



LAND USE COMMISSION

Wednesday, October 11, 2023 | 7:00 P.M.
James C. Lytle City Council Chambers, Second Floor
Lorraine H. Morton Civic Center, 2100 Ridge Avenue

AGENDA

Those wishing to make public comments at the Land Use Commission meeting may submit written comments in advance or sign up to provide public comment in-person during the meeting by calling/texting 847-448-4311 or completing the Land Use Commission meeting online comment form available by clicking [here](#), or visiting the Land Use Commission webpage, <https://www.cityofevanston.org/government/boards-commissions-and-committees/land-use-commission>, clicking on How You Can Participate, then clicking on Public Comment Form. Community members may watch the Land Use Commission meeting online at www.cityofevanston.org/channel16 or on Cable Channel 16.

- I. CALL TO ORDER/DECLARATION OF A QUORUM
- II. APPROVAL OF MEETING MINUTES: September 27, 2023
- III. OLD BUSINESS

A. Public Hearing: Special Use for a Planned Development | 1501 Central Street | 23PLND-0035

Northwestern University requests a Special Use for a Planned Development to demolish the existing Ryan Field stadium and ancillary maintenance building to construct a new 116 ft. tall stadium with a 35,000 spectator capacity in the U2 University Athletics Facilities District. The applicant is requesting the following site development allowances: 1) 1,408 total parking spaces (515 on-site, 893 in parking lot within 1,000 ft.) where 4,364 are required for the principal uses on the zoning lot, 2) A landscape strip of less than 35 ft. (specifically, 16 ft. 3 in. at closest point at the north-south and east-west property lines at the northeast corner of the lot) where 35 ft. is required when abutting a residential district, and 3) Open parking area with a 6 ft. 10 in. interior side yard setback where 15 ft. is required. The Land Use Commission is the recommending body for this case and the City Council is the determining body in accordance with Section 6-3-5-8 of the Evanston Zoning Code and Ordinance 92-O-21. PINs: 05-35-310-015-0000,

Order & Agenda Items are subject to change. Information about the Land Use Commission is available at: <https://www.cityofevanston.org/government/boards-commissions-and-committees/land-use-commission>. Questions can be directed to Meagan Jones, Neighborhood and Land Use Planner, at mmjones@cityofevanston.org or 847-448-4311. The City of Evanston is committed to making all public meetings accessible to persons with disabilities. Any citizen needing mobility or communications access assistance should contact 847-866-2919 (Voice) or 847-866-5095 (TTY). Requests for access assistance must be made 48 hours (two working days) in advance. Requests received with less than 48 hours (two working days) advance notice will be attempted using best efforts, but cannot be guaranteed.

La ciudad de Evanston está obligada a hacer accesibles todas las reuniones públicas a las personas minusválidas o las quines no hablan inglés. Si usted necesita ayuda, favor de ponerse en contacto con la Oficina de Administración del Centro a 847/866-2916 (voz) o 847/448-8052 (TDD).

5-35-310-020-0000, 5-35-318-015-0000, 5-35-310-007-0000, 5-35-310-019-0000, 5-35-310-022-0000 and 5-35-310-008-0000.

B. Public Hearing: Zoning Text Amendment | U2 University Athletic Facilities District | 23PLND-0010

Northwestern University requests a Text Amendment to the Zoning Ordinance, Section 6-15-7-2 Permitted Uses, to modify the list of permitted uses in the U2 University Athletics Facilities District and conditions required for public facing concerts. No changes are proposed to the U2 district boundaries. The Land Use Commission is the recommending body for this case and the City Council is the determining body in accordance with Section 6-3-4-6 of the Evanston Zoning Code and Ordinance 92-O-21.

IV. COMMUNICATION

V. PUBLIC COMMENT

VI. ADJOURNMENT

The Evanston Land Use Commission will hold a regularly scheduled meeting **on Wednesday, October 25, 2023, at 7:00 pm**, in the James C. Lytle Council Chambers in the Lorraine H. Morton Civic Center.

Land Use Commission
Meeting Minutes
9.27.23



SPECIAL MEETING MINUTES

LAND USE COMMISSION

Wednesday, September 27, 2023

7:00 PM

Lorraine H. Morton Civic Center, 2100 Ridge Avenue, James C. Lytle City Council Chambers

Members Present: George Halik, Kiril Miritchev, Kristine Westerberg, Jeanne Lindwall, Brian Johnson, Myrna Arevalo, and Matt Rodgers

Members Absent: Max Puchtel and John Hewko

Staff Present: Interim Corporation Counsel Alex Ruggie, Community Development Director Sarah Flax, Neighborhood and Land Use Planner Meagan Jones, and Planning Manager Liz Williams

Presiding Member: Matt Rodgers

Call to Order

Chair Rodgers opened the meeting at 7:10 PM. A roll call was then done and a quorum was determined to be present.

Old Business

A. Public Hearing: Special Use for a Planned Development | 1501 Central Street | 23PLND-0035

Northwestern University requests a Special Use for a Planned Development to demolish the existing Ryan Field stadium and ancillary maintenance building to construct a new 116 ft. tall stadium with a 35,000 spectator capacity in the U2 University Athletics Facilities District. The applicant is requesting the following site development allowances: 1) 1,408 total parking spaces (515 on-site, 893 in parking lot within 1,000 ft.) where 4,364 are required for the principal uses on the zoning lot, 2) A landscape strip of less than 35 ft. (specifically, 16 ft. 3 in. at closest point at the north-south and east-west property lines at the northeast corner of the lot) where 35 ft. is required when abutting a residential district, and 3) Open parking area with a 6 ft. 10 in. interior side yard setback where 15 ft. is required. The Land Use Commission is the recommending body for this case and the City Council is the determining body in accordance with Section 6-3-5-8 of the Evanston Zoning Code and Ordinance 92-O-21. PINs: 05-35-310-015-0000, 5-35-310-020-0000, 5-35-318-015-0000, 5-35-310-007-0000, 5-35-310-019-0000, 5-35-310-022-0000 and 5-35-310-008-0000.

B. Public Hearing: Zoning Text Amendment | U2 University Athletic Facilities District | 23PLND-0010.

Northwestern University requests a Text Amendment to the Zoning Ordinance, Section 6-15-7-2 Permitted Uses, to modify the list of permitted uses in the U2 University Athletics Facilities District and conditions required for public facing concerts. No changes are proposed to the U2 district boundaries. The Land Use Commission is the recommending body for this case and the City Council is the determining body in accordance with Section 6-3-4-6 of the Evanston Zoning Code and Ordinance 92-O-21.

Public Comment

Chair Rodgers noted the order for public comment would be individuals, then specific requests for continuance with organizations presenting first and then individuals. Speakers were then sworn in.

Neil Gambow, 927 Michigan Avenue, spoke in support of the stadium and concerts. He mentioned the Ryan Foundation's promise of a \$10 million Workforce Development Fund and its potential to provide opportunities for Evanston residents.

Susan Barrett-Kelly, 1640 Maple Avenue, spoke in favor of Ryan Field and its resulting support of downtown businesses.

Mike Vasilko, 2728 Reese Avenue, discussed the text amendment and highlighted various passages in the Northwestern University's charter.

Robert Orenstein, 2600 Eastwood Avenue, discussed his perspective on living close to the stadium and considered the presence of such events as an enhancement to his quality of life and the neighborhood's unique atmosphere.

Andrew De Freitas, 115 Third Street, raised concerns about public transportation and shuttle services related to the proposed stadium.

Lara Hamann, 2727 Eastwood Avenue, expressed support for the project and believes that the new stadium will enhance the area and beautify Central Street.

Peter Kelly, 1640 Maple Street, stated his concerns regarding the appraisal report and questioned comments made about the health effects and harm from stadium events.

James Froberg, 1531 Lincoln Street, voiced his opposition to the stadium as a year-round, for-profit venue and objected to the site development allowance which would provide fewer parking spaces than required for the principal uses on the site.

David Cook, 2683 Prairie Avenue, opposed the project and text amendment due to noise, traffic congestion, and pollution.

Timothy Guimond, 2750 Broadway Avenue, expressed skepticism about Northwestern University's economic impact study regarding the proposed stadium and events.

Marianne Hofman, 311 Driftwood Lane, Wilmette, opposed the project due to concerns that it does not meet the Land Use Commission (LUC) standards related to the impact on public services and facilities and she is concerned about the potential traffic congestion and noise levels resulting from the proposed concerts and for-profit events.

Carl Hofman, 311 Driftwood Lane, Wilmette, emphasized the need to obtain an accurate sound study.

Meredith DeCarlo, 1400 block of Lincoln Street, urged the commission to recommend against the zoning change due to its potential disruption to the neighborhood.

Sonia Cohen, 2707 Prairie Avenue, opposed the rezoning of Ryan Field due to concerns about access to Evanston Hospital and the possibility of disruptive noise levels that could affect standards of medical care.

Andrea Smeeton, 128 5th Street, Wilmette, read a statement from Deanna Rottenberg who believes that the proposed zoning amendment would negatively impact the residential character of the neighborhood and diminish property values.

David Keown, 2647 Eastwood Avenue, expressed his agreement with the need for a better stadium but disagrees with the proposed rezoning due to funding the stadium through hosting concerts.

Aaron Cohen, 2707 Prairie Avenue, called for a spirit of cooperation and dialogue to find a fair and mutually beneficial solution for all parties involved.

Anusha Kumar, a Northwestern student, urged Northwestern to listen to the Northwestern Accountability Alliance Coalition and negotiate a Community Benefits Agreement (CBA) in good faith to support Evanston and address historical inequities.

Philip Adams, 206 5th Street, Wilmette, opposed Northwestern University's rezoning application not for games but for ongoing concert noise.

Darlene Cannon, 2nd Ward and chair of Evanston's Equity Empowerment Commission, said that the stadium project will not create generational wealth but will instead offer low-level service jobs. She states that NU should establish a skills trade program and support the community in more meaningful ways.

Trisha Connolly, 2nd Ward and a board member of the Community Alliance for Better Government and member of the Northwestern Accountability Alliance, expressed concerns regarding traffic and transportation related to the proposed project. She also raised questions about access to North Shore Hospital in emergency situations.

Deborah Morrin, 1041 Ridge Avenue, Wilmette, shared her concerns regarding the proposed stadium project and its potential impact on noise and traffic.

Bruce Enenbach, 723 Emerson Street, spoke in opposition to the proposed text amendment for the project asserting that Northwestern University would be in violation of its state charter if it were to proceed with for-profit or non-educational uses of its campus properties. He asked if the commission would vote on the two issues separately or in combination. Chair Rodgers responded that the procedure is to vote on the items separately although they are heard combined.

Noreen Edwards, 1224 Oak Avenue, expressed opposition to Northwestern's plan for concerts at the stadium due to concerns about traffic congestion, noise, pollution, and access to the hospital and fire station.

Dylan Mader expressed support for the redesign of the stadium itself but is opposed to the addition of extra venues around the stadium due to noise concerns.

Sebastian Knowles, 9th Ward, expressed concern about Northwestern University engaging in for-profit activities that may disrupt the residential balance of the neighborhood.

Shayna Atkins Davis, small business owner in Evanston, expressed support for the Ryan Field project because of its economic opportunity and sustainability goals.

Jill Greer, 1321 Jenks Street, challenged the necessity of concert revenue for financial viability of the project and suggested exploring alternative funding strategies.

Jeff Dalebroux, 109 Woodbine Avenue, Wilmette, urged the commission to reject the requested zoning change, emphasizing the potential harm to public health and safety in the community.

Michael Nabors, President of the Evanston North Shore NAACP and Senior Pastor of Second Baptist Church, showed support for the Ryan Field project highlighting its potential to create economic opportunities and improve the community's overall well-being.

Ray Friedman, 2nd Ward, spoke against changing zoning to introduce for-profit concert venues at Ryan Field and expressed concerns about the potential negative community impact.

Janiece Fleming, incoming president for Northwestern University's Black Alumni Association, stated her support for the Ryan Field project highlighting its potential benefits for both the Evanston community and Northwestern University.

Eric Harper, 1620 Jenks Street, conveyed his concern about the potential noise impact on their family posed by the proposed concerts.

Yvi Russell, 1724 Livingston Street, raised questions on the impact on the neighborhood and on the university's history of event management.

Chair Rodges called for a break. The meeting resumed at 9:03 PM with the continuance requests.

Stephen Harper, 640 Gregory Avenue, Wilmette, reviewed maps demonstrating that concerts inside the stadium would generate noise pollution beyond Northwestern's property line and argued that the design mitigation elements may not effectively mitigate concert noise as the canopy only covers limited areas. He noted that the distributed sound system is primarily used for football games and not for concerts which typically bring their own sound systems. He said that the sound study assumption of 101 decibels might be too low and low-frequency sounds could disperse further into neighborhoods and should be considered. He mentioned the potential health problems associated with noise pollution. He raised concerns about sensitive sound receivers, such as hospitals, and questioned whether sufficient measures had been taken to minimize noise impact on these areas. He summarized that the Arup Report highlighted gaps in WJHW's information and that WJHW hasn't addressed these gaps adequately. He stated that all materials presented will be provided to the commissioners.

Dan Shapiro, Most Livable City Association (MLCA), Evanston, stated that the text amendment application falls short of demonstrating the need for changing the zoning ordinance to accommodate Northwestern's purposes. He highlighted criticisms of the economic impact study and introduced his team to comment on sound, traffic, and property values. Bill James, Camiros, discussed the impact of the proposal on the surrounding neighborhood and residents. He stated that the proposal would result in a significant change in the neighborhood's function and operation, transforming it from a collegiate athletic facility to a regional destination for commercial entertainment events which is not aligned with the existing planning policies and documents vision for Evanston. He argued that the physical improvements to the facility do not mitigate the parking, traffic and height impacts created by the activities and land use. Andrew Lines, CohnReznick, explained that single-family homes are sensitive to changes in land use. He described Forest Hills Stadium in Queens as a comparable case and presented median sale prices for detached single-family homes located within a couple of blocks of the concert venue compared with similar homes located over half a mile away in the same neighborhood. He also referred to other academic studies on the impact of traffic and noise on property values. Mr. Shapiro then addressed several standards pertaining to the text amendment proposal stating that it is not compatible with the comprehensive plan's goals and objectives. Mr. Shapiro concluded with questions for Northwestern representatives on commercialization efforts in the U2 District, facility leasing, economic impact as it relates to the commission standards, a draft memorandum of understanding, and traffic.

Scott Gingold, 1326 Isabella Street, focused on the change in zoning and the standard related to the City's Comprehensive Plan. He argued that the commercial use of the U2 District is inconsistent with the Plan and would harm the surrounding residential neighborhood. He reviewed historical rejections of Northwestern's attempts to commercialize the U2 District and emphasized the negative impacts, including insufficient parking, traffic congestion, noise violations, and litter. For these reasons, he urged the commission to deny Northwestern's request.

Jeff Cohen, 1514 Judson Avenue, criticized both the Tripp-Umbach and Johnson Consulting studies prepared for Northwestern and the City respectively, stating that they cannot be relied upon for an accurate assessment of the economic impact. He stated that the studies fail to measure important factors, including property values, congestion costs, and wear and tear on infrastructure. He further expressed concerns about the studies' reliance on regional effects rather than Evanston-specific economic benefits. He argued that the assumptions and multipliers used in the studies lacked rigor and that they overestimated the project's fiscal impact. Mr. Cohen concluded that a more comprehensive analysis was needed before proceeding with the project.

Fiona McCarthy, 1712 Livingston Street, expressed concerns about the potential impacts of the proposed Ryan Field project on her neighborhood and children. She mentioned that living near the stadium already presented challenges related to traffic and parking, particularly during game days, and highlighted issues such as noise pollution and traffic congestion. She argued that the proposed changes to the stadium's use, including hosting concerts, could fundamentally change the character of the neighborhood and negatively affect the health and well-being of its residents and urged the commission to keep the current zoning.

Dana Hoffman, 1219 Central Street, discussed the impacts of traffic congestion and parking issues during events in the U2 District, specifically focusing on the challenges presented by smaller events that exceed the capacity of the available parking lots. Ken Proskie argued that the applicant's report relied on unrealistic assumptions, resulting in underestimations of parking and shuttle demands. He expressed concerns about the severe shortage of on-site parking and the potential for significant traffic congestion and noise, particularly during event setup and teardown. Ms. Hoffman concluded by urging the committee to consider these negative impacts and vote against the proposal.

Deborah Thiersch, 624 Isabella Street, Wilmette, illustrated ongoing traffic and parking challenges during smaller events in the U2 District with videos and expressed concern about Northwestern's request to host an unlimited number of 10,000-person events, including 7,500-person outdoor events, which could exacerbate existing traffic and parking problems. She questioned the traffic study. She concluded by urging the denial of Northwestern University's request because of the negative impacts affecting both Evanston and Wilmette.

Yvi Russell, 1724 Livingston Street, raised several environmental and construction-related concerns regarding Northwestern University's proposed stadium development. She emphasized the importance of addressing pollution and other environmental impacts. She pointed out potential pollution sources, such as vehicular traffic and stadium demolition and construction, and questioned the lack of specific measures to mitigate these impacts. Ms. Russell called for more comprehensive studies and mitigation measures to address these issues.

Mary Rosinski, 7th Ward, discussed the impact of the proposed stadium development on property values and the surrounding neighborhoods. She stated that the stadium's activities would be considered a negative externality, impacting property values due to increased traffic, noise, and congestion. She summarized single-family home sale statistics from the North Shore Multiple Listing Service to address property value claims. Ms. Rosinski concluded by emphasizing the importance of upholding existing zoning and comprehensive plans, highlighting the need to carefully consider the impact of proposed developments on established neighborhoods and the values of the community.

Chair Rodgers briefed that at the upcoming meeting on October 11th, Northwestern University will be allotted 25 minutes to provide their final summation and response to public comments/questions provided then address any questions posed to them by the commissioners. He advised that traffic and noise are the primary issues. There will be no further public testimony. It is anticipated that the commissioners will then deliberate and make their recommendation to the city council that evening.

Commissioner Westerberg made a Motion to continue hearing Items A and B to the October 11, 2023 meeting. Seconded by Commissioner Lindwall. A roll call vote was taken, and the motion passed, 7-0.

Approval of September 6, 2023 and September 13, 2023 Meeting Minutes

Commissioner Lindwall made a motion to approve the Land Use Commission meeting minutes from September 6, 2023. Seconded by Commissioner Westerberg. A voice vote was taken, and the motion passed 7-0.

Commissioner Lindwall made a motion to approve the Land Use Commission meeting minutes from September 13, 2023. Seconded by Commissioner Westerberg. A voice vote was taken, and the motion passed 5-0 with 2 abstentions.

Communications

There was none.

Adjournment

Commissioner Lindwall motioned to adjourn, Commissioner Westerberg seconded, and the motion carried, 7-0.

Adjourned 11:36 PM.

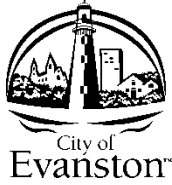
The next meeting of the Evanston Land Use Commission is a Special Meeting to be held on **Wednesday, October 11, 2023, at 7:00 PM, in the James C. Lytle Council Chambers in the Lorraine H. Morton Civic Center.**

Respectfully submitted,
Amy Ahner, AICP, Planning Consultant

Reviewed by,
Meagan Jones, AICP, Neighborhood and Land Use Planner

LAND USE COMMISSION

23PLND-0035
1501 Central Street
Planned Development



Memorandum

To: Chair and Members of the Land Use Commission

From: Meagan Jones, Neighborhood and Land Use Planner

CC: Sarah Flax, Director of Community Development
Elizabeth Williams, Planning Manager

Subject: Special Use for a Planned Development
1501 Central Street | 23PLND-0035

Date: August 23, 2023

Request

Northwestern University requests a Special Use for a Planned Development to demolish the existing Ryan Field stadium and ancillary maintenance building to construct a new 116 ft. tall stadium with a 35,000 spectator capacity in the U2 District. The applicant is requesting the following site development allowances:

1. 1,408 total parking spaces (515 on-site, 893 in parking lot within 1,000 ft.) where 4,364 are required for the principal uses on the zoning lot.
2. A landscape strip of less than 35 ft. (specifically, 16 ft. 3 in. at closest point at the north-south and east-west property lines at the northeast corner of the lot) where 35 ft. is required when abutting a residential district.
3. Open parking area with a 6 ft. 10 in. interior side yard setback where 15 ft. is required.

The Land Use Commission is the recommending body for this case in accordance with Section 6-3-5-8 of the Evanston Zoning Code and Ordinance 92-O-21. PINs: 05-35-310-015-0000, 5-35-310-020-0000, 5-35-318-015-0000, 5-35-310-007-0000, 5-35-310-019-0000, 5-35-310-022-0000 and 5-35-310-008-0000.

Notice

The Application has been filed in conformance with applicable procedural and public notice requirements including publication in the Evanston Review on August 3, 2023 and August 10, 2023 as well as the Sun-Times on August 3, 2023 and August 21, 2023.

General Information

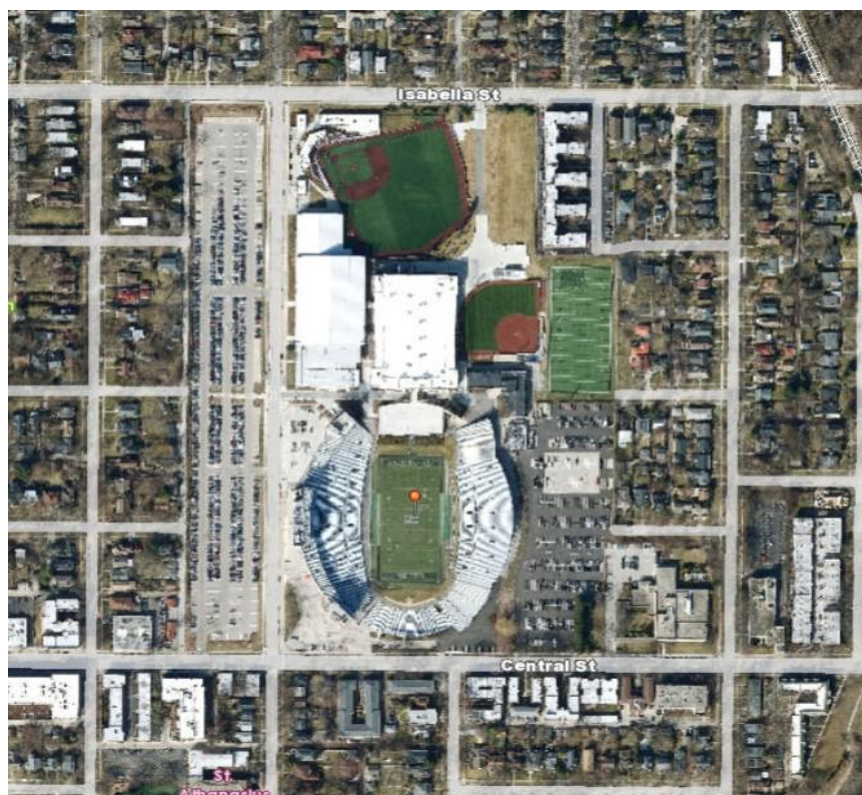
Applicant/Owner: Northwestern University
2020 Ridge Avenue
Evanston, IL 60201

PINs: 05-35-310-015-0000, 5-35-310-020-0000,
5-35-318-015-0000, 5-35-310-007-0000,
5-35-310-019-0000, 5-35-310-022-0000 and
5-35-310-008-0000.

Analysis

Existing & Surrounding Conditions

The site, 1501 Central Street, is approximately 29.7 acres (1,293,359.2 s.f.) located on the north side of Central Street, just east of Ashland Avenue and south of Isabella Street, the border between Evanston and the Village of Wilmette. The lot is rectangular with 785.75 feet of frontage along Central Street. It currently consists of Ryan Field, Welsh-Ryan Arena, Drysdale Field, Rocky Miller Park, Trienens (Athletic) Performance Center and Anderson Hall along with parking east, south and west of Ryan Field.



1501 Central Street - aerial

Immediately to the north of the subject property are single-family homes in the Village of Wilmette. Immediately west across Ashland Avenue is Northwestern University's parking lot, the south end of which is leased by the City of Evanston (99 parking spaces), and single family homes further west just across the adjacent alley. South across Central Street are several multi-family buildings including two with ground floor commercial, and single-family homes. To the immediate east of the site are single-family

homes, a multi-family building at Isabella and Evanston Hospital offices at Central Street.

The existing land use pattern in the block area includes a mix of various types of residential along with some commercial and institutional (hospital) uses.



Zoning map

Surrounding Zoning and Land Uses	Zoning Districts	Land Use
North	(Wilmette) R1 Districts	Single-family homes
South	R1- Single Family Residential R5 – General Residential O1 - Office oCSC- Central Street Corridor Overlay	Multi-family, Single-family homes, Commercial (Campus Gear)
East	R1- Single Family Residential O1 – Office	Single-family, Multi-family, Hospital Offices
West	T1- Transitional Campus District	Parking lot, Single Family, Commercial

	O1 – Office R1- Single Family Residential B1a - Business oCSC - Central Street Corridor Overlay	
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Project Summary

The applicant proposes to demolish the existing stadium and ancillary maintenance building to construct a new open air 35,000 spectator capacity stadium with on-site parking (515 spaces), new maintenance enclosure and ancillary structures. The stadium is ovular shaped with a canopied open roof, oriented to face northwest/southeast, and consists of the following levels:

- Event Level
- Main Concourse
- Founders Level
- Upper Concourse
- Patio Level
- Press Level

Site Design & Access

The Event Level is below-grade and includes three loading berths and 20 parking spaces accessible from a ramp off of Central Street. This level provides direct field access and consists of team locker rooms, mechanical and telecom spaces, training rooms, kitchen, and some suite/club spaces among other items. General seating for spectators is located on the Main Concourse, Upper Concourse and Press Levels with access to the smaller Patio Level for concessions and restrooms and assumed limited access to the Founders Level. There are various controlled entry points into the stadium, the main entry from the east parking lot is located on the northeast side of the proposed stadium.

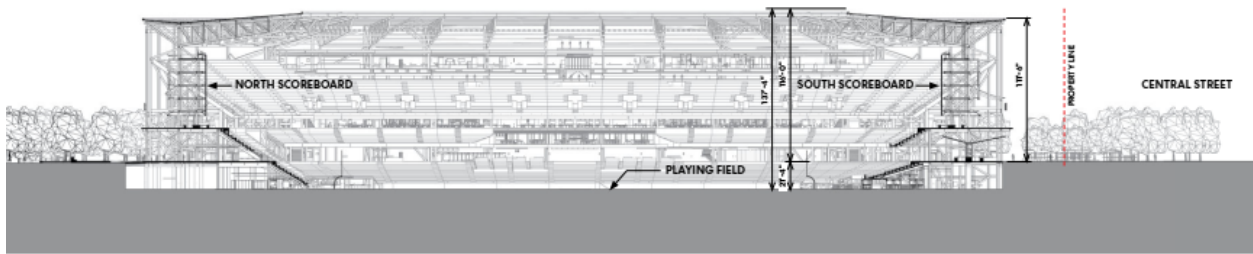
For passenger vehicles, two access points are proposed to the on-site parking, one off of Central Street near the southeast corner of the site, the other off of Isabella Street near the northeast corner of the site. For commercial vehicles, one access point to the three required long loading berths (12x50 feet) below grade is proposed at the south end of the site off of Central Street. Truck turning diagrams are provided in the attached development plans. Staff notes that targeted coordination will need to occur to ensure there are no potential conflicts between the loading berths and parked vehicles in this area and should be outlined in the Traffic Management Plan.

A new mechanical enclosure will replace the existing one at approximately the same location northeast of the stadium. Staff recommends a condition be considered to require the mechanical enclosure to be designed with sound attenuating material to mitigate any noise impacts. Plaza space is located on the southwest corner of the site

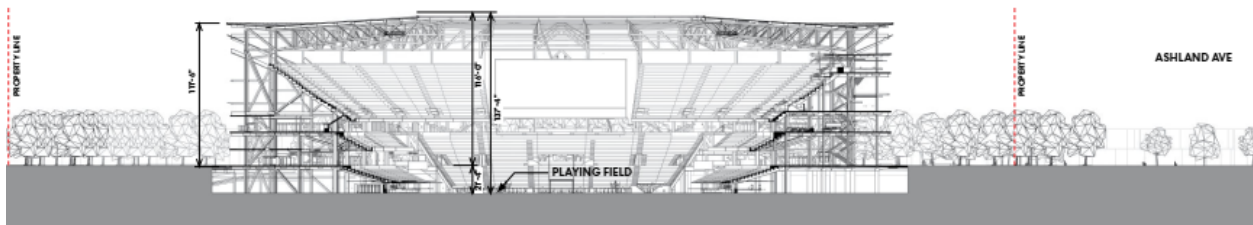
near the corner of Central Street and Ashland Avenue. Additional plaza space consisting of a bandshell and ancillary structures proposed for food sales are located west and north of the stadium. Emergency vehicles will have a clearance around the stadium, with a 20 ft. wide lane for medical emergency vehicles and fire lane widths of 24 ft. and 26 ft. which have been reviewed by the Fire Department. These lanes have access to/from Central Street and Ashland Avenue.

Bulk & Height

The building is proposed at the south end of the site with a northwest/southeast orientation. The field is located approximately 21 ft. 4 in. below grade with an overall height of the building from grade to the top of the canopy of 116 ft.. Per Section 6-15-7-8, the maximum height for university buildings is 125 ft. provided that in cases the required side or rear yards adjacent to or across a street or alley from an R1, R2 or R3 district shall be increased in width or depth by 2 ft. for each additional foot of building height above 35 ft. As noted above, the development site is adjacent to the R1 district to the east. Since the proposed height is 81 ft. above 35 ft., the minimum setback is 177 ft. ($15 + \{81 \times 2\} = 177$). The proposed interior side yard setback of the building from the east property line is approximately 181 ft. which includes the required landscape strip.



SITE SECTION - NORTH/SOUTH



SITE SECTION - EAST/WEST

North/South & East/West Site Sections

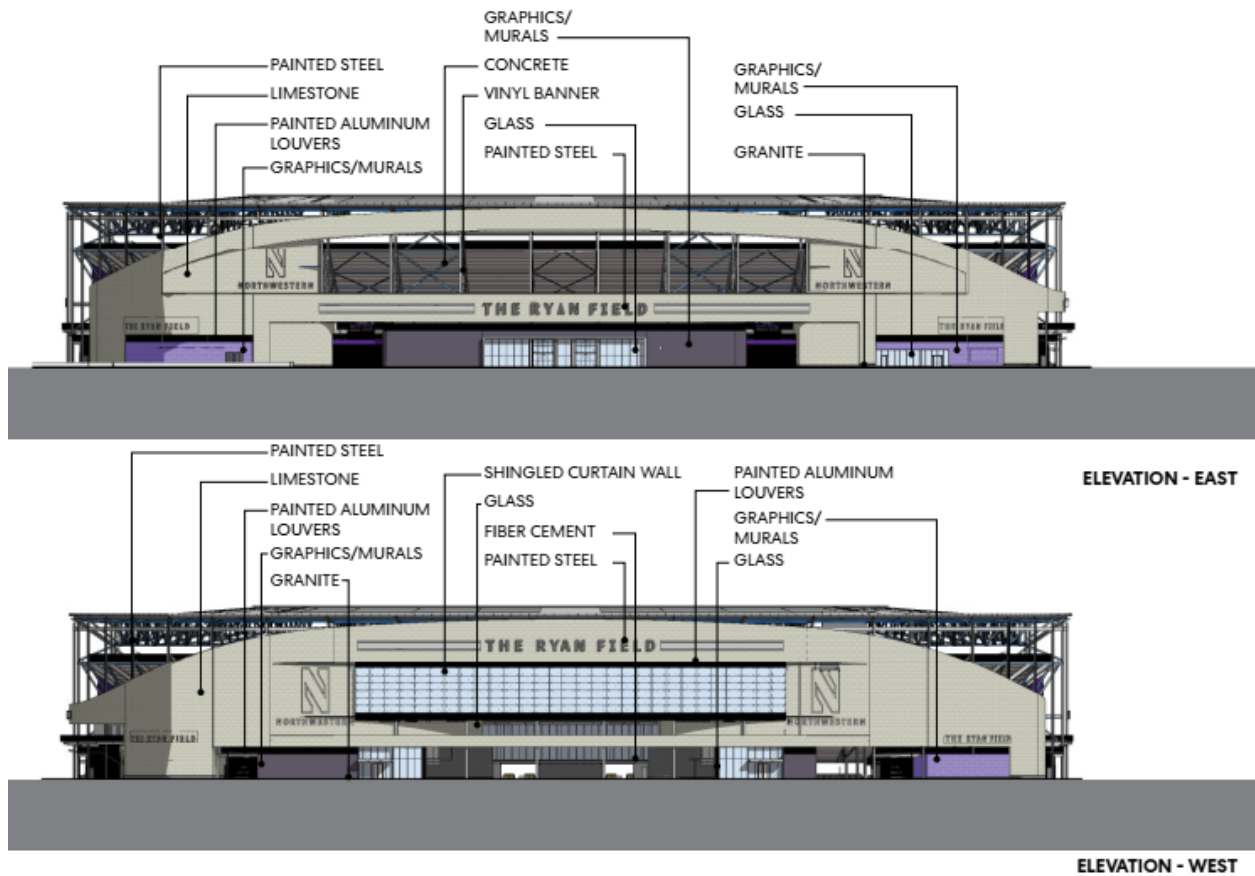
Architecture & Landscaping

The proposed exterior building materials include:

- Limestone
- Concrete

- Granite
- Painted Steel
- Painted Aluminum Louvers
- Perforated Metal
- Glass
- Shingled Curtain Wall
- Graphics/Murals

In addition to the proposed materials and design as illustrated below and on the attached elevations and renderings, the proposed building will be required to provide bird-friendly design elements per Ordinance 83-O-22 at the time of building permit application. The canopy design over the seating bowl provides some mitigation of light and sound pollution from the uses within the stadium. That being stated, a fully enclosed roof or dome over the field would provide additional mitigation of that pollution to the surrounding uses. Though a full roof or dome may require additional height to be added to the stadium, this could be a possible trade-off to further reduce impacts of sound and light from games and other proposed events.



Building Materials

The applicant will be providing the required 35 ft. wide landscape strip for the majority of the east interior side yard, which is adjacent to the R1 district, with the exception of a

small area near the northeast corner of the lot where a site development allowance is being requested for a 16 ft. 3 in. wide landscape strip to accommodate an existing TV broadcast cabinet. This landscape strip will integrate bio-infiltration swales to support the proposed development's stormwater management system. Shade trees are proposed along Central Street and Ashland Avenue as well as north of the stadium between the stadium and Welsh-Ryan Arena. Ornamental shrubs are scattered through the proposed plaza area and new play areas are proposed near the southeast and southwest corners of the building. A tree protection, preservation and replacement plan is provided as part of the attached plans.

Environmental Impacts

Given the proposed below-grade event level of the stadium, the need to provide a new storm sewer to the Northshore Channel, and concerns raised by residents and staff of the possible effects of this development, staff requested additional information regarding groundwater management strategies for groundwater withdrawal at the proposed stadium and a general environmental assessment of the impact these strategies will have on the neighborhoods around the stadium. The applicant provided information that included explaining the installation of a passive subsurface drainage system designed for the event level slab, confirmation that a geotechnical site exploration has been completed and a Subsurface Exploration and Geotechnical Engineering Report has been completed, and assurances that there will be no impact to the groundwater of the surrounding neighborhood areas nor to the existing vegetation.

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 new design features to improve the sustainability of the site. Detailed responses to questions asked of the applicant are within the Response to the 7.31.23 Staff Review Letter which is attached. Staff notes that the project would be required to meet both City engineering and Public Works requirements and Metropolitan Water Reclamation District (MWRD) requirements. In addition, staff has suggested several conditions for the Land Use Commission's consideration to ensure the proposed project aligns with the City's current and climate and sustainability goals.

Transportation & Mobility

On-Site & Off-Site Parking

The applicant proposes 1,408 total parking spaces, including 515 on-site (with 20 below grade parking spaces) and 893 parking spaces in the existing parking lot across the street from the site (within 1,000 ft. of the subject property) where 4,364 stalls are required for the principal uses on the lot (Ryan Field, Welsh-Ryan Arena, Drysdale Field and Rocky Miller Park).

Section 6-16-2-6 of the Zoning Code defers to the Illinois Accessibility Code, as amended, which requires nine (9) accessible parking stalls. 18 accessible parking stalls are proposed on the adjacent parking lot and 4 are proposed below grade for a proposed total of 22 new accessible parking spaces. 18 accessible parking spaces exist

on the parking lot across the street from the stadium.

In addition to the above-required parking stalls, the applicant is required per Section 4-2-2, Table 406.2.7.2 of Title 4 –Building Regulations of City Code to provide infrastructure for electric vehicles in the following ratio on the lot to be developed:

- 10% EV-Installed → 49 stalls
- 40% EV-Capable → 197 stalls

Loading

The proposed stadium requires three (3) on-site long loading berths (12x50 ft). The proposed development meets this requirement with the three berths proposed below grade with access off of Central Street. The applicant has indicated they anticipate deliveries and trucks used for events will utilize the below grade area to load and unload equipment as it has direct access to the playing field. Staff suggests a condition be added that deliveries and trucks used for events to load and unload equipment be limited to the below grade area to mitigate impacts to the surrounding area.

In addition to the required below grade loading, the applicant is also proposing to designate a pick-up/drop-off area for Transportation Network Companies (TNC's), such as Uber or Lyft. Prior to events it is assumed that those vehicles will drop-off passengers primarily along Central Street near Ryan Field; however, post events, a designated area will be established at Canal Shores Lot #1 and Haven Middle School's parking lot with the assistance of a geofence, a digital boundary restricting where TNC vehicles are able to pick-up and drop-off, and designated locations that will be communicated to drivers and passengers through the TNC's mobile apps.

