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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 July 31, 2023 Staff Review Letter**

Dear Ms. Jones,

We are receipt of your July 31, 2023 review letter regarding the captioned matter. Please see below and attached in response to the comments contained therein.

Additionally, since submitting the original application, Northwestern has made certain updates to the proposed development plans and requested text amendment. Those updates are detailed on page 2 of the enclosed plan set and included in the enclosed updated text amendment application.

Northwestern has also engaged George Kisiel, a licensed architect and certified planner who has been accepted as an expert by Cook County courts, among other review boards, to review the proposed planned development and text amendment. Mr. Kisiel's report is enclosed and we respectfully request that it be included in the Land Use Commission materials.

Finally, throughout this robust review process, there has been ongoing engagement with the community and press. Enclosed is a petition that has been signed by 2,989 individuals in support of the proposed development and, for convenience, we have enclosed a summary document with the extensive positive news coverage of the proposal.

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.

RESPONSE: Acknowledged.

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.

RESPONSE: Acknowledged.

C. Open parking area near Central Street with a 6 ft. 10 in. setback where 15 ft. is required.

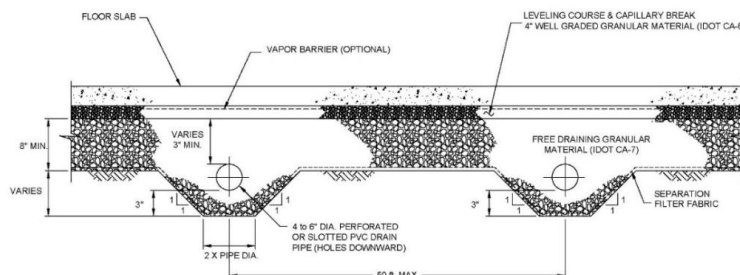
RESPONSE: Acknowledged. However, please note the following:

- *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 these two encroachments.*

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?

RESPONSE: A passive subsurface drainage system (example system shown in figure below) is designed for the event level slab which is approximately 21 feet below grade. This system includes a granular base with perforated PVC piping and will be installed along the interior side of the building footprint. Groundwater which seeps into the event level footprint will filter through the granular base to the piping and will be discharged via sump pumps as needed.



B. Will the permanent dewatering system be active (e.g. pumping wells) or passive (underdrain system)?

RESPONSE: Groundwater may seep into the below grade area, similar to a typical

residential house with a basement. A passive underdrain system is incorporated into the design of the stadium. The underdrain will only collect the groundwater which has seeped into the below grade area of the building footprint. The system is not a pumped well, and it does not actively draw down groundwater from the surrounding area. The underdrain will not impact the groundwater of the surrounding neighborhood areas and will have no impact to the existing vegetation.

- C. Is groundwater cutoff or recharge being considered, to mitigate potential impacts and/or reduce dewatering volumes?

RESPONSE: *A permanent sheet pile wall will be installed around the perimeter of the below grade building footprint. This sheet pile wall will act as a groundwater cutoff. Per the responses below, this system will not impact the groundwater of the surrounding neighborhood areas and will have no impact to the existing vegetation.*

- D. Are there estimates for permanent dewatering volumes/rates?

RESPONSE: *Seepage will vary depending on the earth retention system design as well as the presence of any silt and sand seams in the relatively impervious clay areas. Preliminary volumes and rates have been estimated and presented to the City of Evanston.*

- 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)?

RESPONSE: *Drawdown is a function of well pumping rates. There are no permanently active wells in the underdrain. It is a passive collection and discharge system. Over the long term, the groundwater profile in the near vicinity of the sheet pile supported excavation will incline because of the differential head across the line of the sheet pile created by the depressed field. This is typical of any basement construction. The groundwater depression can be expected to be localized to a 20- to 25-foot zone (the depth of excavation) outside the line of the sheet pile.*

- 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?

