



At the Heart of Community

COMMUNITY DEVELOPMENT DEPARTMENT

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APPLICATION PZC 2018-4
PZC Hearing Date: March 21, 2018

AGENDA ITEM 5.B

STAFF REPORT

To: Chairperson Stratman and Members of the Planning & Zoning Commission

From: Sarosh Saher, Community Development Director

CC: Katie Williams, Associate Planner

Date: March 21, 2018

Re: PZC 2018-4 Zoning Application for 880 North Old Rand Road
Life Time Athletic

SUBJECT

Life Time Athletic (the “Applicant”) requests approval of a Planned Unit Development to construct a physical fitness and recreation facility at the property commonly known as 880 North Old Rand Road, and legally described in Exhibit A attached hereto (the “Subject Property”).

GENERAL INFORMATION

Requested Action:	<u>Planned Unit Development</u>
Current Zoning:	<u>B-1 Local & Community Business/R-4 Single Family Residential</u>
Existing Use	<u>Vacant Restaurant Building/Vacant Land</u>
Proposed Uses:	<u>Physical Fitness Facility (SIC #7991) with Accessory Child Daycare Services (SIC #835), Accessory Beauty Salon (SIC #723) and Accessory eating place (SIC #5812)</u>
Property Location:	<u>880 North Old Rand Road</u>

Applicant: LTF Real Estate Company, Inc., d/b/a Life Time Athletic

Owner: Masterson Real Estate Equities Ltd.

Staff Coordinator: Katie Williams, Associate Planner

LIST OF EXHIBITS

- A. Legal Description
- B. Public Hearing Sign
- C. Site Photos
- D. Aerial Map
- E. Zoning Map
- F. Parcel Map
- G. Development Application and Attachments
- H. Development Review Comments

The project is currently in its preliminary or development concept plan stage. Per the zoning code, the purpose of the development concept plan is to provide the applicant an opportunity to submit a plan showing the basic scope, character, and nature of the entire proposed planned unit development without incurring the costs associated with preparation of detailed, final development plans. The development concept plan is the basis on which the required public hearing is held. To permit the village and the applicant to proceed with some assurance, approval of the development concept plan binds the applicant and the village with respect to the basic elements of development which include categories, location and intensity of the land uses proposed; the general architectural style of the proposed development; general location and extent of public and/or private open space and amenities; general location of vehicular and pedestrian circulation systems; staging of development and the nature, scope and extent of public dedications, improvements, or contributions to be provided by the applicant.

In the event the development concept plan is approved by the Village Board, the applicant will be required to return to the village to submit a Final Plan which will particularize, refine, and implement the development concept plan and to serve as a complete, thorough, and permanent public record of the planned unit development and the manner in which it is to be developed.

BACKGROUND

Life Time Athletic (the “Applicant”), is the Applicant for the proposed Planned Unit Development at 880 North Old Rand Road, and legally described in Exhibit A attached hereto (the “Subject Property”). The Applicant filed an application with the Village of Lake Zurich received February 20, 2018 (the “Application”) specifically seeking:

- Map Amendment to rezone the easterly portion of the property from R-4 Single Family Residential District to B-1 Local & Community Business district
- Development Concept Plan Approval
- Special Use Permit approval for a Planned Unit Development
- Special Use Permit approval for accessory Child Daycare Services (SIC #835)

The subject application is a new substantially revised proposal for development of the property. A recent application by the developer was considered and recommended for denial by the Planning and Zoning Commission as it did not meet the zoning and land development standards, or the desires and aspirations of the community. The applicant chose to withdraw that application prior to the Village Board consideration where a final decision would be made. This application is considered a new zoning application for the property.

Changes to the project since the 2017 Proposal:

The applicant considered the comments and feedback provided at the Planning and Zoning Commission meeting and has resubmitted the proposal. Further, changes were also made following a courtesy update to the village board on March 5, 2018 when additional feedback on the project was provided by Trustees and members of the community. A comparison of the new project as revised from the previously withdrawn project are summarized below.

1. Modified the building to be two stories (39'-11") instead of the previously-proposed three stories (58'-0").
2. Modified the access on Old Rand Road to eliminate left-turns out and right turns into the site. All traffic leaving the site will now be directed towards Rand Road.
3. Relocated the building to be closer to Rand Road. The building is now approximately 564' from the eastern property line as opposed to 462' in the previous plan. The entirety of the building is now located on the portion of the Property that is currently zoned for commercial uses.
4. Reduced the pool deck area from approximately 50,000 square feet to approximately 46,616 square feet.
5. Reduced the total amount of parking on the property from 537 spaces to 522 spaces. This has been accomplished by redesigning the building to accommodate a smaller footprint thereby reducing the occupant load from 1,611 to 1,548 persons. The proposed parking exceeds the zoning code requirement of 516 parking spaces by 6 spaces.

Additionally, 40 spaces have been removed from the easterly lot and relocated on the northwest portion of the property along the north side of the building. The relocation of these parking spaces allows for the increase in the landscape buffers along the north side of the property.

The remaining parking spaces within the easterly lot are proposed to be constructed with permeable pavers to assist with stormwater management on the property.

6. Increased the size of the landscaped buffer on the east and north sides of the Property.
 - a. The landscape buffer on the east side is now proposed to be 81' wide where it was previously 62'.
 - b. The landscape buffer on the north side of the property is proposed to be a minimum of 60 feet where it was previously 28.7 feet. In certain locations such as the pool deck, the buffer along the north portion of the property is approximately 100 feet or greater.
 - c. The building is located approximately 144 feet from the north lot line.
7. Increased the landscape yards along the street frontage of the property by locating the parking lots further back from the street as follows:
 - a. The landscape yard along Old Rand Road is increased to a minimum of 37.5 feet where it was previously at 15 feet from the south lot line.
 - b. The landscape yard along Rand Road is increased to a minimum of 29 feet where it was previously at 10 feet from the west lot line.
The increase in the landscape yards along these street lot lines provides the ability to install additional landscape material, to screen adjacent properties to the south particularly across Old Rand Road that comprise the Bayshore Village residences.
8. Operational Hours. Life Time has indicated that they intend to reduce the hours of operation from a 24/7 cycle and keep the facility open from 4:00 a.m. to 12:00 a.m., seven days a week.

Background on Life Time

Life Time is a privately held company based in Chanhassen, Minnesota, near Minneapolis. It specializes in distinctive, large-format, sports, recreation and spa destinations. The company operates 127 centers in 27 states and 35 major markets under the Life Time Fitness® and Life Time Athletic® brands in the United States and Canada.

The applicant is proposing to redevelop the approximately 10.36-acre property with an athletic and recreation facility that will consist of indoor cardiovascular and resistance training areas, indoor and outdoor pools, a cycling studio, Yoga, Pilates, and group fitness studios. Dance, art, music and tumbling studios will be included for children in addition to childcare. The center will also feature indoor and outdoor cafes, a salon and spa. These facilities are proposed be housed in a 2-story 125,000 square foot building with an approximately 46,600 square foot pool area. The building and pool areas will be accompanied by a 516 space vehicular parking area. The facility is proposed to be open between 4:00 a.m. and 12:00 a.m. with the outdoor lap pool open from dawn to dusk and the recreation pool open from 10:00 a.m. to 8:00 p.m.

The building is proposed to be constructed to two stories with an average height of 40 feet above grade to the top of the building parapet. The building materials primarily consist of natural stone cladding with a band of Exterior Insulation and Finish System (EIFS), also known by its trade name "Dryvit" along the top of the building. The window bays, cornice and canopies above windows will be constructed in bronze metal. Window frames will be constructed using anodized

aluminum. Field brick will be used along the base of the building. Signage depicting the “Life Time Athletic” name will be installed on the west and south elevations and located along the top of the building. The lighting will be in the form of accent lighting and will only be used to illuminate the building.

Stormwater management facilities will be provided on site. A detention pond is proposed along the northerly portion of the property between the building and north lot line. Additionally, the applicant is also proposing install permeable pavers within the parking aisles along the east and west of the building to additionally reduce surface runoff of stormwater at the source thereby easing the capacity of the detention area while improving water quality by filtering pollutants before they are transmitted to the detention area.

Pursuant to public notice published on March 6, 2018 in the Daily Herald, a public hearing has been scheduled with the Lake Zurich Planning & Zoning Commission for March 21, 2018, to consider the Application. On March 6, 2018 the Village posted a public hearing sign on the Subject Property (Exhibit B).

Staff offers the following additional information:

- A. Courtesy Review and Update.** The revised project to redevelop the property at 880 North Old Rand Road was presented to the Village Board for Courtesy Review and an update on March 5, 2018.

At the courtesy review, the developer introduced a revised concept for the redevelopment of the property which included the 2-story 125,000 square foot building with an approximately 46,600 square foot pool area. After hearing the proposal, Trustees provided their feedback on the proposal. These are highlighted below:

1. Location of the access point on Old Rand. Concerns regarding the safety and liability of a high-volume location with access issues were shared with the developer. Life Time will generate a higher traffic volume on to and off the site than the current conditions provide. Trustees recommended minimizing the traffic onto Old Rand Road, specifically, through recommending a reconfiguration of the access to the property from Old Rand Road as a “right-out” only access drive. This would direct traffic to the property from the Rand Road access point.

It was also recommended that the impact of the resultant “right-out” access drive be minimized by screening it from the residences of Bayshore Village across the street. The construction of a landscape berm along the frontage of the property along Old Rand Road would also screen the building from the residences at Bayshore Village.

2. Parking. It was recommended that the green space on the northwest corner of the property be utilized for parking thereby increasing the buffer on the east side of the property. An additional exit from the property onto Rand Road could be added at

the northwest corner and additionally relieve the traffic leaving the site from the currently proposed Rand Road access.

3. Buffer between Life Time and adjacent residences. Due to the adjacent residential areas to the north and east of the Subject Property, trustees asked the Applicant to pay special attention the landscape buffer between the residences and the building and parking lot.

Additionally, the buffers should be designed to minimize the impact even before the landscape material matures.

Additionally, a recommendation to construct a concrete wall along the eastern lot line was recommended as an additional measure to screen the development from the residences to the east.

4. Lighting. Adjacent property owners were concerned with the amount of parking and the light that would be required to illuminate the parking lot.
5. Staff was asked to look at dedicating revenues (property tax) from the project towards future maintenance of Old Rand Road.

Following discussion the Village Board suggested that if the developer and owners were inclined to move forward, they would need to submit their proposal to the Planning and Zoning Commission for consideration. The courtesy review can be viewed at the following link:

<http://view.earthchannel.com/PlayerController.aspx?&PGD=lakezurichil&eID=375>

- B. **Informal Open House.** On Thursday, March 15, 2017, Life time conducted an informal open house between 5:00 p.m. and 7:00 p.m. at the Holiday Inn Express at 197 South Rand Road. The intent of the open house was to provide the opportunity for residents to learn more about the resubmitted development proposal in an informal setting and ask questions directly to Life Time representatives. The event was attended by over 60 residents both in favor of and opposed to the development. They used the opportunity to ask questions and discuss the project on a one-on-one basis.
- C. **Zoning History.** Earliest records with the village (1939) show that the westerly half of the property had been zoned within a “Business” district, and later zoned within the B2 “Retail and Services District up until approximately the 1980s and then to B-1 Business District in 1991. The present zoning of the property was reclassified to B-1 Local and Community business district since the most recent amendment to the zoning code in 2004. The property has been operated with a restaurant use since around 1939. Originally called ‘The Dock’, the building became “Poppe’s Alpine House” in 1954. In 1969, the building was purchased and became what residents today know as Hackney’s. However, since 2015, the owners began marketing the property with the intentions of closing the restaurant use. Since that time, they received a number of proposals and offers to redevelop the land with varying uses (high density multi-family house, gas station with truck stop), however, no significant

proposal for the reuse or redevelopment of the property was submitted to the village prior to the Life Time application.

The easterly half of the property that is currently vacant was originally zoned within the “A” Single-family zoning classification based on earliest records available to the village (1939). The area was reclassified within the R-3 Single Family Residential district in 1964, following which it was reclassified to R-4 Single Family residential district in 1991. Such zoning classification has remained since the most recent amendment in 2004.

- D. Surrounding Land Use and Zoning.** The subject property is located on the northeast corner of the intersection of Route 12 and North Old Rand Road. The existing zoning of the property is split, with the westerly portion of the lot nearest the intersection of Route 12 and North Old Rand zoned B-1 Local & Community Business, while the easterly portion of the lot is zoned R-4 Single Family Residential. With the current proposal, the Applicant proposes to rezone the parcel, so that the entire lot is zoned within the B-1 Local & Community Business district.

The properties across Old Rand Road to the south of the Subject Property are zoned within the B-1 Local & Community Business and R-6 Multiple Family Residential. The B-1 areas are currently vacant while the R-6 areas are improved with the Bayshore Condominium residences. To the west of the Subject Property across Rand Road, the land is zoned B-1 Local & Community Business and B-3 Regional Shopping, and has been improved with local sit-down restaurants. To the north, the land is zoned B-1 Local & Community Business and R-5 Single Family Residential and is improved with a local sit-down restaurant, a multi-tenant office building, and older construction single family homes which are a part of the Manor Subdivision. To the east of the Subject Property, the land is zoned R-6 Multiple Family Residential, and is improved with newer construction Lakebreeze Villa townhomes. The R-6 zoning classification for the townhouses was granted in 2000 through a PUD that is similar to what the applicant is presently requesting. That development required approval through a Map Amendment from the R-4 Single-family Residential district to R-6 Single-family residential district, and the PUD along with variations (modifications) to the conservancy soils requirements and perimeter landscape requirements to allow for the construction of townhouses.

- E. Trend of Development.** The fitness and recreation facility is proposed along the northern portion of Route 12 (Rand Road) gateway as it enters Lake Zurich. That portion of the corridor is developed with multiple commercial and retail uses along Rand Road with medium density single-family and multiple family residential development in the adjacent areas of the corridor. The Village is currently home to several physical fitness facilities, most of which are within commercial centers along Rand Road. The proposed Life Time facility will be unique in that it will be the only fitness facility which offers a club-like environment with an outdoor pool, indoor and outdoor cafés, as well as a spa and salon amenities.
- F. Comprehensive Plan Land Use Designation.** The 2003 Comprehensive Plan designates the entire property (10.3 acres) within a “Commercial” land use designation. The

commercial category is designated on the Land Use Map in areas located primarily along major arterial routes and at key intersections involving major arterials. The commercial land use designation suggests that a balance of commercial activities that respond to both the local needs of an area as well as those of the regional market is essential to maintain the vitality of the community. The Land Use Map reflects local factors in the Village and recognizes regional, community, and neighborhood shopping needs.

- G. Zoning District.** Three (3) zoning districts are provided for business and commercial uses. When taken together, these districts are intended to permit development of property for the full range of business and commercial uses needed to serve the citizens of Lake Zurich and the surrounding suburban area. The property is located within both the B-1 Local and Community Business zoning district, as well as the R-4 Single Family Residential zoning district. With the approval of the PUD, the Subject Property is requested to be rezoned so that it falls wholly within the B-1 district.

The B-1 local and community business district is intended to serve the everyday shopping needs of village residents as well as to provide opportunities for specialty shops attractive to the wider suburban residential community around the village. It permits uses that are necessary to satisfy most basic, frequently occurring shopping needs. It also permits compatible uses that, although not used as frequently, would be desirably located in close proximity to potential users. The district is located principally on primary or secondary thoroughfares, is relatively small in size, and has bulk standards that provide for compatibility with nearby residential uses.

The proposed land uses for the facility namely Physical Fitness Facility (SIC #7991) with Accessory Child Daycare Services (SIC #835), Accessory Beauty Salon (SIC #723) and Accessory eating place (SIC #5812) are all provided for within the B-1 district with Child Daycare Services component land use provided as a Special Use.

GENERAL FINDINGS

Staff of the Village's Development Review Team (DRT) has evaluated the development against the various standards and provisions of the Lake Zurich Municipal Code and offers findings on specific sections of the Code.

9-22-5: STANDARDS FOR PLANNED UNIT DEVELOPMENTS.

Planned unit developments are included in the zoning code as a distinct category of special use. As such, they are authorized for the same general purposes as all other special uses and in recognition of the fact that traditional bulk, space, and yard regulations that may be useful in protecting the character of substantially developed and stable areas may impose rigidities on the development or redevelopment of parcels or areas that lend themselves to an individual, planned approach.

- A. Special Use Permit Standards: No special use permit for a planned unit development shall be recommended or granted pursuant to this chapter unless the applicant shall establish that the proposed development will meet each of the standards made applicable to special use permits pursuant to chapter 19 of this title.

Staff Response: Standard met. Please refer to the “Standards for Special Use Permits” contained within this report.

- B. Additional Standards for All Planned Unit Developments: No special use permit for a planned unit development shall be recommended or granted unless the applicant shall establish that the proposed development will meet each of the following additional standards:

1. Unified Ownership Required: The entire property proposed for planned unit development treatment shall be in single ownership or under such unified control as to ensure that the entire property will be developed as a unified whole. All owners of the property shall be included as joint applicants on all applications and all approvals shall bind all owners. The violation of any owner as to any tract shall be deemed a violation as to all owners and all tracts.

Staff Response: Standard met. The entirety of the PUD is under common ownership of the Masterson family, and under contract to be purchased in its entirety by Life Time Athletic.

2. Minimum Area: The applicant shall have the burden of establishing that the subject property is of sufficient size and shape to be planned and developed as a unified whole capable of meeting the objectives for which planned unit developments may be established pursuant to this section.

Staff Response: Standard met. The property is of a sufficient size to accommodate the proposed development. The 10.36-acre property comprising of one parcel of land will accommodate a 2-story 125,000 square foot building with an approximately 46,600 square foot pool area. The building and pool areas will be accompanied by a 522 space vehicular parking area and stormwater detention areas. The configuration of the development is intended to use the property in a manner that provides adequate area for the building footprint, parking areas, landscape yards and buffers and stormwater management, while creating a safe flow of traffic through the development.

3. Covenants and Restrictions to Be Enforceable by Village: All covenants, deed restrictions, easements, and similar restrictions to be recorded in connection with the planned unit development shall provide that they may not be modified, removed, or released without the express consent of the board of trustees and that they may be enforced by the village as well as by future landowners within the proposed development.

Staff Response: Standard met. The Village will ensure that any and all easements are properly recorded and will be enforced by the Village.

4. Public Open Space and Contributions: Whenever the official comprehensive plan, zoning map, or official map indicates that development of a planned unit development will create a need for land for public purposes of the village within the proposed planned unit development, the board of trustees may require that such area be designated and to the extent such need is specifically and uniquely attributable to the proposed development, dedicated to the village for such use. In addition, the board of trustees may require evidence that all requirements of village ordinances pertaining to the dedication of land or the contribution of cash in connection with subdivisions or developments of land have been met as respects the proposed planned unit development.

Staff Response: Not Applicable. The nature and scope of the development – namely a physical fitness facility – does not create a need for land for public purposes of the village within the proposed planned unit development. The purpose and intent of such contributions are provided primarily for larger residential developments consisting of multiple properties with common areas to provide for or compensate for public amenities for the benefit of new residents that will move into the community to occupy such developments.

The village has therefore determined that the development is not required to provide any public open space or compensate for such at this time.

5. Common Open Space:
 - a. Amount, Location, And Use: The failure of a planned unit development to provide common open space shall be considered to be an indication that it has not satisfied the objectives for which such developments may be approved pursuant to this zoning code. When common open space is provided in a planned unit development, the amount and location of such open space shall be consistent with its intended function as set forth in the application and planned unit development plans. No such open space shall be used for the construction of any structure or improvement except such structures and improvements as may be approved in the final plan as appropriate to the intended leisure and recreational uses for which such open space is intended.
 - b. Preservation: Adequate safeguards, including recorded covenants or dedication of development rights, shall be provided to prevent the subsequent use of common open space for any use, structure, improvement, or development other than that shown on the approved final plan. The restrictions must be permanent and not for a given period of years and must run with the land. Such covenants and dedications may provide that they

may be released, but only with the express written consent of the board of trustees.

- c. Ownership And Maintenance: The final plan shall include such provisions for the ownership and maintenance of such open space and improvements as are reasonably necessary to ensure their continuity, care, conservation, maintenance, and operation in accordance with predetermined standards and to ensure that remedial measures will be available to the village if such open space or improvements are permitted to deteriorate or are not maintained in a condition consistent with the best interests of the planned unit development or the village.
- d. Property Owners' Association: When the requirements of subsection B5c of this section are to be satisfied by the ownership or maintenance of such open space or improvements by a property owners' association, such association shall meet each of the following standards:
 - i. The bylaws and rules of the association and all declarations, covenants, and restrictions to be recorded must be approved as part of the final plan prior to becoming effective. Each such document shall provide that it shall not be amended in any manner that would result in it being in violation of the requirements of this subsection B5d(1); and
 - ii. The association must be established and all covenants and restrictions must be recorded prior to the sale of any property within the area of the planned unit development designated to have the exclusive use of the proposed open space or improvements; and
 - iii. The association must be responsible for casualty and liability insurance, taxes, and the maintenance of the open space and improvements to be deeded to it; and
 - iv. Membership in the association must be mandatory for each property owner and any successive owner having a right to the use or enjoyment of such open space or improvements; and
 - v. Every property owner having a right to the use or enjoyment of such open space or improvements must pay its pro rata share of the cost of the association by means of an assessment to be levied by the association that meets the requirements for becoming a lien on the property in accordance with state statutes; and
 - vi. The association must have the right to adjust the assessment to meet changed needs. The membership vote required to authorize such adjustment shall not be fixed at more than two-thirds (2/3) of the members voting on the issue; and
 - vii. The village must be given the right to enforce the covenants; and

- viii. The village must be given the right, after ten (10) days' written notice to the association, to perform any maintenance or repair work that the association has neglected to perform, to assess the membership for such work and to have a lien against the property of any member failing to pay such assessment. For this purpose alone, the village shall have all the rights and powers of the association and its governing body under the agreements and declarations creating the association.

Staff Response: Not Applicable. Based on the nature and scope of the development, and size of the subject property, the village has determined that the development is not required to provide any public open space or compensate for such at this time.

6. Landscaping and Perimeter Treatment: Any area of a planned unit development not used for structures or circulation elements shall be landscaped or otherwise improved. The perimeter of the planned unit development shall be treated so as to ensure compatibility with surrounding uses by means such as provision of compatible uses and structures, setbacks, screening, or natural or manmade buffers.

Staff Response: Standard Met. All portions of the development are proposed to be either improved with paved areas or landscaped.

The development will be provided with landscape buffers along the interior lot lines – north and east lot lines – to mitigate the impact of the development. Along the north lot line the buffer comprises of an approximately minimum 60-foot landscape area at the easterly parking lot and increases to an approximately 100-foot buffer between the north lot line and the pool deck area.

Along the east lot line, the buffer comprises of an 81-foot landscaped area consisting of a mix of evergreen and deciduous trees to screen the development from adjacent properties.

Along the south lot line with frontage along Old Rand Road, a buffer comprising of a 37.5-foot landscape area is provided while along the west lot line with frontage on Rand Road, a buffer comprising of 29 feet is proposed.

To the greatest extent possible, the development will incorporate existing trees of significance into the landscape buffer areas and within parking islands.

The perimeter of the development along its street frontage will be landscaped with new landscape material consisting of trees, shrubs, perennials and grasses.

7. Private Streets: Private streets are prohibited unless expressly approved by the board of trustees. If so approved, they shall meet all construction standards applicable to public streets. No such streets shall be approved except upon the condition that they shall be owned and maintained by a property owners' association meeting the requirements set forth in subsection B5d of this section.

Staff Response: Not Applicable. The development is being proposed on a single site and therefore no internal streets are proposed.

8. Sidewalks: A sidewalk meeting the standards of the Lake Zurich subdivision ordinance shall be provided along at least one side of every street in or abutting a planned unit development; provided, however, that such sidewalk may be constructed in a street right of way or as a specific element of the design of the planned unit development.

Staff Response: Standard met. A sidewalk exists along the Old Rand Road frontage of the Subject Property. This sidewalk is proposed to be replaced with a new sidewalk that extends along the entire frontage of the property with Old Rand Road. Additionally, a new sidewalk is also proposed along the Route 12 frontage of the property.

The Applicants have also proposed offsite pedestrian improvements that include a landscaped median within Old Rand Road at the access to the property and crosswalks at the north and east leg of the intersection of Rand Road and Old Rand Road to facilitate pedestrian crossing in a safe and controlled manner.

9. Utilities: All utility lines shall be installed underground.

Staff Response: Standard Met. The development is proposed with all onsite utilities buried. The Applicant is additionally working with the regional and local utility companies to determine the viability of burying the utilities along the periphery of the development particularly at the southwest corner of the property.

- C. Additional Standards for Specific Planned Unit Developments: When the district regulations authorizing any planned unit development use in a particular district impose standards to be met by such planned unit development in such district, a special use permit for such development shall not be recommended or granted unless the applicant shall establish compliance with such standards. (Ord., 10-2004)

Staff Response: Standard Met. There are no additional standards imposed through the establishment of physical fitness facility uses that are proposed within such district.

9-19-3: STANDARDS FOR SPECIAL USE PERMITS.

Staff has reviewed the plan and found that the amendment will continue to remain in substantial conformance with the standards for Special Use Permits as outlined below.

A. General Standards: No special use permit for a planned unit development shall be recommended or granted unless the applicant shall establish substantial conformance with the following:

1. Zoning Code and Plan Purposes: The proposed use and development will be in harmony with the general and specific purposes for which this zoning code was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the official comprehensive plan.

Staff Response: Standard met. The development will continue to remain in substantial conformance with the purpose and intent of the B-1 Local & Community Business District and the land use designation of the adopted Comprehensive Plan, which designates the entire 10.36-acre parcel as “Commercial” property.

2. No Undue Adverse Impact. The proposed use and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area, or the public health, safety, and general welfare.

Staff Response: Standard met. The proposed fitness and recreation facility will be constructed in a manner so as to minimize any undue adverse effect upon any adjacent properties. These measures include:

- Two-story building with a maximum height of approximately 40 feet and located 564 feet from the east lot line and 144 feet from the north lot line.
- Landscape buffers along the north and east interior perimeter lot lines to screen the development from adjacent residential development, as well as along the south lot line to screen the development from residences across Old Rand Road.
- Site lighting both on the building and within the parking lot to ensure that the illumination is within the parameters and standards of the site lighting code. The site lighting within the eastern and northern portion of the parking areas will be dimmed after 9:00 p.m.
- Traffic control measures along Rand Road and Old Rand Road to accommodate and direct the flow of traffic onto and off the site primarily from Rand Road. Emergency and delivery truck traffic onto the property will be maintained solely from Rand Road. The access to

the property at Old Rand Road will be designed to eliminate left-turns out and right turns into the site requiring all traffic leaving the site to be directed towards Rand Road.

- Stormwater measures on and off the site. The development does not take credit for the existing impervious development on the site – Hackney’s restaurant building and its parking areas – rather it calculates its detention requirements based on an undeveloped site. Additionally, the site will also take stormwater runoff from the northern half of Old Rand Road into its stormwater facilities rather than allowing that runoff to flow into the lake. Stormwater is intended to be treated using best management practices prescribed by the Watershed Development Ordinance of Lake County and released in a controlled manner into the drainage systems located north of the property. The controlled release of stormwater into the adjacent system is intended to improve the drainage and flow of stormwater to its ultimate point at Flint Creek to the north.

As it relates to use and design, the proposed development is consistent with the trend of development along the Rand Road/ Route 12 corridor. The proposal will enhance the character of the corridor by redeveloping a vacant and prominent corner.

3. No Interference with Surrounding Development. The proposed use and development will be constructed, arranged, and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.

Staff Response: Standard met. The location and operation of the proposed development is not intended to encroach upon or interfere with the surrounding development. No pedestrian paths or vehicular drives are proposed to connect directly to adjacent properties.

Even though the height of the building at 39’ 11” feet exceeds the 35-foot allowable height of the zoning district, the bulk of the building is proposed to be mitigated by locating the building at a distance away from the north and east lot lines – 144 feet from the north lot line and 564 feet from the east lot line. Additionally, landscape screening material is proposed along such lot lines to further mitigate the impact of the building.

4. Adequate Public Facilities. The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

Staff Response: Standard met. The site is currently served with utilities that were meant to serve the restaurant which is no longer in use. The developer has proposed to replace the existing utilities on the entire property with new

utilities that are designed in locations and with capacity to serve the new physical fitness facility and its accessory uses.

5. No Traffic Congestion. The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through the surrounding streets.

Staff Response: Standard met. The development is located on the northeast corner of Rand Road and Old Rand Road. Rand Road experiences large volumes of traffic on a daily basis. The applicants have submitted a traffic study that examines the existing traffic and makes recommendations for the control of future traffic generated by the development as well as through natural increases of traffic flow on Rand Road.

The recommendations for vehicular and pedestrian traffic control include the following:

1. Convert the northbound right-turn lane on Rand Road to a shared through/right-turn lane.
2. Increase the westbound Old Rand Road left-turn storage length.
3. Increase the southbound Rand Road left-turn storage length.
4. Provide pedestrian accommodations (high visibility, continental style crosswalks, pedestrian signals with countdown timers, Americans with Disabilities Act (ADA) curb ramps for the north and east legs of the intersection.
5. Traffic signal equipment and timing modifications to accommodate the above pedestrian accommodations.
6. Provide an eastbound left-turn lane on Old Rand Road (to access the site), as a back-to-back left-turn with the westbound left-turn lane at Rand Road.
7. A continental style crosswalk with ADA curb ramps, should be provided on the north (site access) leg of the intersection.
8. Remove the crosswalk, and associated signage, on the west leg of the intersection. It is recommended that the pedestrian crossing of North Old Rand Road occur at the Rand Road signalized intersection, as noted in recommendation number 4 above. This also assumes the sidewalk will be extended along the north side of Old Rand Road from its current terminus westerly to Rand Road.
9. Provide a third shared through/right-turn lane on northbound Rand Road, extending from Old Rand Road and terminating at the existing right-turn lane at Golfview Road.

The applicants have designed the access on Old Rand Road to eliminate left-turns out and right turns into the site. All traffic leaving the site will now be directed towards Rand Road, thereby alleviating the impact of traffic onto the easterly portion of Old Rand Road.

The capacity analysis results within the traffic study indicate that the increase in project site-generated traffic can be accommodated with the implementation of the improvement recommendations stated above.

Staff has also recommended that the developer contact the Illinois Department of Transportation (IDOT) to obtain an initial approval of the location of the vehicular access point from Route 12 to the property and off-site improvements to Rand Road.

6. No Destruction of Significant Features. The proposed use and development will not result in the destruction, loss, or damage of any natural, scenic, or historic feature of significant importance.

Staff Response: Standard met. The proposed development will not result in the destruction, loss, or damage of any historic features as the development is being constructed on a portion of the property that was previously developed or vacant. The areas of the Subject Property which are currently vacant and which will be utilized in the development, are being mitigated by the Applicant.

The development proposes to preserve existing trees within the peripheral buffers and within parking lot islands to the greatest extent possible.

There are three existing wetland areas on the property. The Lake County Stormwater Management Commission (SMC) has conducted a review and provided a preliminary wetland jurisdictional determination (PJD) and partial boundary determination, which concludes that the wetlands are isolated wetlands and do not connect to a navigable water thereby not requiring a US Army Corps of Engineers permit. The determination further states that the central pond with its westerly extending arm (denoted as "Wetland/Waters 2") is a non-regulated water body. The determination requires that a Watershed Development Permit be submitted to evaluate the impact of the development on Wetland/Waters 1 and 3.

The developer will be required to conform to the requirements of the Watershed Development Ordinance (WDO).

7. Compliance with Standards. The proposed use and development complies with all additional standards imposed on it by the particular provision of this Code authorizing such use.

Staff Response: Standard met. The proposed development will comply with all other additional standards imposed through the building codes for a physical fitness facility and its accessory uses.

8. Positive Effect. The proposed special use creating a positive effect for the zoning district, its purpose, and adjacent properties shall be placed before the benefits of the petitioner.

Staff Response: Standard met. The proposed development will assist in redeveloping and revitalizing a lot that has been vacant within the Rand Road corridor.

- B. Special Standards for Specified Special Uses. When the district regulations authorizing any special use in a particular district impose special standards to be met by such use in such district, a permit for such use in such district shall not be recommended or granted unless the applicant shall establish compliance with such special standards.

Staff Response: Standard met. Staff will ensure that compliance is established before any additional permitting is issued.

- C. Considerations. In determining whether the applicant's evidence establishes that the foregoing standards have been met, the Plan Commission and the Board of Trustees shall consider:

1. Benefit. Whether and to what extent the proposed use and development at the particular location requested is necessary or desirable to provide a service or a facility that is in the interest of the public convenience or that will contribute to the general welfare of the neighborhood or community.

Staff Response: Standard met. The proposed development will bring a new and comprehensive healthy lifestyle option to the Village. Residents of the village and surrounding municipalities will be provided with a convenient space for exercise, recreation, child care, healthy meals and personal services.

2. Alternative Locations. Whether the purposes of the zoning code can be met by the location of the proposed use and development in some other area or zoning district that may be more appropriate than the proposed site.

Staff Response: Standard met. The proposed location is suitable for this type of fitness and recreation use, and is based on its consistency with the land uses, traffic count, architecture, and design immediately surrounding the proposed development along Rand Road.

In initial discussions with the developer, staff suggested that Life Time explore other locations in the community that would offer the same land parameters for the development of the facility and its site development requirements. However, the developer indicated that based on the geographical distribution of their other area facilities in Vernon Hills and Algonquin, the optimal size of the property, its location on the regional artery Rand Road, and the

demographics of Lake Zurich and its surrounding areas, the subject property provided the best opportunity to locate the proposed facility. However, they were aware of the surrounding land uses and are therefore proposing the stated mitigation measures to accomplish the development with minimal possible impact to surrounding properties.

3. Mitigation of Adverse Impacts. Whether all steps possible have been taken to minimize any substantial or undue adverse effects of the proposed use and development on the immediate vicinity through building design, site design, landscaping, and screening.

Staff Response: Standard met. The applicant has taken a number of steps to minimize the impact of the development on surrounding property. These include locating the building sufficiently away from the east and north lot lines, landscape buffering, traffic control on and off the property and site lighting that meets the requirements of the zoning code. These necessary steps have been taken to minimize any substantial adverse effects of the proposed development both on itself and on surrounding property.

IDENTIFICATION AND ANALYSIS OF ZONING RELIEF FOR THE PLANNED UNIT DEVELOPMENT (PUD)

On analysis of the proposed development against the various standards contained within the municipal code, staff has identified the following areas that will require zoning relief.

Zoning Relief

1. **Business District Zoning Permitted Land Uses.**
 - a. Section 9-4-2 provides for physical fitness facilities as a permitted use in the B-1 district, however the parcel will need to be rezoned from its current B-1/R-4 zoning to B-1 Local & Community Business district. This will need to be approved through a zoning map amendment.
 - b. Section 9-4-3 provides for child daycare services requiring approval as a special use. Child daycare will be offered to Life Time members while they are on site at the facility, and will be considered accessory to the primary physical fitness use.

Modifications to the Zoning Code

2. **Bulk, Space and Yard Requirements.**
 - a. Maximum Height: Section 9-4-10A requires that principal structures be constructed with a maximum height of 35 feet and comprise of no more than 3 stories in the B-1 district. The development proposes a maximum structure height of 39 feet and 11 inches at its highest point to the top of the parapet above the front entryway.
3. **Off Street Parking.**
 - a. Required Spaces; Physical Fitness Facilities. Section 9-10-1.F.e.5 requires that physical fitness facilities provide 1 parking space for every 3 people of occupancy.

The applicants have provided a designed occupancy of 1548 persons, which requires 516 parking spaces. The development proposes 522 parking spaces.

Note: The revised project no longer requires previously requested modifications to the minimum yard requirements of the zoning code.

RECOMMENDATION

The recommendation of the Planning and Zoning Commission should be based on the standards included in the following Sections of the Lake Zurich Municipal Code:

- Section 9-19-3: Standards for Special Use Permits
- Section 9-22-5: Standards for Planned Unit Developments

Based on the review of staff, the standards for approval will be met with the conditions for approval proposed by staff. Staff therefore recommends that the Planning and Zoning Commission make these standards and conditions a part of the official record of the Application.

Staff of the Community Development Department therefore recommends the approval of Application PZC 2018-4, subject to the following conditions:

1. Substantial conformance with the following documentation submitted as part of the application subject to revisions required by Village Staff and applicable governmental agencies:
 - a. Zoning Application dated February 20, 2018 and prepared by LTF Real Estate Company, INC. and Cover Letter dated February 19, 2018, and prepared by Ms. Katherine Jahnke Dale of DLA Piper LLP.
 - b. Exhibit A: Legal Description
 - c. ALTA/NSPS Land Title Survey prepared by Manhard Consulting LTD. Sheets 1-4 dated July 13, 2017.
 - d. Topographic Survey Sheets 1-8 prepared by Manhard Consulting LTD. Sheets 1-8 dated August 2, 2017.
 - e. Preliminary Stormwater Management Report prepared by Manhard Consulting LTD. dated September 29, 2017.
 - f. Preliminary Site and Paving Plan Sheet 1 of 4 prepared by Manhard Consulting LTD. dated February 19, 2018.
 - g. Preliminary Off-Site Roadway Improvements Plan Sheet 2 of 4 prepared by Manhard Consulting LTD. dated February 19, 2018.
 - h. Preliminary Grading Plan Sheet 3 of 4 prepared by Manhard Consulting LTD. dated February 19, 2018.
 - i. Preliminary Utility Plan Sheet 4 of 4 prepared by Manhard Consulting LTD. dated February 19, 2018.
 - j. Exterior Lighting Layout prepared by Luma Sales Associates dated September 26, 2017.
 - k. Tree Preservation Exhibit Sheet 1 prepared by Manhard Consulting LTD. and dated October 4, 2017.

- l. Preliminary Landscape Plan Sheets L1-L2 prepared by Manhard Consulting LTD. dated February 2018.
 - m. Building Elevations prepared by Life Time dated February 2018.
 - n. Traffic Impact Study prepared by Gewalt Hamilton Associates Inc. dated February 19, 2018.
 - o. Subsurface Drainage Inventory Sheet 1 prepared by Hey and Associates, Inc. dated September 22, 2017.
 - p. Wetland/Waters Assessment Report prepared by Christopher B. Burke Engineering, Ltd. dated May 2015.
2. Any further revisions to the submittal that are recommended by the Planning and Zoning Commission and agreed upon by the applicant must be incorporated into all submitted material prior to consideration of the petition by the Village Board.
3. The applicant shall obtain initial approval of the locations of the access points to the property from the Illinois Department of Transportation (IDOT) prior to the approval of a Final Plan for the project.
4. The landscape material along the north and east perimeter lot lines shall be installed with type and species of plant material that will provide year-round screening of the development from the adjacent residential properties to the maximum extent possible. In addition to plant material, the developer should explore the option of installing raised landscaped berms to enhance the effect of the plant material screening. Finally, the screening landscape yards should also be designed and structured to provide screening in the interim until landscape material has fully matured.
5. The site and building lighting shall be constructed and installed in full compliance with Chapter 8 Article B – “Exterior Lighting.” The north and east facing walls of the building should be designed without exterior lighting to further mitigate the effect of the building on adjacent residential properties.
6. The development shall be in compliance with all other applicable codes and ordinances of the Village of Lake Zurich.

Respectfully Submitted,

Katie Williams
Associate Planner

**LAKE ZURICH PLANNING & ZONING COMMISSION
FINAL FINDINGS & RECOMMENDATIONS**

**FOR 880 OLD RAND ROAD
March 21, 2018**

The Planning & Zoning Commission recommends approval of Application PZC 2018-4, and the Planning & Zoning Commission adopts the findings as contained within the Staff Report dated **March 21, 2018** for this Application and subject to any changes or approval conditions as listed below:

1. Substantial conformance with the following documentation submitted as part of the application subject to revisions required by Village Staff and applicable governmental agencies:
 - a. Zoning Application dated February 20, 2018 and prepared by LTF Real Estate Company, INC. and Cover Letter dated February 19, 2018, and prepared by Ms. Katherine Jahnke Dale of DLA Piper LLP.
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 - e. Preliminary Stormwater Management Report prepared by Manhard Consulting LTD. dated September 29, 2017.
 - f. Preliminary Site and Paving Plan Sheet 1 of 4 prepared by Manhard Consulting LTD. dated February 19, 2018.
 - g. Preliminary Off-Site Roadway Improvements Plan Sheet 2 of 4 prepared by Manhard Consulting LTD. dated February 19, 2018.
 - h. Preliminary Grading Plan Sheet 3 of 4 prepared by Manhard Consulting LTD. dated February 19, 2018.
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 - p. Wetland/Waters Assessment Report prepared by Christopher B. Burke Engineering, Ltd. dated May 2015.

2. Any further revisions to the submittal that are recommended by the Planning and Zoning Commission and agreed upon by the applicant must be incorporated into all submitted material prior to consideration of the petition by the Village Board.
 3. The applicant shall obtain initial approval of the locations of the access points to the property from the Illinois Department of Transportation (IDOT) prior to the approval of a Final Plan for the project.
 4. The landscape material along the north and east perimeter lot lines shall be installed with type and species of plant material that will provide year-round screening of the development from the adjacent residential properties to the maximum extent possible. In addition to plant material, the developer should explore the option of installing raised landscaped berms to enhance the effect of the plant material screening. Finally, the screening landscape yards should also be designed and structured to provide screening in the interim until landscape material has fully matured.
 5. The site and building lighting shall be constructed and installed in full compliance with Chapter 8 Article B – “Exterior Lighting.” The north and east facing walls of the building should be designed without exterior lighting to further mitigate the effect of the building on adjacent residential properties.
 6. The development shall be in compliance with all other applicable codes and ordinances of the Village of Lake Zurich.
- ☐ Without any further additions, changes, modifications and/or approval conditions.
 - ☐ With the following additions, changes, modifications and/or approval conditions:

Planning & Zoning Commission Chairman

EXHIBIT A
LEGAL DESCRIPTION OF SUBJECT PROPERTY

THAT PART OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 18, TOWNSHIP 43 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF THE WEST 1/2 OF THE SOUTHEAST 1/4 OF SAID SECTION 18; THENCE SOUTH 32 RODS, MORE OR LESS, TO THE CENTER OF THE HIGHWAY; THENCE WEST ALONG THE CENTER LINE OF SAID HIGHWAY 77 RODS TO THE CENTER OF THE NORTH AND SOUTH HIGHWAY; THENCE NORTH ALONG THE CENTER OF SAID HIGHWAY 32 RODS TO THE NORTH LINE OF SAID SOUTHEAST QUARTER; THENCE EAST ALONG THE AFORESAID LINE TO THE POINT OF BEGINNING (EXCEPTING THEREFROM THE EAST 380.866 FEET AND EXCEPT THAT PART TAKEN FOR THE RIGHT OF WAY FOR RAND ROAD), IN LAKE COUNTY, ILLINOIS.

EXHIBIT B
PUBLIC HEARING SIGNS PRESENT AT SUBJECT PROPERTY



Exhibit C: Site Photos



Figure 1: Looking north from Old Rand Road towards the adjacent restaurant and office building



Figure 2: Looking north towards the adjacent office building and rear yards of the single family homes adjacent to the Subject Property.



Figure 3: Looking northeast towards the adjacent single family homes and Lakebreeze Villa townhomes.



Figure 4: Looking north towards the adjacent single family homes on Pamela Road.



Figure 5: Looking northeast towards the adjacent single family homes and Lakebreeze Villa townhomes.



Figure 6: Looking east towards the adjacent Lakebreeze Villa townhomes.



Figure 7: Looking southeast towards the grove of trees adjacent to Old Rand Road.



Figure 8: Looking southeast towards the line of trees along Old Rand Road.



Figure 9: Looking south towards the line of trees adjacent to Old Rand Road.



Figure 10: Looking south towards the line of trees adjacent to Old Rand Road.



Figure 11: Looking south from the existing parking lot of the Subject Property to Old Rand Road and the lake.



