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October 25, 2023

The Honorable Daniel Biss
and Members of the City Council
City of Evanston
2100 Ridge Avenue
Evanston, IL 60201

Re: New Ryan Field

Dear Mayor Biss:

We represent Northwestern University (“**Northwestern**”) in connection with the redevelopment of Ryan Field. In anticipation of the October 30 City Council meeting, we would like to submit the enclosed additional information and materials for the Council’s consideration.

As you are aware, the proposed redevelopment presents a once in a generation opportunity for the City of Evanston. It will involve approximately \$800 million in economic impact, including \$208 million dedicated to minority and women-owned businesses, almost 3,000 construction jobs and \$12 million in direct permit fee revenue to the City.

Northwestern plans to commit to public benefits, which will be memorialized in a forthcoming Memorandum of Understanding (MOU).

Land Use Commission Conditions

While the collaborative process with staff was beneficial to the project, Northwestern has specific concerns relating to several of the conditions included in the Land Use Commission’s (LUC) resolution and suggested by staff as follows:

- Timing of the Traffic Management Plan (TMP). The LUC condition requires a TMP to for all events with expected capacity of more than 5,000 attendees to be finalized prior to the completion of demolition. Given the level of detail and coordination that is involved in preparing the TMP, it would be more appropriate to be completed prior to the first event, not completion of demolition, so that it can be current. An outline of a TMP is attached to the enclosed MOU, which shows the level of specificity that will be provided.
- Environmental Assessment Review and Subsequent Peer Review. The LUC condition included implementation of mitigation measures at the University’s expense, including a noise limit at the property line.

Northwestern plans to explore the various mitigation measures, with the exception of the roof/dome above the seating areas, which is not part of the plans and inconsistent with the architectural plans included in the PD.



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Additionally, Northwestern would recommend that these details and the final sound mitigation strategies intended to limit noise levels emanating from the venue sound system at the University's property line to an average range of 40-80 dba for any event be included in the Concert Operations Plan.

Finally, consistent with testimony provided at the LUC and as discussed throughout the public process, it should be clarified that the concert events will likely use sound systems other than the PA, contrary to the suggestion in the staff report conditions.

- Additional Traffic & Pedestrian Mitigation Measures. The LUC condition suggests additional traffic and pedestrian mitigation measures prior to City Council consideration. All proposed mitigation measures are referred to in the traffic study.
- Electric Vehicle Parking Requirements. The LUC included a condition that the proposal comply with the City's electric vehicle parking requirements per §4-2-2, Table 406.2.7.2 of the City Code. The proposal currently complies with Table 406.2.7.2 in that 10% of the parking spaces will have EV charging installed but does not have 40% of the parking spaces EV ready. NU would agree to explore that as an alternate, if it is feasible, or can add additional EV ready parking stalls in the future, if there is demand.
- Additional Above-Grade or Below-Grade Parking. The LUC recommended that Northwestern meet with residents to discuss the option of constructing an above-grade or below-grade garage on the east or west parking lot if desired in lieu of parking in the neighborhood. There is no plan to additionally provide above-grade or below-grade parking based on previous feedback, including from the 7th Ward community. Northwestern will continue to engage with and address concerns from the community with respect to the adequacy of on- and off-site parking, pursuant to the MOU. The proposed on-site parking will be consistent with the plans included in the PD.

In sum, Northwestern is generally accepting of the conditions set forth in the Land Use Commission resolution except as relates to the items detailed above and would request that any approval ordinance be amended to reflect these requested changes.

In addition to the forthcoming public benefits commitments, the development will benefit the community by providing significant improvements, utilizing environmentally friendly and sustainable building practices and creating hundreds of permanent jobs and thousands of temporary construction jobs.

Thank you for taking these matters under advisement. We look forward to appearing before you on October 30 to answer any questions.



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Very truly yours,

DLA Piper LLP (US)

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

Katherine C. Jahnke Dale

cc (via email): Luke Figora
Dave Davis
Matthew Kopp

MEMORANDUM OF UNDERSTANDING

This MEMORANDUM OF UNDERSTANDING (this “**Memorandum**”) is effective as of [_____]¹, 2023 (the “**Effective Date**”), by and between NORTHWESTERN UNIVERSITY, an Illinois corporation (“**Northwestern**”), and THE CITY OF EVANSTON, a municipal corporation (the “**City**”). Northwestern and the City are sometimes referred to herein individually as a “**Party**” and collectively as the “**Parties**”. As used herein, the term “Northwestern” shall include its contractors, operators and/or affiliates, as applicable.

RECITALS

WHEREAS, Northwestern and the City have a long history of working together to enhance and support the Evanston community through various collaborative efforts.

WHEREAS, in furtherance of the Parties’ continued cooperation with respect to the entire Evanston community as a whole, the Parties desire to set forth (i) certain operational and logistical considerations with respect to Ryan Field following its redevelopment (the “**Ryan Field**”) for events ticketed for a minimum of ten thousand (10,000) individuals and (ii) certain public benefits. Such public benefits are intended to foster a broader relationship and strengthen a deeper connection between Northwestern and the entire Evanston community, rebuild a new Ryan Field which will further vitalize the community, and help provide more opportunities for additional future collaboration and partnership between the Northwestern and the Evanston community as a whole.

WHEREAS, the successful operation of Ryan Field will in certain respects require separate considerations and requirements to apply during football games (“**Football Games**”), amplified musical performances inside the stadium intended as publicly facing capacity concerts (“**Concerts**”), and all other times.

NOW, THEREFORE, in consideration of: the mutual covenants set forth herein, the passage of the Approval Ordinances (as defined below), Northwestern’s original rights therein, a newly rebuilt Ryan Field, the legal and regulatory environment as of the Effective Date, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and agreed; the Parties hereto, intending to be legally bound hereby, agree as follows:

1. Recitals. The foregoing recitals are acknowledged to be accurate and are incorporated herein by reference.
2. City Services.
 - a. City Personnel. The City shall provide personnel in such quantities, at such locations, and during such hours as Northwestern may designate, upon oral or written notice delivered at least three (3) days prior to the date on which such personnel are requested to perform services (the “**Event Date(s)**”); provided, however, that the City, may, but shall not be obligated to provide any personnel unless Northwestern delivers written notice at least one (1) month prior to any Event Date and such notice describes: (i) the Event Date,

¹ Note to Draft: The Effective Date will be on or after the passage of the Approval Ordinances that are mutually agreeable to the City and Northwestern

(ii) an estimated number of personnel that the Northwestern might designate on the Event Date, and (iii) an estimated number of hours personnel may be requested to work.

- b. Reimbursement. Northwestern shall reimburse the City for the City's out-of-pocket costs on Event Dates incurred in connection with providing personnel pursuant to Section 2.a. above necessary for the operation of Ryan Field according to the reimbursement schedule attached as Schedule 1 hereto, which may be modified from time to time by agreement between the Parties.

3. Tailgating Activities. Except to the extent tailgating or related activities occur inside Ryan Field or within its plazas, Northwestern will not permit or facilitate tailgating activities on Event Dates for Concerts.

4. Security Plan. Northwestern shall deliver a reasonable security plan to the City prior to the first Event Date following the date on which a certificate of occupancy is issued for Ryan Field (the "**Security Plan**"), which Northwestern shall update and deliver to the City annually thereafter. The Security Plan shall describe Northwestern's intentions with respect to providing, supervising or otherwise coordinating security services in connection with the operation of Ryan Field, such as, by way of example only, the following:

- a. police and/or security staffing levels;
- b. use of magnetometers;
- c. bomb sweeps; and
- d. coordination with City Police, State of Illinois Police, and the Federal Bureau of Investigation.

