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June 27, 2023

Meagan Jones  
Community Development Department  
Planning & Zoning Division  
2100 Ridge Avenue  
Evanston, Illinois 60201

**RE: Planned Development Application Ryan Field – 1501 Central Street  
Response to June 12, 2023 Staff Review Letter**

Dear Ms. Jones,

We are receipt of your June 12, 2023 review letter regarding the captioned matter. Please see below and attached in response to the comments contained therein.

### **Planning & Zoning**

1. The Development Allowances:
  - A. Parking - 4,804+ required for all uses on the lot. 1,385 total (492 on-site, 893 in parking lot across Ashland Ave) are proposed. This also includes 99 parking spaces CoE leases from Northwestern.
  - B. Landscape Strip - 35 ft. required abutting residential district. Northeast corner of lot is approx. 15 ft at closest point and approx. 18.6 ft. along a section of proposed parking

***RESPONSE: As shown sheet DP-02, there is an encroachment of the 35 ft. Landscape Buffer on both the east-west and north-south property lines.***

- ***The closest point of encroachment to the north-south property line is 16.25 ft and is partially due to an existing condition. The total length of the encroachment is 102 ft.***
- ***The closest point of encroachment to the east-west property line is 16.5 ft. The total length of the encroachment is 86 ft.***
- ***The encroachments are in the 35 ft. landscape buffer only and do not encroach on the underlying 15' Setback.***
- ***Dimensions have been added to DP-02 to clarify.***

- C. Open parking area near Central Street with a 7 ft. setback where 15 ft. is required.



**RESPONSE:** *As shown sheet DP-02, there is an encroachment of the required 15 ft. Setback on both the east-west and north-south property lines abutting.*

- *The closest point of encroachment to the north-south property line is 4 ft to the face of curb of the proposed driveway. The length of the encroachment is 165 ft.*
- *The closest point of encroachment to the east-west property line is 6.8' ft. to the face of curb of the proposed parking lot drive aisle. The length of the encroachment is 68 ft.*
- *Dimensions have been added to DP-02 to clarify.*

- D. With regards to the Environmental (sound) Assessment. Please use a “C” weighting to study low frequencies that are common at music events. Also, maps showing how the sound moves through the community seem to arbitrarily cut off at Linden Street in Wilmette, but it does not appear as though the sound simply stops at that location. Please update the sound study/maps to show the entirety of the sound impacts from concerts.

**RESPONSE:** *The Environmental Assessment Review and Summary has been updated to include an analysis for the anticipated dBC levels as identified in Figure 4 in the updated assessment. Neighborhood structures outside of the property line are not included in the model as the City of Evanston sound ordinance parameters are specific to the property line, however, sound levels will continue to dissipate throughout the neighborhood over distance and as it comes in contact with the surrounding structures.*

2. Please confirm parking availability percentages at City facilities referenced within the Parking Study with Parking Management staff.

**RESPONSE:** *The study outlined the City’s three public parking garages and applied an assumption that event parking could utilize up to 80 percent of the associated capacities as other activity downtown would use remaining capacity, on-street parking, and other lots/garages. Since then, SP+, who manages the City’s off-street parking facilities as well as other parking garages, reviewed utilization data to outline the typical parking availability (including non-City-owned public off-street parking) on weekday and weekend evenings during Late Spring-Late Summer months as outlined below:*

<i>Location</i>	<i>Typical Available Spaces (% of available capacity)</i>	
	<i>Weekday Evening</i>	<i>Weekend Evening</i>
<i>E2 Self-Park (1890 N Maple)</i>	<i>100 (28%)</i>	<i>100 (28%)</i>
<i>1629 Orrington</i>	<i>250 (71%)</i>	<i>250 (71%)</i>
<i>1800 Maple Self-Park</i>	<i>840 (70%)</i>	<i>840 (70%)</i>
<i>Sherman Plaza (821 Davis)</i>	<i>840 (70%)</i>	<i>840 (70%)</i>
<i>Church Street Self-Park (525 Church)</i>	<i>450 (75%)</i>	<i>420 (70%)</i>



<i>500 Davis</i>	<i>154 (80%)</i>	<i>154 (80%)</i>
<i>One Rotary Center (1560 Sherman)</i>	<i>225 (75%)</i>	<i>225 (75%)</i>
<b>TOTAL</b>	<b>2,949 (67%)</b>	<b>2,924 (67%)</b>

*As outlined above, approximately 2,900 to 2,950 spaces are typically available within publicly available off-street parking in downtown Evanston during late spring-late summer months on weekday and weekend evenings. This availability considers additional downtown parking options other than the three City-owned garages, but nets a similar availability of downtown parking as initially assumed in the study.*

- How many shuttles are used during football games and how many shuttle trips are made over what period of time to move attendees from parking garages to the stadium and back? What routes through the community do they usually take?

