (node 110, about 0.5 road miles from the home), the Proposed Action at Build Out would decrease the LOS relative to the No Action in the PM peak from LOS D to LOS E (see **Table 5.12-6**). Given the distance from this residence, a constructive use that could affect access to the home would not occur.
- **Visual:** The Proposed Action would take place entirely on airport property and slight changes in flight patterns would occur with the Group 5 component. **Section 5.9** notes that while development of the east and west side will change the viewshed and lighting conditions on the east and west side of the airport, the off-airport changes will be minimal. These effects are not expected to be significant and thus would not rise to affecting the use of this residence.
- **Water quality:** The Proposed Action and No Action, as described in **Section 5.13**, are not expected to have material effects on water resources (wetlands, floodplains, surface water quantity or quality, or wild and scenic rivers). Therefore, any project-related effects would not represent a constructive use.
- **LS059 Private Home at 317 W. Green Street, Bensenville:**
 - **Air quality:** As noted in the air quality section of the EA (see **Section 5.3**), the Proposed Action would result in air emissions during construction greater than that of the No Action. However, the Proposed Action is not expected to result in an exceedance of the NAAQS either in the Interim Condition or the Build Out Condition. With the No Action, an exceedance of the one-hour NO₂ standard would be expected at one receptor (#28, modeled on York Road north of Thorndale Avenue about 1.5 miles north of this residence) and only in the Build Out year.²³ The closest air quality receptor to this location is air quality Receptor 23 (see **Figure 5.3-1** in **Chapter 5**). No exceedances of the NAAQS would be expected for any alternative at this

²³ Table 5.3-11 in the EA Air Quality section shows a one-hour NO₂ concentration of 209 µg/m³ with the Build Out No Action and Table 5.3-23 shows a Build Out Proposed Action concentration at 182 µg/m³.

property. As a result, project-related emissions are not expected to create a constructive use of this property.

- **Noise and land use compatibility:** As noted in **Table H-8**, this home currently experiences 66.0 DNL aircraft noise exposure. With the Build Out of the Proposed Action, noise exposure is expected to be 65.3 DNL. However, with the No Action, noise in the Build Out Condition would be 61.7, and thus, a project-related increase of 3.6 DNL would be experienced. FAA guidance notes that residential structures are compatible with aircraft noise less than 65 DNL unless sound-attenuated. As noted earlier, this residence has been insulated by the CDA's RSIP. The project-related noise level change at this residence would meet the FAA's threshold of significance for a project-related noise exposure. However, given that the structure has been sound-insulated, a constructive use would not be expected with the Proposed Action.
- **Surface transportation:** As noted in **Section 5.12**, the Proposed Action would result in slight changes to traffic conditions through several intersections on the west side of O'Hare relative to the No Action. Nodes 100, 110, and 200 are the nodes closest to this property (node 100 being northwest of the residence, node 110 northeast, and node 200 southeast, as shown in **Figure 5.12-1**). No changes in LOS are expected at nodes 100 and 200 in the future with or without the Proposed Action, as they would operate at LOS C or better. In the Interim Condition, no change in AM or PM LOS would occur with the Proposed Action relative to the No Action. At the intersection of York Road/Irving Park Road (node 110, about 0.5 road miles from the home), the Proposed Action at Build Out would decrease the LOS relative to the No Action in the PM peak from LOS D to LOS E (see **Table 5.12-6**). Given the distance from this residence, a constructive use that could affect access to the home would not occur.
- **Visual:** The Proposed Action would take place entirely on airport property and slight changes in flight patterns would occur with the Group 5 component. **Section 5.9** notes that while development of the east and west side will change the viewshed and lighting conditions on the east and west side of the airport, these effects are not expected to be significant and thus would not rise to affecting the use of this residence.
- **Water quality:** The Proposed Action and No Action, as described in **Section 5.13**, are not expected to have material effects on water resources (wetlands, floodplains, surface water quantity or quality, or wild and scenic rivers). Therefore, any project-related effects would not represent a constructive use.
- **LS154 Itasca Baptist Church, 210 S. Walnut, Itasca:**
 - **Air quality:** As noted in the air quality section of the EA (see **Section 5.3**), the Proposed Action would result in air emissions during construction greater than that of the No Action. However, the Proposed Action is not expected to result in an exceedance of the NAAQS either in the Interim Condition or the Build Out Condition. With the No Action, an exceedance of the one-hour NO₂ standard would be expected at one receptor (#28, modeled on York Road north of Thorndale Avenue, nearly four miles east of this church) and only in the Build Out Condition.²⁴ The closest air quality receptor to this location is air quality Receptor 58 (see **Figure 5.3-1** in **Chapter 5**). No exceedances of the NAAQS would be expected for any alternative at this property. As a result, project-related emissions are not expected to constitute a constructive use of this property.

²⁴ Table 5.3-11 in the EA Air Quality section shows a one-hour NO₂ concentration of 209 µg/m³ with the Build Out No Action and Table 5.3-23 shows a Build Out Proposed Action concentration at 182 µg/m³.