5. Sustainability Plan. Northwestern shall deliver a reasonable sustainability plan to the City prior to the first Event Date following the date on which a certificate of occupancy is issued for Ryan Field (the "**Sustainability Plan**"), which Northwestern shall update and deliver to the City annually thereafter. The Sustainability Plan shall describe Northwestern's intentions with respect to activities related to environmental sustainability in connection with the operation of Ryan Field, such as, by way of example only, the following topics:

- a. trash clean-up;
- b. recycling;
- c. composting;
- d. water management; and
- e. greenspace.

6. Traffic Management Plan. Northwestern shall deliver a reasonable traffic management plan in substantially the form of Schedule 2 attached hereto to the City prior to the first Event Date following the date on which a certificate of occupancy is issued for Ryan Field (the "**Traffic Management Plan**"), which Northwestern shall update and deliver to the City annually thereafter. The Traffic Management Plan shall describe Northwestern's intentions with respect to activities related to regulating, managing, controlling, or otherwise affecting traffic flows on Event Dates in connection with the operation of Ryan Field, such as, by way of example only, the following activities:

- a. providing or facilitating non-vehicular modes of transportation, including pedestrians and bicycles;
- b. providing or facilitating shuttles;
- c. facilitating off-site vehicular parking;
- d. enabling efficient access to or for transportation network providers and ride share;
- e. restricting street access; and
- f. supervising, limiting or otherwise regulating permit parking.

7. Concert Operations Plan. Northwestern shall deliver a reasonable concert operations plan to the City prior to the first Concert Event Date following the date on which a certificate of occupancy is issued for Ryan Field (the “**Concert Operations Plan**”), which Northwestern shall update and deliver to the City annually thereafter. The Concert Operations Plan shall describe Northwestern’s intentions with respect to activities in connection with the operation of Concerts at Ryan Field, such as, by way of example only, the following topics:

- a. management of noise levels consistent with the Approval Ordinances and the approved Concert Operations Plan;
- b. sound check protocols;
- c. traffic and parking management;
- d. coordination with City personnel prior to and during Concerts;
- e. staging and underground or off-site storage for trucks and buses;
- f. fines for noncompliance; and
- g. set up and take down of Concert equipment.

8. Advance Notice of Events. Northwestern shall use its best efforts to provide significant advance notice to the City and Evanston community of any capacity events to occur at Ryan Field or the associated plazas.

9. Public Benefits. Northwestern is committed, both through its own efforts and through the efforts of its contractors and vendors, to (i) furthering opportunities for a broad and diverse membership of the Evanston community to participate in and benefit from the design, construction, maintenance and operation of a newly rebuilt Ryan Field, (ii) fostering a broader relationship and strengthening a deeper connection between Northwestern and the entire Evanston community, (iii) rebuilding a new Ryan Field, and (iv) helping provide more opportunities for additional future collaboration and partnership between the Northwestern and the Evanston community as a whole. To all those ends, and pursuant to Section 6-3-6-3 of the Evanston Zoning Ordinance (Public Benefits), Northwestern agrees to the public benefits (and duration of such) as outlined on Schedule 3 attached hereto assuming the passage of the Approval Ordinances (as defined below), Northwestern’s original rights therein, a newly rebuilt Ryan Field, and a legal and regulatory environment that is substantially similar as existed as of the Effective Date. In connection with such public benefits, Northwestern will make certain voluntary payments to the City and other City stakeholder organizations, all as described on Schedule 3. The parties acknowledge that Northwestern is tax-exempt and any such voluntary payments shall not impact Northwestern’s tax-exempt status or be considered a tax, tariff or duty or a payment in lieu thereof.

In light of the broader relationship between Northwestern and the entire Evanston community, and in the spirit of a renewed greater partnership between Northwestern and the City going forward, the Parties agree that they are committed to collaborating in good faith and reasonably working with one another with respect to all Northwestern/City matters beyond the new Ryan Field for years to come.

10. Community Advisory Council. Northwestern shall meet at least twice annually with the Community Advisory Council (as hereinafter defined), unless such meetings are reduced and/or such Community Advisory Council is terminated in writing by the City. The purpose of the Community Advisory Council shall be to review the Traffic Management Plan and Security Plan and their updates, as provided for above, receive updates on Northwestern's M/WBE hiring during construction and to gather and disseminate information regarding the operation of Ryan Field from neighborhood residents to Northwestern and the City, and vice versa. As used herein, the "**Community Advisory Council**" means a council composed of three (3) members appointed by Northwestern staff and three (3) members appointed by City staff. Such members shall be appointed in accordance with such rules as Northwestern and the City may from time to time agree.

11. Alcohol Sales. The Parties shall cooperate such that Northwestern will (i) obtain all permits, licenses and approvals required for the sale of alcohol at Ryan Field and its Events prior to opening of the new stadium, and (ii) maintain all such permits, licenses and approvals for so long as Northwestern causes vendors to make alcohol available at Ryan Field and its Events. In connection therewith, Northwestern shall use commercially reasonable efforts to cause professional servers to utilize industry-standard practices for the service of alcohol, such as, by way of example only:

- a. reviewing customers' identification for compliance with applicable age limits;
- b. limiting the number of alcoholic drinks that any individual may purchase; and
- c. stopping general admission alcohol service in accordance with best practices for Football Games and Concerts.

12. Term. The term of this Memorandum shall be perpetual for so long as Northwestern is hosting Football Games and Concerts at Ryan Field pursuant to that certain Ordinance XX-O-23 Granting the Ryan Field Planned Development and that certain Ordinance XX-O-23 Amending the Zoning Ordinance Regulations for the U2 University Athletic Facilities District (in forms mutually agreeable to the City and Northwestern, collectively, the "**Approval Ordinances**"), Northwestern retains its original rights therein, a new Ryan Field is rebuilt, and a legal and regulatory environment that is substantially similar as existed as of the Effective Date. The City shall not revoke, rescind, modify or otherwise alter the Approval Ordinances without Northwestern's prior written and signed consent. For the avoidance of doubt, to the extent any term, condition or provision is explicitly time limited herein, this Section 12 shall not override such explicit time limitation.

13. Notices. Any and all notices, elections or demands permitted or required to be made under this Memorandum shall be in writing, signed by the party giving such notice, election or demand, and shall be delivered personally, by receipted commercial courier service, or sent by registered or certified United States mail, postage prepaid, return receipt requested to the other party at the address set forth below, or at such other address as may have heretofore been designated in writing. The date of personal delivery or three (3) days after postmark of date of mailing, as the case may be, shall be the date such notice, election or demand is deemed delivered.

If to the City: City of Evanston
 2100 Ridge Avenue
 Evanston, Illinois 60201
 Attn: City Manager;
 Corporation Counsel;
 _____; and

If to Northwestern: Northwestern University
633 Clark Street
Evanston, Illinois 60208
Attn: Vice President and Chief Operating Officer;
Vice President and Chief Financial Officer; and
Senior Executive Director of Neighborhood and Community Relations

with copy to: Northwestern University
Office of General Counsel
633 Clark Street
Evanston, Illinois 60208
Attn: General Counsel

14. Not an Easement or Public Dedication; Authorizations.

- a. Notwithstanding anything herein to the contrary, and for the avoidance of doubt, nothing herein shall be deemed to: be an easement, lease or license to any individual, entity, municipality or the general public; confer any rights, title, interests or benefits upon or in favor of any individual, entity, municipality or the general public; be a gift or dedication of any portion of Ryan Field or its surrounding areas to any individual, entity, municipality or the general public; or a specific right to any individual, entity, municipality or the general public to use Ryan Field or its surrounding areas, other than the general rights of use in common with all other individuals and members of the general public as expressly contemplated by this Memorandum; it being the intention of the Parties that this Memorandum shall be strictly limited to and for the purposes herein expressed, and for no other use or purpose. The City shall not record this Memorandum or any summary thereof.
- b. To the extent the consent, authorization or approval of or license from, or notice to, the City is required with respect to this Memorandum or its subject matter, then the City hereby acknowledges and agrees that its execution of this Memorandum shall be deemed to have satisfied any such consent, authorization, approval, license or notice requirement. To the extent the consent, authorization or approval of or license from, or notice to, any third party or other governmental authority (including Cook County or the State of Illinois) is required with respect to this Memorandum or its subject matter, then the Parties agree to cooperate with each other to obtain such consent, authorization, approval or license or give such notice.