***RESPONSE:*** *The number of shuttle buses used for football games varies from game to game, typically dependent on the anticipated attendance. During the Fall 2022 season, 25-35 shuttles were typically used with the low end for the Miami, OH game and the high end for the Ohio State game. The shuttles begin operating 2-3 hours prior to kick-off. Early shuttles have low ridership while also transporting some gameday staff to the stadium. Ridership increases in the 90 minutes prior to the game with the highest ridership before kick-off.*

*Three routes are used pre-game (2 campus and 1 downtown) while two routes are used post-game (the campus routes are combined). The campus routes use Sheridan Road or Sherman Avenue to Lincoln Street to Ashland Avenue where they drop off at Ryan Field. They exit north to Isabella Street and recirculate back along Sheridan Road. The downtown route starts near Lake Street/Sherman Avenue, travels north along Orrington Avenue-Clark Street-Sherman Avenue to Lincoln Street before traveling north on Ashland Avenue to the stadium. It recirculates back downtown using Isabella Street and Ridge Road. Note that Ashland Avenue between Lincoln Street and Central Street is normally a one-way southbound street, but is temporarily converted to one-way northbound for shuttle buses on gamedays. Police facilitate this temporary change approximately 2-2 ½ hours prior to kick-off and return it back following the game (approximately 30 minutes to 1 hour after).*

- Please provide data indicating the number of people who use shuttles on game days.

***RESPONSE:*** *See the previous response with regards to how the number of shuttle buses and ridership varies based on the game attendance. However, as a point of reference from the Fall 2022 season during the Ohio State game on November 7, 2022, representing a highly attended game, 47 shuttle trips were loaded post-game with a counted ridership of 2,406 passengers returning to off-site parking on campus and downtown.*



5. Please provide an event staging plan that includes how large equipment and staging trucks will access and circulate through the community, site, and loading area. Truck traffic should be included in the overall traffic management plan.

***RESPONSE: The traffic management plan (TMP) will include details, developed in coordination with the City and appropriate stakeholders, regarding routes, loading, and staging for trucks serving the stadium. The TMP will identify access routes from I-94 to/from the stadium, potential use of an off-site staging or marshalling area so that trucks are not staging on site, circulation and loading on the site (use of the below-grade loading area), and timing of such activity relative to event schedules. Permits for large truck routes defined through the TMP process will be secured and the elements of the truck staging, routing, and access will be subject to regular ongoing evaluation and updates as the TMP is regularly reviewed with community stakeholders and the City.***

6. Please indicate cellular service plans to address reception issues brought up by residents and stadium attendees.

***RESPONSE: Temporary wireless facilities for cellular and emergency communications will be constructed and operational prior to the decommissioning of the existing wireless facilities currently located in the existing Ryan Field. Permanent wireless facilities for cellular and emergency communications will be included in the new Ryan Field.***

7. Confirm eastern property gate locations and any openings that may be in place; input should be sought from adjacent neighbors.

***RESPONSE: As shown on sheets DP-19 and DP-21, fence openings without gates exist at the west ends of Livingston and Chancellor Streets. As shown on sheets DP-18 and DP-20, pedestrian openings without gates are included in the proposed new ornamental fence, to match the existing conditions. Notes have been added to the plans on sheets LP-28, LP-30 & LP-31 identifying these locations. Northwestern has engaged with adjacent neighbors on these openings but have not heard a consensus opinion from neighbors. Northwestern is open to continued feedback and accommodating the adjacent neighbors, if there is a consensus in the future.***

8. Please confirm if a north ramp will be added to access the below-grade parking/loading.

***RESPONSE: If constructed, the north ramp is intended to provide access for team buses on football game days and for passenger car access to the twenty below-grade parking stalls. It will also serve as access for day-to-day grounds maintenance purposes. It is not intended to be used for truck traffic or deliveries. The north ramp is currently shown as a potential alternate to the project. Inclusion of the north ramp will be determined upon completion of the constructability***



*and financial analysis of the alternate. As a result, Northwestern is seeking approval of the planned development with flexibility in the ordinance regarding the north ramp.*

9. Please clearly mark below grade ADA parking space locations.

***RESPONSE: Sheets DP-58A, DP-58B and DP-58C in the updated document indicate the ADA parking spaces.***

10. Please note: the proposed signage will be a separate review and will not be reviewed as part of the planned development application process.