RESPONSE: *A geotechnical site exploration has been completed and a Subsurface Exploration and Geotechnical Engineering Report has been completed by GEI Consultants, Inc.*

- 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?

RESPONSE: *Groundwater seepage into the excavation during construction is expected to be controlled and managed using conventional pitching to sumps and pumping to discharge points. The subsurface profile is cohesive soil throughout the depth of excavation. The groundwater is contained within the soil fabric. It is not free water. The majority of water collected and discharged from the excavation will be precipitation, snow melt, and inflows from surface runoff. The details of groundwater and stormwater control during construction will be outlined in the Construction Management Plan to be provided at a future date.*

- 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.

RESPONSE: *The proposed construction activities are not anticipated to impact the City infrastructure. Specific construction activities and associated monitoring will be outlined in the Construction Management Plan to be provided at a future date.*

- 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?

RESPONSE: *According to the geotechnical expert, the groundwater levels will not change 20-25 feet beyond the footprint of the stadium due to the earth retention system and soil conditions. As such, there will be no impact to the surrounding neighborhood 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?

RESPONSE: *The design of the project aligns with the University'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 related to water use and conservation:*

- *Stormwater Management (detention and volume control)*
- *Water Efficiency (outdoor and indoor water use reduction)*

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.

RESPONSE: *The north ramp, which was previously considered a design alternate, has been removed from the plans.*

The south ramp will provide access for passenger & emergency vehicles, trucks and buses. The 2-lane, bi-directional ramp will be provided with electronic access control. The security and control system details are under development.

The layout of the loading area is sized for unimpeded day-to-day use of the three truck berths and waste handling vehicle movements. Vehicle arrival and departures will be controlled and scheduled on event days to function within the space.

4. Please note: Ancillary structure use will need to be reviewed by the Health Department prior to any food and beverage sales.

RESPONSE: Acknowledged.

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?

RESPONSE: The bandshell has been added as a supplemental structure within the plazas to support small performances by the University or other non-profit groups that will foster opportunities for the community to enjoy the arts in a new, unique setting. The bandshell could be used for a standalone performance, or in conjunction with seasonal festivals or other activities on the plazas. If amplified sound will be utilized, the University shall establish appropriate sound level regulations.

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.

RESPONSE: Drawings have been updated to include this clarification.

7. Staff will continue to work with you on proposed public benefits that are being considered.

RESPONSE: Acknowledged.

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.

RESPONSE: A Transportation Management Plan (TMP) for events is currently being prepared. The plan will outline an operations plan for multimodal transportation and parking logistics related to various events at Ryan Field. An outline documenting anticipated plan sections with brief explanations is enclosed. Preparation of the plan includes engaging with and incorporating input from various agencies and stakeholder groups (e.g., Police and Security, Athletics and Parking/Shuttle Services, City of Evanston, and Transit Agencies). This engagement and planning process is underway and once complete, the TMP will be available for review. It should also be noted that the TMP will



be a dynamic document that will be reviewed each year with community stakeholders and updated to reflect feedback on conditions and experiences gained throughout the year for implementation moving forward.

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.

RESPONSE: *Enclosed is a draft letter of intent that outlines the items that will be included in the future MOU.*

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.

RESPONSE: *Noted.*

In addition, the TIS should be revised to analyze traffic generation and impacts associated with full capacity game day events.

RESPONSE: *The TMP currently being prepared is intended to address impacts associated with full capacity game day events. The TIS was prepared to specifically analyze impacts associated with concert events as a new use since football games already occur at Ryan Field and the proposed football game capacity (35,000) is less than the current capacity (47,000). While proposed concerts would have an even lower capacity attendance (28,500) than a football game, they are expected to occur during a different timeframe (Thursday, Friday, and Saturday evenings) than a typical football game (Saturday late morning, midday, and occasionally evenings). Detailed traffic counts for representative Saturdays across the study area are not available. However, in the Fall of 2022, traffic counts were collected at three intersections coinciding with the Homecoming game vs. Wisconsin. The attendance for the game was 32,000 which is similar to a capacity game for the proposed Ryan Field redevelopment. Capacity analysis for the pre-game and post-game peak hours at the three intersections are outlined below:*