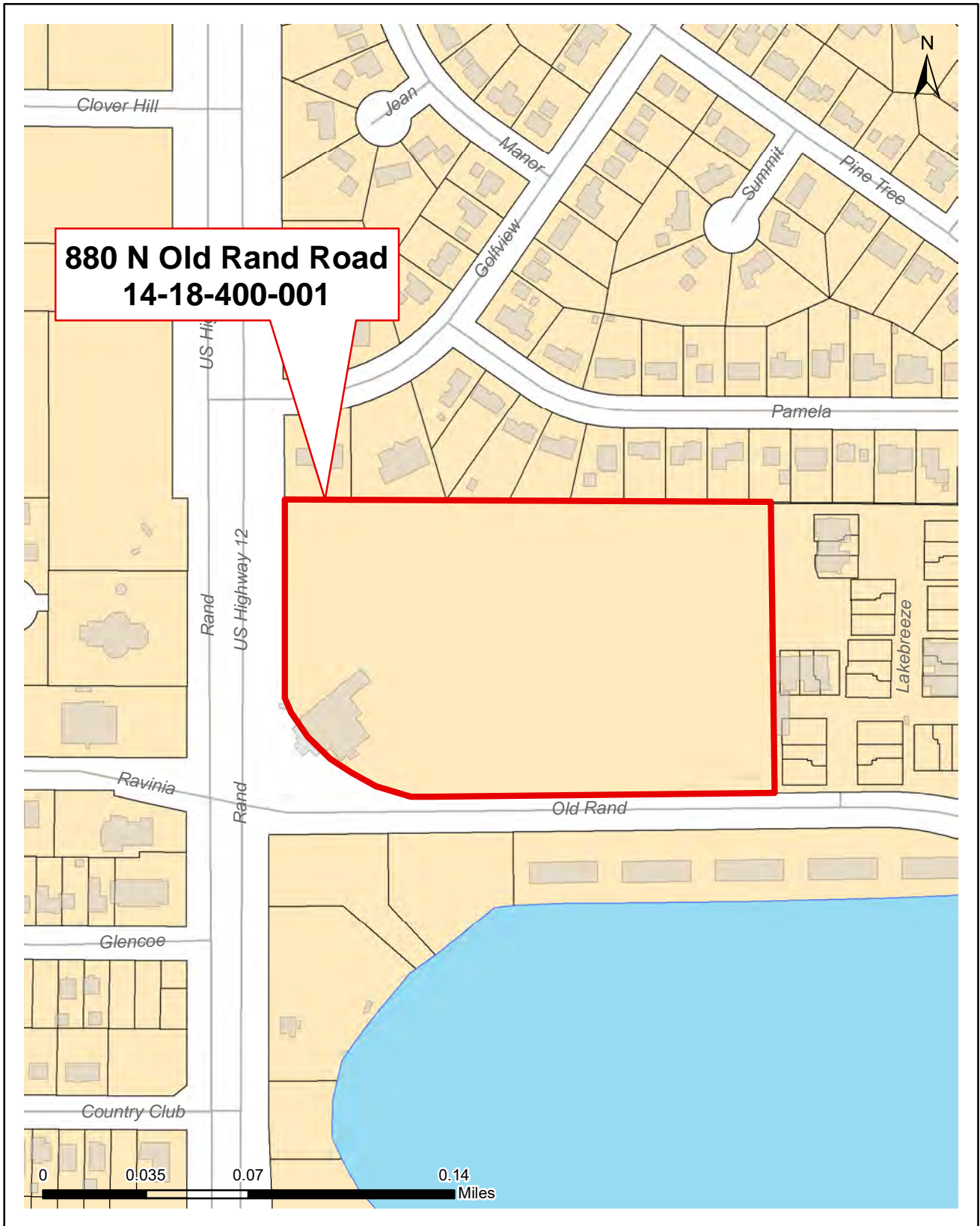
Figure 12: Looking southwest towards the intersection of North Rand Road and Old Rand Road.



Figure 13: Looking west towards North Rand Road and the adjacent restaurant.

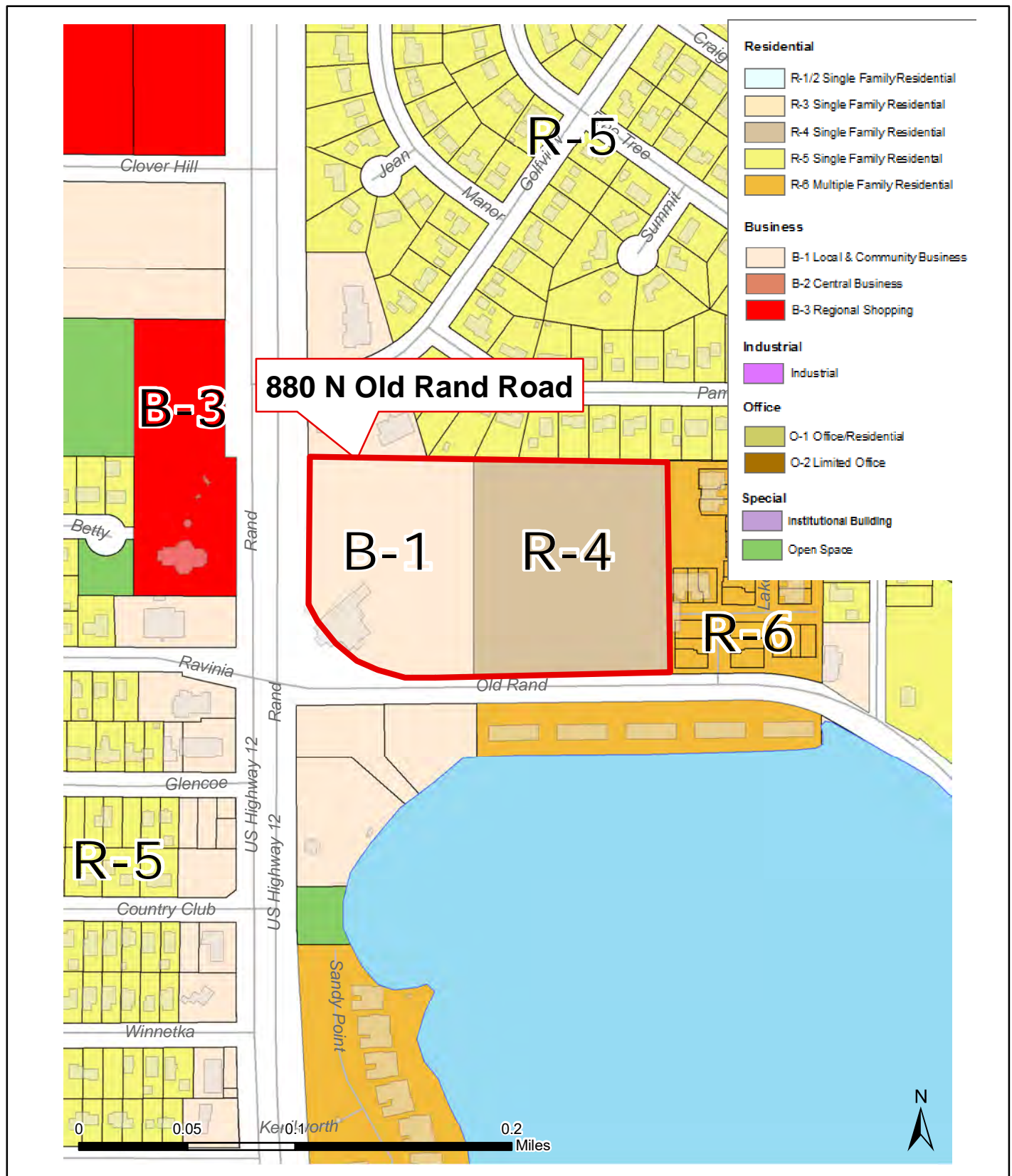


Figure 14: Looking west towards the line of trees which line North Rand Road.

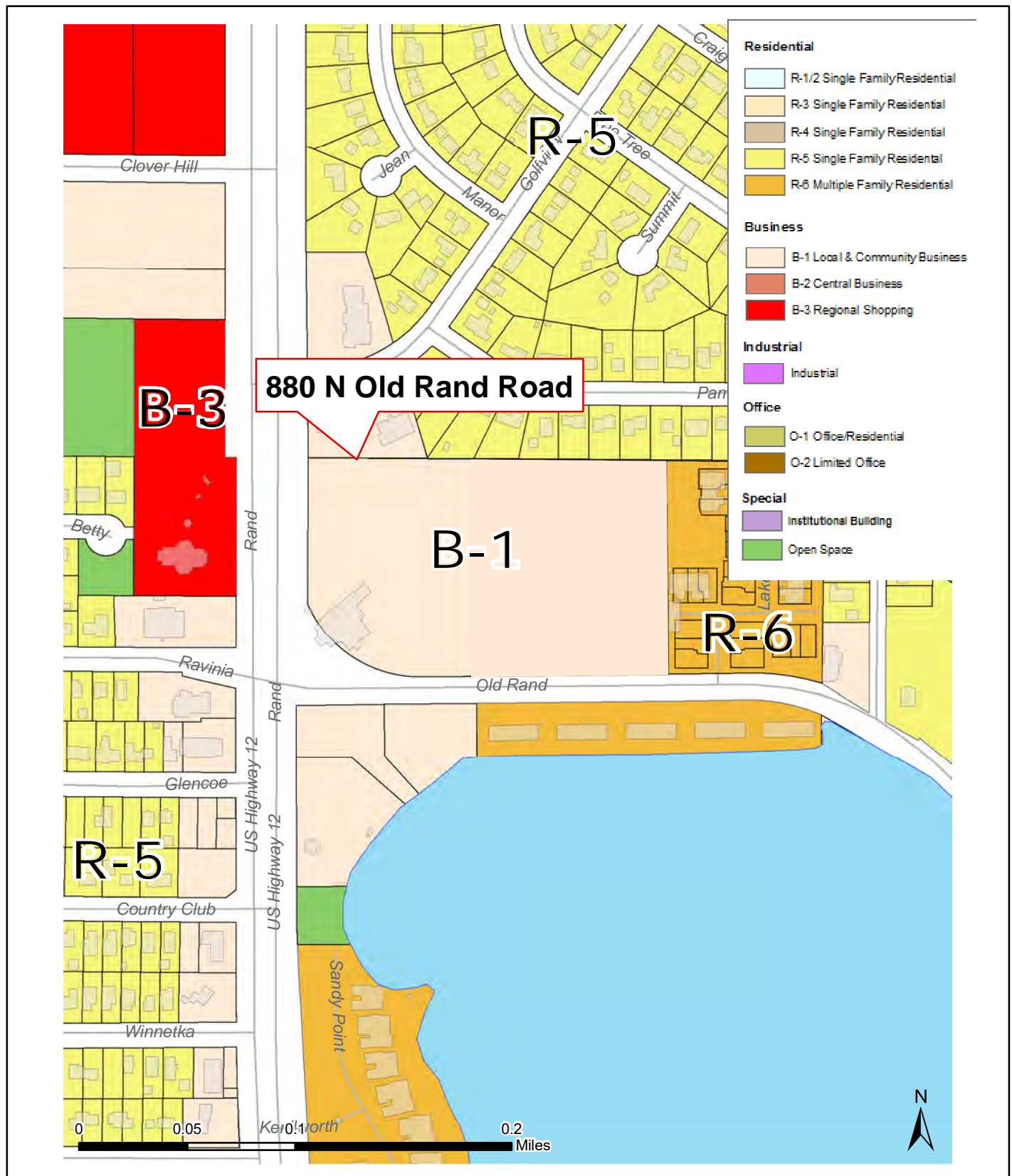


Parcel Map of 880 N Old Rand Road, Lake Zurich





Existing Zoning of 880 N Old Rand Road, Lake Zurich



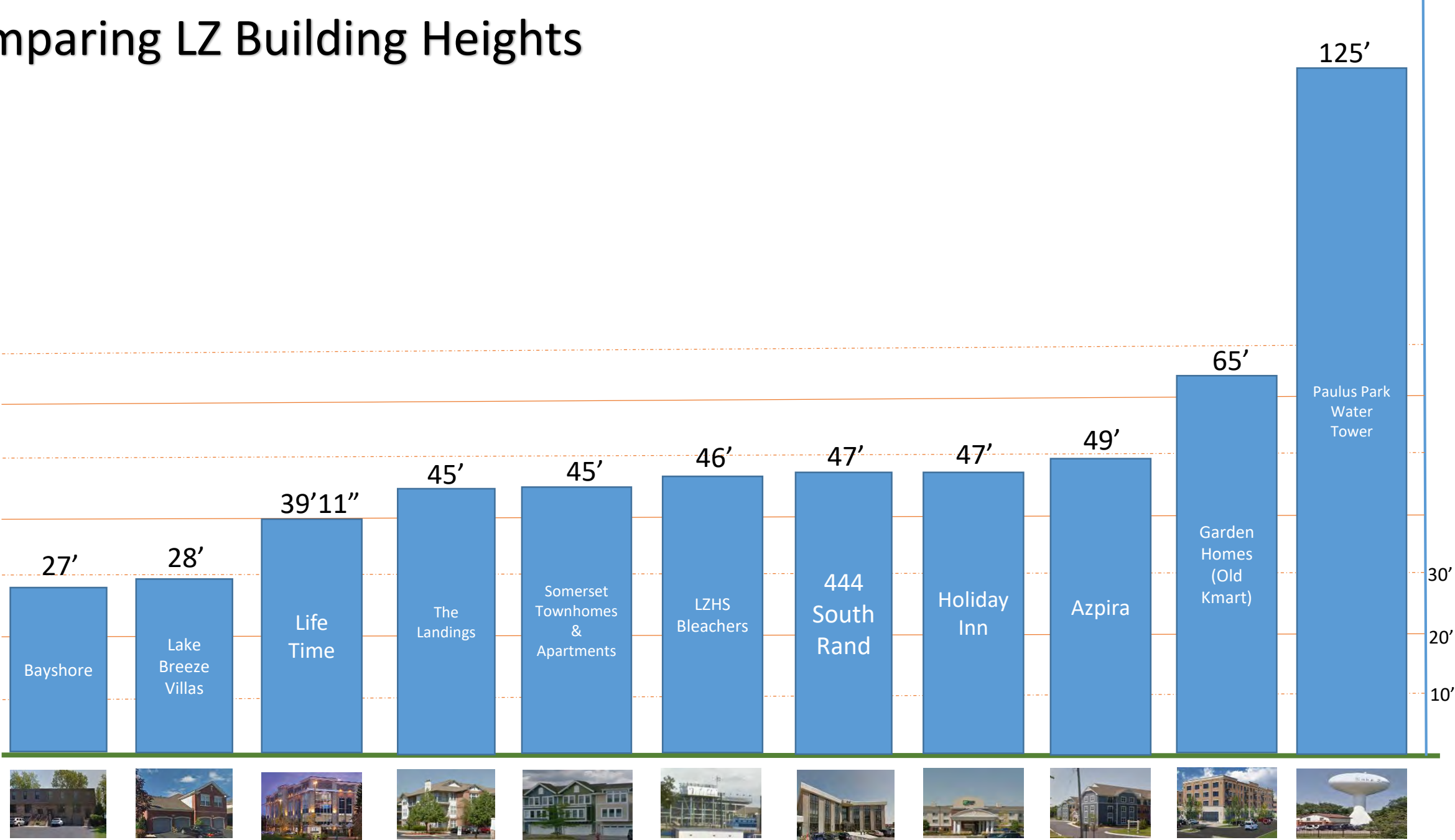
Proposed Zoning of 880 N Old Rand Road, Lake Zurich

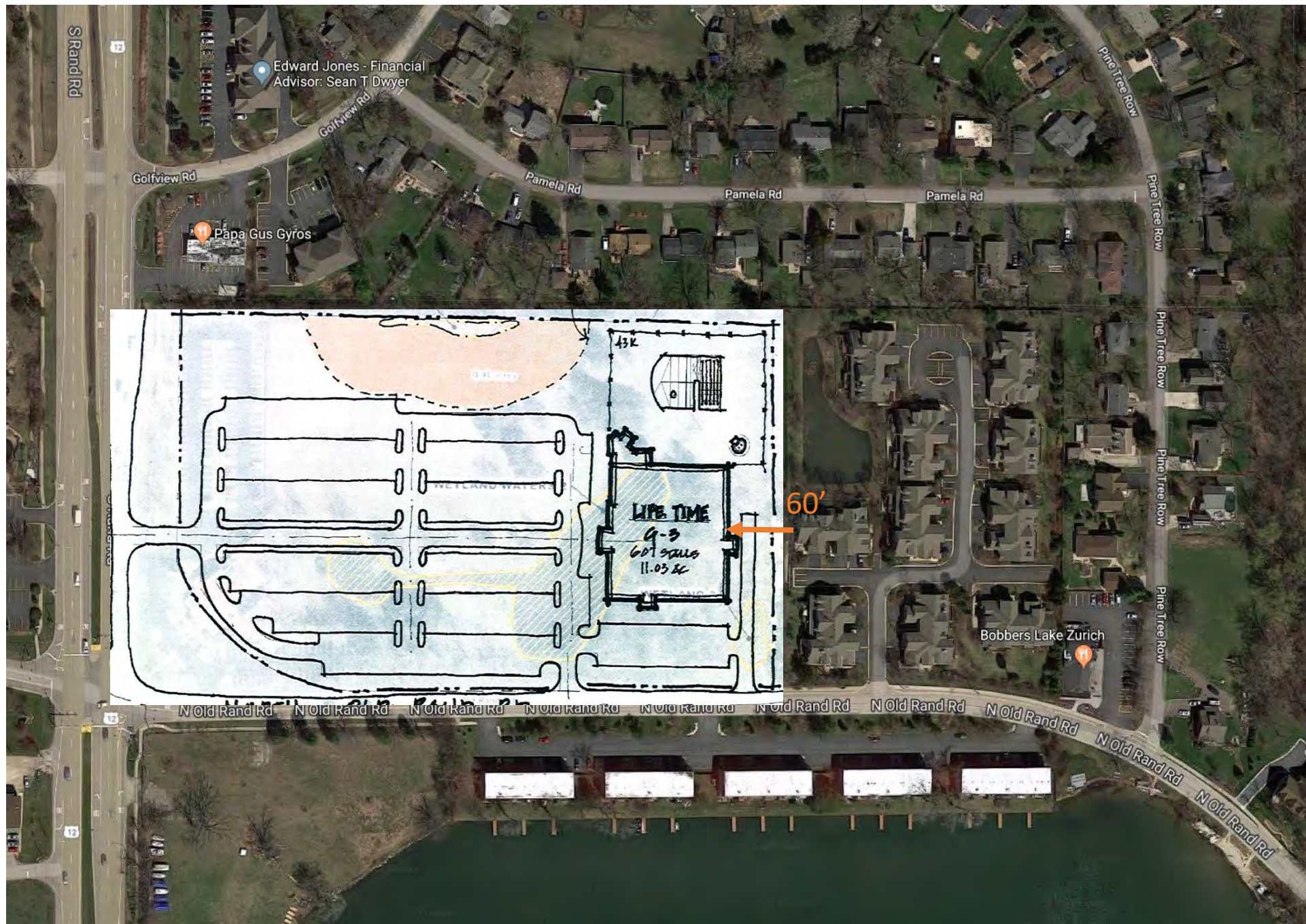


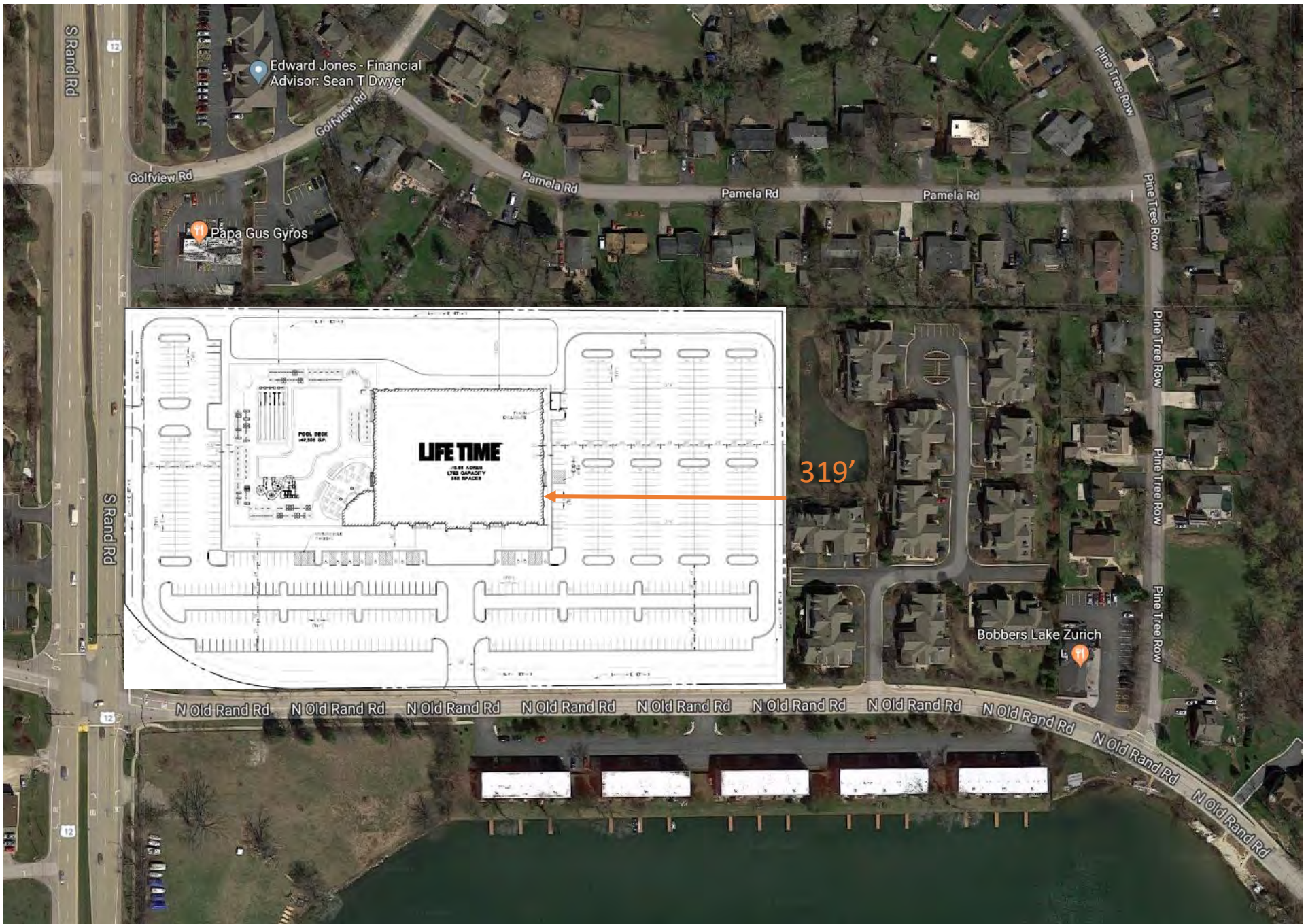
Aerial Map of 880 N Old Rand Road, Lake Zurich

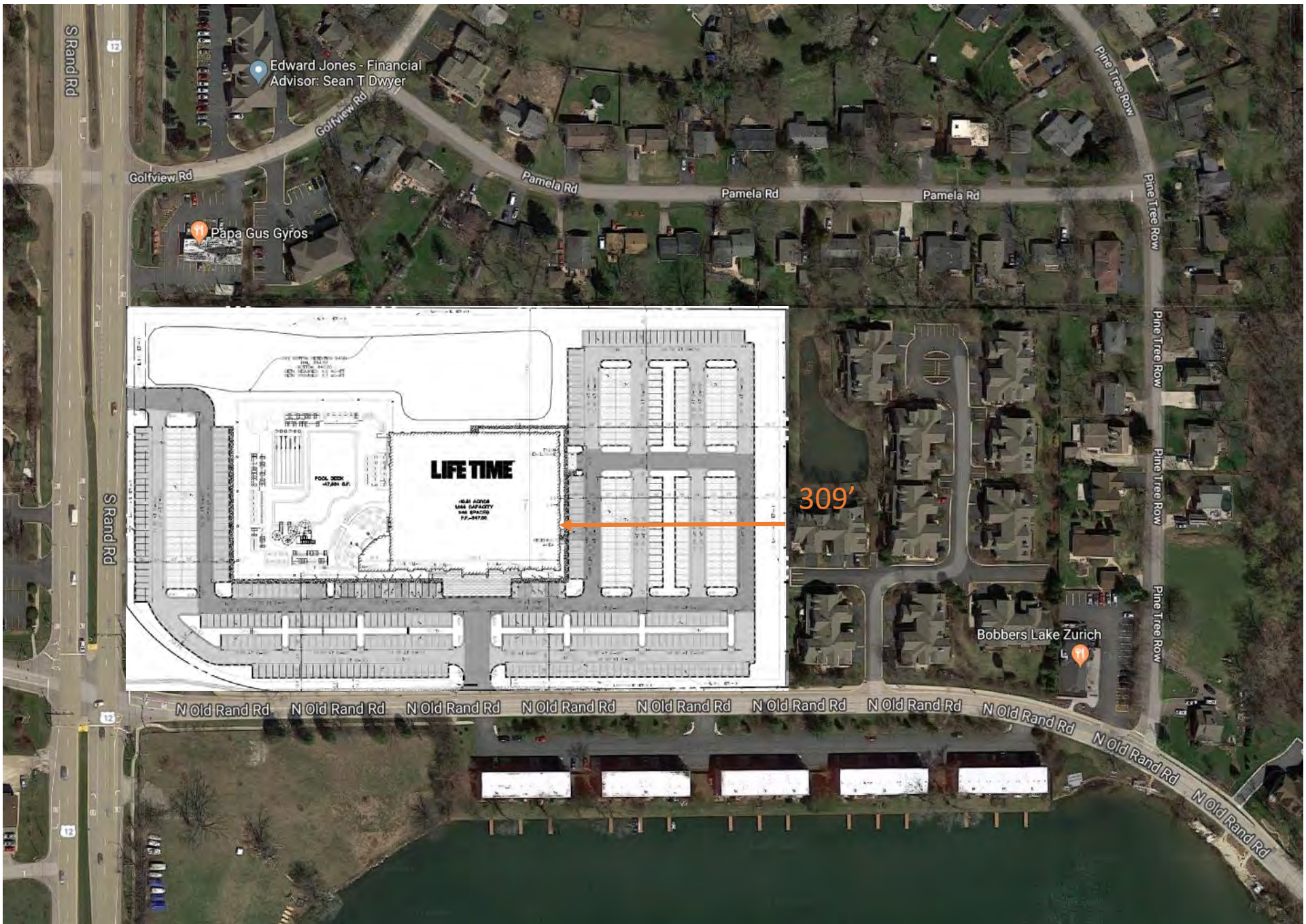


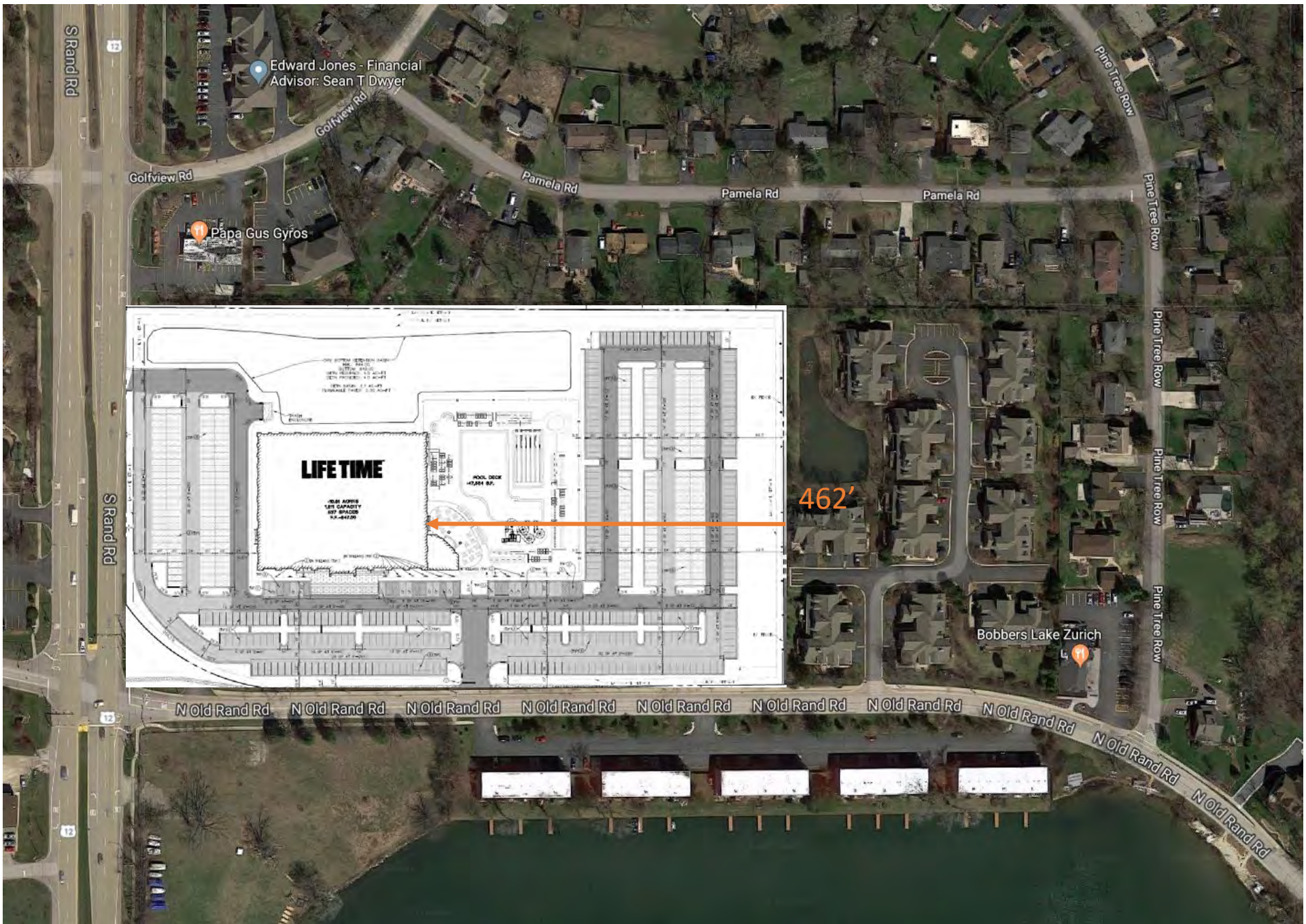
Comparing LZ Building Heights

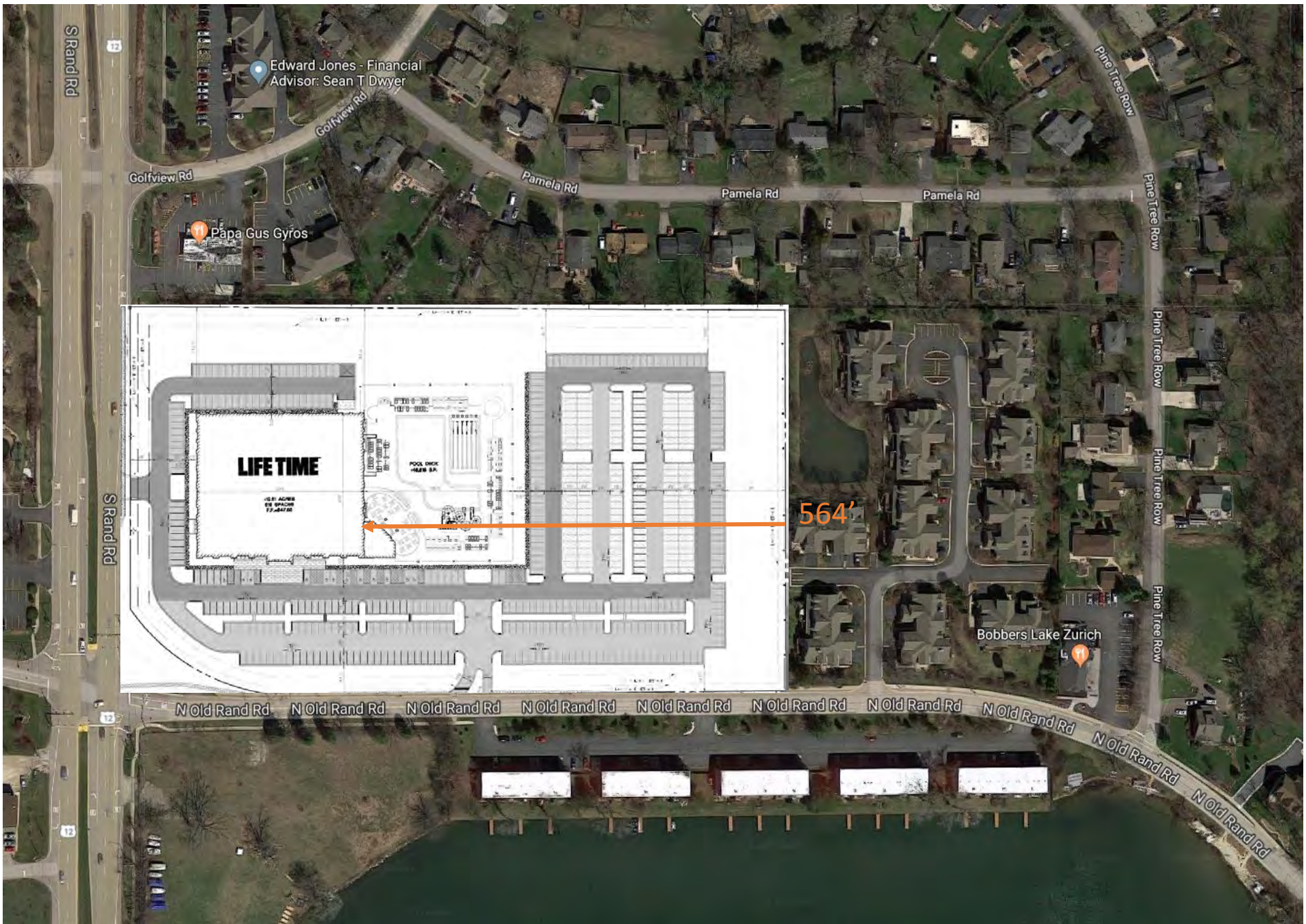














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March 15, 2018

Chair Stratman and Members of the Planning & Zoning Commission
Village of Lake Zurich
70 East Main Street
Lake Zurich, IL 60047

**Re: 880 North Old Rand Road – Life Time Athletic
Updated Plans**

Dear Chair Stratman:

As you know, we represent Life Time Athletic (“**Life Time**”) in connection with the proposed development of the property located at 880 North Old Rand Road. Following the Lake Zurich Planning and Zoning Commission meeting on January 17, 2018, Life Time revisited its proposed development based on the feedback received. As a result, Life Time has made the following changes:

1. Modified the building to be two stories (39'-11") instead of the previously-proposed three stories (58'-0"). Note that this represents a 30% reduction in building height.
2. Modified the access on Old Rand Road to eliminate left-turns going east-bound out of the site. All traffic leaving the site will now be directed towards Rand Road.
3. Relocated the building to be closer to Rand Road. The building is now approximately 564' from the eastern property line as opposed to 462' in the previous plan. Note that the entire building is located on the portion of the Property that is currently zoned for commercial uses.
4. Increased the size of the landscaped buffer on the east side of the Property. The landscape buffer is now proposed to be 81' wide where it was previously 62'.

We believe these modifications directly address the comments received from the Planning and Zoning Commission and represent a significant compromise in response to the concerns raised by the neighboring residents.

Life Time also remains committed to all commitments made at Planning and Zoning Commission meetings for the prior proposal. These commitments include:

1. Reducing hours of operation to 4am to 12am.
2. Providing a landscaped berm in the northeast corner of the property



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3. Saving existing, quality vegetation in the eastern landscape buffer area.
4. Dimming site lighting in the eastern and northern portions of the parking field after 9pm.
5. Improving pedestrian safety with the extension of the sidewalk on the north side of Old Rand Road and the addition of crosswalks and modern, countdown pedestrian signals at the intersection of Rand Road and Old Rand Road.
6. Capturing runoff from Old Rand Road to reduce pavement area draining to the Lake.
7. Basing storm water management calculations on an undeveloped condition in lieu of taking credit for the existing development on the property.

In addition, we would like to address some issues raised by members of the public and trustees at the recent courtesy review of the Village Board.

1. **Increase Northern Landscape Buffer.** As suggested by the Board, we have looked at increasing the landscape area between the northern end of the parking lot and the residential properties to the north. By removing some of the parking adjacent to the residential properties and relocating it behind the building, we are able to create a 60' landscape buffer between the northern edge of the parking field and the residential properties to the north. This can be seen on the enclosed site plan.
2. **Increase Landscape Buffer along Old Rand Road.** In response to comments made by Bayshore residents, we have worked to increase the landscape area between the parking field and Old Rand Road. As can be seen on the attached site plan, a landscape buffer with a width ranging from 37.5' to 42' has been created along Old Rand Road. This space will allow for greater plantings and the creation of a berm that will be high enough to shield headlights in the parking lot from Bayshore residents.
3. **Eliminate Right Turns into the Site from Old Rand Road.** It was suggested that in addition to restricting left turns leaving the site on Old Rand, a restriction should also be placed on right turns into the property. While this is achievable and has been shown for information purposes on the attached site plan, Life Time's traffic professionals do not believe that this is an appropriate step.

It is understood that there is a desire to discourage traffic from using Old Rand Road but taking this step does not do much to discourage the use of Old Rand Road and instead adds traffic to the intersection of Rand Road and Old Rand Road and increases the amount of vehicular movement through the site parking field.



March 15, 2018
Page 3

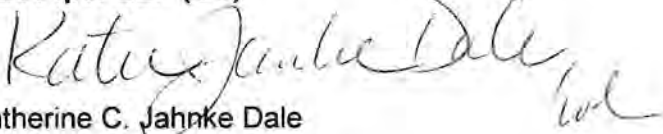
If the desire is to discourage traffic from using Old Rand Road, it is our feeling that it would be more appropriate to take actions that directly target that objective. Many ideas have been expressed by residents such as traffic calming devices and stop signs at various intersections. These actions would likely achieve greater success in discouraging the use of Old Rand Road. Life Time will ultimately follow the direction of the PZC and Village Board on this issue but would like the Village's traffic professionals to opine on what they believe the most effective solution to be.

4. **Environmental Impact.** Please see the enclosed Appendix with responses prepared by the engineering team addressing the comments provided by the Ancient Oaks Foundation, which address concerns regarding the Lake and existing on-site vegetation.

Life Time and its consultants will be prepared to make a detailed presentation on the plan revisions and the foregoing at the March 21, 2018 Planning & Zoning Commission Meeting. Thank you for your time and consideration.

Very truly yours,

DLA Piper LLP (US)


Katherine C. Jahnke Dale

enclosures

cc: Sarosh Saher
Aaron Koehler

APPENDIX RESPONSE TO ANCIENT OAKS LETTER

1. Such a large development and resulting vehicular traffic would undoubtedly impact our lake with additional road runoff and debris. The lake supports many species of native fish, waterfowl and wildlife who rely on its clean waters for sustenance. The additional burden of road pollution will drive these already declining populations away from an importance source of food and shelter.

Response: The property does not drain to the Lake because Old Rand Road is the drainage ridge. Heavy rains will be accommodated by overland flow and the use of a storm sewer system to the proposed detention basin located near the northwest corner of the property and outlet north in storm sewer and ditches along the east side of Rand Road to Flint Creek. The Lake will not receive water from the property.

2. Fouled water in the lake will enter the North Branch of the Flint Creek and will impact important natural areas which it borders- the Oak Ridge Marsh Nature Park, the wetland bordered by Church Street and Lions Drive, and Whispering Creek park. These are areas that the Ancient Oaks Foundation is either currently restoring or is seeking to return to ecologic health.

Response: As outlined above, the property does not drain to the Lake. Furthermore, the property is utilizing BMP features such as permeable pavers and treatment devices in the storm structures to mitigate runoff and debris from increased vehicular traffic.

3. There is available documentation that the wooded areas of the parcel have been untouched and contain several species of native wildflowers and grasses. Overdevelopment of this parcel would certainly destroy these fragile inhabitants and drive off the wildlife that need them to live and thrive.

Response: During our field investigation and tree inventory we did not identify any remnant natural areas of flowers and grasses. The vast majority of the land is routinely mowed and the wooded area on the east is dominated by common buckthorn shrubs and low-quality trees.

The 1939 aerial photograph documents that very little of the property was wooded at that time and a review up to and through the 2015 aerial photograph provide evidence of the planting of most of pines and spruces between 1961 and 1974.

Of the roughly 450 live trees tagged and inventoried, most were either planted by the past landowners in the case of all the pines and spruces or invasive non-native/weedy native species like black locusts and box elders that likely were windblown and established in unmaintained areas along fence rows and in the southeast corner.



MELTZER, PURTILL & STELLE LLC

ATTORNEYS AT LAW

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March 16, 2018

Chairman Orlando Stratman and Members of the Planning and Zoning Commission
Village of Lake Zurich
70 East Main Street
Lake Zurich, IL 60047

Re: Life Time Athletic Application dated February 19, 2018—880 N. Rand Road

Dear Chairman Stratman and Commissioners:

We represent Masterson Real Estate Equities, Ltd. (the "Family"), the owner of the property situated at the northeast corner of Rand Road and Old Rand Road (the "Property") which has been owned by the Family for almost 50 years and known to all as the home of Hackney's Restaurant (the "Restaurant"). As the Village considers the most recently submitted and substantially revised application of Life Time Athletic ("Life Time"), we ask that you also consider the Family's rights as owners of the Property, the many contributions the Family has made over the years to the well-being and general welfare of your community and the information we have set forth below.

As you know, the Property, which consists of approximately 10.7 acres, is zoned in two different zoning districts. The western four acres are zoned in the B-1, Business Local and Community District and the eastern six acres are zoned in the R-4, Single Family Residential District (*See Attachment No. 1*).

Many months ago the Family entered into a contract to sell the Property to Life Time which seeks to construct a state-of-the-art fitness facility on it. It is worth noting that Life Time's current development plan contemplates construction of the entire Life Time building and the majority of the outdoor pool and deck area on the portion of the Property that is zoned in the B-1 District where "Physical Fitness Facilities" are permitted uses under the Lake Zurich Zoning Code. It is also worth noting that the Village's Comprehensive Plan recommends that the entirety of the Property be zoned in the B-1 District.

The additional information we would respectfully ask that you consider includes the following:

1. The Property's Zoning has made it Difficult to Plan for Redevelopment.

This is the Family's third attempt to sell the Property to a party seeking to redevelop it with one or more new land uses.

In 2015, the Family entered into a contract to sell the Property to an entity that sought to construct a new apartment building on it with related common area amenities and parking facilities. That proposal did not proceed based on community input the contract purchaser received and, as a result, it terminated its contract to purchase in November, 2015.

In 2017, the Family entered into a contract to sell the Property to an entity that sought to construct a gas station/truck fueling facility with a convenience store and car wash on the B-1 zoned portion of the Property and 58 townhouse units in 12 buildings on the R-4 zoned portion of the Property. That proposal, which required various zoning map amendments and special use permits, also did not advance based on input received from the community, Community Development Department staff and the Village Board. In late January, 2017, that contract was also terminated by the contract purchaser.

Needless to say, the unique zoning of the Property in two different zoning districts has made it a challenge to plan for redevelopment under a cohesive plan with land uses that are compatible with surrounding and nearby land uses and of benefit to the entire Lake Zurich community. The Family is confident that the Life Time proposal, with its single land use and as it has been significantly modified over the past months in response to community concerns, presents the best opportunity to date for accomplishing those objectives.

2. The Family has been a Good and Cooperative Neighbor and an Active Contributor to the General Welfare of the Community for Decades.

We also ask that you consider that the Family has been a good and cooperative neighbor and an active contributor to the general welfare of the Lake Zurich community for many years. A few examples of this are set forth below.

A. Contributions to the Tax Base of the Community

Over the past 50 years the Property and the Restaurant have contributed significant property tax, sales tax, food and beverage tax and other tax revenues to the Village, local school districts and other taxing jurisdictions which serve the community.

B. Easement Grant

In 2000, when a proposal was brought before the Village to construct the Lake Breeze Court townhome community to the east of the Property, the Family was asked to grant and it did grant an easement for utility and drainage purposes which made the construction of that community possible. A copy of the Easement Grant is enclosed with this letter as Attachment No 2.

C. Contributions to Local School District, Park District and other Jurisdictions

Over the years, the Family has demonstrated its support for the Lake Zurich community by hosting parties at the Restaurant and offering Lake Zurich families and community supporters discounted meals, providing Hackney's gift certificates as raffle prizes, and sponsoring local athletic teams. One example of the many expressions of gratitude and appreciation the Family has received over the years is enclosed with this letter as Attachment No. 3.

D. Use of Open Space

The Family has often allowed the open area situated to the east of the Restaurant to be used for recreational uses (most notably, lacrosse and soccer practices and games) by the Lake Zurich High School and Ela Township residents.

E. Employment

For more than four decades the Restaurant provided numerous employment opportunities to area residents and, in particular, the young people of the community.

Finally, we know that in prior considerations of the Life Time application some individuals have suggested that a new Life Time fitness facility would be harmful to some existing local businesses that operate in the physical fitness arena. While we appreciate this concern, we would respectfully ask that you consider the words of the Illinois Supreme Court which stated in 1964 that "...the fear of potential economic disadvantage...is not a proper consideration" in a zoning matter¹. *Lazarus v. Village of Northbrook*, 199 NE 2d 797, 31 Ill. 2d 146 (1964).

We appreciate your willingness to consider foregoing information as you consider Life Time's most recently submitted application.