15. Miscellaneous.

- a. This Memorandum is a legally binding agreement between the Parties, and is legally enforceable upon each Party by the other Party.
- b. This Memorandum may only be amended, modified or supplemented in writing signed by each Party; provided, however, that Northwestern may unilaterally amend this Memorandum in order to comply with any applicable law, rule, order, settlement, regulation or licensing requirement, or change thereof, and shall give the City written notice thereof. The Parties shall enter into such amendments to this Memorandum as may be necessary to effectuate the continued operation of Ryan Field.

- c. If any provision of this Memorandum or any word or part thereof or any application thereof is determined to be invalid, illegal or unenforceable, then such invalidity, illegality or unenforceability shall not affect any other provision of this Memorandum, this Memorandum shall be construed as if such invalid, illegal or unenforceable part were never included herein, the remainder of this Memorandum shall be and remain valid and enforceable to the fullest extent permitted by law, and the Parties shall negotiate in good faith to modify this Memorandum so as to effect the original intent of the Parties as closely as possible.
- d. This Memorandum shall be exclusively governed by and construed in accordance with the laws of Illinois, excluding its choice or conflict of law principles. All disputes and claims relating to this Memorandum not resolved between the Parties shall be resolved exclusively by binding confidential arbitration applying Illinois law and administered by an arbitrator mutually agreed upon by the Parties. The place of any such arbitration shall exclusively be Evanston, Illinois.
- e. Each Party hereby forever waives and releases any and all claims, demands, or causes of action it may have, known or unknown, against the other in any way related to this Memorandum.
- f. The Parties are and shall be independent contractors and this Memorandum shall not be construed to create any relationship of partnership, joint venture or other similar relationship.
- g. Neither Party shall be liable for any failure of or delay in the performance of this Memorandum for the period that such failure or delay is due to force majeure, including, but not limited to: war, terrorism, riots, fire, flood, tornado, earthquake, lightning, pandemic, other acts of God, explosion, strikes, labor disputes, acts of state or governmental action prohibiting or impeding any party from performing its respective obligations hereunder, or any other reason beyond the reasonable control of such Party.
- h. [Note to Draft: Reasonable insurance and indemnity provisions to be reasonably negotiated between Northwestern and City Staff.]
- i. This Memorandum constitutes the entire understanding of the Parties with respect to its subject matter and supersedes all prior agreements, written or oral, with respect thereto.
- j. This Memorandum shall equally apply to any successor or assign of any Party. No Party may assign or delegate its rights or obligations hereunder without the prior written consent of the other Party, except that Northwestern may assign or delegate any or all of this Memorandum or the rights or obligations hereunder to a wholly-owned subsidiary of Northwestern.
- k. This Memorandum does not confer any right, benefit or remedy upon any individual, entity or municipality that is not a Party hereto.
- l. No failure or delay in exercising any right or remedy shall be a waiver thereof. No waiver shall be effective unless in writing and signed by the party so waiving.
- m. This Memorandum may be executed in counterparts and delivered by electronic means (e.g., fax, email, docusign).

[Signature pages follow]

IN WITNESS WHEREOF, the undersigned have executed this Memorandum of Understanding as of the Effective Date.

NORTHWESTERN UNIVERSITY

By: _____
Name: _____
Its: _____

THE CITY OF EVANSTON

By: _____
Name: _____
Its: _____

DRAFT

SCHEDULE 1
REIMBURSEMENTS

[Note to Draft: To be determined between the City Staff and Northwestern]

DRAFT

SCHEDULE 2
FORM OF TMP

Attached.

DRAFT

SCHEDULE 3
PUBLIC BENEFITS PACKAGE

In accordance with Section 6-3-6-3 of the Evanston Zoning Ordinance, in order to provide benefits to the surrounding neighborhood and the City as a whole from the Approval Ordinances, to foster a broader relationship and strengthen a deeper connection between Northwestern and the entire Evanston community, and to help provide more opportunities for additional future collaboration and partnership between the Northwestern and the Evanston community as a whole, and assuming the passage of the Approval Ordinances, Northwestern retains its original rights therein, a new Ryan Field is rebuilt, and a legal and regulatory environment that is substantially similar as existed as of the Effective Date, Northwestern agrees to the following public benefits:

[Note to Draft: To come.]

DRAFT

Northwestern University // Ryan Field

TRANSPORTATION MANAGEMENT PLAN | DRAFT V.1

DISCLAIMER: This document represents an initial draft framework of a Transportation Management Plan (TMP) associated with concert events proposed at Ryan Field. The TMP process requires engagement with and input from numerous stakeholder groups over several weeks to inform the plan's details. This initial version is not fully developed, but includes preliminary narratives and exhibits along with placeholders. Additional measures will likely be incorporated as a result of on-going and future engagement and further plan development. Once a draft is completed, the TMP will be provided to the City of Evanston for review and approval prior to events being hosted at Ryan Field. Additionally, best practices for developing a TMP require fact-specific, real-time information. As such, this TMP will be reviewed and updated on a regular basis.



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Communication + Coordination

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LIST OF EXHIBITS

- Exhibit 1 Athletic Campus Site Plan
- Exhibit 2 Event Parking Locations
- Exhibit 3 Pre-Event Traffic Control and Lane Configurations
- Exhibit 4 Post-Event Traffic Control and Lane Configurations
- Exhibit 5 Access Routes, Directional Wayfinding, and Controls
- Exhibit 6 Shuttle Routes, Stops, and Staging Zones
- Exhibit 7 Shuttle Loading
- Exhibit 8 TNC Loading and Staging (East)
- Exhibit 9 TNC Loading and Staging (West)
- Exhibit 10 Bike Parking and Accommodations
- Exhibit 11 Event Truck Access Routes

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CONFIDENTIAL
FOR DISCUSSION
PURPOSES ONLY

INTRODUCTION

Purpose and Objectives

The Transportation Management Plan (TMP) is a summary of Northwestern University's proposed operations plan and strategies to manage the multimodal transportation and parking conditions for events at Ryan Field. The TMP is a dynamic document that is intended to not be considered static or complete, but rather reviewed and updated annually to consider changed conditions, integrate emerging technologies, and explore opportunities to improve, supplement, or modify current measures.

Venue and Events Overview

PLACEHOLDER: *Detail Ryan Field and Hosted Events (event types, attendance capacities, # of events, schedules, broader context of the athletic campus and other associated venues, parking, etc.)*

The overall athletic campus site plan illustrated in **Exhibit 1**.

Transportation Management Planning Process

PLACEHOLDER: *Detail TMP Process (building on past experience of hosting football games and events at Ryan Field/athletic campus, agency and stakeholder group engagement [Police and Security – Evanston Police, NU Police, Venue Security; Athletics and Parking/Shuttle Services – Athletic Department, Transportation and Parking Services; City of Evanston – Transportation Engineering, Planning, Parking Services; Transit Agencies – CTA, Metra, Pace, Village of Wilmette, neighborhood engagement, local businesses], City review/approval, annual reviews and updates, etc.)*

Guiding Principles

Efficient and effective management of multimodal transportation and parking operations is key to any successful event of various scales. Building on its experience hosting a range of events at the Athletic Campus and best practices applied at other venues, Northwestern University has established the following planning principles to guide development transportation management strategies, programs, policies, and planning efforts related to events hosted at Ryan Field.