Traffic and Circulation

The applicant submitted a Traffic Impact Study dated April 2023 and revised August 14, 2023, conducted by Kimley-Horn to analyze possible effects the proposed development may have on traffic in the area, specifically as it relates to proposed concert uses. The study noted that the proposed stadium has a capacity that is 12,000 fewer spectators than the existing stadium and that capacity decreases further for concert events to 28,500 spectators. The site itself is considered a Transit Oriented Development served by multiple public transportation lines. For train service, the CTA elevated light-rail Purple Line Davis Street stop and the Union Pacific North Metra stop are both within walking distance at transit stations approximately one quarter-mile from the subject property. Stops for CTA bus route #201 (which operates between the Howard Red Line Station along Ridge Road, Church Street, Sheridan Road, and Central Street to Old Orchard Shopping Center in Skokie) are located just south of the site. Additionally, the site is near designated bike routes on Isabella Avenue, Asbury Avenue, Lincoln Street and Green Bay Road. On-street parking is available on both sides of Central Street and the east side of Ashland Avenue. However, as part of suggested mitigation measures, the study does recommend that the parking be restricted on both sides of Central Street and that traffic be restricted to one way on Ashland Avenue during game days and events. Limited parking is also available on Isabella Street and there is restricted parking on the north side of Isabella (no parking 2 hours before to 2 hours after football games).

The traffic study evaluated pre-event and post-event peak hours (6:00PM to 7:00PM and 10:00PM to 11:00PM respectively) on a typical weekday evening and Saturday evening to cover the possible range of concert event dates. The analysis took into account lane configurations and routing, on-street parking restrictions, traffic controls and active management of nearby intersections by Evanston Police as is typically done for football games. It also anticipated use of parking spaces at the on-site parking lots as well as off-site parking spaces at surface lots and garages on Northwestern’s campus (1,613), Downtown garages (3,583), Canal Shores (850) and Commuter parking spaces on Poplar Street (200). It is anticipated that shuttle buses will be used to get people to and from the campus and downtown parking areas, similar to what is currently done for football games. Targeted efforts need to be enumerated as to how visitors will be encouraged to use the downtown parking and directed to shuttle service to and from the site. Additionally, staff has called attention to the fact that the Canal Shores parking is heavily dependent on weather conditions, as the surface is grass and not the standard hard surface required for parking spaces. Inclement weather conditions could render that parking option unusable. This raises concerns regarding the amount of consistently available parking spaces.

The study anticipates the following mode split for transportation to and from the stadium for concert events:

Table 6. Estimated Concert Transportation Mode Share

Travel Mode	Percent Share
Automobile + Park	52%
CTA (Purple Line)	30%
Metra	10%
Taxi / TNC	5%
Limo / Black Car	1%
Party Bus / Trolley	1%
Pedestrian / Bicycle	1%
Total	100%

Additionally, the study found that the proposed mix of on-site and off-site parking areas and use of different modes of transportation distributes the anticipated traffic and mitigates impact to the immediate surrounding area as do existing and proposed parking restrictions on the residential streets surrounding the stadium. It also found that current traffic volumes during evening concert peak hours are lower than volumes during typical weekday afternoon peak periods, resulting in additional capacity available to accommodate event traffic. Table 13 summarizes the existing and capacity analysis that results for the weekday and weekend (Saturday) pre-event and post-event peak hours expressed in terms of level of service (LOS). Levels of service range from A to F with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). The

analysis indicates intersections including Green Bay Road / Central Street, Green Bay Road / McCormick Boulevard, and Central Street / Ashland Avenue will experience the most impact to LOS and will be temporarily reduced below LOS D which is the typically the minimum level of service accepted by jurisdictional agencies in Northeastern Illinois.

Staff notes that, although a level of service “D” is acknowledged as being a generally accepted standard for jurisdictional agencies in northeastern Illinois, this decrease in the level of service on surrounding streets presents significant concern to staff. Possible decreases to a level of E or F need to be mitigated. As such, staff recommends the applicant propose additional mitigation measures prior to City Council consideration in addition to those outlined both in the impact study and corresponding peer review be included as conditions should the proposed development be approved. Additionally, as requested, the Traffic Management Plan shall be revisited on a regular basis to assist in correcting negative impacts that may be created.

The study suggests that partnerships with CTA and Metra could incentivize transit use which would also be in a better position to supplement shuttles for downtown parkers, ultimately reducing vehicle trips in the area for events. It also recommends using the same event measures currently utilized for football games days for pre and post event traffic management, including but not limited to: access and parking restrictions in surrounding neighborhoods, reorienting traffic flow on certain streets, use of shuttles to main campus and downtown parking garages, and use of police to help direct traffic.

City staff consulted with Interwest to conduct a review of the submitted Traffic Impact Study. The peer review provided comments (also attached) including limiting concert capacity to the number that has been stated (28,500), inclusion of wayfinding signage as the applicant’s expense, confirmation that the baseline scenario for evaluating impacts includes manual controls used for football games, inclusion of on-site transit information kiosks, requiring off-site parking for employees, confirmation that the level of service (LOS) provided incorporates recommended mitigation measures, identifying and integrating mitigation measures to ensure pedestrian safety and enhance connections and linkages to transit, and explaining how the proposed project aligns with the City’s Multi-Modal Transportation Plan.

In addition to these comments, Interwest suggested the following mitigation measures:

1. Implement specific roadway improvements where necessary, feasible and practical.
2. Identify and design mitigation measures to enhance pedestrian safety.
3. Enhance connections and linkages to transit.
4. Include on-site transit information kiosks.
5. Provide off-site parking for employees.
6. Ensure ongoing compliance with the City of Evanston Multi-Modal Transportation Plan.

The applicant responded to these comments and recommendations in their response to the most recent staff review letter dated July 31, 2023 and has submitted an outline of

the Traffic Management Plan which is attached to this staff report. This plan is intended to mitigate impacts associated with full capacity game day events.

Environmental Assessment Review (Sound Study)

The applicant provided an environmental assessment review conducted by Wrightson, Johnson, Haddon & Williams Inc., updated August 2, 2023 to analyze the anticipated sound produced by concert events at the proposed stadium (attached). Henderson Engineers conducted a series of environmental sound measurements at and around the Ryan Field property. Measurements were conducted during football game day and non-game daytimes to identify environmental sound levels and establish current sound levels experienced in the surrounding residential areas. Long term and spot sound measurements were conducted at various points surrounding the stadium and in the surrounding neighborhood.

For concerts, it was assumed that stage placement would be at the south end of the stadium, as the presence of other buildings north of it provide some level of sound mitigation (note: the applicant submitted a statement with an alternative placement on the north end, attached as part of the revised assessment review). Projected sound measurements showed as compared with a non-game day daytime activity ambient sound levels between 50-65 dBA and game-day activity ambient sound of 70-80 dBA, notably for a period of time that extends beyond just the football game itself. Concerts are projected to create sound levels at approximately 55-75 dBA and 85-95 dBC; dBA levels will reach similar peak levels to those measured for game day activities at the existing stadium. Levels associated with concerts, while elevated, are expected to occur for shorter aggregate periods of time than football game day activities, though they may be more consistent during that period. With added sound mitigation measures the sound levels are projected to drop to 60 and 65 dBA range.

Generally, the study found “While not eliminating sound emanating completely from the new stadium, the new stadium design elements [distributed house sound system, canopy above the seating area with sound reducing characteristics, and enclosures and walls around the seating bowl that help reduce sound emissions to the community] will be helpful in reducing sound in the neighboring communities when compared to the open nature of the current stadium with a cluster sound system” and expected that combined with lower stadium capacity, there will ultimately be less sound exposure to the residential properties surrounding the stadium compared to what is currently experienced.

City staff consulted with Interwest to conduct a review of the submitted Environmental Assessment Review (attached) which provided comments including but not limited to: adding definitions and a decibel (dBA) chart to provide context for different decibel levels, the need of the study to quantify sound levels once it reaches residential properties and the reduction as it goes to those properties, inclusion of ground-borne vibrations generated from construction and associated uses, listing of sensitive receptors/land uses within the area that may be affected, explanation of how how sound absorbing materials will be used throughout the structure, use of loudspeakers on the

site, how the proposed project and associated operations will comply with City Code as it relates to prohibited noises and inclusion of the Engineer's model inputs and outputs as an appendix.

In addition to these comments, Interwest suggested the following mitigation measures:

1. Limit the duration of full-capacity events, i.e., seven consecutive hours.
2. 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).
3. 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.
4. Utilize sound-absorbing materials on the exterior of stadium structures where appropriate and effective to reduce noise levels at adjacent off-site sensitive receptors.
5. Implement the Best Management Practices (BMP) listed in the Transportation Demand Management (TDM) to reduce traffic generated noise.
6. 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.

Proposed Public Benefits

Northwestern has proposed the following items as public benefits which will continue to be refined:

1. Local minority and women-owned business hiring and contracting efforts for construction jobs, which the University will report transparently;
2. Marketing and advertising support to the Central Street Business Association, among others;
3. Efforts to establish advance concert ticket presale windows for Evanston residents;
4. New space that will be open to the public from 7:00am – 9:00pm, subject to ordinary restrictions and periodic closures;
5. An annual, on-site signature City event; and
6. Free seasonal festivals and community movie nights.

Staff notes that the currently proposed public benefits list is limited and does not provide the tangible items that are typically seen for planned developments. As specified in the attached Northwestern's Letter of Intent (LOI) for the Memorandum of Understanding, final public benefits associated with the redevelopment of Ryan Field, including additional financial contributions by the University, remain under consideration and will be finalized prior to submission of this application for City Council review. Finalized

public benefits will be part of the ordinance for the project, should it receive Council approval.

Additional public benefits that could be considered include but are not limited to the following:

1. Environmental considerations: replacement of storm sewer east of the site
2. Inclusion of Evanston businesses, with emphasis on Central Street Businesses, within vendor areas of the stadium.
3. Deploy a right-sized zero emissions shuttle service for events.
4. Deconstruct existing buildings and reuse materials onsite.
5. Build an all-electric Net Zero Ryan Field or draft a 2040 “Net Zero Ryan Field” Implementation Plan.
6. Offset all vehicular tailpipe emissions related to construction and spectator attendance in perpetuity.
7. Offset all building energy emissions with additional local investment in renewable energy.
8. Preserve existing trees and contribute to the City’s tree health, maintenance, and planting efforts.
9. Contribute to the City’s Sustainability Fund.
10. Deploy two additional Divvy bikeshare stations.

Compliance with the Zoning Ordinance

The U2 University Athletic Facilities District is intended to permit the utilization of university facilities within the district in a manner that is compatible with the surrounding development, which is predominantly residential.

The applicant is requesting a Special Use for a Planned Development in the U2 District to construct a 35,000 spectator capacity stadium with ancillary structures and on-site parking spaces. The following site development allowances are being requested:

Base zoning, allowable Planned Development site development allowance			
	Base Requirements	Site Development Allowance (SDA)	Proposed
Parking Spaces	4,364	None	1,408 (515 on-site, 893 on parking lot w/in 1,000 ft.)
Landscape Strip	35 ft. (adjacent to residential districts)	None	16 ft. 3 in. at closest point

Side Yard Setback (open parking)	15 ft.	None	6 ft. 10 in.
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Compliance with the Comprehensive Plan

The proposal generally complies with the Evanston Comprehensive General Plan with regards to use. The following goals, objectives and actions within the Comprehensive Plan should also be considered:

- *Support the growth and evolution of institutions while recognizing that they are part of their mostly residential surroundings; Assure that institutional development enhances surrounding neighborhoods as well as the economic development of Evanston (Chapter 6, p56).* The Comprehensive Plan recognizes that it is inevitable that some institutions will renovate, enlarge, or reduce in scale their operations in the future and that the City should support that growth and evolution so long as the growth does not have an adverse impact upon the residentially-zoned adjacent neighborhoods. The existing stadium has been in use since the 1920's, surrounded by residential uses. Constructing a more modern stadium that will decrease the number of spectators at the site, mitigate the noise from current and proposed uses, and provide new landscape plaza space will create a more inviting space and attract spectators and residents that will patronize local businesses. That being said, the increased activity will impact the surrounding areas in terms of increased traffic and noise. The traffic Management Plan and various suggested mitigation measures are critical to lessening the impact and will need to be enforced and revisited on an ongoing basis.
- *Recognize the benefits of mixing residential, commercial, and institutional uses in neighborhoods; Minimize the adverse effects of such circumstances as traffic and parking congestion or incompatible hours of operation as part of City technical assistance or zoning/site plan review of businesses and institutions proposing expansion or relocation to sites adjacent to residential areas. (Part 1, Ch. 2, Objective, pg. 25):* The proposed stadium will be replacing the existing stadium at a smaller capacity with expected football game days and associated traffic. The introduction of a number of concerts presents concerns to both staff and residents with regards to traffic management, parking and sound. Using mitigation efforts currently employed during football game days, expanding upon efforts to promote multi-modal travel use, and implementing suggested mitigation

efforts to reduce sound impacts on surrounding neighborhoods is imperative.

- *Encourage new developments to complement existing street and sidewalk patterns (Part I, Ch. 2, Policies/Actions, pgs. 25-26)*: The proposed development increases the landscape areas within the site and street trees along Central Street and Ashland Avenue where there is currently an over-abundance of hardscape areas and parking. The new plaza area will lessen the impact of the new stadium from a pedestrian perspective and be a more inviting, interactive space for the overall community.

Compliance with the Design Guidelines for Planned Developments

The Design Guidelines for Planned Developments speak largely to buildings and sites used for residential, office and retail uses; construction of a stadium was likely not the type of development the guidelines contemplated. That being said, there are still some measures that can be applied to the proposed development. Building materials, as stated above vary and include, concrete, limestone, granite, glass and painted steel and metal among other materials. The proposed canopy will aid in reducing sound and light pollution from the interior of the stadium. Though, as previously stated, the sound and light pollution created by the stadium remains of great concern to staff and residents and a full roof or dome could help to further mitigate those impacts. The new oval shaped stadium provides additional landscaped open space that does not currently exist and which will provide a less harsh pedestrian experience along Central Street and Ashland Avenue. The required 35 ft. landscape strip will be installed and provide a buffer between existing single family homes east of the site and the parking lot that will run along the east side of the lot where there currently either is none or a very narrow one exists.

Site circulation is fairly controlled with entry into the below-grade loading off of Central Street and access to the east parking lot off of Central Street and Isabella Street. Landscaped islands with shade trees are provided throughout the parking lot. Lighting within the east parking lot is proposed to match what currently exists. Emergency vehicle access will be provided off of Central Street, and Ashland Avenue as needed, through the parking lot with enough space provided around the perimeter of the stadium for both emergency medical vehicles and fire truck access. As noted above pedestrian entry into the stadium is provided at multiple points.

Staff Project Review Discussion

Staff met on May 30, 2023 to discuss the project prior to compiling several review letters to the applicant. During discussions a number of comments were shared and concerns raised including:

- Parking/traffic concerns- depending on Canal Shores for parking since inclement weather would render it unusable, confirmation of a location for uber/lyft pick-up and drop-off, effects on truck routes and truck turning concerns, the need for a Traffic Management Plan that could be used for various events at the site.
- Fire - confirming hydrant placement, emphasizing that below grade fire truck access is not preferred, possibility of including similar fire suppression system as is in Welsh-Ryan Arena.

- Public Works - the need for details on a storm sewer to the Northshore Channel if MWRD allows, confirmation of a future water main replacement on Ashland Avenue and the need for Ashland Avenue to be upgraded after construction.
- Landscaping - using raised curbs for new trees instead of tree grates and using mulch at the base, confirming a tree preservation and replacement plan.
- Sustainability - requiring a pre-check list for LEED certification, possibilities of including solar panels in the parking area
- Possibility of limiting the number of events that can occur on the site at the same time.

Additional comments and questions were provided in subsequent staff review letters which were provided to the applicant and made available on the City's Proposed Projects page.

Should the Land Use Commission recommend approval of the requested planned development and associated zoning relief, staff suggests the following conditions be considered as part of the recommendation:

1. A Traffic Management Plan shall be finalized prior to the completion of demolition and shall be reviewed administratively on an annual basis.
2. A Memorandum of Understanding (MOU) between the City of Evanston and Northwestern University shall be approved that includes but is not limited to the following:
 - Use and reimbursement of City services for events.
 - Prohibition of tailgating for concert events.
 - Coordination meetings for events.
 - Security Plan
 - Sustainability Plan
 - Traffic Management Plan
 - Concert Operations Plan
 - Advance Notice of Concerts
 - Alcohol Controls
 - Public Benefits
 - Community Input
3. Implementation of mitigation measures at the University's expense suggested within the Environmental Assessment Review and subsequent Peer Review, including but not limited to:
 - Maintain use of best practice design elements proposed for the stadium including, utilization of a distributed house sound system within the seating bowl that limits noise levels to 70 DBH at the property line, providing additional canopy or roof/dome above the seating areas that incorporates adequate sound reduction characteristics, and use of enclosures and walls that help reduce sound emissions to the surrounding community.
 - Add vertical barriers around the concourse areas or other openings in the stadium. Barriers can be permanent or retractable. Utilization of sound-absorbing materials on the exterior of stadium structures where

appropriate and effective shall also be incorporated into the building design.

- Limit concert events to use of the stadium's PA system. The PA system shall 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).
 - Install sound monitoring devices in and around the stadium- in the stadium seating bowl (typically at the mix position), on the stadium property, and/or within the surrounding residential areas.
 - Implement the Best Management Practices (BMP) listed in the Transportation Management Plan (TMP) to reduce traffic generated noise.
4. The applicant shall propose additional traffic & pedestrian mitigation measures that increase pre and post event LOS prior to City Council consideration.
 5. Implementation of mitigation measures at the applicant's cost suggested within the Traffic Impact Study and subsequent Peer Review, including but not limited to:
 - Implement specific roadway improvements where necessary, feasible and practical, including:
 - Identify and design mitigation measures to enhance pedestrian safety.
 - Enhance connections and linkages to transit.
 - Include on-site transit information kiosks.
 - Provide off-site parking for employees.
 - Ensure ongoing compliance with the City of Evanston Multi-Modal Transportation Plan.
 6. Use of the bandshell in the plaza shall comply with all City Codes relating to noise.
 7. Truck traffic and deliveries used for events to load and unload equipment shall be limited to the below grade area.
 8. That the development complies with Chapter 4-13, Floodplain Regulations, of the Evanston City Code and the Watershed Management Ordinance of the Metropolitan Water Reclamation District, prior to the issuance of any building permits;
 9. That the development complies with the City's bird-friendly design requirements per Ordinance 83-O-22 and Green Building Ordinance 82-O-22 prior to the issuance of any building permits;
 10. That the development complies with the City's electric vehicle parking requirements per §4-2-2, Table 406.2.7.2 of the City Code prior to the issuance of any building permits;
 11. That the applicant repair any damage done to public right-of-ways as a result of construction on site.

12. That the applicant sign and agrees to a Construction Management Plan (CMP) with the City of Evanston prior to the issuance of any building or demolition permits. The CMP must include but is not limited to the following: water and sewer utility connections, construction staging plan, on-street and on-site construction parking restrictions, hours of operation, a plan including cross-sections showing pedestrian access around the site with the use of curb ramps, signage and/or striping, if necessary, foundation survey of surrounding structures including weekly reporting of seismographs for the duration of construction, submittal of environmental testing report prior to construction, visibility diagram for all construction site access points, a proposed schedule for street opening for utility connections with cross-section details, and project updates via monthly newsletter and project website.
13. That the applicant must record the approving ordinance with the Cook County Clerk's Office.
14. A Ryan Field Sustainability Plan that includes both "Construction" and "Operations" with either an all-electric net zero building or a pathway to net zero greenhouse gas emissions by 2040.
 - a. "Construction"
 - i. Provide plan for deconstruction (not demolition) of the existing structure
 - ii. Provide plan for onsite materials reuse
 - iii. Use low-carbon steel and low-carbon concrete
 - iv. Calculate embodied carbon
 - v. Conduct feasibility study of greywater digester for food prep waste in concession areas
 - vi. Collaborate with ComEd on full building electrification, EV charging, and available incentives
 - vii. Conduct new feasibility study of solar PV or solar parking canopies
 - b. "Operations"
 - i. Plan a path towards net zero greenhouse gas emissions that primarily addresses emissions from the building's energy usage by 2040
 - ii. Include food waste diversion services within the Stadium Complex.
 - iii. Include reusable food and beverage wares and the needed infrastructure.
 - iv. Provide litter management plans for parking lot and neighboring areas
 - v. Install hand dryers in restrooms

Standards for Approval

Prior to making a recommendation of approval, approval with conditions, or denial of any Special Use for a Planned Development, the LUC must review the request against

the following standards: 1) Standards for Special Uses (Section 6-3-5-10) 2) Standards for Planned Developments (Section 6-3-6-9) and 3) and General Conditions, Site Controls, and Standards for Planned Developments in the Special Purpose and Overlay Districts (Section 6-15-1-9). As the Commission makes its findings, it may also consider how the requested planned development provides public benefits, as listed in Section 6-3-6-3.

For the Land Use Commission to recommend that the City Council grant a Special Use, the Land Use Commission must find that the proposed Special Use:

- A. Is one of the special uses specifically listed in the zoning ordinance;
- B. Is in keeping with purposes and policies of the adopted comprehensive general plan and the zoning ordinance as amended from time to time;
- C. Will not cause a negative cumulative effect, when its effect is considered in conjunction with the cumulative effect of various special uses of all types on the immediate neighborhood and the effect of the proposed type of special use upon the City as a whole;
- D. Does not interfere with or diminish the value of property in the neighborhood;
- E. Can be adequately served by public facilities and services;
- F. Does not cause undue traffic congestion;
- G. Preserves significant historical and architectural resources;
- H. Preserves significant natural and environmental features; and
- I. Complies with all other applicable regulations of the district in which it is located and other applicable ordinances, except to the extent such regulations have been modified through the planned development process or the grant of a variation.

For the Land Use Commission to recommend that the City Council grant a Special Use for the Planned Development with the requested Site Development Allowances, the Land Use Commission must find:

- A. The requested Site Development Allowance(s) will not have a substantial adverse impact on the use, enjoyment or property values of adjoining properties that is beyond a reasonable expectation given the scope of the applicable Site Development Allowance(s) of the Planned Development location.
- B. The proposed development is compatible with the overall character of existing development in the immediate vicinity of the subject property.
- C. The development site circulation is designed in a safe and logical manner to mitigate potential hazards for pedestrians and vehicles at the site and in the immediate surrounding area.
- D. The proposed development aligns with the current and future climate and sustainability goals of the City.
- E. Public benefits that are appropriate to the surrounding neighborhood and the City as a whole will be derived from the approval of the requested site development allowance(s).

For the Land Use Commission to recommend that the City Council grant a Special Use for the Planned Development with the requested Site Development Allowances in the U2 University Athletic Facilities District, the Land Use Commission must find:

A. General Conditions

1. Each planned development shall be compatible with surrounding development and not be of such a nature in height, bulk, or scale as to exercise any influence contrary to the purpose and intent of the Zoning Ordinance as set forth in Section 6-1-2, "Purpose and Intent."

If the proposed planned development is for a property listed as an Evanston landmark, or for property located within a historic district listed on the National Register of Historic Places or for property located within a historic district so designated by the Evanston Preservation Commission, the planned development shall be compatible with the "Secretary of the Interior's Standards for Rehabilitation" as set forth in the National Historic Preservation Act of 1966, as amended.

2. Each planned development shall be compatible with and implement the adopted Comprehensive General Plan, as amended, the Plan for Downtown Evanston, any adopted land use or urban design plan specific to the area, this Zoning Ordinance, and any other pertinent City planning and development policies, particularly in terms of: (a) Land use (b) Land use intensity (c) Housing (d) Preservation (e) Environmental (f) Traffic impact and parking (g) Impact on schools, public services and facilities (h) Essential character of the downtown district, the surrounding residential neighborhoods, and abutting residential lots (i) Neighborhood planning (j) Conservation of the taxable value of land and buildings throughout the City, and retention of taxable land on tax rolls.
3. Each planned development shall be completed within two (2) years of the issuance of the special use permit for the planned development. If extensive or staged development is approved as part of the planned development, however, the two (2) year requirement may be extended to provide for a more reasonable time schedule. The expanded time schedule shall be adopted as part of the planned development and so noted on the special use permit for a planned development.
4. No special use permit for a planned development shall be valid for a period longer than one (1) year unless a building permit is issued and construction is actually begun within that period and is diligently pursued to completion. The City Council may, however, for good cause shown, extend the one (1) year period for such time as it shall determine, without further hearing before the Land Use Commission. The City Council may, at its sole discretion, place conditions on the extension in order to assure that the planned development is diligently pursued to its completion.

5. All landscaping treatment within the planned development shall be provided in accordance with the requirements set forth in Chapter 17, "Landscaping and Screening," and shown on the required landscape plan that shall be submitted as part of the planned development application.

B. Site Controls and Standards. The following site controls and standards are established to provide a regulatory framework that will promote excellence in site design. Their establishment is not intended to restrict or inhibit the Design and Project Review Committee or the applicant from applying other site design principles and standards that may be applicable to the planned development being proposed and that may be found in or interpolated from the Plan for Downtown Evanston, and the City's Manual of Design Guidelines or in common use by design professionals.

1. For all boundaries of the planned development not immediately abutting a dedicated and improved public street, there shall be provided a transition landscaped strip a width of at least the following:

...

(e) U2: Thirty-five (35) feet.

The transitional landscape strip shall consist of vegetative screening, fencing, or decorative walls in accordance with the Manual of Design Guidelines and Chapter 17, "Landscaping and Screening." The transition landscaped strip and its treatment shall be depicted on the required landscape plan and submitted as part of the planned development application. Residential planned developments shall provide a transition landscape strip of the type noted above in this Subsection (B)1 of at least eight (8) feet in width.

2. Walkways developed for a planned development shall form a logical, safe and convenient system for pedestrian access to all project facilities and off-site destinations likely to attract substantial pedestrian traffic. Pedestrian ways shall not be used by other automotive traffic.
3. The location, construction and operation of parking, loading areas, and service areas, shall be designed to avoid adverse effects on residential uses within or adjoining the development and, where possible, provide additional parking beyond that required for the planned development to service the downtown district in which it is located.
4. Principal vehicular access points shall be designed to permit smooth traffic flow with controlled turning movements and minimum hazards to vehicular or pedestrian traffic. If the planned development employs local streets within the development, said streets shall not be connected to streets

outside the development in such a way as to encourage their use by through traffic.

5. The planned development shall provide, if possible, for underground installation of utilities (including electricity and telephone) both in public ways and private extensions thereof. Provisions shall be made for acceptable design and construction of stormwater facilities including grading, gutter, piping, treatment of turf, and maintenance of facilities.
6. For every planned development there shall be provided a market feasibility statement that shall indicate the consumer market areas for all uses proposed in the development, the population potential of the area or areas to be served by the uses proposed and other pertinent information concerning the need or demand for such uses of land.
7. For every planned development involving twenty (20) or more dwelling units or forty thousand (40,000) square feet in gross area, there shall be provided a traffic circulation impact study that shall show the effect of all proposed uses upon adjacent and nearby roads and highways. The study also shall show the amount and direction of anticipated traffic flow and clearly describe what road improvements and traffic control improvements might become necessary as result of the construction of the proposed development.
8. The Zoning Administrator may, at his discretion, require of the applicant additional studies or impact analyses when he determines that a reasonable need for such investigation is indicated.

Finally, in relation to Standard 6-3-6-9(E), below are examples of “the public benefits to the surrounding neighborhood and the City as a whole that are intended to be derived from the approval of planned developments, [which] include, but are not limited to:”

- A. Preservation and enhancement of desirable site characteristics and open space.
- B. A pattern of development which preserves natural vegetation, topographic and geologic features.
- C. Preservation and enhancement of historic and natural resources that significantly contribute to the character of the City.
- D. Use of design, landscape, or architectural features to create a pleasing environment or other special development features.
- E. Provision of a variety of housing types in accordance with the City's housing goals.
- F. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation.
- G. Business, commercial, and manufacturing development to enhance the local economy and strengthen the tax base.

- H. The efficient use of the land resulting in more economic networks of utilities, streets, schools, public grounds, buildings, and other facilities.
- I. The substantial incorporation of generally recognized sustainable design practices and/or building materials to promote energy conservation and improve environmental quality, such as level gold or higher LEED (leadership in energy and environmental design) certification.

Action by the Commission

After making findings of fact as to whether or not the requested Special Use for a Planned Development with Site Development Allowances meets or does not meet the aforementioned standards, the Land Use Commission may make a recommendation or recommendations to the Planning & Development Committee of the City Council to approve, approve with conditions, or deny the zoning relief as requested.

Attachments

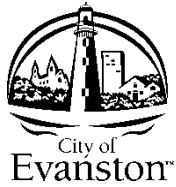
1. [Original Planned Development Application](#)
 - [Project Narrative](#)
 - [Statement of Compliance](#)
 - [Response to 12.8.22 Staff Review Letter](#)
2. Development Plans dated 8.15.23
 - [P1 - Site Plan-Elevations-Materials-Bird Friendly Measures](#)
 - [P2 - Renderings-Photos of Existing](#)
 - [P3 - Signage Plan](#)
 - [P4 - Site Structures](#)
 - [P5 - Area Plan-Loading-Access-Circulation Diagram](#)
 - [P6 - Utilities-Drainage-Topography-Soil Conditions](#)
 - [P7 - Landscape Plan](#)
 - [P8 - Fences-Walls-Lighting](#)
 - [P9 - Shadow Diagrams](#)
 - [P10 - Pedestrian Path](#)
3. [Staff Review Letter Dated 7.31.23 with Interwest Peer Review](#)
4. [Applicant Response to 7.31.23 Staff Review Letter](#)
5. [Traffic Impact Study](#)
6. [Traffic Management Plan Outline](#)
7. [Environmental Assessment Review Report](#)
8. [Okrent Kiesiel Evaluation Report](#)
9. [Draft Letter of Intent \(LOI\) for future Memorandum of Understanding \(MOU\)](#)
10. [Applicant Submitted Press Summary](#)
11. [Applicant Submitted Petition in Support](#)
12. [Economic Impact Study](#)
13. [Public Comments Received as of August 31, 2023](#)

LAND USE COMMISSION

23PLND-0010

Text Amendment

Permitted Uses in the U2 University Athletic
Facilities District



Memorandum

To: Chair and Members of the Land Use Commission

From: Meagan Jones, Neighborhood and Land Use Planner

CC: Sarah Flax, Director of Community Development
Elizabeth Williams, Planning Manager

Subject: Zoning Text Amendment, U2 University Athletic Facilities District,
23PLND-0010

Date: September 6, 2023

Request

Northwestern University requests a Text Amendment to the Zoning Ordinance, Section 6-15-7-2 Permitted Uses, to modify the list of permitted uses in the U2 University Athletic Facilities District and conditions required for public facing concerts. No changes are proposed to the U2 district boundaries. The Land Use Commission is the recommending body for this case in accordance with Section 6-3-4-6 of the Evanston Zoning Code and Ordinance 92-O-21.

Notice

The Application has been filed in conformance with applicable procedural and public notice requirements including publication in the Evanston Review on August 3, 2023 and August 10, 2023 as well as the Sun-Times on August 3, 2023 and August 21, 2023.

General Information

Applicant: Northwestern University
2020 Ridge Avenue
Evanston, IL 60201

Analysis

Background

Per the City's Zoning Ordinance, the U2 University Athletic Facilities District "is intended to permit the utilization of university facilities within the district in a manner that is compatible with the surrounding development, which is predominantly residential."

The U2 District is currently applied north of Central Street to the City limits, between Ashland Avenue to the west and University property west of Asbury Avenue to the east.

This zoning district encompasses Ryan Field, Drysdale Field, Miller Park, Welsh-Ryan Arena, Trienens (Athletic) Performance Center and Anderson Hall.

The Zoning Ordinance lists permitted uses in the U2 District in Subsection 6-15-7-2. *Permitted Uses:*

The following uses shall be permitted in the U2 district:
Business or vocational school.

Fieldhouse.

Indoor recreational facility (college and university).

Outdoor recreational facility (college and university).

Parking lot (college and university).

Playground.

Stadium.

The following uses shall be considered permitted uses when conducted in association with the above permitted uses:

- Intramural and intercollegiate sports and athletic events and practice therefor.
- Local, regional and State elementary and high school athletic events and practice therefor.
- Band playing and practice in connection with the above events.
- Commencement, convocation and graduation exercises.
- University-sponsored lecture, speakers, musical performances and other cultural events held within an enclosed building provided that attendance is limited to ten thousand (10,000) or less.
- Luncheons and dinners and dining room facilities in a stadium provided that attendance is limited to the seating capacity of the facilities.
- Accessory uses to the above permitted uses, including administrative and faculty offices, classroom, auditoriums, athletic facilities and parking spaces.
- Off-street parking for hospital employees and for university students and employees.

Temporary event (provided they are of a community or cultural nature and further provided they meet the conditions listed below):

This Subsection provides standards to ensure that temporary uses shall not impose an undue adverse effect on neighboring streets or property.

Community and cultural events of a nonprofit nature intended primarily for residents of the City and amateur athletic events shall be permitted provided that the following conditions are met:

- 1) Sponsors of the temporary event obtain a certificate of zoning

compliance pursuant to [Section 6-4-8-2](#) of this Title.

- 2) Attendance at such events is limited to ten thousand (10,000) persons or less.
- 3) Adequate university parking is available and is provided to all persons attending the event.
- 4) Private security is provided for those parking areas utilized.
- 5) Adequate provision of traffic-control devices at no City expense, including personnel, shall be provided to ensure the free flow of traffic and the security and safety of said traffic flow.
- 6) Live animals used in conjunction with any event may only be stored within a completely enclosed building.
- 7) No more than seven (7) such events shall be held in any calendar year in any one facility, and each such event shall not exceed five (5) consecutive days in duration.
- 8) Lighting associated with such events shall be directed away from adjacent residences.
- 9) Tractor trailers may not remain running while parked on the public street or in off-street parking areas.

A Text Amendment to this Section of the Zoning Code was approved on November 11, 2019, by ordinance 135-O-19, pertaining to community and cultural events. This text amendment permitted Northwestern University to host national events on a trial basis within Welsh-Ryan Arena, which has a capacity of approximately 7,039 spectators. The provisions within that text amendment were approved on a sunset basis which expired on December 31, 2021 and no longer apply. Due to the Covid-19 pandemic, no events were held during that trial period.

Proposal

Northwestern is requesting the text amendment to clarify the types of community events permitted and to allow for up to 6 public-facing, full-capacity concerts. This represents a reduction from their original request of up to 10 public-facing concerts. Specifically, the applicant is requesting the following changes:

Current Language	Proposed Language	Explanation
The following uses shall be considered permitted uses when conducted in association with the above permitted uses:	<i>Eliminate language</i>	Remove ambiguity about what uses are “conducted in association with an above permitted use” and allow for use of facilities in the U2 district by the community.
Intramural and intercollegiate sports and athletic events and practice therefor.	Intramural, intercollegiate or amateur sports and athletic events and practice therefor.	Clarify that other amateur sports events are allowed in addition to high school or college athletics, such as Olympic trials or competitions, 7 on 7 football games, college pro

		days/combines and Special Olympics events.
Band playing and practice in connection with the above events.	Band playing and practice in connection with another permitted use.	Clarify that band playing and practice is allowed in connection with any other permitted use, not simply the ones listed above.
<i>New Section</i>	Outdoor lectures, speakers, non-musical festivals, social events and other community or cultural events, and musical performances in conjunction or associated with the foregoing (which shall require loudspeaker permits from the City for any noise amplification), hosted by the University or City and designed for the University or local community, provided that the capacity for such events is no greater than 7,500, and no more than 60 days of programming occurs annually. Such events shall not include any outdoor plaza rentals to organizations not affiliated with the University or City.	Add a new section allowing for smaller community events in the U2 District that are sponsored by the University or City, intended primarily to allow for the use of the new Ryan Field plazas by the community.
Luncheons and dinners and dining room facilities in a stadium provided that attendance is limited to the seating capacity of the facilities.	Banquet halls, including breakfasts, luncheons, dinners, meeting and dining room facilities, provided that attendance is limited to the capacity of the specific facilities.	Allow for other dining/private event uses, including philanthropic events, weddings, birthdays, etc.
Off-street parking for hospital employees and for university students and employees.	Off-street parking for hospital employees and for university students, employees, guests and invitees.	Add "guests and invitees" as allowed in the off-street parking.

<p>Temporary event (provided they are of a community or cultural nature and further provided they meet the conditions listed below):</p> <p>Community and cultural events of a nonprofit nature intended primarily for residents of the City and amateur athletic events shall be permitted provided that the following conditions are met:</p> <p>Sponsors of the temporary event shall obtain a certificate of zoning compliance pursuant to Section 6-4-8-2 of this Title.</p>	<p>Public-facing concerts (provided they meet the conditions listed below):</p>	<p>Clarify and simplify the type of capacity events that are allowed and eliminate the requirement of a certificate of zoning compliance, as required operationally in order to book acts in advance. Note: The requirement of coordinating meetings with City staff will be included in an MOU between Evanston and Northwestern.</p>
<p>Attendance at such events is limited to ten thousand (10,000) persons or less.</p>	<p>Attendance at such events is limited to the capacity of the facility.</p>	<p>Allow for events up to the capacity of the respective facility.</p>
<p>Adequate university parking is available and is provided to all persons attending the event.</p>	<p>A coordinated Transportation Management Plan shall be submitted to the City Manager or its designee.</p>	<p>Provides for required parking to be governed by the approved Planned Development and a Traffic Management Plan that will cover utilization of off-site parking, alternate modes of transportation, the provision for closure of streets and other topics.</p>
<p>Private security is provided for those parking areas utilized.</p>	<p>Private security is provided for University-owned parking areas utilized.</p>	<p>Clarify that private security is only required for University-owned parking areas (or as established by the Traffic Management Plan).</p>
<p>Adequate provision of traffic-control devices at no City expense including personnel, shall be provided to ensure the free flow of traffic and the security and safety of said traffic flow</p>	<p>Reasonable provision of multi-modal traffic-control devices at no City expense including personnel, shall be provided to ensure the free flow of pedestrian, bike and vehicular traffic and the security and safety of said traffic flow.</p>	<p>Enhance requirement to include “multi-modal” traffic control, including pedestrian and bicycle traffic.</p>

No more than seven (7) such events shall be held in any calendar year in any one facility, and each such event shall not exceed five (5) consecutive days in duration.	There shall be no more than six (6) total days of such events in any calendar year within the U2 district, excluding setup and takedown. Such events shall not occur on the same date as other full-capacity events at the stadium or fieldhouse.	Establish the number of permitted events as 6 total across the entire district. Prohibit two full-capacity events occurring simultaneously at Ryan Field and Welsh-Ryan Arena.
Tractor trailers may not remain running while parked on the public street or in off-street parking areas.	Vehicles may only idle in approved designated areas on private property.	Expand "tractor trailers" to all vehicles and allow for idling on private property but only in designated areas. Note: Idling on public streets is restricted by Evanston idling code.
<i>New Section</i>	Concert music may be amplified during the hours of 10:00 a.m. through 10:00 p.m. on Sundays through Thursdays (subject to the following), and during the hours of 10:00 a.m. through 10:15 p.m. on Fridays, Saturdays and days preceding national holidays and legal school holidays enumerated in 105 ILCS 5/24-2, as permitted for special events pursuant to Section 9-5-20 and any associated required permits shall be issued.	Add event hours more restrictive than proposed noise ordinances and common practice to be restricted after 10:00 pm on school nights and 10:15 pm other nights.
<i>New Section</i>	Any uses not outlined herein shall require approval by the City's Special Events Committee.	Clarify involvement of the City's Special Events Committee.