***RESPONSE: Noted.***

11. Please confirm if the “proposed future buildings” adjacent to Rocky Miller and Sharon Drysdale fields are intended to be part of this development application or a future application. If not part of this application, please state so on the plans. If they are part of this application, please provide additional details on these structures.

***RESPONSE: The proposed future buildings will be submitted in a separate, future application.***

12. Please confirm usage of ancillary structures on the site (information booths, sales of merchandise, snacks and/or team paraphernalia, etc.) and when they are intended to be used.

***RESPONSE: The use of site elements labeled as Ancillary Structures on page DP-46 and shown in plan and elevation on page DP-48 will be food and beverage sales in conjunction with events in and around the stadium.***

13. Please expand on proposed public benefits that are being considered as referenced within the project narrative.

***RESPONSE: The proposed public benefits currently being considered include the following commitments. This will continue to be refined as we proceed through the process.***

- ***Local minority and women-owned business hiring and contracting efforts for design and construction jobs***
- ***Marketing and advertising support to local business associations***
- ***Potential advance concert ticket pre-sale windows for residents***
- ***New public open space that will be open to the public hours 7:00am – 9:00pm, subject to typical restrictions/periodic closures***
- ***Annual hosting of a signature City of Evanston event***
- ***Free seasonal festivals and community movie nights***



14. The Traffic Management Plan should be outlined with greater detail prior to the Land Use Commission meeting. Items to be considered within the Plan should include but are not limited items as listed under Parking comments.

***RESPONSE: As per previous discussions with the City of Evanston, an outline of the TMP contents will be available prior to the Land Use Commission meeting. Upon confirmation of the number and types of events which will be accommodated at the stadium, the TMP will be detailed accordingly.***

15. An overview of the MOU between Northwestern University and the City should be provided prior to the Land Use Commission meeting.

***RESPONSE: Noted – An overview of the MOU will be discussed with staff prior to the Land Use Commission meeting and presented to the Commission.***

#### **Building & Inspection Services**

16. No additional comments. Please reference zoning analysis letter dated December 8, 2022 for previous comments and requirements.

***RESPONSE: Noted.***

#### **Transportation & Mobility**

17. This project should continue to explore multi-modal corridor improvements along Central Street between the Central Street Purple Line Station and the Central Street Metra Station in order to maximize use of these two transit stops as viable alternatives to use of an automobile.

***RESPONSE: The two rail stations on Central Street are valuable assets for serving events at Ryan Field and, through coordination with Metra and CTA, the plan is to maximize use of both transit lines for event attendees. In fact, these stations uniquely position Ryan Field to take advantage of multiple rail options when compared to other venues that are served by either Metra or CTA if they are served by nearby transit at all. One difference in the plan from the current situation at Ryan Field is that attendees will be able to access the ticketed area from all directions rather than requiring attendees to walk around the site to designated gates/entrances, thus reducing pedestrian circulation and congestion, particularly around the south end of the site near Central Street.***

#### **Parking**

18. A uniform traffic and parking management plan should be provided for all buildings on the site, including games and major events at Welsh-Ryan Arena and Drysdale Field. This plan should include but is not limited to the following:



- A list of games/events currently held at each building on the property and the times in which they occur to assist in understanding parking usage.
- Outline of existing game day traffic management procedures and set-up that can be utilized and improved upon for other events.
- A Parking Plan that helps to utilize Northwestern's offsite parking garages and City owned Parking Garages.
- A traffic Management plan inclusive of City of Evanston staff: Evanston Police Department, Parking Enforcement, Public Works, etc, and subsidized by Northwestern University.
- Shuttle service, with designated stops with proper signage to pick up and drop off event parkers at parking garages.

