1. **"Equipment and limited materials from the previous stadium were recovered for reuse by Northwestern"**

**The project team evaluated opportunities to recover and reuse equipment and materials from the original Ryan Field wherever practical. Due to the age and condition of the nearly century-old facility, many structural and building components had deteriorated beyond a condition suitable for safe reuse. While only a limited quantity of materials was appropriate for direct reuse by Northwestern, a substantial portion of the demolished materials was diverted from landfills through third-party recycling and material recovery programs.**

**The project team will quantify and report the total volume and percentage of construction materials recycled, including categories such as concrete, steel, asphalt, and other recoverable materials.**

2. **Around half of all trees and plants on the property will be either native or nativar (a cultivated native plant), and it outlines the types of trees/plants being used, but it groups native and nativar plants together.**
    - **Approximately 52% (27 native or nativar species / 52 total species) of the total proposed plant species are native or nativar (cultivar of a native species). The overall planting approach balances function and aesthetics along with hardiness, adaptability, toughness, low maintenance requirements, and multi-seasonal interest.**

        - **16 different species of shade trees; 11 are native / nativar**
        - **2 different species of ornamental trees; 2 are native / nativar**
        - **3 different species of evergreen shrubs; 1 is native / nativar**
        - **16 different species of deciduous shrubs; 11 are native / nativar**
        - **13 different species of perennials; 2 are native / nativar**
        - **1 species of vine; non-native**
          **Note bulb plantings, annual plantings, or lawn plantings towards this calculation.**

3. **The plan says on-site solar panels are not feasible, for example.**

**Solar panels were evaluated for installation on the stadium canopy during the design process. However, the project team determined that the additional structural dead load associated with a solar array would exceed the canopy's designed load capacity and would require significant structural modifications. Those modifications were determined to be impractical from both an engineering and cost perspective. While rooftop solar was not feasible for this project, the team remains committed to reducing energy consumption through other sustainability measures, including all-**

**LED lighting, high-efficiency building systems, fully electric kitchens, and infrastructure to support future electric vehicle expansion. The project will continue to evaluate future opportunities for renewable energy procurement and off-site renewable energy sources as technologies and infrastructure evolve.**

**4. "Electric hand dryers were analyzed and determined not feasible for the project to implement at this time"**

**Electric hand dryers were evaluated as part of the project; however, they were determined not to be operationally feasible given the unique peak demand characteristics of a stadium environment. Unlike office buildings or other facilities with relatively steady restroom usage, stadium restrooms experience extremely concentrated demand during halftime, intermissions, and immediately before and after events. Even high-speed electric hand dryers typically require approximately 15–20 seconds per user, creating a significant bottleneck at restroom exits during these peak periods. This increased dwell time would reduce restroom throughput, contribute to congestion, and negatively impact the overall guest experience. Additionally, longer wait times may discourage proper hand hygiene as guests seek to avoid delays. After evaluating guest flow, operational efficiency, and public health considerations, the project determined that paper towel dispensers provide the most effective solution for maintaining restroom capacity, cleanliness, and guest satisfaction during high-attendance events.**

**5. The plan doesn't explicitly rule out single-use plastics.**

**The project team is actively working with Levy, the stadium's food and beverage partner, to evaluate opportunities to minimize or eliminate single-use plastics where operationally feasible. This evaluation will consider guest experience, food safety, product availability, cost, waste diversion infrastructure, and the compatibility of alternative products with the stadium's recycling and composting programs. The project is committed to implementing sustainable service ware solutions wherever practical while maintaining operational excellence and compliance with applicable health and safety standards.**

**6. Installation of a Divvy station**

**The Ryan Field project committed to a robust strategy to accommodate guests wishing to bike to events at Ryan Field as a part of the project submission to the City of Evanston in 2023, with an unprecedented investment to create a free bike valet for guests at Ryan Field capable of handling 300-500 bikes per event.**

**When Lyft, the operator of Divvy, contacted the university in 2026 asking for funding for locations on site at Ryan Field the project response was:**

1. **All of the Ryan Field project funding to accommodate guests arriving by bicycle had already been spent on the bike valet.**

2. **At this late stage in the process there were not locations available on the Ryan Field campus available for additional bike storage that Lyft could use for Divvy stations. Lyft was encouraged to work with the City of Evanston to explore locations under the City's control including public land or street locations.**

## 7. Overall Transportation plan

**The project team recognizes that public transportation will play a critical role in the success of Ryan Field and is actively partnering with the Northern Illinois Transit Alliance (NITA), including Metra, CTA, and Pace, to develop a comprehensive transportation strategy. The goal of this partnership is to encourage and incentivize the use of public transit through coordinated service planning, enhanced wayfinding, integrated guest communications, and potential promotional initiatives. As these discussions progress, the project team will continue to work collaboratively with its transit partners and the City of Evanston to identify additional opportunities to reduce single-occupancy vehicle trips and improve the overall guest transportation experience.**