

**Exhibits V-70 through V-74** show refined concepts for facility development on the former military site. The concepts depict options for developing expanded cargo facilities and accommodating the relocated GA facility. The following points should be noted:

- *Refined Concept 7*, shown on Exhibit V-70, illustrates a concept with the GA facility at the north end of the site and linear cargo facilities in an east-west orientation at the south end of the site. Ground access is provided from relocated Bessie Coleman Drive.
- *Refined Concept 8*, shown on Exhibit V-71, illustrates a concept with the GA facility at the southeast corner of the site and cargo facilities extending north and west of the GA facility. Ground access is provided from relocated Bessie Coleman Drive.
- *Refined Concept 9*, shown on Exhibit V-72, illustrates a concept with the GA facility at the southeast corner of the site and linear cargo facilities aligned in a southwest-northeast orientation across the site. Ground access is provided from relocated Bessie Coleman Drive.
- *Refined Concept 10*, shown on Exhibit V-73, illustrates a concept similar to Refined Concept 9 with the exception of the relationship between the cargo buildings and aircraft apron. The apron is located east of the buildings to maximize building area. Ground access is provided from relocated Bessie Coleman Drive.
- *Refined Concept 11*, shown on Exhibit V-74, illustrates a concept with the GA facility at the southwest corner of the site and linear cargo facilities oriented in an east-west direction at the north and south ends of the site sharing a common apron area.

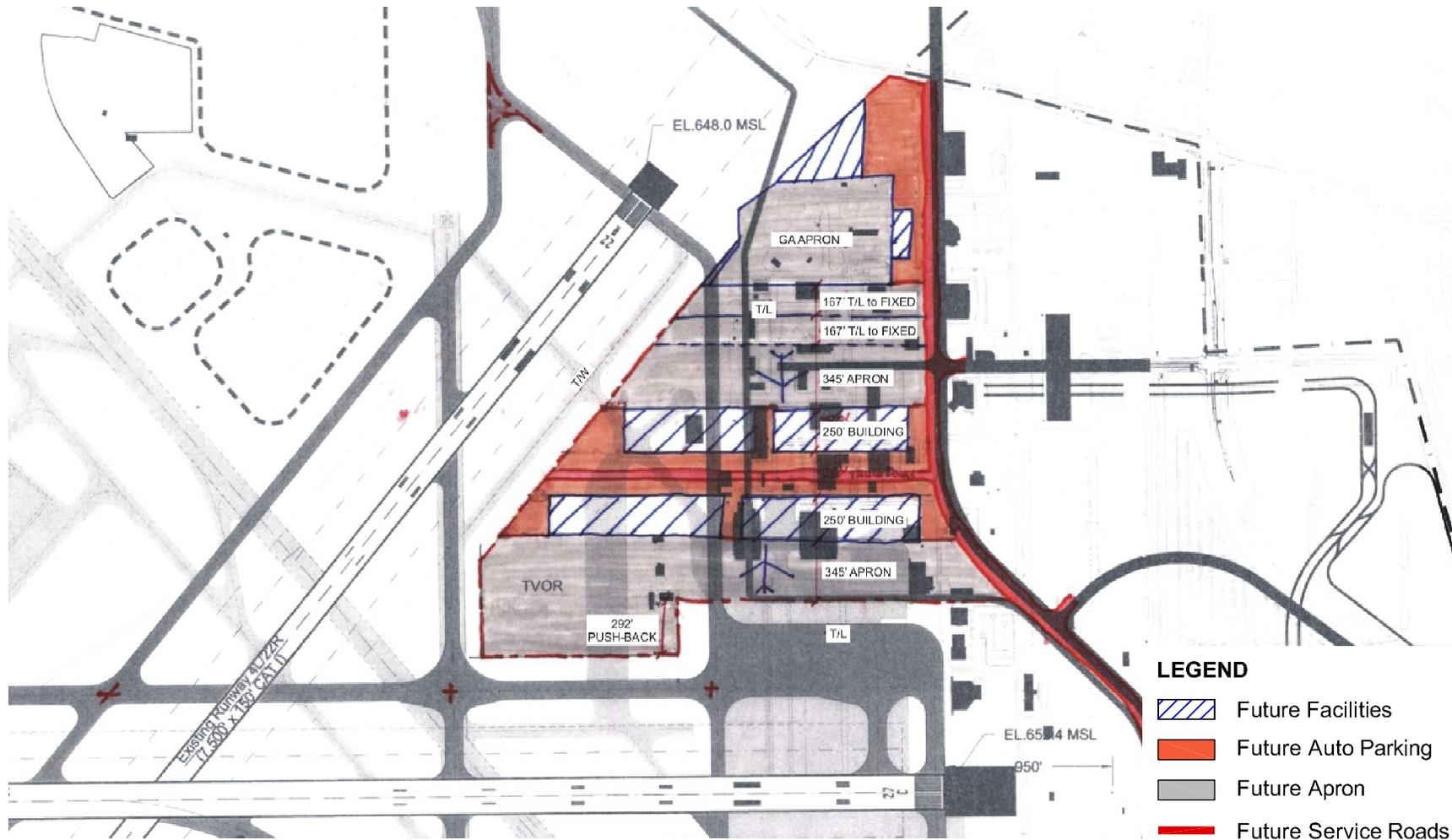
Although the need for cargo facilities on the North Airfield was not identified based on the forecast of facility requirements, Refined Concepts 7 through 11 demonstrate that the former military site could provide additional development opportunities for cargo facilities.