- Provide a safe environment for all event attendees and the surrounding community, including pedestrians, cyclists, transit riders, and vehicle drivers/passengers.
- Promote orderly and efficient flow of traffic on the Athletic Campus and along nearby streets.
- Limit impacts of traffic congestion before, during, and after planned events at Ryan Field.
- Promote awareness and understanding of the plan's key elements to the university, city officials and staff, event attendees, and the surrounding community through multiple channels of communication.
- Be flexible, monitor conditions over time, and adjust the plan to address changed conditions over time while exploring opportunities to leverage emerging technologies that can improve the plan.

TRANSPORTATION MANAGEMENT PLAN

The Transportation Management Plan is organized by categories related to how event attendees access Ryan Field, operational components of facilitating transportation access, and other elements associated with managing event day conditions. Within each category, strategies are detailed with supporting narrative and exhibits.

Parking

PLACEHOLDER: *Detail On-Site Parking (# of spaces in East and West Lot, reserved/pre-sold parking only, option for premium-rate cash parking if spaces are underutilized, access locations and ingress/egress lanes, staffing needs at each lot, etc.)*

PLACEHOLDER: *Detail Off-Site Parking (# of spaces by location, mix of reserved/pre-sold and cash parking depending on location, access locations, etc.)*

PLACEHOLDER: *Detail Signage and Traffic Control Equipment (locations, sign types/sizes, sign messages, layout of cones/barricades, deployment schedule, etc.)*

PLACEHOLDER: *Detail Communications (online resource, text messages, apps, future (to be developed AI resources), advance event communications re: parking location(s) and directions based on address of ticket purchase, etc.)*

PLACEHOLDER: *Detail Employee Parking (off-site location, shuttle accessible, etc.)*

Exhibit X, illustrates the locations of stadium event parking on site and both designated and publicly-accessible off-site parking in the site vicinity (walkable), on the University's campus (shuttle access), and in Downtown Evanston (shuttle access). Additional parking locations will likely be established by entrepreneurial property owners within walking distance of Ryan Field. These locations can be added to the plan based on observed conditions.

Strategy: **Use of Underutilized Off-Street Parking**

[Details to be confirmed in coordination with the City of Evanston]

Strategy: **Neighborhood Event Parking Restrictions**

[Details to be further developed in coordination with the City of Evanston]

Strategy: **Advance Parking and Access Route Communications to Ticketholders**

[Details to be further developed in coordination with the City of Evanston]

Vehicular Traffic / Access Routes

PLACEHOLDER: *Detail Wayfinding Signs (identify key access routes, variable message sign locations and messages, static sign locations, technology-enabled options/solutions, etc.)*

PLACEHOLDER: *Detail Curbside Restrictions (locations and limits, times in effect, benefits and uses, etc.)*

RYAN FIELD

Transportation Management Plan

PLACEHOLDER: *Detail Temporary Directional Traffic Flows and Lane Configurations (identify locations, police manual intersection controls, etc.) Refer to **Exhibits X-West and X-East** and **Exhibits Y-West and Y-East** for pre- and post-event lane configurations, respectively.*

PLACEHOLDER: *Detail Wayfinding Signs (identify key access routes, variable message sign locations and messages, static sign locations, etc.)*

Exhibit X depicts the key vehicular access routes to/from Ryan Field with elements indicating directional wayfinding signs leading to reserved/pre-paid parking and off-site parking locations, access and parking controls at side streets supporting the event parking restriction in place within the surrounding neighborhoods, on-street parking restrictions along Central Street (Poplar Avenue to Girard Avenue), posted intersections for police/traffic control personnel, and others.

[Details of sign locations, messages, traffic controls, and other elements to be further developed in coordination with the City of Evanston, Evanston Police and Fire Departments, the Village of Wilmette, and other stakeholders]

Strategy: *Central Street Parking and Loading Zone Restrictions*

[Details to be further developed in coordination with the City of Evanston]

Similar to past practice for football games, on-street parking will be prohibited along Central Street between Poplar Avenue and Girard Avenue before, during, and after events at Ryan Field. This restriction allows traffic to flow more efficiently along Central Street as it provides room for quick drop offs, occasional delivery/service vehicles serving adjacent properties, and for vehicles to bypass turning vehicles that are yielding to oncoming traffic and/or crossing pedestrians. Additionally, keeping the curb lane open also helps to facilitate emergency response vehicles traveling through the corridor during events as traffic can pull over and provide an open lane for ambulances, fire trucks, and other emergency vehicles to efficiently pass. *[Details regarding time start/end to be confirmed]*. Vehicles parked in this zone after the start of the restriction period will be towed.

Strategy: *Neighborhood Event Parking and Circulation Restrictions*

[Details to be further developed in coordination with the City of Evanston]

Strategy: *One-Way Northbound Traffic Flow on Ashland Avenue (Lincoln Street to Isabella Street)*

[Details to be confirmed in coordination with the City of Evanston]

Strategy: *Advance Directional Wayfinding Signs*

[Details to be further developed in coordination with the City of Evanston]

Public Transportation

Ryan Field is well-positioned to take advantage of excellent transit access with both Metra UP-North Line and CTA Purple Line stations located within approximately 1,600 feet of the stadium. In order to serve the concentration of event attendees arriving and departing concert events at Ryan Field, both Metra and CTA have indicated interest in working with the University to increase their respective operational capacities relative to their normal conditions and to promote these options as an attractive mode of transportation to/from events, helping to limit traffic demands and parking needs.

Strategy: Metra – Increased Operational Capacity

[Details to be further developed in coordination with Metra]

Metra would coordinate with the University to increase service capacity, relative to normal operations, to support transit ridership as an attractive mode to access events at Ryan Field, as is done at other venues. Such adjustments could include adding a half-cycle train between regularly scheduled trains as an additional train in the schedule aligning with event times and/or having a train waiting at a nearby staging location along the Union Pacific – North Line. These adjustments would allow Metra to provide up to three trains in the hour before and the hour after the event in each direction.

At the Central Street station, the southbound platform accommodates 6-car trains for boarding and alighting (although longer trains may be possible with some cars not able to directly board/alight at every platform as passengers use a different car). The northbound platform accommodates 8-car trains. With 140-150 seats/car (and approximately 30 standees in aisles and on steps), each southbound train can serve at least 840 passengers (2,520 passengers across three trains in an hour) and each northbound train can serve at least 1,120 passengers (3,360 passengers across three trains in an hour).

Strategy: CTA – Increased Operational Capacity

[Details to be further developed in coordination with CTA]

The CTA would coordinate with the University to increase service capacity, relative to normal operations, to support transit ridership as an attractive mode for events at Ryan Field, as is done at other venues including Wrigley Field and Guaranteed Rate Field. Operational adjustments to be further developed include leveraging the rail yard at the Linden Street station and staging trains for events to increase train frequency. Target headways at 5-6 minutes would result in 10 trains per hour. The platform at the Central Street station accommodates 6-car trains. Initial planning assumes 75-80 passengers per car, yielding 4,800 passengers per hour. However, practical experience with peak demand surges has yielded over 90-95 passengers per car, yielding up to 5,700 passengers per hour.

Strategy: Metra Fare Integration with Event Ticket

[Details to be further developed in coordination with Metra]

As currently applied for concerts at Ravinia, Metra encourages use of train and removing barriers for event goers, in part, by providing rides to an event without purchasing a Metra ticket. The cost of ridership is integrated into the cost of all event tickets and passengers just show their event ticket to the conductor on the train. Metra would be reimbursed by the University based on the actual Metra ridership for each event.

Strategy: CTA Event Ridership Promotion

[Details to be further developed in coordination with CTA]

The CTA is currently exploring opportunities to develop special event passes and digital/QR code passes that can be used to access trains and to promote ridership for specific events. These applications will be further developed to encourage use of CTA as a mode choice to/from events at Ryan Field while particularly focusing on ticket purchasers where CTA is proximate to where they live/work and supporting communication of tailored travel directions.