Capacity Analysis (October 8, 2022)

<i>Intersection</i>	<i>Pre-Game Peak Hour</i>		<i>Post-Game Peak Hour</i>	
	<i>Delay (s/veh)</i>	<i>LOS</i>	<i>Delay (s/veh)</i>	<i>LOS</i>

Green Bay Road / Central Street P

Eastbound	21	C	23	C
Westbound	28	C	29	C



Northbound	68	E	50	D
Southbound	77	E	55	D
<i>Intersection</i>	<i>57</i>	<i>E</i>	<i>43</i>	<i>D</i>

Central Street / Ashland Avenue **P**

Eastbound	1	A	10-	A
Westbound	1	A	10-	A
Northbound	<1	A	8	A
<i>Intersection</i>	<i>1</i>	<i>A</i>	<i>9</i>	<i>A</i>

Isabella Street / Ashland Avenue Δ / **P**

Eastbound	10+	B	9	A
Westbound	10+	B	11	B
Northbound	9	A	10-	A
Southbound	9	A	9	A

P Police controlled intersection
 Δ /P Two-Way stop-controlled intersection during pre-game period with police managing pedestrian crossings. Police-controlled intersection

Each of the three intersections are manually controlled by Evanston Police during the pre- and post-game conditions and their ability to override the underlying traffic signal timing plans to balance facilitating pedestrian flows, prioritizing specific movements and approaches to address congestion, and flushing traffic from the area are incorporated into the intersection analyses of the busiest hours before and after a game.

- 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.

RESPONSE: Noted. The University will pay for and obtain approval for locations of event related wayfinding signage. The locations and content of signage will also be documented in the TMP.

- 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.

RESPONSE: The baseline scenario includes existing traffic control and as applicable, traffic signal phasing/timing. The baseline scenario does not include manual control of intersections by police as included in event conditions since baseline conditions reflect

days without stadium events – the analysis incorporates the underlying programmed traffic signal timing/phasing plans. The intent of future conditions analysis is to compare event related traffic conditions to typical traffic conditions on days without events, and based on a comparison of the results, to identify improvements/strategies to address resulting traffic impacts. Thus, the future conditions include manual control of intersections by police as a strategy to mitigate impacts and override the programmed timings to prioritize specific movements/approaches in real time.

However, as suggested in the comment, the same manual control of signalized study intersections by police to override programmed timing and phasing plans applied during events was tested as a new baseline scenario for existing conditions without an event. With the programmed timing and phasing at the study area traffic signals, the intersections currently operate well – there is little room for improving intersection capacities through signal timing adjustments. As such, analyzing the baseline intersection capacities reflecting an optimized manual control of traffic signals yields a nominal change compared to the programmed signal timings, effectively resulting in the same impact as originally stated in the Traffic Impact Study.

- 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.

RESPONSE: The Future LOS results reported in the TIS (Table 13) already incorporate the recommended intersection improvements depicted in Exhibit 10 (misabeled as Exhibit 11 in the original report). A statement pertaining to the minimum level of service generally accepted in Northeastern Illinois is included on Page 43, within the second paragraph in the “Capacity Analyses” section.

- E. How does the proposed project align with and help implement the City of Evanston Multi-Modal Transportation Plan?

RESPONSE: The proposed Stadium project aligns with the Evanston Multi-Modal Transportation Plan in the following ways:

- ***(Section 8.5.1) Improving Downtown Public Parking Utilization: By prohibiting concert event parking in the neighborhoods surrounding the stadium, off-site parking will be directed to campus and Downtown parking lots/garages. Based on parking utilization data for publicly-accessible parking on weekday and weekend evenings during the late spring-late summer timeframe, just over 2,800 spaces are typically available to serve additional parking demand (approximately 2/3 of capacity).***
- ***(Section 8.5.11) Develop a Parking Plan for Special Events: As part of the TMP, a parking operations plan for the utilization of both on-site and public off-site parking locations for stadium event days will be prepared. This plan will***

integrate City of Evanston input and will identify locations, pay options, accessibility, and other operational elements.