### **5.3.2 South Airfield Refined Concepts**

The South Airfield development area is bound by Runways 10C-28C and 10R-28L, the connector taxiway between the Runways 10C and 10R ends, and the detention facilities immediately west of Runway 4R-22L. The existing Southwest Cargo Area is primarily located within this area; however, several facilities will need to be relocated based on the preferred airfield concept.

**Exhibits V-75 through V-77** show the initial concepts developed for the Southwest Cargo Area under various assumptions regarding available land and access. The initial concepts include the following:

- *Initial Concept 1*, shown on Exhibit V-75, depicts total redevelopment of the Southwest Cargo Area and assumes the availability of property currently occupied by the Runway 32L RPZ, the southern portion of the Lake O'Hare detention facility, and the area west of the existing alignment of the Union Pacific Railroad. Cargo facilities would line the site from east to west, served by an access road running along the southern boundary of the site. This access road would connect to the relocated Irving Park Road on the west and extend beneath Runway 4R-22L to the Irving Park Road/Mannheim Road intersection on the east.
- *Initial Concept 2*, shown on Exhibit V-76, maintains unaffected cargo facilities in their current location and avoids the area occupied by the Lake O'Hare detention facility. The

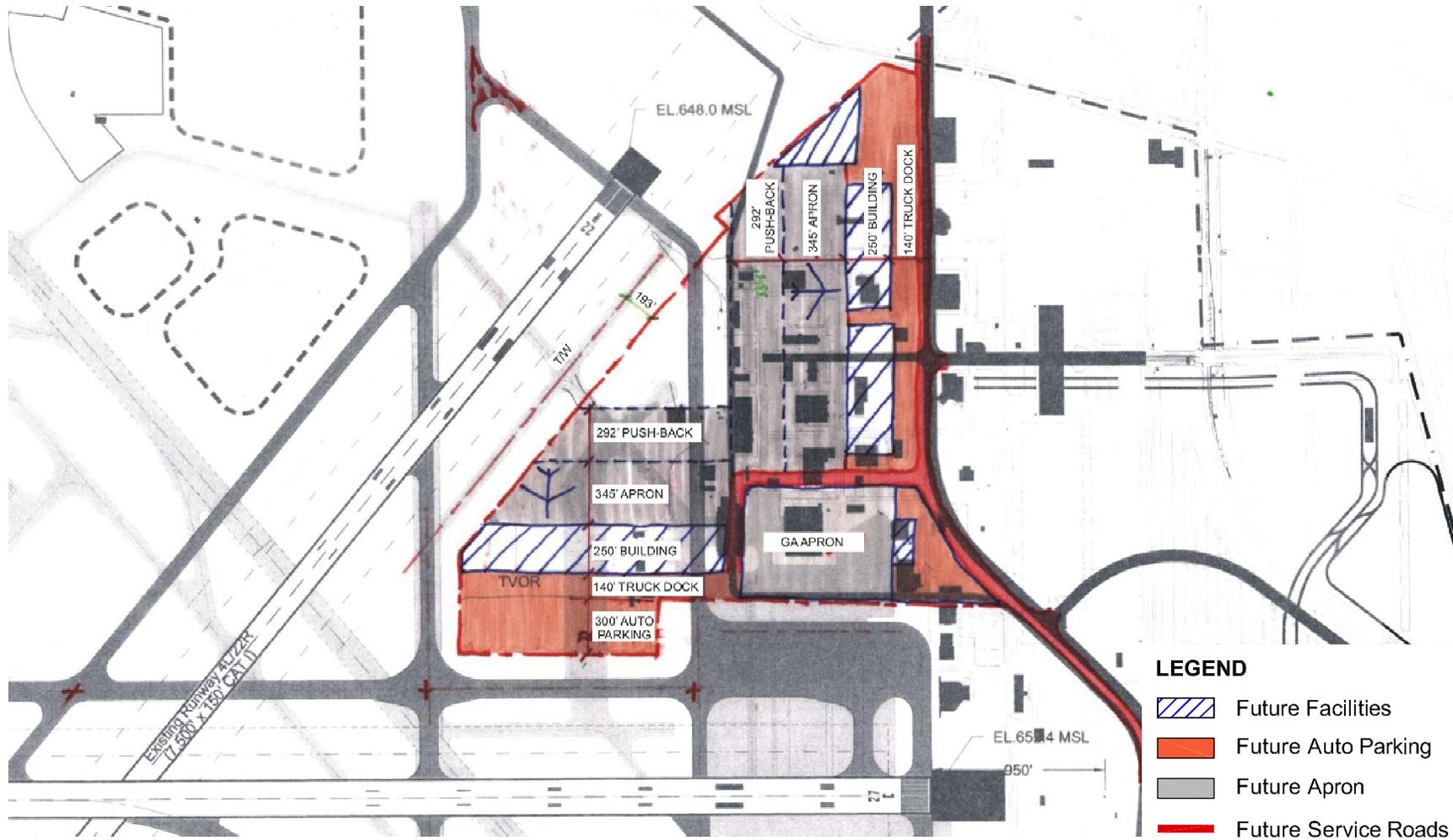


Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);  
 Department of Aviation Airport Management and Records  
 Prepared by: Ricondo & Associates, Inc.

Exhibit V-70



## North Airfield - Former Military Area Refined Concept 7



Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);  
 Department of Aviation Airport Management and Records  
 Prepared by: Ricondo & Associates, Inc.

Exhibit V-71



## North Airfield - Former Military Area Refined Concept 8