Traffic and Sound Impacts

Concerns have been raised and discussed regarding the traffic management and sound created from hosting the increased events at Ryan Field. Northwestern anticipates that concert events will largely take place on the weekends but some may be scheduled during weekday evenings. Both a traffic impact study and environmental sound assessment were submitted and are summarized below in relation to Northwestern University's proposed planned development for a new Ryan Field stadium.

Traffic Impact Study

The applicant submitted a Traffic Impact Study dated April 2023 and revised August 14, 2023, conducted by Kimley-Horn to analyze possible effects the proposed development may have on traffic in the area, specifically as it relates to proposed concert uses. The

study noted that the proposed stadium has a capacity that is 12,000 fewer spectators than the existing stadium and that capacity decreases further for concert events to 28,500 spectators.

The applicant submitted a Traffic Impact Study dated April 2023 and revised August 14, 2023, conducted by Kimley-Horn to analyze possible effects the proposed development may have on traffic in the area, specifically as it relates to proposed concert uses. The study noted that the proposed stadium has a capacity that is 12,000 fewer spectators than the existing stadium and that capacity decreases further for concert events to 28,500 spectators. The site itself is considered a Transit Oriented Development served by multiple public transportation lines. For train service, the CTA elevated light-rail Purple Line Davis Street stop and the Union Pacific North Metra stop are both within walking distance at transit stations approximately one quarter-mile from the subject property. Stops for CTA bus route #201 (which operates between the Howard Red Line Station along Ridge Road, Church Street, Sheridan Road, and Central Street to Old Orchard Shopping Center in Skokie) are located just south of the site. Additionally, the site is near designated bike routes on Isabella Avenue, Asbury Avenue, Lincoln Street and Green Bay Road. On-street parking is available on both sides of Central Street and the east side of Ashland Avenue. However, as part of suggested mitigation measures, the study does recommend that the parking be restricted on both sides of Central Street and that traffic be restricted to one way on Ashland Avenue during game days and events. Limited parking is also available on Isabella Street and there is restricted parking on the north side of Isabella (no parking 2 hours before to 2 hours after football games).

The traffic study evaluated pre-event and post-event peak hours (6:00PM to 7:00PM and 10:00PM to 11:00PM respectively) on a typical weekday evening and Saturday evening to cover the possible range of concert event dates. The analysis took into account lane configurations and routing, on-street parking restrictions, traffic controls and active management of nearby intersections by Evanston Police as is typically done for football games. It also anticipated use of parking spaces at the on-site parking lots as well as off-site parking spaces at surface lots and garages on Northwestern's campus (1,613), Downtown garages (3,583), Canal Shores (850) and Commuter parking spaces on Poplar Street (200). It is anticipated that shuttle buses will be used to get people to and from the campus and downtown parking areas, similar to what is currently done for football games. Targeted efforts need to be enumerated as to how visitors will be encouraged to use the downtown parking and directed to shuttle service to and from the site. Additionally, staff has called attention to the fact that the Canal Shores parking is heavily dependent on weather conditions, as the surface is grass and not the standard hard surface required for parking spaces. Inclement weather conditions could render that parking option unusable. This raises concerns regarding the amount of consistently available parking spaces.

Additionally, the study found that the proposed mix of on-site and off-site parking areas and use of different modes of transportation distributes the anticipated traffic and mitigates impact to the immediate surrounding area as do existing and proposed parking restrictions on the residential streets surrounding the stadium. It also found that current traffic volumes during evening concert peak hours are lower than volumes during typical weekday afternoon peak periods, resulting in additional capacity available to accommodate event traffic. Table 13 summarizes the existing and capacity analysis

that results for the weekday and weekend (Saturday) pre-event and post-event peak hours expressed in terms of level of service (LOS). Levels of service range from A to F with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). The analysis indicates intersections including Green Bay Road / Central Street, Green Bay Road / McCormick Boulevard, and Central Street / Ashland Avenue will experience the most impact to LOS and will be temporarily reduced below LOS D which is the typically the minimum level of service accepted by jurisdictional agencies in Northeastern Illinois. Staff notes that, although a level of service “D” is acknowledged as being a generally accepted standard for jurisdictional agencies in northeastern Illinois, this decrease in the level of service on surrounding streets presents significant concern to staff. Possible decreases to a level of E or F need to be mitigated. As such, staff recommends the applicant propose additional mitigation measures prior to City Council consideration in addition to those outlined both in the impact study and corresponding peer review be included as conditions should the proposed development be approved. Additionally, as requested, the Traffic Management Plan shall be revisited on a regular basis to assist in correcting negative impacts that may be created.

The study suggests that partnerships with CTA and Metra could incentivize transit use which would also be in a better position to supplement shuttles for downtown parkers, ultimately reducing vehicle trips in the area for events. It also recommends using the same event measures currently utilized for football games days for pre and post event traffic management, including but not limited to: access and parking restrictions in surrounding neighborhoods, reorienting traffic flow on certain streets, use of shuttles to main campus and downtown parking garages, and use of police to help direct traffic.

City staff consulted with Interwest to conduct a peer review of the submitted Traffic Impact Study. The peer review provided comments (attached within staff memorandum for the Planned Development) including limiting concert capacity to the number that has been stated (28,500), inclusion of wayfinding signage as the applicant’s expense, confirmation that the baseline scenario for evaluating impacts includes manual controls used for football games, inclusion of on-site transit information kiosks, requiring off-site parking for employees, confirmation that the level of service (LOS) provided incorporates recommended mitigation measures, identifying and integrating mitigation measures to ensure pedestrian safety and enhance connections and linkages to transit, and explaining how the proposed project aligns with the City’s Multi-Modal Transportation Plan.

Staff notes that, although a level of service “D” is acknowledged as being a generally accepted standard for jurisdictional agencies in northeastern Illinois, this decrease in the level of service on surrounding streets presents significant concern to staff. Possible decreases to a level of E or F need to be mitigated. As such, staff recommends the applicant propose additional mitigation measures prior to City Council consideration in addition to those outlined both in the impact study and corresponding peer review be included as conditions with the associated planned development application should that proposed development be approved. Additionally, as requested, the Traffic Management Plan shall be revisited on a regular basis to assist in correcting negative impacts that may be created from the additional uses.

Environmental Sound Assessment

The applicant provided an environmental assessment review conducted by Wrightson, Johnson, Haddon & Williams Inc., updated August 2, 2023 to analyze the anticipated sound produced by concert events at the proposed stadium (attached). Henderson Engineers conducted a series of environmental sound measurements at and around the Ryan Field property. Measurements were conducted during football game day and non-game daytimes to identify environmental sound levels and establish current sound levels experienced in the surrounding residential areas. Long term and spot sound measurements were conducted at various points surrounding the stadium and in the surrounding neighborhood.

The applicant provided an environmental assessment review conducted by Wrightson, Johnson, Haddon & Williams Inc., updated August 2, 2023 to analyze the anticipated sound produced by concert events at the proposed stadium (attached). Henderson Engineers conducted a series of environmental sound measurements at and around the Ryan Field property. Measurements were conducted during football game day and non-game daytimes to identify environmental sound levels and establish current sound levels experienced in the surrounding residential areas. Long term and spot sound measurements were conducted at various points surrounding the stadium and in the surrounding neighborhood.

For concerts, it was assumed that stage placement would be placed at the south end of the stadium, as the presence of other buildings north of it provide some level of sound mitigation (note: the applicant submitted a statement with an alternative placement on the north end, attached as part of the revised assessment review). Projected sound measurements showed as compared with a non-game day daytime activity ambient sound levels between 50-65 dBA and game-day activity ambient sound of 70-80 dBA, notably for a period of time that extends beyond just the football game itself. Concerts are projected to create sound levels at approximately 55-75 dBA and 85-95 dBC; dBA levels will reach similar peak levels to those measured for game day activities at the existing stadium. Levels associated with concerts, while elevated, are expected to occur for shorter aggregate periods of time than football game day activities, though they may be more consistent during that period. With added sound mitigation measures the sound levels are projected to drop to 60 and 65 dBA range.

Generally, the study found “While not eliminating sound emanating completely from the new stadium, the new stadium design elements [distributed house sound system, canopy above the seating area with sound reducing characteristics, and enclosures and walls around the seating bowl that help reduce sound emissions to the community] will be helpful in reducing sound in the neighboring communities when compared to the open nature of the current stadium with a cluster sound system” and expected that combined with lower stadium capacity, there will ultimately be less sound exposure to the residential properties surrounding the stadium compared to what is currently experienced.

City staff consulted with Interwest to conduct a review of the submitted Environmental Assessment Review (attached) which provided comments including but not limited to: adding definitions and a decibel (dBA) chart to provide context for different decibel levels, the need of the study to quantify sound levels once it reaches residential

properties and the reduction as it goes to those properties, inclusion of groundbourne vibrations generated from construction and associated uses, listing of sensitive receptors/land uses within the area that may be affected, explanation of how how sound absorbing materials will be used throughout the structure, use of loudspeakers on the site, how the proposed project and associated operations will comply with City Code as it relates to prohibited noises and inclusion of the Engineer's model inputs and outputs as an appendix.

In addition to these comments, Interwest suggested the following mitigation measures:

1. Limit the duration of full-capacity events, i.e., seven consecutive hours.
2. 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).
3. 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.
4. Utilize sound-absorbing materials on the exterior of stadium structures where appropriate and effective to reduce noise levels at adjacent off-site sensitive receptors.
5. Implement the Best Management Practices (BMP) listed in the Transportation Demand Management (TDM) to reduce traffic generated noise.
6. 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.

Economic Impact

As part of the Text Amendment application, the applicant provided an Economic Impact Study, which is linked in the attachments below. This analysis measured the effects of direct, indirect, and induced business volume as well as the government tax revenue impacts of rebuilding Ryan Field as well as impacts of operating the stadium and hosting Northwestern football games and other special events. The study projected significant economic impact during construction of the stadium and an increase in the economic impact of football and gameday visitors. The addition of concerts and other special events on site are projected to also contribute to new annual economic impact to the City.

The City has consulted with C.H. Johnson Consulting, Inc. to conduct its own Economic Impact Study which is due to be completed this month.

Department Findings

With regard to this proposed change to the U2 District, staff does acknowledge that this text amendment presents a possible opportunity to increase community facing events, especially within the plaza space. Currently, in addition to game days, University-sponsored lecture, speakers, musical performances and other cultural events

held within an enclosed building with an attendance limited to 10,000 or less is currently a permitted use. Additionally, temporary events that are of a community or cultural nature are permitted with a number of conditions attached related to maximum number of attendees, restrictions on the number of days the event can take place, adequate parking being available, security measures and other items. A limit of 7 events currently may also take place over the course of 5 days for each event which can create significant impact to the surrounding neighborhood. This being noted, opening up additional events to up to 28,500 attendees at Ryan Field and having up to 7,500 attendees at outdoor events up to 60 total days throughout the year is a significant increase in attendees, which as noted above results in a number of concerns for City staff related to parking, traffic circulation, level of service of surrounding streets and intersections, and sound attenuation for the surrounding community.

Patrons of the events permitted through this text amendment may likely frequent other businesses in the surrounding area and encourage additional foot traffic for Evanston's businesses, especially along Central Street and downtown where additional parking is available and accessible through proposed shuttle service for event days (and currently exists for game days). It is critical that the traffic management plan that is put in place is detailed and reviewed on a consistent basis in order to adjust for any traffic needs and mitigate traffic circulation or parking issues that may arise from the increase in visitors to the buildings on the site.

Should the Commission vote to recommend approval of the text amendment, staff suggests the following revisions or conditions to what is proposed:

1. That spectator capacity at the concerts within Ryan Field be limited to 28,500.
2. Should capacity be proposed to exceed 28,500 within Ryan Field, a revised Traffic Impact Study shall be submitted for review prior to scheduling of said event.
3. A Memorandum of Understanding (MOU) between the City of Evanston and Northwestern University shall be approved that includes but is not limited to the following:
 - Use and reimbursement of City services for events.
 - Prohibition of tailgating for concert events.
 - Coordination meetings for events.
 - Security Plan
 - Sustainability Plan
 - Traffic Management Plan
 - Concert Operations Plan
 - Advance Notice of Concerts
 - Alcohol Controls
 - Community Input
4. Limit concert events to use of the stadium's PA system. The PA system shall 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).
5. Install sound monitoring devices in and around the stadium- in the stadium seating bowl (typically at the mix position), on the stadium property, and/or within the surrounding residential areas.
 6. Truck traffic and deliveries used for events to load and unload equipment shall be limited to the below grade area.
 7. The Traffic Management Plan is reviewed and updated administratively between the City and the University on an annual basis and when changes to events are proposed.
 8. Limit concert duration and days to those enumerated within the proposed amendment. Set-up and take-down for said concerts shall be conducted in such a manner that trucks are utilized in the below-grade area and active take-down after concerts shall be limited to 2 hours after evening concert completion. All set-up and take-down activities shall follow regulations enumerated in City Code section 9-5-20 and Section 10-4-18.

Standards for Approval - Zoning Text Amendment

Below is the language from Section 6-3-4-5 of the Zoning Code, to assist the Land Use Commission in making their findings of fact and recommendation to the City Council regarding the proposed text amendment.

The wisdom of amending the text of the Zoning Ordinance or the Zoning Map is a matter committed to the sound legislative discretion of the City Council and is not controlled by any one standard. In making their determination, however, the City Council should, in determining whether to adopt or deny, or to adopt some modification of the Land Use Commission's recommendation consider, among other factors, the following:

- A. *Whether the proposed amendment is consistent with the goals, objectives, and policies of the Comprehensive General Plan, as adopted and amended from time to time by the City Council.*
- B. *Whether the proposed amendment is compatible with the overall character of existing development in the immediate vicinity of the subject property.*
- C. *Whether the proposed amendment will have an adverse effect on the value of adjacent properties.*
- D. *The adequacy of public facilities and services.*

Action by the Commission

After making findings of fact as to whether or not the proposed text amendment meets the aforementioned standards, the Land Use Commission may make a recommendation or recommendations to the Planning & Development Committee of the City Council to approve, approve with modifications, or deny the proposed text amendment. The Commission must first consider and make a motion on the proposed text amendment prior to considering zoning case 23PLND-0010. The Land Use Commission is the recommending body and the City Council is the determining body pursuant to Section 6-3-4-6 of the Evanston City Code.

Attachments

1. Applicable Zoning Code Excerpt - Section 6-15-7-2
2. **(Current)** Zoning Text Amendment Request - **8.18.23**
 - [Revised Application Information](#)
 - [Text Amendment Language](#)
3. [Original Zoning Text Amendment Application](#) -**1.27.23**
 - [Supplemental Application Information](#)
 - [Proposed Text Amendment Language](#)
 - [Concert Transportation Management Overview](#)
4. Revised Zoning Text Amendment Request - **5.3.23**
 - [Revised Application Information](#)
 - [Proposed Text Amendment Language](#)
5. Revised Zoning Text Amendment Request - **8.14.23**
 - [Revised Application Information](#)
 - [Proposed Text Amendment Language](#)
6. [Economic Impact Study](#)
7. [Traffic Impact Study](#)
8. [Environmental Assessment Review](#)

6-15-7-2. - PERMITTED USES.

The following uses shall be permitted in the U2 district:

Business or vocational school.

Fieldhouse.

Indoor recreational facility (college and university).

Outdoor recreational facility (college and university).

Parking lot (college and university).

Playground.

Stadium.

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- Intramural and intercollegiate sports and athletic events and practice therefor.
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- Band playing and practice in connection with the above events.
- Commencement, convocation and graduation exercises.
- University-sponsored lecture, speakers, musical performances and other cultural events held within an enclosed building provided that attendance is limited to ten thousand (10,000) or less.
- Luncheons and dinners and dining room facilities in a stadium provided that attendance is limited to the seating capacity of the facilities.
- Accessory uses to the above permitted uses, including administrative and faculty offices, classroom, auditoriums, athletic facilities and parking spaces.
- Off-street parking for hospital employees and for university students and employees.

Temporary event (provided they are of a community or cultural nature and further provided they meet the conditions listed below):

This Subsection provides standards to ensure that temporary uses shall not impose an undue adverse effect on neighboring streets or property.

Community and cultural events of a nonprofit nature intended primarily for residents of the City and amateur athletic events shall be permitted provided that the following conditions are met:

- 1) Sponsors of the temporary event obtain a certificate of zoning compliance pursuant to Section 6-4-8-2 of this Title.
- 2) Attendance at such events is limited to ten thousand (10,000) persons or less.
- 3) Adequate university parking is available and is provided to all persons attending the event.
- 4) Private security is provided for those parking areas utilized.
- 5) Adequate provision of traffic-control devices at no City expense, including personnel, shall be provided to ensure the free flow of traffic and the security and safety of said traffic flow.
- 6) Live animals used in conjunction with any event may only be stored within a completely enclosed building.
- 7) No more than seven (7) such events shall be held in any calendar year in any one facility, and each such event shall not exceed five (5) consecutive days in duration.
- 8) Lighting associated with such events shall be directed away from adjacent residences.
- 9) Tractor trailers may not remain running while parked on the public street or in off-street parking areas.

(Ord. 108-0-98; Ord. No. 3-O-14, § 26, 2-10-2014)

Northwestern University Additional
Documents Submitted 10.4.23



DLA Piper LLP (US)
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October 4, 2023

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

**RE: Planned Development & Text Amendment Applications
Ryan Field – 1501 Central Street
Written Response to Comments Made at the September 27 Land Use Commission**

Dear Ms. Jones,

In preparation for the October 11, 2023 Land Use Commission hearing, the Northwestern University project team would like to provide written responses to certain comments that were made by members of the public at the September 27, 2023 hearing. Additional information or follow-up can be provided at the October 11 Land Use Commission meeting.

As an initial matter, there seems to be significant confusion about the proposed text amendment and inaccurate information about what is currently permitted. As previously stated, Northwestern is amenable to making modifications to the text amendment, as previously outlined and set forth below, if the Commission desires to include such changes as a condition of approval.

The U2 District *currently* permits “University-sponsored lectures, speakers, musical performances and other cultural events held within an enclosed building provided that attendance is limited to ten thousand (10,000) or less.” The University is not proposing any changes to this existing permitted use.

The proposed text amendment to allow up to 60 days of outdoor programming is intended to allow the University and City to utilize the outdoor plaza spaces for community events. Such events would be limited to 60 *days* total – not 60 events. For example, if there is a two-week winter market, that would account for 14 of those days and, logically, every day of that two-week period would not be at capacity. Additionally, the reference to amplified music for events in the plaza requires a City permit – similar to amplified sound at any other event in the City. The plazas would not be available for rental by other third parties unless approved by the City’s Special Events Committee – again, similar to special events throughout Evanston. This is not only stated expressly in the section authorizing outdoor events on the plaza (“Such events shall not include any outdoor plaza rentals to organizations not affiliated with the University or City.”) but also in the final sentence of the text amendment (“Any uses not outlined herein shall require approval by



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the City's Special Events Committee.") If the Commission has suggestions for how to better frame the wording about community programming, we are open to discussing those ideas.

Finally, there is no intent to exceed the capacities that have been outlined throughout the public process. To the extent the Land Use Commission would like to change the concert capacity to 28,500 to confirm that maximum capacity, Northwestern would agree to that change, along with the three previously outlined changes in the September 19 written response.

The following are Northwestern's responses to certain other comments and questions received. The team will be available on October 11 to address any others that the Commissioners may have.

Comment: Northwestern is trying to "profit" from holding concerts and create a "for profit entertainment district."

Response: These statements are inaccurate. The new stadium represents a significant investment by Northwestern and the requested text amendment simply allows Northwestern to utilize it for a small number of additional events each year to support operating and capital costs. The revenue generated by events will ultimately be used to promote NU's educational purposes. There will be no revenue or profits distributed to Trustees, University contributors or other individuals. This is similar to numerous other examples of the University generating revenue to support its educational purposes, such as sales of merchandise and food at events, charging parking fees, and charging for other on-campus events, including athletic events.

Additionally, no other venues, hotels, bars or other development are being proposed by Northwestern, clearly distinguishing it from an "entertainment district".

Question: Has Northwestern reached out to the CTA and Metra? Do they have capacity to serve the proposed six additional concerts when there are only 4trains per hour?

Response: Yes, Northwestern has met with the CTA and received the enclosed letter confirming they are committed to working with the University and its consultants to explore operational changes to increase capacity for events at Ryan Field, similar to how they expand service for events at other venues. Specifically, the CTA could stage additional trains at the Linden station, leveraging its train yard to introduce additional trains and provide increased frequency of service for events compared to regular service, while targeting 5 to 6-minute headways (10-12 trains/hour), which is clearly more than 4 trains per hour. Similar discussions have occurred with Metra.

Comment: The proposed stadium and increased traffic will reduce nearby home values.

Response: The CohnReznick Report ("Report") cites three research studies supporting the negative impact of traffic on home values. Those studies rely on sample sizes of 362, 42,083 and 292 homes. This underscores the statistical inadequacy of the same Report's sample size of 41 homes adjacent to Forest Hills.

While there is literature on the impact of high traffic levels on single family home values that



supports the conclusion that there is a negative correlation, those studies are not relevant here for the following reasons:

- These studies only consider areas with sustained high traffic and contrast them with areas where traffic levels are consistently and substantially lower.
- They do not attempt to evaluate areas where the uptick in traffic is infrequent and of short duration which describes this proposal, which is limited to six times per year over the space of a few hours. Furthermore, data from the Illinois Department of Transportation indicate that the subject neighborhood is not a high traffic area.
- The IDOT annual average daily traffic count map for 2022 shows that Central Street east of Green Bay Road carries only 3,250 cars – and this is by far the busiest street bounding the site. A portion of Isabella carries 1,300 cars and the other streets have counts too low to be reported. By way of contrast, Central Street west of Green Bay carries 8,500 cars and the busy areas of Evanston have daily traffic counts exceeding 15,000 cars.

As previously outlined in the Linberger & Company response to the CohnReznick report, the analysis fails to address the relevant standard and, indeed, it is Ms. Linberger's opinion that there is no valid way to statistically forecast the likely value impact on surrounding homes of adding six concerts to the existing programming at Ryan Field. However, as a beginning point, it appears that, despite a long history of large public events at Ryan Field, the nearby homes still sell for premium prices. For example, in reviewing the past 12 months, Ms. Linberger observed the following:

- Over the past 12 months, 24 single family homes have sold within 1,000 feet of the perimeter of the athletic complex. Sixteen were in Evanston and the balance were in Wilmette.
- Eight of them had five bedrooms and the balance were three- and four-bedroom homes. Most were at least 90 years old.
- The median sales price was \$914,000, which was about four percent over the median asking price.
- Eleven homes sold for \$1,000,000 or more and the highest priced home commanded \$1,910,000. Only three homes sold for less than \$725,000.

The proposed concerts would be similar to the existing football games in that they would draw large crowds, create traffic, generate transmissible sound and last for a few hours on six occasions per year. One can always argue that any new development or change in a neighborhood will serve to depress property values, but in Ms. Linberger's experience such concerns are most often alarmist.

Comment: The proposed low frequency sound will cause cardiovascular disease, respiratory impairment and aural pain, psychological responses and other health problems.

Response: These physical responses are the result of long-term, sustained exposure to low



frequency sound over a number of years, not the short-term, infrequent exposure that would accompany a mere six concerts per year.

The atmosphere of a concert is exciting, bringing people together. The sound levels generated by the concerts are not dissimilar from the “Evanston Events” highlighted as community assets by Ms. McCarthy at the last Land Use Commission meeting – which included several other concerts, festivals and parades. Indeed, people voluntarily and frequently attend these noise-generating events without the alleged health problems.

Comment: Why are there no complete transportation management, concert operations, construction waste management or truck traffic routing plans at this time? Will there be a peer review of Northwestern’s geotechnical report?

Response: The geotechnical report has been submitted to the City and has been subject to its typical staff review. Northwestern will continue to respond to all comments received from staff and will be subject to ongoing reviews during the permitting process.

With respect to the other items, these operational plans and truck routes will be developed, discussed with City staff and other stakeholders and approved prior to holding the first event at the stadium. This is typical and common practice during zoning approvals – including, most recently, the District 65 expansion approvals in Evanston and similar assembly/institutional uses throughout the Chicagoland area, including Wrigley Field, Navy Pier, the Salt Shed, Union Station and Lurie Children’s Hospital.

Additionally, Northwestern is committed to going a step further with these plans. As outlined in the previously-submitted Letter of Intent, Northwestern is committed to entering into a Memorandum of Understanding with the City that requires all of these plans to be submitted to staff and subject to continued and ongoing updates and community review to address changing circumstances.

Many elements of the transportation management plan will be similar to the operational logistics currently employed for football games at Ryan Field, including manual control of intersections/traffic signals by police and traffic control personnel; parking restrictions along Central Street and other locations to provide additional capacity, drop-off/pick-up activity, flexibility at intersections, and room for cars to pull over and yield to approaching emergency response vehicles; temporary conversion of certain streets (e.g., Ashland Avenue) to one-way to facilitate shuttle access/loading/staging, organize parking lot access lanes, and restrict access to parking from other streets (such as Isabella Street). Examples of some plan elements that will differ from the current football game logistics include signage and controls at each side street to restrict event parking access to and within the surrounding neighborhoods, expanded shuttle loading zones along Ashland Avenue (approximately 1,300 feet of frontage is available between Central Street and Isabella Street, accommodating up to 52 buses at once using a staggered loading configuration in two lanes), variable message sign boards installed on approach routes to better direct traffic to parking options, and improved Uber/taxi pick-up at multiple locations.

Comment: Access to North Shore Hospital will be impaired by the proposed additional events.



Response: Enclosed is a summary of Northwestern's current operations for large events on the athletics campus, including its unified command operations center. Further, it is our understanding that the unfortunate situation regarding the ambulance that could not access the Hospital occurred in 1997, which is before Northwestern had this unified command in place.

From observations conducted by Kimley Horn during football pre-game and post-game periods, ambulances and emergency response vehicles have been observed traveling down Central Street with little issue. Two key elements of the plan help to facilitate this. First, on-street parking is restricted along Central Street before, during, and after games. This helps to provide room for cars to pull over and yield right-of-way to approaching emergency response vehicles. Second, police controlling intersections along Central Street are able to keep traffic moving through the intersection in the direction of the emergency response vehicle, keep pedestrians at the corners, and communicate with officers at downstream intersections to let them know such a vehicle is approaching. During events themselves, traffic conditions along Central Street exhibit little event-related traffic and have not been observed to cause disruption to emergency response access.

Emergency response access is important for North Shore Hospital. However, the hospital's offer to use up to 700 parking spaces in its garages for concert events suggests that event traffic conditions have generally not caused a significant impact on emergency access for past larger-attendance events.

Comment: There have been comments that the City's economic impact study only indicates \$200,000 in additional revenue from the proposed stadium rebuild and six concerts. Additionally, several individuals have mentioned that Northwestern has not released the details of the Tripp Umbach study.

Response: Northwestern has posted its economic impact study and all supporting materials. Additionally, the \$200,000 figure represents a misunderstanding of the study – The \$2.5 million outlined in the study is *additional* revenue generated, not overall.

Comment: There is not enough parking capacity and the stadium will monopolize existing parking.

Response: Currently and historically, football games include a significant volume of parking in the surrounding neighborhoods on residential streets, in private garages/driveways, and on residential lawns. Based on discussions in the last year with neighborhood residents, feedback was provided to avoid using neighborhood streets and residential properties for concert parking so that residents can park on streets when they come home and to avoid people circulating around the neighborhoods while searching for parking when children might be out riding bikes/playing in the evening. In response, the plan includes restricting event parking in the surrounding neighborhoods. As a result, replacement parking is planned on the University's campus and in Downtown Evanston.

SP+, who manages the City's public garages along with other facilities, identified approximately 2,800-2,850 parking spaces within publicly-accessible Downtown parking structures that are typically available/unoccupied during weeknights and Saturday nights in summer months when concerts are expected to be hosted. Approximately 2/3 of spaces in these garages are currently



unused at those times. When possible, taking advantage of underutilized parking is a best practice to avoid overbuilding of parking garages and surface lots, particularly for relatively infrequent events when parking would often otherwise sit empty. The remaining capacity within these garages would still be used by other businesses/restaurants in the area in addition to use of on-street parking and other surface lots/garages.

It should also be noted that North Shore Hospital has offered the use of 700 parking spaces for concert events at Ryan Field. These spaces are within walking distance of the stadium and would reduce the need for parking Downtown and the number of shuttle buses used.

Additionally, private entrepreneurial parking opportunities from nearby businesses/properties will likely be available (Evanston Art Center is one proximate example that sells spaces during football games). These lots are not counted in the parking planning, but collectively would further reduce needs for parking Downtown and associated shuttles.

Comment: Traffic conditions during a basketball game at Welsh-Ryan Arena in February 2023 (shown in a video on September 27) resulted in congestion suggesting that traffic for larger concerts events cannot be managed.

Response: This condition has not been consistent with historical experience on Isabella Street. However, after this event presented in the video occurred, parking restrictions were put in place along Isabella Street and additional focus was paid to avoid similar traffic concerns if they were to arise in subsequent games. Additionally, off-duty Wilmette Police officers were added to assist the Evanston officers in that area (similar to football games). Furthermore, since basketball parking is more transactional than football (sales are made to some attendees as they arrive) we changed the configuration of our parking attendants to improve the flow into the lots and reduce traffic back up on the street. As mentioned, we did not have a recurrence of the condition shown in the video, including at the next home basketball game (a sellout event vs. Penn State on March 1, 2023).

Additionally, it should be noted that the conditions depicted in the video are not representative of the traffic controls in place for larger-attendance football games (and as similarly proposed for concert events). Specifically, during these pre-event conditions, Ashland Avenue is temporarily converted to a one-way northbound street and traffic is not able to access Ryan Field parking lots from Isabella Street. As a result, the Isabella Street/Ashland Avenue intersection functions more simply with less traffic trying to access parking and no turns from Isabella Street to Ashland Avenue.

Question: What temporary sound mitigation efforts is Northwestern committing to?

Response: There are currently 18 possible mitigation options being analyzed, such as acoustical curtain panels and all weather sound panels, and Northwestern is committed to selecting one or more with a minimum 20 dba reduction. The reason that the specific mitigation strategy is not available at this time is because we would need full construction drawings in order to finalize the strategy, which is premature at this point in the process.



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Comment: Performers will not comply with the sound or curfew regulations.

Response: All contracts with performers/concert promoters will have a technology rider that outlines local regulations. Contrary to the comments made, the venue itself is who is fined for violations, not the performer. Therefore, the property owner would be responsible for any violation of applicable regulations and, as a result, Northwestern will have a strong vested interest in compliance with all sound and curfew requirements.

Comment: Concert load-in/load-out will take longer than the 2-3 days previously outlined.

Response: The time lapse video shown on September 27 was from a Rammstein concert at Dresden Stadium. Dresden Stadium is a 1922 stadium designed with no loading docks, requiring several (6-8) semi-trucks parking on the field unloading directly to the stage. The load in for a mega-concert such as this example, and the observed logistical challenges of Dresden Stadium, requires significant field protection due to the trucks driving and parking on the field. This type of operation is drastically different from Ryan Field which has been designed with subsurface loading docks.

Further, Rammstein most recently played in the Chicagoland area at Soldier Field in September 2022 – demonstrating that it is not the type of act that would perform at Ryan Field. The size of the show production needed at this Rammstein performance classifies as a mega-concert, not the type of event that would likely play at the New Ryan Field.

Comment: Council has “never” allowed for concerts in the U2 District.

Response: This is incorrect. In 2019, the (then) Plan Commission and City Council permitted concerts in the U2 District on a temporary basis. Due to COVID, the University never had the opportunity to hold a concert prior to this text amendment’s sunset.

Additionally, enclosed are an updated response to the September 27 Arup reply to WJHW’s rebuttal related to the sound study and a response to the Camiros report and testimony.

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



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October 3, 2023

Mr. Darren Nielsen
Vice President/KC Studio Leader
HNTB
715 Kirk Drive
Kansas City, MO 64105

Subject: Ryan Field Redevelopment at Northwestern University
Rebuttal to Arup responses dated September 27, 2023 and Steven Harper Presentation

Dear Mr. Nielson,

The following are responses to the Arup Memorandum (Ryan Field Redevelopment at Northwestern University – Review of WJHW Rebuttal to Arup) dated September 27, 2023. The intent is to provide a response to the comments presented by Arup regarding our rebuttal of the information presented in their Memoranda dated August 11 and August 15, 2023.

As indicated in Arup's memo, Arup had no further comment for the following items within the Detailed Comments section: 2, 3, 4, 5, 19, 20 and 21. These items have been removed accordingly from WJHW's responses contained within this letter.

General Statement on Public Safety Related to Sound Levels

It has been stated by the opposition to the Ryan Field Redevelopment – both in public testimony or comment as well as through rebuttals to the Northwestern documentation – that sound emanating from the proposed Ryan Field will be dangerous to the neighborhood and its occupants. The inference of these comments is that audible music from the stadium – requested up to six days a year – will cause irreparable harm to residents including catastrophic results. This is simply not accurate, nor supported by the evidence provided or other reputable medical information.

First, the sound levels experienced in the neighborhood will not rise to such levels as to cause physiological harm to a person. The predicted sound levels are expected to reach up to 70-75 dBA – see Figure 6 in our report dated August 2, 2023. This is the upper end of the sound emissions due to the fluctuating nature of the sound source, and the overall average (Leq) is likely to be less. Standards and guidelines from the regulatory entities of the Occupational Safety and Health Administration (“OSHA”) and World Health Organization (“WHO”), set the parameters for noise exposure, confirming the predicted levels will not be dangerous to the surrounding community.

- OSHA (Section 1910.95 – Occupational Noise Exposure): *Exposures to noise should be controlled below a level equivalent to 85 dBA for eight hours to minimize occupational noise induced hearing loss.*

Not only is the noise level predicted well below the 85 dBA limit set by OSHA, but exposure to the sound source is substantially less than the 8-hour maximum allowed. Neither of the conditions presented by OSHA as occupational hazards are present in the community surrounding the stadium.

- WHO (Guidelines for Community Noise): *“Hearing impairment is not expected to occur at LAeq,8h levels of 75 dB(A) or below, even for prolonged occupational noise exposure.”* Further, *“It is expected that environmental and leisure-time noise with a LAeq,24h of 70 dB(A) or below will not cause hearing impairment in the large majority of people, even after a lifetime of exposure.”*

The first statement indicates an 8-hour exposure to sound levels of 75 dBA or below will not result in hearing loss. The second statement states 24-hour exposure to levels of 70 dBA or below – even over a lifetime – will not cause hearing loss.

“After prolonged exposure, susceptible individuals in the general population may develop permanent effects, such as hypertension and ischaemic heart disease associated with exposure to high sound levels.” The WHO statements go on to state, *“Workers exposed to high levels of industrial noise for 5-30 years may show increased blood pressure and increased risk for hypertension. Cardiovascular effects have also been demonstrated after long-term exposure to air- and road-traffic with LAeq,24h values of 65-70 dB(A).”*

Both of the above WHO statements indicate the purported physiological and cardiological effects occur over substantial periods of time and at sound levels in excess of those that would be experienced due to concerts at the proposed stadium (note, the LAeq,24h is representative of the “average” sound level of a 24-hour period and not simply the time when a concert occurs).

Given the above statements, the sound levels expected are not considered dangerous in such a way as the parties have contended. We acknowledge the predicted sound levels will be audible in the neighborhoods surrounding the stadium, and that this may be perceived as an annoyance to some individuals, however, the predicted sound levels will not be dangerous.

General Comments

- **2.1 Arup’s Role and Responsibilities**

WJHW Response: No additional comment.

- **2.2 Sound Mitigation Strategies**

- Where the design has incorporated sound mitigation strategies through drawings/mark-ups that show the extents of the elements cited. These could be provided as architectural drawings in the appendix.

WJHW Response: *Architectural drawings remain in development, and are not available at this time.*

- The individual acoustical benefit of each strategy for community sound. This could be provided as a performance summary noting the amount of decibel

reduction, at what frequencies, and what surrounding communities benefit. This allows the receiver and other interested parties to clearly understand the performance outcomes and informs what elements should remain in the event of possible design revisions.

WJHW Response: *Comparing the individual contribution of each noise isolation element is unnecessary. It is the collective result of all noise mitigation elements which is relevant to the community. The noise mitigation outline in the report are included in the modelling and the results are representative of the community noise levels anticipated with these items included in the design. Enclosures and walls around the seating bowl have remained consistent throughout the modeling exercise.*

- Technical details of each strategy that help validate the performance summary. Information about the design of the strategy, material properties, and technical analysis (e.g. 3D sound modeling) further substantiate the individual strategies to technical reviewers.

