

Meagan Jones
Community Development Dept.
Planning & Zoning Division
2100 Ridge Avenue
Evanston, Illinois 60201
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July 31, 2023

Luke Figora
Northwestern University
2020 Ridge Avenue
Evanston, IL 60201

**RE: Planned Development Application - Revised Plan Review
Ryan Field – 1501 Central Street**

Dear Mr. Figora,

Staff has reviewed your revised plans for the proposed Ryan Field stadium at 1501 Central Street.

Based on our review of your submission, there are a number of comments that need to be addressed in your next submission. Please note, staff comments provided in previous review letters that have not been addressed or were pending additional information still apply. In addition to the comments below, please review the attached letter from the Village Manager of Wilmette regarding the Village's questions and concerns.

Planning & Zoning

1. The Development Allowances:
 - A. Parking - 4,364 required for principal 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. A landscape strip of 16 ft. 3 in. proposed at the closest point at the north-south and east-west property lines at the northeast corner of the lot.
 - C. Open parking area near Central Street with a 6 ft. 10 in. setback where

15 ft. is required.

2. Please provide an update on groundwater management strategies for groundwater withdrawal at the proposed stadium and general environmental assessment of the impact these strategies will have on the neighborhoods around the stadium. More specifically, please respond to the following questions:
 - A. Is there a design, even preliminary, for the stadium's permanent dewatering system?
 - B. Will the permanent dewatering system be active (e.g. pumping wells) or passive (underdrain system)?
 - C. Is groundwater cutoff or recharge being considered, to mitigate potential impacts and/or reduce dewatering volumes?
 - D. Are there estimates for permanent dewatering volumes/rates?
 - E. Are there estimates of groundwater level drawdown at the stadium, and at distances extending outward from the stadium based on the range of soil conditions/type present (i.e. drawdown curves)?
 - F. Has a geotechnical study been conducted, including predictions of ground settlement (due to subsidence/compaction) and a hazard assessment taking into account sensitive structure above and below ground? If not, will one be done and what is the timeline?
 - G. How will (temporary) construction dewatering differ in technique, magnitude of drawdown, pumping rates, discharge location and duration from the permanent dewatering or drainage system?
 - H. Has there been analyses of proposed construction activities, such as excavations, vibrations and traffic that could negatively impact City infrastructure? See comment 11, F, first bullet below regarding request for vibration assessment.
 - I. Has an arborist/botanist identified and reviewed the existing and proposed tree/plant species to understand how changing groundwater levels will affect the health of surface vegetation?
 - J. Please describe the University's sustainability program and how it focuses on water use and conservation. How does the University plan to include the stadium modification into the program?
3. Please provide truck turning diagrams for the alternative north ramp to the underground parking/loading. Please include how use of the ramps will be regulated/scheduled to prevent conflicts with other vehicles in the underground space.
4. Please note: Ancillary structure use will need to be reviewed by the Health Department prior to any food and beverage sales.
5. Please provide additional information on the use of the bandshell. When will it be used, what type of performances will take place, will amplified sound be used, and what other facilities may be in use at the same time?
6. Please state on the plans that the "proposed future buildings" adjacent to Rocky Miller and Sharon Drysdale fields are not intended to be part of this development application.
7. Staff will continue to work with you on proposed public benefits that are being considered.
8. 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 to items stated in previous staff review letters.