- *(Section 9.5.2) Upgrade All Sidewalk Surfaces: As part of the Stadium construction, the sidewalk along the site frontage is planned to be replaced.*
- *(Section 9.5.7) Improve Motorist Compliance with Crosswalks: Before and after events, police and traffic control personnel will be posted at a dozen key intersections near the stadium to direct vehicle traffic in order to facilitate pedestrian crossings and enforce vehicle stop compliance.*

- F. Please identify and integrate mitigation measures to ensure pedestrian safety and enhance connections and linkages to transit.

RESPONSE: *The recommended plan includes posting of police and traffic control personnel between the Stadium and both the CTA Purple Line and Metra Stations on Central Street. Police control prioritizes pedestrians, facilitates crossings, and manages pedestrian-vehicle conflicts at side streets, intersections, and driveways before and after events. The University will continue to pay for police and traffic control personnel for all events at the Stadium, similar to current events. In addition to this, the sidewalk along the Central Street frontage of the site is planned to be reconstructed as part of the redevelopment.*

- G. Please incorporate on site transit information kiosks.

RESPONSE: *Transit information graphics will be included on gate identification pylons at each of the four main event entrance gate locations. Refer to Sheet DP-33 for locations of sign type ID11 and sheet DP-40 for an elevation of the signage pylon. This will be further illustrated in the future unified signage plan to be submitted to the City.*

- H. Please note: employee parking should be provided off-site.

RESPONSE: *Noted. For events at Ryan Field, parking spaces will be prioritized for visitors and parking for most support staff staged off site. The TMP will outline specified areas for employee parking.*

11. WJHW Environmental Assessment: Please revise the study to incorporate or address the following:

- A. Please add a dBA chart (see attached example)

RESPONSE: *dBA reference chart has been incorporated into the updated environmental assessment report as Appendix B.*

- 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.

RESPONSE: *An explanation of the rate of expected sound diminishing with distance*

has been identified in footnote 2 on page 4 of the updated environmental assessment report.

- C. Page 4: Please quantify the reduction in sound exposure to the residential properties.
RESPONSE: *The sound model has been updated to incorporate building structures outside of the University property line. The updated model extends to: Maple Avenue (north), Lincoln Street (south), Asbury and Bryant Avenues (east) and Broadway Avenue (west). The updated sound model results as shown in Figures 4, 5, 6 and 7, support the fact that sound levels will continue to dissipate throughout the neighborhood over distance and as it comes in contact with the surrounding structures at an average rate as indicated in the response above.*
- D. Page 4: Please incorporate the referenced Henderson Engineers model inputs and outputs as an appendix.
RESPONSE: *Input parameters are identified within the updated environmental assessment report. Model outputs are shown in Figures 4, 5, 6 and 7.*
- 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?
RESPONSE: *The sound model has been updated to incorporate building structures outside of the University property line. The updated model extends to: Maple Avenue (north), Lincoln Street (south), Asbury and Bryant Avenues (east) and Broadway Avenue (west). The updated sound model results as shown in Figures 4, 5, 6 and 7, support the fact that sound levels will continue to dissipate throughout the neighborhood over distance and as it comes in contact with the surrounding structures at an average rate as indicated in the response above.*
- 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).
RESPONSE: *Specific construction activities and associated monitoring procedures will be outlined in the Construction Management Plan to be provided at a future date.*
 - A list of all sensitive receptors/land uses within the area that may be affected by the proposed stadium and associated uses.
RESPONSE: *The following uses are located within 0.5 miles of the stadium: residential, hospital, churches and parks. Please refer to the sound study for more*

detail on sound mitigation efforts that will be employed to minimize impact on these uses.