- **Noise and land use compatibility:** As noted in **Table H-8**, this church currently experiences 62.5 DNL aircraft noise exposure. In the Build Out Proposed Action, noise exposure is expected to be 65.0 DNL. However, with the Build Out No Action, noise would be 64.8, representing a project-related increase of 0.2 DNL. The 0.2 DNL increase is below the FAA's threshold of significance for project-related change. Today the church experiences sound levels less than 65 DNL, and 65 DNL is the point at which noise exposure to a church is considered not compatible (see **Table H-3**). Thus, further consideration was given to the compatibility of this property with the anticipated noise levels. Portions of churches that are not for residential or educational purposes are not sound-insulated by the CDA under its existing sound-insulation program, indicating they are compatible at sound at 65 DNL.²⁵ Therefore, since the sound level change is not significant, and because the use is considered locally compatible, the Proposed Action and the No Action would not result in a constructive use.
- **Surface transportation:** As noted in **Section 5.12**, the Proposed Action would result in slight changes traffic conditions through several intersections on the west side of O'Hare relative to the No Action. Nodes 80, 1700, 1800 are the nodes closest to this property, several miles away. No changes in LOS are expected these intersections in the future with or without the Proposed Action would operate at LOS C or better. In the Interim Condition, no change in AM or PM LOS would occur with the Proposed Action relative to the No Action. At node 1700 (North Wooddale Road/North Thorndale Avenue), about 3 road miles east of this church), the Build Out Proposed Action would decrease the LOS relative to the No Action in the PM peak from LOS C to LOS D (see **Table 5.12-6**). No project-related change would be expected in the AM peak. Given the distance way from this property, a constructive use would not be expected.
- **Visual:** **Section 5.9** notes that while development of the west side will change the viewshed and lighting conditions on the west side of the airport. These effects are not expected to be significant and thus would not rise to affecting the use of this church.
- **Water quality:** The Proposed Action and No Action, as described in **Section 5.13** are not expected to have material effects on water resources (wetlands, floodplains, surface water quantity or quality, or wild and scenic rivers). Therefore, any project-related effects would not represent a constructive use.
- **P005 Bensenville Theatre, part of LS019 Theatre/Stores, Bensenville:**
 - **Air quality:** As noted in the air quality section of the EA (see **Section 5.3**), the Proposed Action would result in air emissions during construction, greater than that of the No Action. However, the Proposed Action is not expected to result in an exceedance of the national ambient air quality standards either in the Interim Condition or the Build Out Condition. With the No Action, an exceedance of the one-hour NO₂ standard would be expected at one receptor (#28, modeled on York Road north of Thorndale Avenue, about 1.3 miles north of this property) and only in the Build Out year.²⁶ The closest air quality receptor to this location is air quality Receptor 23 (see **Figure 5.3-1** in Chapter 5). No exceedances of the NAAQS would be expected

²⁵ Footnote * to the FAA's land use compatibility guidelines (see Table 1 Appendix A of 14 CFR Part 150) notes, "The designations contained in this table do not constitute a federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses."

²⁶ See Table 5-11 in the EA Air Quality section.

for any alternative at this property. As a result, project-related emissions are not expected to rise to the level of being a constructive use of this property.

- **Noise and land use compatibility:** This property sits in the middle of a commercial row of buildings, which land use compatibility guidelines would consider compatible with noise above 65 DNL. As a theater, the Standard Land Use Coding Manual²⁷ notes that as code 72 Public Assembly, which is compatible with aircraft noise up to 75 DNL.²⁸ As noted in **Table H.4-4**, this theater currently experiences 65.7 DNL aircraft noise exposure. At Build Out of the Proposed Action, noise exposure is expected to be 65.0 DNL at this property. However, with the No Action, noise in the Build Out period would be 61.4, and thus, a project-related increase of 3.6 DNL would be experienced. The sound levels with the Proposed Action, given its use, would be compatible with the expected noise. As a result, a constructive use would not be expected with the Proposed Action.
- **Surface transportation:** As noted in **Section 5.12**, the Proposed Action would result in slight changes to traffic conditions through several intersections on the west side of O'Hare relative to the No Action. Nodes 100, 110, and 200 are the nodes closest to this site (node 100 being northwest of the theater, node 110 northeast, and node 200 southeast, as shown in **Figure 5.12-1**). No changes in LOS are expected at nodes 100 and 200 in the future with or without the Proposed Action, as they would operate at LOS C or better. In the Interim Condition, no change in AM or PM LOS would occur with the Proposed Action relative to the No Action. At the intersection of York Road/Irving Park Road (node 110, about 0.3 road miles from the theater), the Proposed Action at Build Out would decrease the LOS relative to the No Action in the PM peak from LOS D to LOS E (see **Table 5.12-6**). Given the distance from this property, a constructive use that could affect access to the theater would occur.
- **Visual:** **Section 5.9** notes that while development of the west side would change the viewshed and lighting conditions on the west side of the airport, these effects are not expected to be significant and thus would not rise to affecting the use of the theater.
- **Water quality:** The Proposed Action and No Action, as described in **Section 5.13**, are not expected to have material effects on water resources (wetlands, floodplains, surface water quantity or quality, or wild and scenic rivers). Therefore, any project-related effects would not represent a constructive use.

Avoidance of Use/Impacts: The Proposed Action includes the five groups of projects. Only Group 5 projects would change aircraft noise, whereas Group 1 projects include development on the west side of the airport that would affect surface transportation. No alternatives were identified that would avoid the impacts, and thus, the FAA determined that the Proposed Action is the only prudent and feasible alternative to meeting the purpose and need.

Steps to Minimize Effects: As noted of the properties that would experience a significant project-related noise increase, these properties are either compatible with the expected noise or, in the case of the residences, have been sound-insulated.

²⁷ Standard Land Use Coding Manual: A Standard System for Identifying and Coding Land Use Activities; Urban Renewal Administration, Department of Commerce, January 1965. https://planning-org-uploaded-media.s3.amazonaws.com/legacy_resources/lbcs/background/pdf/slucm.pdf

²⁸ SLUCM Code 72 is noted in FAA Advisory Circular 150/5020-1 Noise Control and Compatibility Planning for Airports, Appendix 1 Page 2 (Table of Land Uses Normally Compatible With Various Noise Levels), under "Recreational, Amusements, parks, resorts and camps."