9. An outline of the MOU between Northwestern University and the City should be provided prior to the Land Use Commission meeting that includes but is not limited to items that have been stated in previous staff review letters.
10. Traffic Impact Study (TIS): Please revise the study to incorporate or address the following:
 - A. Page 2 - The TIS analyzes impacts based on a maximum concert event capacity of 28,500. It should be noted that the City will recommend concerts be limited to this capacity. In addition, the TIS should be revised to analyze traffic generation and impacts associated with full capacity game day events.
 - B. Page 5 - The TIS discusses the use of wayfinding signage. It should be noted that the applicant will be responsible for obtaining approval from the City regarding the location and all costs associated with the placement of wayfinding signage.
 - C. Page 43 - The TIS indicates the existing conditions analysis represents a baseline scenario that future conditions will be compared to for purposes of evaluating impacts. Please confirm that the baseline scenario includes the existing manual controls used for football games.
 - D. Page 51 - Please revise the TIS to incorporate the LOS after completing the recommended intersection improvements depicted in Exhibit 11. It should be noted that the minimum level of service accepted in Northeastern Illinois is LOS D.
 - E. How does the proposed project align with and help implement the City of Evanston Multi-Modal Transportation Plan?
 - F. Please identify and integrate mitigation measures to ensure pedestrian safety and enhance connections and linkages to transit.
 - G. Please incorporate on-site transit information kiosks.
 - H. Please note: employee parking should be provided off-site.
11. WJHW Environmental Assessment: Please revise the study to incorporate or address the following:
 - A. Please add a dBA chart (see attached example)
 - B. Page 3: Please state the rate that sound diminishes over distance (i.e. 20 dBA reduction at 150 feet). More specifically, it should be specifically quantified what the sound level will be once it reaches adjacent residential neighborhoods.
 - C. Page 4: Please quantify the reduction in sound exposure to the residential properties.
 - D. Page 4: Please incorporate the referenced Henderson Engineers model inputs and outputs as an appendix.
 - E. Page 7: Please quantify and/or add a conclusion based on the statement "Again, this model does not account for the beneficial sound reduction impact that would be generated by the residential houses at the property lines." For example, will the potential noise impacts be above existing conditions with the incorporation of the additional sound barrier mitigation option?
 - F. Please revise the study to include:
 - An analysis of groundborne vibration generated from construction and operation of the proposed stadium and associated uses (i.e. concerts).
 - A list of all sensitive receptors/land uses within the area that may

- be affected by the proposed stadium and associated uses.
- Definitions of the acoustical terms used in the study.
- G. Please indicate how the proposed project and associated operations complies with City Code 9-5-20 Noises Prohibited.
- H. Please note: the applicant will have to submit a loudspeaker permit application and ensure compliance with the following:
- Restrictions upon hours of permitted use: Weekday Hours (Sunday through Thursday) 7:00 a.m. to 10:00 p.m.
 - Weekend Hours (Friday, Saturday, and holidays) 7:00 a.m. to 11:00 p.m.
 - Loudspeaker permits are prohibited within one hundred fifty (150) feet of residentially zoned property.
 - Number and size of speakers may be limited based on nature of event.
 - Even with Loudspeaker Permit approval, the Police Department reserves the right to request immediate shut off of amplification based on neighborhood complaints.
- I. Please describe how the PA system will be designed so that it does not exceed a Lmax of 70 dBA at the neighboring noise sensitive land uses, i.e., residences. This would require the installation of a distributing sound system with highly directional and carefully aimed loudspeakers around the bleachers and field. The distance between the loudspeakers and the coverage area should be minimized to reduce spill to the community. In addition, the PA system output volume should be regulated by an audio processor with the ability to limit the audio output levels (e.g. compressor/limiter).
- J. Please indicate how the proposed project will utilize sound-absorbing materials throughout the stadium structure and the effect it will have on reducing noise levels at adjacent off-site sensitive land uses.

Parking

1. Utilization of the downtown route is 1/3, off all shuttle services, and that includes riders to L and Metra approximately 800 riders. What is the plan to increase that number to help relieve the parking situation around the station?

Public Works/Engineering

1. Details of the stormwater control system are needed. What is the release rate? How are the existing control structures/vaults affected? Interconnecting the whole site will need a hydraulic analysis.
2. Underground loading dock logistics are based on empty vehicle parking - is this realistic?
3. Please explain how two way traffic on the underground ramp will be controlled.

Health & Human Services

1. Please provide the detailed lead mitigation plan for lead hazards (that is sent to Cook County) for City staff records and review.

Police (Traffic Bureau)

1. The following items should be addressed and included in the Traffic Management Plan:
 - A. A dedicated route for all shuttle buses is greatly beneficial. Bus lane

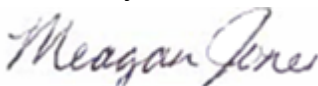
- marking along Ashland in front of the stadium would be useful as well.
- B. Proper electronic signage to delineate two lanes of eastbound and westbound traffic for pre and post-event management would cause less congestion.
 - C. Lighting along Central Street is poor directly east of the stadium. Police has to coordinate with Northwestern to ensure the current stadium lights are turned in order to illuminate the sidewalk area. Better lighting from Jackson Ave. to Ridge Ave. for nighttime post-event management is necessary.
 - D. Designated rideshare areas are critical. Both drop-offs and pick-ups often happen directly at Central and Ashland before and after football games, and it causes significant disruption.
 - E. Residential-only parking on side streets immediately surrounding the stadium, along with the existing game day restrictions, would lessen the flow within two blocks of the field.