- Definitions of the acoustical terms used in the study.
RESPONSE: Acoustical definitions have been incorporated into the updated environmental assessment report.

G. Please indicate how the proposed project and associated operations complies with City Code 9-5-20 Noises Prohibited.

RESPONSE: The design of the new stadium has incorporated many intentional design elements, as identified in the item 11J response, which in conjunction with a distributed sound system, limit the extent of sound leaving the stadium. The University will continue to work with the City of Evanston and local authorities for all events which will be held at the new stadium.

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.
RESPONSE: Acknowledged. The University will plan to submit a single loudspeaker permit application that covers events at the stadium.

I. Please describe how the PA system will be designed so that it does not exceed a L_{max} 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).

RESPONSE: The sound system being designed for the new stadium is a distributed system meaning the loudspeakers are placed throughout the seating bowl in close proximity to the spectators. This is a different arrangement than the existing stadium which utilizes a cluster on the north endzone. The benefits to sound mitigation of a distributed system include better directionality of sound to the spectators (and not the

environment) and reduced point source sound levels as the loudspeakers are in closer proximity to the spectators.

- 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.

RESPONSE: *The field level has been lowered which means the lower half of the building is below grade effectively reducing the total area of the building exposed to the environment – and thus reducing the area through which sound can escape the space and enter the surrounding community. In addition to the below grade field level, the semi-enclosed perimeter of the structure and canopy are intentional design elements which narrow the aperture through which sound can be emitted to the environment. Furthermore, the distributed sound system will bring the sound source closer to the audience, allowing better control of the sound levels currently emitted to the surrounding community.*

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?

RESPONSE: *Parking at the stadium is limited to 1,316 spaces. Event parking in the surrounding neighborhoods is proposed to be restricted for non-football events. Thus, off-site parking (on campus and downtown) will serve the majority of parking demand for non-football events that is not captured on site while limiting the concentration of parking around the stadium. These off-site parking options will be served by additional shuttles and CTA Purple Line and Metra (for Downtown parkers). All on-site parking will be pre-sold and information relating to off-site parking locations, access routes, and shuttle/transit connections will be communicated to ticket holders in advance of the event and supplemented with directional wayfinding signage posted on event days along routes approaching the venue.*

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.

RESPONSE: *A summary of the stormwater control system has been presented to the City of Evanston at a coordination meeting on July 26, 2023. System details will continue to develop in coordination with the City of Evanston and MWRD. A HydroCAD model has been developed for the project area including all areas tributary to existing vaults which will be impacted. The target release rate is 0.30 cfs/acre per MWRD requirements. Stormwater runoff will discharge directly to the North Shore Channel via a new outfall,*



thereby alleviating a portion of the current stormwater runoff from existing combined and storm sewers.

2. Underground loading dock logistics are based on empty vehicle parking - is this realistic?
RESPONSE: *Refer to Planning & Zoning item #3 above. The 20 car parking spaces shown in the loading dock area are primarily intended for event day use only and passenger vehicle arrivals and departures will be scheduled so as not to conflict with other vehicle movements. The car parking stalls are not intended to be used day-to-day such that loading berth or waste handling operations are impeded.*
3. Please explain how two way traffic on the underground ramp will be controlled.
RESPONSE: *Access solutions are under development and will include access controls tied to an operations room at the loading dock level. The access controls may include wedge barriers at the head of the ramp to prevent unauthorized access. Signalization of the two-way traffic lanes will be considered.*

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.
RESPONSE: *A comprehensive environmental site assessment and hazardous materials survey of the existing Ryan Field has been performed by a licensed professional environmental engineering consultant. The survey included a pre-renovation asbestos-containing materials inspection, lead-based paint survey, and sampling to identify Clean Construction or Demolition Debris (CCDD). The consultant will prepare detailed materials abatement design drawings and specifications, copies of which will be provided as required at the time of the plan review submittal for building permit. The environmental engineering consultant will also perform abatement oversight and monitoring of the future abatement activities.*

All future removal and/or demolition/renovation work involving the asbestos-containing materials or lead-based paint shall be conducted by a licensed contractor in accordance with governing regulations, including County, State IDPH, IEPA, and OSHA requirements. Disposal of all asbestos-containing materials and lead-based paint shall be in accordance with all applicable local, state, and federal regulations.