***RESPONSE: A comprehensive TMP will be provided for the Northwestern University Central Street Campus and the surrounding vicinity to address existing modes of transportation and determine how to effectively manage event traffic, parking, and pedestrian circulation. The Plan will be an operational document that will serve event management and be subject to continuous improvement in the future. The planning process is currently in progress in collaboration with key stakeholders and will involve the following entities:***

- ***Northwestern University (e.g., Athletics, Department of Safety & Security, Police, Transportation & Parking Services, etc.)***
- ***Municipal Agencies (e.g., Police, Fire, Emergency Services, Transportation & Mobility, Public Works, etc.)***
- ***Transit Agencies (Metra, CTA, Pace)***
- ***Illinois Department of Transportation***
- ***Community Partners (Northshore Hospital, Canal Shores, et al.)***
- ***Rideshare Applications***

19. Additional consideration should be given to other parking alternatives including but not limited to: agreements with nearby institutions with existing parking structures/lots (Evanston Hospital, Haven Middle School, Kingsley Elementary School), constructing a new parking structure, and shuttles from transit station parking areas.

***RESPONSE: Additional off-street parking options, through agreements with other nearby facilities can be considered and specifically incorporated into the TMP. However, construction of a new parking structure is not desirable for the following reasons:***

- ***Discussions and dialog with the surrounding community has indicated negative reactions to construction of a parking structure at the site.***
- ***Increasing parking at Ryan Field would concentrate additional traffic leading to/from the site.***
- ***The current plan to limit parking at the site distributes the traffic more broadly across the street network and helps to further encourage use of the available transit as an attractive***



*option.*

- *Use of existing off-site parking facilities on campus, in downtown Evanston, and other underutilized locations during events and served by shuttle or within walking distance is consistent with current practice at Ryan Field.*

20. Staff notes that Canal Shores does not provide adequate parking for continued and added events. The vehicles are not parked within an approved substrate, in fact parked vehicles are on the open grass ground, and that poses an environmental concern. If the weather on or just prior to an event date has caused dampened soft ground, then the parking becomes unavailable.

***RESPONSE: While event parking for Ryan Field has historically occurred at Canal Shores, we are aware that alternative off-site parking is needed, particularly as Canal Shores seeks to improve its facilities. Additional off-site parking options that are walkable or served by shuttles/transit will be available on campus or through agreements established with nearby institutions, as noted in the previous comment. As agreements for alternative off-site parking are secured or evolve over time, the additional location(s) will be incorporated into the TMP.***

21. Staff notes that arterial and neighborhood street parking around the stadium site will likely be restricted to residents only. If this occurs, a large portion of on-street parking will not be accessible for event attendees. Please provide more detail how this may impact your proposal.

***RESPONSE: This approach to parking management is consistent with the proposal for events. Restrictions on the use of on-street parking will not impact the proposal or traffic analysis.***

22. Creation of a rideshare drop and pick up area may decrease the amount of parking spaces cited for this project, vehicles will need room to enter, exit and navigate within an area, vehicles won't be able to be staged bumper to bumper. Please provide more detail for how this will be managed.

***RESPONSE: Rideshare services are expected to play a role in bringing attendees to events at Ryan Field with increased use expected for concert events when compared to football games. While details for rideshare staging and pick-up zones will be more fully developed as part of the TMP, two locations were assumed for purposes of the traffic analysis – one east of the stadium and one to the west. In general, these locations will not be adjacent to the stadium in order to avoid concentrated traffic in the immediate area, but will be walkable and provide capacity for vehicles to access, circulate, and stage while waiting to pick up riders. Preliminary assumed locations include the parking lot north of the Chandler-Newberger Center and the parking lot at Haven Middle School. These locations (or others identified and confirmed in the future) will be geofenced through the rideshare app so that pick-up activity is located only in designated areas.***

23. Please consider adding a link to their ticketing site that allows for parking pre- sale within a certain destination. This would help audit the usage for sites with event parkers, and reduce traffic while





vehicles wouldn't circulate in the area looking for parking.