WJHW Response: *There are currently 18 possible temporary mitigation options being analyzed, such as acoustical curtain panels and all weather sound panels, and Northwestern is committed to selecting one or more with a minimum 20 dbA reduction. The reason that the specific measure is not available at this time is because we would need full construction drawings in order to finalize the strategy, which is premature at this point in the process. Once the temporary strategies have been finalized, the venue operations plan will incorporate the appropriate content such as how and when the temporary options are utilized.*

- **2.3.1 Community Ambient Sound Levels – L_{90} and L_{eq}**

WJHW Response: *WJHW does not make statements regarding the use of L_{eq} as the ambient sound level. Our argument is the L_{eq} provides both a representation of the most common metric used for environmental sound in governmental, occupational, and health guidance regarding noise exposure as well a comparison to the average sound level in the measured locations. We think these are appropriate comparisons. L_{90} is certainly a metric the Commission can consider while deliberating.*

The intent of this comparison is to show that the neighborhoods are subject to increased sound levels due to football game activities and that concerts would achieve similar sound levels (acknowledging the difference in frequency content).

While L_{90} is often used to determine discomfort (annoyance) due to environmental noise, WJHW has explicitly stated we are not attempting to determine annoyance as it is highly subjective which is supported by the various community comments both for and against the stadium redevelopment and with community members specifically mentioning the potential noise levels at their residences (page 3,

WJHW Rebuttal to Arup Report, September 18, 2023).

- **2.3.2 Community Ambient Sound Levels – Weekday vs. Weekend Levels**

WJHW Response: *No additional comment.*

- **2.4.1 Community Concert Sound – Representation**

- Six of the eight short term measurement locations and one of the three long term measurement locations align with areas behind the proposed stage location. The predicted concert sound levels at these locations are reduced as a result of the directionality of the modeled sound system and stadium geometry.

WJHW Response: *No additional comment.*

- All long-term measurement locations are on NU property.

WJHW Response: *No additional comment.*

- No measurements were taken in locations identified in the computer modeling that correspond to the areas shown to have the highest predicted concert sound levels. Generally, this area is northwest of the proposed Ryan Field and does not benefit from the acoustic barrier effect by Trienens Performance Center and Welsh-Ryan Arena.

WJHW Response: *No additional comment.*

- **2.4.2 Community Concert Sound – Community Noise Impact**

WJHW Response: *WJHW specifically stated we were not attempting to determine annoyance as it is highly subjective which is supported by the various community comments both for and against the stadium redevelopment and with community members specifically mentioning the potential noise levels at their residences (page 3, WJHW Rebuttal to Arup Report, September 18, 2023). Regarding sleep disturbance, WJHW noted “sleep disturbance is limited – if not eliminated – by the agreed event end time of 10:00 pm or 10:15 pm” as referenced in the Arup memo (page 10).*

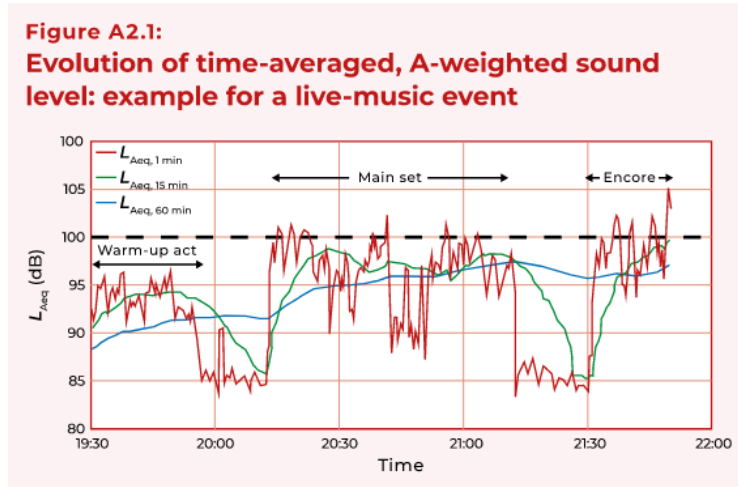
- **2.5 Community Concert Sound – Exceedance of Noise Regulations**

WJHW Response: *WJHW noted the average (L_{eq}) sound level in Wilmette exceeds the statutory requirement for individual noise sources. Arup agrees with this general statement (page 10). WJHW is not making any statement about individual noise sources exceeding the Wilmette noise ordinance; rather, we point out that the average sound level in the neighborhoods measured was in excess of the statutory limit of 45 dBA (evening/nighttime).*

- **2.6.1 Acoustic Metrics for Modeling of Concert Sound Levels – Concert Sound Modeling Source Sound Levels**

WJHW Response: *The reference to peak concert levels was to note that while the sound modelling is based on 101 dBA, the sound levels for the*

duration of a concert will not consistently be at 101 dBA. Figure A2.1: Evolution of time-averaged, A-weighted sound level: example for a live-music event from the WHO Global standard for safe listened venues and events, demonstrates how the sound levels can vary throughout the duration of a concert.



An example of the specific L_{eq} measurement could be a 15-minute L_{eq} maximum of 101 dBA (based on "Recommended Noise Control Procedure", section 4.12 – Code of Practice on Environmental Noise Control at Concerts, The Noise Council). The specific L_{eq} measurement shall be agreed to and documented within the concert management plan.

Detailed Comments

Item 1	
Document	WJHW letter 1, Henderson Exhibit, pages 3 and 7
	Henderson Exhibit Tables 1 and 4 include weather conditions during the gameday and non-gameday measurements, based on an internet source. The tabulated "Max Wind Speed" for 5 out of 7 measurements periods is greater than typical 12 mph maximum speed recommended in measurement procedure standards ^{13,14} . The Henderson exhibit states "Overall, weather had negligible effects on the measurements."
Arup Comment	Provide explanation and additional observations to support the statement that weather conditions had negligible effect on measurements.
WJHW Response	The max wind speed included in the report was the maximum for the day and was not the continuous wind speed. Measured sound levels exceeded the wind induced noise levels reported utilizing the Larson Davis Model EPS2116 Outdoor Microphone Protection, therefore wind was assumed to have a negligible effect. Link to Larson Davis information follows. https://www.larsondavis.com/docs/librariesprovider2/datasheets/ld-eps2116-outdoor-noise-monitoring-microphone-protection-ds-0240.pdf?sfvrsn=c2e4e3c5_18 . Additional wind speed and gust information can be accessed from www.wunderground.com for additional context, however, these measurements are not at the specific meter locations.
Arup Response	Consensus standards call for measurement and documentation of wind speeds at measurement locations.
WJHW Response	No additional comment.
Item 6	
Document	WJHW letter 1, Henderson Exhibit, pages 4-5
	Only one gameday measurement (30-120 seconds in duration) was conducted in Wilmette. Results for gameday measurements are presented as an aggregate range with no results at individual receptors presented.
Arup Comment	Provide a supplementary gameday activity sound survey which includes additional neighborhoods to provide better representation of impacted areas. Include measurement results for each receiver location.
WJHW Response	Measurements were conducted in neighborhoods with close proximity to the stadium and are representative of those areas which may have the greatest impact from stadium activities.
Arup Response	Requested information not provided.
WJHW Response	Additional information was not provided as the completed measurements capture the highest sound levels due to their proximity to the stadium. As stated previously in our report, sound levels will continue to dissipate when moving away from the stadium, factoring in the impact of other structures, distance, directivity, and other factors.

Item 7	
Document	WJHW letters, pages 2-3
	The comparison of gameday vs. non-gameday activity sound in neighborhoods is based on a mix of different receivers and mix of long-term and short term (60-120 second acquisitions) and comparing broad ranges over multiple receivers.
Arup Comment	To quantify community sound levels due to gameday activities and compare to typical ambient (non- gameday) metrics, measurements of similar duration (longer than the 30-120s duration measurements measured by Henderson), time-of-day, and location could provide a more clear and meaningful comparison. Comparisons should be documented at each position rather than presenting overall aggregate range across all receivers.
WJHW Response	Figures 1 (page 3) and 2 (page 4) show long term measured sound levels during gameday and non-gameday weekends. Measurements are at the same location, have the same time period, and indicate sound levels across the entirety of the day (daytime and nighttime). Gameday and neighborhood noise studies utilized different locations. Studies occurred at different times during the year, but both occurred over the weekend.
Arup Response	Requested information not provided.
WJHW Response	No additional comment.

Item 8	
Document	WJHW letters, page 3
	WJHW compares surveyed gameday activity sound levels with ambient Leq dBA levels. Figures 1 and 2 also show logged LA90 levels, though these are not referenced or discussed in WJHW's analysis.
Arup Comment	For neighborhoods with intermittent traffic, measured L90 sound levels are a more appropriate representation of the ambient sound conditions. The L90 levels should also be compared against gameday activity sound levels when considering noise impact.
WJHW Response	L90 is the lower limit of the ambient sound level and sets an unrealistic expectation for the fluctuating nature of ambient sound. A full 90% of the sound experienced is above the limit set by L90. Leq is the standard statutory representation of measured sound level in community noise standards, including the State of Illinois.
Arup Response	See detailed response in §2.3.1.
WJHW Response	See response to §2.3.1 in General Comments.

Item 9	
Document	WJHW letters, pages 3-4
	A description of new stadium design elements is included and is argued that the new build design elements will "be helpful in reducing sound...". There is not sufficient analysis or modeling to demonstrate the gameday sound impact of the new stadium design and the outcomes of each individual and/or combination of elements. There is also no description of the proposed "canopy" with information about the design parameters (e.g. materiality, extent of coverage, etc.).
Arup Comment	Provide additional analysis each of these design elements can offer individually and collectively to clearly illustrate a more quantifiable estimate of outcomes related to sound levels in the surrounding communities. Clarify which of the listed elements (canopy, barriers, absorptive material, etc.) will be included in the stadium design.
Item 9 (revision A)	
Updated Document	WJHW letter 3, pages 5-6
	An additional description has been included (#3, page 6) that describes enclosures and walls around the seating bowl using vertical barriers. It is unclear if this is only a descriptor of elements that had already been included in analysis presented later in the document or a new/updated element of the design that has been incorporated in updated analysis.
Arup Comment	Provide additional analysis each of these design elements can offer individually and collectively to clearly illustrate a more quantifiable estimate of outcomes related to sound levels in the surrounding communities. Clarify which of the listed elements (canopy, barriers, absorptive material, etc.) will be included in the stadium design. Clarify if item #3 – enclosures and walls around the seating bowl – had previously been included in the presented 3D acoustic / electroacoustic modeled results.
WJHW Response	Comparing the individual contribution of each noise isolation element is unnecessary. It is the collective result of all noise mitigation elements which is relevant to the community. The noise mitigation outline in the report (pages 5, 10, and 14) are included in the modelling and the results are representative of the community noise levels anticipated with these items included in the design. Enclosures and walls around the seating bowl have remained consistent throughout the modeling exercise.
Arup Response	Requested information not provided. See comments in §2.2.
WJHW Response	See response to §2.2 in General Comments.

Item 10	
Document	WJHW letters, pages 2-3
	Surveyed gameday sound levels are compared with ambient Leq dBA levels. Figures 1 and 2 also show logged L90 dBA levels, though these are not referenced or discussed in the narrative.
Arup Comment	For neighborhoods with intermittent traffic, measured L90 percentile levels are a more appropriate representation of the ambient sound conditions perceived by residents. The L90 levels should also be compared against gameday sound levels when considering noise impact.
WJHW Response	L90 is the lower limit of the ambient sound level and sets an unrealistic expectation for the fluctuating nature of ambient sound. A full 90% of the sound experienced is above the limit set by L90. Leq is the standard statutory representation of measured sound level in community noise standards, including the State of Illinois.
Arup Response	See detailed response in §2.3.1.
WJHW Response	See response to §2.3.1 in General Comments.

Item 11	
Document	WJHW letters, page 3
	A distributed sound system is described as an element that will be included in the design. The benefits cited with regards to community noise are not unreasonable but are not quantified. No clear statement is made about the use of this system for other events (e.g. concerts).
Arup Comment	Provide analysis that illustrates the benefits of the distributed sound system for gameday community noise. Clarify if this distributed sound system will be used for other events. In our experience, a distributed sound system is likely not viable for large concert sound reinforcement.
WJHW Response	Regarding the concert experience using the distributed system, WJHW's experience shows this can be used - though, often they are not. Should a distributed system be used during a concert, it would be used as fill (as in, filling in the gaps that the stage/main system does not cover). The primary/directional sound would still come from the stage. WJHW has seen house sound systems used in conjunction with the touring rig, specifically in AT&T Stadium (Dallas) and US Bank (Minneapolis).
Arup Response	Requested information not provided. See general comments in §2.2.
WJHW Response	See response to §2.2 in General Comments.

Item 12	
Document	<p>WJHW letters page 4</p> <p>The letter states "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>The argument that lower stadium capacity will not necessarily result in less sound exposure is not correlated with sound level measurements or modeled results. We note that the listed game attendance during the weekend surveyed by Henderson was recorded as 32,123. (https://nusports.com/sports/football/stats/2022/wisconsin/boxscore/19987) which is slightly below the maximum game capacity of the new stadium design of 35,000.</p>
Arup Comment	Statements of sound exposure based on lower stadium capacity design should be made in the context of actual crowd sizes of Ryan Field games in recent years.
WJHW Response	This is a general reference for stadium size (i.e. capacity). WJHW stands by the comment that the design features will result in less sound exposure to the community. The stadium design features provide improvement in noise reduction to the community – regardless of crowd size – as they provide additional barriers to sound transmission. The existing, on grade stadium is essentially wide open. The proposed new stadium includes numerous barriers around the perimeter of the seating bowl, is partially below grade and will have a canopy to limit sound transmission.
Arup Response	Our comment was specifically on the effect of lower stadium capacity contributing to reducing sound exposure, not other design features.
WJHW Response	No additional comment.

Item 13	
Document	<p>WJHW letters, pages 4-7</p> <p>Details on input data or methodology for the 3D acoustic / electroacoustic modeled concert sound predictions are not provided. Relevant details include:</p> <ul style="list-style-type: none"> • Stadium reference design (only 2D plan view shown) • Sound system design and configuration • Frequency spectrum of sound source levels (only overall dBA level at sound mix position is presented). Assumed frequency spectrum has a significant impact on audibility and disturbance in neighborhoods (e.g. whether a reasonable pop/rock, dance/EDM, r&b/hip hop, or other musical genre spectrums are considered) • Modeling standards used (user options within the modeling software). For example, is the 3D acoustic / electroacoustic model based on Cadna's implementation of ISO 9613? Is full 3D sound diffraction implemented? What ground effects are assumed? Does it account for meteorological (atmospheric) effects?
Arup Comment	Provide 3D acoustic / electroacoustic modeling input data and details listed above.

Item 13 (revision A)	
Updated Document	<p>WJHW letter 3, pages 6-7</p> <p>Additional details are provided on input data and methodology for the 3D acoustic / electroacoustic modeled concert sound predictions including:</p> <ul style="list-style-type: none"> • The 3D acoustic / electroacoustic model is based on Cadna's implementation of ISO 9613. It is noted that 'adverse wind conditions in all directions related to the sound source per ISO 9613' have been included. Other environmental factors (e.g. air temperature, humidity, temperature inversions, etc.) have not been included in the model. Have other standards been considered for implementation in the model? • The amplified sound source is noted to be a 'pop music' frequency spectrum. No details of the frequency spectrum are provided in relation to the sound levels set at the sound board location. • Use of a line array sound system is noted as the amplified sound source positioned at 56 ft above the field. Further details of the sound system design and configuration are not provided – just a photograph of an example of a line array loudspeaker – nor any details how Cadna incorporates a amplified sound system into its modeling input. <p>While these details clarify portions of our previous comments, further clarifications would help evaluate the results and conclusions and what limitations of the 3D acoustic / electroacoustic remain.</p>
Arup Comment	Provide additional 3D acoustic / electroacoustic modeling input data and details listed above.
WJHW Response	<p>Stadium is based on the architectural model. Sound system design is based on a generic touring concert sound system and specific inputs are indicated on page 7 of the report. Frequency spectrum is based on a typical pop music concert spectrum. Modeling standards include:</p> <ul style="list-style-type: none"> • Frequency spectrum utilized was from a previously measured rock concert. • Industry Standard: ISO 9613 • Meteorology was not accounted for in calculations. • Ground absorption was not accounted for in calculations. • Lateral Diffraction Setting: some Obj <p>This modelling approach was intentionally conservative as it does not include any event attendees (empty seats included in the model), trees and additional landscaping which will further assist in the attenuation of sound.</p>
Arup Response	<p>Requested detailed information not provided. Also see §2.6 regarding clarification of concert sound level input metric. Additionally, ISO 9613-2 states that "foliage of trees and shrubs provides a small amount of attenuation, but only if it is sufficiently dense to completely block the view along the propagation path, i.e. when it is impossible to see a short distance through the foliage." Provide further information to quantify the reduction from foliage including areas in the model that are "sufficiently dense" to use this mitigating factor in the analysis.</p>
WJHW Response	<p>As previously stated, the modelling does not account for landscaping. Due to the maturity of trees in the surrounding area, as well as the time of year which concerts would be held, trees will assist with the attenuation of sound.</p>

Item 14	
Document	WJHW letter 2, pages 5-7
	Concert sound prediction maps are included for two scenarios: A baseline design and a design "with Additional Sound Mitigation" (figures 3-6). While WJHW's narrative describes various noise mitigation options in general, details of noise mitigation design included in Henderson's "Additional Sound Mitigation" scenario are not presented.
Arup Comment	Provide design details for "mitigated scenario" to clarify what each of these design elements can offer individually and collectively. Clarify which of the listed elements will be included in the stadium design to clearly illustrate a more quantifiable estimate of outcomes related to noise.
WJHW Response	The mitigated scenario is the result of closing in locations of the north elevation openings. As the design of the structure continues to evolve, the University is committed to finalizing the investigation of mitigation options which will provide the most benefit to the surrounding community.
Arup Response	No additional information has been provided to address the comment.
WJHW Response	There are currently 18 possible mitigation options being analyzed and the University is committed to selecting one or more options with a minimum 20 dBA reduction. The reason that the specific measure is not available at this time is requiring full construction drawings in order to finalize the strategy, which is premature at this point in the process.

Item 15	
Document	WJHW letter 2, pages 5-7
	Concert sound predictions are presented as broadband dBA and dBC results only. No frequency band results, or indication of low-frequency results are provided.
Arup Comment	Consider frequency spectrum of predictions results, especially low-frequency (125Hz and below) impact.
WJHW Response	dBA is the standard to which most municipalities determine acceptability of community noise, including the Village of Wilmette and the State of Illinois. Low frequency sound impact is represented by dBC and was included in the report at the request of the City of Evanston.
Arup Response	No additional information has been provided to address the comment.
WJHW Response	Reference response above. Model images of the dBA and dBC contour maps have been provided to represent noise from concert events.

Item 16	
Document	WJHW letters, pages 8-10
	The specific nature of concert sound compared to typical or existing ambient sound sources in the environment are not addressed. Amplified concerts typically contain prevalent low-frequency (bass) energy that is often rhythmic. Characterizing concert sound in terms of single broadband dBA sound levels is not sufficient, and sound pressure levels at lower frequencies should be specifically considered. Considerations appropriate for an impact assessment are referenced in environmental noise survey standards, and there is precedent in other noise codes, agreements, and guidance documents.
Arup Comment	Provide a noise impact study that contains specific consideration of characteristics of concert music sounds compared to other existing ambient sound in the community.
WJHW Response	Model images of the dBA and dBC contour maps have been provided to represent noise from concert events.
Arup Response	Requested design details have not been provided.
WJHW Response	Reference response above.

Item 17	
Document	WJHW letters, pages 5-6
	An argument is made for the shielding effect of Northwestern University buildings to the North as partial justification of North-facing orientation of sound system. However, building shielding appears to benefit a small percentage of Wilmette residential land area as demonstrated in Henderson's 3D acoustic / electroacoustic modeling output.
Arup Comment	Provide further clarification on the level of benefit shielding is providing for community noise from concert events.
Item 17 (revision A)	
Updated Document	WJHW letter 3, page 9
	An argument is made that alternative stage locations do not realize the sound reduction benefits of the building barrier effect of structures to the North of Ryan Field in comparison to those to the South. However, 3D acoustic / electroacoustic modeling is not presented to qualify this conclusion and provide numerical and statistical comparison of the predicted sound levels and the population affected.
Arup Comment	Provide further clarification on the level of benefit shielding is providing for community noise from concert events.
WJHW Response	The benefit of shielding from the University buildings is noted in the report on page 9. In addition to the shielding effect of the buildings to the north, reference Appendix C North Stage Analysis for additional factors which warrant the final stage orientation.
Arup Response	No additional information has been provided to address the comment.
WJHW Response	Reference response above.

Item 18	
Document	WJHW letters, page 6
	<p>An argument is made that the effects of including structures beyond the Northwestern University property (not included in Henderson's 3D acoustic / electroacoustic model) would result in lower noise levels: "...would limit how far into the residential area sound travels before it reaches ambient levels. The sound levels in the residential community will be lower than at the property line, when factoring in the impact of other structures, distance, directivity, and other factors."</p> <p>There is no analysis or estimate of the difference or at what distance the sound is estimated to be attenuated to ambient (or code required) levels. Buildings also reflect sound and may cause local increases in sound level. Meteorological effects, depending on weather conditions, can result in less attenuation with distance.</p>
Arup Comment	Additional enhancements to the 3D acoustic / electroacoustic model to include residential structures and meteorological conditions should be included to analyze and accurately quantify the predicted sound attenuation with distance.
Item 18 (revision A)	
Updated Document	WJHW letter 3, page 9
	<p>The updated figures illustrate sound levels that differ from previous results, but no discussion is provided why there may be differences. Reviewing the mitigated option (figure 7), items of note include:</p> <ul style="list-style-type: none"> • Sound levels at various properties to the north have increased from 80 dBC in previous results to 85 dBC • Sound levels to the north within the residential areas are 75 dBC – 80 dBC along the south facing portion of the property. The north side of the property appears to benefit from some 'sound shadowing' with levels typically at 70 dBC or 5 dBC lower than the south portion of the property. <p>No discussion is provided on the effects of the meteorological conditions included, what effects additional meteorological conditions may have which have not been modeled, or a statistical analysis of sound levels from the updated model results with the residential structures included.</p>
Arup Comment	Additional enhancements to the 3D acoustic / electroacoustic model to include meteorological conditions should be included to analyze and accurately quantify the predicted sound attenuation with distance in varying conditions. Statistical analysis of the sound levels with/without the inclusion of the 3D modeled structures should be provided to evaluate the outcomes of their inclusion in the 3D acoustic / electroacoustic model.
WJHW Response	Additional residential and community buildings were included in the model per a previous response. Weather conditions can vary substantially - day to day, time of year, and even over an evening. While these conditions can impact sound transmission, the sheer number of combinations would be impossible to model. At this time, ISO 9613 has been used as the baseline as this is the industry standard to utilize when modelling anticipated sound levels.

Arup Response	No additional analysis of meteorological conditions has been provided. Inversions are common in evening hours, which may result in less sound attenuation at intermediate distances than would be predicted using ISO 9613 methodology.
WJHW Response	Reference response above.

Item 22

Document	WJHW letters, pages 9-10 Recommendations for concert sound mitigation include limiting sound levels by implementing sound level limits, noise level monitoring, and limiting hours of concerts. No specific limits are proposed or details of concert event management approaches for activities such as soundcheck, event start, curfew times, and teardown.
Arup Comment	The concert sound mitigation strategies should be developed in more detail and assessed in terms of both feasibility and effectiveness including event management approaches.
WJHW Response	<p>The report describes noise mitigation elements starting on page 5; notably there are multiple permanent items included in the stadium design that are intended to lower community sound levels for football games and other events, in comparison with the existing stadium, including:</p> <ul style="list-style-type: none"> • The event level/field being set 20+ ft below grade which reduces total building openings through which sound can escape to the community. • A distributed house sound system within the seating bowl which reduces sound output of the house system compared to the current end zone cluster. • A canopy above the seating areas provides adequate sound reduction characteristics and reduces the bowl opening through which sound can transmit to the community. • Enclosures and walls around the seating bowl that further reduces openings in the building and reduces sound emissions to the community. <p>Temporary sound mitigation strategies focusing on the northwest corner of the stadium are being analyzed, including sound curtains and moveable partitions which will have a minimum sound reduction performance of 20 dBA. In addition to the permanent architectural elements and temporary measures noted above, multiple operational parameters have been proposed such as:</p> <ul style="list-style-type: none"> • Ending concerts at 10:00 pm Sunday – Thursday and 10:15 pm Friday – Saturday notwithstanding local ordinances allowing sound until 11:00 on weekend evenings. • Installation of sound monitoring devices in and/or around the stadium. <p>Limiting maximum sound levels at the sound board.</p>
Arup Response	No additional information has been provided to address the comment. See general comments §2.2.
WJHW Response	See response to §2.2 in General Comments.

Item 23	
Document	<p>WJHW letter 2, pages 5-7</p> <p>Concert sound prediction maps are included for two scenarios: A baseline design and a design "with Additional Sound Mitigation" (figures 3-6).</p>
Updated Document	WJHW letter 3, pages 8-12
	<p>Concert sound prediction maps are included for two scenarios: A baseline design and a design "with Additional Sound Mitigation" (figures 4-7). 3D modelled structures beyond the property line of Northwestern University two to three blocks away have been included. However, no information on the source and currency of the 3D GIS data is noted. A different false color scale step is used in these figures which makes it difficult to compare to the previously published results.</p>
Arup Comment	<p>Provide details for 3D GIS information used. Provide figures with false color map scales equivalent to the previous presented figures (or update previous figures) to allow for direct comparison between modeled results.</p>
WJHW Response	<p>Structures beyond the University's property line were modelled to the following boundaries: Maple Avenue (North), Bryant Avenue (East), Lincoln Street (South) and Broadway Avenue (West). dBA and dBC scale was adjusted to focus on the levels encountered in the model in an effort to minimize confusion caused by the use of similar colors on the previous scale. dBA and dBC data shown in the modeling images can be directly compared as the only adjustment between the two reports was to include the structures outside of the University's property line to the extents noted above.</p>
Arup Response	Requested information has not been provided.
WJHW Response	Additional information is not warranted as the data shown in the current modeling images can be directly compared to the older modeling images.

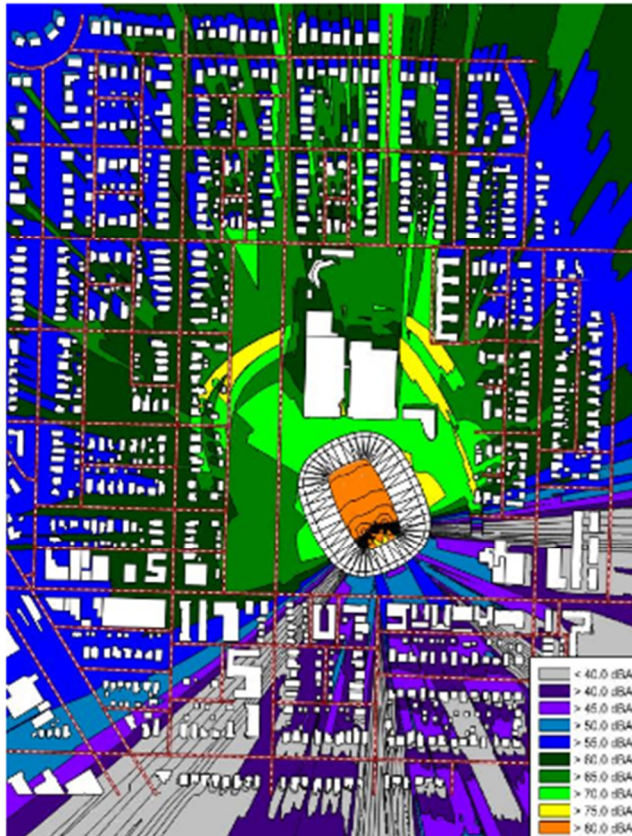
Response to Public Testimony of Mr. Steven Harper

The following are responses to public testimony presented at the Land Use Commission meeting on September 27, 2023, by Mr. Steven Harper.

- Mr. Harper's contention that the sound mitigation elements described for the acoustic model "may never make it into the stadium" is inaccurate. The acoustic model is based on the construction documents for the stadium and are representative of the architectural design. Regarding the temporary noise mitigation, Northwestern concedes this is still under review, but the noise mitigation requirements are set: 20 dB noise reduction. The issue is not that the temporary mitigation measures may or may not be included – to be clear, this mitigation is part of the stadium design – it is that the integration into the current design is complicated and requires thoughtful consideration to ensure it meets acoustical as well as architectural and structural requirements.

- The map Mr. Harper references is the “unmitigated” sound contour map (Figure 4, WJHW report dated August 2, 2023). The appropriate contour map is Figure 6 which shows the sound contours with the temporary (additional) sound mitigation. This map shows a clear improvement of sound transmission to the north and northwest of the stadium with lower sound impact on the residential properties.

Figure 6: Concert Environmental Assessment Results with Additional Sound Mitigation (dBA)



- It is not uncommon to enforce sound levels based on interior and exterior sound monitoring and is supported by the recommendations of The Noise Council (Code of Practice on Environmental Noise Control at Concerts). An excerpt includes:

Before the Event

4.8 Carry out a sound test prior to each event to ascertain the maximum level that can prevail at the monitoring position to enable the guidelines to be met. This effectively calibrates the system, taking into account as far as possible prevailing weather conditions, and, for indoor concerts, the sound insulation of the venue.

This document was referenced by Arup in their comments regarding the WJHW report of August 2, 2023. It is often necessary to conduct real world measurements of sound to ensure the

predicted results are relevant, especially when varying meteorological conditions may influence the subjective perception of sound.

- Mr. Harper also lists five errors in the Henderson concert analysis.
 1. Volume – Mr. Harper suggests the sound levels used in the model (i.e. 101 dBA) may be too low and that levels of 110 or 120 dBA could occur. Northwestern has stated 101 dBA is the agreed upon level not to exceed at the front of house mix position. His suggestion that the sound engineer would increase the sound levels inside the stadium to 110 to 120 dBA and would be excessively loud – likely painful for the attendees – and is well beyond the normal operations of concert sound systems.
 2. Type of Noise – Mr. Harper states that the Henderson analysis did not include the low frequency sound levels in our report. Figures 5 and 7 (WJHW report dated August 2, 2023) are exactly those dBC values he says are required for analysis. Further, Mr. Harper states that “citation after citation after citation of the health problems associated with noise and noise pollution.” As noted at the beginning of this report, the physiological effects of sound are related to high noise levels (greater than those predicted by the Henderson model) and for long durations (much longer than the 3-hour concerts proposed at Ryan Field). Mr. Harper states that the sound emanating from the concerts would limit the outdoor enjoyment of homes, forcing people to be inside. This is subjective as community members may enjoy this aspect.
 3. Other Concert Related Noise – Mr. Harper contends the noise from load in and load out activities will create significant noise impact. As previously stated by Northwestern’s expert, the noise from these activities are expected to be minimal as all unloading, loading, setup and takedown will occur below grade and within the stadium structure itself.
 4. Outdoor Events – Mr. Harper claims events held in Welsh Ryan Arena have been ignored and that additional festivals are not accounted for. As stated previously, festivals could include a concert event as part of the overall festival activities. Please reference the proposed terms of the text amendment.
 5. Impact on Neighborhood – Mr. Harper states WJHW has claimed concert sound levels shouldn’t be a problem for residents. WJHW’s has stated similar noise levels already exist in the neighborhoods due to football games. This is not an argument regarding duration, level of annoyance, or otherwise. It is a reminder that these noise levels currently exist in the neighborhoods.

We appreciate the opportunity to provide the above responses to the comments and concerns raised by Arup and the community.

Regards,



Greg Hughes
Principal

DATE WEDNESDAY, OCTOBER 4, 2023

TO: Ms. KATIE JAHNKE-DALE, Esq.
DLA PIPER LLP

FROM: GEORGE V. KISIEL, AIA, AICP
OKRENT KISIEL ASSOCIATES, INC.

RE: CAMIROS REPORT REBUTTAL

CC: FILE

The following addresses issues contained in the report filed by William James, Principal Consultant, Camiros Ltd. Camiros bases their opinions on several assertions that are either false, inaccurate or misleading. The first assertion is that:

“The use of the facility will change from predominantly university/ student activities to predominantly commercial entertainment activities, which represents a deep and fundamental change...”

This is false. The university has and will continue to have around 90 university-sponsored athletic contests on site for the foreseeable future as they have in the past. In addition, Trienens Center and Anderson Hall both serve exclusively university/student activities. Of the additional 60 days of university-or city-sponsored community events and the six public facing concerts authorized by the proposed text amendment, only the six concerts can reasonably be characterized as non-university events. The 60 additional days of university/city-sponsored outdoor events are intended to engage the surrounding residential neighborhoods, activating the athletic campus and transforming the area around the new Ryan Field into resource that is a benefit to the community. These events are likely to be smaller in size and unlikely to cause any significant off-site impacts. The addition of six public-facing concerts which would be similar in impact to existing football games does not “[represent] a deep and fundamental change” from a land use perspective. This small incremental increase in activity on the site is no different than the changes that have occurred on site over the last century or so.

Characterizing the proposal as a transformation to a “Regional Entertainment Complex” as implied here and explicitly referenced later in the report is grossly inaccurate. A regional sports entertainment complex would consist of a range of uses including lodging, restaurants, retail outlets, and other complimentary entertainment uses such as bowling alleys, batting cages or arcades. Examples would be Staples Center in Los Angeles, Deer District in Milwaukee and the Titledown in Green Bay. Those venues qualify as regional entertainment complexes. Not the replacement of an existing stadium on site with the addition of six concerts.

The report goes on to claim...

“The proposed text amendment will permit many more non-university related events, which represents a major intensification of use on the site....”

The text amendment authorizes an additional 60 days of university- sponsored community programming and makes the outdoor plazas available for city-sponsored community events. Those 60 days replace the 35 days (7 events with a maximum 5 day duration) authorized by the existing ordinance, increasing event days by 25. These events will help activate the site during the summer months when the site utilization is low due to the academic year calendar. These are positive contributions to the surrounding residential neighborhoods, and are not the source of negative impacts, nor are they commercial in nature. Again, only six non-university related events are authorized by the proposed text amendment.

The fact of the matter is that the athletic campus, for its size and capacity, is greatly underutilized. This is referenced in the CF Johnson report and referred to several times by NU representatives.

One way to assess levels of activity is to use traffic generation characteristics. ITE publishes such numbers for various land uses and actual attendance numbers can be converted to a similar metric for comparison for the on-site uses. The following analysis provides context.

Attendance at athletic and other currently authorized events on site annually is around 366,000. The chart below summarized the data for the previous year. That generally translates to ± 488,000 vehicle trips assuming an average of 1.5 occupants per vehicle. This assumes 2 trips per attendant

2022 –2023 Season Athletic Campus Attendance			
Sport/Event	Capacity	#Event Days	Actual Attendance
Football	47,330	6	172,180
Men’s Basketball	7,039	22	88,023
Women’s Basketball	7,039	17	24,432
Men’s Wrestling	7,039	5	7,110
Men’s Baseball	600	15	5,158
Women’s Volleyball	7,039	13	16,402
Women’s Softball	1,000	14	8,189
Graduations (Ryan Field)	20,000	2	18,000
Graduations (Welsh-Ryan)	5,000	5	21,020
University-related Indoor	10,000	3	6,095
Temporary Cultural	10,000	0	0
TOTAL		102	366,609

Athletic Campus Trip Generation				
Land Use	Units	ITE ADT Rate	Units	Annual Trips
Trienens	25 Ksf	32.93 ¹	274 ³	225,570
Anderson	35 Ksf	11.01 ²	274 ³	105,586
Events	366 K ^{attend.}	N/A	N/A	488,000 ⁴
TOTAL			819,156	

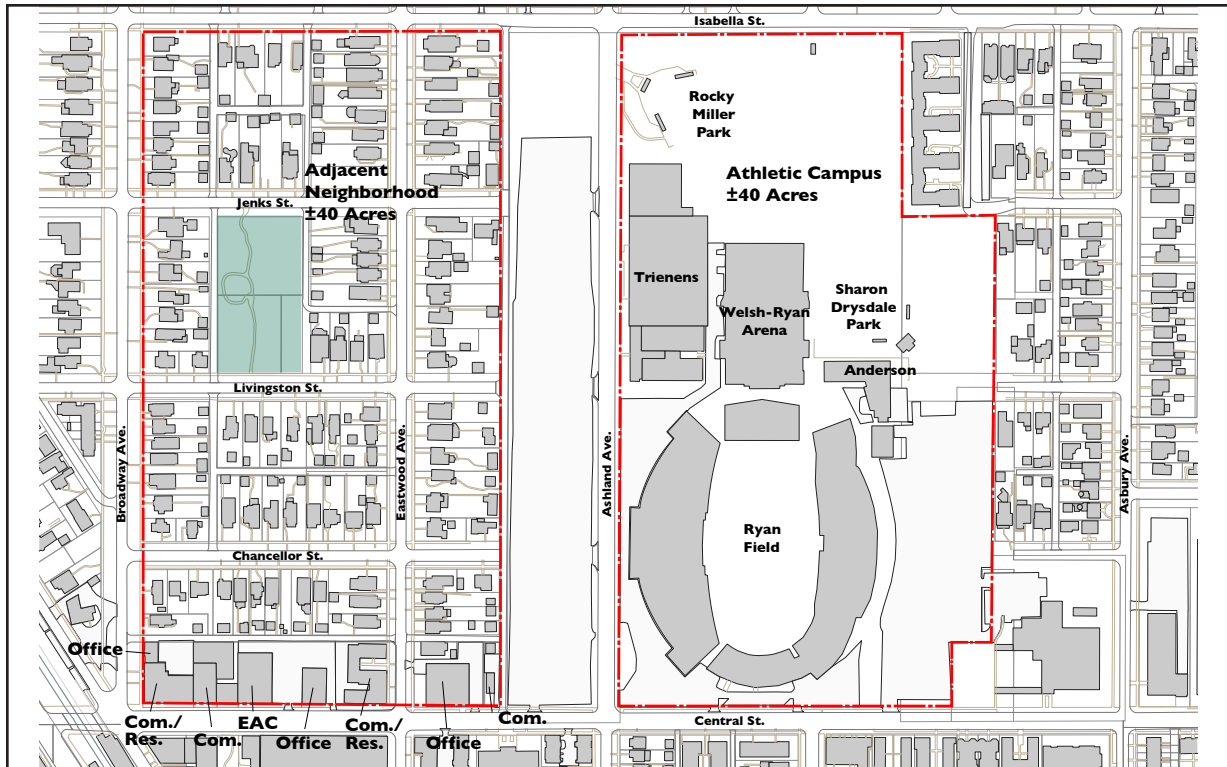
¹ ITE trip generation for Health Club (excluding indoor athletic field area)

² ITE trip generation for General Office ³ Academic year (excludes summer quarter)

⁴ Assumes 2 trips per attendant (arrival + departure) and 1.5 attendants per vehicle

÷ 1.5 attendants per vehicle. This calculation ignores any modal split, but it provides an “apples to apples” view of activity, as indicated by traffic generation on site, compared to other uses occupying a similar area). In addition to the sporting events, activity at Trienens Performance Center and Anderson Hall generates about another ±331,000 trips annually for a total that approaches around 820,000 trips annually on the 40 acre athletic campus.

