

**Northwestern University**  
**1501 Central Street, Evanston, Illinois**  
**Statements of Compliance**

*Statement describing the developments compliance with the Zoning Ordinance and any other pertinent city planning and development policies.*

The Ryan Field stadium project (the “Development”) complies with all applicable zoning regulations, except for the following non-compliant items, the approvals of which are being sought as site development allowances:

- a. Parking – 4,204 parking spaces is the minimum required based on the principal uses on the lot (Ryan Field and Welsh Ryan Arena). 1,365 total (472 on-site, 893 in parking lot across Ashland Ave) are proposed. This also includes 99 parking spaces City of Evanston leases from Northwestern University.*

The Development will reduce the number of stadium seats at the site by 12,000. As such, the Development will successfully accommodate visitors with the proposed number of parking spaces, which will be consistent with the number of spaces at the existing stadium. The Development demands fewer parking spaces than comparable projects require because Ryan Field is in a transit-friendly location and Northwestern University (the “University”) is experienced at event management.

First, Ryan Field is in a Transit Oriented Development (“TOD”) area. There are City of Evanston (the “City”) bus stops along Central Street and nearby Green Bay Road, a Metra Union Pacific-North line station approximately two blocks west of Ryan Field, and a Chicago Transit Authority (“CTA”) Purple line station approximately two blocks east of the stadium. Northwestern plans to work with Metra and CTA to encourage public transit ridership, similar to how Ravinia cooperates with those organizations. Due to the Development’s location, visitors will be able to attend events without needing to drive.

On event days, the University is planning to incorporate bike valets and rideshare areas to further reduce the number of visitors who need to drive to the site. The specific details of these measures will be outlined in a future Traffic Management Plan that will be submitted prior to the first event in the new stadium. These actions are consistent with the City’s plans, as the City continues to encourage increased multi-modal travel within TOD areas. Further, as noted in the 2000 Evanston Comprehensive Plan, “development can take advantage of renewed interest in *pedestrian and transit orientation*. . . . [c]orridors such as Chicago Avenue, *Green Bay Road*, *Central Street* and Howard Street should be vibrant and attractive gateways to Evanston.”

Second, Northwestern University has decades of experience managing parking for large events at the Central Street athletic campus. The University coordinates with Canal Shores, the City, and other local partners to facilitate parking. It also operates shuttle routes between the site and otherwise underutilized parking areas throughout Evanston. Northwestern’s track record of success is especially notable because Ryan Field currently accommodates 12,000 more seats than the Development will accommodate and utilizes an equivalent number of on-site parking spaces.

- b. Landscape Strip - 35 ft. required abutting residential district. At the northeast corner of the lot, the closest point on the north/south property line is approx. 15 ft. and the closest point on the east/west property line is approximately 29 ft.*

The two narrow encroachments into the required 35-foot landscape strip are necessary to accommodate City parking requirements and neighborhood considerations. The Development envisions fewer on-site parking spaces than is required. To maximize the number of on-site spaces, the Development proposes expanding the surface-level parking and utilizing underground parking spaces in the northeast corner of the zoning lot. The subject encroachments into the landscape strip are necessary to both maximize the number of surface-level parking spaces and facilitate vehicle access between the proposed north and east parking lots. The Development incorporates trees along the landscape barrier, which will reduce the visual impact of the parking lot on the abutting residences and enhance the perceived distance between the parking lot and the residences.

Additionally, we identified an existing television broadcast cabinet and related paving that are currently located in compliance with all setbacks but will encroach on the new 35-foot landscape buffer. This existing use is necessary to operate Welsh-Ryan Arena as a modern venue.

- c. *Sideyard Setback – 15 ft. required at the southeast corner of the lot. The Development proposes extending the vehicular access drive to the east parking lot into this setback.*

The encroachment at the southeast corner of the lot is necessary due to the position of the stadium and the loading dock ramp. The Development proposes constructing underground loading docks to allow trucks, team buses and vendor vehicles to access the Development without stalling in the surface parking lot, which would reduce the visual impact of the surface lot on neighboring properties. The subject encroachment is necessary to facilitate access to such underground docks.