Shuttles and Buses

In response to community feedback, the parking plan for concert events at Ryan Field includes prohibiting use of surrounding neighborhoods in Evanston and Wilmette for event parking. This restriction results in an estimated parking reduction of over 1,000 spaces in response to this neighbor accommodation. To offset the reduced parking in the stadium vicinity compared to football games, additional off-site parking will be used at locations on the University's campus and within publicly accessible parking garages in Downtown Evanston. Similar to past practice for football games, off-site parking in these areas will be served by shuttle buses. **Exhibit X** illustrates the planned shuttles routes and stops for the campus and downtown parking locations.

PLACEHOLDER: Detail Operations (# of buses, routes and stops, service hours, staff, rider queuing areas, etc.)

PLACEHOLDER: Private bus services (designated loading area, off-site parking on campus, communications with drivers and passengers, etc.)

Strategy: Shuttle Passenger Loading on Ashland Avenue

Similar to past practice for football games, off-site parking shuttle staging and loading is planned along the east side of Ashland Avenue, using a staggered configuration in two lanes with space between buses that allows access between the curb and doors of buses in lane furthest from the curb. Two shuttle routes will serve 1) campus parking garages and 2) Downtown Evanston garages. Also similar to practice for football games, staging and loading for the two shuttle routes will be separate with one route north of Walker Way (up to 26 buses staged/loading) and one route south of Walker Way (up to 24 buses staged/loading). Based on football game experience at Ryan Field, shuttles, it takes approximately 3.5 minutes to load a shuttle bus with 40 passengers. The loading area for each route will be clearly identified with signs indicating the designated route, loading area entry, and bus loading points. Preliminary shuttle loading areas and configurations are illustrated on **Exhibit X**.

Strategy: Off-Site Shuttle Staging

The east side of Ashland Avenue, using a two-lane staggered configuration for staging prior to the end of an event provides capacity for up to 50 buses. Between 75 and 115 buses may be needed for a capacity event that fully utilizes the designated shuttle-accessible off-site parking, depending on the number of round-trip cycles. During events, shuttle buses should be located along the east side of Ashland Avenue, on the University's campus east of Sheridan Road, the bus provider's facility, or at another location that is removed from residential homes and open commercial businesses. Leading up to the event ending, buses will access staging positions along Ashland Avenue at Ryan Field or near the designated routes so that they are ready to backfill the loading area after the first wave of shuttles leave with passengers. Similar to practice for football games, the first off-site staging area is along the north side of Lincoln Street between

Leahy Park and the Chandler-Newberger Center. Additional shuttle staging should occur on the University's campus east of Sheridan Road. These locations are depicted on **Exhibit X**. While staging, buses should not idle to limit noise and emissions.

Transportation Network Companies (TNC) / Rideshare

PLACEHOLDER: Detail TNC/Rideshare Loading and Staging Areas (preliminary east [Chandler-Newberger Lot – see **Exhibit X**] and west [Haven Middle School Lot – see **Exhibit X**] off-street locations; detail and illustrate layout for ingress/egress, circulation, staging, and passenger loading areas; describe and define geofence and coordination with providers; signing; pedestrian wayfinding; operational parameters; staffing needs; etc.)

Strategy: Define Expanded Geofence Boundary

[Details to be further developed in coordination with Uber, Lyft, City of Evanston, Village of Wilmette, and Evanston Police Department]

Strategy: Establish Eastern Taxi / Rideshare Off-Street Staging and Loading Area

[Details to be further developed in coordination with City of Evanston and Village of Wilmette]

Strategy: Establish Western Taxi / Rideshare Off-Street Staging and Loading Area

[Details to be further developed in coordination with District 65, City of Evanston, and Village of Wilmette]

Active Transportation

PLACEHOLDER: Detail Pedestrian and Bicycle Accommodations (locations, measures in place, staffing needs at each location, traffic control and barriers, hours/availability, communication and coordination, etc.) Refer to **Exhibit X** for summary of locations and measures.

Strategy: Establish Bike Valet Zone

[Details to be further developed in coordination with City of Evanston and Stadium Operations]

Traffic Control Personnel

PLACEHOLDER: Detail Police and Traffic Control ([12] intersection locations, staffing needs at each location, key roles and priorities for each post, hours at post relative to event schedule, communication and coordination, etc.) Refer to **Exhibits X-East** and **X-West** illustrating existing, pre-event, and post-event lane configurations.

Strategy: Post Police/Traffic Control Officers at [12] Intersections

[Details to be further developed in coordination with Evanston Police Department, University Police Department, City of Evanston, and Village of Wilmette]

Event Truck Loading Logistics

PLACEHOLDER: *Detail Load-In and Load-Out Logistics (range for # of trucks, truck types, typical times of day, truck sequencing, operational parameters (e.g., bus idling, vertical clearance requirements, etc.), off-site truck marshalling options, access routes, etc.).*

Strategy: **Pre-Event Truck Loading Procedures and Sequencing**

[Details to be further developed in coordination with City of Evanston and Stadium Operations]

Strategy: **Off-Site Event Truck Marshalling**

[Details to be further developed in coordination with City of Evanston, Potential Property Owners for Off-Site Truck Marshalling, and Stadium Operations].

Strategy: **Post-Event Truck Loading Procedures and Sequencing**

[Details to be further developed in coordination with City of Evanston and Stadium Operations]

Public Safety

PLACEHOLDER: *Detail Unified On-Site Command Post (staffing, involved entities, roles and priorities, information on experience during past home football games, etc.)*

PLACEHOLDER: *Detail Event Communications and Coordination with Nearby Emergency Responders, (protocols, past experience, etc.)*

Strategy: **Maintain Unified Command Post at Ryan Field**

[Details to be further developed in coordination with NU Athletic Department, City of Evanston, Evanston Police Department, Evanston Fire Department, Evanston Hospital, and Stadium Operations]

Programs and Policies

PLACEHOLDER: *Detail Range of Policies (list events - neighborhood event parking restrictions, Metra and CTA Ridership programs, etc.)*

[Details to be further developed in coordination with City of Evanston and multiple stakeholder groups]

Communications and Engagement

PLACEHOLDER: *Detail Methods for Communications, Coordination, and Community Engagement (list communication methods, applied media platforms, schedule, key contacts, etc.)*

Strategy: **Annual Review and Update of TMP**

Transportation management plans should be dynamic documents that are regularly reviewed, updated, and evolve to address and respond to changing conditions over time. In partnership with a task force comprised of City officials and staff, neighborhood representatives, and other appropriate stakeholder groups, the University will facilitate annual sessions to review event-related transportation and parking conditions, the measures in place, anticipated changes in event programming, and identify if adjustments

to the plan are needed. As needed, the transportation management plan will be updated. Annual review sessions are anticipated to be held in the Winter (reviewing the year's event schedule) with updates developed and incorporated the following Spring for implementation.

[Details to be further developed in coordination with NU Athletic Department, City of Evanston, Evanston Police Department, Evanston Fire Department, Village of Wilmette, and Stadium Operations]



COMMUNICATION + COORDINATION

A guiding planning principle for the TMP includes promoting awareness and understanding of the plan’s key elements across various platforms and channels of communication to event goers and staff, the university, city and public safety officials, and the surrounding community. The TMP is not intended to be a static document; rather, it is planned to serve as an operations plan that is reviewed on a regular cadence and updated, as needed, in response to monitoring of observed transportation conditions, reviewing stakeholder input, and addressing evolving trends and emerging technologies. As such, Northwestern University has committed to ongoing annual review of the TMP with city officials and community stakeholders and will be active and open in communicating the plan with event goers, city and public safety officials, and the surrounding community.