When we examine the adjacent neighborhood to the west that occupies generally the same area (Central to Isabella between the alley west of Ashland to Broadway) we have 94 single-family dwellings, 48 multi-family units, 9 condo units, ±26k of ground floor commercial, ±16k of office and the ±19k of the Evanston Art Center, traffic generation for those uses according to ITE standards is a little over a million trips annually. The chart on the following page summarizes those numbers.



Northwestern Athletic Campus and adjacent neighborhood

Adjacent Neighborhood Trip Generation				
Land Use	Units	ITE ADT Rate	Units	Annual Trips
SF Res	94 DU	9.43	365	323,543
Multi-Fam	48 DU	6.74	365	118,085
Comm	26 Ksf	19	365	180,310
EAC	19 Ksf	72.05	365	499,667
Condo	9 DU	4.54	365	14,914
Office	16 Ksf	10.84	261	45,268
TOTAL			1,181,187	

For more context, there is a commercial corridor along Green Bay Road that is also adjacent to the same residential neighborhood. Just the Whole Foods Supermarket at ±40,000 s.f. generates a bit less than 1.5 million trips annually...

This gives us a baseline and background context on the current intensity of use of the athletic Campus and how it compares to an adjacent residential neighborhood. The adjacent neighborhood to the west generates ±360,000 more trips than the current utilization of the athletic campus generates. Using the same 1.5 attendants per vehicle, an additional 270,000 attendees could visit the site before the athletic campus would generate a similar amount of activity annually. While it is noted that the neighborhood traffic is more evenly distributed throughout the year than the event traffic associated with the athletic campus, this analysis, nonetheless provides valuable context for evaluation of the proposal. The report goes on to state:

“Based on a projection of attendance allowed by the proposed text amendment, Camiros projects total attendance for the NU athletic complex post redevelopment at approximately 1.45 million, a 5.5-fold increase.”

This is a misleading metric because it compares actual attendance numbers (which are understated for the athletic campus) with projections based on a high percentage of capacity – particularly for community based events. It also mis-states the impact of the proposed text amendment by including an additional 60 events with a 10,000 capacity. The chart from the Camiros report is reproduced below.

Event	Attendance
Total number of attendees 2022	263,135
Additional Events Permissible Through Text Amendment	
10 Mega Events at Ryan Field (assumes 85% attendance)	297,500
60 Events with 7,500 max capacity (assumes 85% attendance)	382,500
60 Events with 10,000 max capacity (assumes 85% attendance)	510,000
TOTAL	1,453,135

If we look at it as capacity vs. capacity (apples to apples) we get a more accurate picture of the difference. Current capacity for all events currently authorized which includes athletic contests, graduations at Ryan Field, Welsh-Ryan Arena and other events at Welsh Ryan that typically occur over the course of the year along with the 35 days of authorized outside events there is a total capacity of a little over 1.17 million annually under the current U2 ordinance. See the chart below.

Annual Athletic Campus Capacity (Current Ordinance)			
Sport/Event	Capacity	#Events	Total Capacity
Football	47,330	7	331,310
Men's Basketball	7,039	22	154,858
Women's Basketball	7,039	17	119,663
Men's Wrestling	7,039	5	35,195
Men's Baseball	600	15	9,000
Women's Volleyball	7,039	13	91,507
Women's Softball	1,000	14	14,000
Graduations (Ryan Field)	20,000	2	40,000
Graduations (Welsh-Ryan)	5,000	5	25,000
University-related Indoor	10,000	10 ¹	100,000
Temporary Cultural	10,000	35	350,000
TOTAL		134	1,270,533

¹ typical number of events hosted annually

The proposed text amendment adds 25 more outdoor event days (60 max instead of the prior 35) and reduces their capacity by 25% to 7,500 and adds 6 public concerts. The design of Ryan Field reduces capacity to 35,000 per game. The chart below summarizes the impact on capacity of the proposed text amendment. The changes authorized by the proposed text amendment and the re-built Ryan Field accounts for a modest increase in site capacity to about 1.35 million or a 15% increase or a difference of 184,690 attendees. That is simply not a significant increase in intensity of use.

Annual Athletic Campus Capacity (After Amendment)			
Sport/Event	Capacity	#Events	Total Capacity
Football	35,000	7	245,000
Men's Basketball	7,039	22	154,858
Women's Basketball	7,039	17	119,663
Men's Wrestling	7,039	5	35,195
Men's Baseball	600	15	9,000
Women's Volleyball	7,039	13	91,507
Women's Softball	1,000	14	14,000
Graduations (Ryan Field)	20,000	2	40,000
Graduations (Welsh-Ryan)	5,000	5	25,000
University-related Indoor	10,000	10 ¹	100,000
University-related Outdoor	7,500	60	450,000
Concerts	28,500	6	171,000
TOTAL		176	1,455,223

¹ typical number of events hosted annually

The report goes on to make the claim that:

“Since its inception as a collegiate athletics complex, the facility has been used almost exclusively for collegiate athletics events and the occasional local school commencement ceremony.”

This is inaccurate. Historic use of the athletic campus includes concerts, lectures and other non-athletic events as well as a Chamber of Commerce-sponsored Home Show and several professional tennis matches.

There was significant discussion of professional sporting events at both Dyche Stadium and McGaw Hall during the 1970s. They involved professional football, tennis, basketball as well as soccer. There was litigation involved and those events never came to fruition.

The Camiros report implies that that there is legal precedent forbidding commercial activity on the athletic campus. The lawsuit cited in the report however never litigated zoning issues or the “City’s right to protect citizens from commercial events” but rather focused on whether the particular issue was ripe for the courts. It established no precedent regarding the use of the athletic campus or the constitutionality of limits put on it by municipal zoning.

Since 1977, there have been significant changes that influence an evaluation of the proposed Ryan Field and attendant text amendment authorizing additional events. Most significant is the fact that Northwestern University has consistently invested in upgrading athletic campus facilities for both the athletes that use them and the spectators that come to watch. Each of these improvements has reduced capacity of the campus’ venues leaving room for additional activity.

The Camiros report goes on to imply that sale of alcohol constitutes a change in character of the area. First of all it ignores the long-standing tradition of tailgating at football games that is part of the neighborhood’s activity pattern on game days. Notwithstanding the foregoing, alcohol sales is not a land use issue but a management and licensing issue. The fact of the matter is that since the 1970s a lot more is understood regarding the implications of serving alcohol at sporting and other events. The combination of sale price, sales cut-off and staff training combine to mitigate issues related to alcohol service. In fact alcohol sales were inaugurated this year at Welsh Ryan Arena with no additional negative impacts and zero reports of incidents.

The report claims that the building mass will be significantly increased. The proposed new Ryan Field occupies generally the same footprint as the existing structure and is taller than the shorter portions of the existing structure and shorter than the taller sections. Generally, the building mass is comparable to the existing structure and satisfies the zoning ordinance requirements for bulk. No relief is requested from the ordinance standards.

With respect to Existing Planning Policies, and consistency with the Evanston Comprehensive Plan, the Camiros report cites several passages from the “Neighborhoods” section of the document:

“Preserving neighborhood character while supporting redevelopment efforts that add to neighborhood desirability. Only redevelopment that adds to the desirability of the neighborhood should be endorsed. This project will not add to the desirability of the neighborhood as a place to live.”

These passages relate to situations where there is a change of use proposed. That’s not the case here. Nonetheless, The addition of the community event days are a positive for the neighborhood and add to the desirability of the neighborhood as do the changes in the proposed site plan that provide additional outdoor open spaces available for public use.

Camiros also cites:

“If the quality, character and appeal of Evanston’s neighborhoods are diminished by redevelopment projects, Evanston will cease to possess the “special character” that is central to the Plan’s Vision Statement.”

The Comprehensive Plan recognizes that there is a diversity in the character of its neighborhoods:

“Evanston’s neighborhoods vary in character. Some are “suburban” in style--single-family homes on quiet tree-lined streets, with or without a nearby neighborhood shopping district. Others are more “urban”--low to mid-rise multi-family housing, higher population density, busier streets, and mixed-use buildings with commercial and residential activities under one roof. This diversity offers dynamic alternatives that many claim to be part of Evanston’s charm...”

The adjacent neighborhood’s “special character” in this instance is existing vintage housing stock, its proximity to transit, shopping, ETHS, the Lakefront, healthcare resources and the NU athletic campus. None of that is changing. The addition of the community event days are a positive for the neighborhood in terms of livability as are the changes in the proposed site plan that provide additional outdoor open spaces available for public use.

Of the current number of event days, at least 40 are high attendance events (Football, Men’s Basketball, some Women’s basketball or volleyball games and graduations). All of these events are uses permitted in the U2 District. All of these events have impacts that, if they were experienced on a regular and consistent basis year-round, would be seen as incompatible with residential land uses. These events, their seasonal frequencies, and the adjacency of the residential neighborhoods to these activities at the athletic campus are part of the existing land use character of those residential neighborhoods. Again, the redevelopment of Ryan Field does not constitute a significant change in character, nor does the addition of six additional high attendance events.

The Camiros report views the proposal through the narrow lens of neighborhood impacts as if to imply that *any additional impact* caused by the proposed text amendment or Ryan Field redevelopment renders it inconsistent with the standards for approval contained in the Evanston Zoning Ordinance. If this were the case, no development or redevelopment could be approved under the standards. The fact of the matter is that all land uses have some impact. The question is whether those impacts are undue and whether those impacts are offset by some other benefit.

Again, the most relevant passages in the Comprehensive Plan relate to balancing the needs of significant institutions with the impacts on the adjacent neighborhoods. As testified to earlier, that balance is met with the site design and proposed community programming, the reduced capacity of Ryan Field, the limited number of proposed concert events, the proposed MOU outlined in Northwestern's submitted LOI and the very significant financial indirect and direct benefits of the proposal that are well documented.

With respect to the provisions of the Evanston Zoning Ordinance the Camiros Report infers that the U-2 District standards are inadequate to regulate the proposed development and the modest increase in utilization. It ignores the impact and utility of the proposed Memorandum of Understanding (MOU). The proposed amendment along with the proposed MOU adequately handle regulation of the proposed uses on the site and any management issues that may arise.

Finally, the report talks about project impacts such as intensification of activity, which, as discussed earlier, is modest, and would not be out of character given the existing pattern of development. It talks about parking and traffic impacts being inconsistent with a residential area. The fact of the matter is that the traffic impacts occur infrequently.

These impacts are well known and well managed by existing practices for similar events such as football games with greater attendance capacity. Proposed restrictions on parking for concerts mitigate any impacts on parking in the adjacent neighborhood during those six events.

With respect to noise impacts, the modest SPLs outside of the venue and the de minimus duration of exposure over the course of a year pose no danger to the surrounding residential neighborhoods. Noise propagation from concerts will be seen as undesirable by some and a benefit by others. All in all, the noise impacts represent a limited duration inconvenience to the surrounding residential neighborhoods and do not rise to the level of having a negative impact on health, safety or welfare.

Finally, with respect to property values, Camiros cites the Cohn Reznick Report which at its outset admits that it does not analyze the subject property. It tries to draw a conclusion based on a completely different venue and context (Forest Hills NY) that has an incomparable frequency of events at ± 30 per year compared to six.

Furthermore, the attributes that impact the desirability of housing in adjacent neighborhoods, such as the existing vintage housing stock, its proximity to transit, shopping, ETHS, the Lakefront, healthcare resources and yes, for some, the NU athletic campus – remain unchanged.

In addition, Northwestern's economic impact consultant, found that, according to research published in the Journal of Sports Economics, there is evidence that the construction of a new facility or renovation of an existing facility increases property values. It found that the closer a house is to the stadium, the more property values are positively impacted.

This is also evident in a property value map of Evanston, broken out by city council districts. Ward 7, where Ryan Field is located, maintains the city's highest average residential property value.

The report submitted by expert MAI appraiser Mary Linberger corroborates this finding, stating that there is no evidence that the existing operations of Ryan Field have depressed the values of nearby homes and there is no logical argument to support the notion that adding six more events over the span of a year to a venue that is already offering similar activities will result in a loss of value for surrounding homes.

Given all this, I disagree with the basis and the conclusions set forth in the Camiros report regarding the proposed redevelopment of Ryan Field and the text amendment authorizing additional community events and public facing concerts.



NORTHWESTERN ATHLETICS

Pre-Meetings and Post-Game meetings

- Northwestern has weekly organizational meetings with all entities involved in the execution of a home football game to include:
 - Northwestern Athletics Personnel
 - Football Staff
 - Athletics Marketing
 - Events & Facilities Staff
 - Ticket Operations
 - Video Operations
 - Athletics Communications
 - Northwestern University Police
 - Northwestern Community Relations
 - Northwestern Risk Management
 - Northwestern Facilities Management
 - Superior Ambulance Service
 - SP+ Parking (Parking & Shuttle Operations)
 - Ryan Field Lots
 - Canal Shores Parking Lots
 - Evanston & Wilmette Police Departments
 - Traffic Detail
 - Gate Security Detail
 - Evanston Fire Department
 - City of Evanston staff
 - Security/Event Staffing Providers
 - Luna Security
 - Allied Universal
- During each game, Northwestern operates a unified command operations center to monitor all activities and calls for service on a game day. Representatives from all support areas have a representative within the command post. All actions are documented in ISS 24/7 data base
- Prior to the conclusion of every game, a “hot wash” meeting is conducted on site at Ryan Field to review game day activities, incidents and calls for service.

CHICAGO'S BIG TEN TEAM™

Tailgating and Sanitation Efforts

- Northwestern controls tailgating by only opening parking lots 4 hours prior to kick off
- Tailgates clean up
 - Begins on game day
 - Trash/recycling receptacles are positioned throughout all parking lots
 - All receptacles in parking lots are emptied and as much trash is removed from the lots as is possible for staff on hand
 - Continues 8:00am the morning after (regardless of game time)
 - Crews complete all trash removal from parking lots and the stadium itself
 - Student ROTC members are dispatched throughout the neighborhood to pick up trash on streets, sidewalks, parkways and neighbors' yards (radius determined by crowd size, prevailing winds, etc)
 - City of Evanston trash receptacles along Central Street and at city parking areas (sold as tailgating) on Poplar Drive are emptied by NU grounds crew
- Suggestion for 2023 and beyond: Through a website (or an app) neighbors can request a Sunday morning spot check/clean-up of their yard

Traffic Management and Parking (Central, Isabella, Ashland, Asbury, etc.)

Football game days include a coordinated traffic control effort to improve game day traffic flow. We have included input from third party traffic management studies completed in 2012 and 2017. In 2022, a third traffic study is being conducted in advance of the Rebuild Ryan Field efforts. Traffic control efforts include:

- Shuttle drop-off/loading moved to the northern section of Ashland to relieve congestion immediately west of Ryan Field
- Traffic is allowed only northbound on Ashland beginning approximately 3 hours prior to kick off
- SP+ staff are responsible for parking both at Northwestern and within the Canal Shores golf course. This increases efficiency in moving vehicles to the proper locations
- Ride share “geo-fence” around Ryan Field to control pick up points for rideshare customers
- Northwestern pays for additional on-duty traffic control police officers from both Evanston and Wilmette to facilitate optimal traffic control on game days.
- Additional expansion of traffic control may be effected by EPD staffing levels

Our efforts RE: Vehicles Idling

- Proactive communication with visiting teams regarding the ordinance and their visit to Northwestern. On-site spot check by NU personnel throughout the day
- Shuttle buses are hired by our parking/shuttle provider SP+.
- Shuttles are sourced by an Evanston company and they are familiar with local ordinance
- SP+ staff have real time communication with shuttle company about any idling concerns



Chicago Transit Authority

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
transitchicago.com

September 27, 2023

David Davis
Northwestern University
Senior Executive Director
Neighborhood and Community Relations
1800 Sherman Avenue, Suite 7-100
Evanston, IL 60208

Dear Mr. Davis:

Thank you for contacting my office regarding Northwestern University's plan to redevelop Ryan Stadium on Evanston's near northside. While the proposal is expected to decrease the current annual sporting event attendee numbers slightly, it is expected to increase activity in the area due to non-sporting events on an additional six (6) evenings per year. The development is expected to bring additional employment and economic activity to the surrounding community.

In the past the Chicago Transit Authority (CTA) has, subject to capacity constraints, enhanced its service on days where high volume events are expected to lead to an increase in ridership. We are committed to working with Northwestern University and their consultant team to ascertain how potential expanded transit can support the anticipated need on days when the facility would be in operation. Further, we are excited to support this effort and have experience with these types of additional train ramp up with our current baseball season partnerships supporting both baseball teams and rail stops near US Cellular Field and Wrigley Field.

We look forward to continued discussions with the university's project team and local stakeholders to ensure that transit use is a critical asset to the Ryan Field redevelopment proposal.

Sincerely,

A handwritten signature in black ink that reads "Denise Barreto".

Denise Barreto
Chief Equity and Engagement Officer

A handwritten signature in black ink that reads "Michael Connelly".

Michael Connelly
Chief Planning Officer

Presentations from 9.27.23 Meeting

[NU Presentation \(9.6.23\)](#)

[MLCA Presentation](#)

[Steven Harper Presentation Exhibits](#)

[Scott Gingold Presentation](#)

[Jeff Cohen Presentation](#)

[Debbie Thiersch Presentation & Transcript](#)

[Dana Hoffman Presentation](#)

[Video Links - Dana Hoffman & Debbie Thiersch
Presentations](#)

[Fiona McCarthy Presentation & Transcript](#)

[Yvi Russell Statement and Submission](#)

[Mary Rosinski Presentation](#)

Supplemental Information for 9.27.23 Presentations



Meagan Jones <mmjones@cityofevanston.org>

Continuance Request Follow-up

Fiona Martin McCarthy <fiona.m.martin@gmail.com>

Mon, Oct 2, 2023 at 1:58 PM

To: Meagan Jones <mmjones@cityofevanston.org>

Cc: Eleanor Revelle <erevelle@cityofevanston.org>

Hi Meagan, I don't know if questions are still permitted by residents or if these can be added to the LUC's list, but from my statement that I previously sent there are several previous questions that have been left unanswered by NU. I thought I would highlight them for you specifically. It would be nice if NU eventually addressed them:

- what is NU's plan to not compete with existing Evanston businesses such as Northlight Theater and Space?
- Where will movie goers park if all available garage spaces are taken up?
- Same question for all other local restaurants/businesses, where will non-concert/event goers park during stadium events?
- What specific communication and traffic management plan will be provided to residents on both football and other U2 district event days?
- Who will make sure all events end on time? How will that be enforced?
- Who do residents call when they don't? Or there are other problems? Again, who will respond and how will concerns be addressed?
- What is the NU-EPD coordination plan? Nothing has ever been shared with residents and previous concerns are unaddressed.
- Who will monitor neighborhoods and streets for compliance on parking restrictions and idling buses? Does Evanston have that in the budget for parking services? Will NU cover those costs? They should.
- What is the official traffic management plan for large events and small events? Small events have specifically not been addressed at this time by NU.
- How will NU manage 200+ shuttle runs given the numbers presented during the last meeting that it will take hours to get all shuttle attendees back to their cars?
- How will NU manage the thousands of people waiting for shuttles when it takes too long and they decide to walk to their cars?
- How will NU meet local and state sound ordinances when their current sound consultant says sound emitting from Class B (commercial) to Class A (residential) violates those limitations?
- Who is responsible for impacts to sleep and health when NU violates the sound ordinances?
- What plan will be communicated to residents for access to the hospital during events?

A couple additional questions I'm interested in that weren't in my statement:

- If 200+ shuttle runs are needed there will be an inherent wait time for the shuttles on Lincoln and Ashland as the buses at the stadium are filled and depart. Will the waiting shuttles just be idling next to houses on Lincoln/Ashland during the 2+ hours it takes to remove all the people from the U2? What about the diesel pollution associated with that?
- Will NU commit to community events at the new stadium/plaza per the existing zoning even if the proposed zoning is denied?
- Does the Ryan family intend to still contribute \$10M to the work program if the stadium is approved but the zoning is denied?
- Will the ticket taxes still be applied and designated to the programs outlined by NU if the stadium is approved but the zoning is denied?

Thank you,
Fiona

[Quoted text hidden]

Supplemental document to include in submission by Debbie Thiersch

These additional statements provide more details related to my Continuance Presentation to the Land Use Commission on September 27th, 2023.

Infrastructure

The traffic gridlock you saw in the Isabella Street video was predictable. NU knew they had a sold-out event before it occurred, and yet they could not do anything to prevent the gridlock that night, despite the presence of their traffic officers, because the infrastructure cannot handle that amount of traffic. Quite simply, the stadium is surrounded by a residential neighborhood with small streets that cannot be changed. No mitigation steps can solve this problem.

Traffic Plan

If NU states that they will have a traffic plan and that traffic will not be a problem for these events, I can attest to the fact that traffic congestion caused by NU events and their lack of adequate parking has already been a problem for years, and despite best efforts to mitigate this issue it is not fixable due to the extremely limited parking and the few access streets to the U2 parking lots. You can see the dangerous driving that takes place in the Isabella Street video. NU cannot prevent the traffic gridlock for a 7,000 person event, yet the events NU wants to have will be bigger and more frequent. This would change the character of this quiet neighborhood in a very negative way.

Number of current traffic problems caused by NU per year

This number varies depending on the number of sold-out basketball games. If the sold-out game results in large numbers of people driving here and exceeding the available parking spots in the adjacent lots, we will experience traffic congestion and gridlock. As a point of reference, sell-out games at Welsh-Ryan Arena have attendees that need twice the amount of parking available at the adjacent two lots.

How traffic could drastically change

Regardless of the number of days per year traffic congestion and gridlock currently happens, NU is proposing an unlimited number of events that could attract crowds of 10,000 or more, and, according to the current text amendment, **an unlimited number of non-collegiate (amateur/semi-pro) sporting events up to the maximum capacity of the stadium**. This is a **huge** increase in the number of days we would experience traffic congestion and would drastically change the character of this residential neighborhood.

Unlimited events and unlimited attendees

The unlimited events that NU is requesting are more than this residential neighborhood can handle without drastically changing its character. The current wording in the text amendment still includes the unlimited number of events of 10,000 persons, but just as importantly, as I pointed out in my presentation, NU has also added the word **“amateur”** where it used to have just intramural and intercollegiate. **The addition of this one word would profoundly change things for my neighborhood**. The text amendment has no limit on attendees or number of days per year for these sporting events. Popular amateur events open the door to a **huge** number of attendees and resulting traffic congestion and gridlock on our neighborhood streets. Amateur and semi-professional sporting events will draw people from farther away who will be driving. Depending on

the type of sport, many events will fill to maximum capacity either the arena or the stadium, **and this could happen all year**. The residential neighborhood surrounding the stadium could become completely congested or gridlocked on many more days per year than we currently experience from the handful of football and basketball games. It could become extremely difficult to drive to the store, drive our children to their appointments, get to other places of business in town, get to a doctor appointment or to the hospital.

Any length of time in traffic gridlock is too long if stuck in an ambulance.

I have observed traffic congestion from sold-out basketball games disperse in anywhere from 20 to 45 minutes. But if you are in an ambulance trying to get to Evanston Hospital, any length of delay in getting to the emergency can pose a huge medical risk. One of the commenters at the September 27th LUC hearing read aloud the statement of a woman who had been stuck in stadium-related traffic gridlock in an ambulance on Central Street with her husband who had just had a heart attack. Any one of us could be in that person's shoes needing desperately to get to the hospital.

Parking restrictions

I've heard that NU may propose that Evanston restrict attendee parking on the streets surrounding the U2 district to make more room for cars to alleviate traffic congestion. The reality is that there would still be parked cars on the streets that belong to residents, so attendees would still have difficulty navigating the very narrow neighborhood streets. There will still be the same number of cars going to the same destination, so there will still be congestion and gridlock.

One-way on Central Street

I have heard that NU might propose that Evanston make Central Street one-way on event days. This will be confusing and possibly dangerous when people or cars are trying to cross Central and expect traffic in the closest lane to be coming from a different direction. This may also cause people to avoid the Central Street shopping district on those days. This could happen many days of the year if there are unlimited full-capacity amateur and semi-professional sporting events at the stadium. Changing city traffic patterns on an important street like Central to suit NU would be unfair to the residents and businesses that rely on reliable, predictable two-way traffic on that street.

Shuttles

NU may propose shuttle busses for all of these smaller events as well as stadium capacity events. However, most people view shuttles as a hassle. Many spectators will avoid parking a mile or two away to catch a shuttle and will instead drive around locally to find the end of the restricted parking zone or will take a chance on getting a parking ticket.

Precedent

I'm concerned that any changes in the current zoning that would allow concerts or other commercial and unlimited events would set a dangerous precedent that would give NU an opportunity to ask for more in the future. This is a quiet residential neighborhood. NU might want people to think it isn't, but just drive around on the residential streets and you will see how quiet it is. We don't want to set a precedent where NU gets to have even a few of these commercial events, because once a precedent is set, NU can keep coming back and asking for more. That is what happened at Wrigley Field, which started with 18 night games per year and now has 47 night events including concerts.

Conclusion

The neighborhood infrastructure is such that mitigation efforts cannot alleviate the parking and traffic problems caused by events of 7,500 or more that exceed the capacity of adjacent parking. Increasing the number of events with 7,500 attendees or more will profoundly impact the surrounding residential neighborhood, increasing the frequency and intensity of parking and traffic problems, and thus changing the character of the residential neighborhoods that surround the stadium property. No matter what mitigation NU proposes, this problem is not solvable because of the limitations imposed by the existing small streets and extremely limited adjacent parking. It is not fair for the neighborhood to absorb the impact of this traffic and parking problem.

TRANSPORTATION MODE FOR RYAN FIELD CONCERT VENUE

	COLUMN A	COLUMN B (presented at 09.27 LUC meeting)	COLUMN C
	Applicant's Assumptions	More Realistic Estimates (if CTA follows its evening & weekend schedule)	More Realistic Estimates (if CTA follows its weekday business hour schedule)
CTA Passengers During 2-Hour Peak Before/After Concert	8,550 (30%; rationale not provided)	4,608 (16%) Rationale: 96 concert attendees per train car (80% of crush capacity), 6 cars per train, 4 trains per hour , all passengers on all trains are Ryan Field concert attendees during 2-hour peak)	5,760 (20%) Rationale: 96 concert attendees per train car (80% of crush capacity), 6 cars per train, 5 trains per hour , all passengers on all trains are Ryan Field concert attendees during 2-hour peak)
METRA Passengers During 2-Hour Peak Before/After Concert	2,850 (10%; rationale not provided)	1,500 (5%) Rationale: 1,000-1,500 use METRA for Ravinia, 8 cars per train, 1 extra train within 2-hour peak – same as Ravinia)	1,500 (5%) Rationale: 1,000-1,500 use METRA for Ravinia, 8 cars per train, 1 extra train within 2-hour peak – same as Ravinia)
Attendees Using a Personal Auto	14,820 (52%; rationale not provided)	20,235 (71%) Rationale: based on the above-revised estimates of CTA and METRA ridership)	19,095 (67%) Rationale: based on the above-revised estimates of CTA ridership)

PARKING REQUIREMENTS FOR RYAN FIELD CONCERT VENUE

		COLUMN A	COLUMN B (presented at 09.27 LUC meeting)	COLUMN C
		Applicant's Original Estimates	More Realistic Estimates (if CTA follows its evening & weekend schedule – 4 trains/hour)	More Realistic Estimates (if CTA follows its weekday business hour schedule – 5 trains/hour)
LINE 1	Concert Attendees Using a Personal Auto	14,820 persons (52% of attendees)	20,235 persons (71% of attendees)	19,095 persons (67% of attendees)
LINE 2	Parking Demand (spaces needed)	5,928 (2.5 persons per vehicle)	8,094 (2.5 persons per vehicle)	7,638 (2.5 persons per vehicle)
LINE 3	Onsite Parking Spaces Available	2,366 (1316 spaces at U2, 850 at golf course, 200 at Poplar)	2,275 (92 spaces added at U2, 700 added at NorthShore, 850 removed at golf course, 33 removed at Poplar)	2,275 (92 spaces added at U2, 700 added at NorthShore, 850 removed at golf course, 33 removed at Poplar)
LINE 4	Remote Parking Spaces Available	4,156 (5 campus and 4 downtown lots)	4,110 (5 campus and 7 downtown lots)	4,110 (5 campus and 7 downtown lots)
LINE 5	Total Parking Spaces Available (Line 3 + Line 4)	6,522	6,385	6,385
LINE 6	Remote Parking Spaces Needed (Line 2 – Line 3)	3,562	5,819	5,363
LINE 7	Remote Parking Spaces (Surplus versus Deficit) (Line 4 – Line 6)	594 (surplus)	1,709 (deficit)	1,253 (deficit)

Northwestern's Downtown Evanston Parking Inventory

Location	Typical Available Spaces	
	Weekday Evening	Weekend Evening
E2 Self-Park (1890 N Maple)	100 (28%)	100 (28%)
1629 Orrington	250 (71%)	250 (71%)
1800 Maple Self-Park	840 (70%) 60%	840 (70%) 60%
Sherman Plaza (821 Davis)	840 (70%) 53%	840 (70%) 53%
Church Street Self-Park (525 Church)	450 (75%)	420 (70%)
500 Davis	50 (67%)	50 (67%)
One Rotary Center (1560 Sherman)	315 (65%)	320 (66%)
TOTAL	2,845 (67%) 59%	2,820 (66%) 58%

SHUTTLE REQUIREMENTS FOR RYAN FIELD CONCERT VENUE

	COLUMN A	COLUMN B (presented at 09.27 LUC meeting)	COLUMN C
	Applicant's Original Estimates	More Realistic Estimates (if CTA follows its evening & weekend schedule – 4 trains/hour)	More Realistic Estimates (if CTA follows its weekday business hour schedule – 5 trains/hour)
Persons Who Need Shuttle for Remote Parking	9,195 persons (3,562 offsite cars)	15,020 persons (5,819 offsite cars)	13,843 persons (5,363 offsite cars)
Shuttle Requirements 0-1 Hour Before Concert	<ul style="list-style-type: none"> • 4,598 persons • 115 shuttle runs • 58 shuttle buses 	<ul style="list-style-type: none"> • 7,510 persons • 188 shuttle runs • 94 shuttle buses 	<ul style="list-style-type: none"> • 6,922 persons • 173 shuttle runs • 87 shuttle buses
Shuttle Requirements 1-2 Hour Before Concert	<ul style="list-style-type: none"> • 4,597 persons • 115 shuttle runs • 58 shuttle buses 	<ul style="list-style-type: none"> • 7,510 persons • 188 shuttle runs • 94 shuttle buses 	<ul style="list-style-type: none"> • 6,922 persons • 173 shuttle runs • 87 shuttle buses
Shuttle Requirements 0-1 Hour After Concert	<ul style="list-style-type: none"> • 7,816 persons • 195 shuttle runs • 98 shuttle buses 	<ul style="list-style-type: none"> • 12,767 persons • 319 shuttle runs • 160 shuttle buses 	<ul style="list-style-type: none"> • 11,767 persons • 294 shuttle runs • 147 shuttle buses
Shuttle Requirements 1-2 Hour After Concert	<ul style="list-style-type: none"> • 1,379 persons • 35 shuttle runs • 18 shuttle buses 	<ul style="list-style-type: none"> • 2,253 persons • 56 shuttle runs • 28 shuttle buses 	<ul style="list-style-type: none"> • 2,076 persons • 52 shuttle runs • 26 shuttle buses

NOTE: At the highly attended Ohio State football game in 2022, 47 shuttle trips were used to transport 2,406 persons to offsite parking.

Kenneth G Proskie Mon, Oct 2, 7:27 PM (14 hours ago)

to me

Hello Dana,

See my responses in **red text** below. I am attaching the same slides that I used at the September 27 Land Use Commission meeting, but I added a “Column C” to show Purple Line capacities if the CTA were to agree to operate their business/rush hour schedule for Ryan Field concerts. (I believe that this is highly unlikely. See my explanation below.)

Hope this helps. Let me know if you or your neighbors have additional questions.

Regards,

Ken Proskie

From: Dana Hoffman <hellodana@gmail.com>
Date: Monday, October 2, 2023 at 10:33 AM
To: Kenneth G Proskie <kproskie@comcast.net>
Subject: Additional Questions from neighbors about presentation

Hi Ken,

Since my presentation at the September 27 Land Use Commission meeting, my neighbors have asked a lot of good questions. Can you help me address these?

1. What if Northwestern partners with CTA to increase the Purple Line trains? Does this ever happen at Wrigley? How many trains are possible? **The CTA operates 4 Purple Line trains per hour on**

weekends, and on weekdays during concert arrival and departure times. That is what my slides (Column B) were based on at the September 27 Land Use Commission meeting.

Since the platform length is limited to 6-car trains, the only way to increase the capacity is to operate more trains per hour. Their published schedule shows that the CTA runs 5 trains per hour on weekdays during business/rush hours. I decided to add a "Column C" to my previous slides to show these capacities if the CTA were to increase service to 5 trains per hour on concert evenings. As you can see, the capacity would increase by about 1,100 passengers in the 2-hour peak window. About 19,000 would still need to drive (instead of 20,000 in Column B). The remote parking deficit improves from 1,709 to 1,252 spaces. Fewer shuttles would be needed, but still a sizable number...about 173 shuttle runs per hour pre-concert (instead of 188)...about 294 in the first post-concert hour (instead of 319).

Bottom line...5 CTA trains per hour helps, but not nearly enough to make a significant impact. To avoid a parking deficit and reach 30% ridership in the 2-hour peak pre-concert, CTA would need to double the number of trains per hour (8 trains per hour), and all trains would need to be crush-loaded with folks traveling to Ryan Field. Post-concert, CTA would need to run 12-13 trains in the first hour (to transport 85% of fans). This is one train every 4 ½ - 5 minutes. Neither scenario seems realistic or feasible.

Northwestern may state that a lot of folks will arrive early for a pre-concert dinner, and the 2-hour peak arrival window may spread out...and that this will allow more persons to use the CTA. Maybe some will arrive earlier, but probably a modest number, and probably not 4 hours early. After a concert, 85% will still need transit in the first hour.

With regard to your question about Wrigley Field, I have been a Cubs season ticket holder for over 30 years. I have attended over 500 games and a few sold-out concerts (Elton John, Paul McCartney, Gaga, Buffett). I always commute to Wrigley on the CTA Red/Purple Lines. I can state with confidence that the CTA doesn't increase service for Cubs games or concerts. They run a regular schedule. That's just the way it is. I have never seen the CTA increase train service for a sold-out event at Wrigley, and I highly doubt that they would do this for Ryan Field events.

2. After a concert, it seems like a lot of people will head to the Central

Street Purple Line CTA platform, which is pretty narrow and not that long. Where would overflow people wait? Good question. I assume that the platform might be able to hold a crush-capacity trainload (576 people). Here is what happens after a game at Wrigley. When the Addison Street platform is full, overflow passengers back up down the escalators and stairs inside the station. At that point, the CTA shuts down the turnstiles and all passengers must wait in the station and on sidewalks/streets/alleys until the next train picks up a load of folks.

I expect that something similar would happen at Central Street when the platform fills up. If 4,600 folks ride the CTA, and 85% head for the EL in the first post-concert hour, then up to 4,000 would need to wait in the station and spill over onto the sidewalks/streets. There would be nowhere to go the bathroom unless the City or NU installs a bunch of porta-bathrooms along the roadside. Since you live at 1219 Central, I imagine that the lines could stretch past your building. However, many might give up when they see the long line...possibly walk or rideshare.

3. What would will happen if people decide to rideshare or walk to their cars? What if the weather is bad? Another good question. The Kimley-Horn report assumes that 5% will ride share (1,425 fans in 475 vehicles). However, it's easy to imagine that some folks will figure out that it's faster to walk or rideshare instead of waiting for 1-2 hours for their shuttle or a CTA train. It's difficult to predict numbers, but it wouldn't surprise me if 50% gave up on waiting. See my "What If 50%" attachment for a hypothetical scenario of what could happen.
4. Shuttle question: Why did your slides show 2 shuttle runs per hour when the Kimley report shows up to 3 per hour? Could you clarify this? At best, under ideal conditions, it will take 4-5 minutes to sequence, queue, and load/unload passengers at a remote lot; 8-10 minutes to commute to Ryan Field, 4-5 more minutes to sequence, queue, and load/unload at Ryan Field, and 8-10 minutes to return to the remote lot (**a total of 25-30 minutes for a roundtrip**). That's 2 roundtrips per hour for a shuttle bus. For Ryan Field concerts, actual commuting time is likely to be higher due to the expected high traffic volumes, pedestrian traffic, congestion, waiting times, etc.
5. You showed a slide with Northwestern's estimates for parking at the downtown Maple and Sherman city garages. Why did you change their estimates? I believe Northwestern made a simple math error in their calculations. At the Maple Avenue garage, NU states that 840 spaces will be available (70%). This garage has a known published capacity

of 1,400 spaces. When doing the math, this means that projected availability is 60% (not 70%). At the Sherman Plaza garage, NU states that 840 spaces are available (70%). This garage has a known published capacity of 1,583 spaces, which means that availability is 53% (not 70%). These corrections reduce the bottom line for downtown garages from 67% to 58%.