Sustainability

1. Please provide more detail as to why an all-electric building is infeasible. What concerns did ComEd express? What is the plan for the building to become all-electric by the science-based carbon neutrality target of 2040? If gas infrastructure is installed now, will it be phased out and replaced within 15 years?
2. Please provide more detail on the limitations of solar PV for this project. (Not one single solar panel can be installed at all?) Is the challenge cost? Roof space? Could a Power Purchase Agreement be pursued? Or solar installations on Welsh-Ryan Arena or other buildings?
3. Please provide more details on litter management, particularly on how to minimize waste generation.

Please note additional comments may be provided at various points in the review process. If you have any questions or concerns about the above comments, please do not hesitate to contact me directly at mmjones@cityofevanston.org.

Sincerely,



Meagan Jones
Neighborhood and Land Use Planner

Attachment: Wilmette Village Manager Comments
Updated Zoning Analysis and Summary
Interwest Peer Review of Environmental Assessment Review and Traffic Study

Cc: Katie Janke Dale
Steven Himes
Bonnie Humphrey
Matthew Kopp
Councilmember Eleanor Revelle
Elizabeth Williams, Planning & Zoning Manager
Sarah Flax, Director of Community Development

Nicolas Cummings, Corporation Counsel
Alex Ruggie, Assistant City Attorney
Dave Stoneback, Deputy City Manager
Luke Stowe, City Manager



Meagan Jones <mmjones@cityofevanston.org>

Fwd: Wilmette/Ryan Field Follow-Up

Luke Stowe <lstowe@cityofevanston.org>

Wed, Jul 12, 2023 at 1:49 PM

To: Daniel Biss <dbiss@cityofevanston.org>, Jonathan Nieuwsma <jnieuwsm@cityofevanston.org>, Eleanor Revelle <erevelle@cityofevanston.org>, Meagan Jones <mmjones@cityofevanston.org>, Elizabeth Williams <ewilliams@cityofevanston.org>

FYI

Begin forwarded message:

From: "Braiman, Michael" <braimanm@wilmette.com>
Date: July 12, 2023 at 1:41:36 PM CDT
To: Luke Figora <luke.figora@northwestern.edu>
Cc: lstowe@cityofevanston.org
Subject: Wilmette/Ryan Field Follow-Up

Luke (F.),

Thanks again for your time to meet with me a few weeks ago to continue discussions regarding the impacts of the Ryan Field project on Wilmette residents. As discussed, I am sharing with you the suggestions and recommendations we have provided to the City of Evanston in order to mitigate impacts to our residents and have copied City Manager Stowe on this email. Please note that we continue to consider the Village's official position on NU's text amendment application and the suggestions below are not an endorsement of outdoor concerts but rather ideas to mitigate the impacts of any such concerts if they are approved. I anticipate we will take a formal position at our August 8 Village Board meeting.

Additionally, what is the status of my request to have the sound impact maps updated to show the impacts further north into Wilmette (up to Lake Avenue) and if the concert stage were oriented to the south.

I also want to clarify that NU is fully committed to including Wilmette in its comprehensive TMP. On page 7 of the DLA Piper June 27, 2023 response to Evanston's staff review letter, Wilmette is not specifically identified as a key stakeholder and participant in the planning process. Can you confirm that 'Municipal Agencies' means both City of Evanston and Village of Wilmette municipal agencies? The letter states that planning is currently in progress in collaboration with a number of entities including municipal agencies but I am not aware that Wilmette is part of that collaboration other than our two meetings which were not detailed TMP planning discussions.

Wilmette's suggestions/recommendations are as follows. If it would be productive to get together again and continue discussions on how we can mitigate impacts of the project to Wilmette resident I would appreciate that opportunity.