Website, E-mail, and Media

The TMP and sharing of event transportation and parking information will be published on and shared via multiple platforms including the University’s Ryan Field Event Day transportation website, social media channels, traditional media options, and direct e-mail and text alerts to ticket holders. These resources will be tapped to communicate plan elements, share reminders, provide directions and preferred modes/routes, and post alerts or notices regarding plan adjustments or special conditions. Current resources are outlined below:

- Website <https://nusports.com/sports/2018/6/28/football-gameday-transportation>
- X / Twitter @NU_sports
- Facebook @NU_football

[Details to be further developed in coordination with City of Evanston and the university.]

City and Community Coordination

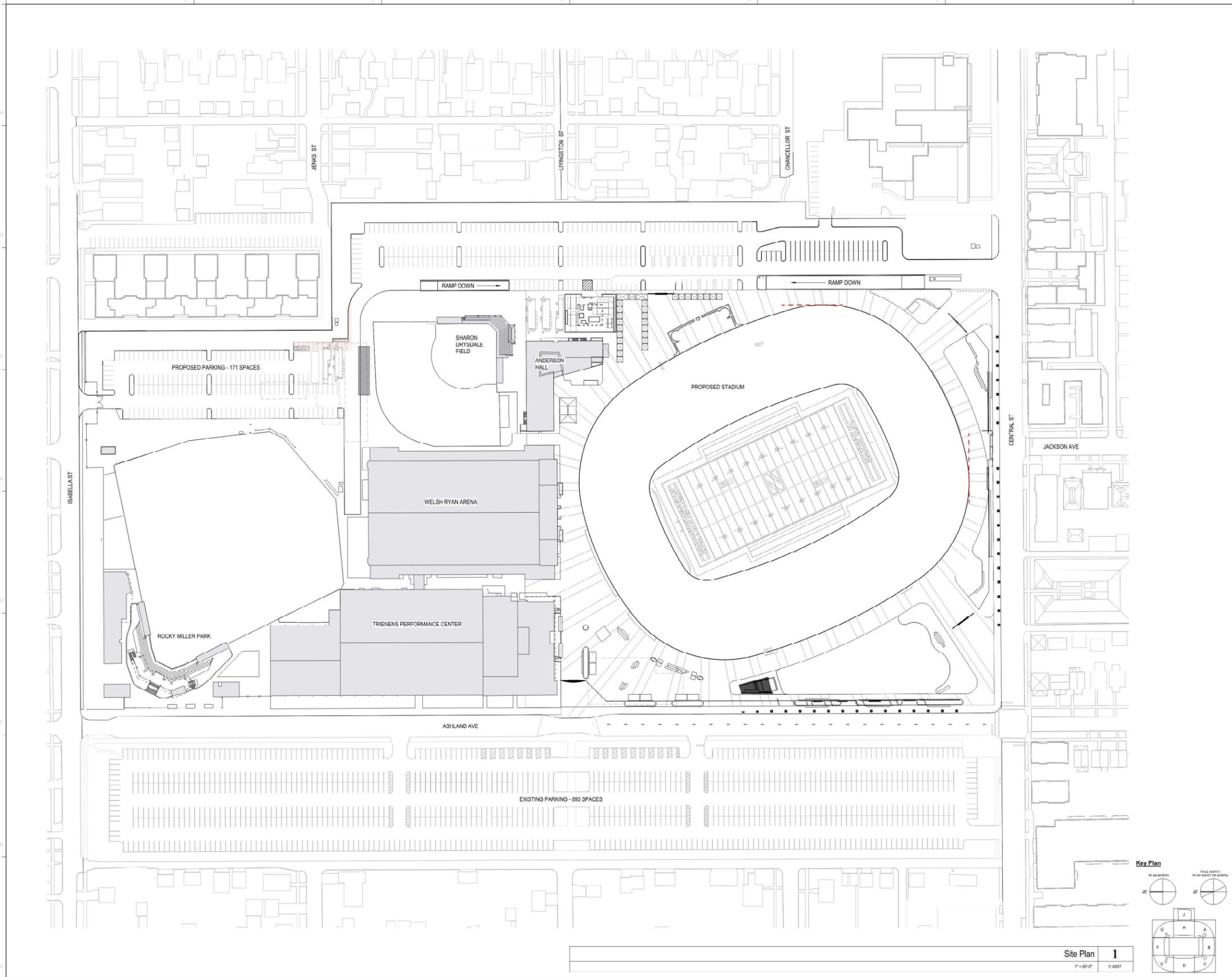
As a continuation of the Campus Master Plan process, Northwestern University will continue to host periodic meeting forums to provide plan updates, solicit input and feedback, and interface with City Staff and neighbors. This coordination and communication with City departments and neighbors is necessary to successfully carry out the plan components of the Campus Master Plan, to monitor and manage the transportation and parking conditions on site, and review transportation management activities and effectiveness.

The university recognizes the importance of maintaining healthy dialogue with the City and surrounding community regarding upcoming events, planning, and operational changes that affect both the stadium and surrounding neighborhood. Continued working relationships with these groups are a desired and useful method to successfully communicate and coordinate on transportation and parking issues going forward.

Contact Information

For questions and coordination with the university regarding this plan, please contact:

Northwestern University	City of Evanston	Elected Official	Community Task Force Liaison
Insert Name – Insert Title Tel: (XXX) XXX-XXXX E-mail: name@nu.edu	Insert Name – Insert Title Tel: (XXX) XXX-XXXX E-mail:	Insert Name – Insert Title Tel: (XXX) XXX-XXXX E-mail:	Insert Name – Insert Title Tel: (XXX) XXX-XXXX E-mail:



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 PLANNERS
 715 Kirk Drive
 Kansas City, Missouri 64105
 (816) 472-1201

CONSULTANTS:

- ASSOCIATE DESIGN ARCHITECT & DRAWING & WAYFINDING: Perkins+Will
- STRUCTURAL: Trumbull-Townsend
- CIVIL / FIELD DESIGN: Smith Group
- ASSOCIATE CIVIL / EXTERIOR SITE: Engage Land
- LANDSCAPE & SITE PLANNING: GH Design Group
- MEFPFP, LIGHTING, TEL/COM, SECURITY, & ACOUSTICS: Henderson Engineers
- ASSOCIATE MEFPFP & I.F.F.D.: dbrhs
- AV / BROADCAST: Votaw
- FOOD SERVICE: S&P
- WIND ANALYSIS: RWIS
- VERTICAL CIRCULATION: Lenth Bates
- COST CONSULTANT: CCS International, Inc.
- CODE CONSULTANT: Forza Consultants

OWNER/DEVELOPER:



Northwestern University
 2030 Ridge Avenue, Ste 250
 Evanston, IL 60208
 (847) 467-1616

Northwestern University

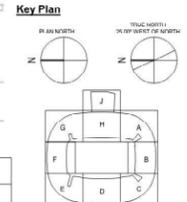
Ryan Field
 1501 Central St
 Evanston, IL 60208

IN PROGRESS

DATE	ISSUED FOR	03/01/23
	Project Status	
PROJECT NO.	ISSUED BY	78153 HNTB
DRAWN BY	CHECKED BY	Audie Chomker
APPROVED BY	APPROVER	
REV. DATE	DESCRIPTION	

SHEET TITLE & NUMBER

SITE
A004.1



Site Plan **1**
 1" = 60'-0" 1/4 A007

3/1/2023 10:28:47 AM BIM 360://78153_Northwestern/Ryan Field/78153_NW Stadium_ARCHITECTURE.rvt