Thanks,

Dana Hoffman

2 Attachments • Scanned by Gmail

POST-CONCERT SHUTTLE/CTA ALTERNATIVES (hypothetical scenarios ??)

What if 50% of shuttle riders (7,500) decide not to wait for 1-2 hours for a ride (post-concert)?

- Assume that 67% of these (5,000) decide to walk back to their cars
- Assume that the remaining 33% (2,500) were to rideshare
- Then, an additional 833 rideshare vehicles would be needed

What if 50% of CTA riders (2,300) also decide not to wait for 1-2 hours? Since many probably need to commute home instead of a parking lot, it is likely that a higher percentage will rideshare versus walk.

- Assume that 33% of these (759) decide to walk
- Assume that the remaining 67% (1,541) were to rideshare
- An additional 514 rideshare vehicles would be needed

In addition to the 475 rideshare vehicles already included in the NU study, an additional 1,347 would be needed – 1,822 in total. That's 400 more cars than the capacity of the U2 lots.

About 5,800 folks would walk. If the weather were bad, fewer would walk and more would rideshare.

Question as posed by Dana Hoffman, 1219 Central St to Neil Bergman

What is the average concert set up time for a medium size concert vs a mega concert?

Answer:

Neil Bergman, Audio Engineer, Set Carpenter, and Lead Tech
Nashville, TN
28 years in the concert business
September 25, 2023

For a small concert with a pop up stage/roof structure the build time is a day to four days. For a large, concert roofing stage it depends how you prep the field and the size of the structure. If they are putting down heavy duty plastic flooring to drive semis, etc, as well as to support the structure, figure several days of flooring, four or five days to build the roof and stage, and a day or two for production load in of lights, sound, and video. Are you speaking on behalf of the university or in opposition to the idea?

I would definitely have questions about where the truck's bringing in material will marshal. Will they leave semi trailers on site or force them to drive somewhere off-site for storage until the concert ends? I don't know how they determined the parking area for that arena. I have some concern if they only accounted for a fraction of what a general use stadium would require. Did they under build parking in the belief that many students would be walking or taking mass transit to see football games? In addition, I would expect removal of the production and structure to take at least two to three days, along with another day for the flooring.

I think using comparable information from Wrigley Field is absolutely your best way to illustrate how all this works. I absolutely agree with you, the proximity to Evanston hospital is more than a minor inconvenience. The noise issues, as well, are considerable. The fact they've held football games there for decades is inconsequential. Extremely loud noise from ball stadiums is sporadic and almost always during the day, as opposed to concerts at night. This is a disaster for every reason you mentioned.

I've worked in the industry for 28 years. I'm a relatively low level worker on roof and stage builds, but I've been involved in probably 25 large stage/roof structures. Despite ever improving best practices, they still require a week or more for these concerts.

I've worked hundreds of small to medium stage builds, too.

Neil Bergman's credentials:



Audio Engineer at Freelance Audio Engineer



Former Set carpenter at [Sugarland](#)



Former led tech at Katt Williams "11:11" tour



Former Actor at Encore Theatre Company, Inc.



Former Nashville Operations Manager at Joe Lewis Company INC



Former Front Office Manager at Gary Musick Company



Former Sound Engineer at Armed Forces Entertainment



Former Sound, light, video, AV tech. at the crew masters



Former Sound Engineer at Opryland Productions



Former Sound mixer at Opryland USA



Former Audio Engineer at Gaylord Entertainment



Lives in [Nashville, Tennessee](#)



From [Highland Park, Illinois](#)

10-4-2023

To the Evanston Land Use Commission:

I spoke last week regarding the negative impact of noise, traffic, congestion on property values and that a zoning change in the U2 District would increase all those negative impacts and cause a decrease in property values and appreciation of surrounding properties. The ¼ mile of Evanston property surrounding the stadium pays between 9-10 million dollars of property taxes to the city and schools. If the city takes an action to decrease property values it also will decrease the taxes for our city and schools.

I also spoke to the point that one of the reports stated that East Central St. is blighted. The median single family home price in the area is over \$800,000. There are few commercial or apartment vacancies and only one home on the market in the ¼ mile surrounding the stadium.

Areas, like where SOFI stadium in Inglewood California, or Lincoln Yards in Chicago were blighted. North East Evanston is not blighted. It is a solid residential neighborhood with a thriving business district.

Below is my testimony from the 7/6/2023, copies of the slide presentation, the data from the Multiple Listing Service showing that the 32% of all listings which sold in in sept- 2022-Sept 2023 and articles referred to regarding how noise negatively impacts property values.

Thank you,

Mary Rosinski

1729 Chancellor
Evanston, Il 60201
847 293-6167

Testimony from sept 6 2023.

Good evening, my name is Mary Rosinski, I have been full time real estate broker on the North Shore for 43 years, I hold a Managing Broker license, as well as Certified Residential Specialist, **Accredited Buyers' Agent** and **At home with Diversity certifications**.

I am member of the North Shore Barrington Board of Realtors and I serve on the Government Affairs Committee and the Diversity and Inclusion Committee.

In the 1990s I worked as an appraiser for George Anton appraisal company

One of the most important responsibilities we brokers have is to m accurately price properties. We need to balance important factors such as location, property condition, market and financial circumstances, against **positive and negative external influences known as externalities** – w factors outside owner's control.

As an expert in these areas, I'd like to **correct the record** on a few things I have heard.

First. I'd like to emphasize the importance of **removing the word "Blighted" from** the discussion surrounding the rezoning the U2 district for commercial use. The statement is not true.

"Blighted" implies property that no one wants. As stated in the Clark University study- New Stadiums are built in "blighted areas because property values are less.

The land in the stadium neighborhood is highly desirable, and land values in the area range between \$60 and \$90 a square foot depending on zoning use. The Median price of single-family homes in the area is \$861,000 and that represents a lot of tax revenue which average about 2% of property value.

– This is Not a Blighted area.

[slide 3 – Central St is not "blighted"]

The Central Street Business district, east and west of Greenbay, has an enviable reputation for being one of the more attractive business districts on the Shore, drawing people from all over Evanston as well as neighboring villages and cities.

The business rents are some of the highest on the Shore and there are few vacancies

The area east of the tracks has several strong draws including the Evanston Arts Center, Hewn Bakery, iKandi Hair Salon, Berglund Animal Hospital and many more
Central Street is not a blighted area.

[slide 4 – Location & positive externalities]

Location is the usually the most predominant factor in determining price, followed by the condition of the home, views, and positive and negative externalities.

As said earlier, Externalities are factors which exist outside the owner's control can have a positive impact and increase the value of property such as good parks, schools, walkable business, transportation.

Or

They can have negative impact and decrease home values, such as noise, pollution, traffic, congestion, blight and environmental concerns.

*[The next 3 slides play for about 1 min while you say the next 2 paragraphs:
slide 5 – negative externalities/location near stadium; slide 6 – noise impacts on property values; & slide 7 – traffic levels/Linberger quote]*

The Activities at the Stadium and U2 district would be considered a negative externality by most buyers' standards, because they bring increased traffic, congestion, and noise to the area.

As you see can see in the noise/property value calculator, when decibel levels increase, home values decrease, Average the decibel levels are around 50 and 55 if the sound decibels go up to 80, the price reduction was \$66,000 or more the an 10%. If the decibel level is higher, the impact is more severe and property values decreases more.

Were it not for the fact that the large events in the U2 district are limited to collegiate and amateur events, rather were commercial events, the home values around the stadium would be more negatively impacted due to an elements of

significantly increased traffic, noise, lights, and chaos of the U2 activities not only on weekends but also weekdays and schools days.

The positive factors which exist in the neighborhoods immediately surrounding the stadium. all act to counterbalance the negative impacts of the stadium.

But this counterbalance will be lost if the type of events are changed to commercial events and the number of those events increases.

Even smaller commercial events still have a significant impact on traffic congestion, noise, and bring environmental and health concerns to the area.

SALES OVER LIST PRICE

The next mistake I'd like to correct is a statement by a group who spoke at the last LUC meeting.

It was said that the NU announcement about the Ryan Rebuild drove up values in the area. There is no significant data to justify that statement. Let's look at the data from 2023-23

The statement and the homes they mentioned are not evidence of anything other than the state of the housing market across the country which has been low inventory, high demand, high prices.

[slide 8 – homes sold near U2 district]

An analysis of the Evanston single family homes near the u2 district in 2022-2023 **shows that 38%** of the homes which sold after the NU announcement ,in the past 12 months, closed higher than list price or 5 out of 13,

[slide 9 – sales across Evanston]

The overall Evanston market showed that 36% of the homes in the previous 12 months sold above asking price. This represent 126 of 357 single family homes. There is no significant statistical difference.

Second, based on my experience in this field, it's my opinion that in the past year that because most buyers were not aware of the details of NU's proposed zoning changes, and therefore they have not incorporated it into their decision-making process yet.

The market will most likely not react positive or negatively until a decision has been made by the city and all detailed complete information is available.

It's not surprising that the market data doesn't show any effect on homes near the U2 District yet.

STADIUMS W/CONCERTS

I'd also like to correct the record on one other point. At the last hearing, NU gave **Wake Forest** and **Colorado at Boulder** as examples of colleges that host concerts in their football stadiums.

Commissioner Lindwall asked if those stadiums were located close to homes. NU representative said yes, but that's not true, as you can see from the slides, **neither** those stadiums, nor Notre Dame which some people have suggested is similar to Ryan Field, have ANY substantial residential neighborhoods nearby.

[slide 10 – Wake Forest]

Wake Forest has zero homes within 1000 feet.

[slide 11 – Boulder]

Boulder has only 8 homes within 1000 feet

[slide 12 – Notre Dame]

Notre Dame has zero homes within 1000 feet.

[slide 13 – NU]

But here's NU. Unlike those other schools, it has **more than 500 homes** within 1000 feet and that means 1000s of residents

WRAP-UP

In conclusion, the neighborhoods surrounding the stadium are thriving, they are the heart and soul of resident's lives. **These neighborhoods are the places where friendships** are made, people wish to raise families, create lasting memories, and eventually retire.

These neighborhoods are part of the foundation of the larger Evanston community. We should not destabilize them.

For many, the prospect of living next to a mega commercial entertainment center, similar to the United Center, which is what is NU is proposing, with its U2 rezoning text change, doesn't align with the long-term vision residents have or had when they purchased their homes.

People choose their neighborhoods with careful consideration, valuing the qualities that make them special and often, it's their largest investment.

Implementing a major zoning change, and creating a 29-acre commercial entertainment district, in the middle of residential neighborhoods, can drastically erode the trust that Evanston residents should be able to place in their government and the existing comprehensive plan and municipal code.

It would be hard to imagine Urban planners, who play a pivotal role in shaping the cities we live in, advocating for adding unnecessary negative externalities to established, and appreciating neighborhoods.

As we move forward, it is essential to uphold the vision and values of our communities, carefully weighing the impacts of proposed developments on the neighborhood fabric. **It's about fostering a delicate balance between growth and stability**, ensuring that our communities remain great places to live and thrive for generations to come.

This rationale behind the NU requested text change is based on a self-created financial hardship, they want to build a facility which they say they cannot afford unless the city changes the zoning.

The text change does not meet any of the standards.

The first announcements regarding changing zoning and concerts were around Sept 29 2022

Ryan Revamp: Northwestern announces plans for design of new Ryan Field



Illustration by Olivia Abeyta

If approved, construction on the new Ryan Field would begin after the 2023 football season.

Jacob Fulton, Editor in Chief

September 29, 2022

Nearly a century after first opening to the public, Ryan Field is gearing up for a major facelift.

Northwestern announced plans Wednesday for a new football stadium, after facility namesakes Pat Ryan (Kellogg '59) and Shirley Ryan (Weinberg '61) announced a record-breaking \$480 million donation to the University in September 2021 that included funds earmarked for the renovation. NU's Board of Trustees approved the design last week, which is reported to cost around \$800 million.

The privately-funded facility has a projected maximum capacity of 35,000 — 12,000 seats fewer than the current stadium — which ensures it will remain the smallest stadium in the Big Ten. If approved, construction would begin after the 2023 football season, with the facility slated to open in time for the 2026 season.

“I am excited about this project, which will create a world-class new stadium that is befitting our world-class institution, our amazing student-athletes, our fans, our alumni and the Evanston community,” University President Michael Schill said in a Wednesday news release. “I appreciate all the work my predecessor and the leadership team at the University have done to actively listen and solicit input from the community.”

The field, which first opened in 1926 as Dyche Stadium, has been through multiple rounds of renovations since its inception and was renamed in 1996 after the Ryan family. Located in northern Evanston, the stadium sits next to Welsh-Ryan Arena in the city’s 7th Ward, where NU’s footprint has been a point of contention for years.

Nearby residents have raised concerns about issues including noise and light pollution, student conduct, parking availability and transit, with some feeling the presence of both Ryan Field and Welsh-Ryan Arena has negatively impacted their quality of life. Chief among those concerns is the hosting of for-profit events such as concerts and professional conferences.

A divided City Council narrowly passed a zoning change in November 2019 that allowed NU to host a limited number of these for-profit events in the Welsh-Ryan area over a period of two years. Pitched as a trial program to assess the impact of these events on the community, the plan was upended when the COVID-19 pandemic shut down large-scale events across the country just months after the change went into effect.

However, the proposal faced fierce resident opposition both before and after its passage. As the pilot program’s end date neared in 2021, City Council considered a yearlong extension to the zoning change, but the proposal was shot down that June.

To ensure the stadium remains funded, NU is considering holding some concerts at the new Ryan Field, though no annual number of events has been officially proposed. To address resident concerns, University leaders have held conversations with community members since the renovation was announced, some of which were formally facilitated by Ald. Eleanor Revelle (7th).

The reduction in stadium capacity, stadium design elements meant to decrease light pollution and plans for increased game day transit options are all intended to address worries about the facility.

NU also projected that the construction process will create more than 2,900 jobs and generate more than \$10 million in direct revenue for the city. If the University ends up hosting concerts at the new Ryan Field, it would also bring in a projected \$35 million in city tax revenue over the course of a decade.

Discussions about the proposed plans are ongoing, as City Council has yet to approve the project. In the meantime, the University plans to continue conversations about the renovations and their impact on residents.

Looking forward, namesake donor Pat Ryan said he hopes the new facility will benefit both NU and the broader Evanston community.

“The new Ryan Field will be more than just an amazing home for Wildcat football,” Pat Ryan said in the release. “Our hope is that through this new stadium campus, Ryan Field is reimagined as an architecturally significant year-round gathering place for the Northwestern and Evanston communities that is accessible to all.”

Email: fulton@u.northwestern.edu

Twitter: [@jacobnfulton](https://twitter.com/jacobnfulton)

Related stories:



Blight is a shorthand term many people use to refer to properties they perceive as problematic in some way: **appearing unsafe, visually unpleasant, or a threat to neighborhood property values.**

Central Street is Not “Blighted”



A blighted area refers to a geographic location that has experienced a significant decline or deterioration in its physical, economic, or social conditions.

Blight can manifest in various ways and is often characterized by abandoned or deteriorated buildings, infrastructure decay, high crime rates, poverty, and overall neglect.

Central Street is not blighted.

Top positive impacts on appraisal values: Location, Location, Location

What makes a great home location? Here are a few factors that may increase your home appraisal value from a good location:

- Low crime
- Highly-rated schools
- Near hospital, fire station, and/or police station
- Walkable
- Well-maintained roads, streetlamps etc.
- Nearby homes are mainly owner-occupied, not rented, foreclosed, or for-sale
- Located in a suburban neighborhood, about 20 to 30 minutes from a large or mid-sized city
- Not located on a busy road

But Location Near Negative Externalities Causes Depreciation

“For appraisal purposes, depreciation refers to any condition that negatively affects the value of an improvement to real property, and takes into consideration:

[Among other things] Economic obsolescence, caused by factors that are external to the property, such as **being located close to a noisy airport or polluting factory.**”

<https://www.multiplicities.org/home/2018/4/13/the-housing-impacts-of-sports-stadiums>

Actual appraisal deducting 3.5% from home value for proximity to NU stadium:

skylights. Several windows are new stained glass. The floor plan is functional with adequate room sizes and closet space. No functional obsolescence was noted. Subject experiences external obsolescence for its location next to Northwestern University's Dyche Stadium and parking lot, as well as the additional noise, and foot traffic during games.

RETHINK THE MARKET

Noise Levels Directly Affect Property Values

Noise vs. Real Estate Price Calculator

Quieter areas are generally deemed more desirable, and real estate prices tend to reflect that.

You can change your house but you can't move your land - noise affects real estate prices.

<https://dqyvj.com/how-much-does-noise-affect-real-estate-prices/>

House Information	
Input Data	Values
Current Home Value	685000
Current Ldn, Median Home is about 55 Ldn.	55
New Ldn, Busy Streets raise this to about 75 Ldn.	80
<input type="button" value="Calculate"/> <input type="button" value="Reset"/>	
What might the house be worth?	
Calculated Results	Values
New Price	619689.35

Code created with assistance from [PoliticalCalculations](#)

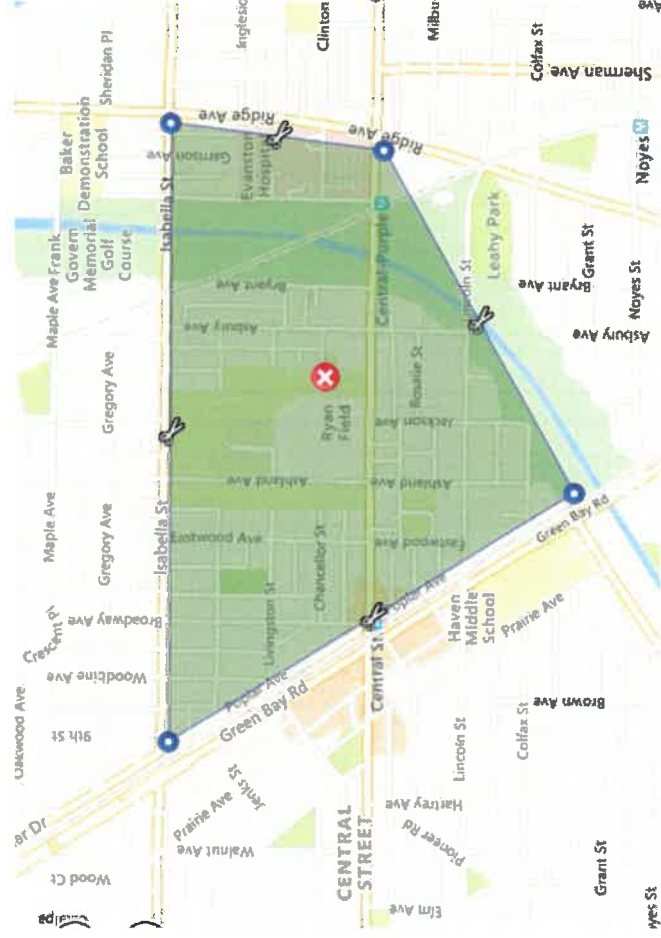
Increased Traffic is a Recognized Negative Externality

“There is broad acceptance by professionals brokering, valuing and financing single-family homes that **higher traffic levels negatively impact value.**”

Buyers and sellers also accept this premise and academic research supports it as well. Value reductions tend to increase in tandem with traffic volumes.”

--Mary Linberger, MAI

Single-Family Home Sales Near the U2 District After Ryan Field Announcement



	2021	2022
Home Sales	12	16

2022-23

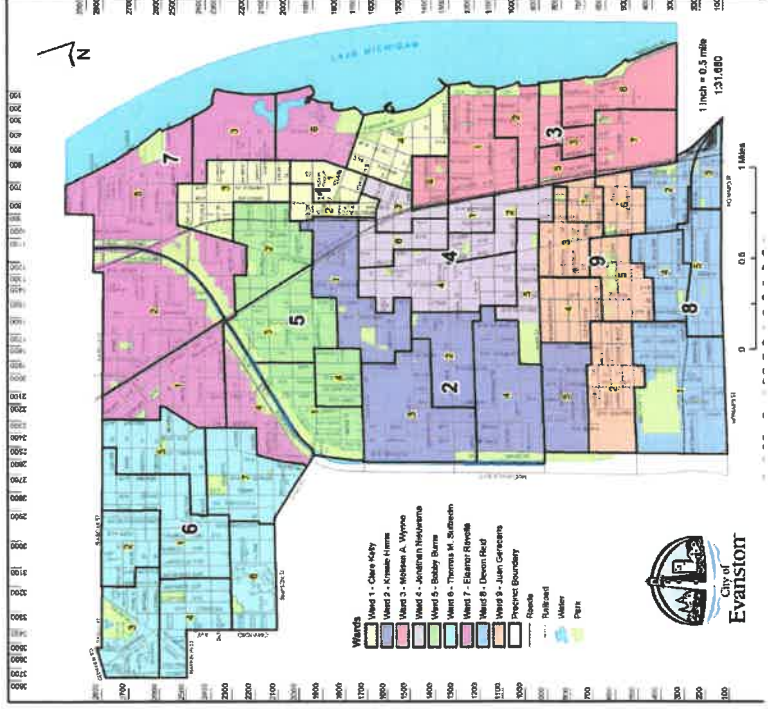
Market Conditions: Low Supply, High Demand

Single-Family Homes Sold: 13

Sold Above List Price: 5

% of Homes Sold Above List Price: 38%

Single-Family Home Sales in All of Evanston After Ryan Field Announcement



	2021	2022
Home Sales	440	357

2022-23

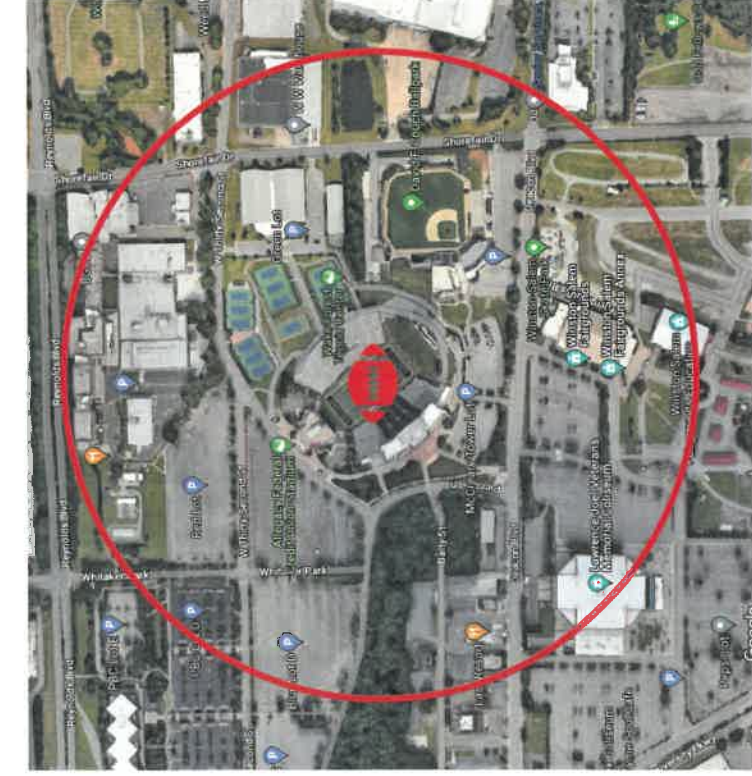
Market Conditions: Low Inventory/
High Demand = Fewer Home Sales

Single-Family Homes Sold: 357

Sold Above List Price: 126

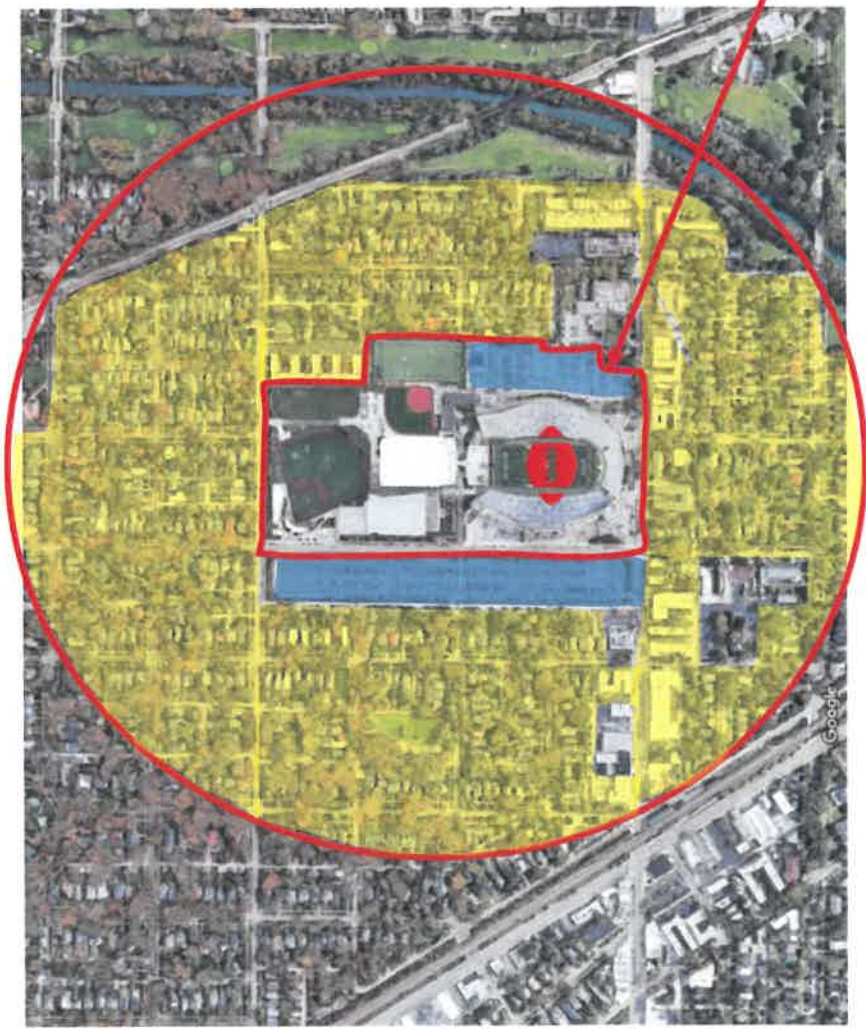
% of Homes Sold Above List Price: 36%

Allegacy Federal Credit Union Stadium (Wake Forest University)



- Distance to closest single-family home = 1,900 feet
- 0 single-family homes within 1,000 feet
- Ample off-street parking
- Multiple 4-lane access roads

U2 Zoning District (Northwestern University)



- Distance to closest single-family home = 181 feet (proposed)
- 520 single-family homes and 21 multi-family dwellings within 1000 feet
- Extremely limited access roads and off-street parking

U2 District boundary

How Much Does Noise Affect Real Estate Prices?

Sound levels are measured in decibels - a 3 decibel decrease means a cut in power of about half.

If an Airport moves next door, for example, jet engines are going to be north of **110 decibels**. Busy roadways, on the other hand, will have levels above **80 decibels**.

It is well within the range of possibilities your house might (over the years) go from 45 or 55 Ldn to 80 Ldn or so. Now, with this calculator, you can know how much that affects your home price (about .4% of value per 1 Ldn increase).

*(The study used 55 Ldn as the median sound level at a house, about the level of a moderately busy suburban street. I did the math as a power, so $Value * .996^{dB}$. Just know that it would be worse if it was $Value * (1-.004*dB)$. Take it with a grain of salt but here you go!)*



Adverse External Influences

“Adverse external influences” are structures or entities near a property that negatively affect its value. Appraisers often use the phrase “External Obsolescence” when describing these influences.

Adverse influences include freeways, busy arterial through-streets, railroads, BART or mass transit trains, cemeteries, schools, and commercial buildings or establishments.

Real estate agents involved in transactions with external influences sometimes underestimate their effect and get frustrated when appraisers have difficulty supporting value. The most common problem involves properties on busy through-streets. A loud or busy street near a property can shave as much as \$50,000 to \$100,000 off the appraised value, depending on the price range.

Appraisals With Adverse External Influences



supports value, and this is often difficult to do.

Appraisers cannot simply correlate entirely to nearby comps that do not have adverse influences and make downward adjustments. This is what Realtors often want appraisers to do, but it is deemed too subjective by underwriters and appraisal guidelines preclude it.

Appraisers must include at least one similar comp with similar adverse influences that supports value.

Why Appraisers Cannot Push Values

If appraisal reviewers think there is anything suspicious about an appraisal, they will often go out of their way to eviscerate the appraisal and then cut the value significantly.

So, by coming in slightly low (like our appraiser above did), appraisers are often preventing much more significant value cuts that might come as a result of an appraisal review.

I can't emphasize this enough, as many seasoned appraisers well-understand this risk.

Questions? Keep In Touch With JVM Lending

If you have questions about the homebuying process or appraisals, contact JVM Lending. Our expert Mortgage Analysts and Client Advisors are available 7 days a week to answer questions and guide you through the mortgage and appraisal process.

Take the next step towards finding your best mortgage.

Get your personalized instant rate quote:

Single-Family Home Sales Near the U2 District After Ryan Field Announcement



	2021	2022
Home Sales	12	16

2022-23

Market Conditions: Low Supply, High Demand

Single-Family Homes Sold: 13

Sold Above List Price: 5

% of Homes Sold Above List Price: 38%

Sold Properties **ARLVA** Around Stadium
2022-23
 AFTER Announced

Property Type: Detached Single Status: Closed Map Search: polygon Months Back: 12 Months Contract Date: 09/26/2022 or later

	Total	Average LP	Average MT
Sold	13	\$900,530	23
Active	0	\$0	0
Under Contract	0	\$0	0
Other	0	\$0	0

	Max	Average	Median	Min
LP (13)	\$1,295,000	\$900,530	\$855,000	\$649,900
SP (13)	\$1,215,000	\$912,576	\$861,000	\$646,000

= Sold over LIST PRICE
 5 of 13 or
 38% of PROPERTIES
 Sold Above LIST

	Stat	Area	Street #	Str Name	Orig List Pr	List Price	Sold Pr	Closed Date	Contract Date	MT
1	CLSD	201	2745	Asbury	\$675,000	\$649,900	\$646,000	11/16/2022	10/11/2022	37
2	CLSD	201	2714	Woodbine	\$729,000	\$729,000	\$729,000	03/23/2023	02/19/2023	3
3	CLSD	201	1900	Livingston	\$760,000	\$760,000	\$760,000	03/31/2023	03/16/2023	1
4	CLSD	201	2661	Asbury	\$775,000	\$775,000	\$851,000	07/10/2023	05/15/2023	20
5	CLSD	201	2715	Broadway	\$799,000	\$799,000	\$928,000	06/05/2023	05/05/2023	3
6	CLSD	201	2763	Broadway	\$845,000	\$845,000	\$861,000	06/20/2023	05/21/2023	4
7	CLSD	201	2404	Ashland	\$885,000	\$855,000	\$800,000	08/31/2023	07/20/2023	38
8	CLSD	201	2625	Eastwood	\$859,000	\$859,000	\$845,000	05/31/2023	04/30/2023	20
9	CLSD	201	2617	Eastwood	\$900,000	\$900,000	\$900,000	04/17/2023	03/08/2023	146
10	CLSD	201	1724	Isabella	\$1,050,000	\$1,050,000	\$1,017,500	01/25/2023	11/20/2022	6
11	CLSD	201	2650	Eastwood	\$1,095,000	\$1,095,000	\$1,111,000	12/15/2022	11/06/2022	4
12	CLSD	201	2403	Ashland	\$1,095,000	\$1,095,000	\$1,215,000	07/24/2023	04/17/2023	5
13	CLSD	201	2712	Broadway	\$1,295,000	\$1,295,000	\$1,200,000	09/08/2023	07/17/2023	16

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 NOTICE: Many homes contain recording devices, and buyers should be aware that they may be recorded during a showing.

Prepared By: Mary Rosinski, CRS | Coldwell Banker Realty | Cell: (847) 293-6167 | Email: Mary.Rosinski@cbexchange.com | 09/26/2023 07:17 PM

AFTER NO announcement @ Sept 29, 2023
 38% of PROPERTIES sold ABOVE
 ASKING PRICE. within 1/4 mile of
 STADIUM

ALL EVANSTON 2022-2023

Property Type: Detached Single Status: Closed Area: Evanston Contract Date: 09/20/2022 through 09/20/2023

	Total	Average LP	Average MT
Sold	328	\$767,281	41
Active	0	\$0	0
Under Contract	0	\$0	0
Other	0	\$0	0

Call of EVANSTON SOL
 9/20/2022 - 9/20-2023
 105 of 328

328 of Homes
 Sold. over
 Henry

	Max	Average	Median	Min
LP (328)	\$3,500,000	\$767,281	\$697,000	\$159,000
SP (328)	\$3,375,000	\$772,823	\$688,500	\$159,000

	Stat	Area	Street #	Str Name	Orig List Pr	List Price	Sold Pr	Closed Date	Contract Date	MT	
1	CLSD	201	1808	Hovland	\$159,000	\$159,000	(F)	03/29/2023	10/14/2022	457	
2	CLSD	201	1401	Grey	\$239,500	\$219,500		\$203,000	02/15/2023	01/27/2023	179
3	CLSD	201	2011	Grey	\$229,900	\$209,900	(F)	\$207,500	05/15/2023	04/13/2023	126
4	CLSD	201	1746	Brown	\$197,600	\$197,600	(F)	\$210,000	03/10/2023	02/02/2023	29
5	CLSD	201	1706	Crain	\$215,000	\$215,000		\$210,000	03/01/2023	02/13/2023	25
6	CLSD	201	625	Oakton	\$319,900	\$219,900	(F)	\$215,000	03/31/2023	03/07/2023	333

7	CLSD	201	231	Richmond	\$203,000	\$203,000	\$216,000 (F)	05/12/2023	03/13/2023	6
8	CLSD	201	1216	Fowler	\$259,000	\$246,000	\$225,000 (S)	06/27/2023	03/18/2023	23
9	CLSD	201	2125	Darrow	\$290,000	\$290,000	\$251,000	08/28/2023	08/02/2023	8
10	CLSD	201	231	Richmond	\$269,900	\$269,900	\$255,000	09/12/2023	08/28/2023	83
11	CLSD	201	633	Dodge	\$259,900	\$259,900	\$270,000	04/27/2023	04/01/2023	4
12	CLSD	201	1610	Pitner	\$299,900	\$299,900	\$270,000	04/21/2023	03/02/2023	71
13	CLSD	201	2404	Greenleaf	\$299,000	\$299,000	\$275,000	05/12/2023	03/03/2023	12
14	CLSD	201	1724	Lyons	\$299,900	\$299,900	\$277,500	07/19/2023	06/24/2023	42
15	CLSD	201	2137	Crawford	\$325,000	\$325,000	\$280,000	12/28/2022	12/06/2022	49
16	CLSD	201	1729	Brown	\$284,900	\$284,900	\$285,000	02/03/2023	12/11/2022	9
17	CLSD	201	1717	Simpson	\$289,900	\$289,900	\$285,000	09/08/2023	08/08/2023	7
18	CLSD	201	1910	Dewey	\$400,000	\$350,000	\$285,000	01/19/2023	11/09/2022	104
19	CLSD	201	828	Hartrey	\$288,000	\$288,000	\$288,000	06/09/2023	05/12/2023	13
20	CLSD	201	2322	Bradley	\$299,000	\$289,000	\$289,000 (S)	03/27/2023	02/13/2023	120
21	CLSD	201	1319	Darrow	\$305,000	\$305,000	\$295,000 (C)	01/09/2023	11/25/2022	166
22	CLSD	201	2014	Brown	\$295,500	\$285,000	\$296,000	11/07/2022	10/15/2022	83
23	CLSD	201	1818	Hovland	\$350,000	\$310,000	\$300,000	12/07/2022	10/31/2022	56
24	CLSD	201	1933	Church	\$299,000	\$299,000	\$308,250	09/11/2023	07/18/2023	6
25	CLSD	201	2413	Bradley	\$300,000	\$300,000	\$310,000	03/03/2023	01/23/2023	82
26	CLSD	201	2409	Lee	\$299,900	\$325,000	\$315,000	12/09/2022	11/01/2022	28
27	CLSD	201	1621	Lake	\$325,000	\$325,000	\$315,000	04/06/2023	03/15/2023	29
28	CLSD	201	2011	Cleveland	\$395,000	\$395,000	\$315,000	11/15/2022	10/06/2022	28
29	CLSD	201	2019	Ashland	\$334,000	\$334,000	\$316,500	05/19/2023	04/12/2023	228
30	CLSD	201	606	Wesley	\$319,000	\$319,000	\$325,000	09/28/2023	08/29/2023	9