General

-Recognizing that the Big Ten is going to maximize Friday and Saturday night games for television revenue, Evanston could limit the number of night football games permitted (or total night events)

- Reduce the number of non-athletic events outdoors from 60 to 10 per year and reduce maximum daily capacity from 7,500 to 1,500
- Provide a clear definition of an 'Event' as a program which may not exceed 3 consecutive days; longer events to require temporary use approval by Evanston with notice provided to properties within 250' (including Wilmette properties)
- Require concerts to end by 9:30pm
- What will be the cutoff times for alcohol sales; this should be codified by Evanston
- Wilmette should be included by NU and Evanston in all construction planning and construction management meetings
- NU should be required to provide one point of contact dedicated to addressing resident complaints during construction
- NU should be required to hire professional event management for football games and concerts

Noise

- Evanston should prohibit any amplified sound in the plazas surrounding the stadium
- Clarify the number of concerts inside Welsh-Ryan versus outside at Ryan Field
- Establish a maximum allowable dBA at the sound board for concerts based upon Evanston and Wilmette noise regulations at the property lines
- Prohibit any pyrotechnics as part of a concert
- Provide a sound map of the concert stage if it were to be oriented to the south (show sound impacts on the map up to Lake Avenue in Wilmette)
- Expand existing sound map (stage oriented to the north) to show impacts up to Lake Avenue in Wilmette)
- Clarify the assumptions used in the sound study and address the difference between A and C weighted frequencies and impacts of the frequencies
- Provide a full menu of available sound mitigations and the impacts of each mitigation and a commitment to implement specific mitigations as part of NU application
- Can NU rotate the location of the stage for each concert so spread sound impacts more evenly across the impacted areas (example: one concert stage points north and the next it points south)?

Parking Study

- Confirm available parking capacity of downtown Evanston garages during the summer months based on observations rather than assumptions
- Remove assumption that Canal Shores parking will be available without a renewed post golf course renovation parking commitment
- Analyze the distinction of traffic impacts b/w concerts and football games, recognizing that there will be significantly higher number of attendees from western suburbs for concerts who do not have access to public transportation and likely lack familiarity with Evanston and Wilmette roadways/traffic patterns
- What happens if the parking or traffic assumptions are wrong and the impacts are worse than contemplated? How can Evanston retain authority to restrict events (especially concerts) if major traffic/parking problems arise which cannot be reasonably rectified?

Traffic Management

-Require development of a detailed traffic management plan for basketball games, football games, and concerts that must be approved by Evanston City Staff in consultation with the Village of Wilmette; require that NU amend the plan based upon experiences and recommendations from Evanston in consultation with the Village of Wilmette; events shall not be permitted until such a plan is submitted and approved

-Require NU to ensure there is an adequate number of NU staff (and Evanston sworn and civilian staff if available) to facilitate the approved traffic plan

Thank you,

Mike

Michael Braiman

Village Manager

Village of Wilmette

847-853-7506

www.wilmette.com



**Zoning Analysis
Summary
UPDATED: 8/1/23**

Case Number:	Case Status/Determination:
22ZONA-0223 – 1501 CENTRAL STREET	NON-COMPLIANT

Proposal:
Demolish existing Ryan Field stadium and construct a new stadium with approximately 35,000 seats

Zoning Section:	Comments:
	Property zoned U2 University Athletic Facilities District.
	Zoning Lot Size: 1,293,359.2 sq. ft.
	Property located in a Transit Oriented Development (TOD) area.
6-15-7-3	A Planned Development is a special use in the U2 zoning district. Special uses require City Council approval.
6-3-6-3; 6-3-6-4; 6-15-1-9.C	For Planned Developments, site development allowances may be approved if the modification is essential to achieve at least one defined public benefit.
6-15-7-2	Stadiums and their accessory uses are considered permitted uses in the U2 zoning district.
6-15-7-7	Non-Compliant: A 35 ft. wide landscape strip is required abutting residential districts. 16 ft. 3 in. proposed at closest point at the north-south and east-west property lines at the northeast corner of the lot. Eligible site development allowance
6-16-2, 6-16-3-5, Table 16-B, Table 16-C, 5-7-1	Non-compliant: 492 Parking spaces proposed on the lot (including 20 below-grade spaces) and 893 existing parking spaces on the adjacent lot for a total of 1,385 parking spaces. Minimum required number of off-street parking spaces based on the principal uses on the lot (Ryan Field, Welsh Ryan Arena, Rocky Miller Park and Drysdale Field) is 4,364. <i>Documentation must be provided regarding games/events currently held at each building and the times in which they occur to assist in understanding parking usage.</i> Eligible site development allowance
	Non-compliant: Side yard setback (for open parking). 15 ft. required Open parking area with 6 ft. 10 in. setback

Eligible site development allowance

ADA Parking: Compliant
Required on-site spaces – 9 minimum
Proposed on-site spaces - 20

Accessory Structures:

MEP Enclosure
Height – 19 ft. 2 in.
Area/Dimensions – approx.. 5,590 sq. ft.
Distance from Anderson Hall – approx..14.2 ft
Distance from parking lot – approx.. 5 ft. 11 in
Open to sky

Bandshell
Height – 20 ft.
Area/Dimensions – approx. 992.7 sq. ft.
Distance from Ashland Ave – approx. 43.6 ft.