Very truly yours,

MELTZER, PURTILL & STELLE LLC

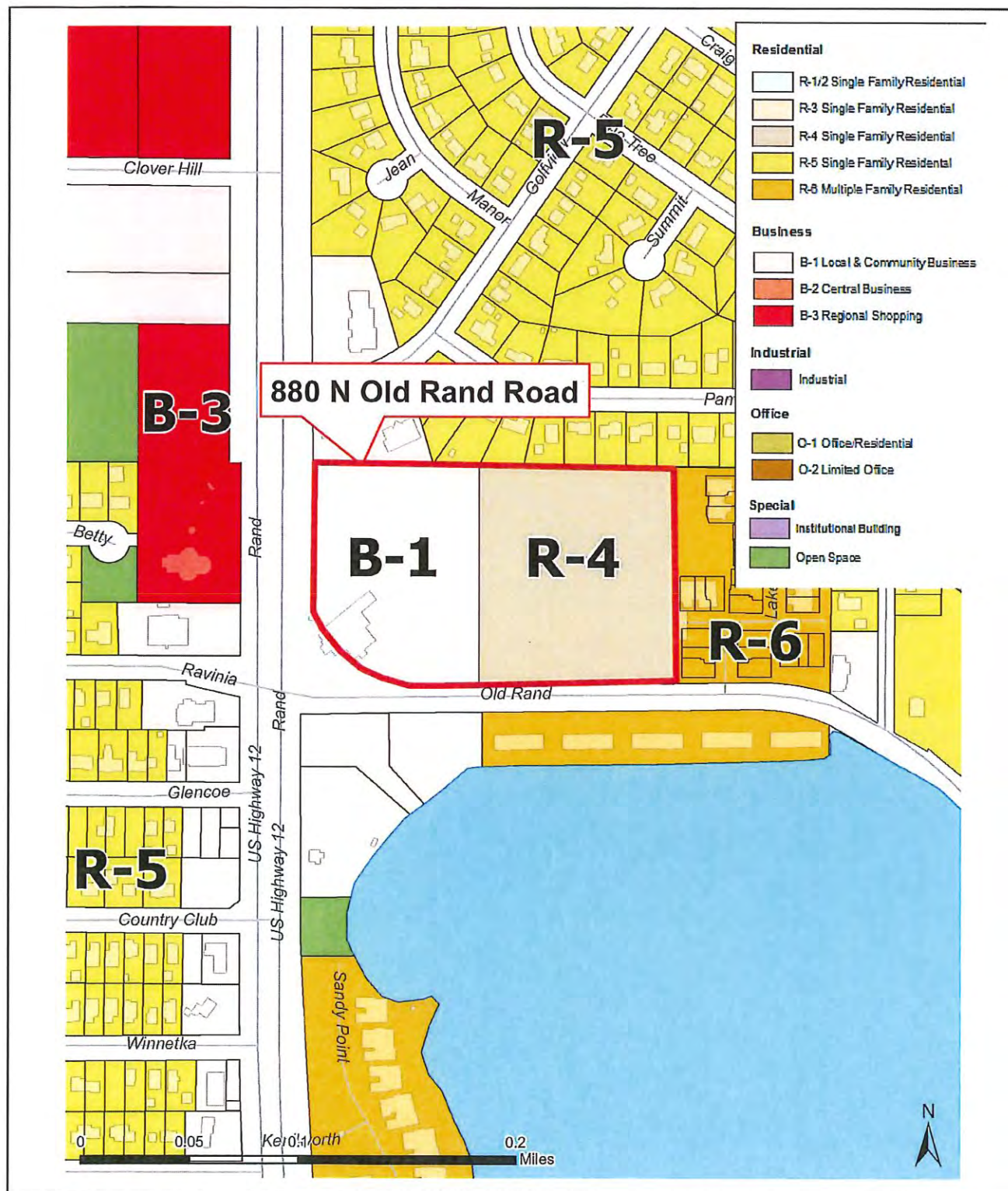


Harold W. Francke

cc: The Masterson Family (c/o Ed Masterson, Jon Masterson, Jim Masterson and Sally Landri)

¹ It should be noted that the *Lazarus* case involved a request for issuance of a special use permit. As noted above, the Life Time facility is a permitted use in the B-1 District which makes the consideration of potential economic disadvantage that much more inappropriate.

ATTACHMENT NO. 1



Existing Zoning of 880 N Old Rand Road, Lake Zurich

ATTACHMENT NO. 2

644 66 Z

3

PREPARED BY AND
MAIL TO:

Deborah J. Kramer, Esq.
Heinrich & Kramer, P.C.
205 W. Randolph,
Suite 1750
Chicago, IL 60606

4671802

Filed for Record in:
LAKE COUNTY, IL
MARY ELLEN VANDERVENTER - RECORDER
On Apr 10 2001
At 1:45pm
Receipt #: 280565
Doc/Type: EAS
Deputy - Cashier #2

SPACE ABOVE THIS LINE FOR RECORDER'S USE

EASEMENT AGREEMENT

This EASEMENT AGREEMENT (this "Agreement"), dated as of the 28 day of October, 2000, is entered into by HACKNEY'S ON LAKE, INC., an Illinois corporation ("Grantor") and MILLENNIA, INC., an Illinois corporation ("Grantee");

WITNESSETH:

WHEREAS, Grantor is the owner of land legally described on Exhibit "A" attached hereto and made a part hereof (the "Exhibit A Property");

WHEREAS, Grantee is the contract purchaser of land abutting the Exhibit A Property on the east and as legally described on Exhibit "B" attached hereto and made a part hereof (the "Exhibit B Property");

WHEREAS, Grantee plans to develop the Exhibit B Property as a multi-unit residential project (the "Project");

WHEREAS, in order for Grantee to obtain the approval of the proposed civil engineering plans for the Exhibit B Property from the Village of Lake Zurich ("Lake Zurich"), drainage and utility and temporary access easements for installation of the same must be granted over a part of the Exhibit A Property for the benefit of the Exhibit B Property;

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Grantor hereby grants to Grantee and agrees as follows:

1. **EASEMENT FOR UTILITY AND DRAINAGE.** Grantor grants, gives and conveys to Grantee a non-exclusive easement to and for the use and benefit of the Exhibit B Property over, under, upon, along, through and across that portion of the Exhibit A Property legally described and labeled and located as the "Utility and Drainage Easement" on the Geocon, Ltd. plat attached as Exhibit "C" hereto and made a part hereof to construct, re-construct, prepare, inspect, maintain, repair, replace and operate storm and surface and subsurface water drainage, including any and all connections, appliances, and other structures,

1 plat
7

equipment and appurtenances deemed necessary by the Village of Lake Zurich or any other appropriate governmental authority in order to provide drainage from the Exhibit B Property (or otherwise with Grantor's consent) over, under and across the Exhibit A Property. The rate of water flow traversing the Exhibit A Property shall not be increased beyond the storm water which enters the Exhibit A Property under existing conditions. The discharge shall be further restricted to comply with the requirements of the Lake Zurich Storm Water Ordinance. To the extent that final engineering plans for the easements differ from that delivered to Grantor (prepared by Infracon, Inc. dated May 17, 2000), Grantor shall have the right to approve the same prior to the implementation thereof as well as the right to approve any other structures or equipment to be installed on the Exhibit A Property.

2. **EASEMENT FOR TEMPORARY ACCESS.** Grantor grants, gives and conveys to Grantee a non-exclusive easement to and for the use and benefit of the Exhibit B Property over, under, upon, along, through and across that portion of the Exhibit A Property legally described and labeled and located as the "Temporary Access Easement" on the Geocon, Ltd. plat attached as Exhibit "C" hereto and made a part hereof for the construction and installation of the improvements for the "Utility and Drainage Easement". Such easement to be limited to the time periods needed to construct and install such improvements; to restore the easement property to its pre-existing condition as hereinafter stated; and to maintain the improvements as necessary.
3. **RIGHT OF RELOCATION.** Grantor reserves the right in the event of the development/redevelopment of the Exhibit A Property to relocate the Utility and Drainage Easement and the Temporary Access Easement granted herein provided that: (i) Lake Zurich approves the location, size, improvements and configuration of the relocated easements; (ii) Grantor pays for all costs in connection with the relocation of said easements including but not limited to the necessary engineering plans, plans and specifications; the improvements; any relocation to the hook-up(s) required to and on the Exhibit B Property; and documenting, legal, permitting and recording costs.
4. **ADDITIONAL IMPROVEMENTS.** As additional consideration for the grants of easements set forth herein Grantee will install a storm water inlet drain or an equivalent for the same purpose on the Exhibit A Property for the benefit of the Exhibit A Property approximately where shown on the Infracon, Inc. Grading Plan dated May 17, 2000 and grade the surrounding ground surface toward the drain. Further, Grantee shall construct a portion of a low berm along the eastern edge of the Exhibit A Property to both create a visual separation of the Exhibit A Property from the Exhibit B Property to be developed and to retain water within the storm water basin to be located on the Exhibit B Property. In order to construct said berm Grantor's fence along the eastern property line will be temporarily removed and reinstalled in its approximate location. Grantor grants Grantee access over, under, upon, through, along and across those portions of the Exhibit A Property reasonably necessary to make, install and construct such additional improvements.
5. **INSTALLATION, CONSTRUCTION AND MAINTENANCE OF IMPROVEMENTS.** The installation, construction and maintenance of all improvements under this Grant of Easement shall be at Grantee's expense. Grantee shall use its best efforts to avoid damage to the existing vegetation, shrubs and trees on the Exhibit A Property during the construction and installation of the improvements. Upon completion of the improvements set forth in this Agreement, Grantee will restore all areas of the Exhibit A Property dug

up or materially disturbed in the installation of the improvements to its pre-existing condition, except as modified by the alterations and installations consented to in this Agreement.

6. **RIGHTS, BENEFITS AND OBLIGATIONS.** The rights, benefits and obligations hereunder: (i) are appurtenant to and shall run with the land described as the Exhibit A Property and the Exhibit B Property; (ii) shall be binding upon and inure the benefit of the Grantee, Grantor, and their respective grantees, lessees, successors and assigns; (iii) shall not be amended, modified or cancelled without the written approval of Lake Zurich; and (iv) may be assigned or dedicated by Grantee to Lake Zurich or, with the approval of Grantor, such other governmental agency or authority.
7. **EFFECTIVE DATE.** Notwithstanding anything to the contrary set forth herein, this Agreement shall become effective upon Grantee's closing on and acquisition of the Exhibit B Property, such date to be within one (1) year from the date of this Agreement. On the date of closing as aforesaid, Grantee shall pay Grantor \$5,000.00 in consideration of the easements granted hereunder.
8. **AUTHORITY OF GRANTOR AND GRANTEE.** Grantor and Grantee each represent and warrant to the other that each has the full right, power and authority to execute, deliver and carry out all of the terms, conditions and of this Agreement, and that the terms, conditions and obligations of this Agreement have been duly authorized by all necessary corporate action of Grantor and Grantee.

IN WITNESS WHEREOF, the Grantor and Grantee have executed this Agreement as of the day and year first above written.

"GRANTOR"

HACKNEY'S ON LAKE, INC., an Illinois corporation

By: Edward J. Masters
Name: EDWARD J. MASTERS
Its: VICE PRESIDENT

"GRANTEE"

MILLENNIA, INC., an Illinois corporation

By: Dennis Hansen
Name: Dennis Hansen
Its: President

STATE OF ILLINOIS

COUNTY OF

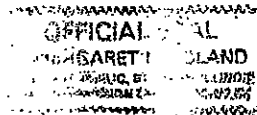
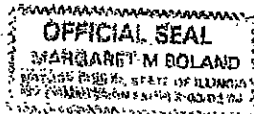
SS

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY that EDWARD MASTERSON, personally known to me and known to be the Vice President of HACKNEY'S ON LAKE, INC., an Illinois corporation, whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that he signed, sealed and delivered the said instrument, on behalf of the corporation and as his free and voluntary act and as the free and voluntary act of the corporation, for the uses and purposes therein set forth.

GIVEN under my hand and notarial seal this 16th day of November, 2000.

My Commission Expires: 03/02/04

Margaret M Boland
Notary Public



STATE OF ILLINOIS

COUNTY OF COOK

SS

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY that DENNIS HANSEN, personally known to me and known to be the President of MILLENNIA, INC., an Illinois corporation whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that he signed, sealed and delivered the said instrument, on behalf of the corporation and as his free and voluntary act and as the free and voluntary act of the corporation, for the uses and purposes therein set forth.

GIVEN under my hand and notarial seal this 28th day of October, 2000.

My Commission Expires:

Deborah J. Kramer
Notary Public



EXHIBIT "A"

LEGAL DESCRIPTION

That Part of the West 1/2 of the Southeast 1/4 of Section 18, Township 43 North, Range 10, East of the Third Principal Meridian, described as follows:

Beginning at the Northeast Corner of the West 1/2 of the Southeast 1/4 of said Section, thence South 32 Rods, more or less, to the Center of the Highway, thence West along the Center Line of said Highway 77 Rods to the Center of the North and South Highway, thence North along the Center of said Highway 32 Rods to the North Line of said Quarter Section, thence East to the Point of Beginning (excepting therefrom the East 380.866 Feet and except that part taken for the right of way for Rand Road), in Lake County, Illinois.

Property Address: 880 North Old Rand Road, Lake Zurich, IL

P.I.N.: 14-18-400-001

EXHIBIT "B"

LEGAL DESCRIPTION

That part of the East 13-1/2 Rods of the West Half of the Southeast Quarter of Section 18, Township 43 North, Range 10, East of the Third Principal Meridian, together with those parts of the East Half of said Section 18 Lying West of the West Line of John Koffen Subdivision recorded per document 131288 (and extension thereof, as hereinafter described), lying South of the South Line of Bazar Unit No. 2 recorded per document 679902, and North of the North Line of Block 22 (and extension thereof, hereinafter described) in Frank W. Kingsley's Zurich Heights Golf Club Estates recorded per document 315560, all taken as a tract and described as follows: Beginning at the intersection of the West Line of said John Koffen Subdivision and the North Line of said Block 22 extended Southeasterly along a curved line concave Southerly and 33 Feet Southerly of the Centerline of Old Rand Road in Frank W. Kingsley's Zurich Heights Golf Club Estates; thence North 00 Degrees 04 Minutes 10 Seconds West along the West Line of said John Koffen's Subdivision 606.88 Feet to the Northwest Corner of said Subdivision; thence continuing along the West Line of John Koffen Subdivision extended North, 2.65 Feet to the South Line of said Bazar Unit No. 2; thence South 89 Degrees 40 Minutes 46 Seconds West along the South Line of said Bazar Unit No. 2, a distance of 222.39 Feet; thence South 00 Degrees 06 Minutes 51 Seconds East, 583.90 Feet to the North Line of aforesaid Block 22, said North Line of Block 22 being a Line 33-Feet South of the Center Line of Old Rand Road; thence South 88 Degrees 39 Minutes 39 Seconds East along the North Line of said Block 22, 44.08 Feet to a point of curve; thence Southeasterly along a curved line concave Southerly and having a Radius of 546.00 Feet, a distance of 180.52 Feet to the Point of Beginning, in Lake County, Illinois; and

The West 79.058 Feet of the East 301.806 Feet of the following described premises (taken as a tract) to-wit: Beginning at the Northeast Corner of the West Half of the Southeast Quarter of Section 18, Township 43 North, Range 10 East of the Third Principal Meridian, thence South 32 Rods to the center of the Highway; thence West along the Center of said Highway 77 Rods to the Center of the North and South Highway; thence North along the center of said Highway 32 Rods to the North Line of said Southeast Quarter; thence East along the aforesaid Line to the Place of Beginning, in Lake County, Illinois; and

That part of said Section 18 Lying South of the South Line of said Bazar Unit No. 2 and North of said West 79.058 Feet of the East 301.808 Feet; and

The West 79.058 Feet of the East 380.866 Feet of the following described premises (taken as a tract) to-wit: Beginning at the Northeast Corner of the West Half of the Southeast Quarter of Section 18, Township 43 North, Range 10 East of the Third Principal Meridian, thence South about 32 Rods to the Center of the Highway; thence West along the Center of the said Highway about 77 Rods to the Center of the North and South Highway; thence North along the Center of said Highway about 32 Rods to the North Line of said Southeast Quarter; thence East along the aforesaid Line to the Place of Beginning, in Lake County, Illinois; and

That part of said Section 18 Lying South of the South Line of said Bazar Unit No. 2 and North of said West 79.058 Feet of the East 380.866 Feet.

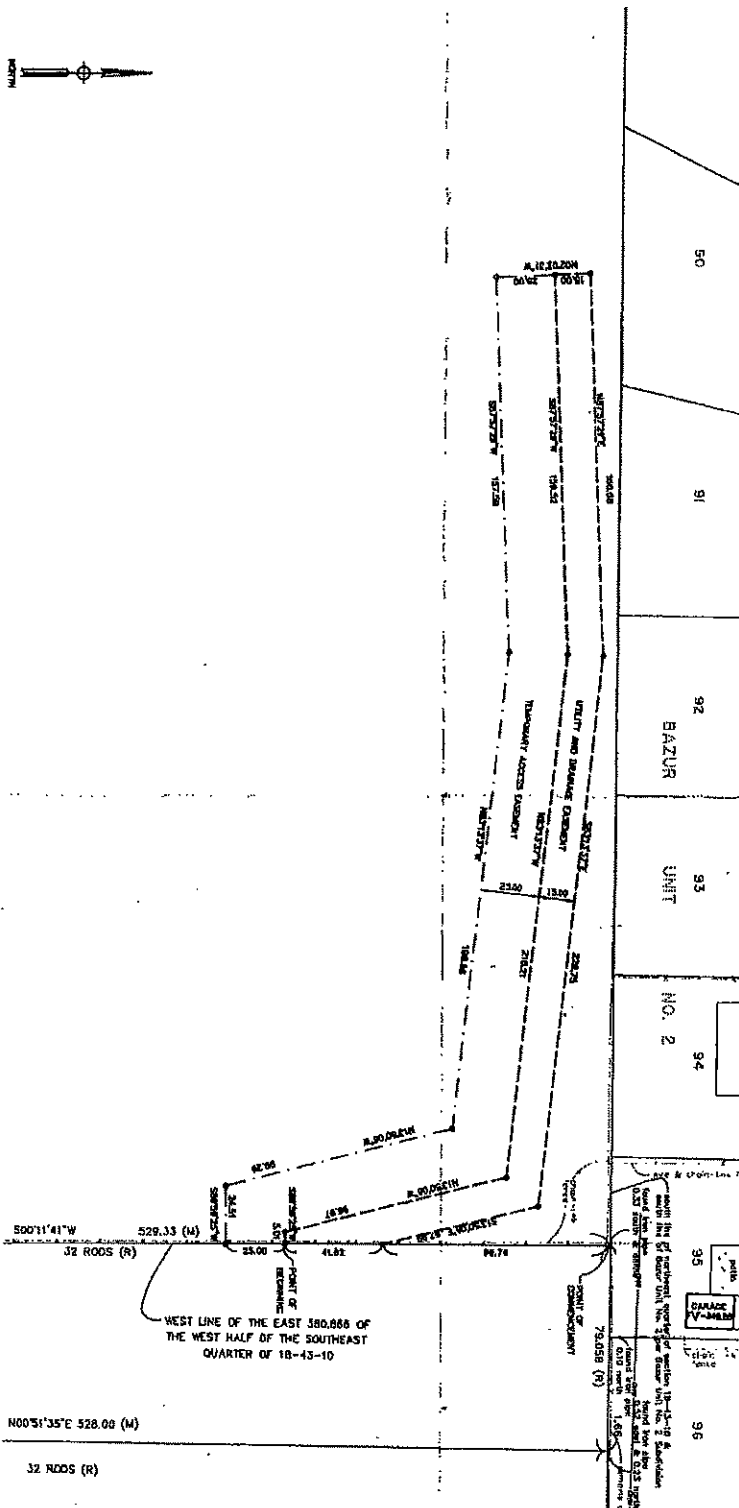
Property Address:
P.I.N.:

EXHIBIT "C"
GEOCON PLAT OF EASEMENTS

[See Attached Plat]

[illegible]

4671802
4/10/01
SOS INTERNATIONAL
SPRINGFIELD, IL 62760



ALL INFORMATION IS FREE AND WITHOUT
FURTHER CHARGE. NO DISCOUNTS TO
BE ASSUMED FROM SPECIAL.

SCHOOL: ONE YEAR or 20 WEEK
PLAT NO. 16-105-202
CHRONOS 171, Emerald Mountain

PROPERTY ADDRESS AND APPL. NO.
Linda Dault, Director

Compare your description and the findings with this list and AT OCE report. Why are workers doing your way?

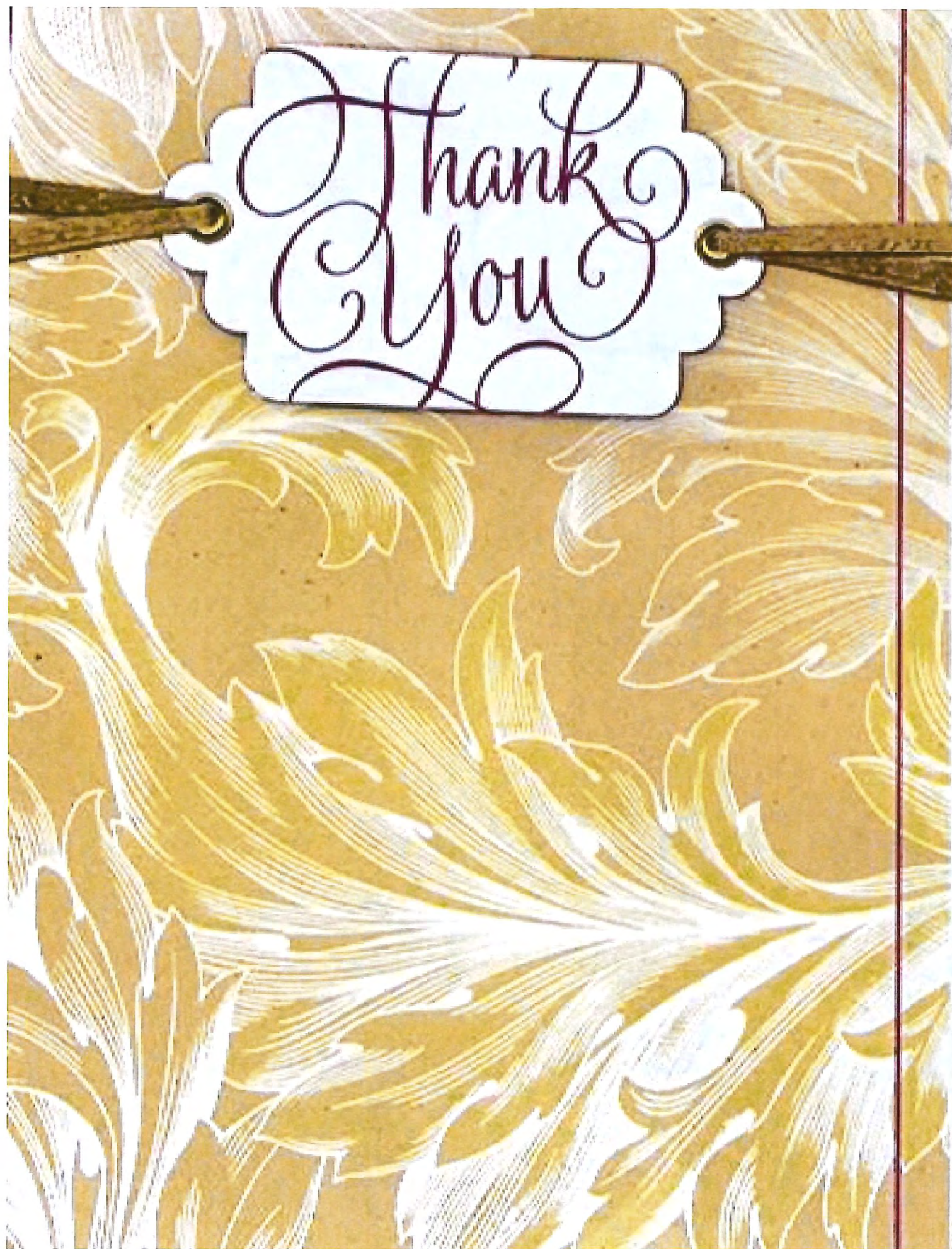
INITIALS as to Payment Agreement dated October 26, 1960 with Bickley's on Labor, Inc. and Williams, Inc.



STATE OF ALABAMA
COUNTY OF COCA
SS.
I HEREBY CERTIFY THAT I HAVE
SEARCHED THE RECORDS ABOVE
RECORDED AND THAT THE ABOVE
PLAT IS A TRUE REPRESENTATION OF
THE SAID SURVEY.
WITNESS MY HAND AND SEAL
THIS 11/28 A.D. 2012
CLOVER, ALA.
BY *Shirley R. Smith*
ATTORNEY PROFESSIONAL LAND SURVEYOR

ATTACHMENT NO. 3

Thank
You



Ed + Donna

...for everything.

Thank you for all the
years of working with
us for the annual
Christmas party & raffles.
It was greatly appreciated.

Respectfully

Retired Volunteer Firefighters



ANNEXATION AND ZONING APPLICATION

Community Development Department
505 Telser Rd.
Lake Zurich, IL 60047
Phone: (847) 540-1696
Fax: (847) 540-1769

(Please Type or Print)

1. Address of Subject Property: 880 North Rand Road
2. Legal description: Lot See survey Block Subdivision

Please attach complete legal description

Property dimensions are: 876.92 ft. by 523.96 ft. = 457,902 square feet

If more than two acres, then give area in acres: 10.511 acres

3. Property Identification number(s): 14-18-400-001
4. Owner of record is: Hackney's on Lake, Inc. Phone:
- Fax: E-Mail
- Address:
4. Applicant is (if different from owner): LTF Real Estate Company, Inc. Phone: 952-947-0000
- Fax: E-Mail akoehler@lifetimefitness.com
- Address: 2902 Corporate Place / Chanhassen, MN 55317
6. Applicant's interest in the property: Contract purchaser
(owner, agent, contractor, Realtor, etc.)

7. THE FOLLOWING ACTION IS REQUESTED:

Please provide a detailed explanation in a separate cover letter, explaining each zoning standard as it relates to the following applications. For the Lake Zurich Zoning Code visit www.lakezurich.org and navigate to the link for the Municipal Code.

A. VILLAGE BOARD APPLICATION TO ANNEX CERTAIN TERRITORY

All land annexed to the Village is classified automatically after such annexation in the R-1\2 Single Family Residential District. The owner must file an application for a Zoning Map amendment if he or she desires a different zoning classification for the Subject Property.

- ☐ Petition to Annex Certain Territory (Please complete attached petition)
- ☐ Application to Annex Certain Territory

B. PLANNING & ZONING COMMISSION APPLICATIONS

- ☒ Zoning Code **Map** Amendment for R-4 to B-1
- Zoning Code **Text** Amendment for _____

(See Section 18-103 of the Lake Zurich Zoning Code for specific standards. In general, The Planning & Zoning Commission will evaluate the consistency of the proposed amendment with the purposes of the Zoning Code and the community need for the proposed amendment, uses, and development. If a specific parcel is the subject of this amendment, then provide the additional information listed in Section 18-103C.)

- ☒ Special Use Permit/Amendment for Child Care Facility

(See Section 19-103 of the Lake Zurich Zoning Code for specific standards. The Planning & Zoning Commission also will consider whether the proposed special use is deemed necessary for the public convenience at the particular location and whether alternative locations have been evaluated.)

- ☒ Site Plan Approval/Major Adjustment/Amendment

(See Section 20-103 of the Lake Zurich Zoning Code for specific standards.)

- ☒ Exterior Appearance/Amendment

(See Section 21-103 of the Lake Zurich Zoning Code for specific standards.)

- ☒ Planned Unit Development/Major Adjustment/Amendment

(Planned Unit Developments are a distinct category of special use and are intended to create a more desirable environment than through strict application of the zoning and subdivision regulations. See Section 22-105 of the Lake Zurich Zoning Code for specific standards. Please list all the 'modifications' requested in the cover letter. Planned Unit Developments also require the provision of compensating amenities to the Village.)

- ☐ Preliminary and Final Plat of Subdivision/Amendment

(See Sections 10-5-2 and 10-5-9 of the Land Development Code for specific standards.)

- ☐ Modification to the Land Development Code (includes retaining walls more than 2 feet in height)

(See Section 10-6-18 of the Land Development Code for specific standards.)

- ☐ Variation for _____

(Illinois State Law requires that in order for a Variation to be granted a land-related hardship must be proven by a positive Finding of Fact for certain criteria. See Section 17-104 of the Lake Zurich Zoning Code for specific standards. Please indicate what your specific hardships are in the cover letter. Self-inflicted hardships are not eligible for a variance.)

C. COMPREHENSIVE PLAN APPLICATION

- ☐ Comprehensive Plan **Map** Amendment for _____
- _____
- ☐ Comprehensive Plan **Text** Amendment for _____
- _____

Please complete the following for all applications.

8. All existing uses and improvements on the property are: Former Hackney's restaurant

9. The proposed uses on the property are: Life Time Fitness health, athletic and recreation center

10 List any covenants, conditions, or restrictions concerning the use, type of improvements, setbacks, area, or height requirements placed on the Subject Property and now of record and the date of expiration of said restrictions:

N/A

11. Describe any contract or agreement of any nature relevant to the sale or disposal of the Subject Property:

The Applicant is the contract purchaser of the property.

12. For applications requiring a public hearing, list the owners of record of all properties located within 250 feet (excluding all Public Right-of-Ways) of the Subject Property. If property is held in a Trust, give the Trust Number and Bank name and address. **These parties shall be notified by the Applicant prior to the public hearing.** Staff will provide the required notice to the Applicant. The required sign(s) will be erected by the Village of Lake Zurich.

Property Identification Number (PIN)	Owner's Name	Mailing Address
See attached list		

(if more space is needed, please attach a separate sheet of paper.)

THE APPLICANT'S SIGNATURE BELOW INDICATES THE INFORMATION CONTAINED IN THIS APPLICATION AND ON ANY ACCOMPANYING DOCUMENTS IS TRUE AND CORRECT.

THE APPLICANT ALSO ACKNOWLEDGES IF THE CONSULTANT EXPENSES EXCEED THE INITIAL ESCROW DEPOSIT, THE APPLICANT WILL REIMBURSE THE ACCOUNT IMMEDIATELY.

LTF Real Estate Company, Inc.

(Name of applicant)

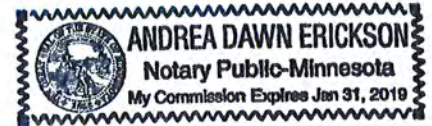
(Signature of applicant)

Subscribed and sworn to before me this 10th day of February, 2018.

Andrea Erickson

(Notary Public)

My Commission Expires January 31, 2019



Hackney's on Lake, Inc.

See attached

(Name of Owner, if different)

(Signature of Owner, if different)

Subscribed and sworn to before me this ____ day of _____, 2017.

(Notary Public)

My Commission Expires _____

Official Use Only

Zoning Case Number: _____ Date of Public Hearing: _____

Application Fees: _____ Annexation Fees: _____

Escrow Deposit for consultant fees: _____

Is a Courtesy Review by the Village Board required? ☐ Yes ☐ No

Traffic study required? ☐ Yes ☐ No

Any impact fees/contributions required? ☐ Yes ☐ No

Compensation amenities required? ☐ Yes ☐ No

Application accepted by: _____ Date: _____

THE APPLICANT'S SIGNATURE BELOW INDICATES THE INFORMATION CONTAINED IN THIS APPLICATION AND ON ANY ACCOMPANYING DOCUMENTS IS TRUE AND CORRECT.

THE APPLICANT ALSO ACKNOWLEDGES IF THE CONSULTANT EXPENSES EXCEED THE INITIAL ESCROW DEPOSIT, THE APPLICANT WILL REIMBURSE THE ACCOUNT IMMEDIATELY.

LTF Real Estate Company, Inc.
(Name of applicant)

(Signature of applicant)

Subscribed and sworn to before me this _____ day of _____, 2017.

(Notary Public)

My Commission Expires _____

Hackney's on Lake, Inc.
(Name of Owner, if different)

Sara Lander
(Signature of Owner, if different)

Subscribed and sworn to before me this 1st day of March, 2018. JKO

Janet R. Ottlinger
(Notary Public)

My Commission Expires 07/20/2020



Official Use Only

Zoning Case Number: _____ Date of Public Hearing: _____

Application Fees: _____ Annexation Fees: _____

Escrow Deposit for consultant fees: _____

Is a Courtesy Review by the Village Board required? ☐ Yes ☐ No

Traffic study required? ☐ Yes ☐ No

Any impact fees/contributions required? ☐ Yes ☐ No

Compensation amenities required? ☐ Yes ☐ No


Application accepted by: _____ Date: _____

PURCHASE AGREEMENT

THIS PURCHASE AGREEMENT (the “**Agreement**”) made and entered into this 6th day of June, 2017 (which is the date that the last of the parties has executed this Agreement and delivered this Agreement to the other party and is hereby deemed the “**Effective Date**”) by and between **Chicago Title Land Trust Company as Trustee U/T/A dated November 15, 2005 AKA Trust NO. 8002345407** (“**Seller**”) and **LTF Real Estate Company, Inc.**, a Minnesota corporation and/or its successor or assigns (“**Buyer**”).

WITNESSETH:

1. Description of Land Sold. Seller, in consideration of the covenants and agreements of Buyer hereinafter contained, hereby sells and agrees to convey unto the Buyer, or its permitted assignee by trustee’s deed upon the prompt and full performance by the Buyer of its part of this Purchase Agreement, a certain tract of land in the Village of Lake Zurich, Illinois, consisting of approximately 10.68 acres located at 880 N. Rand Road, Lake Zurich, Illinois, and legally described on **Exhibit A** attached hereto and as further depicted on the site plan attached hereto as **Exhibit B** (hereinafter referred to as the “**Property**”).



IN WITNESS WHEREOF, the parties have caused this Purchase Agreement to be effective as of the Effective Date.



SELLER:

Chicago Title Land Trust Company as Trustee
U/T/A dated November 15, 2005 AKA Trust NO.
8002345407

By: _____

Its: _____

[Signature]
Assistant Vice President

BUYER:

LTF Real Estate Company, Inc.,
a Minnesota corporation

By: _____

Its: _____

[Signature]
Parham Javaheri
Sr. Vice President of Real Estate and
Development

LIFE TIMESM

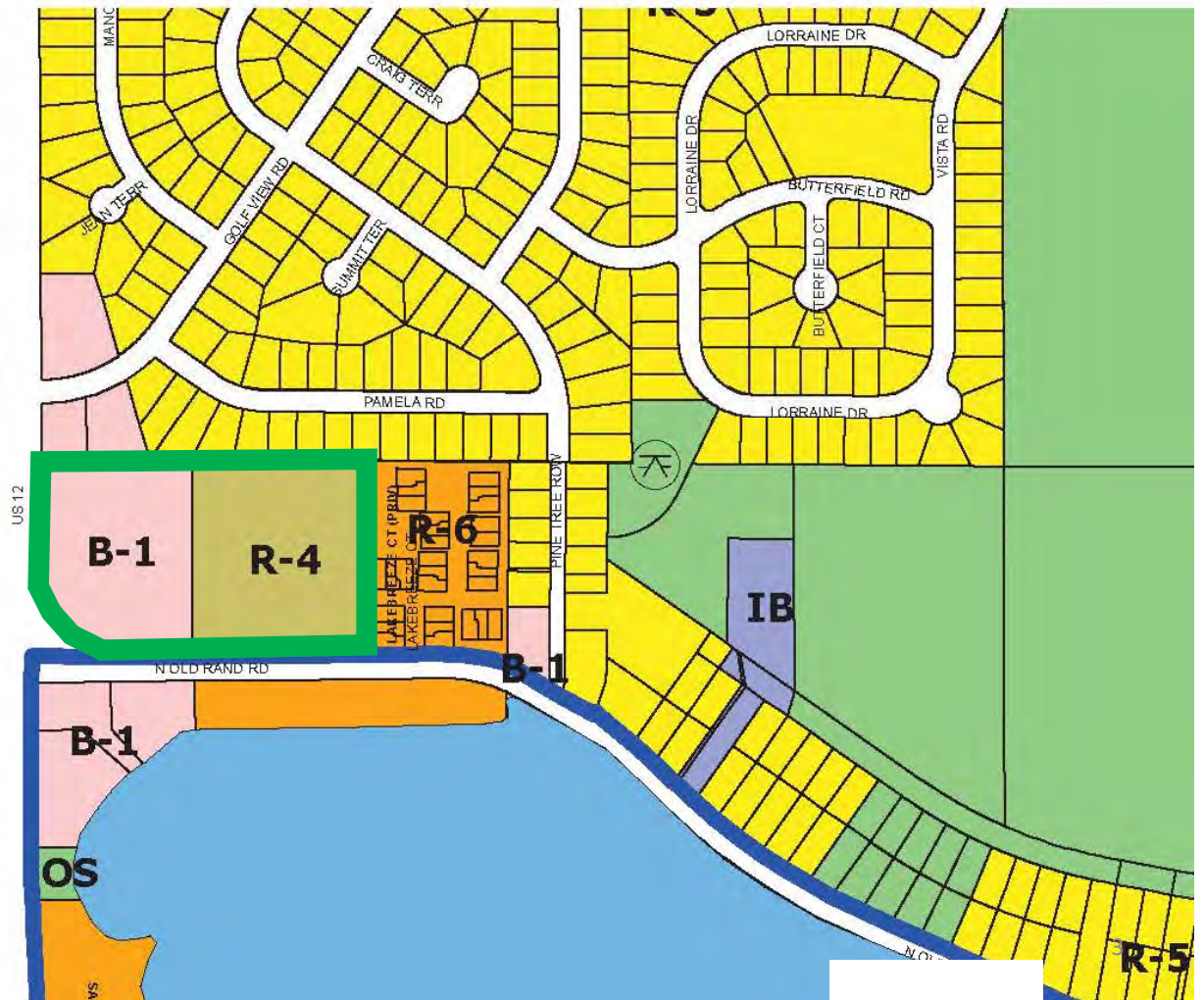
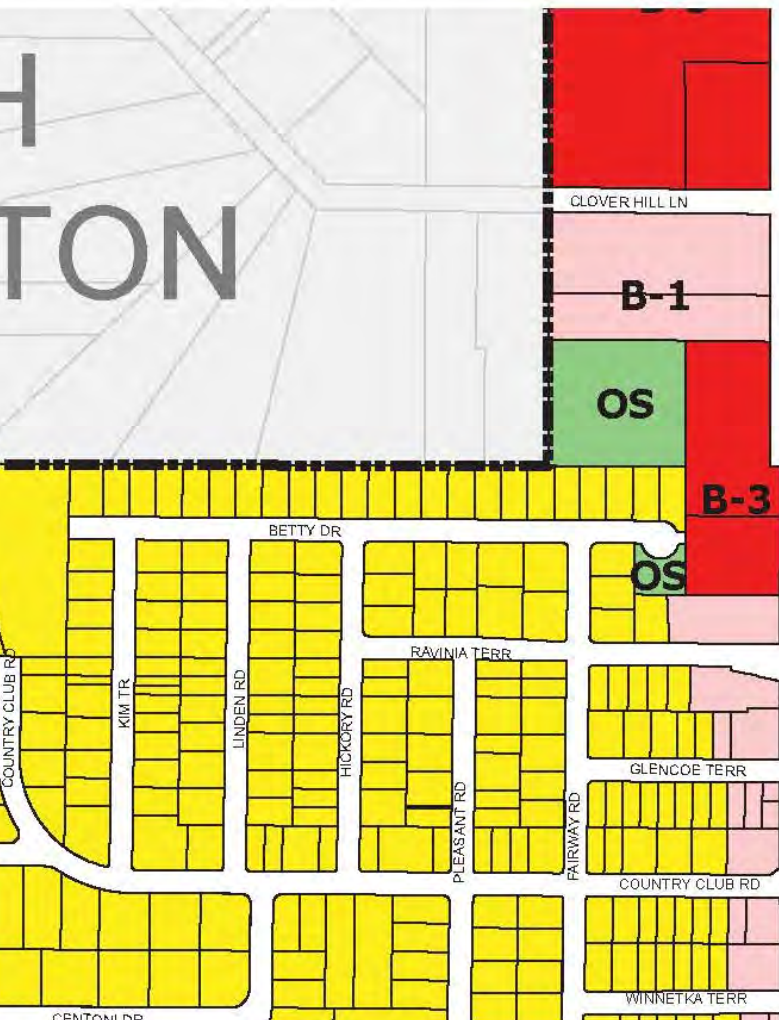
HEALTHY WAY OF LIFE
LAKE ZURICH, IL