N O R T H

LINDEN CTA STATION PARKING LOT
Available Spaces: 323

WEST STADIUM PARKING LOT
Available Spaces: 900

EAST STADIUM PARKING LOT
Available Spaces: 457

NORTHSHORE HEALTH GARAGE
Available Spaces: 700

CENTRAL STREET METRA STATION PARKING
Available Spaces: 200

COOK HALL EAST PARKING LOT
Available Spaces: 181

WALTER ATHLETICS CENTER GARAGE
Available Spaces: 700

NOYES/HAVEN/SHERIDAN PARKING
Available Spaces: 170

NU PARKING LOT
Available Spaces: 159

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E2 SELF PARK
Available Spaces: 100

1800 MAPLE SELF PARK
Available Spaces: 840

NU LAKESIDE PARKING
Available Spaces: 700

SHERMAN PLAZA GARAGE
Available Spaces: 840

525 CHURCH STREET GARAGE
Available Spaces: 420

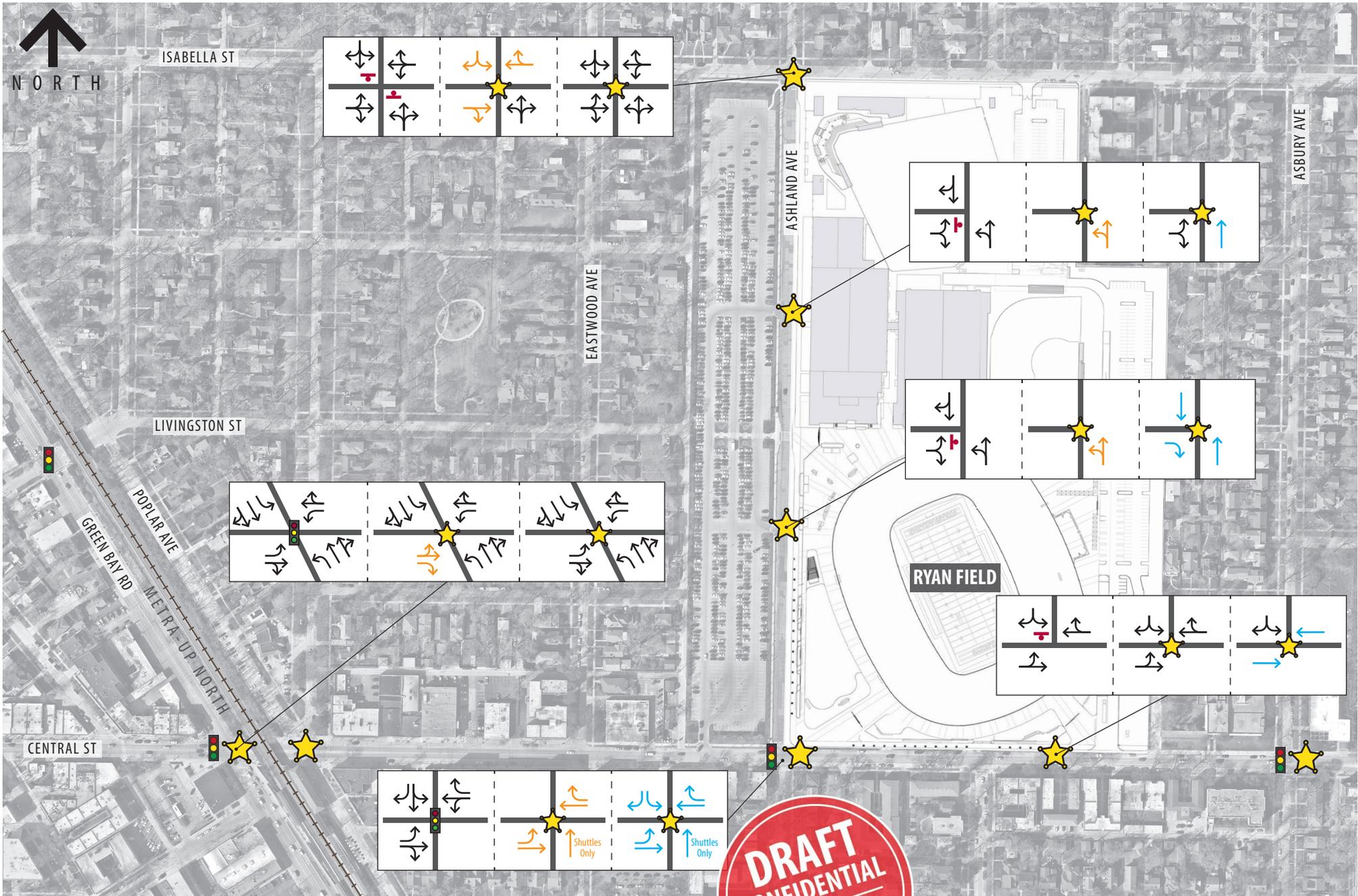
ONE ROTARY CENTER GARAGE
Available Spaces: 315

500 DAVIS STREET
Available Spaces: 50

1629 ORRINGTON AVENUE
Available Spaces: 250

LEGEND

-  STADIUM PARKING
-  OFF-SITE CAMPUS PARKING
-  OFF-SITE DOWNTOWN PARKING
-  OTHER OFF-SITE PARKING
-  NO PARKING



LEGEND

- Existing Geometrics
- Pre-Event Geometrics
- Post-Event Geometrics
- Existing Traffic Signal
- Police/Actively Controlled Intersection

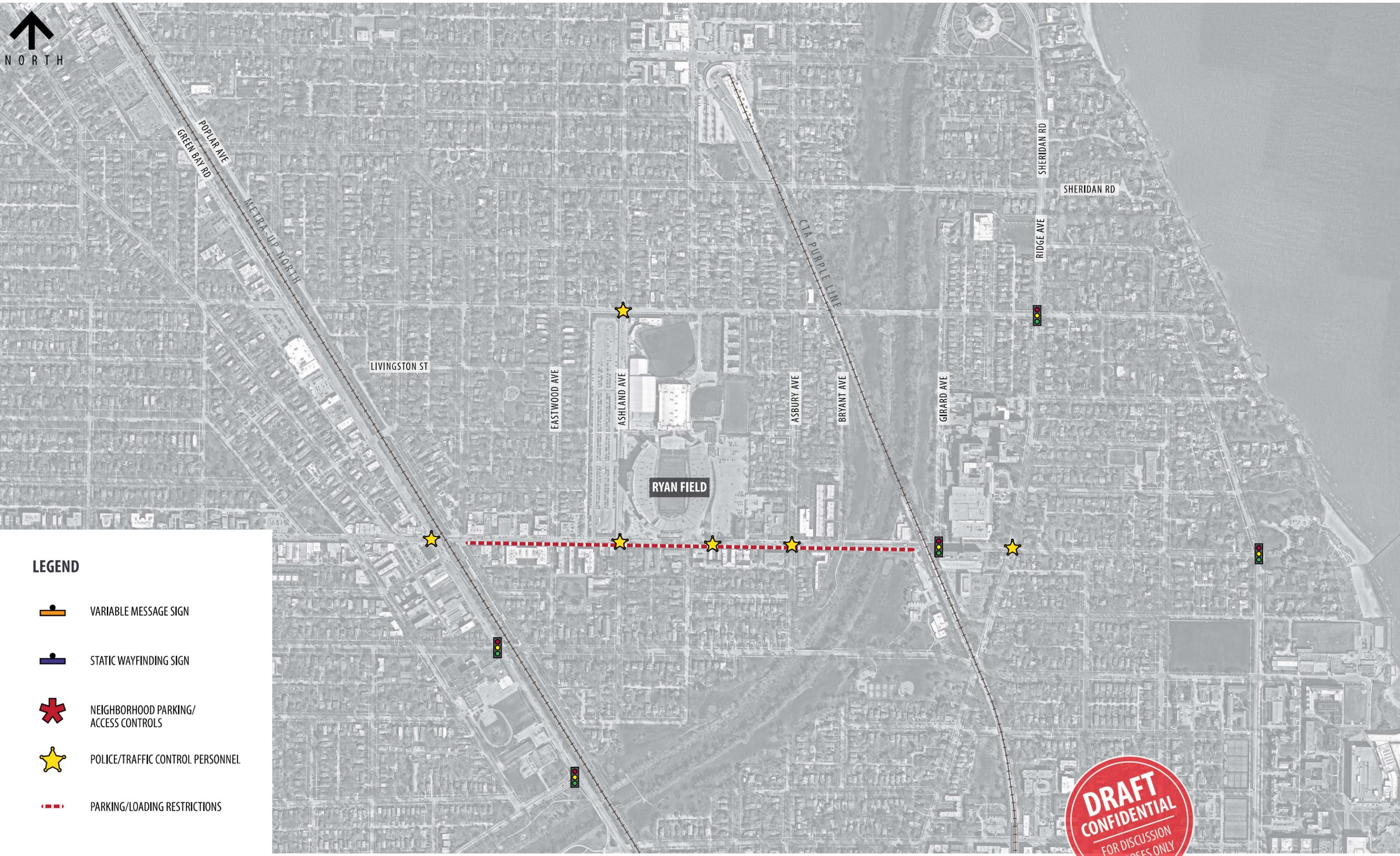
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- LEGEND**
-  Existing Geometrics
 -  Pre-Event Geometrics
 -  Post-Event Geometrics
 -  Existing Traffic Signal
 -  Police/Actively Controlled Intersection