31	CLSD	201	936	Grey	\$339,000	\$339,000	\$325,000	08/23/2023	07/24/2023	6
32	CLSD	201	2649	Crawford	\$359,900	\$359,900	\$328,000 (F)	02/14/2023	01/30/2023	56
33	CLSD	201	3320	Harrison	\$299,000	\$299,000	\$330,000	03/24/2023	03/01/2023	49
34	CLSD	201	333	Dodge	\$339,900	\$339,900	\$333,000	09/22/2023	08/15/2023	26
35	CLSD	201	2110	Asbury	\$409,000	\$380,000	\$340,000 (S)	03/20/2023	11/24/2022	14
36	CLSD	201	700	Hartrey	\$375,000	\$350,000	\$345,000	08/14/2023	07/11/2023	19
37	CLSD	201	1532	Fowler	\$389,000	\$350,000	\$345,000	11/10/2022	10/17/2022	62
38	CLSD	201	2130	Seward	\$359,900	\$359,900	\$349,900	07/06/2023	06/03/2023	80
39	CLSD	201	2343	Hastings	\$375,000	\$359,000	\$350,000 (F)	08/30/2023	07/06/2023	43
40	CLSD	201	2220	Payne	\$420,000	\$420,000	\$350,000	05/19/2023	04/17/2023	7
41	CLSD	201	9237	Lincolnwood	\$385,000	\$365,000	\$351,000	07/18/2023	05/29/2023	43
42	CLSD	201	2102	Asbury	\$359,000	\$359,000	\$355,000	11/18/2022	10/21/2022	72
43	CLSD	201	304	Elmwood	\$375,000	\$375,000	\$362,000	09/11/2023	07/29/2023	9
44	CLSD	201	1830	Lemar	\$370,000	\$370,000	\$365,000	04/13/2023	03/04/2023	244
45	CLSD	201	1516	Dempster	\$405,000	\$405,000	\$365,000	10/24/2022	10/24/2022	97
46	CLSD	201	1920	Washington	\$332,800	\$332,800	\$366,000 (F)	04/12/2023	03/16/2023	18
47	CLSD	201	2105	Seward	\$375,000	\$375,000	\$370,000	12/16/2022	11/14/2022	7
48	CLSD	201	1628	South	\$399,000	\$399,000	\$375,000	08/23/2023	08/07/2023	33
49	CLSD	201	1432	Washington	\$400,000	\$400,000	\$375,000	12/15/2022	11/22/2022	34
50	CLSD	201	1922	Seward	\$350,000	\$350,000	\$376,000	08/02/2023	07/12/2023	23
51	CLSD	201	1626	Dempster	\$349,000	\$349,000	\$376,250	03/14/2023	02/19/2023	3
52	CLSD	201	216	Richmond	\$425,000	\$407,000	\$380,000	01/30/2023	01/09/2023	139
53	CLSD	201	506	Elmwood	\$400,000	\$400,000	\$383,000	12/28/2022	12/05/2022	31
54	CLSD	201	1579	Dewey	\$487,500	\$415,000	\$385,000	05/16/2023	01/31/2023	72

55	CLSD	201	1716	Seward	\$389,900	\$389,900	\$389,900	\$389,000	03/21/2023	01/17/2023	201
56	CLSD	201	217	Hartrey	\$399,000	\$399,000	\$399,000	\$390,000	11/18/2022	09/23/2022	36
57	CLSD	201	1418	Brown	\$425,000	\$399,000	\$399,000	\$390,000	11/01/2022	09/26/2022	75
58	CLSD	201	2200	Hartzell	\$399,900	\$399,900	\$399,900	\$390,000	04/24/2023	04/05/2023	9
59	CLSD	201	1143	Fowler	\$399,900	\$399,900	\$399,900	\$394,000	10/31/2022	10/08/2022	54
60	CLSD	201	2013	Dobson	\$440,000	\$395,000	\$395,000	\$395,000	04/27/2023	03/23/2023	27
61	CLSD	201	3621	Central	\$410,000	\$410,000	\$410,000	\$395,000	06/16/2023	04/30/2023	12
62	CLSD	201	715	Asbury	\$369,000	\$369,000	\$369,000	\$396,000	07/14/2023	06/25/2023	4
63	CLSD	201	1233	Fowler	\$425,000	\$425,000	\$425,000	\$397,000	01/19/2023	12/09/2022	25
64	CLSD	201	1927	Warren	\$399,000	\$399,000	\$399,000	\$397,500	08/15/2023	06/07/2023	13
65	CLSD	201	2033	Ashland	\$399,999	\$399,999	\$399,999	\$398,900	10/31/2022	09/30/2022	70
66	CLSD	201	2008	Keeney	\$435,000	\$395,000	\$395,000	\$400,000	10/20/2022	09/26/2022	74
67	CLSD	201	217	Grey	\$469,000	\$425,000	\$425,000	\$402,500	01/18/2023	11/07/2022	137
68	CLSD	201	3465	Clifford	\$379,000	\$379,000	\$379,000	\$405,000	11/18/2022	10/23/2022	3
69	CLSD	201	801	Florence	\$405,000	\$399,000	\$399,000	\$405,000	03/21/2023	02/04/2023	53
70	CLSD	201	2235	Crawford	\$419,000	\$419,000	\$419,000	\$419,000	10/26/2022	09/22/2022	65
71	CLSD	201	2313	Lee	\$425,000	\$425,000	\$425,000	\$419,000	07/03/2023	05/23/2023	5
72	CLSD	201	3746	Church	\$439,000	\$439,000	\$439,000	\$420,000	12/21/2022	11/22/2022	6
73	CLSD	201	1800	Leland	\$409,900	\$409,900	\$409,900	\$422,500	04/28/2023	03/16/2023	9
74	CLSD	201	2412	Greenleaf	\$419,000	\$419,000	\$419,000	\$425,000	05/30/2023	03/27/2023	15
75	CLSD	201	2750	Crawford	\$425,000	\$425,000	\$425,000	\$425,000	05/12/2023	03/02/2023	4
76	CLSD	201	2016	Main	\$425,000	\$425,000	\$425,000	\$425,000	07/12/2023	05/13/2023	89
77	CLSD	201	2715	Reese	\$477,500	\$455,000	\$455,000	\$425,000 (F)	08/30/2023	06/08/2023	86
78	CLSD	201	2202	Payne	\$400,000	\$400,000	\$400,000	\$427,000 (F)	08/15/2023	06/16/2023	25

79	CLSD	201	3723	Golf	\$459,900	\$445,900	\$427,000	04/12/2023	02/26/2023	35
80	CLSD	201	1708	Greenwood	\$400,000	\$400,000	\$427,100	05/19/2023	04/18/2023	6
81	CLSD	201	9246	Ewing	\$425,000	\$425,000	\$427,500	03/23/2023	02/23/2023	9
82	CLSD	201	2637	Crawford	\$399,000	\$399,000	\$430,000	04/20/2023	04/03/2023	3
83	CLSD	201	9321	Ewing	\$439,900	\$439,900	\$435,900	05/01/2023	03/26/2023	19
84	CLSD	201	2122	Noyes	\$449,000	\$449,000	\$438,000	01/12/2023	10/24/2022	59
85	CLSD	201	1732	Main	\$439,900	\$439,900	\$439,900	07/13/2023	06/14/2023	8
86	CLSD	201	1916	Keeney	\$419,000	\$419,000	\$440,000	03/24/2023	02/02/2023	2
87	CLSD	201	2546	Princeton	\$495,000	\$449,000	\$440,000	05/17/2023	04/21/2023	69
88	CLSD	201	2013	Oakton	\$429,900	\$429,900	\$445,000	04/14/2023	02/26/2023	3
89	CLSD	201	3022	Thayer	\$425,000	\$425,000	\$450,000	12/30/2022	11/30/2022	9
90	CLSD	201	2339	Hartrey	\$445,000	\$445,000	\$450,000	06/20/2023	05/20/2023	3
91	CLSD	201	2010	Washington	\$450,000	\$450,000	\$450,000	05/26/2023	04/17/2023	28
92	CLSD	201	3401	Lyons	\$450,000	\$450,000	\$450,000	05/12/2023	03/23/2023	1
93	CLSD	201	2126	Wesley	\$477,000	\$477,000	\$450,000	01/27/2023	12/04/2022	99
94	CLSD	201	8	Salem	\$539,900	\$479,000	\$450,000	12/07/2022	10/31/2022	88
95	CLSD	201	2709	Simpson	\$574,900	\$510,000	\$465,000	11/29/2022	11/10/2022	211
96	CLSD	201	2325	Hastings	\$474,000	\$474,000	\$474,000	06/16/2023	04/18/2023	1
97	CLSD	201	2023	Darrow	\$439,000	\$439,000	\$475,000	06/23/2023	05/30/2023	7
98	CLSD	201	3625	Thayer	\$449,500	\$449,500	\$475,000	05/02/2023	03/29/2023	39
99	CLSD	201	720	Seward	\$460,000	\$460,000	\$480,000	02/27/2023	01/23/2023	276
100	CLSD	201	3231	Central	\$525,000	\$489,000	\$480,000	05/03/2023	03/03/2023	129
101	CLSD	201	305	Ashland	\$495,000	\$495,000	\$480,000	09/27/2023	08/09/2023	15
102	CLSD	201	1624	Seward	\$497,000	\$497,000	\$480,000	07/25/2023	06/28/2023	6

103	CLSD	201	423	Florence	\$465,000	\$465,000	\$485,000	05/17/2023	04/17/2023	189
104	CLSD	201	2435	Prospect	\$525,000	\$499,000	\$485,000	07/24/2023	06/23/2023	48
105	CLSD	201	9308	Forestview	\$479,000	\$479,000	\$490,000	08/04/2023	07/03/2023	5
106	CLSD	201	2731	Elgin	\$499,000	\$499,000	\$490,000	03/10/2023	01/18/2023	98
107	CLSD	201	9329	Crawford	\$500,000	\$500,000	\$493,298	09/27/2023	08/28/2023	22
108	CLSD	201	1140	Florence	\$579,000	\$529,000	\$495,000	12/28/2022	11/23/2022	50
109	CLSD	201	1508	Cleveland	\$499,000	\$499,000	\$499,000	02/17/2023	11/10/2022	29
110	CLSD	201	838	Grey	\$460,000	\$495,000	\$500,000	07/14/2023	05/13/2023	6
111	CLSD	201	1211	Washington	\$500,000	\$500,000	\$500,000	05/04/2023	04/03/2023	6
112	CLSD	201	2317	Hastings	\$549,999	\$549,999	\$500,000	08/15/2023	05/25/2023	125
113	CLSD	201	1531	Cleveland	\$525,000	\$525,000	\$507,500	07/06/2023	06/13/2023	6
114	CLSD	201	3521	Central	\$539,000	\$519,000	\$510,000	10/04/2023	08/22/2023	41
115	CLSD	201	9239	Central Park	\$545,000	\$545,000	\$515,000	09/18/2023	08/30/2023	6
116	CLSD	201	1428	Main	\$499,000	\$499,000	\$520,000	08/11/2023	07/21/2023	57
117	CLSD	201	3509	Arcadia	\$549,900	\$549,900	\$535,000	01/30/2023	01/01/2023	18
118	CLSD	201	2415	Prospect	\$575,000	\$575,000	\$537,500	01/18/2023	12/03/2022	53
119	CLSD	201	1098	Fowler	\$549,000	\$549,000	\$545,000	08/30/2023	08/02/2023	10
120	CLSD	201	3320	Payne	\$530,000	\$530,000	\$550,000	07/07/2023	06/12/2023	6
121	CLSD	201	2308	Simpson	\$599,000	\$575,000	\$550,000	12/05/2022	11/02/2022	109
122	CLSD	201	1206	Sherman	\$599,000	\$599,000	\$550,000	12/21/2022	09/26/2022	12
123	CLSD	201	1409	Dobson	\$539,000	\$539,000	\$555,000	04/11/2023	02/28/2023	8
124	CLSD	201	2525	Ashland	\$595,000	\$595,000	\$560,000	09/27/2023	09/11/2023	7
125	CLSD	201	2420	Prospect	\$574,900	\$574,900	\$565,000	04/10/2023	10/26/2022	34
126	CLSD	201	1721	Seward	\$570,000	\$570,000	\$570,000	04/14/2023	03/12/2023	4

127	CLSD	201	2407	Payne	\$544,000	\$544,000	\$573,500	07/27/2023	06/12/2023	5
128	CLSD	201	1025	Dewey	\$579,900	\$579,900	\$575,000	03/29/2023	02/10/2023	91
129	CLSD	201	1922	Wesley	\$579,000	\$579,000	\$579,000	12/30/2022	10/18/2022	6
130	CLSD	201	9340	Avers	\$550,000	\$550,000	\$580,000	08/30/2023	08/11/2023	4
131	CLSD	201	2306	Hastings	\$549,000	\$549,000	\$585,500	03/15/2023	02/25/2023	6
132	CLSD	201	2659	Lincolnwood	\$625,000	\$599,000	\$599,000	06/16/2023	05/07/2023	11
133	CLSD	201	2305	Grey	\$575,000	\$575,000	\$600,000	05/31/2023	05/04/2023	15
134	CLSD	201	3321	Colfax	\$595,000	\$595,000	\$605,000	03/30/2023	02/06/2023	13
135	CLSD	201	801	Asbury	\$630,000	\$619,000	\$608,000	11/15/2022	10/13/2022	35
136	CLSD	201	2335	Hartrey	\$565,000	\$565,000	\$615,000	12/02/2022	10/09/2022	1
137	CLSD	201	1216	Cleveland	\$575,000	\$575,000	\$615,000	09/06/2023	07/24/2023	5
138	CLSD	201	9300	Prairie	\$615,000	\$615,000	\$615,000	04/27/2023	04/01/2023	77
139	CLSD	201	1506	Dempster	\$630,000	\$615,000	\$615,000	04/24/2023	03/15/2023	122
140	CLSD	201	2234	Ewing	\$599,000	\$599,000	\$620,000	09/29/2023	07/24/2023	8
141	CLSD	201	1115	Grove	\$625,000	\$625,000	\$620,000	05/25/2023	04/09/2023	2
142	CLSD	201	2143	Ewing	\$585,000	\$585,000	\$621,000	07/25/2023	06/15/2023	9
143	CLSD	201	3226	Hartzell	\$600,000	\$600,000	\$621,000	06/08/2023	04/14/2023	14
144	CLSD	201	1629	Florence	\$625,000	\$625,000	\$625,000	09/14/2023	08/13/2023	5
145	CLSD	201	2123	McDaniel	\$575,000	\$575,000	\$626,000	07/31/2023	06/27/2023	5
146	CLSD	201	401	Florence	\$624,000	\$624,000	\$628,000	04/04/2023	03/07/2023	6
147	CLSD	201	416	Darrow	\$625,000	\$625,000	\$630,000	06/30/2023	04/12/2023	22
148	CLSD	201	2410	Thayer	\$640,000	\$640,000	\$640,000	08/15/2023	06/27/2023	6
149	CLSD	201	2745	Asbury	\$675,000	\$649,900	\$646,000	11/16/2022	10/11/2022	37
150	CLSD	201	424	Greenleaf	\$649,000	\$649,000	\$649,000	12/21/2022	11/04/2022	241

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151	CLSD	201	2355	Colfax	\$649,000	\$649,000	\$649,000	\$649,000	10/19/2022	09/25/2022	5
152	CLSD	201	2304	Prospect	\$625,000	\$625,000	\$650,000	\$650,000	04/03/2023	02/20/2023	4
153	CLSD	201	1002	Asbury	\$699,900	\$675,000	\$650,000	\$650,000	01/23/2023	12/11/2022	81
154	CLSD	201	2503	Payne	\$649,000	\$649,000	\$655,000	\$655,000	03/31/2023	02/02/2023	68
155	CLSD	201	3320	Hayes	\$615,000	\$615,000	\$658,000	\$658,000	06/21/2023	05/22/2023	5
156	CLSD	201	2627	Reese	\$674,900	\$674,900	\$660,000	\$660,000	12/14/2022	11/16/2022	5
157	CLSD	201	2337	Ridgeway	\$719,000	\$689,000	\$675,000	\$675,000	12/01/2022	09/30/2022	16
158	CLSD	201	9539	Central Park	\$850,000	\$769,000	\$675,000	\$675,000	03/07/2023	01/08/2023	222
159	CLSD	201	2329	Thayer	\$675,000	\$675,000	\$676,000	\$676,000	08/11/2023	06/20/2023	6
160	CLSD	201	2131	Lincolnwood	\$649,000	\$649,000	\$676,500	\$676,500	05/02/2023	02/06/2023	6
161	CLSD	201	829	Oakton	\$684,555	\$684,555	\$680,000	\$680,000	12/16/2022	11/11/2022	15
162	CLSD	201	2120	Wesley	\$649,000	\$649,000	\$685,000	\$685,000	02/24/2023	01/25/2023	8
163	CLSD	201	2225	Forestview	\$675,000	\$675,000	\$685,000	\$685,000	06/26/2023	06/07/2023	13
164	CLSD	201	1042	Florence	\$699,000	\$699,000	\$685,000	\$685,000	11/18/2022	09/21/2022	8
165	CLSD	201	2603	Harrison	\$700,000	\$700,000	\$692,000	\$692,000	05/02/2023	02/27/2023	254
166	CLSD	201	2709	Lawndale	\$695,000	\$695,000	\$695,000	\$695,000	03/17/2023	02/19/2023	3
167	CLSD	201	2760	Reese	\$749,900	\$749,900	\$697,000	\$697,000	03/02/2023	01/16/2023	40
168	CLSD	201	1120	Dobson	\$699,000	\$699,000	\$699,000	\$699,000	06/16/2023	05/16/2023	19
169	CLSD	201	839	Milburn	\$750,000	\$725,000	\$700,000	\$700,000	03/14/2023	02/14/2023	29
170	CLSD	201	3535	Grove	\$759,900	\$729,900	\$703,000	\$703,000	07/28/2023	06/28/2023	41
171	CLSD	201	1100	Hartrey	\$749,900	\$749,900	\$710,000	\$710,000	06/21/2023	05/27/2023	9
172	CLSD	201	1564	Florence	\$655,000	\$655,000	\$715,000	\$715,000	04/21/2023	02/28/2023	7
173	CLSD	201	1228.5-1230	Sherman	\$760,000	\$760,000	\$720,000	\$720,000	04/14/2023	03/14/2023	105
174	CLSD	201	830	Lincoln	\$700,000	\$700,000	\$722,000	\$722,000	06/16/2023	05/19/2023	15

175	CLSD	201	825	Asbury	\$725,000	\$725,000	\$725,000	\$725,000	06/27/2023	04/21/2023	66
176	CLSD	201	934	Asbury	\$800,000	\$748,000	\$725,000	\$725,000	03/16/2023	01/31/2023	90
177	CLSD	201	1115	Harvard	\$749,000	\$749,000	\$725,000	\$725,000	09/21/2023	08/28/2023	28
178	CLSD	201	2714	Woodbine	\$729,000	\$729,000	\$729,000	\$729,000	03/23/2023	02/19/2023	3
179	CLSD	201	2426	Isabella	\$729,000	\$729,000	\$730,000	\$730,000	10/31/2022	09/20/2022	8
180	CLSD	201	625	Clinton	\$700,000	\$700,000	\$735,000	\$735,000	07/19/2023	05/15/2023	6
181	CLSD	201	815	Colfax	\$749,000	\$749,000	\$735,000	\$735,000	05/26/2023	05/02/2023	35
182	CLSD	201	2645	Prairie	\$899,900	\$775,000	\$740,000	\$740,000	10/28/2022	10/04/2022	198
183	CLSD	201	1929	Wesley	\$735,000	\$735,000	\$745,000	\$745,000	06/01/2023	04/30/2023	3
184	CLSD	201	709	Brown	\$699,000	\$699,000	\$759,000	\$759,000	08/09/2023	05/23/2023	4
185	CLSD	201	1900	Livingston	\$760,000	\$760,000	\$760,000	\$760,000	03/31/2023	03/16/2023	1
186	CLSD	201	2948	Central	\$799,000	\$799,000	\$769,000	\$769,000	04/21/2023	03/08/2023	52
187	CLSD	201	2915	Lincoln	\$799,000	\$799,000	\$772,000	\$772,000	04/04/2023	02/15/2023	116
188	CLSD	201	1102	Elmwood	\$790,000	\$790,000	\$775,000	\$775,000	12/30/2022	11/27/2022	38
189	CLSD	201	1200	Elmwood	\$749,000	\$749,000	\$777,000	\$777,000	04/03/2023	03/19/2023	4
190	CLSD	201	81	Salem	\$749,900	\$749,900	\$780,000	\$780,000	08/29/2023	07/23/2023	4
191	CLSD	201	1911	Noyes	\$785,000	\$785,000	\$785,000	\$785,000	02/24/2023	12/25/2022	1
192	CLSD	201	2444	Hartrey	\$885,000	\$795,000	\$785,000	\$785,000	09/19/2023	08/29/2023	72
193	CLSD	201	2914	Payne	\$749,000	\$749,000	\$790,000	\$790,000	05/22/2023	03/19/2023	5
194	CLSD	201	3209	Otto	\$799,000	\$799,000	\$792,000	\$792,000	03/06/2023	02/06/2023	4
195	CLSD	201	1207	Harvard	\$799,000	\$799,000	\$799,000	\$799,000	07/07/2023	06/08/2023	3
196	CLSD	201	915	Reba	\$724,900	\$724,900	\$800,000	\$800,000	08/01/2023	06/29/2023	2
197	CLSD	201	2505	Lawndale	\$799,000	\$799,000	\$800,000	\$800,000	03/30/2023	02/27/2023	83
198	CLSD	201	2404	Ashland	\$885,000	\$855,000	\$800,000	\$800,000	08/31/2023	07/20/2023	38

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199	CLSD	201	9239	Harding	\$799,000	\$799,000	\$810,000	05/31/2023	04/28/2023	10
200	CLSD	201	40	Williamsburg	\$790,000	\$790,000	\$810,040	09/14/2023	06/12/2023	4
201	CLSD	201	1417	Lyons	\$825,000	\$825,000	\$812,500	09/18/2023	08/09/2023	30
202	CLSD	201	410	Wesley	\$800,000	\$800,000	\$820,000	07/25/2023	06/06/2023	6
203	CLSD	201	2124	Grant	\$749,000	\$749,000	\$826,000	09/14/2023	08/13/2023	6
204	CLSD	201	540	Florence	\$840,000	\$840,000	\$830,000	06/16/2023	05/11/2023	17
205	CLSD	201	1117	Main	\$830,000	\$830,000	\$832,000	03/28/2023	02/19/2023	4
206	CLSD	201	2716	Bennett	\$845,000	\$845,000	\$840,000	01/05/2023	10/16/2022	11
207	CLSD	201	2625	Eastwood	\$859,000	\$859,000	\$845,000	05/31/2023	04/30/2023	20
208	CLSD	201	3040	Park	\$849,000	\$849,000	\$849,000	05/17/2023	05/12/2023	1
209	CLSD	201	1205	Lee	\$775,000	\$775,000	\$850,000	04/04/2023	02/10/2023	5
210	CLSD	201	806	Clinton	\$815,000	\$815,000	\$850,000	12/01/2022	10/03/2022	4
211	CLSD	201	3206	Thayer	\$824,000	\$824,000	\$850,000	05/23/2023	01/14/2023	2
212	CLSD	201	2661	Asbury	\$775,000	\$775,000	\$851,000	07/10/2023	05/15/2023	20
213	CLSD	201	2516	Noyes	\$824,555	\$824,555	\$855,000	04/05/2023	01/30/2023	1
214	CLSD	201	2763	Broadway	\$845,000	\$845,000	\$861,000	06/20/2023	05/21/2023	4
215	CLSD	201	2118	Lake	\$850,000	\$850,000	\$865,000	06/28/2023	05/13/2023	3
216	CLSD	201	2233	Dodge	\$865,000	\$865,000	\$865,000	03/22/2023	01/23/2023	7
217	CLSD	201	2200	Pioneer	\$845,000	\$845,000	\$866,000	08/21/2023	07/03/2023	3
218	CLSD	201	826	Grey	\$869,000	\$869,000	\$869,000	06/16/2023	05/16/2023	1
219	CLSD	201	1422	Florence	\$900,000	\$900,000	\$872,000	11/18/2022	09/20/2022	7
220	CLSD	201	3600	Glenview	\$875,000	\$875,000	\$875,000	08/25/2023	07/15/2023	2
221	CLSD	201	621	Asbury	\$875,000	\$875,000	\$875,000	08/15/2023	07/15/2023	6
222	CLSD	201	904	Colfax	\$885,000	\$885,000	\$875,000	04/28/2023	02/24/2023	16

223	CLSD	201	2730	Princeton	\$899,000	\$899,000	\$875,000	08/01/2023	04/05/2023	8
224	CLSD	201	1410	Greenleaf	\$895,000	\$895,000	\$885,000	03/07/2023	02/05/2023	156
225	CLSD	201	1415	Leonard	\$759,000	\$759,000	\$888,000	07/13/2023	06/24/2023	5
226	CLSD	201	2509	Noyes	\$865,000	\$865,000	\$895,000	08/07/2023	07/15/2023	20
227	CLSD	201	1817	Greenwood	\$925,000	\$899,000	\$895,000	07/24/2023	06/24/2023	10
228	CLSD	201	1633	Florence	\$825,000	\$825,000	\$896,000	05/30/2023	05/16/2023	6
229	CLSD	201	2519	Ridgeway	\$899,000	\$899,000	\$899,000	06/30/2023	04/01/2023	10
230	CLSD	201	2635	Lawndale	\$824,000	\$824,000	\$900,000	04/19/2023	03/03/2023	3
231	CLSD	201	2617	Eastwood	\$900,000	\$900,000	\$900,000	04/17/2023	03/08/2023	146
232	CLSD	201	2773	Sheridan	\$750,000	\$750,000	\$906,896	05/10/2023	04/10/2023	4
233	CLSD	201	428	Greenwood	\$995,000	\$995,000	\$912,020	12/02/2022	09/22/2022	78
234	CLSD	201	1049	Hinman	\$899,000	\$899,000	\$915,000	08/24/2023	04/20/2023	2
235	CLSD	201	1612	Madison	\$925,000	\$925,000	\$918,000	12/05/2022	10/16/2022	1
236	CLSD	201	2319	Sherman	\$859,000	\$859,000	\$925,000	12/20/2022	10/31/2022	4
237	CLSD	201	2813	Thayer	\$925,000	\$925,000	\$925,000	11/30/2022	10/30/2022	5
238	CLSD	201	2715	Broadway	\$799,000	\$799,000	\$928,000	06/05/2023	05/05/2023	3
239	CLSD	201	748	Judson	\$925,000	\$925,000	\$930,000	09/22/2023	08/22/2023	2
240	CLSD	201	1002	Judson	\$975,000	\$975,000	\$930,000	08/01/2023	05/19/2023	30
241	CLSD	201	2405	Payne	\$850,000	\$850,000	\$931,100	07/18/2023	06/18/2023	5
242	CLSD	201	2919	Hartzell	\$899,997	\$899,997	\$940,000	06/15/2023	04/25/2023	9
243	CLSD	201	1615	Ashland	\$975,000	\$975,000	\$945,000	10/03/2023	08/10/2023	24
244	CLSD	201	9539	Central Park	\$949,000	\$949,000	\$949,000	06/26/2023	05/28/2023	2
245	CLSD	201	525	Judson	\$999,000	\$999,000	\$950,000	12/22/2022	12/10/2022	66
246	CLSD	201	1222	Greenwood	\$939,000	\$939,000	\$960,000	02/14/2023	01/10/2023	5

247	CLSD	201	2236	Wesley	\$975,000	\$975,000	\$970,000	09/13/2023	07/28/2023	23
248	CLSD	201	551	Judson	\$895,000	\$895,000	\$975,000	06/30/2023	05/01/2023	4
249	CLSD	201	1942	Orrington	\$915,000	\$915,000	\$976,000	07/31/2023	05/10/2023	3
250	CLSD	201	1206	Main	\$995,000	\$995,000	\$980,000	12/05/2022	10/09/2022	89
251	CLSD	201	2047	Orrington	\$844,000	\$844,000	\$1,000,000	07/31/2023	06/05/2023	5
252	CLSD	201	1126	Hinman	\$950,000	\$950,000	\$1,000,000	05/08/2023	04/07/2023	2
253	CLSD	201	3135	Park	\$1,050,000	\$1,050,000	\$1,005,000	06/30/2023	04/12/2023	28
254	CLSD	201	817	Central	\$1,025,000	\$998,000	\$1,010,000	06/30/2023	04/16/2023	21
255	CLSD	201	1724	Isabella	\$1,050,000	\$1,050,000	\$1,017,500	01/25/2023	11/20/2022	6
256	CLSD	201	1023	Maple	\$995,000	\$995,000	\$1,020,000	05/11/2023	04/20/2023	7
257	CLSD	201	2413	Hartrey	\$832,125	\$832,125	\$1,024,000	02/28/2023	02/09/2023	10
258	CLSD	201	2725	Harrison	\$1,118,000	\$1,050,000	\$1,056,000	06/13/2023	04/14/2023	36
259	CLSD	201	650	Judson	\$1,000,000	\$1,000,000	\$1,060,000	05/24/2023	04/20/2023	29
260	CLSD	201	803	Milburn	\$969,000	\$969,000	\$1,072,500	09/05/2023	08/13/2023	3
261	CLSD	201	2539	Lawndale	\$1,025,000	\$1,025,000	\$1,075,000	06/20/2023	04/17/2023	5
262	CLSD	201	3023	Hartzell	\$1,050,000	\$1,050,000	\$1,075,000	02/22/2023	01/26/2023	93
263	CLSD	201	735	South	\$1,195,000	\$1,095,000	\$1,085,000	05/15/2023	03/16/2023	28
264	CLSD	201	2406	Pioneer	\$950,000	\$950,000	\$1,100,000	08/15/2023	05/21/2023	5
265	CLSD	201	3700	Old Glenview	\$1,100,000	\$1,100,000	\$1,100,000	06/01/2023	02/14/2023	8
266	CLSD	201	2227	Lincolnwood	\$1,100,000	\$1,100,000	\$1,100,000	04/28/2023	01/23/2023	43
267	CLSD	201	1120	Grant	\$979,000	\$979,000	\$1,110,000	07/17/2023	05/28/2023	3
268	CLSD	201	2314	Lawndale	\$1,045,000	\$1,045,000	\$1,110,000	04/28/2023	02/21/2023	5
269	CLSD	201	2650	Eastwood	\$1,095,000	\$1,095,000	\$1,111,000	12/15/2022	11/06/2022	4
270	CLSD	201	1462	Wesley	\$1,049,000	\$1,049,000	\$1,120,000	06/05/2023	04/08/2023	4

271	CLSD	201	2012	Maple	\$999,900	\$999,900	\$1,122,000	05/25/2023	03/20/2023	7
272	CLSD	201	2530	Lawndale	\$1,150,000	\$1,150,000	\$1,125,000	11/18/2022	10/03/2022	5
273	CLSD	201	1843	Ashland	\$1,225,000	\$1,225,000	\$1,145,000	06/22/2023	05/05/2023	19
274	CLSD	201	216	Kedzie	\$1,169,000	\$1,169,000	\$1,149,000	01/03/2023	11/13/2022	40
275	CLSD	201	719	Milburn	\$1,249,000	\$1,249,000	\$1,155,000	09/07/2023	07/28/2023	80
276	CLSD	201	2205	Forestview	\$1,100,000	\$1,100,000	\$1,172,000	05/17/2023	03/13/2023	7
277	CLSD	201	2323	Marcy	\$1,385,000	\$1,199,000	\$1,199,000	01/06/2023	11/04/2022	18
278	CLSD	201	3130	Hartzell	\$1,099,000	\$1,099,000	\$1,200,000	06/23/2023	05/08/2023	1
279	CLSD	201	2737	Highland	\$1,200,000	\$1,200,000	\$1,200,000	01/03/2023	11/18/2022	65
280	CLSD	201	2511	Hurd	\$1,200,000	\$1,200,000	\$1,200,000	08/18/2023	07/15/2023	10
281	CLSD	201	1327	Church	\$1,399,000	\$1,250,000	\$1,200,000	02/01/2023	12/02/2022	222
282	CLSD	201	2712	Broadway	\$1,295,000	\$1,295,000	\$1,200,000	09/08/2023	07/17/2023	16
283	CLSD	201	1509	Forest	\$1,300,000	\$1,300,000	\$1,209,000	08/07/2023	06/16/2023	8
284	CLSD	201	2403	Ashland	\$1,095,000	\$1,095,000	\$1,215,000	07/24/2023	04/17/2023	5
285	CLSD	201	2309	Grey	\$1,275,000	\$1,275,000	\$1,225,000	06/15/2023	03/28/2023	4
286	CLSD	201	1244	Dryden	\$1,250,000	\$1,250,000	\$1,250,000	06/21/2023	05/15/2023	5
287	CLSD	201	2720	Grant	\$1,250,000	\$1,250,000	\$1,250,000	05/12/2023	04/14/2023	5
288	CLSD	201	1432	Asbury	\$1,260,000	\$1,260,000	\$1,250,000	12/08/2022	10/15/2022	9
289	CLSD	201	2107	Lincoln	\$1,150,000	\$1,150,000	\$1,257,000	05/01/2023	03/26/2023	4
290	CLSD	201	723	Monticello	\$1,200,000	\$1,200,000	\$1,260,000	01/31/2023	12/12/2022	1
291	CLSD	201	2612	Prospect	\$1,400,000	\$1,285,000	\$1,270,000	05/08/2023	03/09/2023	61
292	CLSD	201	3131	Thayer	\$1,325,000	\$1,325,000	\$1,275,000	11/10/2022	10/19/2022	9
293	CLSD	201	1408	Ridge	\$1,345,000	\$1,299,000	\$1,285,000	12/30/2022	11/14/2022	208
294	CLSD	201	1134	Sherman	\$1,299,000	\$1,299,000	\$1,299,000	03/31/2023	03/29/2023	1

295	CLSD	201	3120	Thayer	\$1,250,000	\$1,250,000	\$1,300,000	06/22/2023	05/14/2023	4
296	CLSD	201	651	Forest	\$1,250,000	\$1,250,000	\$1,307,000	10/28/2022	10/03/2022	4
297	CLSD	201	1124	Sheridan	\$1,495,000	\$1,495,000	\$1,350,000	05/23/2023	03/27/2023	42
298	CLSD	201	2119	Wesley	\$1,300,000	\$1,300,000	\$1,375,000	01/17/2023	11/13/2022	5
299	CLSD	201	9454	Drake	\$1,425,000	\$1,425,000	\$1,385,000	11/01/2022	10/03/2022	28
300	CLSD	201	2237	Sherman	\$1,500,000	\$1,500,000	\$1,400,000	07/14/2023	05/12/2023	310
301	CLSD	201	3127	Park	\$1,350,000	\$1,350,000	\$1,425,000	06/16/2023	06/07/2023	10
302	CLSD	201	2319	Lincoln	\$1,490,000	\$1,490,000	\$1,425,000	09/08/2023	07/19/2023	27
303	CLSD	201	2036	Orrington	\$1,550,000	\$1,550,000	\$1,443,000	05/19/2023	04/17/2023	34
304	CLSD	201	9560	Drake	\$1,499,900	\$1,499,900	\$1,444,000	06/21/2023	04/23/2023	279
305	CLSD	201	2416	Central Park	\$1,450,000	\$1,450,000	\$1,450,000	06/20/2023	03/12/2023	4
306	CLSD	201	2401	Park	\$1,495,000	\$1,495,000	\$1,450,000	08/03/2023	05/10/2023	7
307	CLSD	201	1122	Judson	\$1,495,000	\$1,495,000	\$1,460,000	04/14/2023	02/11/2023	6
308	CLSD	201	1239	Asbury	\$1,524,900	\$1,524,900	\$1,462,000	12/02/2022	11/07/2022	66
309	CLSD	201	709	Foster	\$1,590,000	\$1,550,000	\$1,475,000	12/09/2022	11/10/2022	49
310	CLSD	201	2327	Pioneer	\$1,350,000	\$1,350,000	\$1,480,000	08/01/2023	05/07/2023	3
311	CLSD	201	1616	Judson	\$1,349,000	\$1,349,000	\$1,487,500	07/07/2023	05/04/2023	4
312	CLSD	201	649	Sheridan	\$1,399,000	\$1,399,000	\$1,500,000	12/03/2022	11/02/2022	51
313	CLSD	201	3039	Normandy	\$1,549,000	\$1,549,000	\$1,530,000	01/24/2023	12/05/2022	7
314	CLSD	201	315	Davis	\$1,545,000	\$1,545,000	\$1,600,000	06/22/2023	03/14/2023	39
315	CLSD	201	1126	Michigan	\$1,550,000	\$1,550,000	\$1,600,000	06/16/2023	03/30/2023	1
316	CLSD	201	2655	Sheridan	\$1,250,000	\$1,250,000	\$1,651,895	11/01/2022	10/24/2022	4
317	CLSD	201	720	Central	\$1,695,000	\$1,695,000	\$1,675,000	07/14/2023	04/17/2023	328
318	CLSD	201	414	Church	\$1,750,000	\$1,750,000	\$1,750,000	05/23/2023	04/23/2023	3

319	CLSD	201	221	Dempster	\$1,800,000	\$1,800,000	\$1,750,000	09/12/2023	08/06/2023	2
320	CLSD	201	1119	Judson	\$1,899,000	\$1,899,000	\$1,775,000	10/31/2022	10/03/2022	125
321	CLSD	201	2881	Sheridan	\$1,795,000	\$1,795,000	\$1,795,000	07/20/2023	05/21/2023	11
322	CLSD	201	1112	Hinman	\$1,695,000	\$1,695,000	\$1,850,000	04/17/2023	03/13/2023	5
323	CLSD	201	2687	Stewart	\$2,000,000	\$2,000,000	\$2,017,350	06/02/2023	10/09/2022	265
324	CLSD	201	2510	Orrington	\$2,195,000	\$2,195,000	\$2,100,000	01/20/2023	12/03/2022	1
325	CLSD	201	1220	Judson	\$1,950,000	\$1,950,000	\$2,146,187	05/08/2023	03/27/2023	5
326	CLSD	201	1030	Sheridan	\$2,350,000	\$2,350,000	\$2,250,000	04/14/2023	02/16/2023	101
327	CLSD	201	643	Sheridan	\$2,999,000	\$2,999,000	\$3,200,000	01/10/2023	10/31/2022	5
328	CLSD	201	214	Greenwood	\$3,650,000	\$3,500,000	\$3,375,000	07/28/2023	05/29/2023	233

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 NOTICE: Many homes contain recording devices, and buyers should be aware that they may be recorded during a showing.

Prepared By: Mary Rosinski, CRS | Coldwell Banker Realty | Cell: (847) 293-6167 | Email: Mary.Rosinski@cbexchange.com | 10/05/2023 04:15 PM

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For LUC 10/11/2023 – *Comments and Questions* essay by Yvi Russell

<https://evanstonroundtable.com/2023/10/02/guest-essay-ryan-field-comments-and-questions-zoning-change/>

Here are just a few comments for, and questions to, Northwestern University, the city, and people who endorse the commercial rezoning of the entire U2 District.

How do you limit exceeding the amount of people converging on the proposed plazas both for “community” events and the special events hosted by non-city and non-university events? Is there going to be some sort of revolving gate counter on the proposed plazas? I don’t think that’s feasible.