CHALLENGES WITH THIS PROPERTY

- **SPLIT ZONING**
- **VEHICULAR ACCESS**

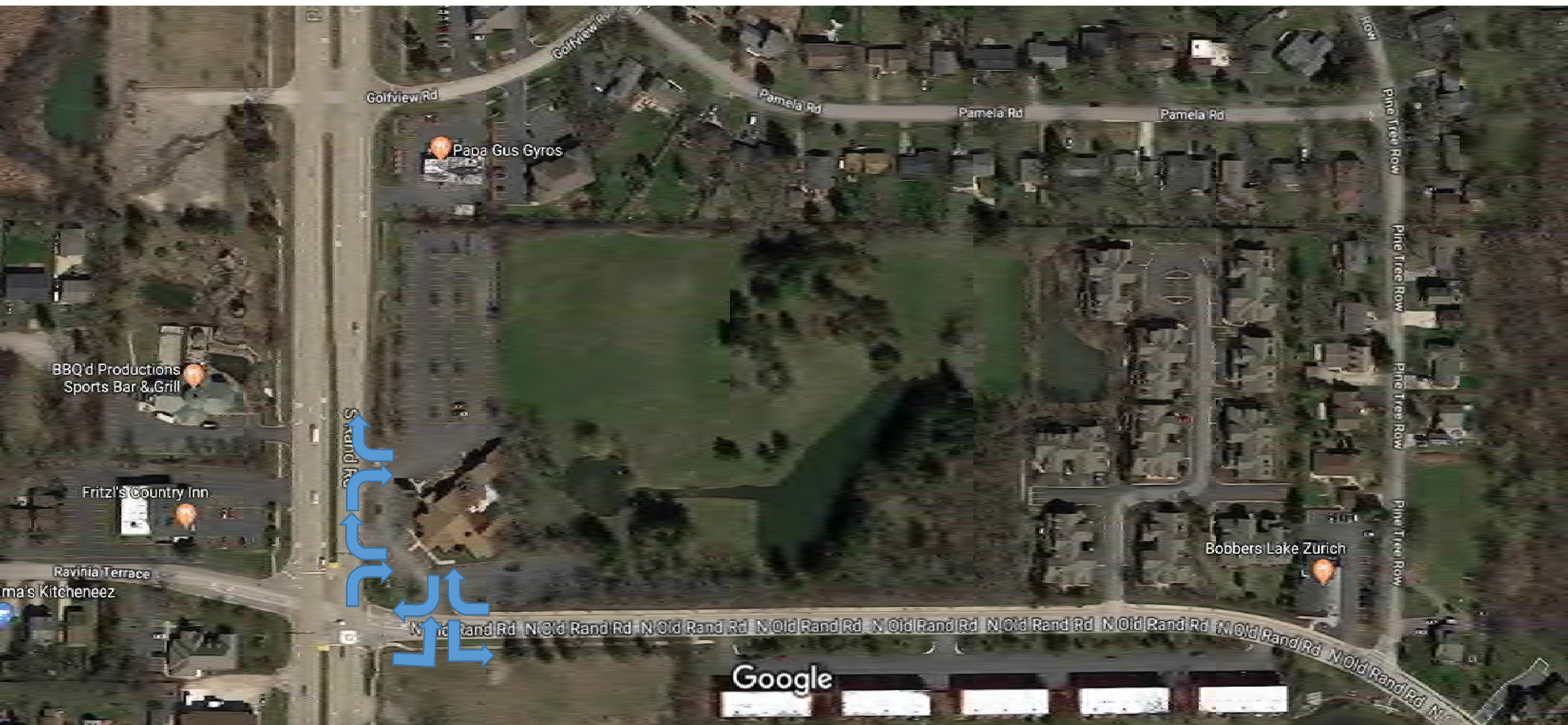
TON



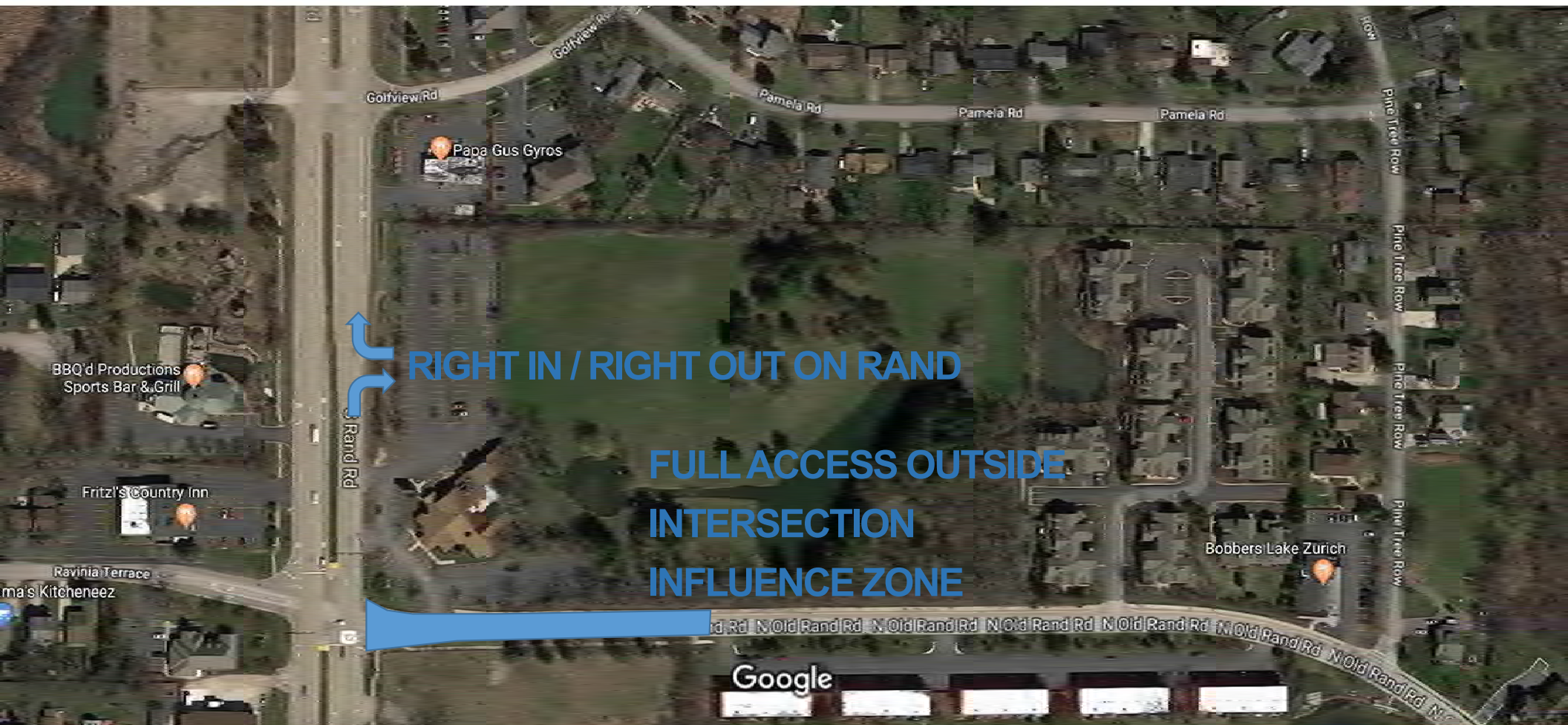
COMPREHENSIVE PLAN



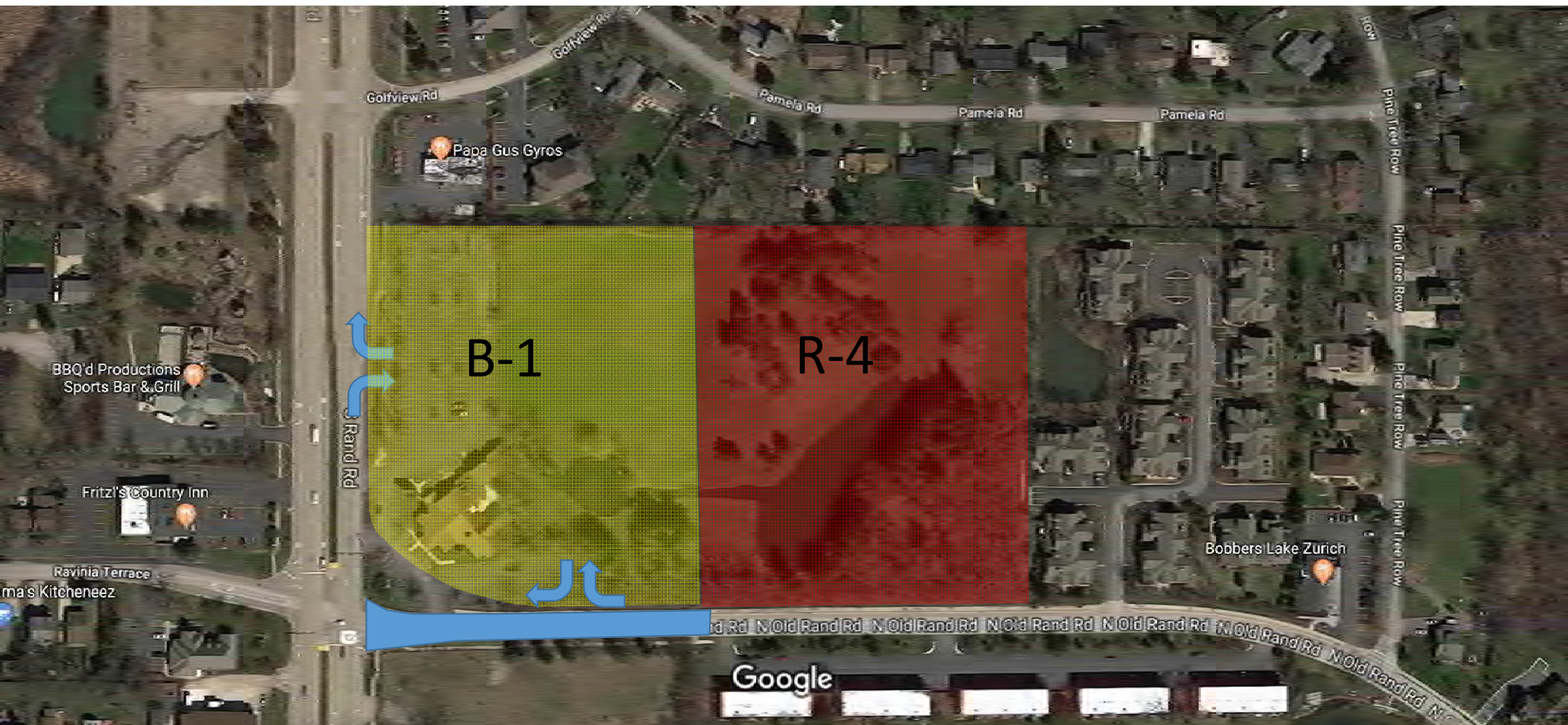
EXISTING SITE ACCESS



IDOT RESTRICTIONS TO ACCESS



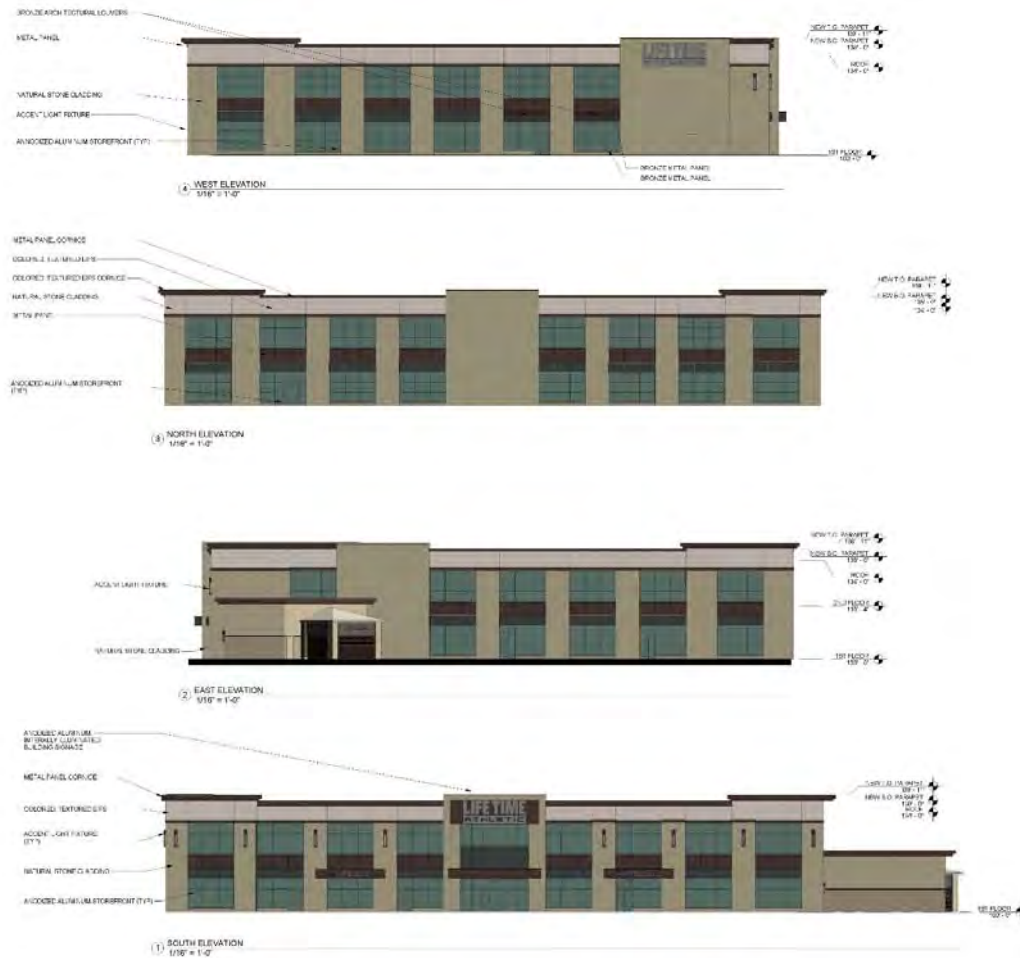
ZONING + ACCESS RESTRICTIONS



AREAS OF CONCERN AT PZC

- **BUILDING HEIGHT**
- **TRAFFIC ON OLD RAND ROAD**

BUILDING HEIGHT REDUCED TO 2-STORIES 39'-11"

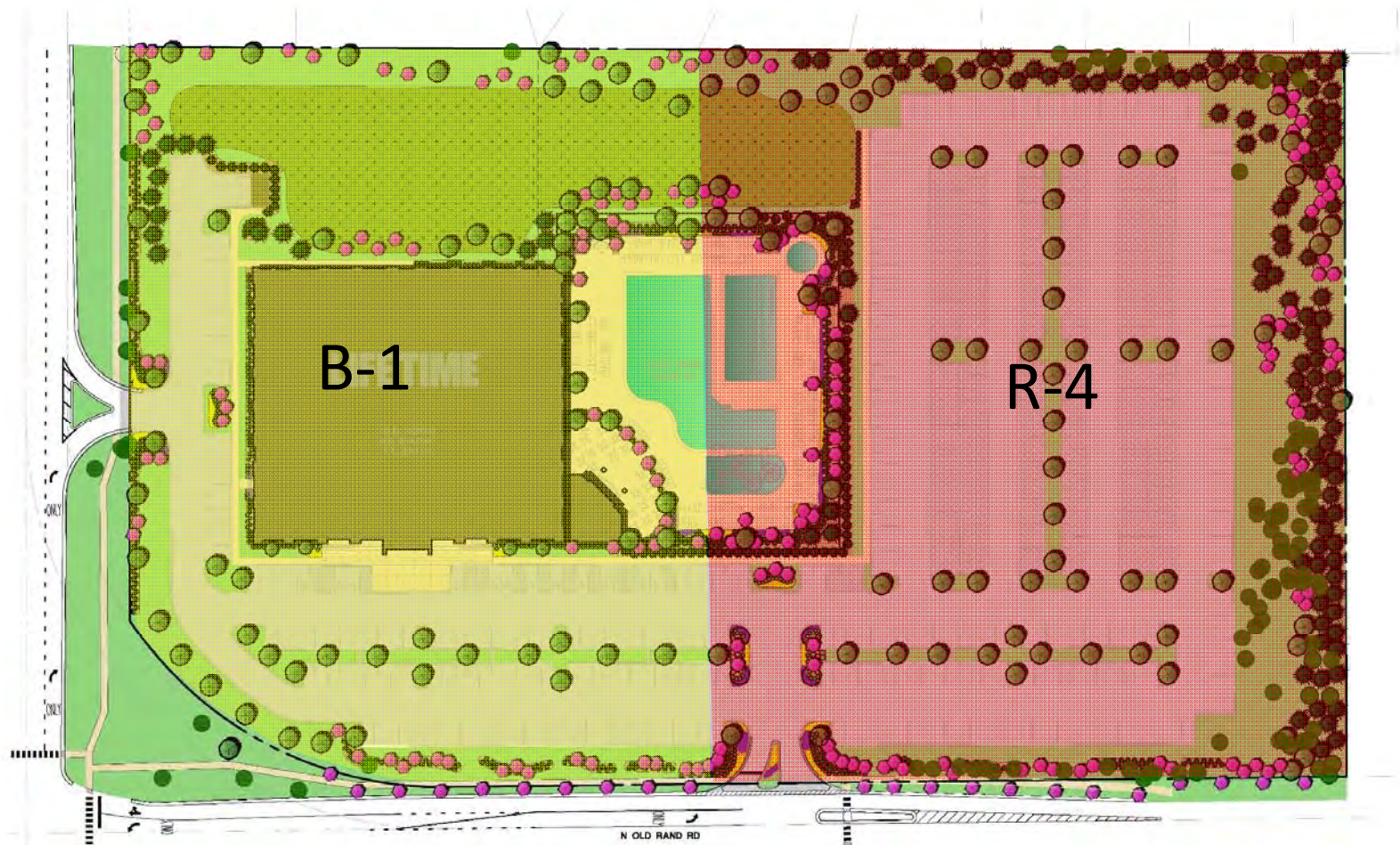




PREVIOUS PROPOSAL



REVISED PROPOSAL



PREVIOUS PROPOSAL



REVISED PROPOSAL



PREVIOUS PROPOSAL



REVISED PROPOSAL



REVISED PROPOSAL







REVISED ACCESS PROPOSAL

NEIGHBORHOOD OPEN HOUSE

**HOLIDAY INN – CONFERENCE ROOM
197 S. RAND ROAD
THURSDAY – MARCH 15TH
5PM-7PM**

LIFE TIMESM

HEALTHY WAY OF LIFE
LAKE ZURICH, IL





LAKE ZURICH, IL

CONCEPTUAL EXTERIOR ELEVATIONS

02/19/18



BASIS OF BEARINGS

SURVEY PREPARED FOR

TITLE NOTES

INDEX TO SCHEDULE B

[illegible]

LOCATION MAP

PROPERTY ADDRESS

PROPERTY AREA

457,902 SQUARE FEET (10.511 ACRES)

PIN

14-18-400-001

LEGAL DESCRIPTION

The map shows a coastal area with various zoning districts. A blue line represents the coastline. A black arrow points to a specific area labeled "SURVEY SITE". The map includes labels for different zones: B-1, OS, R-4, R-5, IB, and B-1. The map also shows street names like "COSTA MESA BLVD" and "MIRAMAR BLVD".

ZONING MAP

NOT TO SCALE

BULK REGULATIONS

FLOOD HAZARD NOTE:

SHEET INDEX

SURVEYOR CERTIFICATE:

STATE OF ILLINOIS)

COUNTY OF LAKE) ss

CERTIFIED TO: LTF REAL ESTATE COMPANY, INC., A MINNESOTA CORPORATION
AND: CHICAGO TITLE LAND TRUST COMPANY, AS TRUSTEE UNDER TRUST AGREEMENT
DATED NOVEMBER 15, 2005 AND KNOWN AS TRUST NUMBER 8002345407
AND: CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(b1), 7(c), 8, 9, 11, 13 AND 16 OF TABLE A THEREOF.

THE FIELD WORK WAS COMPLETED ON AUGUST 2, 2017.

DATED THIS 15TH DAY OF AUGUST, A.D., 2017.

9 me

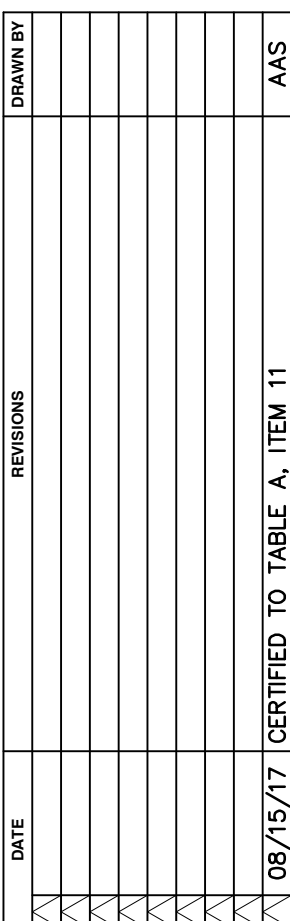
[Signature]

EMAIL ADDRESS: EYESELY@MANHARD.COM

LICENSE EXPIRES NOVEMBER 30, 2018

DESIGN FIRM PROFESSIONAL LICENSE NO. 184003350

LICENSE EXPIRES APRIL 30, 2019.



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Civil Engineers • Surveyors • Water Resource Engineers • Wetland & Wetweather Engineers
Construction Management • Environmental Scientists • Industrial Architects • Planners

**880 N OLD RAND ROAD
LAKE ZURICH, ILLINOIS**

ALTA/NSPS LAND TITLE SURVEY

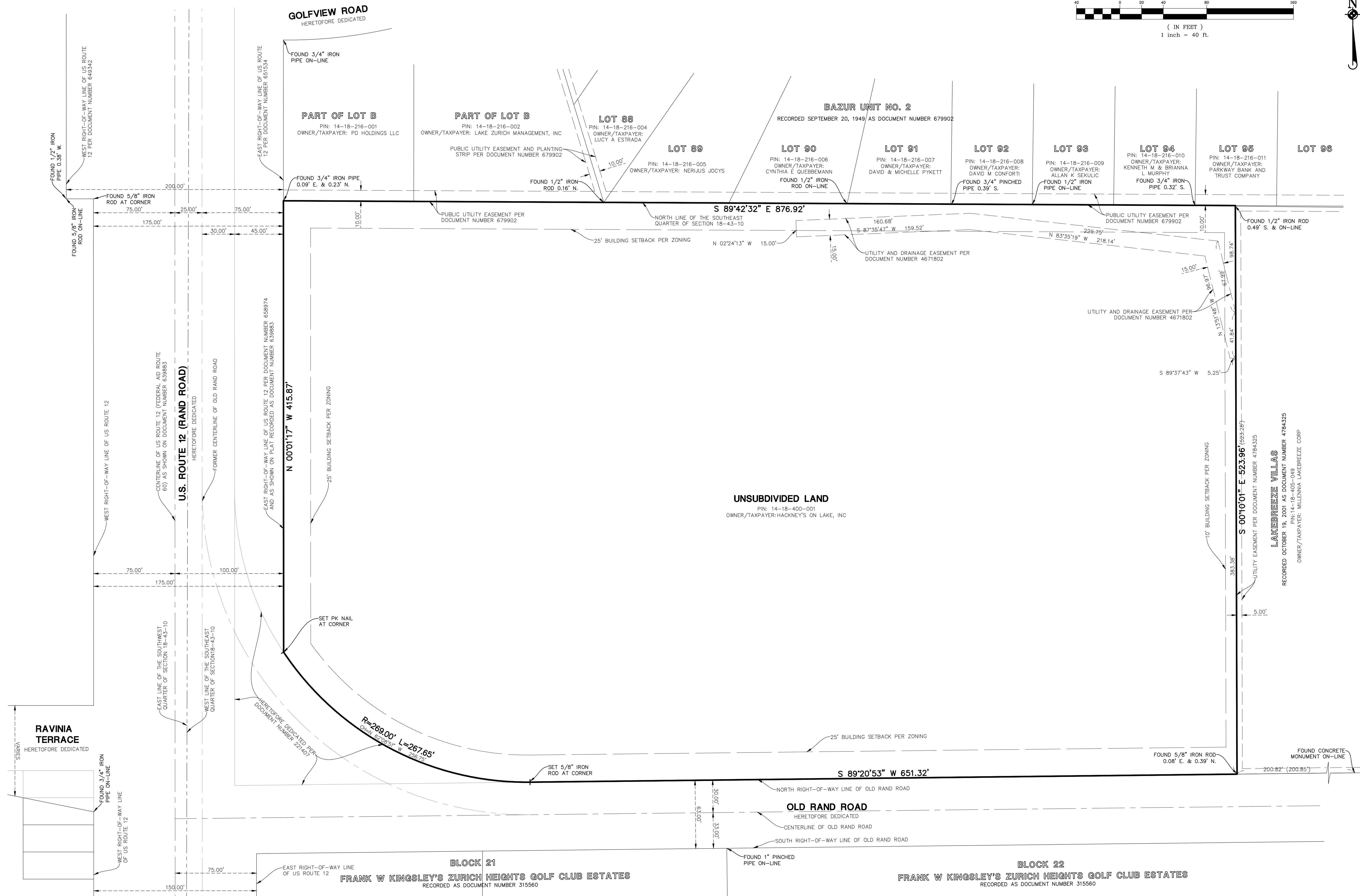
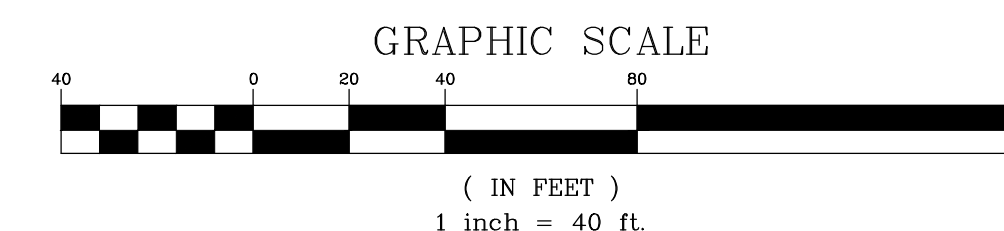
PROJ. MGR.: JDF
 PROJ. ASSOC.: ERV
 DRAWN BY: AAS
 DATE: 07/13/17
 SCALE: NA

SHEET

1 OF 4

LTLFLZIL01

ALTA/NSPS LAND TITLE SURVEY

[illegible]

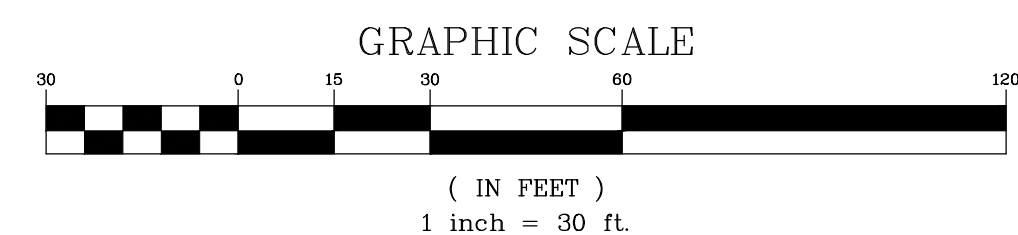
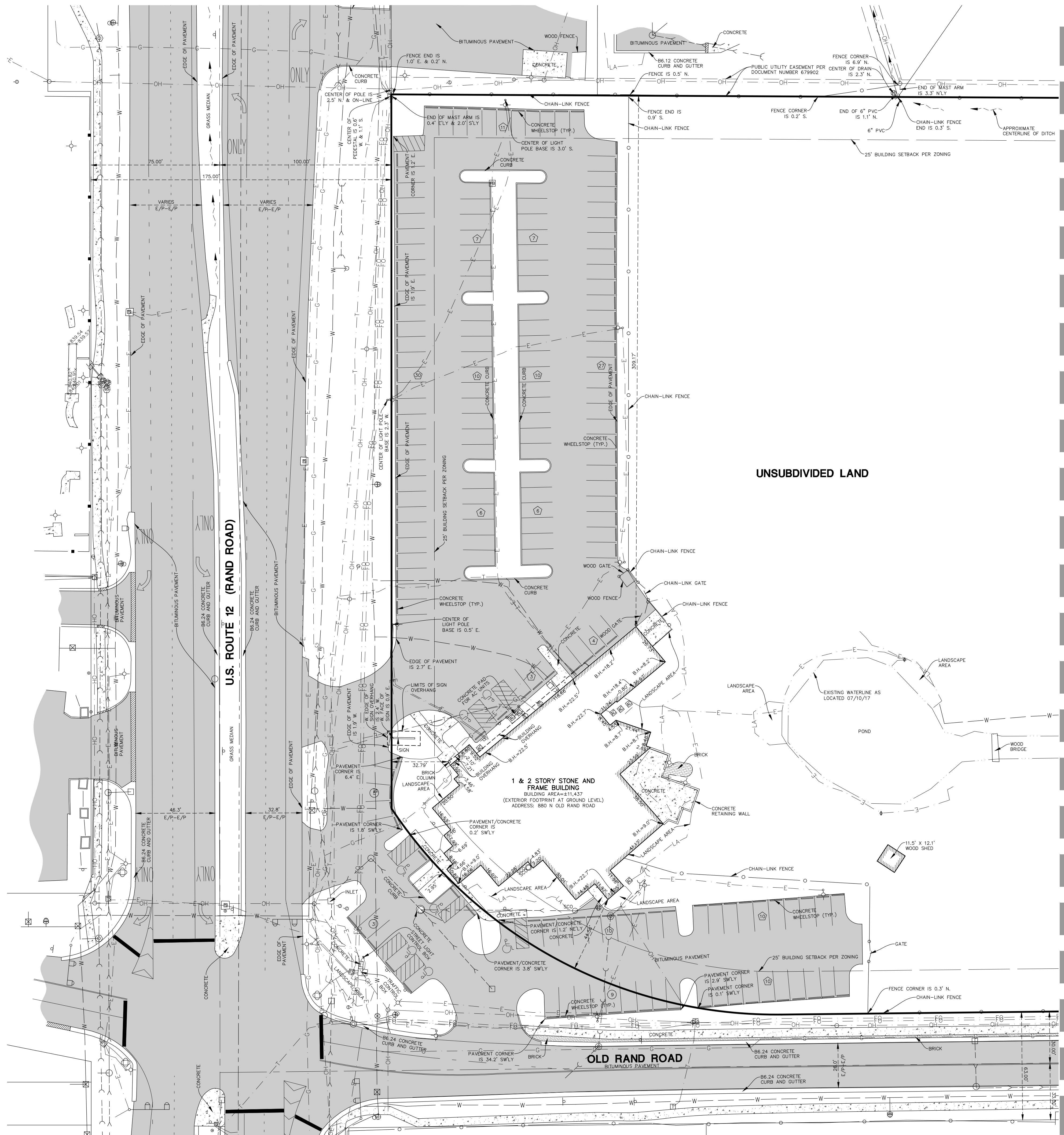
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1000 Woodlands Parkway, Vernon Hills, IL 60061
p847.654.5500 f847.654.0085 manhard.com

Construction Managers • Environmental Scientists • Landscape Architects • Planners

<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 10px;">PROJECT: JDF</div> <div style="margin-bottom: 10px;">PROJECT ASSOC.: ERV</div> <div style="margin-bottom: 10px;">DRAWN BY: AAS</div> <div style="margin-bottom: 10px;">DATE: 07/13/17</div> <div>SCALE: 1" = 40'</div> </div>	<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 10px;">SHEET</div> <div style="display: flex; align-items: center; gap: 10px;"> 2 OF 4 </div> <div style="margin-top: 10px;">LTLFZL01</div> </div>
<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 10px;">880 N OLD RAND ROAD</div> <div style="margin-bottom: 10px;">LAKE ZURICH, ILLINOIS</div> <div>ALTA/NSPS LAND TITLE SURVEY</div> </div>	

ALTA/NSPS LAND TITLE SURVEY



PARKING SUMMARY

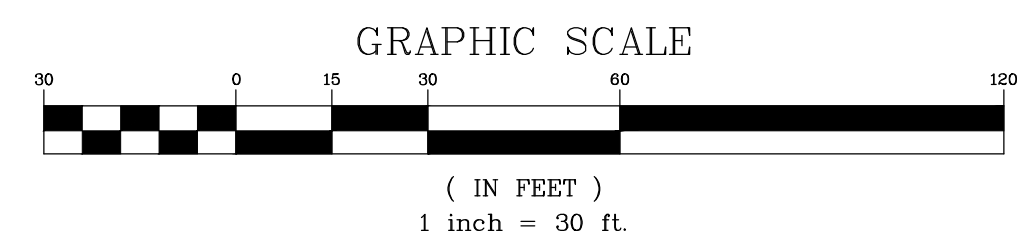
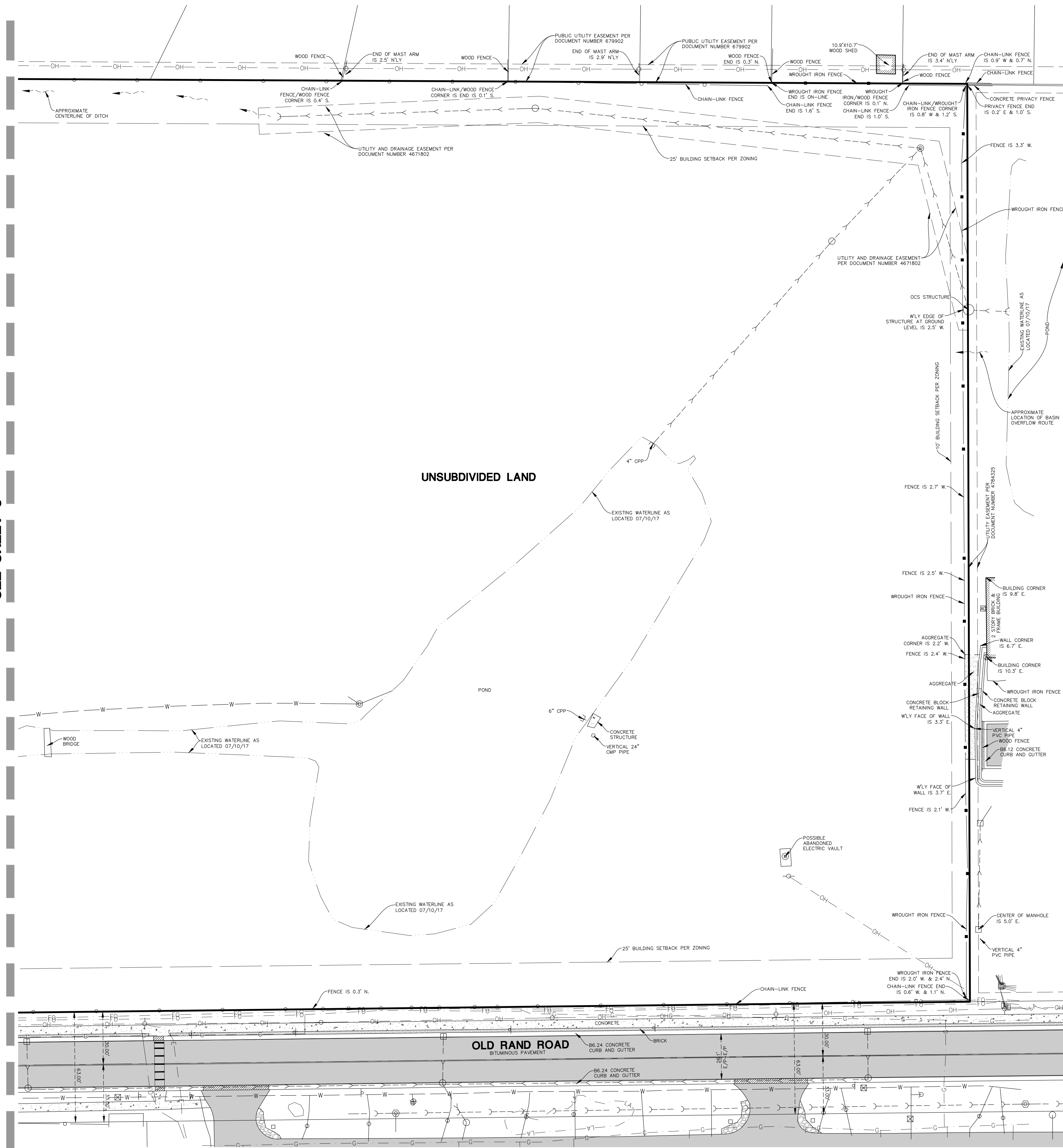
<p>PARKING SPACES WITHIN SURVEYED PROPERTY</p> <p>REGULAR SPACES = 151</p> <p><u>HANDICAPPED SPACES = 2</u></p> <p>TOTAL SPACES = 153</p>
<p>PARKING SPACES WITHIN RIGHT-OF-WAY</p> <p>REGULAR SPACES = 17</p> <p><u>HANDICAPPED SPACES = 5</u></p> <p>TOTAL SPACES = 22</p>

LEGEND

- | | |
|--|---------------------------------------|
| | = EX. PROPERTY LINE |
| | = EX. EASEMENT LINE |
| | = EX. SIDEWALK |
| | = EX. CONCRETE CURB & GUTTER |
| | = EX. DEPRESSIONED CURB |
| | = EX. CHAIN-LINK FENCE |
| | = EX. WOOD FENCE |
| | = EX. WROUGHT IRON FENCE |
| | = EX. WIRE FENCE |
| | = EX. STORM LINE |
| | = EX. SANITARY LINE |
| | = EX. WATERMAIN LINE |
| | = EX. UNDERGROUND ELECTRIC |
| | = EX. UNDERGROUND FIBER OPTIC |
| | = EX. UNDERGROUND CABLE TELEVISION |
| | = EX. UNDERGROUND TELEPHONE |
| | = EX. UNDERGROUND GAS |
| | = EX. OVERHEAD WIRES |
| | = EX. WATER LINE |
| | = EX. LANDSCAPE AREA |
| | = EX. DITCH/SWALE |
| | = EX. MISCELLANEOUS MANHOLE (MH) |
| | = EX. STORM MANHOLE (MH) |
| | = EX. STORM CATCH BASIN (CB) |
| | = EX. STORM INLET (INL) |
| | = EX. FLARED END SECTION (FES) |
| | = EX. RIP-RAP |
| | = EX. DRAIN |
| | = EX. DOWN SPOUT |
| | = EX. STORM SEWER MARKER |
| | = EX. SANITARY MANHOLE (SMH) |
| | = EX. SANITARY CLEANOUT |
| | = EX. SANITARY SEWER MARKER |
| | = EX. COMBINATION SEWER MANHOLE (CMH) |
| | = EX. GREASE TRAP |
| | = EX. FIRE HYDRANT/AUX. VALVE |
| | = EX. VALVE BOX |
| | = EX. VALVE VAULT (V.V.) |
| | = EX. WATER METER |
| | = EX. BUFFALO BOX |
| | = EX. WELL HEAD |
| | = EX. WATER MARKER |
| | = EX. GAS VALVE |
| | = EX. GAS METER |
| | = EX. GAS MANHOLE |
| | = EX. JULIE GAS MARKER |
| | = EX. ELECTRICAL METER |
| | = EX. ELECTRICAL MANHOLE |
| | = EX. ELECTRICAL OUTLET |
| | = EX. ELECTRIC PEDESTAL/BOX |
| | = EX. JULIE ELECTRIC MARKER |
| | = EX. HANDHOLE |
| | = EX. TRAFFIC SIGNAL MANHOLE |
| | = EX. TRAFFIC SIGNAL CONTROL BOX |
| | = EX. TELEPHONE PEDESTAL |
| | = EX. TELEPHONE MANHOLE |
| | = EX. TELEPHONE VAULT |
| | = EX. TELEPHONE MARKER |
| | = EX. TELEVISION PEDESTAL |
| | = EX. TELEVISION MANHOLE |
| | = EX. TELEVISION LINE MARKER |
| | = EX. FIBER OPTIC MANHOLE |
| | = EX. FIBER OPTIC LINE MARKER |
| | = EX. UTILITY POLE |
| | = EX. UTILITY POLE WITH LIGHT |
| | = EX. GUY WIRE |
| | = EX. LIGHT STANDARD |
| | = EX. STREET LIGHT |
| | = EX. GROUND LIGHT |
| | = EX. BOLLARD LIGHT |
| | = EX. TRAFFIC SIGNAL |
| | = EX. TRAFFIC SIGNAL WITH ARM |
| | = EX. TRAFFIC SIGNAL MANHOLE |
| | = EX. SIGN |
| | = EX. BOLLARD |
| | = EX. FIRE SIAMESE/ALARM BOX |
| | = EX. AIR CONDITIONING UNIT |
| | = EX. TEST/SOIL BORING |
| | = EX. HANDICAPPED PARKING |
| | = EX. BITUMINOUS PAVEMENT |
| | = EX. CONCRETE |
| | = EX. AGGREGATE |
| | = EX. BRICK |

SEE SHEET 4

ALTA/NSPS LAND TITLE SURVEY



PARKING SUMMARY

PARKING SPACES WITHIN SURVEYED PROPERTY REGULAR SPACES = 151 <u>HANDICAPPED SPACES = 2</u> TOTAL SPACES = 153
PARKING SPACES WITHIN RIGHT-OF-WAY REGULAR SPACES = 17 <u>HANDICAPPED SPACES = 5</u> TOTAL SPACES = 22

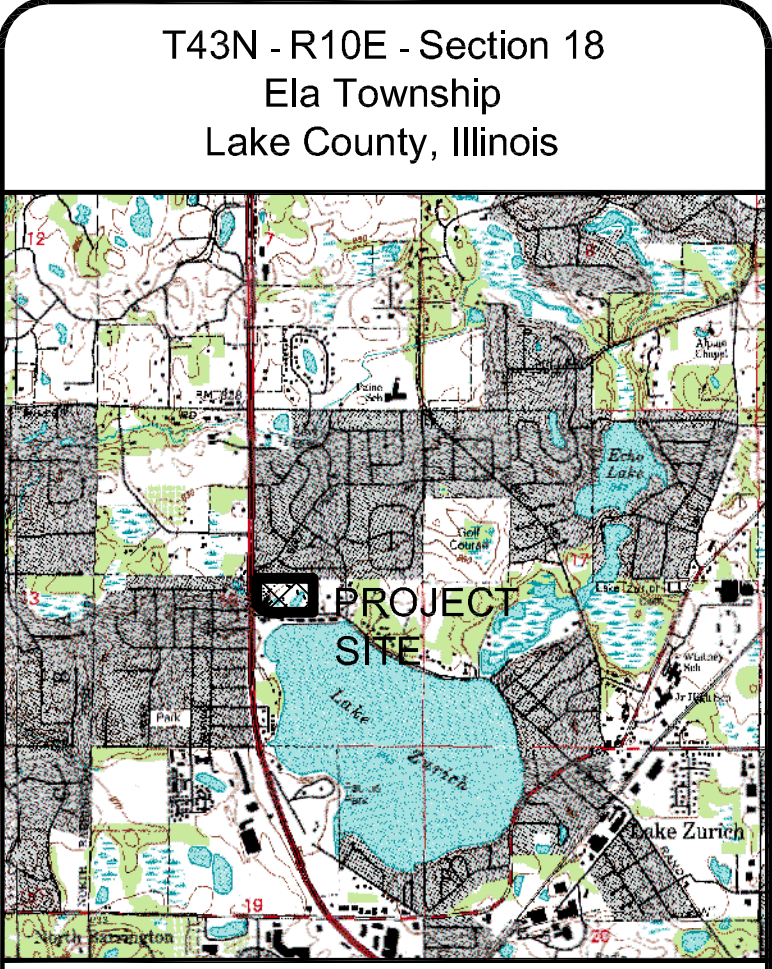
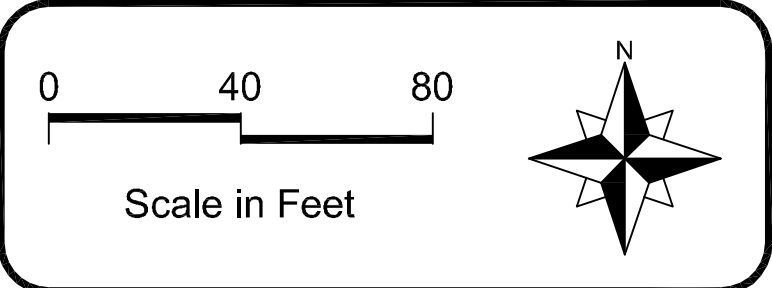
LEGEND

- | | |
|--|---------------------------------------|
| | = EX. PROPERTY LINE |
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| | = EX. SIDEWALK |
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| | = EX. BITUMINOUS PAVEMENT |
| | = EX. CONCRETE |
| | = EX. AGGREGATE |
| | = EX. BRICK |

SEE SHEET 3



DATA PT. & TILE #	SIZE (IN.) & MATERIAL	DEPTH TO TOP	FLOW & SILT %	COND.	GENERAL NOTES
A A 1	6" COR. POLY.	7"	0	0	GOOD outlets to surface nearby
A B -	-	-	-	-	no tile encountered
A C -	-	-	-	-	no tile encountered
A D -	-	-	-	-	no tile encountered
A E -	-	-	-	-	no tile encountered
A F -	-	-	-	-	no tile encountered
A G -	-	-	-	-	no tile encountered
A H -	-	-	-	-	no tile encountered



LEGEND		
Study Area		
Existing Contours		
Existing Wetlands		
Investigation Trench		
Existing Drain Tiles		
COR. POLY. =		
A A = Data Point		
1 = Tile #		
Data Identification Label (See Table at Left)		
No.	Revision/Issue	Date

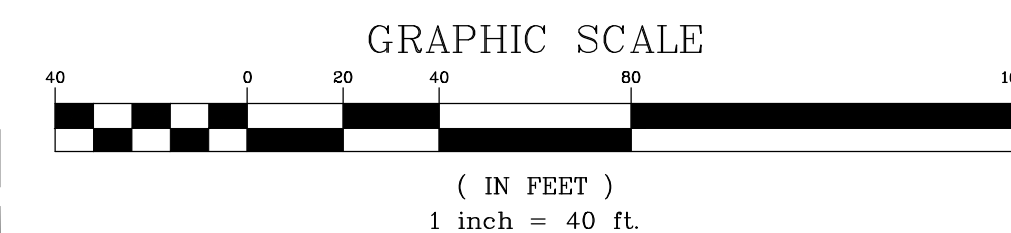
Hey and Associates, Inc.
Engineering, Ecology and Landscape Architecture
26575 WEST COMMERCE DRIVE, SUITE 601
VOLO, ILLINOIS 60073
OFFICE (847) 740-0888
FAX (847) 740-2888
VOLO@HEYASSOC.COM