***RESPONSE: The parking spaces at Ryan Field are planned as pre-sale parking only and cash/on-site payment parking at the Ryan Field parking lots is not planned. Advance signs that would be posted on event dates will also convey this information to approaching vehicles, directing pre-sold stadium parking to Ryan Field and other parkers to off-site parking locations.***

24. Consider collaboration with Metra and CTA to provide for more service hours on event dates to Evanston.

***RESPONSE: We have engaged with Metra, CTA, and Pace Bus as part of an early stage of preparing the TMP. Based on these discussions, all three transit providers are interested in partnering on ways to leverage transit service and explore programs to further incentivize transit as a key mode choice for event attendees at Ryan Field. For example, Metra is interested in incorporating the cost of riding to events into the cost of a ticket, similar to its program with Ravinia, so that attendees just show their event ticket on the train and do not need to purchase a separate Metra ticket. Additionally, service schedules can be supplemented with additional trains to bring riders to/from events. Ryan Field is well-positioned to take advantage of transit for events and we will continue to coordinate with the three transit agencies as the TMP is developed to maximize use of the nearby transit infrastructure and service.***

#### **Public Works/Engineering**

25. Renderings do not show street lights. Street light placement and types will need to meet the Street Light Master Plan standards

***RESPONSE: The Evanston Tallmadge street light poles have been added to sheets DP-12 through DP-17, DP-29 and DP-31. The proposed revisions to current street light pole locations are shown in plan on sheet LP-34. The design team will coordinate lighting design internal to the property with the street light layout to provide appropriate illumination at the southeast and southwest pedestrian plazas as they meet the Central Street right-of-way. Design and photometric analysis will be provided for City of Evanston review as the design progresses.***

26. Please indicate if this review/project includes the Proposed Softball and Site Maintenance buildings. The rendering of the Site Maintenance building at Isabella seems obtrusive.

***RESPONSE: The proposed future buildings will be submitted in a separate, future application.***

27. The maneuvering and traffic control for the lower level loading dock/bus parking and its access ramp looks awkward. This element needs more refinement.

***RESPONSE: Sheets DP-58A, DP-58B and DP-58C have been provided to delineate three (3)***



*individual travel paths for anticipated truck traffic. All vehicular traffic in the loading dock area shall be properly coordinated with stadium operations and will be documented at a later date within the Memorandum of Understanding between Northwestern and the City (“MOU”).*

28. Please provide more detail and information on the north ramp to the lower level loading area. Very little explanation is included other than Alternate for VIP parking.

***RESPONSE: See above. If constructed, the north ramp is intended to provide access for team buses on football game days and for passenger car access to the twenty below-grade parking stalls. It will also serve as access for day-to-day grounds maintenance purposes. It is not intended to be used for truck traffic or deliveries.***

29. Please explain how the existing buildings on the site be serviced by trucks, trailers, buses with this layout.

***RESPONSE: Existing vehicular access on-site for emergency vehicles, waste hauling, delivery trucks, and buses is provided as follows:***

- *Access to the north end of the site enters at the existing driveway along Isabella Street, with a T-shaped turning configuration at the northeast corner of Welsh-Ryan Arena. Team buses on football gameday arrive via this access point.*
- *Vehicle access to the south end of the site is located primarily at the existing Central Street driveway to the east of the stadium.*
- *Two waste management locations exist: one at the northeast corner of Welsh-Ryan Arena, the other adjacent to the service building to the south of Anderson Hall.*
- *Walker Way is accessed from Ashland Avenue and serves primarily as emergency vehicle access, with some use for deliveries.*
- *TV broadcast trucks for the football stadium are currently parked at the northwest corner of the stadium in a small parking lot at Ashland Avenue and Walker Way.*
- *TV broadcast trucks for events at Welsh-Ryan Arena currently access the site from Isabella Street and park at the existing TV remote pedestals located northeast of the arena.*

***With the new design will result in the following access conditions:***

- *The new north parking lot maintains vehicle access from Isabella Street to serve the new parking and maintain access to the existing buildings served from the north. The layout of the parking lots will now allow turning movements for emergency vehicles and eliminates the existing T-shaped maneuvering. The north and east parking lots are connected by a driveway that allows for emergency vehicle traffic, as well as team buses and passenger vehicles.*
- *The proposed south ramp, accessed from Central Street, will provide access for waste*



*management, day-to-day and event deliveries, and emergency vehicle access to the lower-level loading and staging area. A ramp internal to the stadium will extend vehicle access from the loading area onto the playing field.*

- *The waste management service point at Welsh-Ryan Arena will remain. The waste management function south of Anderson Hall will be replaced with the facilities at the below-grade loading area.*
- *Emergency vehicle circulation around the new stadium is illustrated on sheet DP-59. This diagram has been reviewed with and approved by Evanston FD.*
- *TV broadcast trucks for the new stadium will be parked just east of Anderson Hall and will access the site via Central Street.*
- *TV broadcast trucks for events at Welsh-Ryan Arena will continue to access the site from Isabella Street and park at the existing TV remote pedestals located northeast of the arena.*