Michael Godoy, the NU expert, during the Sept. 6 Land Use Commission meeting, referred to “a wine and food festival that might have a concert as part of the Saturday night activity of that two-day festival or something to that effect.” In that case, how would NU ensure that the Evanston community will even have access to the plazas on concert days? The plazas could be overrun by people who are going to attend the concert, and residents may not even be able to participate in the “community” festival. And isn’t a wine festival just another type of tailgating, in terms of outdoor drinking and merrymaking?

On days before or after concerts, could the plazas be rented out for commercial chaotic market-type events to peddle band paraphernalia and souvenirs, such as happened at Taylor Swift events?

What oversight will be used for the unlimited commercial events (non-university and non-city sponsored) that would be allowed in any of the U2 District venues, including the stadium? Is the special events procedure touted by NU going to require just staff approval? How is the community going to have any input in that process? Are political rallies permissible events?

The comparison to Out of Space concerts is disingenuous. Since music events would be allowed in the plazas, we have to compare the effect of concerts there with the current concert situation on the Canal Shores Golf Course. The golf course’s green space is much larger and thus more removed from a large number of nearby residences. The golf course concerts attendance is much smaller, and is truly attended by many who can just walk there. The frequency is one weekend only.

Moreover, Out of Space has an indoor venue, an Evanston presence that is, and thus has a vested interest in keeping a civil relationship with the community and the city. Out of Space therefore

recognizes the need to and is induced to follow curfews and loudspeaker sound levels. That is by no means guaranteed for the organizers of musical events that would be allowed in the plazas.

Even so, I have to state that, depending on the wind, we residents can hear Out of Space outdoor music all the way to McCulloch Park, for example. I also believe that the residents closer to the golf course would protest to the city if those golf course concerts were larger and more frequent, as they protested when the VFW post started to hold music events. But unlike those events, we are talking here about NU's proposed music events. NU is a mega corporation and, as a council member recently told residents, town and gown issues are to be considered by City Council during discussions regarding zoning text amendment. Add to this the precedent created by zoning change, and Evanston residents around the stadium and elsewhere would have absolutely no recourse to resolve any future issues of sound, traffic and pollution created by NU's proposals.

And finally, the enormous overall size of the proposed stadium, which is not to be confused with reduced seat capacity, is in order to have increased space for banquet halls and other rooms to host commercial meetings and events. Besides the real possibility that in good weather such events could spill over on the plazas or on the football field, why is the city allowing the increased size (height and square footage) which is obviously not necessary for hosting football? NU could easily renovate or even build a brand-new state-of-the-art smaller seat capacity or even current seat capacity stadium for less money and less imposing dimensions.

Proponents of the new stadium often mention their love of football for NU's need to build a new stadium. That's a reasonable request, but they should be well aware that between 2012 and 2022, that is, 10 seasons of football games, the average attendance was 35,874, and that average was achieved only because of the single 2018 high-attendance season. The average attendance during the 10 preceding seasons, between 2011 and 2021, was only 29,298!

That's why NU offers to build a smaller seat capacity stadium, and that is why NU's football team does NOT need a stadium of the proposed size! And that is why, if NU built a stadium for their football team's needs, they could build it AND maintain it for far less money, and would not need to claim they cannot do it unless they host commercial events there, which by the way, even for the proposed enormous size they do not need to do. NU has enough revenue from the Big Ten and other sources to maintain any type of stadium.

All community events shown as examples at city meetings by NU are permissible under current zoning. Such events already occur across Evanston. For example, we do have an Easter egg hunt and other kid events, movie night and exercise groups such as Tai-chi in McCulloch Park. A Halloween event, art shows and other community events already happen on Central Street. We already have a thriving community area here. Community events of every type, moreover, occur all over Evanston parks and venues, including the farmers' market and garage sale events downtown. This is a city where fun already is alive and well. We already have foot traffic to businesses and restaurants here. COVID and current parking regulations are what impedes expanded use of those venues, not the lack of events.

What is going to happen to the economic impact of current customers or current event shoppers during the times of NU's proposed commercial and even community events? Substitution and replacement effect on current shoppers – that's what NU's rosy economic forecast is not accounting for. In fact, published peer-reviewed economic studies account for substitution and replacement effects.

Finally, if you add traffic congestion, parking congestion and all ensuing pollution in noise and vehicular emissions in an increasingly hostile climate situation you will have a total overall negative impact on the City of Evanston. The city will not be able to maintain its environmental goals, its status as a Green City, or for that matter its vision to be the most livable city in America. To live well is not to be subjected to pollution of any kind.

The city should focus on injustices such as the waste transfer station and not spend time and city resources, such as the studies it had to pay for, to investigate NU's proposals, or Michael Schill's and Pat Ryan's vanity project proposals.

See [this article](#) on Schill's seven years of tenure as president of University of Oregon during which the following occurred: student protests, racial issues, Title IX violations, attempts at reducing faculty salaries and eliminating health insurance for staff and finally the pursuit of a "white elephant," that is, a bankrolled large vanity project that highlights existing asymmetries on campus.

I am sorry, dear readers, that I haven't covered all that is wrong with the proposed text amendment ordinance change. Please find out more at spotlightevanston.org; consult the accurate, evidence-based history sections, both [Brief History of Conflict](#) and [Full Chronology](#), regarding what happened in the U2 District, how the City of Evanston, the Village of Wilmette and the Illinois Courts responded to NU's actions over the years, and especially how the issue of PRECEDENT was used by NU as a tool in trying to manipulate city zoning regulations.

Yvi Russell has lived in the Seventh Ward since 1981. She is the creator of spotlightevanston.org.

LUC 10/11/23 Transcripts available - Yvi Russell

To the Land Use Commissioners and any other interested party:

I have transcribed several meetings when the NU proposals were discussed. I testify that the documents below are accurate transcriptions of the City Video-recordings.

It is always easier to have typed-out documents to consult, rather than just relying on memory or a video that just zips by.

I would ask you respectfully to take a look at these transcripts. You can do word search, scroll up and down easily, in short, I believe that like past City's court-reports, these transcripts have an important function to keep interested parties informed.

I have not yet finished my transcript on the 9/26/23 LUC meeting, but it will be posted on the same site where you can and you will find all completed transcripts re. 2023 NU proposals.

<https://sites.google.com/view/spotlight-on-evanston/home/2023-transcripts>

For now, what is available in terms of transcripts:

1. For the video: https://www.youtube.com/watch?v=-x-nKNqb_zQ

Below: Three transcripts (too long for one single document) of the LUC 9.6.23 meeting

<https://drive.google.com/file/d/1UJgDgt1Ezv67frDRmkSIy5kNdOpTDxkM/view>

<https://drive.google.com/file/d/1Ga1HrS7PQVkrJyo5z5QTFyXbb3zkxsmM/view>

https://drive.google.com/file/d/1YGxfPMIzhr_gCGAgrnQ3oZS5N2_L2Wty/view

2. For the video: <https://www.youtube.com/watch?v=zpigVWhOZqU>

Below: Transcript of the 8/31/23 NU-City Committee meeting

<https://drive.google.com/file/d/1Bc6NsonKXOQWCT2nRav2WWfe6ai7ueFC/view>

3. For the video: <https://www.youtube.com/watch?v=BT9OxM2QgAw>

Below: Transcript of the 6/27/23 Revelle-NU community meeting

<https://drive.google.com/file/d/1GGdWMBct8Gq4qoxEXS6lhujgtKICMet/view>

LUC 10/11/23 – History informs the present – Yvi Russell

Here are the two sites that show you the history of the U2District

<https://sites.google.com/view/spotlight-on-evanston/history-index/chronology/brief-history-of-conflict>

<https://sites.google.com/view/spotlight-on-evanston/history-index/chronology/full-chronology>

Below see some historical excerpts BEFORE the 1970's

Early 1900 -- *“The area of Dyche Stadium has not been agreeable with the residents of the City of Evanston since some time in the early 1900’s when it was originally conceived and there were wooden stands and the records of the City, which I can produce, show public hearings and citizens like us objecting”.* [Archive; ZAC 15-10/3/74; William Strasser testimony, Evanston interdepartmental memo 4/3/1978]

1921 January 19 -- Zoning Ordinance: stadium area placed in Use District “A” Residence, and “C” Commercial; Area District: “A” and “C”; Height District 35 feet. [Archive; addendum Zoning Ordinances] *“Provided however, that stadia, when owned, controlled and operated, for educational and athletic purposes, by universities or colleges devoted to the study of liberal arts and education, may be erected to a height of not to exceed **eighty (80) feet** when constructed fireproof etc.”* [Archive; addendum Zoning Ordinances]

1925 November 2 -- During the ZBA application proceeding to rebuild the stadium Mr. Dyche confirms, *“this proposed stadium is for **intercollegiate** football”.* He explains that the reason to build a stadium is for NU to be in the Big Ten, and to be competitive in intercollegiate sports. [Archive; ZBA 1925 excerpts]

1925 December 10 -- During deliberations of the proposed amendment of Section 567 of the 1921 Evanston code re. stadia height *“**not to exceed 80 feet**, Horace Kent Penney on behalf of NU writes: “In my judgement...A stadium owned and controlled by a university and used by it for **athletic** contests is a structure which is **entirely different from inhabited buildings**, that it seems to me it could be well made a **subject of an exception to the [1921 Height] ordinance.**”* [Archive; 1925 letter]

Early 50's -- *“Issue of whether professional sports & games of various sports could be played in Dyche Stadium...goes back into the early 50’s, when the old Chicago Cardinals wanted to play in Dyche’s Stadium”.* [Archive; ZBA 9/21/1976, p.23 O’Meara testimony] NFL commissioner Bert Bell stops Violet (widow of Charles Bidwill, owner of the Chicago Cardinals) from transferring the team to Dyche Stadium. [16]

1954 December 20 -- IL Supreme Court, Bullock v. City of Evanston: Chief Justice Bristows opinion about the disputed property zoning issue near the stadium: "*the use of the property for residential purposes was adversely affected by its location, being subjected to the unfavorable influence of Dyche stadium and the athletic field on the west.....these facilities [stadium & McGaw Hall] do tend to have some detrimental effect in that, on those occasions on which major events are held there is much congestion, noise and confusion*". [17]

1960 -- New Evanston Comprehensive Zoning Ordinance places Dyche Stadium area in U1 & U2 University, and B2 Districts. [Archive; addendum Zoning Ordinances]

1960 October -- NU Lakefill project is announced. NU's property tax exemption plays a role since for NU it's cheaper & politically easier to reshape nature itself than to buy land in Evanston" [29] See Addendum below

1961 November 10 -- Salvage operation for "laked" goal post. Jim Sheffield, NU's Director of Operations describes the behavior of the football crowd: "*The vandals were intoxicated, pushing 60-year old ushers and fighting with cops. Half the people had nothing to do with Northwestern. It makes me wonder what kind of crowd we're attracting.*" Ken Kraft, associate director of public affairs, "*thought the goal post incident was 'rather exciting.'...it was just natural enthusiasm bubbling over'.*" [26] [Archive; Daily Northwestern]

1964 -- Nash J. Dowdle, TX businessman & Chicago associates discuss with Evanston the feasibility of establishing the Brave Bulls pro football team. At the same time, this American Football Association approaches NU to use the Stadium. The Evanston Council of Churches, the Board of Commissioners of the North East Park District and NU president reject the attempts. NU president: "*While such an arrangement would mean a substantial financial advantage to the university, we feel it would be offensive to our neighbors*". [Archive; ZAC 15:10-3-74 Johnson testimony; p. 3; Evanston Review 6/4/1964]

1964 June 29 -- NU president Dr. J Roscoe Miller, defends NU tax free status by recounting the outside efforts to make Dyche Stadium available to professional football games, and the substantial contributions to the NU athletic budget being held out as lure. NU, "*in keeping with its fundamental objective to maintain Evanston's unique character, rejected these inducements....has endeavored to be a good neighbor and a willing partner in what essentially has been a common undertaking to preserve the integrity of Evanston as a choice residential community...*". [Archive; Miller's statement]

1967 -- IL Circuit Court, NU v Dee-El Garage, Inc., holds the tax exemption void. NU appeals. Illinois Supreme Court reverses the Circuit Court judgement, and refers to "*the university as an *136 incubus on the community*". [1]

1996 - 2000 Gems

1996 February 27 -- On being questioned whether there is a management goal of NU to expand uses of the Welsh-Ryan Arena...to include professional venues & events, Jack Friedman, NU director of athletic facilities & operations states: "*No. We don't –NU is not in the business of generating revenue with their buildings.*" [Archive; ZBA 2/27/96, p. 56]

(In 2011 we have the first season in NU history with **two night-games** on Central Street. As of 2023 only five night-games (1935-present) were before the Ryan Field renovation)

1996 August -- NU Director of Athletics, Rick Taylor announces the structural renovation of Dyche stadium to the stadium neighbors. He provides a "Dyche Stadium Renovation" list of questions and answers that includes the following: "*Is this project being done so that professional sports can be played in Dyche Stadium? Absolutely not. The renovation is intended to improve a facility for intercollegiate athletic events and to make Dyche Stadium more comfortable for those who enjoy watching our student athletes. The use of the athletic complexes will remain consistent with zoning ordinances*". And: "*Will there be night games at Dyche Stadium? No, we do not intend to play night games*". [Archive]

1996 August 10 -- Without an Evanston certificate of compliance, NU rents the west parking lot to Mercedes Benz to showcase their latest luxury cars. Non-professional drivers test acceleration times and handlings all along the border of the lot. After repeated neighbors' complaints, the Zoning Administrator, Mr. Wolinski issues a warning letter to NU about the **Zoning Ordinance violation** and states that "Failure to remedy this situation will result in the Zoning Administrator issuing a citation". [Archive; NEW]

2000 -- 80% of Evanston vote yes on non-binding resolution to make NU pay its "fair share." [4] The Independent Senior Citizens of Evanston float a plan to de-annex NU from Evanston proper. Alderman Ann Rainey [*Chicago Tribune*], "*We couldn't divorce Northwestern. It's an intricate part of this community*". Rainey [*Chicago Sun-Times*], "*What I'd like to do is carve Sheridan Rd and have [NU] float away into Lake Michigan and maybe attach itself to Waukegan.*" [29]

Public Comments

[Additional Comments Received to 9.27.23](#)
[Comments & Documents Received During 9.27.23 Meeting](#)
Comments Received through 10.5.23

Name (first and last)	Address of residence	Agenda Item (Title)	Position	How would you like to be contacted?	If you are providing a written comment, please leave here:	Are you a designated speaker?	Please name the group of people for whom you are the designated speaker.
Maya Hidalgo	720 Emerson Street		Opposed	In person		Self	
					<p>Hi, My name is Maya and I'm a student at Northwestern and member of Fossil Free, an environmental justice organization. Being part of Fossil Free and other organizations on campus, I've learned to value my communities. Coming in as a freshman, President Michael Schill emphasized the importance of our communities. In fact, one of Northwestern's guiding principles is to "strengthen our community." Yet, the construction of the new Ryan field stadium contradicts that. It seems that Northwestern does not respect Evanston communities. With the current proposal of the new Ryan Field stadium, Northwestern will continue its legacy of tax-exemption (money that could benefit the City and Evanston schools), and rezone the area for commercial entertainment, which does not benefit the community.</p> <p>My classes at Northwestern and work in Fossil Free has allowed me to deepen my knowledge on environmental injustices that affect thousands of people across the US. I've seen and fought against environmental injustices in my own hometown in Minneapolis- fighting to stop a tar sands oil pipeline in indigenous communities, and fighting the City to allow a primarily indigenous and black community to build an urban farm instead of a public works facility. The issues are the same: the wealthy taking advantage of communities with their own needs. Why can't Northwestern be a leader and take responsibility for the effects it has on the Evanston community and act on their needs?</p>		
Maya Hidalgo	720 Emerson Street	Commercial rezoning	Opposed	Written comment	<p>If the new Ryan Field stadium is to be built, it must include a CBA that includes, but is not limited to- contributing to Evanston's</p>		
Carl Hopman	311 Driftwood Lane	Ryan Field	Opposed	Written comment	<p>I understand that an important consideration for the Land Use commission is whether the zoning change of Ryan field will lower surrounding property values.</p> <p>On the one hand, Most Livable City is arguing that neighborhood house prices will go down if concerts are allowed. On the other hand, Field of Opportunities and other supporters of the rezoning are arguing that they will go up.</p> <p>I wanted to highlight the lack of substance in the Field of Opportunities' claim.</p> <p>In particular, the main supporting argument offered by the supporters of the rezoning is a 2016 study by realtor.com. The full content of the "study" is in this link: https://www.realtor.com/news/trends/outdoor-concert-venues-home-values/</p> <p>As you can see, this "study" does not meet any scientific standard: it is not published in a journal; it did not undergo any peer review; the person who did the research, Jonathan Smoke, is not even the author of the "study". Besides, the "study" was commissioned jointly by Realtor.com and Vivid Seats, a seller of concert tickets, which has a clear bias toward finding positive benefits from the presence of concerts.</p> <p>In terms of the methodology of the study, it would never have been accepted by any professional publication. Flaws include:</p> <p>1) Since correlation is not causation, the researchers should have included control variables, that could have explained away their results. For example:</p>		

a) Concert venues are often located close to open space, so as not to disturb too many residents. On the other hand, house prices tend to be higher when they are close to open space. So the concert venues' negative impact on house prices could be offset by their frequent proximity to open spaces, but the authors ignore this effect.

b) Many concert venues are built in the middle of cheap neighborhoods since land is less expensive there. House prices in these neighborhoods could benefit from the gentrification brought by a concert venue. However, the Ryan Field neighborhood does not fit that category, far from it. Nor does Martha's Vineyard, where Peter Barris, the billionaire chair of the NU Board of Trustees, opposed a hotel expansion a mile away from his \$24 million. Indeed, he argued that the expansion—which included live music—should be banned because noise blowing across the water would put “the peaceful, tranquil and family-oriented neighborhood in the vicinity of the [hotel]... under assault.”

2) Many assumptions in the “study” are arbitrary and not discussed, which could further bias the results, all the more so given Vivid Seats' incentives. For example, the choice of a one-mile distance is arbitrary (why not 1/2 mile or 1000 feet).

3) Most importantly, if you read the “study” carefully, its results are actually the opposite of what they appear to be: you would conclude that, in the large majority of cases, concert venues actually reduced house prices. Indeed, they looked at 68 venues but report a higher value for only 20 of them ! This indicates that more than 60% of areas around concert venues suffered lower prices because of this proximity. That is despite many of the venues being in the middle of run-down zip codes and/or next to relatively attractive open space.

Therefore, a careful reading of the only study relied on by Field of Opportunities actually supports Most Livable City's argument that the rezoning would have a disastrous impact on neighborhood's house prices.

Carl Hopman	311 Driftwood	Ryan Field rezoning	Opposed	<p>I have a Ph.D. from MIT and a master's degree in civil engineering.</p> <p>I will show that you are missing crucial information to make a determination about the rezoning of Ryan Field, because Northwestern University has been purposefully hiding key data about their sound study from the community.</p> <p>Therefore, I would like to ask you to formally request additional documents that Northwestern University has in its possession but is refusing to share.</p> <p>As you have seen from my affidavit included in Steven Harper's submission, I have been requesting additional information about the Ryan Field project from Northwestern University since May 24th. I emailed Dave Davis and his superiors, as well as cc-ed Alderman Eleonore Revelle, repeatedly.</p> <p>I sent a total of 45 emails. None of 9 the emails I received back included any concrete information about the project, other than one attachment that had been previously posted on the Evanston website.</p> <p>I will now provide a summary of this email exchange.</p> <p>After initial delays, Northwestern promised, both in emails to me, as well as publicly to Alderman Revelle during the 7th ward meeting that she organized here at the civic center on June 27th, to share the information I had been requesting.</p> <p>However, in their last email dated September 7th, they categorically refused to disclose any of the data that they had promised to share. They claimed, disingenuously, that they had already shared that information publicly with the city of Evanston.</p> <p>The most important document that you should formally request is the "draft, dated January 26, 2023, from Henderson Engineers", which is listed in the Environmental Assessment Review by WJHW, dated April 20th. This document has never been released to the city of Evanston. Indeed, no document dated January 26, 2023 was ever shared. In addition, according to WJHW in this same review, their analysis was BASED on this draft, and SUMMARIZES the results from the Henderson study, which clearly implies that the full study was not included in their report : I quote: "The information below SUMMARIZES the results and data collected and developed by Henderson Engineers (draft, dated January 26, 2023)" and "Information contained herein is BASED solely on the data presented by Henderson and no additional analysis was conducted".</p>		
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				<p>In addition, if the content of that draft were the same as what the University has shared with Evanston, they would have no objection to releasing the original. But, I repeat, they categorically refused to disclose this information in their last email.</p> <p>I would also recommend the LUC request the release of the full content of the analysis conducted by Henderson Engineers, in addition to that draft dated January 26, 2023.</p> <p>In addition, I would also recommend the LUC request the full content of the two projects WJHW has prepared for the University, project numbers 22005-000 and 22005-ext1, including all assumptions, technical inputs, alternative options etc., which were used to produce the output that they shared. Again, since there were already two project numbers in May when WJHW had only provided one Environmental Assessment Review, the full content of these projects was never disclosed to the community. If some of these details contain some trade secrets, WJHW should release, at the minimum, the full content of what they shared with Northwestern University about these two projects.</p> <p>Since the Freedom of Information Act does not apply to private institutions such as Northwestern University, they have no obligation to transparency, and have the legal right to hide any data they want from the public. Whether this is acting in good faith and trustworthy partnership with the community is another matter.</p> <p>If these documents were anodyne, they would have shared them months ago, when I first asked for them, and as they had promised to Alderman Revelle.</p> <p>Their last email makes it unequivocal that they want to keep this important evidence hidden from the community, and that they do not mind breaking their promise to the City of Evanston.</p> <p>If you make a formal request for these documents, we can only hope that they will finally fulfil their commitment to Alderman Revelle made on June 27th.</p>		
JodiLee Mesiro	1310 Rosalie Street Evanston	Opposed	Written c	<p>We live in a house within a block of the NU stadium. We have been season football and basketball ticket holders for close to 30 years. We support the building of a new stadium. We adamantly oppose any change in zoning. It is Northwestern's responsibility to pay for and maintain its stadium, while respecting the published standards and values adopted by the City of Evanston. The Evanston Comprehensive General Plan, in the section on Institutions, clearly states: "Evanston should support the growth and evolution of institutions so long as the growth does not have an adverse impact upon the residentially-zoned adjacent neighborhoods." The Plan goes on to note that "enforcing the standards of the City's Zoning Ordinance is essential if proposed changes would disrupt the residential character and environment of surrounding neighborhoods." [pages 57-58] If Northwestern were to raise an incremental \$50 million now, that would be sufficient to cover the annual \$2 million it says it needs to maintain the stadium - without having to impose on its tax-paying neighbors. Thank you, JodiLee Mesiro and Dustin Vincent, 1310 Rosalie Street</p>		

Katee Evans	540 Hinman Av	Special Use for	Opposed	<p>I am writing to express my deep concerns about the recent land development project that has been proposed for our neighborhood. As a resident of this community, I believe it is crucial that we come together to address some of the potential challenges and impacts that this development might bring to our beloved neighborhood.</p> <p>First and foremost, I am concerned about the potential changes to the character of our neighborhood. Our community has always been known for its charm, tranquility, and close-knit atmosphere. The new development could alter the very essence of what has made our neighborhood such a wonderful place to live. I believe it is essential to carefully consider the architectural design, density, and overall aesthetics of the new building to ensure they align with our community's values and aesthetics.</p> <p>Another concern is the potential strain on our local infrastructure. With the addition of new residences, we need to assess whether our roads, public transportation, schools, and utilities can handle the increased demand.</p> <p>Traffic congestion is another critical issue. Increased vehicular traffic in our neighborhood could lead to safety concerns, decreased air quality, and longer commute times for residents.</p> <p>I believe that our neighborhood has a bright future, and I am hopeful that by addressing these concerns proactively, we can ensure that any new land development enhances our community rather than diminishes it.</p>		
Lawrence H. Jq	2745 Girard Av	Proposed text	Opposed	<p>I am writing as a 36-year resident of Evanston to oppose the text amendment currently under consideration with respect to the U2 district, and any other amendment which would permit commercialization of the district.</p> <p>I do not object to Northwestern's wish to renovate or replace the existing football field in that district, so long as existing Evanston codes and zoning regulations are observed. But -</p> <ol style="list-style-type: none"> 1.The responsibility for any such undertaking falls to Northwestern University alone. It is not the responsibility of the City of Evanston to bend its zoning regulations out of shape in order to rescue Northwestern from its failure to allocate adequate resources for the maintenance of its stadium. 2.As explicitly stated in the Evanston Comprehensive Plan, in applying for a zoning amendment the responsibility falls to Northwestern to prove to the Land Use Commission and the City Council that the amendment would have no "adverse impact upon the residentially-zoned adjacent neighborhoods." It is not incumbent on others to prove the opposite. <p>Representatives of Northwestern have made glib and highly questionable assertions that there would be no such adverse impact ("the proposal does not represent a change in use;" there is "no reason to believe that undue negative impacts would occur;" "the additional events are expected to be similar" to past events.) In fact, they also acknowledge that there will be negative effects to neighbors, but then simply dismiss them as "mere inconveniences" compared to their claims of large economic benefits to the community.</p>		

As is clear to all who have heard the many hours of testimony, the evidence Northwestern has used to support these assertions has been repeatedly contradicted by analyses of independent professionals with respect to:

- a. Appropriate measurement of dangerous noise levels in residential areas
- b. Impact on property values
- c. Number of days and degree of disruption involved in concert set-up and take-down
- d. Inflated projected economic benefits

Northwestern has also failed to bring forward adequately comprehensive plans for:

- a. Traffic management
- b. Parking management
- c. Provision for expanded mass transit
- d. Post-concert management, especially in light of expanded alcohol usage

I believe that Northwestern has been misleading in its assertions and deficient in its provision of information. At best, the proposal amounts to a pig in a poke, unworthy of Northwestern's reputation. The world-class commercial music venue Northwestern envisions does not belong in a residential area, especially with narrow streets and with both a fire department and a hospital/level-one trauma center less than a half mile away.

I encourage you to vote against the current text amendment and any other commercialization of the U2 district.

Sincerely yours,

Lawrence H. Jones
2745 Girard Avenue



Meagan Jones <mmjones@cityofevanston.org>

Fwd: Ryan Field Land Use Meeting Support

1 message

Stephanie Mendoza <smendoza@cityofevanston.org>
To: Meagan Jones <mmjones@cityofevanston.org>

Wed, Sep 27, 2023 at 5:18 PM

Public comment

----- Forwarded message -----

From: 'Janea Briscoe' via Public Comment <publiccomment@cityofevanston.org>

Date: Wed, Sep 27, 2023 at 5:14 PM

Subject: Ryan Field Land Use Meeting Support

To: publiccomment@cityofevanston.org <publiccomment@cityofevanston.org>, shayna@atkcoinc.com <shayna@atkcoinc.com>

Hello my name is janea Briscoe,

I am reaching out from the community showing support for the Ryan Field project. I was raised in Evanston, graduated from Evanston Township high school and am an avid community member.

We are really looking forward to seeing the positive outcome of the project with job creation, less noise & traffic and more accessibility for all. I, more than anything, support the commitment by Northwestern University to 35% spend with local, small, women owned, minority owned businesses.

Looking forward to the community impact.

Best,
Janea Briscoe



Meagan Jones <mmjones@cityofevanston.org>

Fwd: Ryan Field Land Use Meeting Support

1 message

Elizabeth Williams <ewilliams@cityofevanston.org>
To: Meagan Jones <mmjones@cityofevanston.org>

Wed, Sep 27, 2023 at 4:32 PM

Liz Williams

Planning Manager

Planning & Zoning Division
Community Development Department
City of Evanston

[2100 Ridge Ave | Evanston, IL 60201](#) | (224) 296-4489
ewilliams@cityofevanston.org | cityofevanston.org

Note: The contents of this electronic mail to/from any recipient hereto, any attachments hereto, and any associated metadata pertaining to this electronic mail, is subject to disclosure under the Illinois Freedom of Information Act, 5 ILCS 140/1 *et. seq.*

----- Forwarded message -----

From: **Omar Sheikh** <osheikh@cityofevanston.org>
Date: Wed, Sep 27, 2023 at 2:43 PM
Subject: Fwd: Ryan Field Land Use Meeting Support
To: Elizabeth Williams <ewilliams@cityofevanston.org>

----- Forwarded message -----

From: **Justin Clay** <justin@atkcoinc.com>
Date: Wed, Sep 27, 2023 at 2:42 PM
Subject: Ryan Field Land Use Meeting Support
To: <publiccomment@cityofevanston.org>
Cc: Shayna Atkins <shayna@atkcoinc.com>

Hello City of Evanston,

I am reaching from AtkCo Inc. as a local, small, women owned, minority business showing support for the New Ryan Field project for minority and women owned businesses.

We are really looking forward to seeing the positive outcome of the project with job creation, less noise & traffic and more accessibility for all.

What you are doing is very impactful for the community in a major way.

Best,
Justin Clay
--



Justin Clay
Customer Success Manager, AtkCo
justin@atkcoinc.com
atkcoinc.com
Women in Agile Podcast Feature: <https://bit.ly/2nMjaQ1>

--

Omar Sheikh
Deputy City Clerk
City Clerk's Office
City of Evanston
[2100 Ridge Avenue. Rm 1200 | Evanston, IL 60201](https://www.cityofevanston.org/government/city-clerk-s-office) | 847-859-7801
osheikh@cityofevanston.org | <https://www.cityofevanston.org/government/city-clerk-s-office>

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Meagan Jones <mmjones@cityofevanston.org>

Fwd: Ryan Field Land Use Meeting Support

1 message

Elizabeth Williams <ewilliams@cityofevanston.org>
To: Meagan Jones <mmjones@cityofevanston.org>

Wed, Sep 27, 2023 at 4:32 PM

Liz Williams

Planning Manager

Planning & Zoning Division
Community Development Department
City of Evanston

2100 Ridge Ave | Evanston, IL 60201 | (224) 296-4489
ewilliams@cityofevanston.org | cityofevanston.org

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From: **Omar Sheikh** <osheikh@cityofevanston.org>
Date: Wed, Sep 27, 2023 at 3:29 PM
Subject: Fwd: Ryan Field Land Use Meeting Support
To: Elizabeth Williams <ewilliams@cityofevanston.org>

----- Forwarded message -----

From: **Katherine Nguyen** <katherine@atkcoinc.com>
Date: Wed, Sep 27, 2023 at 3:28 PM
Subject: Ryan Field Land Use Meeting Support
To: <publiccomment@cityofevanston.org>

Hello City of Evanston,

I am reaching from AtkCo Inc. as a local, small, women owned, minority business showing support for the New Ryan Field project for minority and women owned businesses.

We are really looking forward to seeing the positive outcome of the project with job creation, less noise & traffic and more accessibility for all.

What you are doing is very impactful for the community in a major way.

Best,
Katherine Nguyen

--
Omar Sheikh
Deputy City Clerk
City Clerk's Office

City of Evanston

2100 Ridge Avenue. Rm 1200 | Evanston, IL 60201 | 847-859-7801

osheikh@cityofevanston.org | <https://www.cityofevanston.org/government/city-clerk-s-office>

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**Meagan Jones** <mmjones@cityofevanston.org>

Resident statement on Ryan Field

1 message

katie tuttle <ktuttle22@hotmail.com>

Thu, Oct 5, 2023 at 5:20 PM

To: "mmjones@cityofevanston.org" <mmjones@cityofevanston.org>

Hello Meagan

I am writing to share my opposition to the Ryan Field rebuild and rezoning attempt.

Thank you for your assistance.

Best,

Katie

My partner and I moved with our two year old son from Andersonville in Chicago to Livingston Street, right next to McCulloch in 2021. We love the McCulloch Park neighborhood for its safety, walkability to local shops and restaurants, beautiful old growth trees and quiet, friendly community. The noise and crowdedness of the city was hard with a young child, and we have enjoyed the peace, quiet, and safety of this little neighborhood in Evanston.

We call this a "morning neighborhood." People are up early, walking their dogs and riding bikes with children, getting coffee, working in their garden, and by the time the sun sets it is peaceful and quiet. I can take a walk by myself any time of day or night and feel safe knowing that the only people I may see are neighbors and friends. No intoxicated people, no threats. My son is a sensory kid, and being here has helped all of use to feel calm and grounded. The thought of that changing had never crossed our minds until now.

When we were looking at the house and this neighborhood, I asked the realtor about Northwestern game days, because I heard things could get really crowded. She told me that generally it was about six or seven football games a season at Ryan Field, and to just plan ahead, make sure not to invite guests over to the house that would need to find street parking, etc. We have followed her advice. Night games are more disruptive because we're trying to get the little one to sleep. We are always relieved when football season is over and we get our quiet weekends back.

We strongly oppose the rebuild and rezoning of Ryan Field. Sometimes the concerts at Canal Shores make it tough for my son to settle down and sleep. Large scale commercial concerts a block away from my home sounds like an absolute nightmare. It would ruin our quiet evenings biking on the side streets to Lighthouse Beach, playing in McCulloch Park, and eating dinner in our yard. More than that, the sound from the concerts would be detrimental to our health and the health of our son, disrupting our sleep and nervous systems.

We left the city specifically to get away from the noise of the trains, bars, traffic congestion, safety concerns, tourists, etc. If this were to pass, we would have to consider selling and moving somewhere else, but our home value would most certainly drop with such a change to the neighborhood. We've

invested all our efforts, love, money, and lives into cultivating a place we love. Please respect our home and our peaceful community. Do not approve this Ryan Field rezone and rebuild.



Meagan Jones <mmjones@cityofevanston.org>

Opinion on Zoning Change from a neighbor

1 message

Marcia Bollo <mamaus@gmail.com>
To: mmjones@cityofevanston.org

Fri, Sep 29, 2023 at 11:36 AM

Dear Ms Jones,

Thank you for your service to the city of Evanston!

I live in Evanston, one block from Ryan Field, and both my parents had degrees from Northwestern University. My objection is not the new stadium itself; my strong objection is changing the zoning for commercial concerts there. Unlike other universities, NU's stadium is outside the campus boundaries and situated in a single-family and low-rise neighborhood surrounded by two-lane — at the widest — streets. Our neighborhood also contains a fire station and a large Trauma Level 1 hospital. Please consider the impact the large traffic increase caused by concert goers and trucks delivering the equipment and stages will have, and how this change will affect the emergency vehicles' effectiveness for days and nights. There is much societal cost to this proposal and NO comparable public benefit.

If the Chamber of Commerce wants to help businesses in Evanston, fixing the parking situation throughout Evanston would have more of an impact than six concerts a year. Instead of the parking app, allow two-hour free parking throughout the city's business districts and enforce it. Many people, including me, do their shopping in towns like Wilmette where there is no magic app or dimly lit box to overcome.

Thank you for your consideration of these issues.

Sincerely,
Marcia Bollo, [1300 Central St., Evanston](#)



Meagan Jones <mmjones@cityofevanston.org>

Fwd: Title: Ryan Field Land Use Meeting Support

1 message

Elizabeth Williams <ewilliams@cityofevanston.org>
To: Meagan Jones <mmjones@cityofevanston.org>

Wed, Sep 27, 2023 at 4:32 PM

Liz Williams**Planning Manager**

Planning & Zoning Division

Community Development Department

City of Evanston

2100 Ridge Ave | Evanston, IL 60201 | (224) 296-4489

ewilliams@cityofevanston.org | cityofevanston.org

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From: **Omar Sheikh** <osheikh@cityofevanston.org>
Date: Wed, Sep 27, 2023 at 3:50 PM
Subject: Fwd: Title: Ryan Field Land Use Meeting Support
To: Elizabeth Williams <ewilliams@cityofevanston.org>

----- Forwarded message -----

From: **Renny Atkins** <rennyatkins@gmail.com>
Date: Wed, Sep 27, 2023 at 3:44 PM
Subject: Title: Ryan Field Land Use Meeting Support
To: <publiccomment@cityofevanston.org>

To Whom It May Concern,

I am an Evanston resident reaching out from the community showing support for the Ryan Field project. I am a Power 5 football alum and small business advocate.

I am really looking forward to seeing the positive outcome of the project with job creation, less noise & traffic and more accessibility for all. Moreover, I am an advocate of the commitment to 35% spend for local, small, women owned, minority owned businesses.

What you are doing is very impactful for the community in a major way.

Best,
Renny Atkins
(312) 933-7491

--

Omar Sheikh
Deputy City Clerk
City Clerk's Office

City of Evanston

2100 Ridge Avenue. Rm 1200 | Evanston, IL 60201 | 847-859-7801

osheikh@cityofevanston.org | <https://www.cityofevanston.org/government/city-clerk-s-office>

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Pokégnek Bodéwadmik

POKAGON BAND OF POTAWATOMI
HISTORY & CULTURE CENTER

10/6/2023

City of Evanston
Land Use Commission

Northwestern University Stadium Archaeological Oversight

Dear Responsible Parties:

The Pokagon Band of Potawatomi Indians Tribal Historic Preservation Office was recently made aware of the proposed Northwestern University Stadium development. We have concerns that the area that is being proposed for development contains Native American Ancestral burials and archaeologically sensitive sites. The extent of excavation and ground disturbing activities are very concerning to the Tribe. We would request that Section 106 of the National Historic Preservation Act be followed, and archaeological oversight occur before and during excavation if the site is deemed appropriate.

Furthermore, I request that Ms. Jones forward this letter to the LUC Chairman and have the letter published in the LUC's material for the 10/11/23 meeting.

Should you have any questions, please don't hesitate to contact me at your earliest convenience.

Sincerely,

Matthew J.N. Bussler
Tribal Historic Preservation Officer
Pokagon Band of Potawatomi Indians
Office: (269) 462-4316
Cell: (269) 519-0838
Matthew.Bussler@Pokagonband-nsn.gov

Cc:

mmjones@cityofevanston.org

cityclerk@cityofevanston.org

dbiss@cityofevanston.org

kharris@cityofevanston.org



erevelle@cityofevanston.org

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