Manhard
Old Rand Road Site

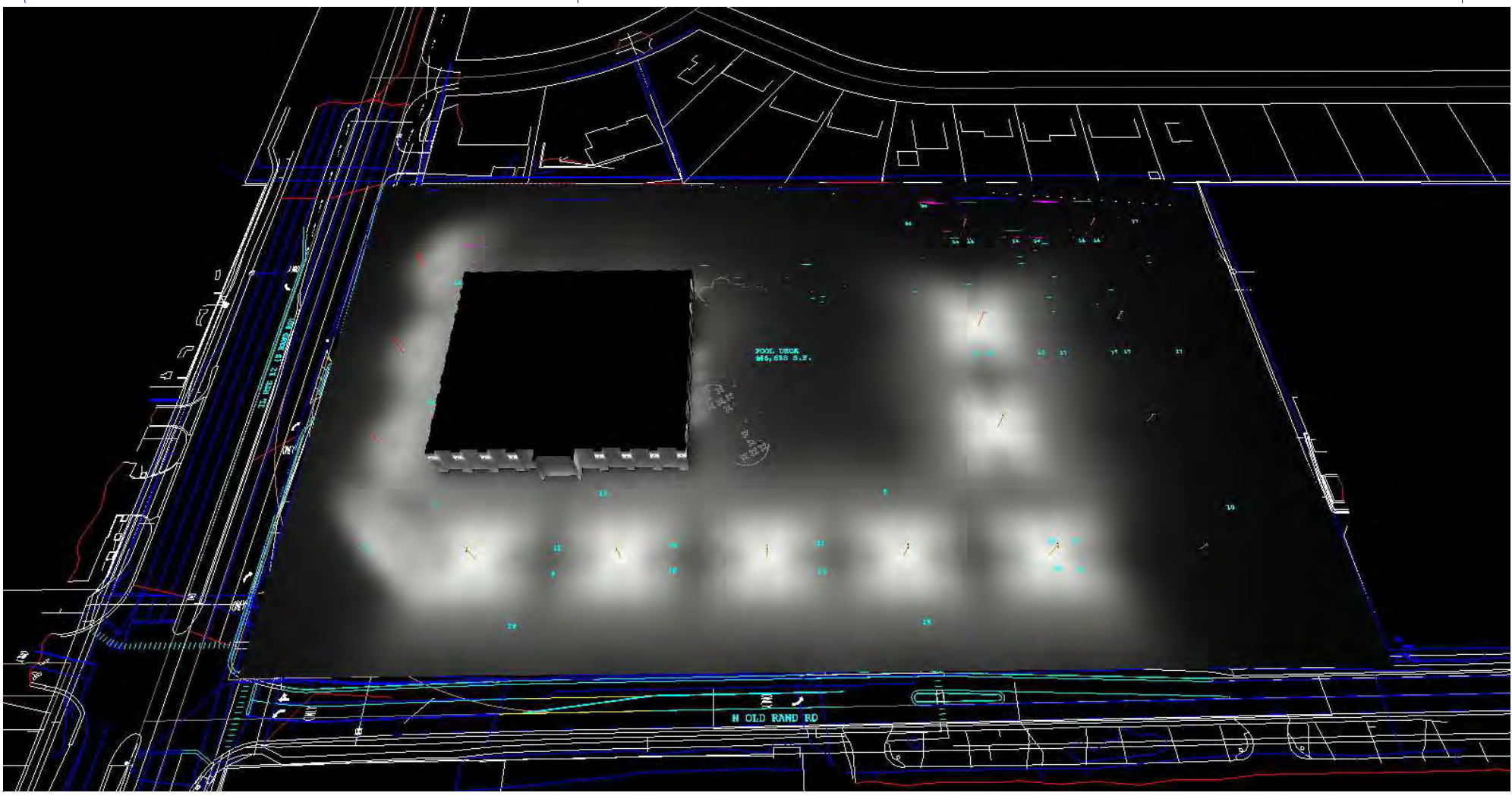
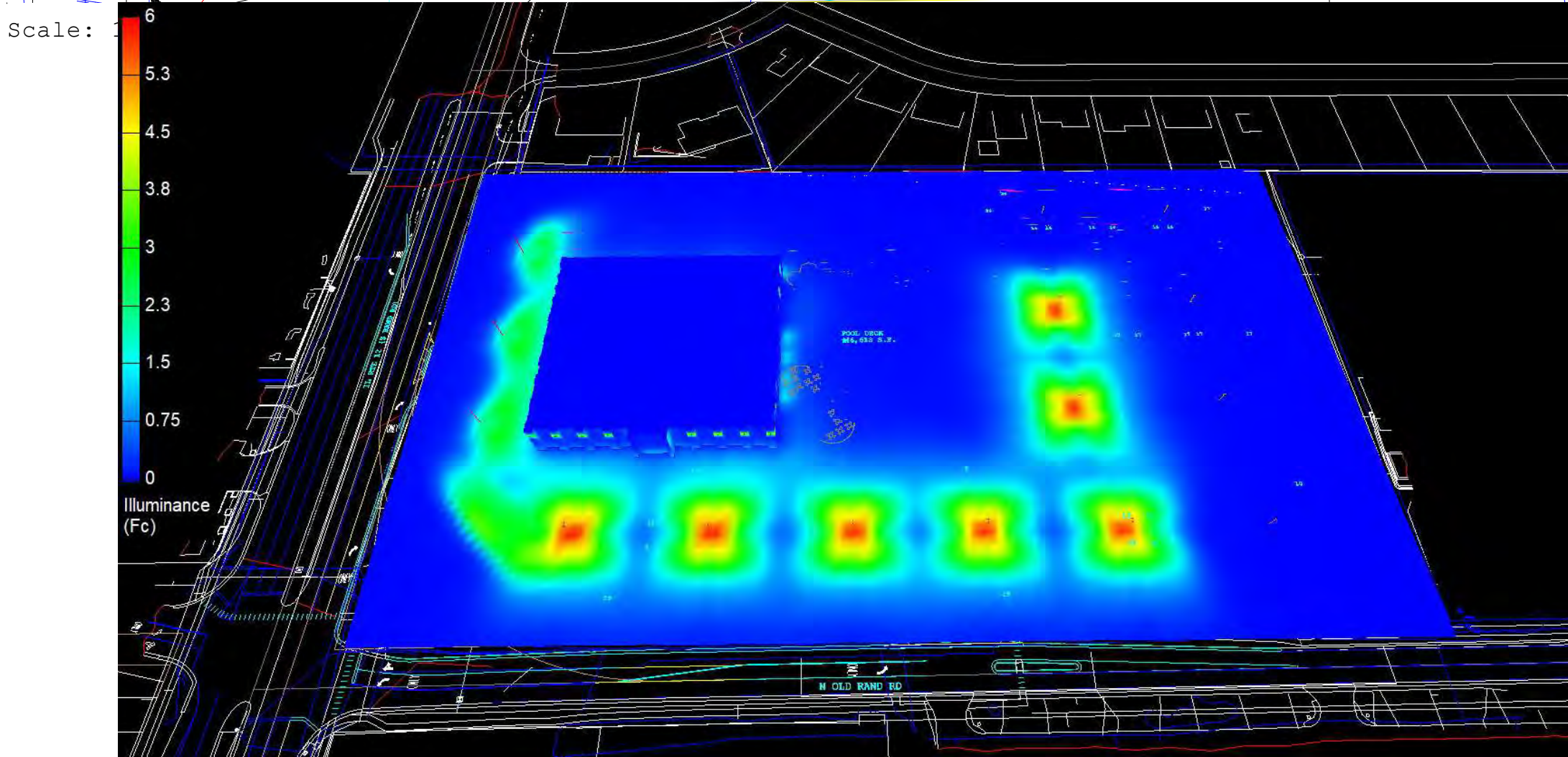
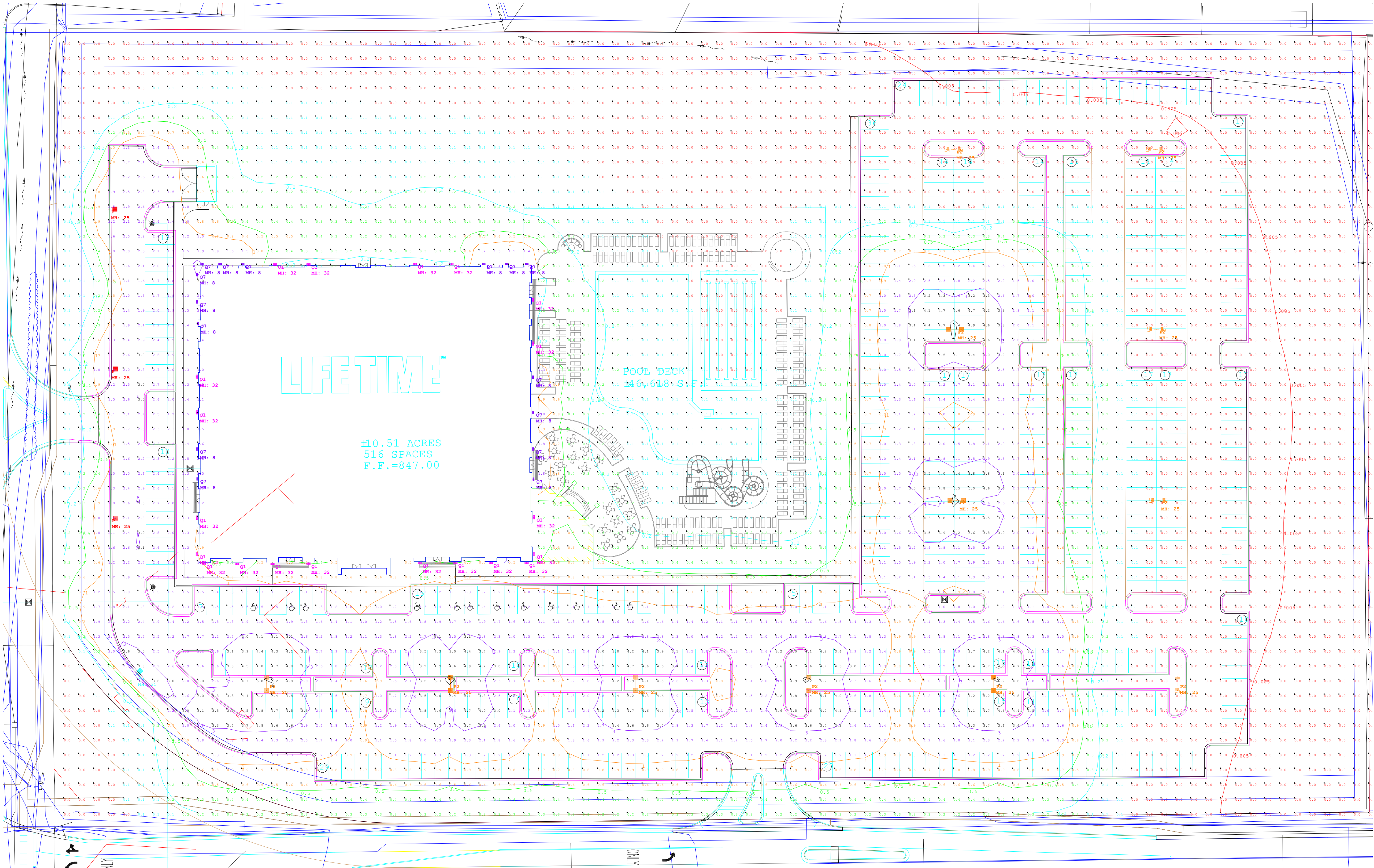
Subsurface Drainage
Inventory

PROJECT NO: 17-0257		SHEET NO: 1
FIELDWORK DATE	09/05/2017	
FIELDWORK BY	KGK/NRS	
DRAWN BY	KGK	
APPROVED BY	KGK	
ISSUE DATE	09/22/2017	

Sheet 1 of 1



1. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS AND ADJACENT UTILITY LAYOUT HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE DATE OF THIS DRAWING. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THEREFORE CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND EXACT UTILITY ENTRANCE LOCATIONS AND NOTIFY THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) PRIOR TO ANY WORK TO LOCATE UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT.
4. ROUTING OF GAS, ELECTRIC AND TELEPHONE SERVICES IF SHOWN ARE APPROXIMATE ONLY AND SUBJECT TO CHANGE BASED UPON FINAL REVIEW AND APPROVAL BY RESPECTIVE UTILITY COMPANIES AND OWNER. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS FOR ALL UTILITY SERVICES PRIOR TO START OF CONSTRUCTION.
5. CONTRACTOR SHALL EXCAVATE AND VERIFY ALL EXISTING SEWER, WATER MAIN AND DRY UTILITY LOCATIONS, SIZES, CONDITIONS & ELEVATIONS AT PROPOSED POINTS OF CONNECTION AND CROSSINGS PRIOR TO ANY UNDERGROUND CONSTRUCTION AND NOTIFY THE OWNER OF ANY DISCREPANCIES OR CONFLICTS.
6. LIGHTING AND UNDERGROUND CABLE IF SHOWN ON PLANS ARE FOR APPROXIMATE LOCATION ONLY. REFER TO ARCHITECTURAL PLANS FOR SPECIFICATIONS AND DETAILS.
7. THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO PROPOSED FINISH GRADES.
8. CONTRACTOR TO VERIFY LOCATION, SIZES, AND ELEVATION OF ALL BUILDING SERVICE LOCATIONS WITH ARCHITECTURAL PLANS.
9. AT LOCATIONS WHERE WATER MAIN CROSSES BENEATH OR LESS THAN 18" ABOVE A SEWER, PROVIDE WATER MAIN PROTECTION PER STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.
10. ELEVATIONS GIVEN FOR STORM SEWER STRUCTURES LOCATED IN CURB LINE ARE PAVEMENT ELEVATIONS.
11. ALL WATER MAIN SHALL BE 5'-6" BELOW FINISHED GRADE TO TOP OF MAINS UNLESS NOTED OTHERWISE.
12. ALL EXISTING UTILITIES SHOWN ARE NOT TO BE INTERPRETED AS THE EXACT ELEVATION OR LOCATION, OR AS THE ONLY OBSTACLES THAT MAY OCCUR ON THE SITE. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES.
13. THE UNDERGROUND UTILITY INFORMATION AS SHOWN HEREIN IS PROVIDED IN PART, UPON INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED NOR CERTIFIED.
14. ALL SANITARY AND STORM SEWER LENGTHS SHOWN ARE CENTER OF MANHOLE TO CENTER OF MANHOLE OR STORM MANHOLE TO FES.
15. PROVIDE CONCRETE COLLAR FOR ALL MANHOLES & VALVE VAULTS IN PAVEMENT, NOT ADJACENT TO CURB. SEE CONCRETE COLLAR DETAIL ON DETAIL SHEET.
16. CONTRACTOR SHALL CORE AND BOOT ALL PIPE ENTRANCES TO EXISTING SANITARY MANHOLES.
17. EXTERNAL CHIMNEY SEALS ARE REQUIRED ON PROPOSED AND ADJUSTED EXISTING SANITARY MANHOLES.
18. SOME EXISTING ITEMS TO BE REMOVED HAVE BEEN DELETED FROM THIS PLAN FOR CLARITY. SEE DEMOLITION PLAN FOR ITEMS DELETED.



Luminaire Schedule					Lum. Lumens			LLF		Description		Lum. Watts	Arr. Watts	Total Watts
Symbol	Qty	Label	Arrangement											
	3	P	SINGLE		14362			0.900		XALM-FT-LED-SS-40-DE-BLS-IL		154.1	154.1	462.3
	12	P2	BACK-BACK		18858			0.900		(2) XALM-FT-LED-SS-40		308.2	308.2	3698.4
	1	P5	SINGLE		13035			0.900		XALM-2-LED-SS-40-IL		156.2	156.2	156.2
	20	Q1	SINGLE		3029			0.900		DS-72-MH		100	100	2000
	15	Q7	SINGLE		1528			0.900		DP-622-PP-PP-1f39-120-WH		32	32	480

Calculation Summary			Units			Avg			Min			Max/Min		
Label	CalcType		Illuminance	FC		0.71	6.5		0.0	N.A.		N.A.	N.A.	
Site 2														
Parking 2						1.32	6.5		0.0	N.A.		N.A.	N.A.	

These drawings are for conceptual use only and are not intended for construction. Values represented are an approximation generated from manufacturers photometric inhouse or independent lab tests with data supplied by lamp manufacturers.

Lifetime - Lake Zurich

After 9pm

Drawn By: Joe Frey

Date:3/13/2018

Sales Agent: Jerry Strand

Scale: 1" = 40'

Revisions

#	Date	Comments

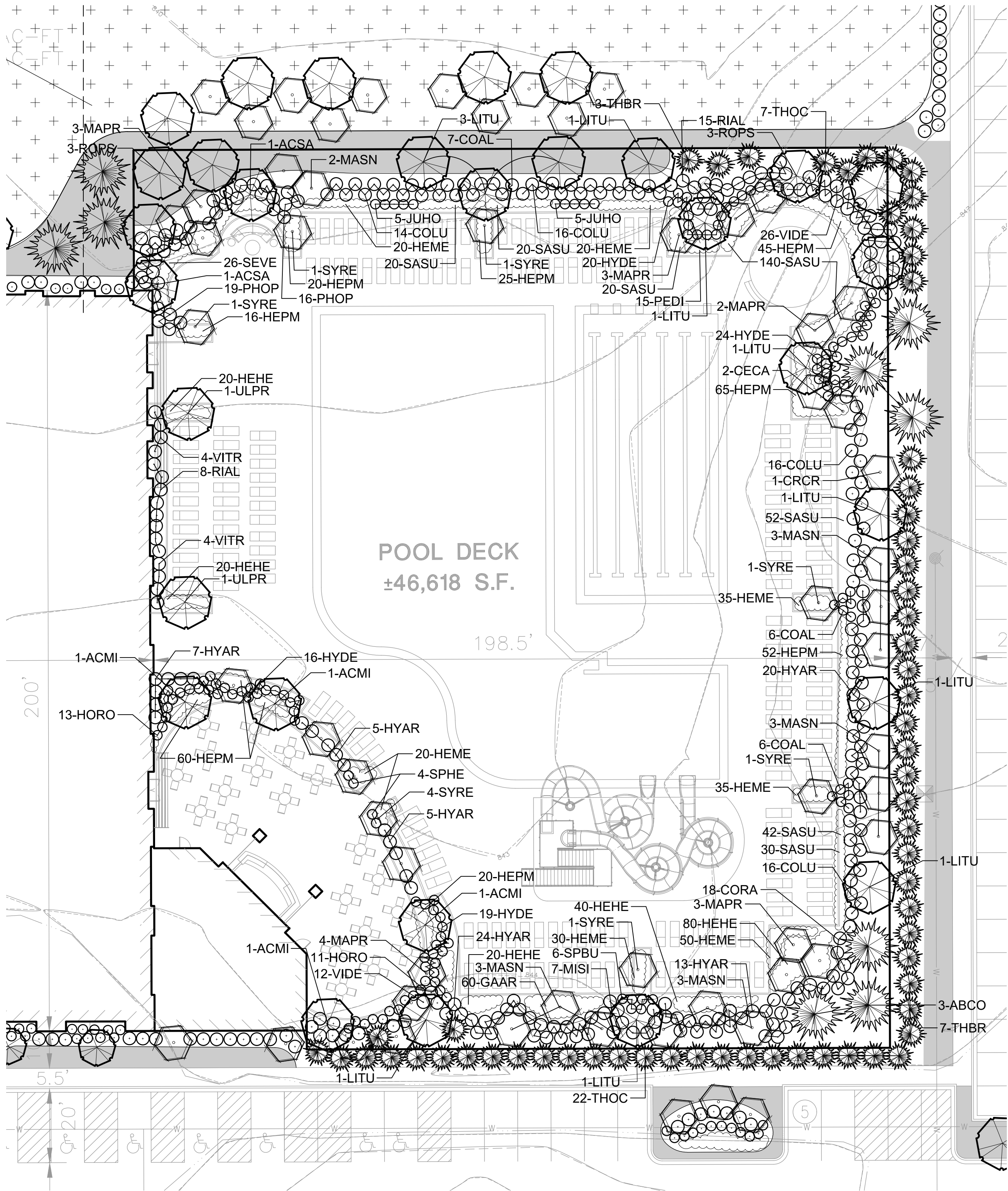
Luma Sales Associates

Lighting and Controls

LS952-2795-13



PROJ. MGR.: JDF
 PROJ. ASSOC.: GMC1
 DRAWN BY: JBD
 DATE: 9/22/17
 SCALE: 1"=40'
 SHEET
 L1 OF L2
 LTF.LZIL01



Landscape Plan - Pool Deck Enlargement

Scale:

1" = 20'-0"



DATE	REVISIONS	REVISIONS
12-8-17	REVISED PER TREE COMMISSION COMMENTS	JBD
11-8-17	REVISED PER VILLAGE COMMENTS	JBD
9-29-17	REVISED PER CLIENT COMMENTS	JBD

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800 Woodside Parkway, Suite 100, Oak Brook, IL 60151
Civil Engineers • Surveyors • Water Resource Engineers • Water & Wastewater Engineers
Construction Managers • Environmental Scientists • Landscape Architects • Planners

LIFE TIME
VILLAGE OF LAKE ZURICH, ILLINOIS
PRELIMINARY LANDSCAPE PLAN

PROJ. MGR.: JDF
PROJ. ASSOC.: GMC1
DRAWN BY: JBD
DATE: 9/8/17
SCALE: 1" = 20'

SHEET
L2 OF **L2**
LTF.LZIL01

Location of Existing Trees in Proposed

Parking Lot Islands

Dated: October 4, 2017

Tree Listings Based off of Hey Associates:
17-0257 880 North Old Rand Road Tree Inventory
August 24, 2017

Tag #	Size DBH (in)	Tree Scientific Name	Tree Common Name	Notes/Condition (good/fair/poor) Based on tree defects or deficiencies	Tree and Location Comments provided from Manhard Consulting (10/2/17)
3304	5	Morus alba	white mulberry	good	Located on Edge of Proposed Curb
3305	13	Populus alba	white poplar	poor	Located on Edge of Proposed Curb
3307	20	Populus alba	white poplar	dead	Tree is noted as Dead
3308	22	Populus alba	white poplar	dead	Tree is noted as Dead
3310	11	Ulmus americana	American elm	fair	Located on Edge of Proposed Curb
3340	x	x	x	dead	Tree is noted as Dead
3341	x	x	x	dead	Tree is noted as Dead
3349	10	Picea abies	Norway spruce	fair	Located in Drainage Gully
3350	9	Picea abies	Norway spruce	fair	Evergreen will have trouble surviving due to salt spray
3352	10	Morus alba	white mulberry	fair	Tree Could Possibly be Saved
3353	6.5	Picea abies	Norway spruce	poor	Tree is noted as Dead
3354	4	Acer negundo	boxelder	poor	Tree is an Invasive Species
3355	8	Acer negundo	boxelder	poor	Tree is an Invasive Species
3356	10	Morus alba	white mulberry	good	Tree Could Possibly be Saved
3357	11	Acer negundo	boxelder	poor	Tree is an Invasive Species
3359	10	Morus alba	white mulberry	fair	Located on Edge of Proposed Curb
3361	4, 6, 8	Acer negundo	boxelder	poor	Tree is an Invasive Species
3363	15	Picea abies	Norway spruce	fair	Located on Edge of Proposed Curb
3364	12	Morus alba	white mulberry	good	Tree Could Possibly be Saved
3366	14	Picea abies	Norway spruce	fair	Evergreen will have trouble surviving due to salt spray
3371	11	Picea glauca	white spruce	fair	Evergreen will have trouble surviving due to salt spray
3377	12	Picea abies	Norway spruce	fair	Located on Edge of Proposed Curb
3378	8	Morus alba	white mulberry	fair	Located on Edge of Proposed Curb
3382	9, 10, 12	Betula papyrifea	paper birch	good	Located on Edge of Proposed Curb
3446	15.5	Picea abies	Norway spruce	fair	Evergreen will have trouble surviving due to salt spray
3448	10	Morus alba	white mulberry	good	Tree Could Possibly be Saved
3449	12.5	Picea abies	Norway spruce	fair	Evergreen will have trouble surviving due to salt spray
3450	13.5	Picea abies	Norway spruce	fair	Evergreen will have trouble surviving due to salt spray
3451	10	Picea abies	Norway spruce	fair	Evergreen will have trouble surviving due to salt spray
3452	13.5	Picea abies	Norway spruce	fair	Evergreen will have trouble surviving due to salt spray
3530	12	Acer negundo	boxelder	poor	Tree is an Invasive Species
3545	10	Robinia pseudoacacia	black locust	fair	Tree will have trouble surviving due to grading
LEGEND					
	Trees with no chance of Survival or Dead				
	Evergreen Trees with low chance of Survival				
	Trees with a good chance of Survival				

Location of Existing Trees in Proposed
Parking Lot Islands
Dated: October 4, 2017

Tree Listings Based off of Hey Associates:
17-0257 880 North Old Rand Road Tree Inventory
August 24, 2017

Tag #	Size DBH (in)	Tree Scientific Name	Tree Common Name	Notes/Condition (good/fair/poor) Based on tree defects or deficiencies
3304	5	Morus alba	white mulberry	good
3305	13	Populus alba	white poplar	poor
3307	20	Populus alba	white poplar	dead
3308	22	Populus alba	white poplar	dead
3310	11	Ulmus americana	American elm	fair
3340	x	x	x	dead
3341	x	x	x	dead
3349	10	Picea abies	Norway spruce	fair
3350	9	Picea abies	Norway spruce	fair
3352	10	Morus alba	white mulberry	fair
3353	6.5	Picea abies	Norway spruce	poor
3354	4	Acer negundo	boxelder	poor
3355	8	Acer negundo	boxelder	poor
3356	10	Morus alba	white mulberry	good
3357	11	Acer negundo	boxelder	poor
3359	10	Morus alba	white mulberry	fair
3361	4, 6, 8	Acer negundo	boxelder	poor
3363	15	Picea abies	Norway spruce	fair
3364	12	Morus alba	white mulberry	good
3366	14	Picea abies	Norway spruce	fair
3371	11	Picea glauca	white spruce	fair
3377	12	Picea abies	Norway spruce	fair
3378	8	Morus alba	white mulberry	fair
3382	9, 10, 12	Betula papyrifea	paper birch	good
3446	15.5	Picea abies	Norway spruce	fair
3448	10	Morus alba	white mulberry	good
3449	12.5	Picea abies	Norway spruce	fair
3450	13.5	Picea abies	Norway spruce	fair
3451	10	Picea abies	Norway spruce	fair
3452	13.5	Picea abies	Norway spruce	fair
3530	12	Acer negundo	boxelder	poor
3545	10	Robinia pseudoacacia	black locust	fair
LEGEND				
	Trees with no chance of Survival or Dead			



STORMWATER MANAGEMENT COMMISSION

September 21, 2017

Mr. Steve Rauch
Hey and Associates, Inc.
36575 W. Commerce Drive, Suite 601
Volo, IL 60073

RE: SMC #: 15-25-095
880 North Old Rand Road (Hackney's), Lake Zurich, Lake County, Illinois
ISOLATED WETLAND EXCLUSION DETERMINATION

Dear Mr. Rauch:

This letter responds to your request for an isolated wetland exclusion determination on the above-referenced parcel, received by the Lake County Stormwater Management Commission (SMC) on August 30, 2017. The Village of Lake Zurich deferred this exclusion determination to SMC. The preliminary jurisdictional determination (PJD) letter dated November 9, 2015, identified three areas within the property as apparent *Isolated Waters of Lake County* (IWLCs) (see attached exhibit entitled "EXH 7 – Approximate Wetland Boundary" by Christopher B. Burke Engineering, Ltd., CBBEL). Per your request, this IWLC exclusion review is for "Wetland 1" and "Wetland/Waters 2."

Based on the information provided with your request, information provided in 2015 by CBBEL, and a site visit by Lake County Stormwater Management Commission (SMC) on September 21, 2017, the SMC has determined that **"Wetland/Waters 2"** meets exclusion criterion a.(2) under the definition of *Isolated Waters* in Appendix A of the Lake County Watershed Development Ordinance (WDO): "Excavations and impoundments permitted by right prior to being a regulated activity, within 40% or more non-hydric soils." Therefore, **"Wetland/Waters 2" is not a regulatory wetland or waters.**

Note that "Wetland 1" is considered an IWLC and is subject to regulation by the Village of Lake Zurich and SMC under the WDO.

Documentation supporting this exclusion determination includes the following:

- Historic aerial photographs from 1939 to 2015, particularly aerials from 1961 and 1988.
- Site Engineering Plan for Lot 8, Sheet 1 of 3, by Engineering Resource Associates, dated 5/21/99.
- Grading Plan for Lakebreeze Villas, 746 N. Old Rand Road, Lake Zurich, Illinois, Sheet 4 of 14, by Infracon, Inc., last revised 9/5/01.
- 1970 Soil Survey & 2004 Soil Survey.
- 10/29/15 CBBEL Email to SMC regarding historical data (1946 and 1988 aerials) and mapped soil type percentages (Exhibit 9 attachment).

If you disagree with this determination, you may submit a written appeal to SMC.

Permitting Considerations

A Watershed Development Permit (WDP) will be required for the proposed Lifetime Fitness site development project, in accordance with the applicable provisions of the WDO. Please coordinate with Mr. Pete Stoehr, Enforcement Officer for the Village of Lake Zurich (at 847-325-7318 or PStoehr@manhard.com) for the WDP submittal requirements or provide documentation from the Village of Lake Zurich that they will defer the Standard Provisions review to SMC. If the proposed project will impact the regulated IWLC (i.e., Wetland 1 or Wetland 3), **SMC's written authorization for IWLC impacts will be required prior to issuance of the WDP**. Please contact Juli Crane, SMC's Principal Wetland Specialist, at the phone number or email address indicated below, regarding wetland submittal requirements.

We would like to be of assistance. If you have any questions, or would like to set up a meeting, please call our office at 847-377-7708 or e-mail Juli Crane at jcrane@lakecountyil.gov. If you have any additional concerns that have not been addressed by the regulatory staff, you may contact Chief Engineer Kurt Woolford kwoolford@lakecountyil.gov or Executive Director Michael Warner mwarner@lakecountyil.gov.

Sincerely,

LAKE COUNTY STORMWATER MANAGEMENT COMMISSION



Kurt Woolford, P.E., CFM
Chief Engineer



Juli E. Crane, PWS, CWS, CFM
Principal Wetland Specialist



Enclosure: "EXH 7 – Approximate Wetland Boundary" by Christopher B. Burke Engineering, Ltd., CBBEL, 10/13/15.

xc: Michael Brown, Village of Lake Zurich
Jeremy Foss/Pete Stoehr, Manhard Consulting, Ltd.

This document was digitally transmitted. Please print out a copy of the document and retain for your records. If you are unable to print the document, or desire a hard copy mailed be to you, please notify SMC at your earliest convenience.



Legend

 WETLAND/WATERS



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

CLIENT:

URBANSTREET
GROUP LLC

TITLE:

**APPROXIMATE
WETLAND DELINEATION**

CBBEL # 15-0266.00001

DATE: 11/6/15



CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600 • Rosemont, Illinois 60018 • (847) 823-0500

DWN.	KEK	SCALE:	1"= 150'
CHKD.	TJK	PLOT DATE:	11/6/2015
FILE NAME:	150266_AWD-BV		

EXH 7

PRELIMINARY STORMWATER MANAGEMENT REPORT

FOR

LIFE TIME LAKE ZURICH
LAKE ZURICH, LAKE COUNTY, ILLINOIS

MANHARD CONSULTING LTD. PROJECT – LTFLZIL01

PREPARED FOR:

LTF REAL ESTATE COMPANY, INC.
2902 CORPORATE PLACE
CHANHASSEN, MN 55317

PREPARED BY:



116 W ILLINOIS STREET, FLOOR 7
CHICAGO, ILLINOIS 60654
PHONE: (847) 634-5550 FAX: (847) 634-0095

SEPTEMBER 29, 2017

PROJECT SUMMARY

This report summarizes preliminary calculations and design analysis of the hydrologic effects of the proposed 10.51 acre improvements for a Life Time fitness center at an existing commercial property in Lake Zurich, Illinois. The project is located at the northeast corner of Rand Road (Route 12) and Old Rand Road. There is no existing floodplain located on the site per FEMA map number 17097C0228K, dated September 18, 2013. Two wetlands have been located onsite and have been classified as Isolated Waters of Lake County. The north wetland has been classified as a high-quality aquatic resource. Stormwater is subject to review under the Village of Lake Zurich Stormwater Management Program Plan and the Lake County Water Development Ordinance.

EXISTING CONDITIONS

The site is bound by S Rand Road to the west, residential development to the north and east, and N Old Rand Road to the south. The site is composed of an existing two-story frame building in the southwest corner of the site with associated parking lot along the west side of the site. The rest of the site consists of greenspace, vegetation, and two ponds. Both ponds on site are manmade and are currently used to convey and detain water. The north half of the site generally drains north between the commercial development and the residential homes, ultimately overtopping into Golfview Road. The south half of the site generally drains towards the ponds, where water is detained and eventually released through a flared end section. The water is then conveyed via storm sewer to a flared end section at the north, where it eventually overtops between the commercial development and the residential homes. The property to the east has an outlet control structure along the east property line that releases on-site via stormwater and daylights at the overtopping point between the commercial development and residential homes. The parking lot at the southwest corner of the site drains to storm structures in the pavement and is conveyed to an 8" PVC sewer along Rand Road. The existing conditions have been modeled using Hydroflow Hydragraphs and results have been provided in the Appendix. The peak discharge in the existing conditions is 31.75 cfs.

PROPOSED CONDITIONS

The proposed site will disturb roughly 10.51 acres and consist of the addition of a Lifetime fitness center with adjoining pool and adjacent parking. The required detention volume will be provided in the dry bottom detention pond along the north property line and within the aggregate below permeable pavers. The preliminary detention volume required is 3.55 acre-feet and was calculated using the 100-year, 24-hour rain event with a 0.15 cfs/acre and 2-year, 24-hour rain event with a 0.04 cfs/acre release rate requirement. Existing depressional storage volume within the existing ponds will need to be provided on top of the required detention volume for the proposed development. The preliminary total volume storage required for the site is 4.03 ac-ft. Release from the pond will be controlled by restrictors sized for the 100-year, 24-hour and 2-year, 24-hour events. All calculations will be finalized in final engineering.

Table 1 Detention Volume Summary:

	Required Volume	Provided Volume
Detention	3.55 Ac. Ft.	
Compensatory Storage – Pond 1	0.40 Ac. Ft.	
Compensatory Storage – Pond 2	0.09 Ac. Ft.	
Total Detention Volume	4.03 Ac. Ft.	4.03 Ac. Ft.

Table 2 Release Rate Summary:

	Required Release Rate	Provided Release Rate
2-year, 24-hour Storm Event	0.42 cfs	0.41 cfs
100-year, 24-hour Storm Event	1.58 cfs	1.57 cfs

RAINFALL DATA AND HYDROLOGIC ANALYSIS METHODOLOGY

Rainfall data for this analysis was taken from the Lake County WDO Appendix I, which is extrapolated from Bulletin 70 “Frequency Distribution and Hydroclimatic Characteristics of Heavy Rainstorms in Illinois” published by the Illinois Water Survey 1989, Appendix A. The Time of Concentration was assumed to be a conservative 10-minute value and Runoff Curve Numbers were determined using the NRCS TR-55 method for proposed commercial sites and the NRCS Web Soil Survey. Hydraflow Hydrographs were used to determine the peak runoff. Preliminary detention volume was calculated per Section 502 of the Lake County WDO.

RUNOFF VOLUME REDUCTION (RVR) CREDITS

Lake County requires that the first 0.01 inch of runoff for every 1% of impervious surface for the development shall be detained. The site is 62.6% impervious surface and will therefore require 0.34 ac-ft to be detained. The required volume will be stored within the aggregate below the permeable pavers and within infiltration trenches in the parking lot islands. See Appendix for further calculations.

	Required RVR	Provided RVR
Aggregate below permeable pavers		0.33 ac-ft
Island infiltration		0.03 ac-ft
Total	0.34 ac-ft	0.36 ac-ft


CONCLUSION

In summary, we believe the stormwater management design for the proposed development is in compliance with the appropriate provisions of the Village Lake Zurich Stormwater Management Plan and the Lake County Water Development Ordinance. Proposed condition release rates will be less than the allowable rates, detention is provided to withhold the required amount of volume and water quality treatment is provided. If you have any

questions, comments or concerns regarding the content of this report, please do not hesitate to call at (773) 791-4312.

Sincerely,

MANHARD CONSULTING, LTD.



Jeremy Foss, P.E., LEED AP, CNU-A
Project Manager

APPENDIX

Existing Impervious/Pervious Area Exhibit
Existing Curve Number Calculation
Existing Conditions Critical Duration Analysis
Proposed Impervious/Pervious Area Exhibit
Proposed Curve Number Calculation
Hydroflow Hydragraph – Required Detention Calculation
Stage Storage Calculation – Detention Pond
Stage Storage Calculation – Depressional Storage-1
Stage Storage Calculation – Depressional Storage-2
Depressional Storage Exhibit
RVR Calculations

Worksheet 2: Runoff curve number

Project	LTF.LZIL01	By	TEC	Date	8/17/2017	
Location	LAKE ZURICH, IL	Checked		Date		
Check one: <input checked="" type="checkbox"/> Present <input type="checkbox"/> Developed EXISTING CONDITIONS						
1. Runoff curve number						
Soil name and hydrologic group (appendix A)	Cover Description (cover type, treatment, and hydrologic condition; percent impervious; unconnected/ connected impervious area ratio)	CN			Area	Product of CN x area
		Table 2-2	Figure 2-3	Figure 2-4		
					acres	X
					mi ²	
					%	
D	Open space (Good Condition)	80			8.16	652.9
	Impervious Area	98			1.46	143.3
	Water	100			0.89	88.9
Totals					10.51	885.0

$$\text{CN (weighted)} = \frac{\text{total product}}{\text{total area}} = \frac{885.0440312}{10.51198347} = 84.19$$

Use CN

84.2

* Runoff Curve Numbers determined by TR-55

Hydrograph Report - 0.5 HOUR STORM

Hydraflow Hydrographs by Intelisolve v9.22

Tuesday, Aug 22, 2017

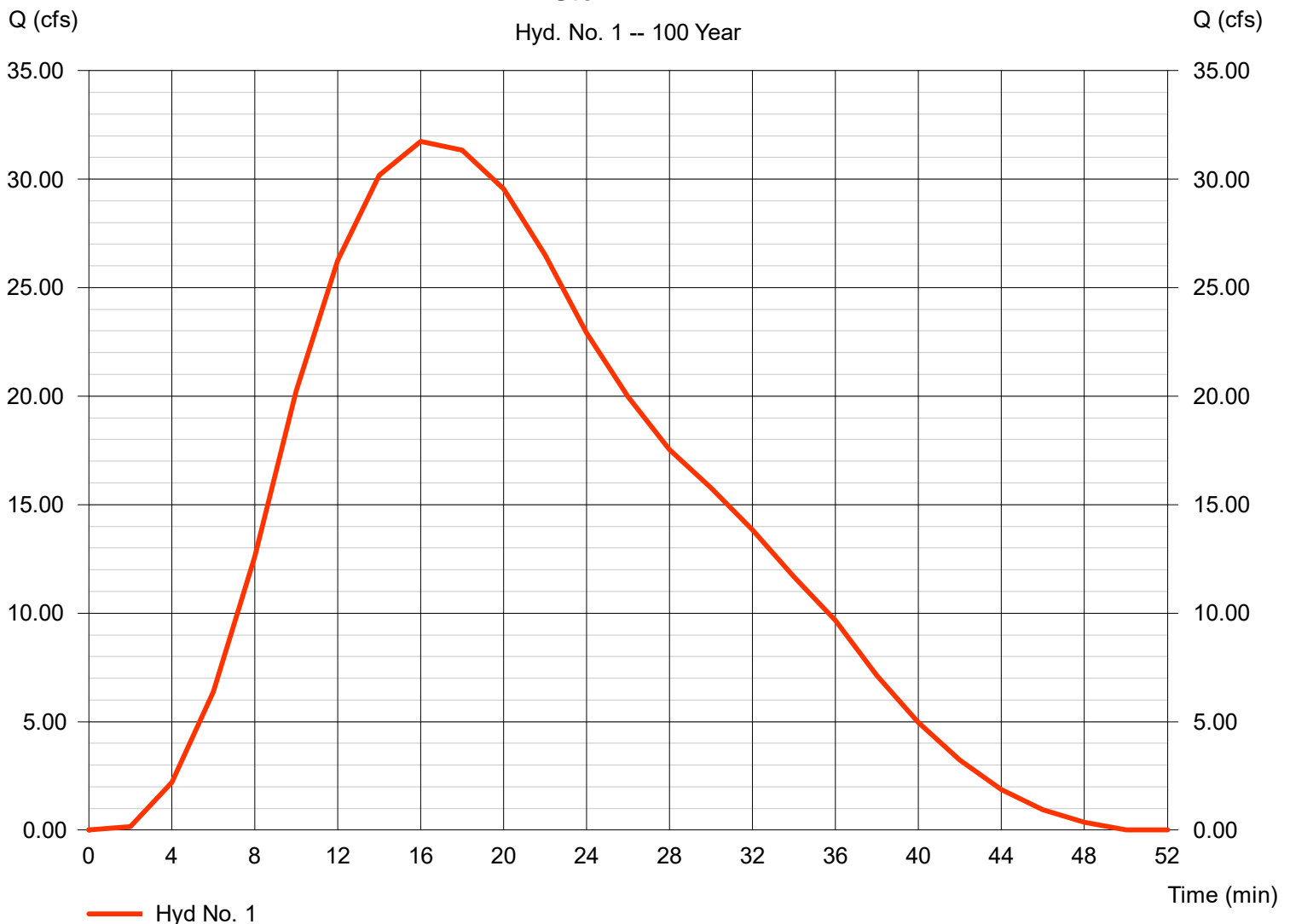
Hyd. No. 1

Storm 1- Ex

Hydrograph type = SCS Runoff
Storm frequency = 100 yrs
Time interval = 2 min
Drainage area = 10.510 ac
Basin Slope = 0.0 %
Tc method = USER
Total precip. = 2.41 in
Storm duration = 0.50 hrs

Peak discharge = 31.73 cfs
Time to peak = 16 min
Hyd. volume = 41,645 cuft
Curve number = 84.2
Hydraulic length = 0 ft
Time of conc. (Tc) = 10.00 min
Distribution = Huff-1st
Shape factor = 484

Storm 1- Ex



Hydrograph Report - 1 HOUR STORM

Hydraflow Hydrographs by Intelisolve v9.22

Tuesday, Aug 22, 2017

Hyd. No. 1

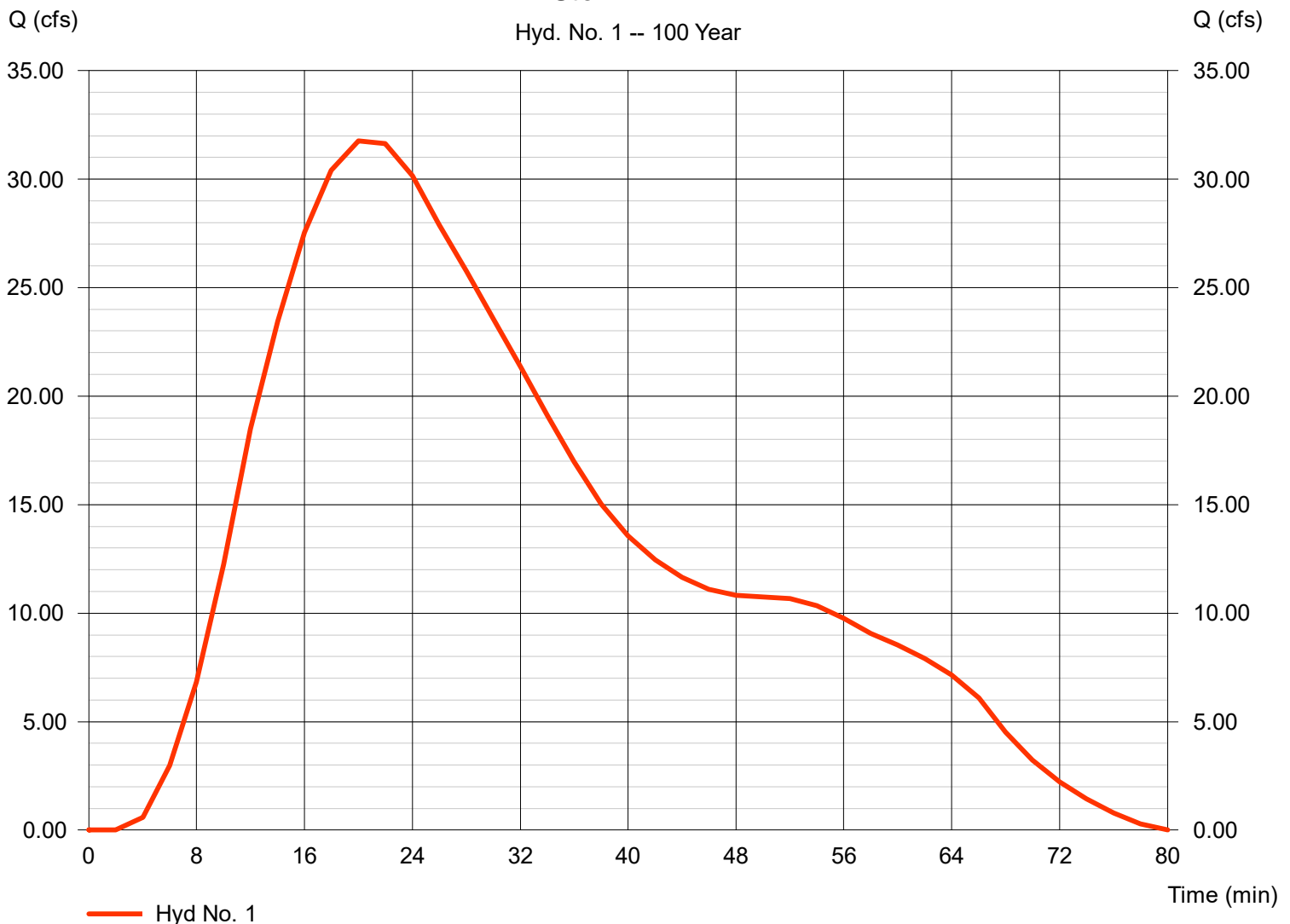
Storm 1- Ex

Hydrograph type = SCS Runoff
Storm frequency = 100 yrs
Time interval = 2 min
Drainage area = 10.510 ac
Basin Slope = 0.0 %
Tc method = USER
Total precip. = 3.06 in
Storm duration = 1.00 hrs

Peak discharge = 31.75 cfs
Time to peak = 20 min
Hyd. volume = 62,171 cuft
Curve number = 84.2
Hydraulic length = 0 ft
Time of conc. (Tc) = 10.00 min
Distribution = Huff-1st
Shape factor = 484