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.
RESPONSE: *Agreed, based on our observations at previous football games, the dedicated shuttle routes pre- and post-event function well and provide great benefit. We*

agree that establishing a bus only lane along the east side of Ashland Avenue in front of Ryan Field would be useful during event conditions. In balance with lanes providing access to the parking lots, a separate lane will be designated through a mix of signing and/or other event traffic controls (e.g., cones, bollards, etc.) Specific design elements will be coordinated with the City and documented in the TMP.

- B. Proper electronic signage to delineate two lanes of eastbound and westbound traffic for pre and post-event management would cause less congestion.
RESPONSE: The TMP will outline an operations plan for traffic management along Central Street related to various events at Ryan Field. As part of this plan, signage to convey lane usage during pre- and post-event traffic management will be needed and installed for events. We will coordinate with the City and Police on obtaining approval and planning for adequate location of signage during events.
- 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.
RESPONSE: Site lighting elements within the limits of the project are identified on the documents. The University will work with the City of Evanston to coordinate the location of streetlight poles with driveway locations and plaza elements.
- 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.
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 Transportation Management Plan (TMP), two locations are contemplated for this purpose – 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 locations include the parking lot north of the Chandler-Newberger Center (east) and the parking lot at Haven Middle School (west). These locations will be geofenced through the rideshare app so that pick-up activity is located only in designated areas.



- 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.
RESPONSE: *Noted, agreed. This approach is consistent with the current proposal.*

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?
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. To date, ComEd has not confirmed if service is available at the level necessary to accomplish a fully electric facility of this scale.*

Per the University's sustainability standards and the City of Evanston's Green Building Ordinance, the new stadium is being designed to achieve LEED Gold Certification.

As part of its continuing climate leadership efforts, the University has partnered with Ameresco, a leading clean technology integrator specializing in energy efficiency and renewable energy. This initiative will help the University significantly reduce its carbon footprint across both the Evanston and Chicago campuses while also providing learning opportunities for students.

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?
RESPONSE: *Solar PV was considered during the Conceptual Phase of the project but deemed infeasible, however, solar arrays are currently installed on other select University buildings, such as the Ryan Field House. Additionally, in 2020 the University established a 15-year partnership with Clearway Energy, one of the largest developers of clean energy in the US. The University remains committed to investigating additional off-site renewable energy opportunities to assist with the current and future electricity demand.*

3. Please provide more details on litter management, particularly on how to minimize waste generation.
RESPONSE: *Further detail on litter management and minimizing waste generation will be included in the forthcoming sustainability plan. Please reference the enclosed*



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draft LOI.

Litter that is generated during athletic events is managed primarily by the distribution of adequate quantities and sizes of receptacles throughout venues based on the anticipated crowd size and nature of each specific event.

For Ryan Field football games where tailgating takes place clean-up crews are deployed during and immediately following games in parking lots, and on the morning immediately following the game to areas adjacent to Ryan Field (and beyond) to clean up litter. Crowd size, kickoff time, and prevailing winds on game day all effect where the clean-up crews are deployed.

For 2023, an additional program called "Zero Waste Ryan Field" is being piloted by "sustainNU" and the student Sustainability Committee. That program involves our concessionaire using fully compostable service receptacles and having student volunteers stationed throughout the stadium to inform fans about properly disposing of compostables and recyclables in the proper bins.

Events proposed for the new Ryan Field do not include additional dates with tailgating, and all public facing areas will be laid out with adequate receptacles based on the nature of each use/event. Litter will be managed directly by both the athletics grounds crew and contracted custodial staff.

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