30. Please confirm whether or not the proposed raised planter beds get in the way of underground utility access.

***RESPONSE:*** *Raised bed planters will be located within the property line and will not conflict with utility access in the public right of way. Utility service lines within the project property line will be coordinated to the greatest extent possible to avoid overlap with raised bed planters.*

31. Clarify the internal pedestrian path from the new parking area off Isabella to the stadium.

***RESPONSE:*** *Sheet LP-38 has been added to the drawing package with a diagram illustrating pedestrian access from the north parking lot to stadium entry points.*

32. On DP-62 of the Submission Deck: for the proposed Chancellor Street Sewer to the North Shore Channel, provide more information on this sewer once more details become available.

***RESPONSE:*** *Noted. More information will be provided once available.*

33. Transit stop locations on the Central Street side should be identified in the plans. Concrete bus pads for access and No Parking area needed for buses to pull over to the curb should be identified as well to meet ADA requirements.

***RESPONSE:*** *Sheets LP-06 & LP-07 now show the transit stop locations.*

34. Consider using energy piles/geothermal energy to full exploit the foundation.

***RESPONSE:*** *Geothermal was explored during the Concept Phase of the project, however, was not*



*pursued further due to concerns with geothermal capacity issues.*

35. Please provide the recommended Event Management Transportation Plan as mentioned in the Traffic Study.

**RESPONSE:** *Noted. Please refer to the response to Comment 19.*

#### **Public Works/Forestry**

36. Instead of proposed tree grates, please provide a 3'X6' raised curb planting bed with mulch for proposed trees.

**RESPONSE:** *While it is understood that raised curbs offer some protection to the trees and adjacent soil volume, the design team is concerned that raised curbs could pose tripping hazards during football game and event days with large crowds. Raised curbs would also limit the amount of surface stormwater that enters into the pit and becomes available to the tree. The design team recommends the larger soil volume provided by larger grates and the curb-less solution. The proposed tree grates would allow larger soil volume and avoid tripping hazards of a curb, while still providing protection to the trees' root systems.*

#### **Health & Human Services**

37. No additional comments. Please reference zoning analysis letter dated December 8, 2022 for previous comments and requirements relating to building demolition and future construction.

**RESPONSE:** *Noted.*

#### **Fire**

38. Fire hydrants should be placed every 300 ft.

**RESPONSE:** *Noted.*

39. Below grade fire truck access is not preferred. Please look at an improved circulation plan.

**RESPONSE:** *As shown on sheet DP-59, the designated fire lane and medical emergency vehicle lane have been designated at grade level, and previously approved by Evanston Fire Department. While fire trucks may access the below grade level via the ramp, this method of access would not be utilized in an emergency situation.*

40. Please reference previous Fire Department comments provided for Zoning Analysis and contact staff with any questions.



**RESPONSE: Noted.**

### Sustainability

41. How does this project align with the University's existing sustainability plan?

**RESPONSE: The design of this project aligns with Northwestern's goals to ensure existing facilities, new construction, and campus infrastructure are resilient, reliable, accessible, and sustainable. The project is pursuing a LEED Gold Certification and will implement many new design features to improve the sustainability of the site development and new stadium, including the following improvements:**

- **Transportation (bicycle facilities, electric vehicle parking and infrastructure)**
- **Stormwater Management (detention and volume control structures)**
- **Water Efficiency (outdoor and indoor water use reduction)**
- **Energy Conservation Measures (energy-efficient mechanical and electrical systems and equipment, advanced metering, refrigerant management, enhanced commissioning)**
- **Materials and Resources (material reporting, environmental product declarations, construction and demolition waste management)**
- **Indoor Environmental Quality (low-emitting materials, enhanced thermal comfort, interior lighting, and daylighting)**

42. Please provide the LEED Gold Checklist

**RESPONSE: See the enclosed in progress draft LEED Scorecard. As various design elements are finalized, the LEED Scorecard may be updated as well, but will align with the NU sustainability requirements.**

43. Solid Waste

- Are there three breakaway trash compactors?
  - Is this accurate and sufficient given that recycling and food waste would be expected?