Storm 1- Ex

Hyd. No. 1 -- 100 Year



Hydrograph Report - 2 HOUR STORM

Hydraflow Hydrographs by Intelisolve v9.22

Tuesday, Aug 22, 2017

Hyd. No. 1

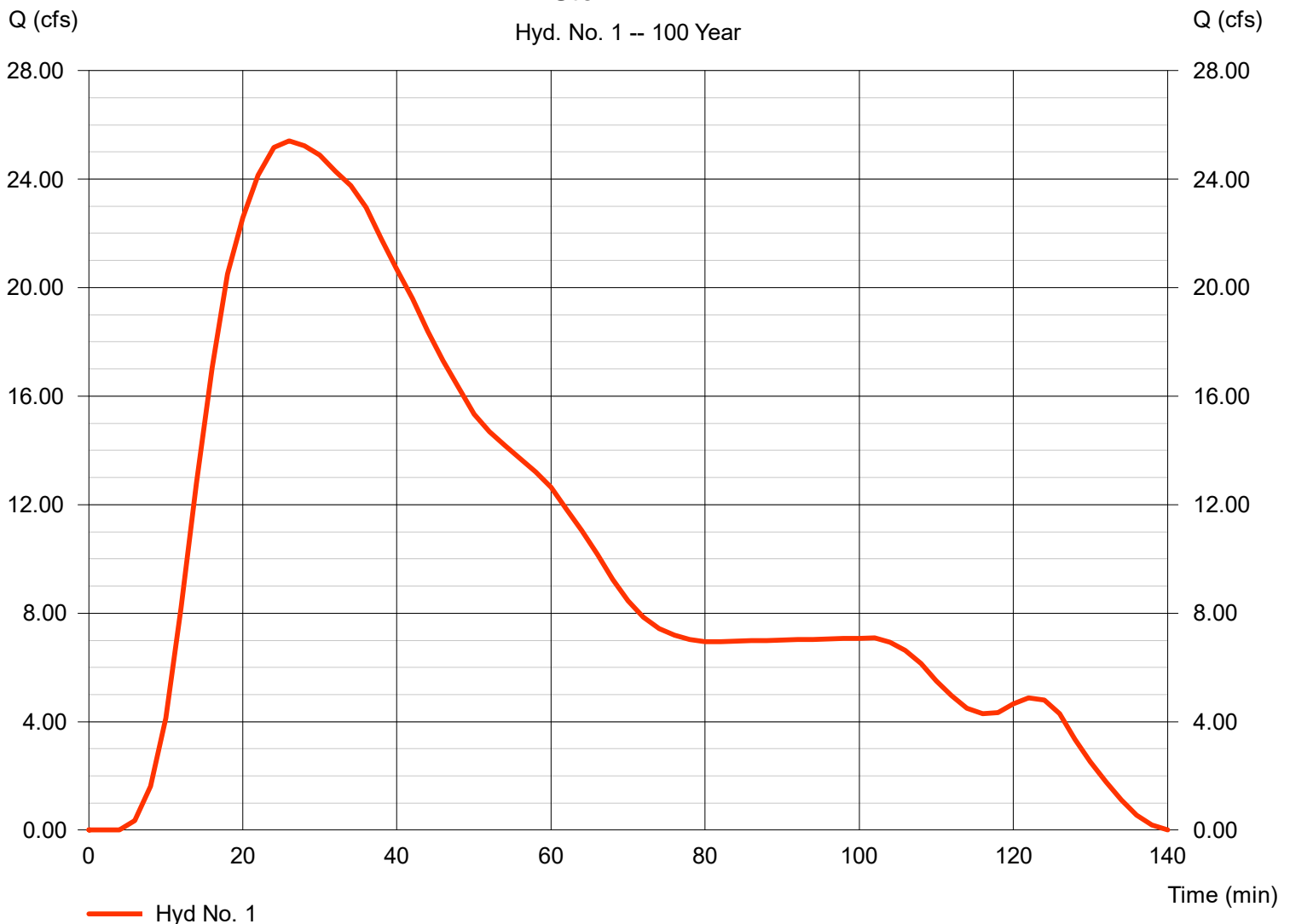
Storm 1- Ex

Hydrograph type = SCS Runoff
Storm frequency = 100 yrs
Time interval = 2 min
Drainage area = 10.510 ac
Basin Slope = 0.0 %
Tc method = USER
Total precip. = 3.77 in
Storm duration = 2.00 hrs

Peak discharge = 25.41 cfs
Time to peak = 26 min
Hyd. volume = 85,999 cuft
Curve number = 84.2
Hydraulic length = 0 ft
Time of conc. (Tc) = 10.00 min
Distribution = Huff-1st
Shape factor = 484

Storm 1- Ex

Hyd. No. 1 -- 100 Year



Hydrograph Report - 3 HOUR STORM

Hydraflow Hydrographs by Intelisolve v9.22

Tuesday, Aug 22, 2017

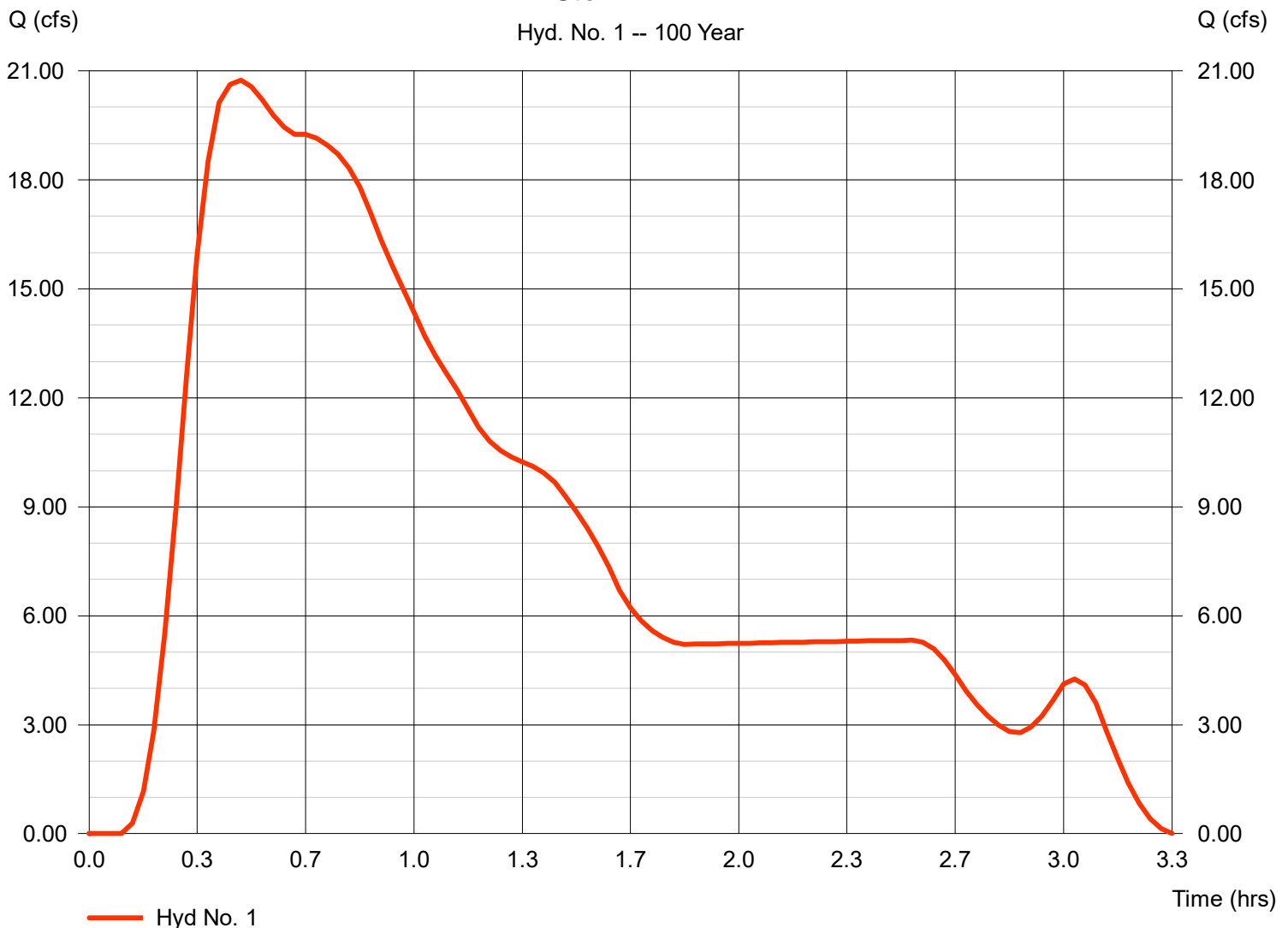
Hyd. No. 1

Storm 1- Ex

Hydrograph type = SCS Runoff
Storm frequency = 100 yrs
Time interval = 2 min
Drainage area = 10.510 ac
Basin Slope = 0.0 %
Tc method = USER
Total precip. = 4.16 in
Storm duration = 3.00 hrs

Peak discharge = 20.74 cfs
Time to peak = 28 min
Hyd. volume = 99,453 cuft
Curve number = 84.2
Hydraulic length = 0 ft
Time of conc. (Tc) = 10.00 min
Distribution = Huff-1st
Shape factor = 484

Storm 1- Ex



Hydrograph Report - 6 HOUR STORM

Hydraflow Hydrographs by Intelisolve v9.22

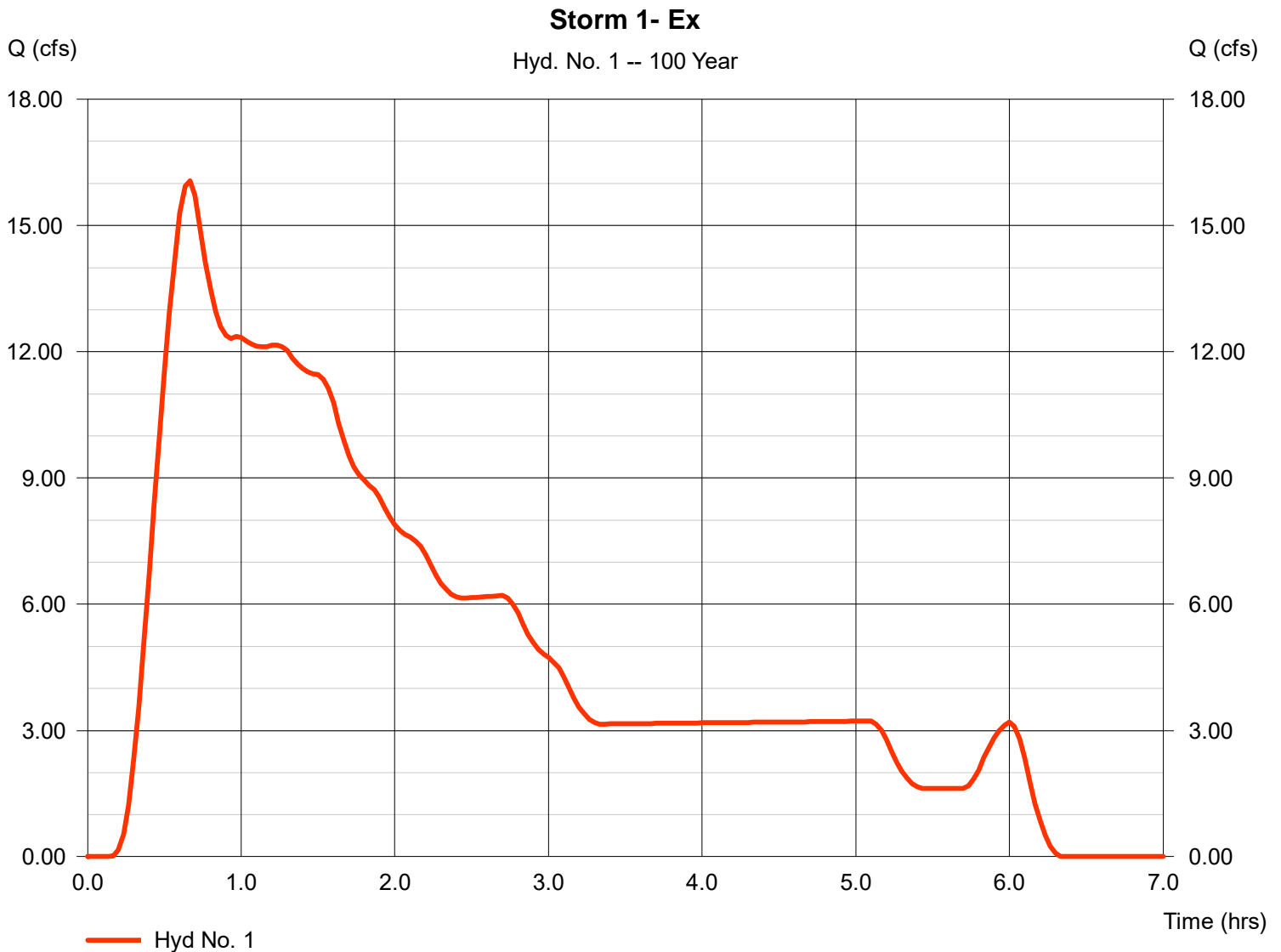
Tuesday, Aug 22, 2017

Hyd. No. 1

Storm 1- Ex

Hydrograph type = SCS Runoff
Storm frequency = 100 yrs
Time interval = 2 min
Drainage area = 10.510 ac
Basin Slope = 0.0 %
Tc method = USER
Total precip. = 4.88 in
Storm duration = 6.00 hrs

Peak discharge = 16.07 cfs
Time to peak = 40 min
Hyd. volume = 125,097 cuft
Curve number = 84.2
Hydraulic length = 0 ft
Time of conc. (Tc) = 10.00 min
Distribution = Huff-1st
Shape factor = 484



Hydrograph Report - 12 HOUR STORM

Hydraflow Hydrographs by Intelisolve v9.22

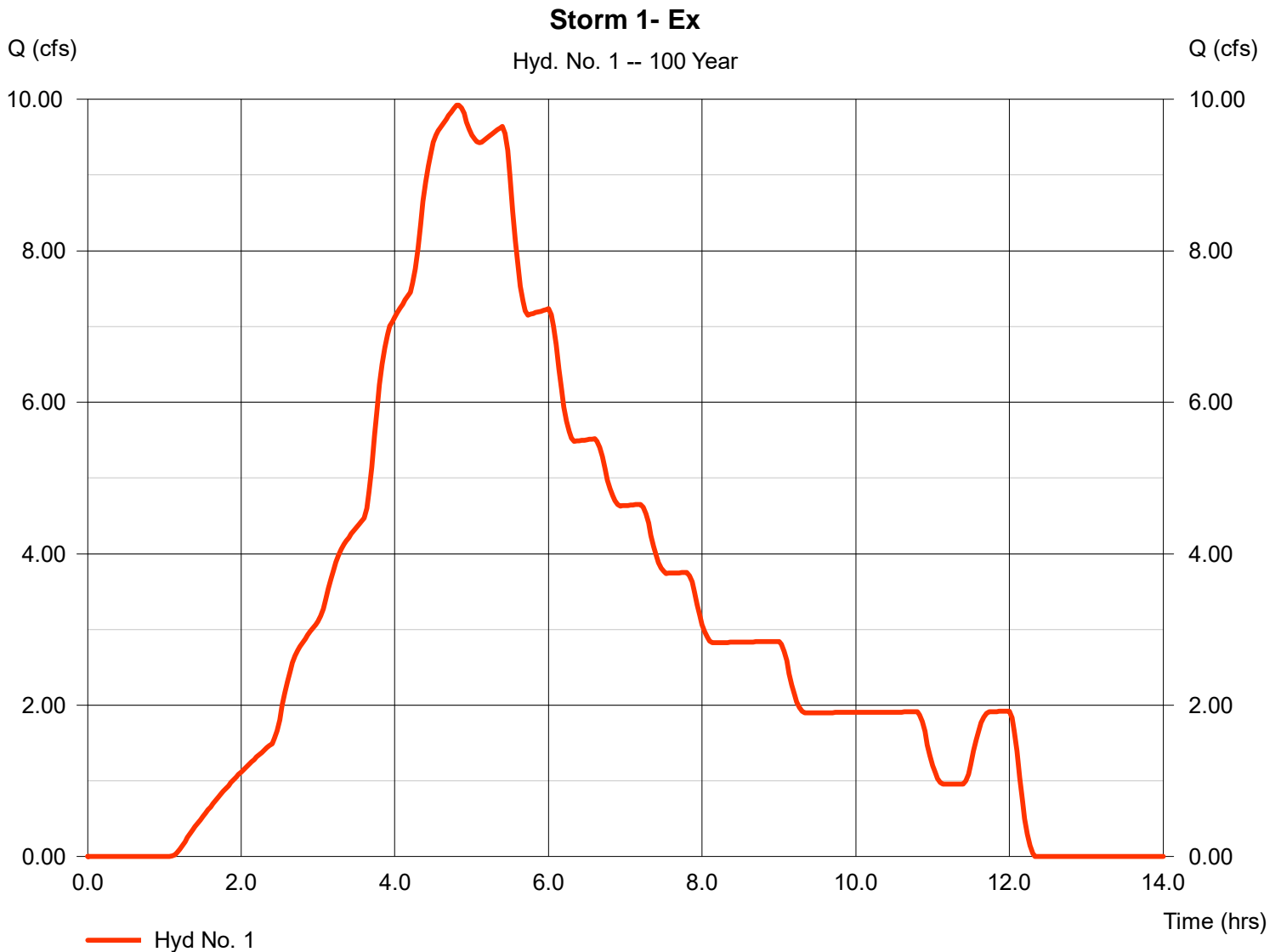
Tuesday, Aug 22, 2017

Hyd. No. 1

Storm 1- Ex

Hydrograph type = SCS Runoff
Storm frequency = 100 yrs
Time interval = 2 min
Drainage area = 10.510 ac
Basin Slope = 0.0 %
Tc method = USER
Total precip. = 5.66 in
Storm duration = 12.00 hrs

Peak discharge = 9.925 cfs
Time to peak = 290 min
Hyd. volume = 153,437 cuft
Curve number = 84.2
Hydraulic length = 0 ft
Time of conc. (Tc) = 10.00 min
Distribution = Huff-2nd
Shape factor = 484



Hydrograph Report - 18 HOUR STORM

Hydraflow Hydrographs by Intelisolve v9.22

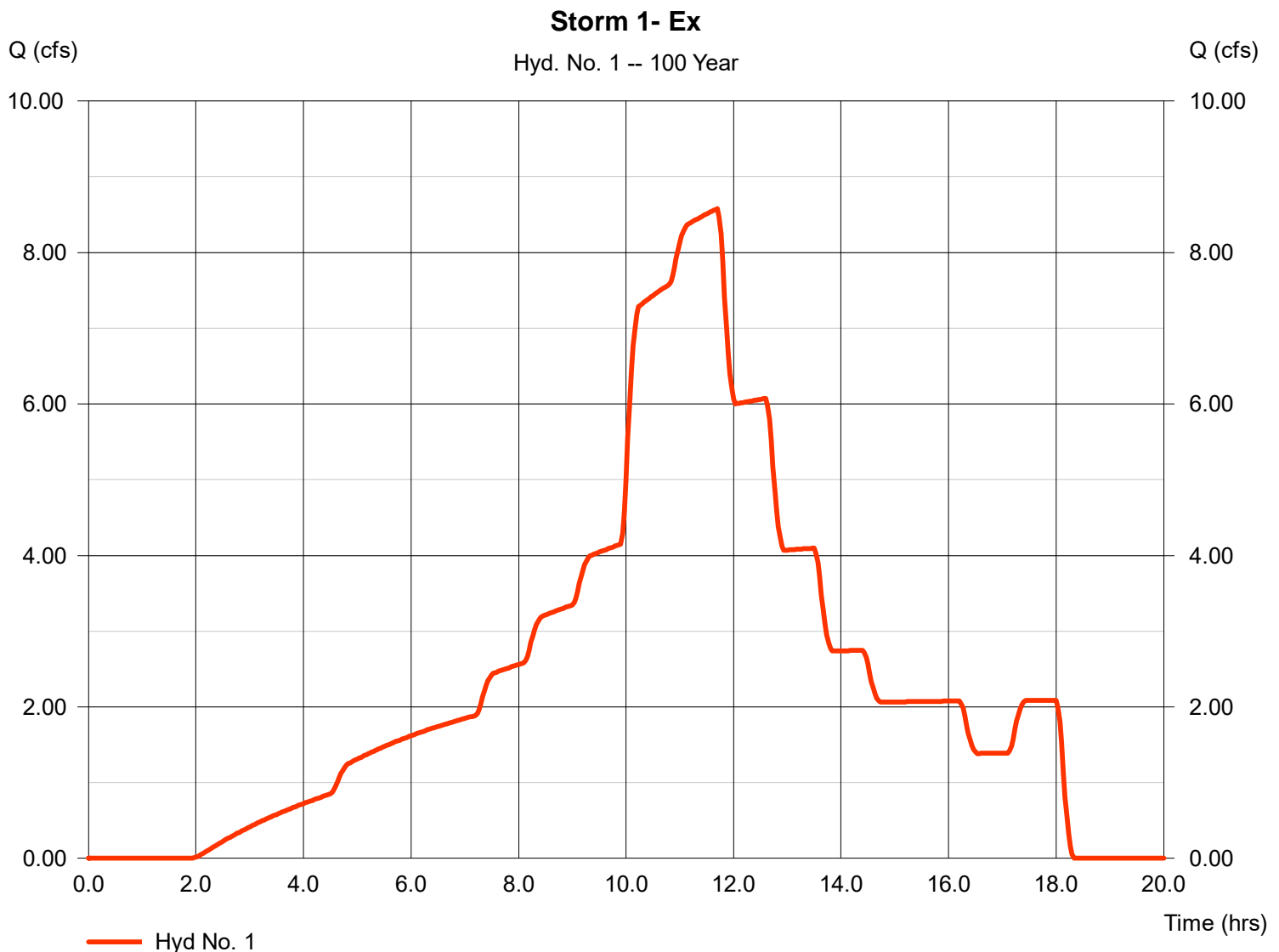
Tuesday, Aug 22, 2017

Hyd. No. 1

Storm 1- Ex

Hydrograph type = SCS Runoff
Storm frequency = 100 yrs
Time interval = 2 min
Drainage area = 10.510 ac
Basin Slope = 0.0 %
Tc method = USER
Total precip. = 6.11 in
Storm duration = 18.00 hrs

Peak discharge = 8.579 cfs
Time to peak = 702 min
Hyd. volume = 169,998 cuft
Curve number = 84.2
Hydraulic length = 0 ft
Time of conc. (Tc) = 10.00 min
Distribution = Huff-3rd
Shape factor = 484



Hydrograph Report - 24 HOUR STORM

Hydraflow Hydrographs by Intelisolve v9.22

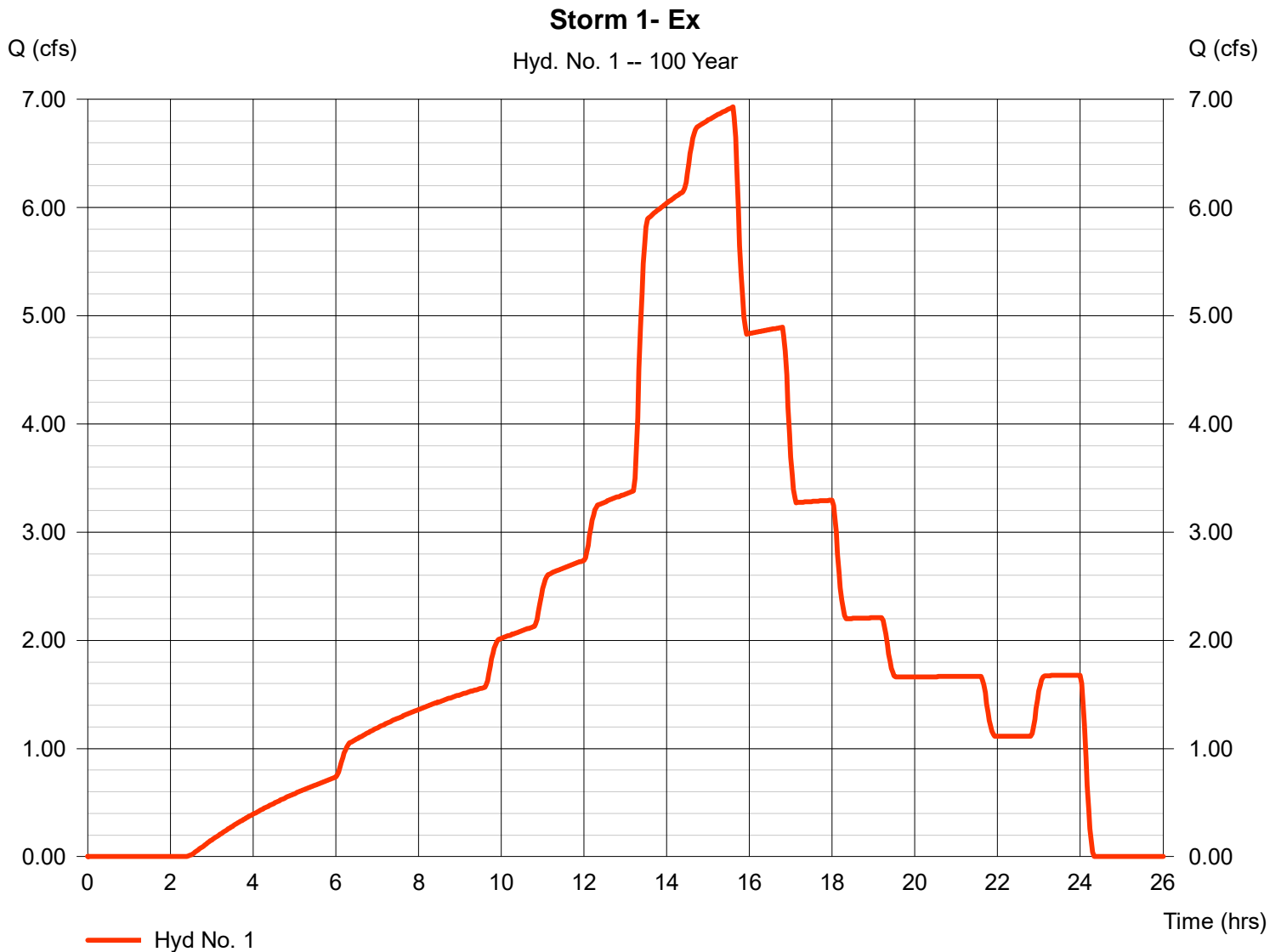
Tuesday, Aug 22, 2017

Hyd. No. 1

Storm 1- Ex

Hydrograph type = SCS Runoff
Storm frequency = 100 yrs
Time interval = 2 min
Drainage area = 10.510 ac
Basin Slope = 0.0 %
Tc method = USER
Total precip. = 6.50 in
Storm duration = 24.00 hrs

Peak discharge = 6.929 cfs
Time to peak = 936 min
Hyd. volume = 184,454 cuft
Curve number = 84.2
Hydraulic length = 0 ft
Time of conc. (Tc) = 10.00 min
Distribution = Huff-3rd
Shape factor = 484



Hydrograph Report - 48 HOUR STORM

Hydraflow Hydrographs by Intelisolve v9.22

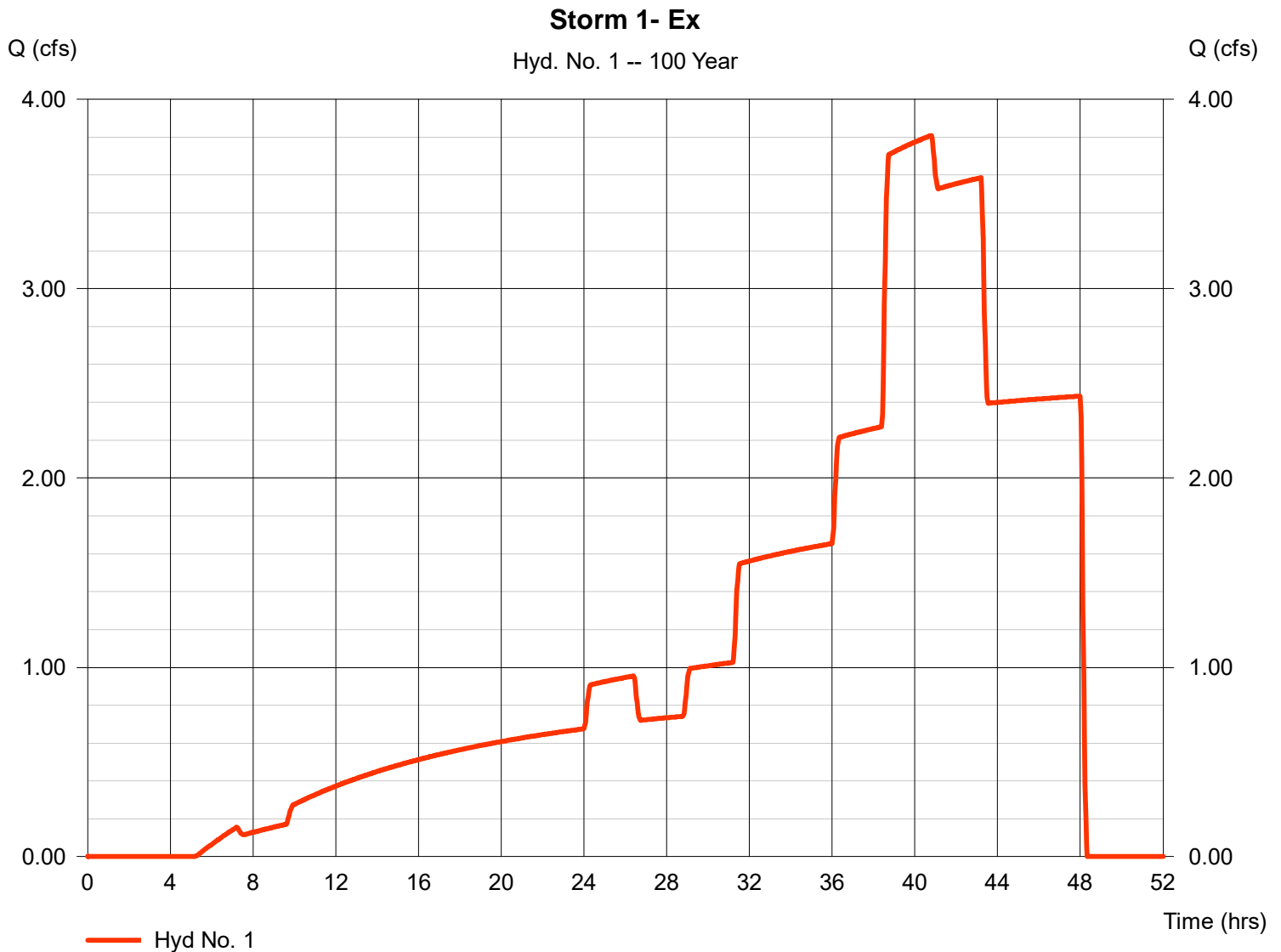
Tuesday, Aug 22, 2017

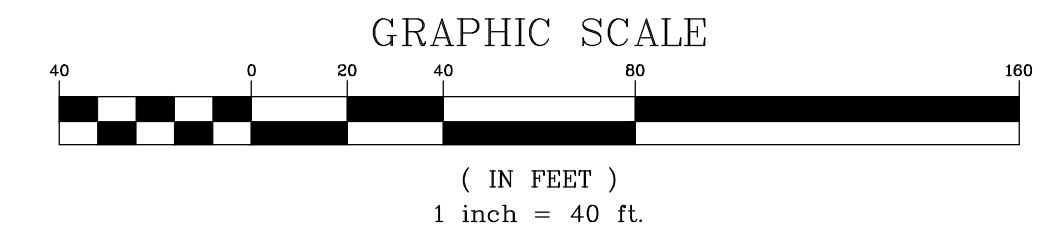
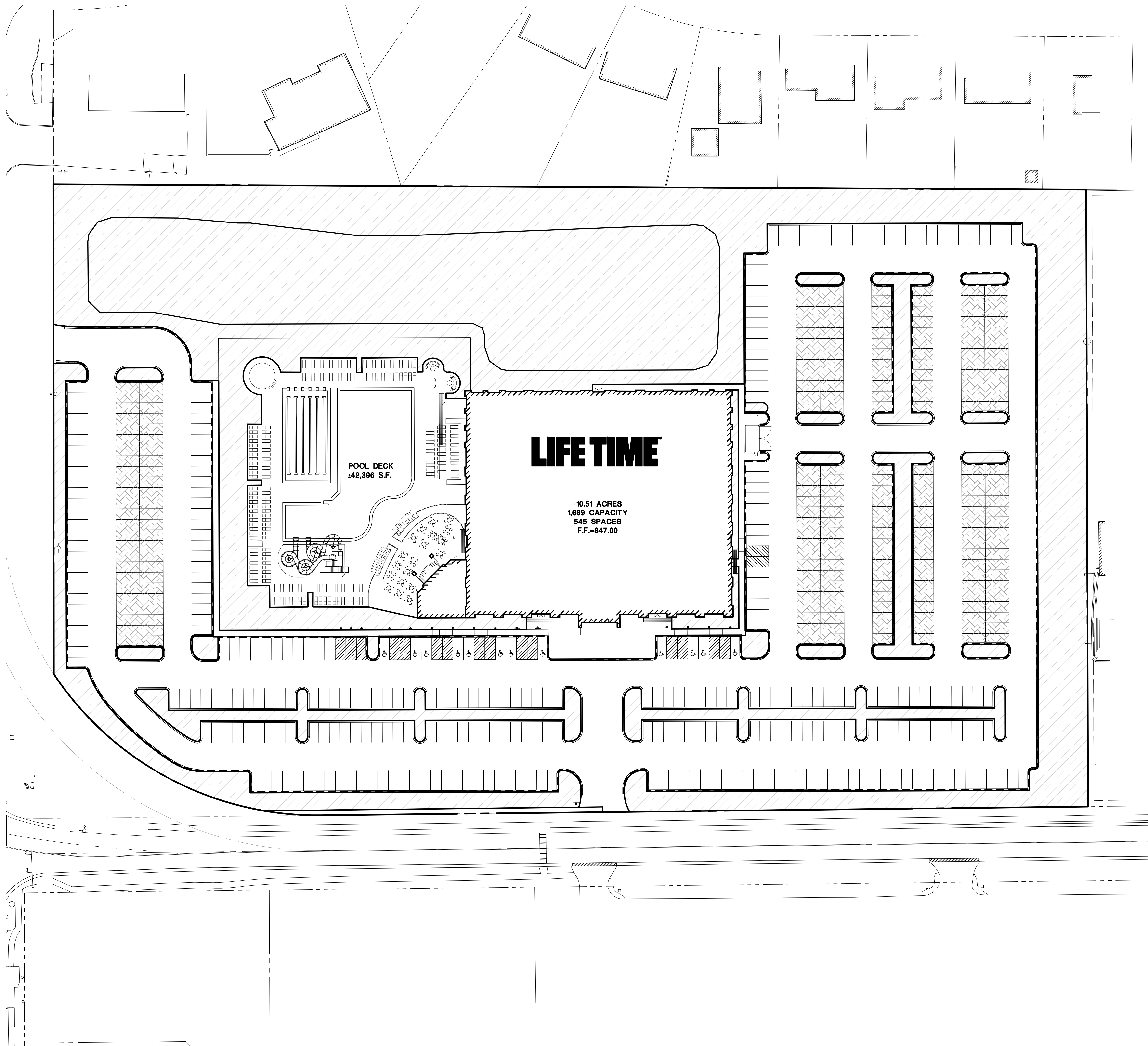
Hyd. No. 1

Storm 1- Ex

Hydrograph type = SCS Runoff
Storm frequency = 100 yrs
Time interval = 2 min
Drainage area = 10.510 ac
Basin Slope = 0.0 %
Tc method = USER
Total precip. = 7.02 in
Storm duration = 48.00 hrs

Peak discharge = 3.809 cfs
Time to peak = 2448 min
Hyd. volume = 203,856 cuft
Curve number = 84.2
Hydraulic length = 0 ft
Time of conc. (Tc) = 10.00 min
Distribution = Huff-4th
Shape factor = 484





06-01-06

PAVEMENT LEGEND

IMPERVIOUS AREA = 6.79 ACRES

PERVIOUS AREA = 3.72 ACRES

TOTAL AREA = 10.51 ACRES

August 31, 2017 - 17:12 Dwg Name: P:\Tfz\01\Documents\StormWater Reports\Exhibits\Previous Area Calculation.dwg Updated By: tcorbin

© 2015 MANHARD CONSULTING, LTD. ALL RIGHTS RESERVED

THE FIVE FINGERES

LAKE ZURICH, ILLINOIS

PROPOSED IMPERVIOUS/PERVIOUS AREA EXHIBIT

PROJ. MGR.: JDF
PROJ. ASSOC.: SK
DRAWN BY: TEC
DATE: 08-31-17
SCALE: 1" = 40'

SHEET

1

LTF.LZIL01

[illegible]

Manhard
CONSULTING LTD.

1000 Westcliffe Parkway • Vancouver, B.C. V6E 3S9 • (604) 275-5500 • www.manhard.com

Civil Engineers • Surveyors • Water Resource Engineers • Water & Wastewater Engineers

Worksheet 2: Runoff curve number

Project	LTF.LZIL01	By	TEC	Date	8/31/2017	
Location	LAKE ZURICH, IL	Checked		Date		
Check one: Present <input type="checkbox"/> Developed <input checked="" type="checkbox"/> PROPOSED CONDITIONS						
1. Runoff curve number						
Soil name and hydrologic group (appendix A)	Cover Description (cover type, treatment, and hydrologic condition; percent impervious; unconnected/ connected impervious area ratio)	CN			Area	Product of CN x area
		Table 2-2	Figure 2-3	Figure 2-4		
				acres	X	
				mi ²		
					%	
D	Open space (Good Condition)	80			3.72	297.6
	Impervious Area	98			6.79	665.6
						0.0
Totals					10.51	963.2

$$\text{CN (weighted)} = \frac{\text{total product}}{\text{total area}} = \frac{963.2143802}{10.51198347} = 91.63$$

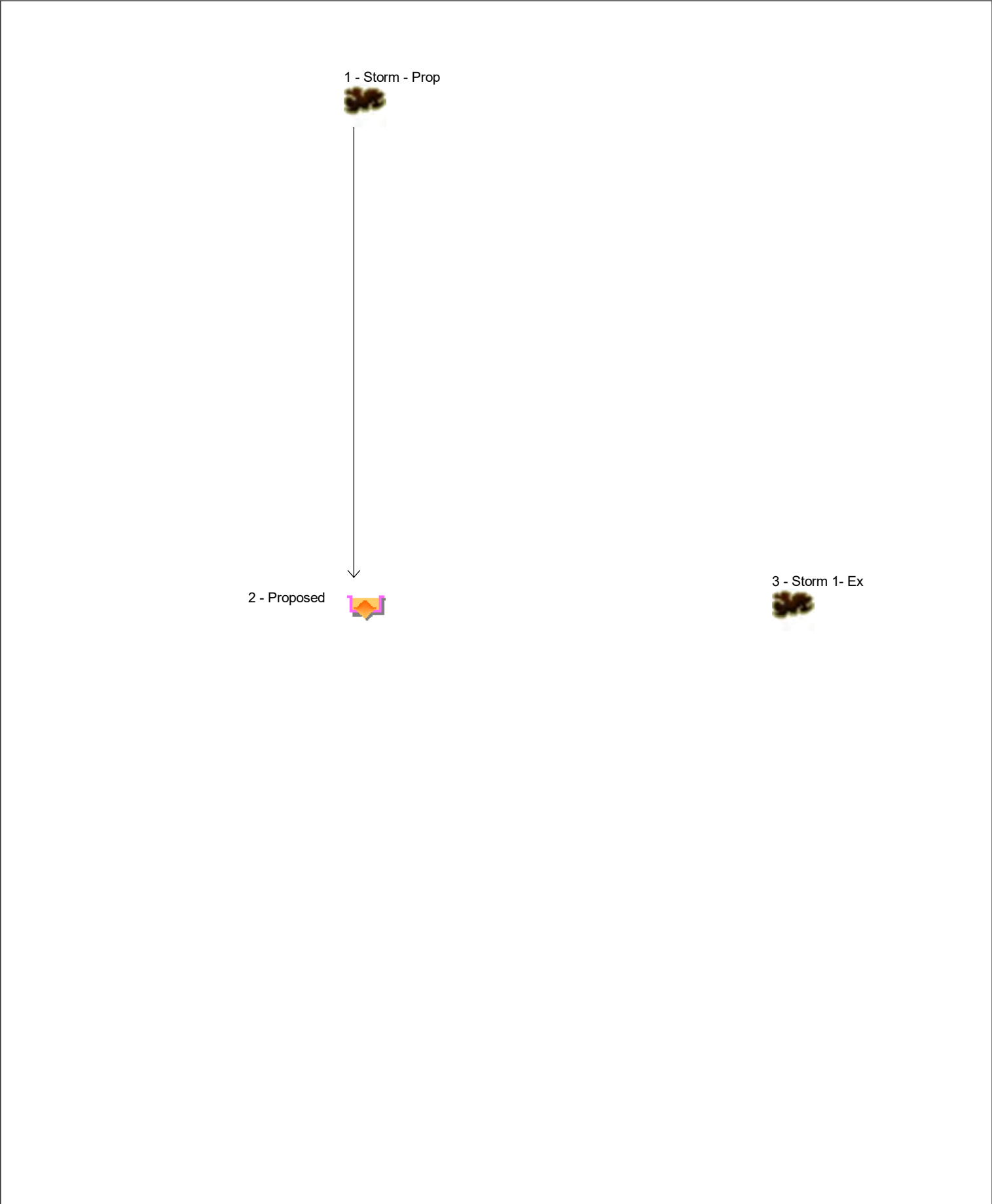
Use CN

91.6

* Runoff Curve Numbers determined by TR-55

Watershed Model Schematic

Hydraflow Hydrographs by Intelisolve v9.22



Hydrograph Report

Hydraflow Hydrographs by Intelisolve v9.22

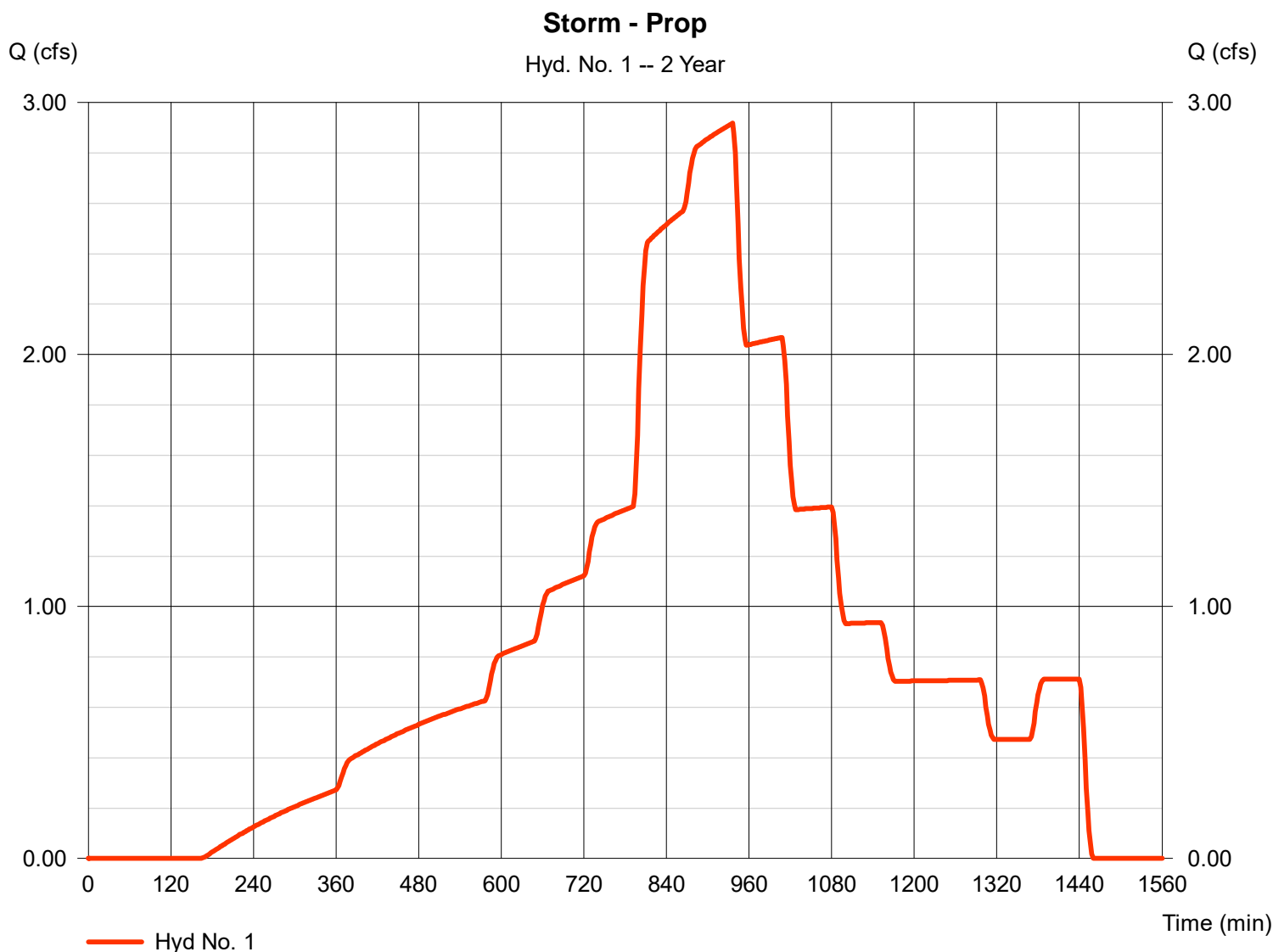
Thursday, Sep 28, 2017

Hyd. No. 1

Storm - Prop

Hydrograph type = SCS Runoff
 Storm frequency = 2 yrs
 Time interval = 2 min
 Drainage area = 10.510 ac
 Basin Slope = 0.0 %
 Tc method = USER
 Total precip. = 2.80 in
 Storm duration = 24.00 hrs

Peak discharge = 2.917 cfs
 Time to peak = 936 min
 Hyd. volume = 76,230 cuft
 Curve number = 91.6
 Hydraulic length = 0 ft
 Time of conc. (Tc) = 10.00 min
 Distribution = Huff-3rd
 Shape factor = 484



Hydrograph Report

Hydraflow Hydrographs by Intelisolve v9.22

Thursday, Sep 28, 2017

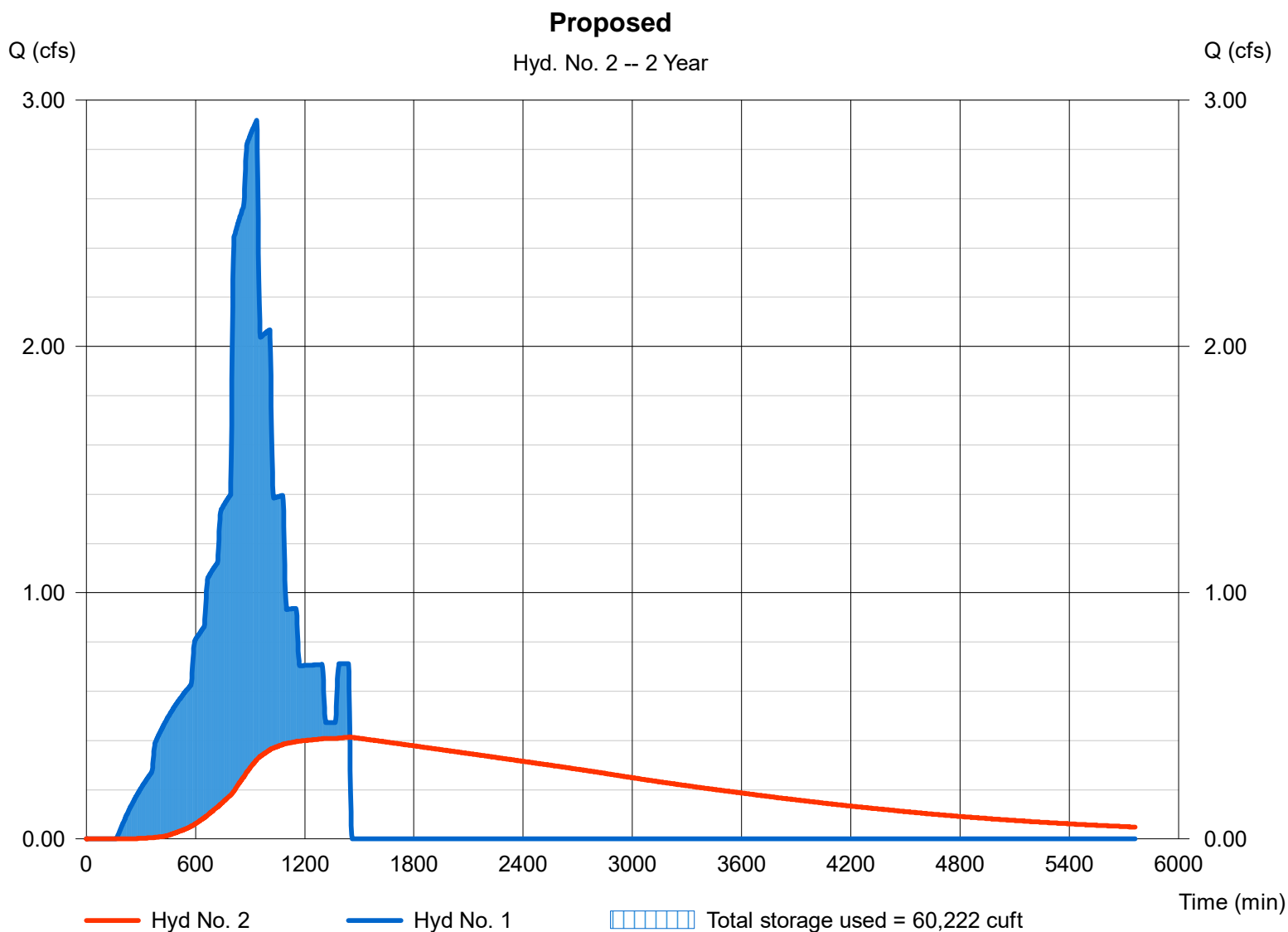
Hyd. No. 2

Proposed

Hydrograph type = Reservoir
 Storm frequency = 2 yrs
 Time interval = 2 min
 Inflow hyd. No. = 1 - Storm - Prop
 Reservoir name = <New Pond>

Peak discharge = 0.414 cfs
 Time to peak = 1448 min
 Hyd. volume = 68,497 cuft
 Max. Elevation = 841.59 ft
 Max. Storage = 60,222 cuft

Storage Indication method used.