LEGEND

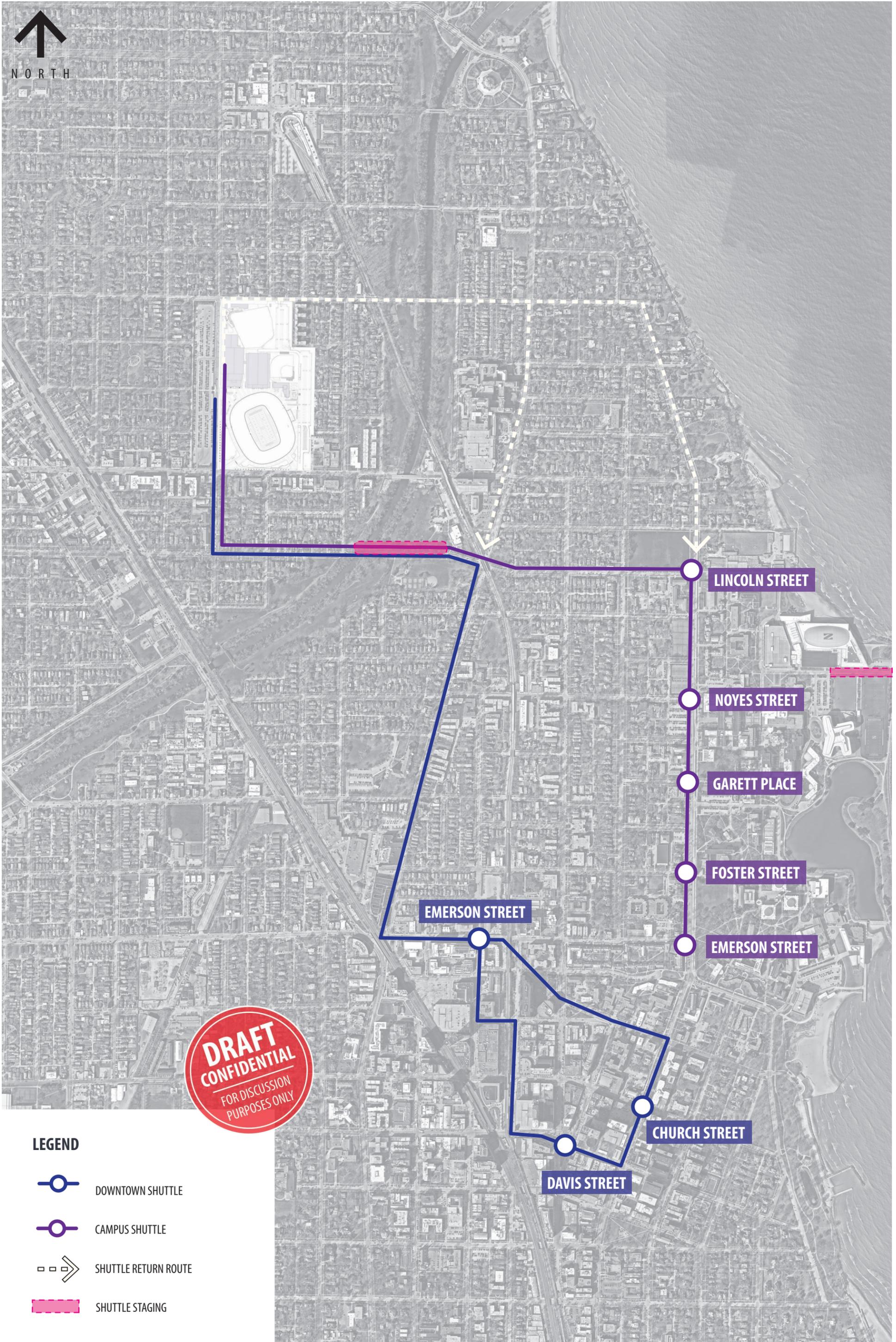
-  VARIABLE MESSAGE SIGN
-  STATIC WAYFINDING SIGN
-  NEIGHBORHOOD PARKING/
ACCESS CONTROLS
-  POLICE/TRAFFIC CONTROL PERSONNEL
-  PARKING/LOADING RESTRICTIONS



**This exhibit is a placeholder for preliminary draft purposes. Exhibit details to be developed as the TMP is finalized.*



NORTH



LEGEND

 DOWNTOWN SHUTTLE

 CAMPUS SHUTTLE

 SHUTTLE RETURN ROUTE

 SHUTTLE STAGING

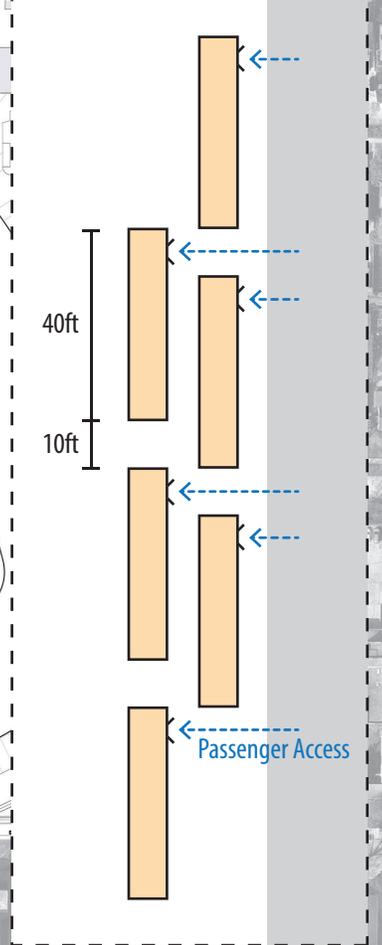


TO SOUTHBOUND SHERIDAN RD (CAMPUS SHUTTLES)
TO SOUTHBOUND RIDGE AVE (DOWNTOWN SHUTTLES)

CAMPUS SHUTTLE
Shuttle Stacking Capacity: 26

DOWNTOWN SHUTTLE
Shuttle Stacking Capacity: 24

SHUTTLE STACKING CONFIGURATION



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FROM WESTBOUND LINCOLN ST



CENTRAL ST

CHANDLER-NEWBERGER
RECREATION CENTER

LINCOLN ST

RIDGE AVE



*This detail is a placeholder for preliminary draft purposes. Exhibit details to be developed as the TMP is finalized.



LINCOLN ST

PRAIRIE AVE

HAVEN MIDDLE SCHOOL



*This detail is a placeholder for preliminary draft purposes. Exhibit details to be developed as the TMP is finalized.