Ancillary Structures (15)
Height – 9 ft.
Area/Dimensions – approx.. 8 ft X 19.5 ft each
Closest Distance from Ashland Ave – approx. 37 ft.
Closest Distance from Anderson Hall – approx. 15 ft.

Additional
Comments:

Please confirm if a north ramp will be added to access the below grade parking/loading area. Provide additional circulation plan assuming its use.

An event staging plan should be created to addresses site circulation and loading/unloading of larger vehicles and their timing before and after events. How will truck maneuvering occur if vehicles are parked below grade?

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.

Please note: Signage plan is acknowledged. Signage will be a separate review and not part of the planned development review.

City of Evanston

ZONING ANALYSIS REVIEW SHEET

APPLICATION STATUS: Closed/Non-compliant August 1, 2023

RESULTS OF ANALYSIS: Non-Compliant

Z.A. Number: 22ZONA-0223
Address: 1501 Central ST
Applicant: Darren Nielsen
Phone: 8165272446

Purpose: Zoning Analysis without Bld Permit App
District: U2 **Overlay:** **Preservation**
Reviewer: Meagan Jones **District:**

THIS APPLICATION PROPOSES (select all that apply):

ANALYSIS BASED ON:

- | | | |
|---|---------------------------|---------------|
| <input checked="" type="checkbox"/> New Principal Structure | Change of Use | Sidewalk Cafe |
| <input type="checkbox"/> New Accessory Structure | Retention of Use | Other |
| <input type="checkbox"/> Addition to Structure | Plat of Resubdiv./Consol. | |
| <input type="checkbox"/> Alteration to Structure | Business License | |
| <input type="checkbox"/> Retention of Structure | Home Occupation | |

Plans Dated: 6/23/2023
Prepared By: HNTB, Perkins & Will
Survey Dated: 4/29/22

Proposal Description:

Existing Improvements: Multiple sports (halls, arena, fields and stadium)

ZONING ANALYSIS

PLANNED DEVELOPMENT THRESHOLDS

Does not apply to I1, I2, I3, OS, U3, or Excluded T1 & T2 Properties. See Section 6-8-1-10(D) for R's; Section 6-9-1-9(D) for B's; Section 6-10-1-9(D) for C's; Section 6-11-1-10(D) for D's; Section 6-12-1-7(D) for RP; Section 6-13-1-10(D) for MU & MUE; Section 6-15-1-9 for O1, T's, U's, oH, oRE, & oRD.

- | | |
|--|----------------|
| 1. Is the request for construction of substantially new structures or a substantial rehabilitation or substantial addition as defined by increasing floor area of principal structure by 35% or more? If not, skip to 2 & 4 below. | Yes |
| 2. Does the zoning lot area exceed 30,000 sqft? | Yes |
| 3. Does the proposal entail more than 24 new residential, commercial, business, retail or office units in any combination? | Does Not Apply |
| 4. Does the proposal entail the new construction of more than 20,000 sqft of true gross floor area at or above grade including areas otherwise excluded from defined gross floor area? | Yes |

FRONT YARDS

Section 6-4-1-9(A)3 - For R, T, or U District proposals, does 50% or more of the block frontage have a setback of more than 27 feet?

Section 6-4-1-9(A)5a - Does an abutting lot have less than the required front yard setback of the zoning district?

Section 6-4-1-9(A)5b - Is the subject property located between an improved lot and a vacant lot? Or is the subject property a corner lot?

RESIDENTIAL DISTRICT CALCULATIONS

The following three sections apply to building lot coverage and impervious surface calculations in Residential Districts.

<u>Front Porch Exception (Subtract 50%)</u>	<u>Pavers/PerVIOUS Paver Exception (Subtract</u>	<u>Open Parking Debit (Add 200sqft/open space</u>
Total Elibigle Front	Total Paver Area	# Open Required Spaces
Front Porch Regulatory Area	Paver Regulatory Area	Addtn. to Bldg Lot Cov.