Pond Report

4

Hydraflow Hydrographs by Intelisolve v9.22

Thursday, Sep 28, 2017

Pond No. 1 - <New Pond>

Pond Data

Contours - User-defined contour areas. Average end area method used for volume calculation. Beginning Elevation = 840.00 ft

Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	840.00	33,375	0	0
1.00	841.00	38,377	35,876	35,876
2.00	842.00	43,480	40,929	76,805
3.00	843.00	48,684	46,082	122,887
4.00	844.00	53,988	51,336	174,223

Culvert / Orifice Structures

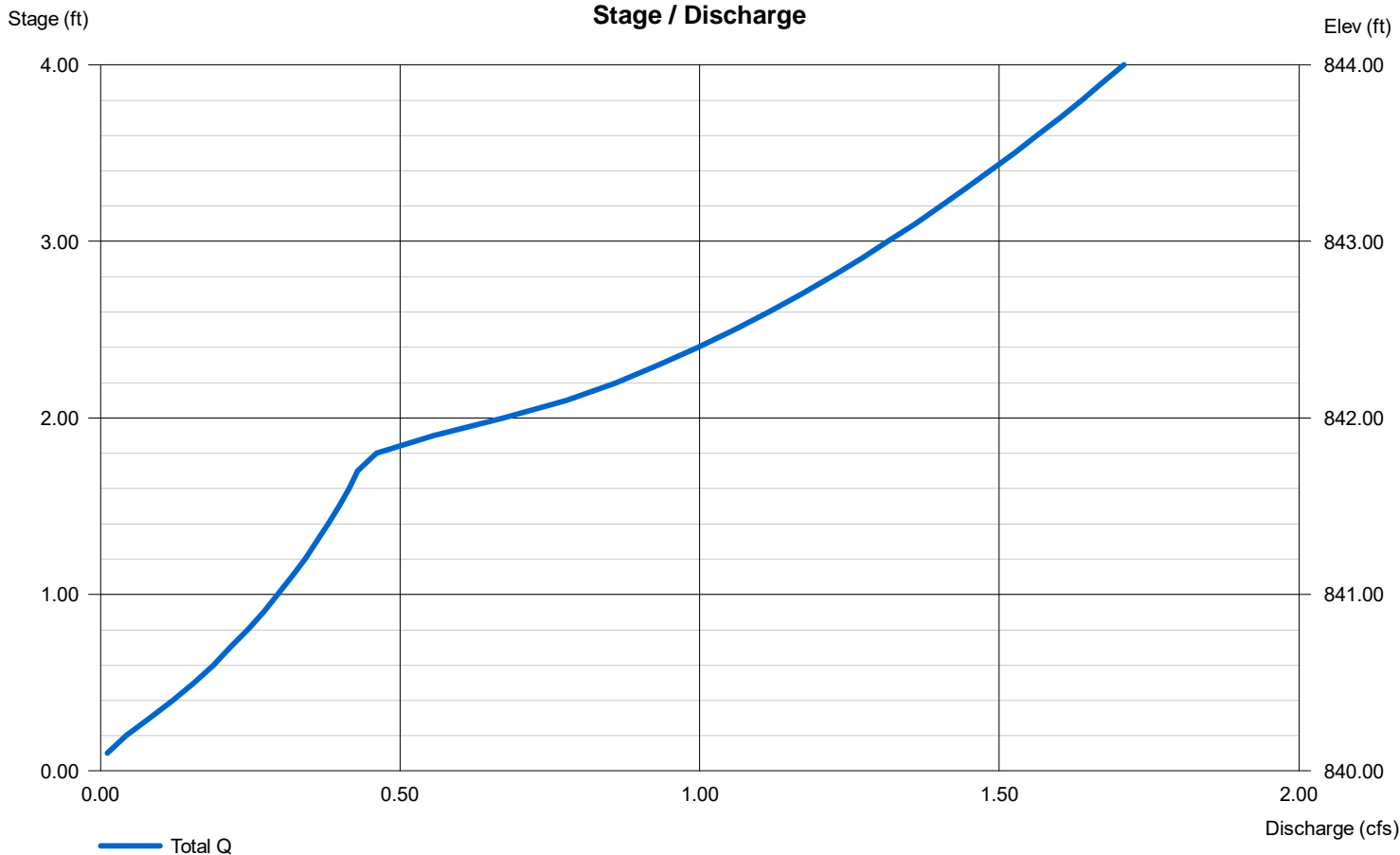
	[A]	[B]	[C]	[PrfRsr]
Rise (in)	= 12.00	4.30	4.83	0.00
Span (in)	= 12.00	4.30	4.83	0.00
No. Barrels	= 1	1	1	0
Invert El. (ft)	= 840.00	840.00	841.70	0.00
Length (ft)	= 20.00	1.00	1.00	0.00
Slope (%)	= 0.05	0.00	0.00	n/a
N-Value	= .013	.013	.013	n/a
Orifice Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	Yes	Yes	No

Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	= 0.00	0.00	0.00	0.00
Crest El. (ft)	= 0.00	0.00	0.00	0.00
Weir Coeff.	= 3.33	3.33	3.33	3.33
Weir Type	= ---	---	---	---
Multi-Stage	= No	No	No	No
Exfil.(in/hr)	= 0.000 (by Contour)			
TW Elev. (ft)	= 0.00			

Note: Culvert/Orifice outflows are analyzed under inlet (ic) and outlet (oc) control. Weir risers checked for orifice conditions (ic) and submergence (s).

Stage / Discharge



Hydrograph Report

Hydraflow Hydrographs by Intelisolve v9.22

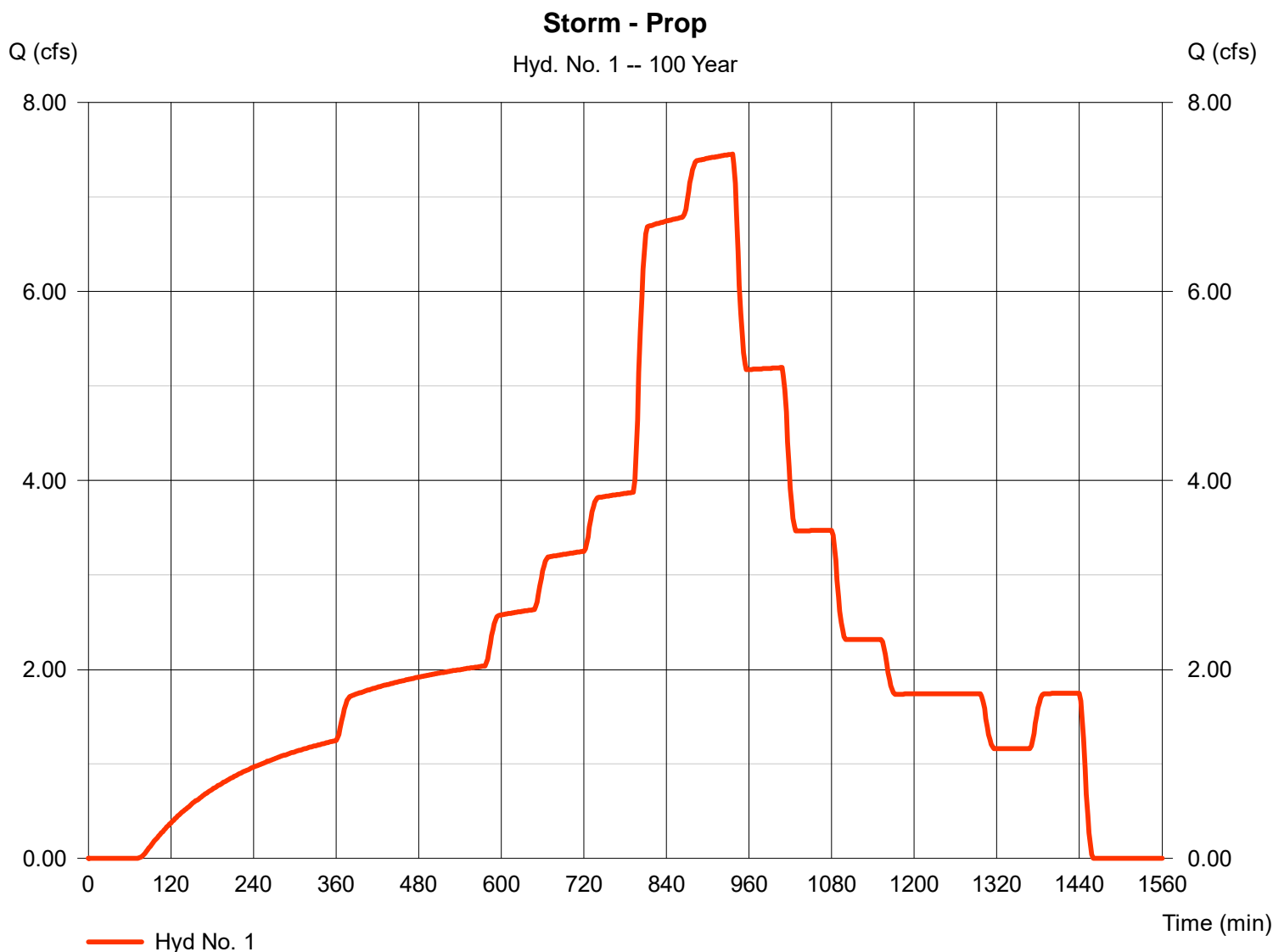
Thursday, Sep 28, 2017

Hyd. No. 1

Storm - Prop

Hydrograph type = SCS Runoff
 Storm frequency = 100 yrs
 Time interval = 2 min
 Drainage area = 10.510 ac
 Basin Slope = 0.0 %
 Tc method = USER
 Total precip. = 6.50 in
 Storm duration = 24.00 hrs

Peak discharge = 7.454 cfs
 Time to peak = 936 min
 Hyd. volume = 217,012 cuft
 Curve number = 91.6
 Hydraulic length = 0 ft
 Time of conc. (Tc) = 10.00 min
 Distribution = Huff-3rd
 Shape factor = 484



Hydrograph Report

Hydraflow Hydrographs by Intelisolve v9.22

Thursday, Sep 28, 2017

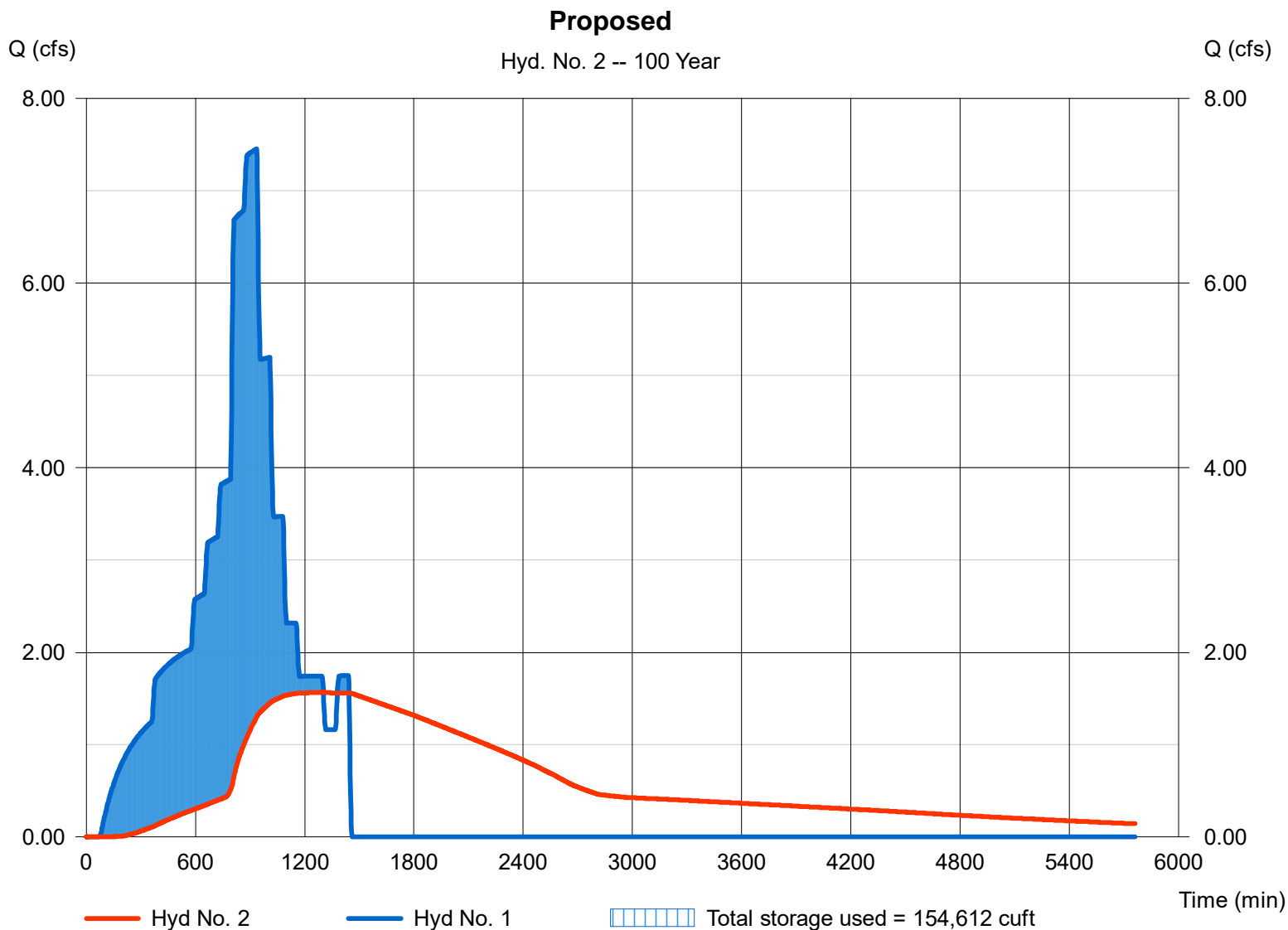
Hyd. No. 2

Proposed

Hydrograph type = Reservoir
 Storm frequency = 100 yrs
 Time interval = 2 min
 Inflow hyd. No. = 1 - Storm - Prop
 Reservoir name = <New Pond>

Peak discharge = 1.570 cfs
 Time to peak = 1302 min
 Hyd. volume = 200,263 cuft
 Max. Elevation = 843.62 ft
 Max. Storage = 154,612 cuft

Storage Indication method used.



**STAGE STORAGE CALCULATIONS
LIFE TIME LAKE ZURICH
LAKE ZURICH, ILLINOIS
August 31, 2017**

DETENTION BASIN

	Stage	Δ Elev.	Area (ft ²)	Area (ac.)	Avg. Area (ac.)	Storage _i (ac-ft)	Σ Storage _i (ac-ft)
NWL	840.00	0.00	31,026	0.71	0.00	0.00	0.00
	841.00	1.00	35,746	0.82	0.77	0.77	0.77
	842.00	1.00	40,570	0.93	0.88	0.88	1.64
	843.00	1.00	45,497	1.04	0.99	0.99	2.63
HWL	844.00	1.00	50,527	1.16	1.10	1.10	3.73

Provided Volume = 3.73 AC-FT

STAGE STORAGE CALCULATIONS
LIFE TIME LAKE ZURICH
LAKE ZURICH, ILLINOIS
August 17, 2017

COMPENSATORY STORAGE - POND 1

Stage	Δ Elev.	Area (ft ²)	Area (ac.)	Avg. Area (ac.)	Storage _i (ac-ft)	Σ Storage _i (ac-ft)
843.33	0.00	36,356	0.83	0.00	0.00	0.00
843.80	0.47	37,676	0.86	0.85	0.40	0.40

**STAGE STORAGE CALCULATIONS
LIFE TIME LAKE ZURICH
LAKE ZURICH, ILLINOIS
August 17, 2017**

COMPENSATORY STORAGE - POND 2

Stage	Δ Elev.	Area (ft ²)	Area (ac.)	Avg. Area (ac.)	Storage _i (ac-ft)	Σ Storage _i (ac-ft)
845.00	0.00	5	0.00	0.00	0.00	0.00
846.30	1.30	5,744	0.13	0.07	0.09	0.09



**STAGE STORAGE CALCULATIONS
LIFE TIME LAKE ZURICH
LAKE ZURICH, ILLINOIS
August 31, 2017**

Pavers

Area of 1 Parking Space	180 sf
# of Parking Spaces	220
Depth of Stone	1.00 ft
Void Space	36%
Storage Provided	14256 cf
	0.33 ac-ft

Island Infiltration

Total Length of Islands	301 ft
Width of Trench	3 ft
Depth of Trench	1.5 ft
Storage Provided	1354.5 cf
	0.03 ac-ft

Impervious Area	286021 cf
Total Site Area	456711 cf
Ratio	62.63%
RVR Storage Required	0.34 ac-ft
Total Provided RVR Volume	0.36 ac-ft

Traffic Impact Study

To: Ms. Lauren Grouws, P.E.
Life Time

625 Forest Edge Drive, Vernon Hills, IL 60061

TEL 847.478.9700 ■ FAX 847.478.9701

From: Lynn M. Means, P.E., PTOE
Senior Transportation Engineer

www.gha-engineers.com

Date: August 28, 2017
Updated February 19, 2018

Subject: Life Time Facility
US Route 12 (Rand Road) at North Old Rand Road
Lake Zurich, Illinois

Part I. Introduction and Project Context

Gewalt Hamilton Associates, Inc. (GHA) has conducted a Traffic Impact Study for the proposed Life Time development located on the northeast quadrant of US Route 12 (Rand Road) and North Old Rand Road in Lake Zurich, Illinois. The site formerly contained an approximately 11,000 square-foot, two-story restaurant, *Hackney's*. Access to the site is currently provided via two right-in/right-out (RIRO) driveways on Rand Road and one full access driveway on North Old Rand Road.

As proposed, the project consists of constructing a two-story, approximately 125,000 square-foot members only, health and fitness club. This facility will include amenities such as cardiovascular and resistance training areas, Pilates and yoga studios, gymnasiums, indoor/outdoor pools, spas, cafes, and childcare areas. Access to the development will be provided via one right-in/right-out access on Rand Road and one $\frac{3}{4}$ access (right-in/right-out/left-in) driveway on Old Rand Road – both located further away from the Rand Road and Old Rand Road intersection than the existing site driveways.

The following provides a summary of existing conditions, site traffic characteristics, future conditions and the analysis conducted, which includes an analysis of the development's impact on the surrounding roadway network. *Exhibits* and *Appendices* referenced are located at the end of this document.

Part II. Background Information

Site Location Map and Roadway Inventory

Exhibit 1 provides a location map of the site vicinity. *Exhibit 2* provides a photo inventory of current traffic operations. *Exhibit 3* depicts existing traffic operations on the roadways serving the site, including lane geometry and traffic control. The roadway's functional classification was obtained from IDOT's 5-Year Functional Classification Maps. Pertinent comments to the adjacent roadways include:

US Route 12 (Rand Road)

- 1 Rand Road is a north-south, divided principal arterial roadway, providing a four-lane cross-section (two-lanes in each direction) in the site vicinity.

- 1 Rand Road is designated as a Strategic Regional Arterial (SRA) route. SRA routes are designed to carry higher traffic volumes at higher travel speeds through access control and traffic signal installation / spacing. It is also a designated Class II Truck route.
- 1 At its unsignalized intersection with Golfview Road, Rand Road provides a left-turn lane, two through lanes and a right-turn lane in the northbound direction; in the southbound direction, Rand Road provides a left-turn lane, a through lane and a shared through/right-turn lane.
- 1 At its signalized intersection with North Old Rand Road / Ravinia Terrace, Rand Road provides a left-turn lane, two through lanes and a right-turn lane in both the northbound and southbound directions.
- 1 Rand Road is under the jurisdiction of the Illinois Department of Transportation (IDOT) and has a posted speed limit of 45 miles per hour (mph) within the study area. The speed limit is increased to 50 mph north of Golfview Road.
- 1 The average daily traffic (ADT) on Rand Road is 25,100 vehicles per day (vpd) with 4,600 trucks (18.3%) north of North Old Rand Road (year 2015) and 36,900 vpd with 2,300 trucks (6.2%) south of North Old Rand Road (year 2015).

Golfview Road

- 1 Golfview Road is generally, an east-west local roadway, extending easterly from Rand Road. It provides a two-lane cross-section (one-lane in each direction).
- 1 A gated access, serving a vacant parking lot, is aligned opposite Golfview Road.
- 1 At its unsignalized intersection with Rand Road, Golfview Road provides a single approach lane with shared turning movements, operating under STOP sign control.
- 1 Golfview Road is under the jurisdiction of the Village of Lake Zurich with a posted speed limit of 20 mph.

North Old Rand Road / Ravinia Terrace

- 1 North Old Rand Road is an east-west major collector roadway, extending easterly from Rand Road, providing a two-lane cross-section (one-lane in each direction). It is under Village of Lake Zurich jurisdiction with a posted speed limit of 25 mph.
- 1 To the west of Rand Road, North Old Rand Road becomes Ravinia Terrace, also a two-lane roadway functioning as local roadway. Ravinia Terrace is under the jurisdiction of the Village of Lake Zurich with a posted speed limit of 20 mph.
- 1 At its signalized intersection with Rand Road, a left-turn lane and shared through/right turn lane is provided in both the eastbound (Ravinia Terrace) and westbound (North Old Rand Road) directions.
- 1 At North Old Rand Road's unsignalized "T" intersections with the Bayshore Village Subdivision (townhomes) west access and Pine Tree Row, eastbound and westbound turns are shared with the through movements.
- 1 The ADT on North Old Rand Road is 3,850 vpd (year 2015).

Pine Tree Row

- 1 Pine Tree Row is a north-south local roadway, extending northerly from North Old Rand Road, providing a two-lane cross-section (one-lane in each direction), serving single family residential, as well as Bobbers bar and restaurant located at the northwest corner of the intersection.
- 1 At its unsignalized intersection with North Old Rand Road, a single approach lane with shared turning movements is provided, operating under stop sign control.
- 1 Pine Tree Row is under the jurisdiction of the Village of Lake Zurich with a posted speed limit of 20 mph.

Pedestrian / Bicycle Facilities

- 1 Sidewalks are provided within the study area as follows:
 - 1 Rand Road, west side: north of Ravinia Terrace.

- 1 Rand Road, east side: south of North Old Rand Road and north of Golfview Road.
- 1 North Old Rand Road, south side: between Rand Road and the Bayshore Village Subdivision west access.
- 1 North Old Rand Road, north side: easterly from the existing site access through the downtown (Main Street).
- 1 Golfview Road, north side: approximately 200 feet from Rand Road.
- 1 Golfview Road, south side: extending approximately 100 feet from the Pap Gus Gyros access to east of the adjacent office building.
- 1 A crosswalk is maintained on the west leg of the North Old Rand Road and Bayshore Village Subdivision west access unsignalized intersection.
- 1 There are no pedestrian traffic signals or crosswalks at the Rand Road and North Old Rand Road / Ravinia Terrace signalized intersection.

Existing Traffic

Exhibit 4A summarizes the existing weekday morning, weekday evening and Saturday midday peak hour traffic volumes. *Exhibit 4A* also provides the ADT 24-hour volume along Rand Road and Old Rand Road from 2015 as published by IDOT on their website www.gettingaroundillinois.com. *Exhibit 4B* illustrates the pedestrian and bicycle count data. Peak period traffic turning movement counts were conducted by GHA on Saturday, July 29, 2017 from 11:00 AM to 2:00 PM and on Thursday, August 3, 2017 from 6:00 to 9:00 AM and 3:00 to 6:00 PM.

The observed weekday morning, weekday evening and Saturday midday peak hours, in general, occurred from 6:45 to 7:45 AM, 4:15 to 5:15 PM and 12:15 to 1:15 PM, respectively; however, the peak hour for each individual intersection was used in the analysis to provide a conservative analysis scenario and intersection volumes were balanced, where appropriate.

No unusual activities (e.g. roadway construction, or inclement weather) were observed during our counts that would be expected to impact traffic volumes or travel patterns in the vicinity. Summaries of the existing traffic counts can be found in *Appendix A*.

2023 No-Build (Non-Site) Traffic

Exhibit 5 summarizes the 2023 No-Build weekday morning, weekday evening and Saturday midday peak hour traffic volumes. This identifies background, or ambient, projected growth in traffic conditions without the site traffic. In accordance with IDOT requirements, future traffic volume conditions were developed for the anticipated opening year of the development plus five years. For the purpose of this study and based on a review of historical traffic volumes, the Chicago Metropolitan Agency for Planning (CMAP) projections (see *Appendix B*), and recent studies performed in the area, traffic volumes along the roadways surrounding the site are assumed to experience an overall annual, compounded growth rate of approximately 0.5 percent per year. Accordingly, the 2023 No-Build peak hour traffic volumes were developed by applying a 0.5 percent compounded annual growth rate to the existing traffic (*Exhibit 4A*).

Planned Roadway Improvement Projects

The SRA Report dated March 1996 for US Route 12 (Rand Road) identified the widening of Rand Road adjacent to the site to provide three, twelve-foot-wide travel lanes in each direction, with a forty-foot-wide open median. However, these improvements are not included in the current Multi-Modal Transportation Plan (FY 2018-2023).

Thus, there is currently no construction completion date scheduled. Accordingly, for the purpose of this study, these improvements were not considered in the analyses. An excerpt from the SRA Report is provided in *Appendix C*.

Part III. Traffic Evaluation

Proposed Site Plan

Exhibit 6 presents the site plan prepared by Manhard Consulting, Ltd. dated February 19, 2018. As proposed, the development consists of the construction of a two-story, approximately 125,000 square-foot health, athletic and recreation center. It will include cardiovascular and resistance training areas, Pilates and yoga studios, gymnasiums, indoor/outdoor pools, spas, cafes, and childcare areas. The facility will have a capacity of 1,548 persons and is proposed to be open 24 hours, seven days a week. The outdoor recreation pool will be open from Memorial Day through Labor Day from 10:00 AM to 8:00 PM, while the outdoor lap pool's hours of operation will be from dawn to dusk. The development will be served by 516 parking spaces, including 12 accessible spaces.

Access to the development will be provided via one right-in/right-out access on Rand Road and one $\frac{3}{4}$ access (right-in/right-out/left-in) driveway on Old Rand Road – both located further away from the Rand Road and Old Rand Road intersection than the existing site driveways.

Deliveries are expected to occur through the front and or side doors located on the west and south sides of the building and the refuse containers are located in the area of the northwest side of the building. To the extent feasible, deliveries should be scheduled during off-peak periods and/or employees should be directed to park adjacent to / opposite these areas so as to not impede on-site circulation.

Trip Generation and Directional Distribution

Exhibit 7 – Part A tabulates the traffic generation calculations for the proposed development. Trip generation rates published by the Institute of Transportation Engineers (ITE) in the 9th Edition of the Manual *Trip Generation* were used to determine the anticipated traffic from the proposed fitness club use (see *Appendix D*). However, to provide a conservative analysis scenario, expected trip generation data collected by GHA at the existing Life Time facility located in Vernon Hills was used in the analysis. Traffic entering and exiting the Vernon Hills facility was collected over a ten-day period (December 27, 2017 through January 6, 2018), coinciding with peak facility operations. A summary of the local data collected is included as *Appendix E*.

Note: Not all vehicle trips expected to be generated by the proposed project represent new trips on the study area roadway system. Studies have shown that for health club / fitness developments, a portion of the site-generated vehicle trips are already present in the adjacent passing stream of traffic or are diverted from another route to the proposed site. Also based on data provided by the Client, the pass-by trip percentage for its existing Life Time facilities surveyed ranged between 14 and 48 percent during the peak hours. However, again to provide a conservative analysis scenario, no reduction for pass-by was applied.

Exhibit 7 – Part B provides the anticipated distribution of new site traffic. This was based on existing site travel patterns, proposed access driveways, competing opportunities and the operational characteristics of the adjacent street system.

Site and Total Traffic Assignments

Exhibit 8 illustrates the site traffic assignments during the weekday morning, weekday evening and Saturday midday peak hours. The trips were based on the traffic characteristics summarized in *Exhibit 7* (traffic generation and trip distribution) and assigned to the area roadways. Site traffic and 2023 No-Build (see *Exhibits 8* and *4*, respectively) were combined resulting in the 2023 Total Traffic, which is illustrated on *Exhibit 9*.

Auxiliary Lane Analysis

Based on the site plan, access to the site will be provided via one $\frac{3}{4}$ access (right-in/right-out/left-in) driveway on North Old Rand Road, aligned opposite the Bayshore Village Subdivision West Access (approximately 550 feet east of Rand Road) and one RIRO access on Rand Road (approximately 300 feet north of North Old Rand Road). This study examined whether a right-turn deceleration lane and/or a left-turn storage lane is required for the North Old Rand Road access driveway under future design year conditions (year 2023). *Note: recommendations include widening Rand Road at the site access to provide a third northbound through lane, with shared right-turns entering the site; however, per IDOT recommendation, the third through lane will be striped as a right-turn lane until a time in the future when the full IDOT SRA improvements (three-through lanes in each direction) are implemented.*

The IDOT *Bureau of Design and Environment Manual (BDE)* was used to determine the need for auxiliary lanes on North Old Rand Road. Section 36-3 Auxiliary Turn Lanes indicates that a right-turn lane is considered when the criterion is met on Figure 36-A for Two-Lane Highways (see *Appendix F*). Based on the posted speed limit of 25 mph and the project approach volume on North Old Rand Road, a right-turn lane is not warranted at the proposed site access driveway.

In addition, a left-turn is warranted at any unsignalized intersection that satisfies the guidelines on Figure 36-3G for Two-Lane Highways (see *Appendix F*). Based on the geometric design and lane usage of North Old Rand Road and the estimate volume of site-generated traffic, a left-turn lane is warranted on eastbound North Old Rand Road at the Site Access.

Capacity and Queue Analyses

Capacity analyses are a standard measurement in the industry that identifies how an intersection operates. *Exhibit 10 – Part A* lists the analysis parameters, as published in the Transportation Research Board's (TRB) *Highway Capacity Manual (HCM)*, *Sixth Edition*, 2016. They are measured in terms of Level of Service (LOS). LOS A is the best rating, with LOS F being the worst. LOS C is often considered acceptable for design purposes and LOS D is usually considered as providing the lower threshold of acceptable operations. LOS E and F are usually considered unacceptable. However, IDOT uses a stricter interpretation of the Highway Capacity Manual. Along SRA routes, LOS C should be maintained on the through movements of the SRA route and LOS D on all other movements. On non-SRA routes, LOS C should be strived for on all intersection movements. Variations from these standards may be allowed and are considered on a case-by-case basis.

Capacity analyses were performed for three scenarios:

- 1 *Existing Traffic* – Existing 2017 traffic,
- 1 *No-Build Traffic* – Estimated (year 2023) traffic with background growth (assumed at 0.5 percent per year), and
- 1 *Total Traffic* – No-Build traffic volumes (year 2023) plus the addition of the site generated traffic.

Exhibit 10 - Part B summarizes the intersection capacity and queue analysis results. Capacity analysis summary printouts are provided in *Appendix G*. *Exhibit 11* schematically illustrates the recommendations to accommodate the Life Time facility traffic impacts.

Rand Road at Golfview Road

Under existing, year 2023 no-build (without site) and year 2023 total (with site) traffic conditions, southbound left-turns from Rand Road onto Golfview Road operate at acceptable levels of service during all three peak hours studied. The westbound turns from Golfview Road onto Rand Road northbound and southbound currently operate at LOS F during the weekday evening and Saturday midday peak hours. The delay experienced by these movements is typical for a minor street intersection with a major street with heavy through volumes. These movements will continue to operate at these levels under future conditions with the proposed development. This intersection experiences minimal increases in delay as a result of the proposed project. Accordingly, no modifications to this intersection are recommended in connection with the proposed development.

Rand Road at North Old Rand Road and Ravinia Terrace

The signalized intersection of Rand Road at North Old Rand Road and Ravinia Terrace operates at overall acceptable levels of service (LOS D or better) before and after the development during the weekday morning, weekday evening and Saturday midday peak hours. Several individual movements currently operate at LOS E/F during the three peak hours studied. These movements will continue to operate at these levels under future conditions with the proposed development. Future total traffic conditions assumed the following improvements would be implemented by the development at this intersection, noting the geometric requirements (storage and taper lengths) would be determined in the preparation of an Intersection Design Study (IDS) for the intersection:

- 1.1 Increase the northbound Rand Road right-turn storage length. *Note: the intersection design will accommodate the conversion of the right-turn lane to a shared through/right-turn lane in the future when the full IDOT SRA improvements (three-through lanes in each direction) are implemented.*
- 2.1 Increase the westbound North Old Rand Road left-turn storage length.
- 3.1 Increase the southbound Rand Road left-turn storage length.
- 4.1 Provide pedestrian accommodations (high visibility, continental style crosswalks, pedestrian signals with countdown timers, Americans with Disabilities Act (ADA) curb ramps) for the north and east legs of the intersection.
- 5.1 Traffic signal equipment and timing modifications to accommodate the above recommendations.

North Old Rand Road at Bayshore Village Subdivision West Access / Site Access

As shown, all movements at the unsignalized intersection of North Old Rand Road and the Bayshore Village Subdivision West Access / Site Access operate at acceptable levels of service before and after the development during all three peak hours studied. The 95th percentile queue length for eastbound left-turns entering the site, as well as for southbound right-turns exiting the site are not anticipated to exceed one vehicle, which will not impact operations on or off site. Future total traffic conditions assumed the following improvements would be implemented by the development at this intersection:

- 6.1 Provide an eastbound left-turn lane on North Old Rand Road, as a back-to-back left-turn with the westbound left-turn lane at Rand Road.
- 7.1 The Site Access southbound approach should provide a channelized right-turn lane, operating under stop sign control.
- 8.1 A continental style crosswalk, along with ADA curb ramps, should be provided on the north (site access) leg of the intersection.

- 9.1 Remove the crosswalk, and associated signing, on the west leg of this intersection. It is recommended that the pedestrian crossing of North Old Rand Road occur at the Rand Road signalized intersection, as noted in recommendation number 4 above. This also assumes the sidewalk will be extended along the north side of North Rand Road from its current terminus westerly to Rand Road.

Note: per Village recommendation, a pedestrian crossing of Old Rand Road at this location should be maintained. Accordingly, in order to minimize conflicts with left-turns entering the site, the crosswalk, along with associated signing and ADA curb ramps, will be relocated to the east leg of the intersection. A pedestrian refuge area will also be provided within the median. In addition, the sidewalk along the south side of Old Rand Road will be extended easterly to the crossing.

North Old Rand Road and Pine Tree Row

As shown, all movements at the unsignalized intersection of North Old Rand Road and Pine Tree Row operate at acceptable levels of service before and after the development during all three peak hours studied. This intersection experiences minimal increases in delay as a result of the proposed project. Accordingly, no modifications to this intersection are recommended in connection with the proposed development.

Rand Road and Site RIRO Access

The westbound right turns from the proposed site access onto Rand Road northbound are projected to operate at acceptable LOS D or better during the weekday morning and Saturday midday peak hours. During the weekday evening peak hour, this movement is anticipated to operate at LOS E. As previously noted, the delay experienced by this movement is typical for a driveway intersecting a major street with heavy through volumes. The multiple site access (via Rand Road and North Rand Road) maximizes site access flexibility and minimizes impact to North Old Rand Road. Future total traffic conditions assumed the following improvements would be implemented by the development at this intersection:

- 10.1 Provide a third shared through/right-turn lane on northbound Rand Road, extending from North Old Rand Road and terminating at the existing right-turn lane at Golfview Road. *As previously noted, this lane will be striped as a right-turn lane until a time in the future when the full IDOT SRA improvements (three-through lanes in each direction) are implemented.*
- 11.1 The Site Access westbound approach will operate under stop sign control.

Part IV. Conclusions

Analyses have been conducted under existing and future conditions of the intersections in the study area to determine the impact from the proposed Life Time Fitness development. The capacity analysis results indicate that the increase in project site-generated traffic can be accommodated with the implementation of the improvement recommendations contained herein.

Part V. Technical Addendum

The following Exhibits and Appendices were previously referenced. They provide technical support for our observations, findings and recommendations discussed in the text.