**RESPONSE: Yes, this configuration has been confirmed by Northwestern University's waste management team as being sufficient for the amount of anticipated waste.**

- Waste receptacle design should be clear, consistent, and locations convenient
  - Best practices: pairing containers, bin colors (blue=recycling; green=organics), signage at eye-height
  - Planning for compost -> be compost ready; explore in-vessel composting

**RESPONSE: Noted.**



- Litter management - What are the plans for parking lot, neighboring areas?

***RESPONSE: The details for litter management will be confirmed at a later date and provided to the City as part of the sustainability plan contemplated by the MOU.***

- Recommend reusable beverage containers; compostable food utensils and packaging

***RESPONSE: These details will be confirmed at a later date and with the final food and beverage operator. More information will be provided to the City as part of the sustainability plan contemplated by the MOU.***

- Explore greywater digester

***RESPONSE: The details for greywater digesters, if any, will be confirmed at a later date and provided to the City as part of the sustainability plan contemplated by the MOU.***

- Bathrooms - paper towels or hand dryers?

***RESPONSE: These details will be confirmed at a later date and with the final operator. More information will be provided to the City as part of the sustainability plan contemplated by the MOU.***

#### 44. Building Reuse

- What materials will be reused?

***RESPONSE: This is unknown at this time and will be further developed as construction plans are developed.***

- What will reused materials be used for?

***RESPONSE: TBD***

- How much is getting landfilled?

***RESPONSE: The exact quantity of material to be sent to the landfill will depend on whether select components of the existing structure and or equipment can be sold or reallocated to other entities as well as the potential needs for fill materials near Evanston at the time of demolition, but the overall quantity of demolished material which could be sent to a landfill is estimated to be approximately 42,000 tons. An additional 28,000 tons of demolished material, such as steel, non-ferrous metals and non-painted concrete, is anticipated to be sent to a facility for recycling.***





- Have you engaged with building reuse or building materials resale entities?

***RESPONSE: NU will continue to explore options for potential material reuse to other entities, including the resale of existing equipment.***

- What type of plans are in place to maintain the structure for the life of the building?

***RESPONSE: The building will be maintained consistent with the maintenance of all University buildings and typical practice for similar facilities.***

#### 45. Embodied Carbon

- Explore low-carbon steel and low-carbon concrete

***RESPONSE: The design team has been investigating the feasibility of carbon reduction levels in concrete and steel, as part of a Life Cycle Carbon Assessment currently in progress. For example, we are working with the Construction Manager to confirm whether we can obtain from potential subcontractors a 20% reduction in Global Warming Potential from an established baseline for the total concrete volume. We are exploring feasibility of low-carbon steel also. We will not know what is achievable until we go through the bidding process after our Construction Documents phase is completed.***

- Provide data on Scope 3 projections related to building materials

***RESPONSE: Referencing the “Emission scopes” definition in “Appendix A” of the Evanston Climate Action and Resilience Plan, the contractor’s construction-waste plan will be provided prior to commencement of construction.***

#### 46. Energy

- Consider an all electric building with no natural gas connections

***RESPONSE: During the Concept Phase of the project the anticipated equipment loads were analyzed and determined that a combination of electric and natural gas sources was best suited for the project due to concerns from ComEd and their capacity as well as product availability and spacial programming of all-electric equipment.***

- Consider solar PV or solar PV parking canopy

***RESPONSE: Solar PV and solar PV parking canopies were considered during the Conceptual Phase of the project but deemed infeasible.***



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47. Bird-Friendly Compliance - More detail needed related to the glass treatments

***RESPONSE: Additional information has been added to sheet DP-07 and nomenclature used on sheets DP-09 and 10 has been updated.***

48. Signage and Education

· How will the sustainability components of the building be communicated to the public?

***RESPONSE: We are considering signage within the stadium concourses and on the site on "green education". Possible topics include water efficiency, energy efficiency, recycled building-material content, recycling operations, etc. Those signs are not yet designed and the written/graphic content has not yet been determined.***

49. Encourage local food providers

***RESPONSE: Noted.***

50. Please consider expansion of electric vehicle use to include shuttles used for game-day activities

***RESPONSE: Acknowledged. NU operations will continue their discussions with the shuttle operators.***

Please contact me with any questions or comments.

Very truly yours,

**DLA Piper LLP (US)**

A handwritten signature in blue ink that reads 'Katherine C. Jahnke Dale'.

Katherine C. Jahnke Dale

Enclosures