PRINCIPAL USE AND STRUCTURE

	Standard	Existing	Proposed	Determination
USE:		Stadium	Stadium	Compliant

Comments:

Minimum Lot Width (LF)	None	785.75 ft.	785.75 ft.	Compliant
USE: Other				

Comments:

	Standard	Existing	Proposed	Determination
Minimum Lot Area (SF) USE: Nonresidential	None	1,293,359.2 ft.	1,293,359.2 ft.	Compliant
Comments:				
Gross Floor Area (SF) Use: Non-Residential	1.5	751,346 0.58	691,390.5 .53	Compliant
Comments: note: open seating bowl not included				
Height (FT) Comments: Height compliant with additional required setback	125 ft	139 ft.	116 ft.	Compliant
Front Yard(1) (FT) Direction: S Street: Central Street Comments:	27	41.5 ft.	42 ft.	Compliant
Street Side Yard (FT) Direction: W Street: Ashland Avenue Comments:	20	19.75	81.75	Compliant
Interior Side Yard(1) (FT) Direction: E Comments:	15	275.5 ft.	181 ft.	Compliant
Rear Yard (FT) Direction: N Comments: Along Isabella St.	30 ft.		approx 865 ft.	Compliant
ACCESSORY USE AND STRUCTURE				
Use (1)	Standard	Existing	Proposed	Determination
Permitted Districts: Comments:		Open Off-street Parking	Open Off-street Parking	Compliant
Permitted Required Yard: Comments:		Rear Yard	Rear Yard	Compliant
Additional Standards: Comments:		Side Yard	Side Yard	Compliant
Height (FT) Comments:	Flat or mansard roof 14.5', or			
Distance from Principal Building: Comments:	10.00'			
Front Yard(1A) (FT) Direction: S Street: Central Street Comments:				

	Standard	Existing	Proposed	Determination
Front Yard(1B) (FT) Direction:				Compliant
Street:				
Comments:				
Street Side Yard (FT) Direction: W				Compliant
Street: Ashland Avenue				
Comments:				
Interior Side Yard(1A) (FT) Direction: E	35 ft landscape strip required		16 ft. 3 in. at closest point	Non-Compliant
Comments:	16 ft. 3 in. at closest point (NE corner)			
Interior Side Yard(1B) (FT) Direction: E	15 ft side yard		6 ft. 10 in	Non-Compliant
Comments:				
Rear Yard (FT) Direction: N	30 ft. required setback	+30 ft. setback	30 ft.	Compliant
Comments:				

ACCESSORY USE AND STRUCTURE 2

Use(2):	Standard	Existing	Proposed	Determination
Permitted Districts:	Mechanical Enclosure	Electrical Transformer	Electrical Transformer	Compliant
Comments:	MEP Enclosure for generators, chillers and transformers			
Permitted Required Yard:		Interior Side Yard	Interior Side Yard	No Change
Comments:	enlarging at existing location			
Height (FT)	Flat or mansard roof 14.5', ot		19 ft. 2 in	Compliant
Comments:				
Distance from Principal Building:	10.00'		approx. 90 ft.	Compliant
Comments:				

PARKING REQUIREMENTS

	Standard	Existing	Proposed	Determination
Use(1): Gymnasium/Sports Arena	10 percent of designed seating capacity.	1365 (includes 893 offsite spaces)	1385 (includes 893 offsite spaces)	Non-Compliant
Comments:	Ryan Field (3500)			
Use(2): Gymnasium/Sports Arena	10 percent of designed seating capacity.	1365 (includes 893 offsite spaces)	1385 (includes 893 offsite spaces)	Non-Compliant
Comments:	Welsh Ryan (704 required)			
Use(3): Gymnasium/Sports Arena	10 percent of designed seating capacity.	1365 (includes 893 offsite spaces)	1385 (includes 893 offsite spaces)	Non-Compliant
Comments:	Rocky Miller Park and Drysdale Field (160 required)			

	Standard	Existing	Proposed	Determination
TOTAL REQUIRED:	364 based on principal uses on the lot			Non-Compliant
Comments:				
Handicap Parking Spaces	Sec. 6-16-2-6		38 total	Compliant
Comments:				
Access:	Sec. 6-16-2-2			Compliant
Comments:				
Vertical Clearance (LF)	7'			Compliant
Comments: open air parking				
Surfacing:	Sec. 6-16-2-8 (E)			Compliant
Comments:				
Location:	Sec. 6-4-6-2			Compliant
Comments: general location compliant. See above for re: rear setback				

Angle(1): 90 Degree	Comments:			
Width(W) (FT)	8.5		8.5	Compliant
Comments:				
Depth(D) (FT)	18.0		18	Compliant
Comments:				
Aisle(A) (FT)	24.0		24	Compliant
Comments:				
Module (FT)	SL 42.0, DL 60.0			Compliant
Comments:				

LOADING REQUIREMENTS				
	Standard	Existing	Proposed	Determination
Loading Use: College and/or University	1 short 10K to 300K, 1 short each addtl. 200K.	0	3 long berths	Compliant
Comments:				
TOTAL (long): 3				
Long Berth Size (FT)	12' wide x 50' deep			Compliant
Comments:				
Vertical Clearance (FT)	14'		15 ft	Compliant
Comments:				
Location:	Sec. 6-16-4-1			Compliant
Comments:				

MISCELLANEOUS REQUIREMENTS				
	Standard	Existing	Proposed	Determination
Requirement (1):				Compliant
Comments:				

COMMENTS AND/OR NOTES

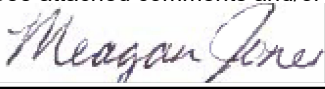
Analysis Comments

RESULTS OF ANALYSIS

Results of Analysis: This Application is **Non-Compliant**

Site Plan & Appearance Review Committee approval is: **Required**

See attached comments and/or notes.



SIGNATURE

DATE

WJHW Environmental Assessment Review and Summary - Comments		
Nos.	Page	Comments
1.	3	Add a dBA chart (see attached example)
2.	3	<p>“Sound level will diminish at some rate as it moves into the residential communities meaning the actual stadium sound impact may be less in the neighborhoods as compared to what was measured in the parking lots.”</p> <p>State the rate that sound diminishes over distance, i.e., 20 dBA reduction at 150-feet.</p>
3.	3	<p>“We reiterate that stadium sound is not inaudible at the residences, but it does not appear to appreciably add to the typical ambient levels therein.”</p> <p>Recommend quantifying the increase in ambient levels, an estimate is acceptable.</p>
4.	4	<p>“We would expect that these design features, combined with lower capacity, will ultimately result in less sound exposure to the residential properties surrounding the stadium compared to the current experience.”</p> <p>Recommend quantifying the reduction in sound exposure to the residential properties.</p>
5.	4	<p>“Henderson Engineers completed an analysis of the potential concert sound impact on the surrounding community utilizing an industry standard modeling software, CadnaA.”</p> <p>Recommend attaching the model outputs as an appendix.</p>
6.	7	<p>“Again, this model does not account for the beneficial sound reduction impact that would be generated by the residential houses at the property lines.”</p> <p>Add a conclusion, i.e., therefore there will be no greater noise impact, above existing conditions, with the incorporation of the additional sound barrier mitigation option.</p>
7.	8	<p>Install sound monitoring devices in and/or around the stadium.</p> <p>This is a good recommendation.</p>
Other Recommendations		
8.	Consider including an analysis of groundborne vibration.	
9.	Include a list of all sensitive receptors that may be affected.	
10.	Include definitions of the acoustical terms used in the Environmental Assessment Review and Summary.	
11.	Compliance and enforcement of 9-5-20. - NOISES PROHIBITED during operation.	
12.	<p>Applicant to submit a Loudspeaker Permit Application, to ensure compliance with the following:</p> <ul style="list-style-type: none"> ▪ Restrictions upon hours of permitted use: Weekday Hours (Sunday through Thursday) 7:00 a.m. to 10:00 p.m. 	

	<p>Weekend Hours (Friday, Saturday, and holidays) 7:00 a.m. to 11:00 p.m.</p> <ul style="list-style-type: none"> ▪ Loudspeaker permits are prohibited within one hundred fifty (150) feet of residentially zoned property. ▪ Number and size of speakers may be limited based on nature of event. ▪ Even with Loudspeaker Permit approval, Police Department reserves the right to request immediate shut off of amplification based on neighborhood complaints. ▪ Provisions For University Permits <ul style="list-style-type: none"> - A completed Outdoor Event Request Form from Norris Center Event Management Office must be submitted along with the application. - Per agreement between the City of Evanston and Northwestern University, the City can only approve permit requests for events on the landfill (east of Sheridan Road). - Loudspeakers must be directed towards the lake.
	Recommended Mitigation Measures
13.	Limit the duration of full-capacity events, i.e., seven consecutive hours.
14.	Design the PA system so that it does not exceed a Lmax of 70 dBA at the neighboring noise sensitive land uses, i.e., residences. This would require the installation of a distributing sound system with highly directional and carefully aimed loudspeakers around the bleachers and field. The distance between the loudspeakers and the coverage area should be minimized to reduce spill to the community. In addition, the PA system output volume should be regulated by an audio processor with the ability to limit the audio output levels (e.g. compressor/limiter).
15.	Parking structures located within 200 feet of any residential use shall be constructed with a solid wall fronting the residences and utilize textured surfaces on garage floors and ramps to minimize tire squeal.
16.	Utilize sound-absorbing materials on the exterior of stadium structures where appropriate and effective to reduce noise levels at adjacent off-site sensitive receptors.
17.	Implement the Best Management Practices (BMP) listed in the Transportation Demand Management (TDM) to reduce traffic generated noise.
18.	Locate the loading dock and trash/recycling areas for the stadium in the subterranean level, which will preclude noise from this source at exterior locations.

Decibel Level Comparison Chart

Environmental Noise	<i>dBA</i>
Jet engine at 100'	140
Pain Begins	<i>125</i>
Pneumatic chipper at ear	120
Chain saw at 3'	110
Power mower	107
Subway train at 200'	95
Walkman on 5/10	94
<i>Level at which sustained exposure may result in hearing loss</i>	<i>80-90</i>
City Traffic	85
Telephone dial tone	80
Chamber music, in a small auditorium	75-85
Vacuum cleaner	75
Normal conversation	60-70
Business Office	60-65
Household refrigerator	55
Suburban area at night	40
Whisper	25
Quiet natural area with no wind	20
Threshold of hearing	0

Note: dBA = Decibels, A weighted

Kimley-Horn Traffic Impact Study - Comments		
Nos.	Page	Comments
1.	2	<p>“The analysis of study intersections factor event lane configurations and routing, traffic controls, and active management of intersections by Evanston Police, similar to many measures utilized for football games, who manually control traffic signals, as needed, to prioritize and flush traffic in peak directions, address building queues, and safely manage pedestrian-vehicle conflict points.”</p> <p>Therefore, the existing conditions analysis includes manual controls.</p>
2.	2	<p>The Traffic Impact Study analyzed impacts based on a maximum concert event capacity of 28,500, therefore this maximum capacity should be a project condition of approval.</p>
3.	3	<p>“NU should seek to maximize transit use through partnerships with CTA and Metra to include transit fare in ticket prices and further promote use of these convenient transit options to and from concert events. CTA and Metra would also be in better position to supplement shuttles for downtown parkers, ultimately reducing vehicle trips in the area for events.”</p> <p>This is an excellent recommendation and will effectively reduce traffic and noise.</p>
4.	4	<p>“While an updated event transportation management plan will be developed in conjunction with the City and available for periodic review/updates in partnership with City staff and a Community Advisory Committee, most measures used for football games are recommended to be in place to accommodate pre- and post-event traffic conditions.”</p> <p>The timing for completion of the transportation management plan and subsequent updates should be a project condition of approval.</p>
5.	31	<p>“Those without prepurchased parking on-site will be directed via event wayfinding signs and other communications to the off-site parking options, generally in a way that circumvents the immediate stadium vicinity.”</p> <p>The required wayfinding signs should be a project condition of approval.</p>
6.	43	<p>“The existing condition analysis represents a baseline scenario that future conditions will be compared to for purposes of evaluating impacts.”</p> <p>Confirm that the baseline includes the existing manual controls used for football games.</p>
7.	43	<p>“Typically, the minimum acceptable level of service accepted by jurisdictional agencies in Northeastern Illinois is LOS D.”</p> <p>Agreed.</p>
8.	61	<p>“Furthermore, diagrammatic representations of the conceptual intersection improvements are depicted in Exhibit 11, which follows after Table 14.”</p>

		Confirm the LOS after completing the intersection improvements depicted in Exhibit 11.
	Recommended Mitigations Measures	
9.	Implement specific roadway improvements where necessary, feasible and practical.	
10.	Identify and design mitigation measures to enhance pedestrian safety.	
11.	Enhance connections and linkages to transit.	
12.	Include on-site transit information kiosks.	
13.	Provide off-site parking for employees.	
14.	Ensure ongoing compliance with the City of Evanston Multi-Modal Transportation Plan.	