Exhibits

- 1.1 Aerial Location Map
- 2.1 Photo Inventory
- 3.1 Existing Traffic Operations
- 4.1 Existing Traffic
- 5.1 2023 No-Build Traffic
- 6.1 Site Plan
- 7.1 Traffic Characteristics
- 8.1 Site Traffic
- 9.1 2023 Total Traffic
- 10.1 Capacity and Queue Analyses
- 11.1 Traffic Operations Plan

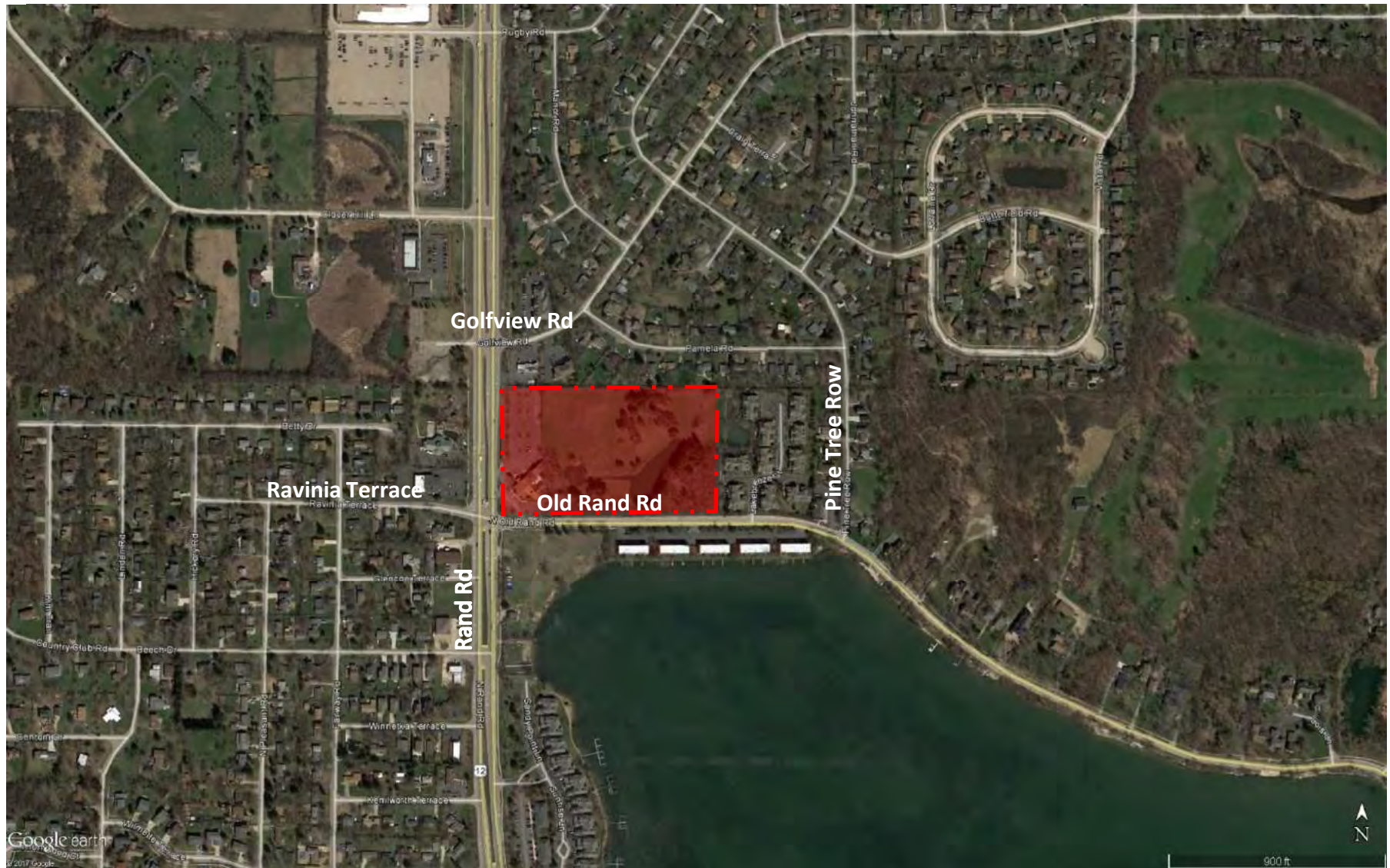
Appendices

- A.1 Traffic Count Summaries
- B.1 CMAP Projections
- C.1 SRA Report Exhibit
- D.1 ITE Trip Generation Excerpts
- E.1 Life Time Fitness Trip Generation Study
- F.1 Turn Lane Warrant Analysis
- G.1 Capacity Analysis Worksheets

5276.900_Life Time Fitness Lake Zurich_2.19.18.docx

Technical Addendum

Exhibits



Proposed LifeTime Fitness – Northeast Corner Rand Rd and Old Rand Rd; Lake Zurich, Illinois



Looking west along Old Rand Rd crosswalk



Looking northwest along Old Rand Rd crosswalk



Looking east along Old Rand Rd crosswalk



Looking south at townhouse west entrance at Old Rand Rd



Looking north from townhouse west entrance at Old Rand Rd



Looking west along Old Rand Rd at townhouse entrance



Looking west along Old Rand Rd at Pine Tree Row



Looking east along Old Rand Rd at Pine Tree Row



Looking north along Pine Tree Row at Old Rand Rd



Looking south along Pine Tree Row approach at Old Rand Rd



Looking west along Old Rand Rd approach at U.S. 12



Looking west along Old Rand Rd approach at U.S. 12



Looking north across Old Rand Rd from U.S. 12 right turn lane



Looking north along U.S. 12 NB approach at Old Rand Rd



Looking south along U.S. 12 NB approach at Old Rand Rd



Looking north along U.S. 12 SB approach at Ravinia Terrace



Looking south along U.S. 12 SB approach at Ravinia Terrace



Looking west along Golfview Rd approach at U.S. 12



Looking east along Golfview Rd at U.S. 12



Looking north along U.S. 12 at Golfview Rd



Looking east along Golfview Rd approach at U.S. 12



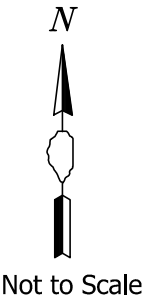
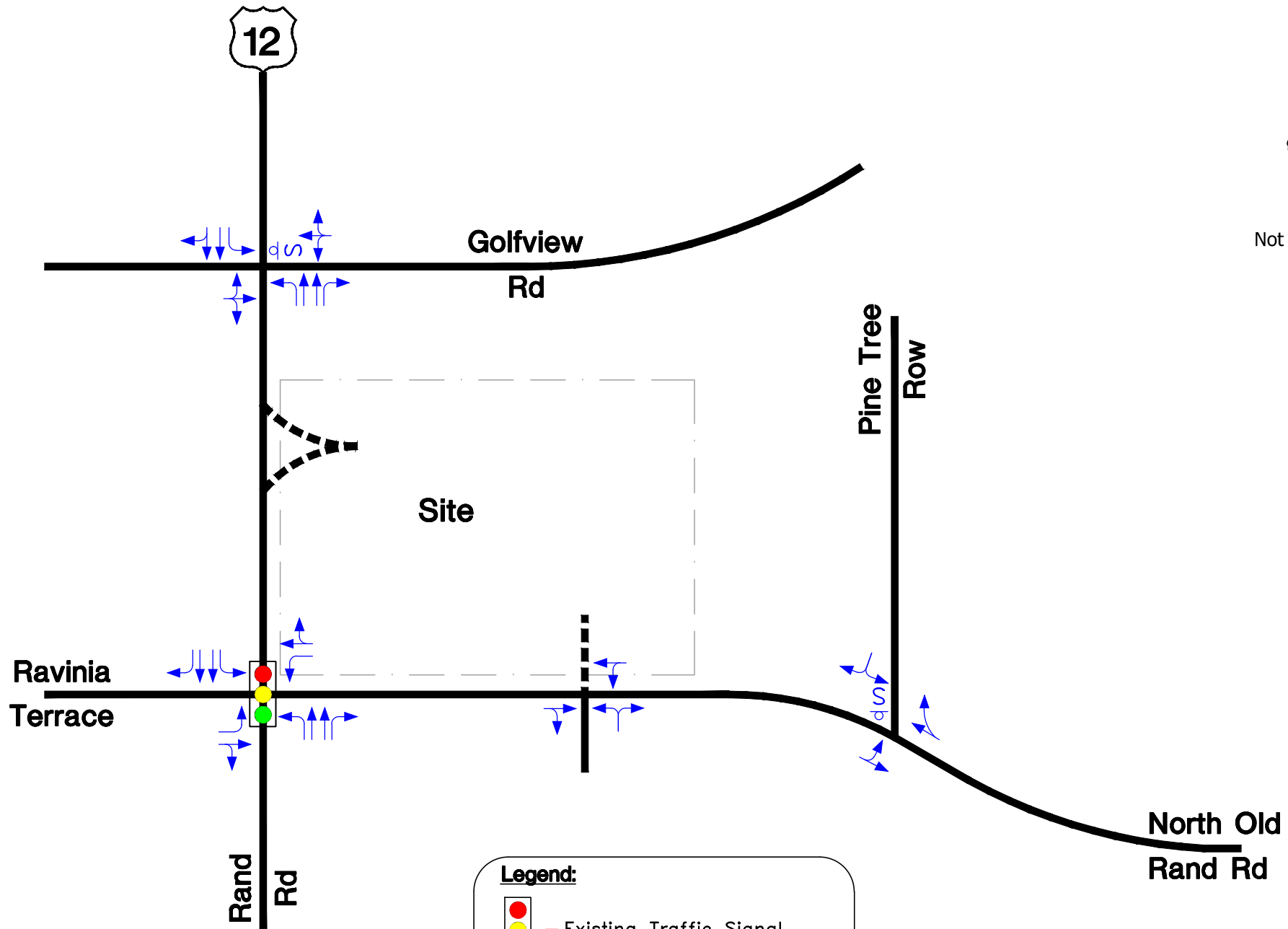
Looking south along U.S. 12 SB at Golfview Rd lot entrance



Looking west along Golfview Rd lot entrance at U.S. 12 SB



Looking east from Golfview Rd lot entrance at U.S. 12 SB



Legend:

- Existing Traffic Signal
- Existing Travel Lane
- Existing Stop Sign

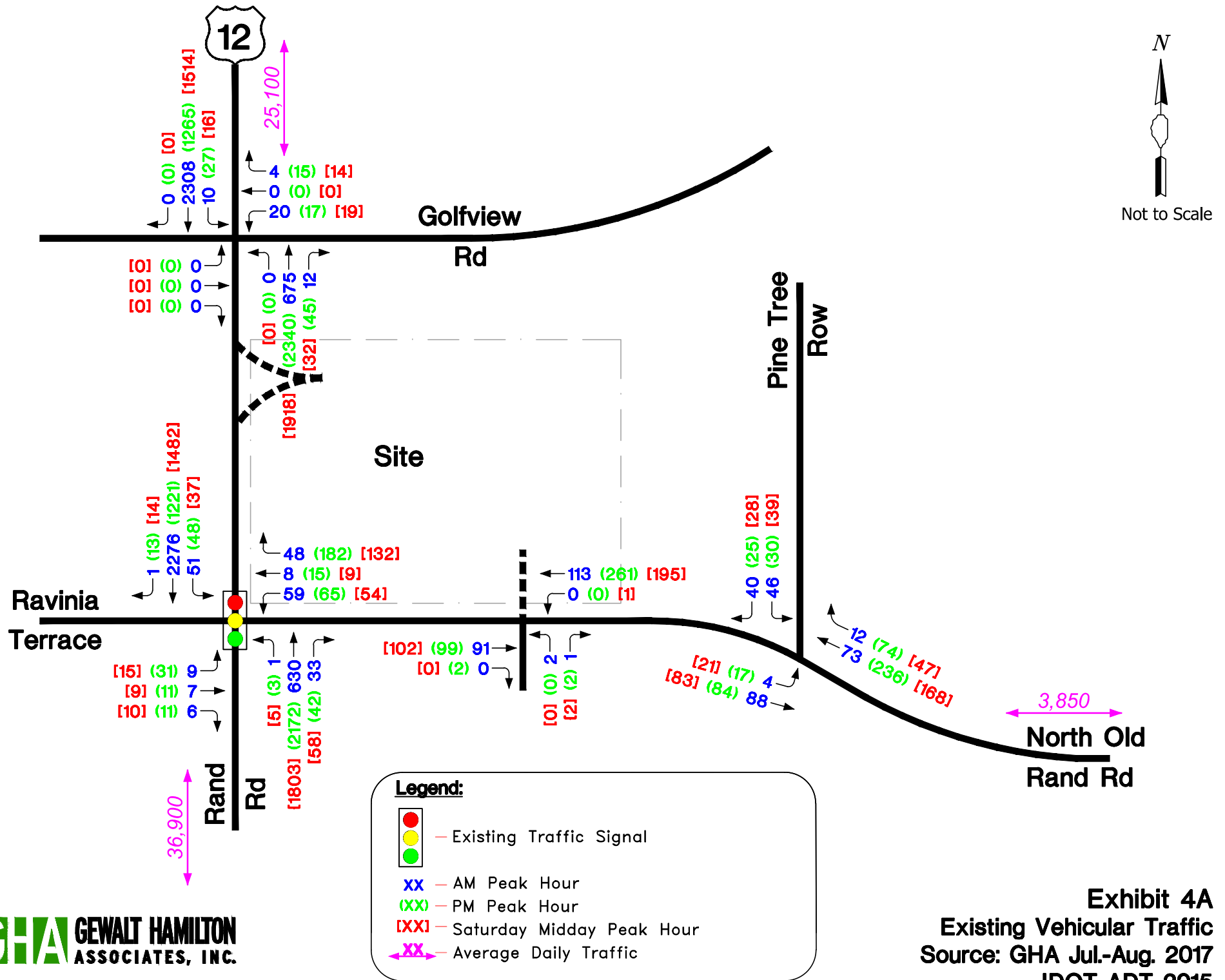


Exhibit 4A
Existing Vehicular Traffic
Source: GHA Jul.-Aug. 2017
IDOT ADT 2015

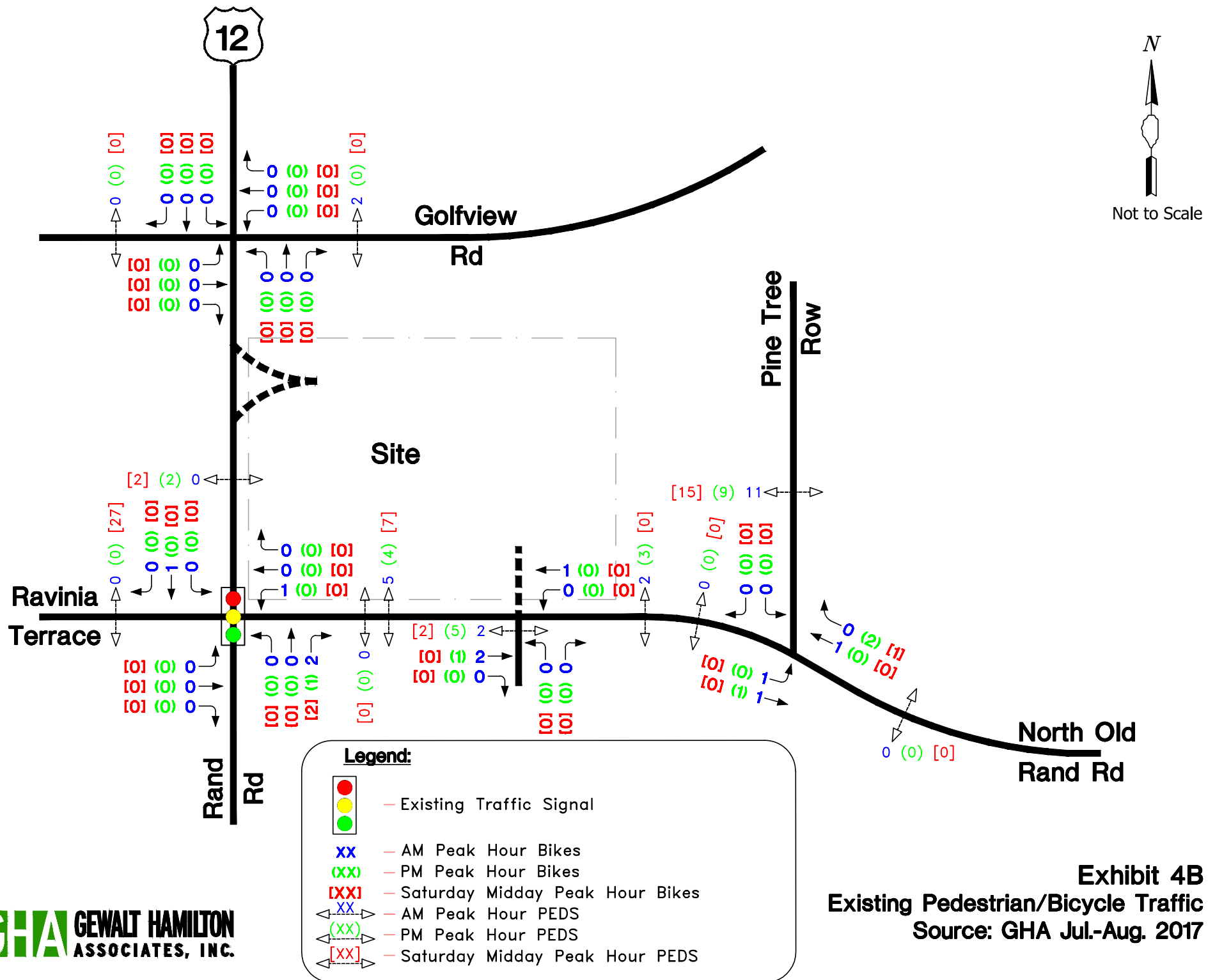
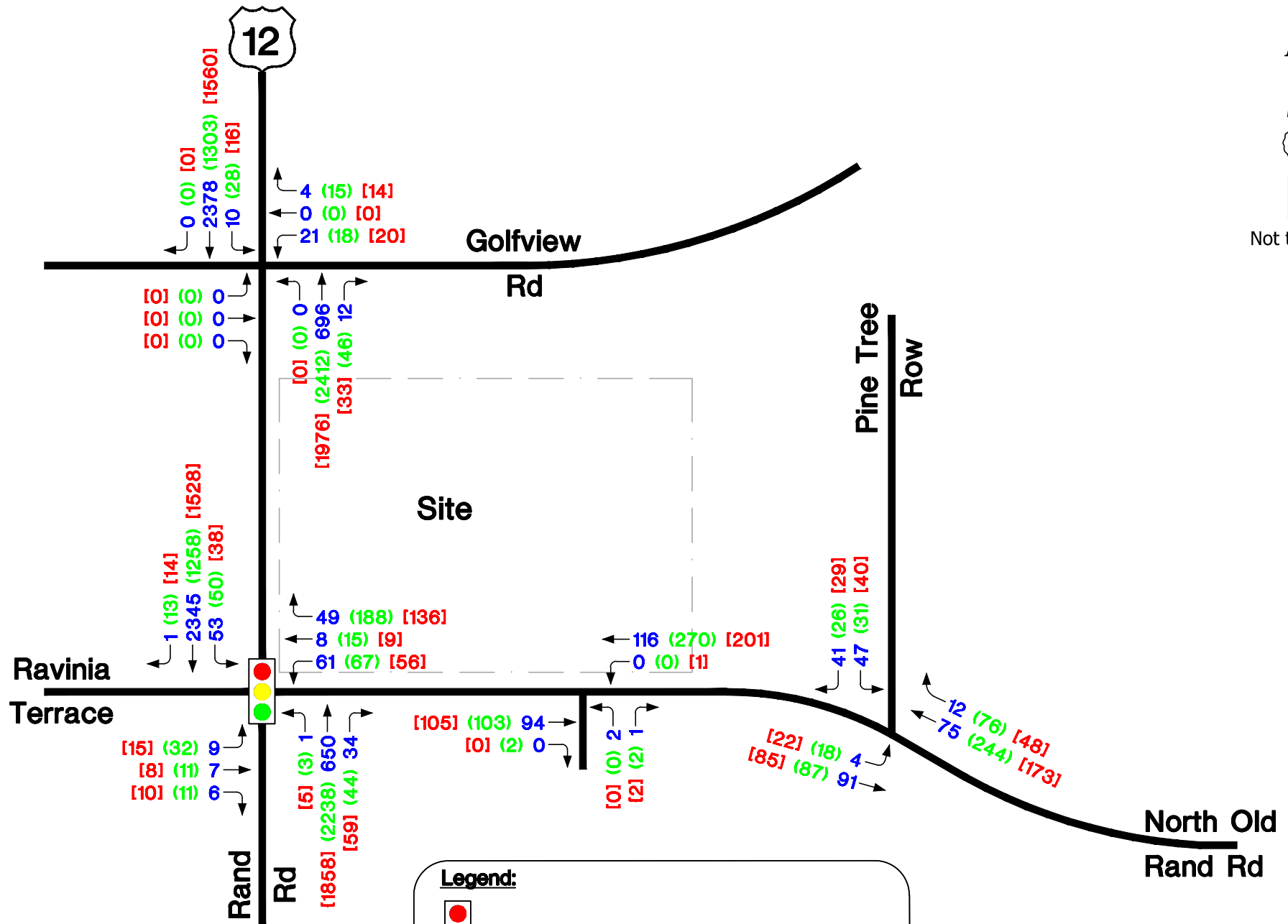


Exhibit 4B
Existing Pedestrian/Bicycle Traffic
Source: GHA Jul.-Aug. 2017



Not to Scale



Legend:



— Existing Traffic Signal



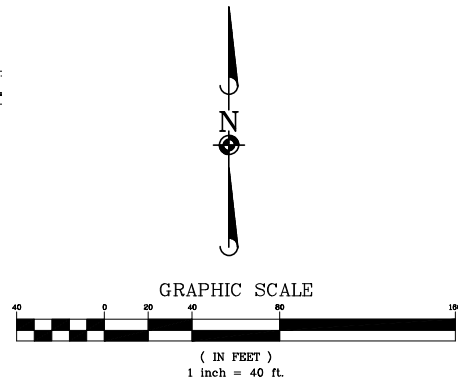
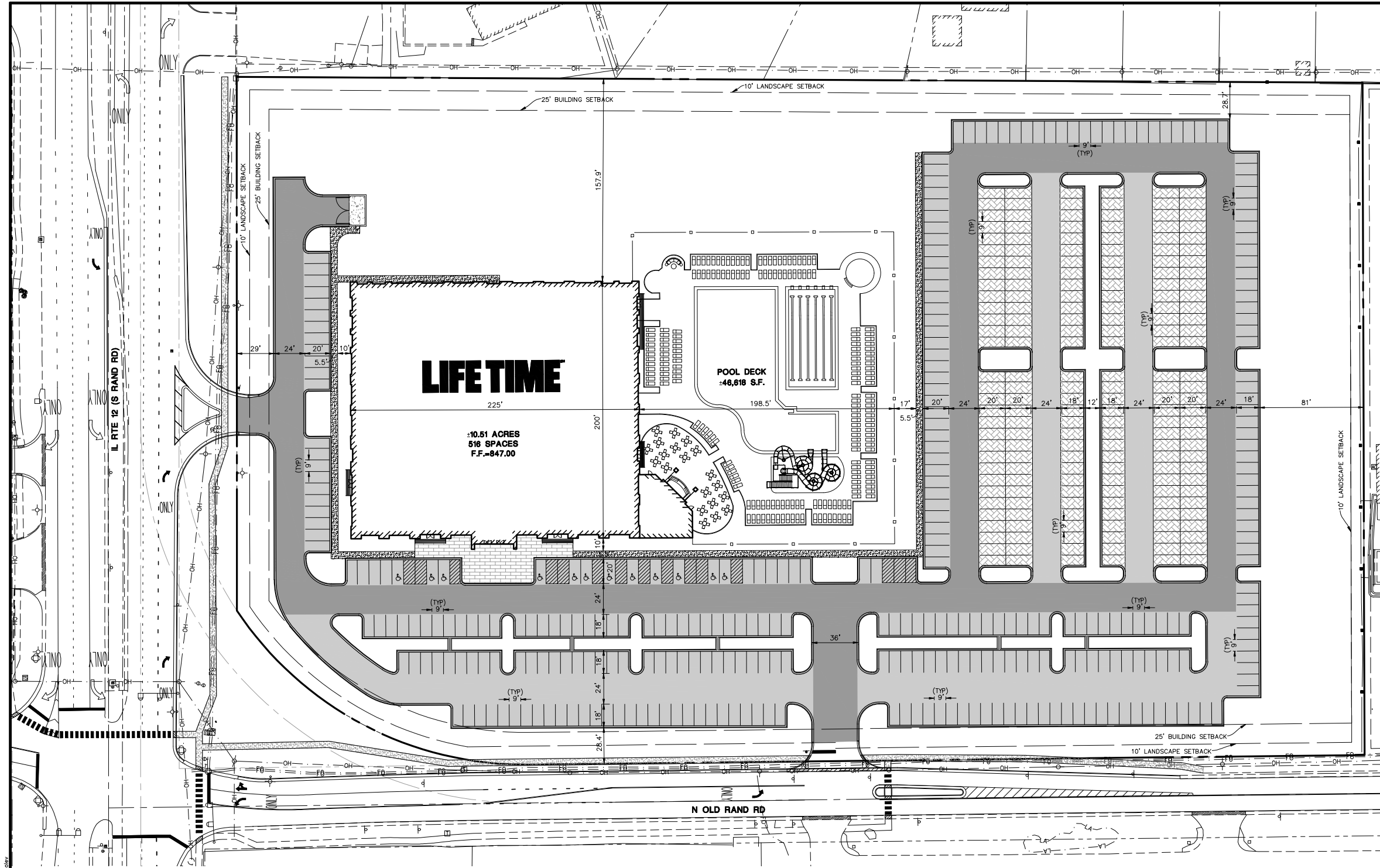
— AM Peak Hour



— PM Peak Hour



— Saturday Midday Peak Hour



SITE DATA	
SITE AREA	10.51 AC
BUILDING AREA	44,384 SF
BUILDING OCCUPANCY	1548
CURRENT ZONING	WEST HALF: B-1 (LOCAL AND COMMUNITY BUSINESS) EAST HALF: R-4 (SINGLE FAMILY RESIDENTIAL) B-1 (LOCAL AND COMMUNITY BUSINESS)
PROPOSED ZONING	
STANDARD PARKING	501 SP
ACCESSIBLE PARKING	12 SP
MOTORCYCLE PARKING	3 SP
TOTAL PARKING	516 SP
REQUIRED PARKING	516 SP (1 FOR 3 PERSONS OF DESIGN CAPACITY)

SIGN LEGEND	
①	R1-1 STOP SIGN
②	R7-8 HANDICAP PARKING SIGN
③	MOTORCYCLE PARKING SIGN

PAVEMENT MARKING LEGEND	
Ⓐ	24" WHITE STOP BAR
Ⓑ	4" SOLID WHITE
Ⓒ	LETTERS AND SYMBOLS PAVEMENT MARKINGS
Ⓓ	4" YELLOW DIAGONAL AT 45° SPACED 2' O.C. W/ 4" YELLOW BORDER

PAVEMENT LEGEND	
	STANDARD DUTY PAVEMENT 1 1/2" BITUMINOUS SURFACE COURSE, HOT-MIX ASPHALT, MIX D, N50 2" BITUMINOUS BINDER COURSE, HOT-MIX ASPHALT, IL-19, N50 8" AGGREGATE BASE COURSE, CA-6
	STRUCTURAL NUMBER 1.5 x 0.40 = 0.60 2.0 x 0.33 = 0.66 8.0 x 0.13 = 1.04 TOTAL = 2.30
	HEAVY DUTY PAVEMENT 1 1/2" BITUMINOUS SURFACE COURSE, HOT-MIX ASPHALT, MIX D, N50 2 1/2" BITUMINOUS BINDER COURSE, HOT-MIX ASPHALT, IL-19, N50 12" AGGREGATE BASE COURSE, CA-6
	STRUCTURAL NUMBER 1.5 x 0.40 = 0.60 2.5 x 0.33 = 0.83 12.0 x 0.13 = 1.56 TOTAL = 2.99
	SIDEWALK 5" PORTLAND CEMENT CONCRETE PAVEMENT 6" COMPACTED AGGREGATE BASE, CA-6
	CONCRETE PAVEMENT 7" PORTLAND CEMENT CONCRETE PAVEMENT W/ 6 X 6 W1.4 WWF 6" COMPACTED AGGREGATE BASE, CA-6
	DECORATIVE PAVEMENT SEE ARCHITECT PLANS
	PERMEABLE PAVERS 3.1" BELGARD PAVERS 1.5" CA-16 SETTING BED AND CHOKO LAYER 4" CA-7 STONE LAYER 8" CA-1 STONE LAYER
	STRUCTURAL NUMBER 4.6 x 0.40 = 1.84 4.0 x 0.13 = 0.52 8.0 x 0.13 = 1.04 TOTAL = 3.40

MANHARD CONSULTING LTD.

180 Westlawn Boulevard, Suite 100, Oak Park, IL 60454
Civil Engineers • Surveyors • Water Resource Engineers • Wetland & Wetwater Engineers
Construction Managers • Environmental Scientists • Landscape Architects • Planners

DATE	02-19-18
DRAWN BY	REH
CHECKED BY	JDF
IN CHARGE	JDF
REVISIONS	

LIFE TIME

VILLAGE OF LAKE ZURICH, ILLINOIS

PRELIMINARY SITE AND PAVING PLAN

PROJ. MGR.

PROJ. ASSOC.

DRAWN BY

DATE

SCALE

02-19-18

1"=40'

SHEET

1 OF 4

LTF.LZIL01

Exhibit 7 Project Traffic Characteristics

Proposed Life Time Fitness Development – Northeast Corner Old Rand Road and Rand Road, Lake Zurich, Illinois

Part A. Traffic Generation Calculations

	ITE			Morning Peak Hour			Evening Peak Hour			Saturday Midday			Weekday Daily		
	Code	Units		In	Out	Sum	In	Out	Sum	In	Out	Sum	In	Out	Sum
Proposed Development ¹															
Health/Fitness Club	492	125	KSF	88	88	176	234	176	410	110	135	245	2058	2,058	4,116
	Local	125	KSF	188	73	261	233	153	386	263	218	481	2,278	2,195	4,473

Source: ITE Trip Generation Manual; 9th Edition.

Local Data Collected at Life Time Athletic in Vernon Hills from Thursday, December 28, 2017 through Saturday, January 6, 2018.

Part B. Trip Distribution

Route & Direction	Percent Use by Route	
	Approach Site From	Depart Site To
Rand Road		
- North of Golfview Road	40%	46%
- South of Old Rand Road	43%	53%
Old Rand Road		
- East of Pine Tree Row	15%	--
Ravinia Terrace		
- West of Rand Road	1%	1%
Pine Tree Row / Golfview Rod		
- North of Old Rand Road	1%	--
Totals =	100%	100%

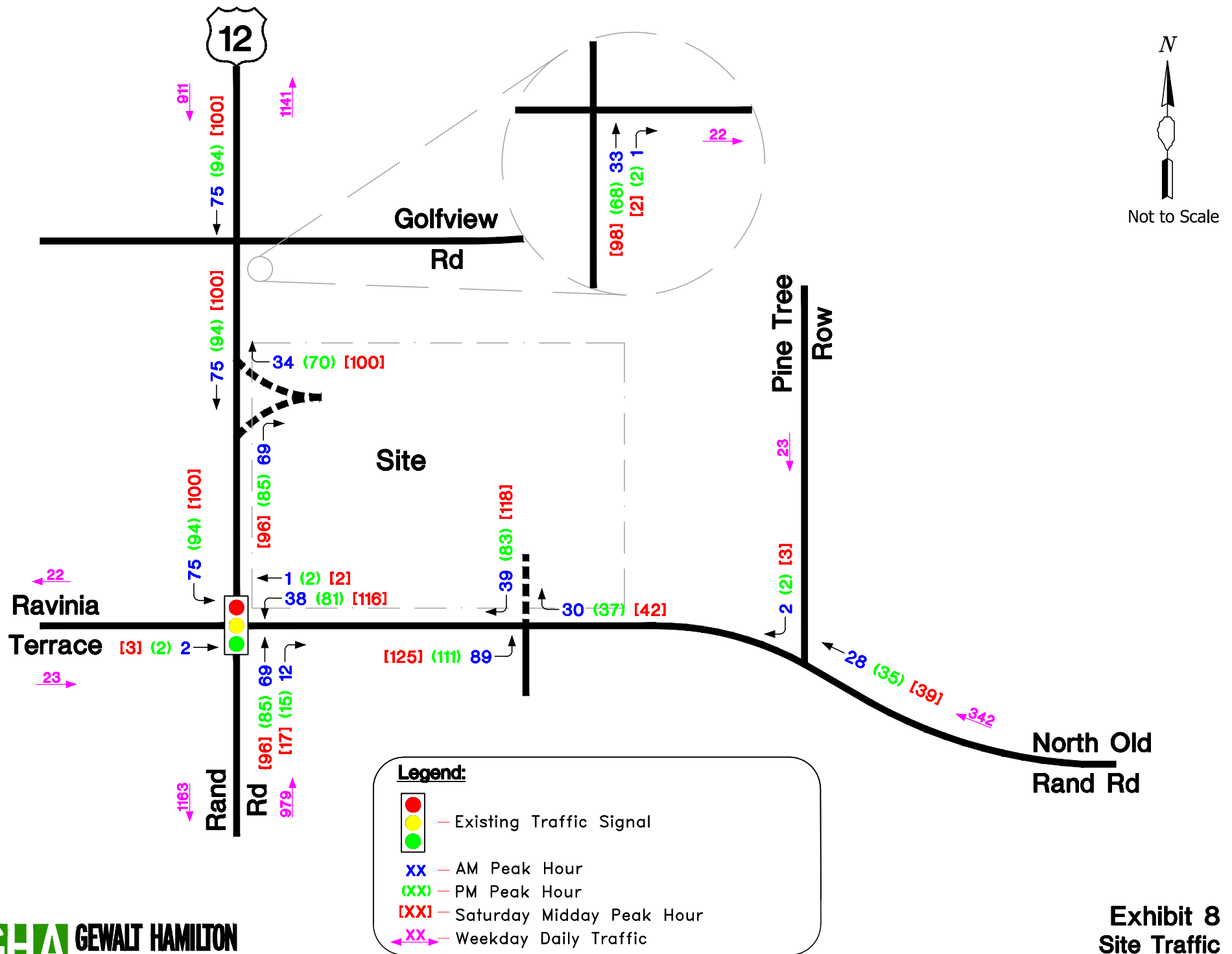


Exhibit 8
Site Traffic

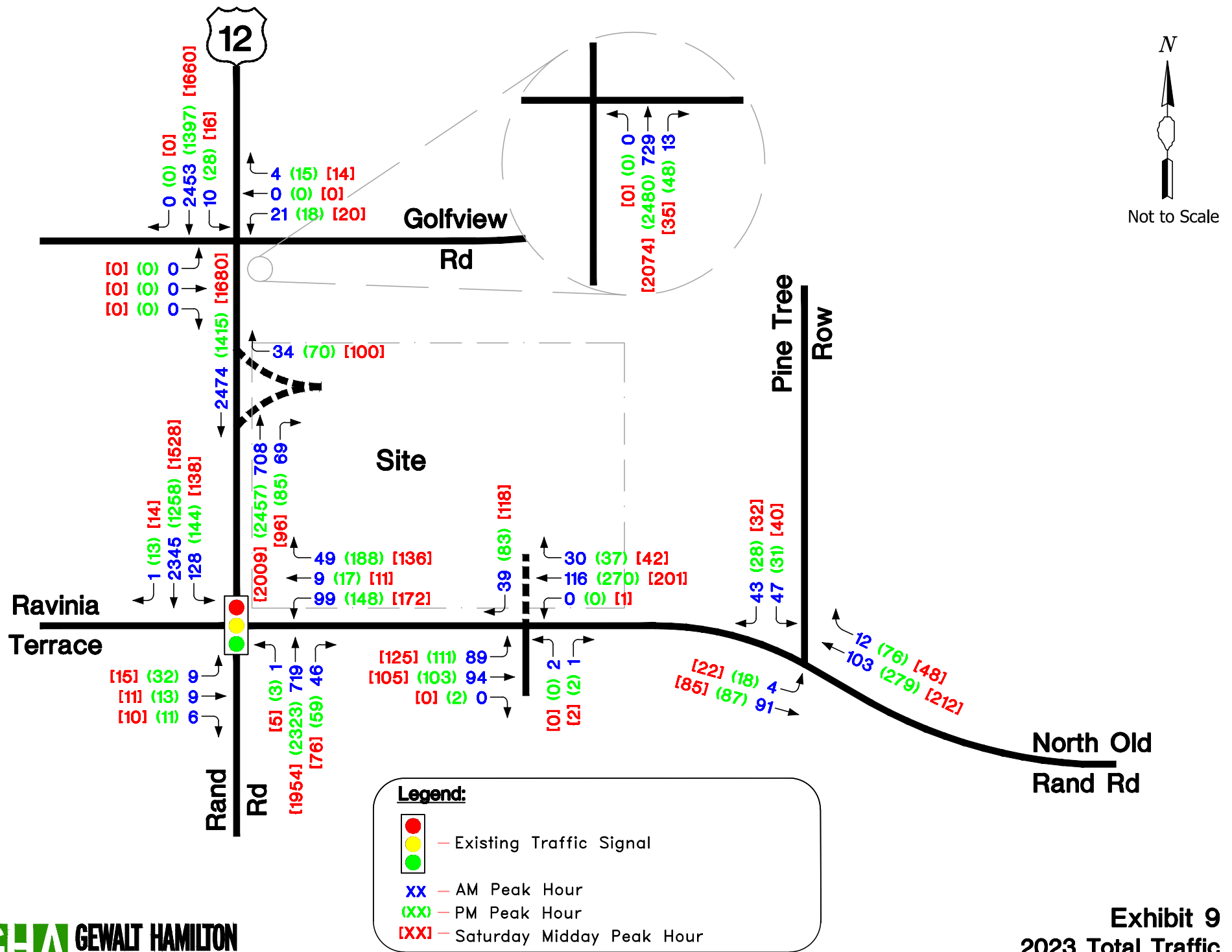
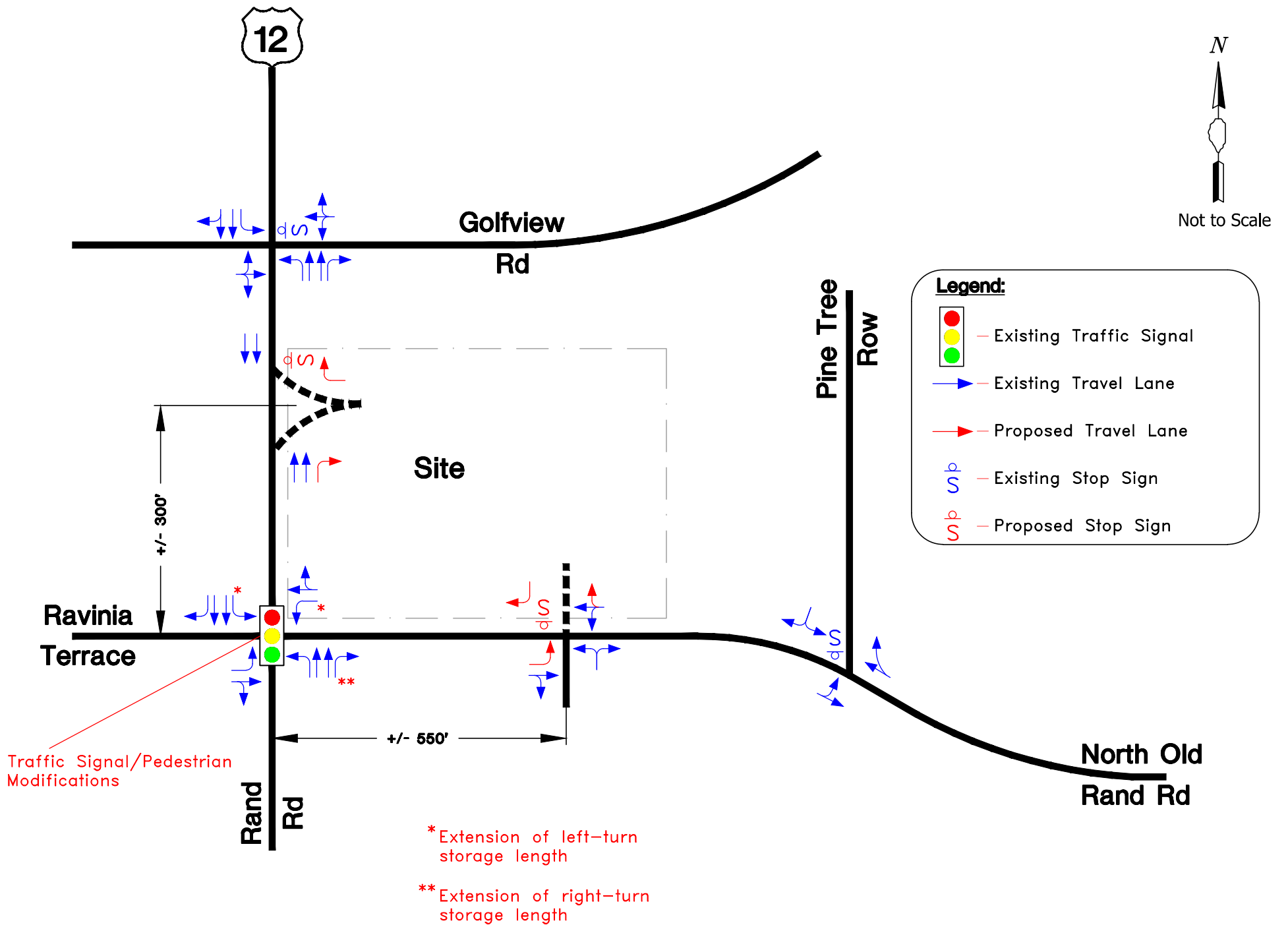


Exhibit 10																				
Intersection Capacity Analyses																				
Proposed LifeTime Fitness -Northeast Corner Rand Road and Old Rand Road, Lake Zurich, Illinois																				
Part A. Parameters - Type of Traffic Control (Source: Highway Capacity Manual, 6th Edition)																				
I. Traffic Signals						II. Stop Sign														
LOS	Delay (sec / veh)	Description					LOS	Delay (sec / veh)												
A	<10	All signal phases clear waiting vehicles without delay					A	< 10												
B	>10 and < 20	Minimal delay experienced on select signal phases					B	>10 and < 15												
C	>20 and < 35	Some delay experienced on several phases; often used as design criteria					C	>15 and < 25												
D	>35 and < 55	Usually considered as the acceptable delay standard					D	>25 and < 35												
E	>55 and < 80	Very long delays experienced during the peak hours					E	>35 and < 50												
F	>80	Unacceptable delays experienced throughout the peak hours					F	>50												
Part B. Results			Roadway Conditions			LOS Per Movement Group By Approach								Intersection / Approach						
						> = Shared Lane				- = Non										
						Critical or not Allowed Movement														
						TRT - Shared Through/Right lane (with an additional Through lane)														
			Eastbound			Westbound			Northbound			Southbound			Delay (sec / veh)		LOS			
1. US 12 at Golfview Rd			TWSC - EB/WB Stops			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	WB Approach Delay		
A. Weekday Morning Peak Hour			• Current			-	-	-	>	D	<	-	-	-	A	-	<	27.3	D	
Existing Traffic (See Exhibit 4)			• 95th Queue Length (ft)			-	-	-	-	12	-	-	-	-	-	-	-	-	-	
No-Build Traffic (See Exhibit 5)			• Current			-	-	-	>	D	<	-	-	-	A	-	<	28.5	D	
			• 95th Queue Length (ft)			-	-	-	-	12	-	-	-	-	-	-	-	-	-	
Total Traffic (See Exhibit 8)			• Current			-	-	-	>	D	<	-	-	-	A	-	<	30.3	D	
			• 95th Queue Length (ft)			-	-	-	-	12	-	-	-	-	-	-	-	-	-	
B. Weekday Evening Peak Hour			• Current			-	-	-	>	F	<	-	-	-	D	-	<	109.6	F	
Existing Traffic (See Exhibit 4)			• 95th Queue Length (ft)			-	-	-	-	52.5	-	-	-	-	12	-	-	-	-	
No-Build Traffic (See Exhibit 5)			• Current			-	-	-	>	F	<	-	-	-	D	-	<	133.1	F	
			• 95th Queue Length (ft)			-	-	-	-	60	-	-	-	-	12	-	-	-	-	
Total Traffic (See Exhibit 8)			• Current			-	-	-	>	F	<	-	-	-	D	-	<	154.8	F	
			• 95th Queue Length (ft)			-	-	-	-	65	-	-	-	-	15	-	-	-	-	
C. Saturday Midday Peak Hour			• Current			-	-	-	>	F	<	-	-	-	C	-	<	58.6	F	
Existing Traffic (See Exhibit 4)			• 95th Queue Length (ft)			-	-	-	-	35	-	-	-	-	5	-	-	-	-	
No-Build Traffic (See Exhibit 5)			• Current			-	-	-	>	F	<	-	-	-	C	-	<	66.3	F	
			• 95th Queue Length (ft)			-	-	-	-	40	-	-	-	-	5	-	-	-	-	
Total Traffic (See Exhibit 8)			• Current			-	-	-	>	F	<	-	-	-	C	-	<	78.9	F	
			• 95th Queue Length (ft)			-	-	-	-	45	-	-	-	-	5	-	-	-	-	
2. US 12 at Old Rand Rd/Ravina Terrace			Traffic Signal			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection Delay		
A. Weekday Morning Peak Hour			• Current			E	E	<	E	E	<	F	A	A	F	B	A	16.0	B	
Existing Traffic (See Exhibit 4)			• 95th Queue Length (ft)			15	22	<	94	102	<	6	21	14	98	780	1	-	-	
No-Build Traffic (See Exhibit 5)			• Current			E	E	<	E	E	<	F	A	A	F	B	A	17.4	B	
			• 95th Queue Length (ft)			16	22	<	97	104	<	6	24	14	101	855	1	-	-	
Total Traffic (See Exhibit 8)			• Current			E	E	<	E	E	<	F	A	A	E	C	A	21.8	C	
			• 95th Queue Length (ft)			15	26	<	157	101	<	6	84	26	221	966	1	-	-	
B. Weekday Evening Peak Hour			• Current			E	E	<	D	F	<	F	B	A	F	B	A	19.6	B	
Existing Traffic (See Exhibit 4)			• 95th Queue Length (ft)			51	37	<	102	384	<	12	315	23	100	365	6	-	-	
No-Build Traffic (See Exhibit 5)			• Current			E	E	<	D	F	<	F	B	A	F	B	A	22.7	C	
			• 95th Queue Length (ft)			53	37	<	105	396	<	12	377	24	103	384	6	-	-	
Total Traffic (See Exhibit 8)			• Current			E	E	<	E	F	<	F	F	B	F	B	A	45.5	D	
			• 95th Queue Length (ft)			54	42	<	231	401	<	12	1002	38	375	387	6	-	-	
C. Saturday Midday Peak Hour			• Current			D	E	<	D	E	<	F	A	A	F	B	A	11.3	B	
Existing Traffic (See Exhibit 4)			• 95th Queue Length (ft)			24	30	<	76	234	<	15	130	23	70	360	5	-	-	
No-Build Traffic (See Exhibit 5)			• Current			D	D	<	D	E	<	F	A	A	F	B	A	11.7	B	
			• 95th Queue Length (ft)			24	28	<	78	240	<	15	145	24	71	382	5	-	-	
Total Traffic (See Exhibit 8)			• Current			E	E	<	D	E	<	F	B	B	E	B	A	21.7	C	
			• 95th Queue Length (ft)			25	36	<	237	223	<	15	268	303	253	434	6	-	-	
3. Old Rand Rd at Site/Bayshore West			TWSC - NB/SB Stops			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	SB Approach Delay		
A. Weekday Morning Peak Hour			• Current			-	-	-	>	A	-	>	A	<	-	-	-	-	-	
Existing Traffic (See Exhibit 4)			• 95th Queue Length (ft)			-	-	-	-	-	-	-	-	-	-	-	-	-	-	
No-Build Traffic (See Exhibit 5)			• Current			-	-	-	>	A	-	>	A	<	-	-	-	-	-	
			• 95th Queue Length (ft)			-	-	-	-	-	-	-	-	-	-	-	-	-		
Total Traffic (See Exhibit 8)			• Current			A	-	-	>	A	<	>	A	<	-	-	A	9.2	A	
			• 95th Queue Length (ft)			5	-	-	-	-	-	-	-	-	-	2	-	-		
B. Weekday Evening Peak Hour			• Current			-	-	-	>	A	-	>	A	<	-	-	-	-	-	
Existing Traffic (See Exhibit 4)			• 95th Queue Length (ft)			-	-	-	-	-	-	-	-	-	-	-	-	-	-	
No-Build Traffic (See Exhibit 5)			• Current			-	-	-	>	A	-	>	A	<	-	-	-	-	-	
			• 95th Queue Length (ft)			-	-	-	-	-	-	-	-	-	-	-	-	-		
Total Traffic (See Exhibit 8)			• Current			A	-	-	>	A	<	>	A	<	-	-	B	10.6	B	
			• 95th Queue Length (ft)			8	-	-	-	-	-	-	-	-	-	10	-	-		
C. Saturday Midday Peak Hour			• Current			-	-	-	>	A	-	>	A	<	-	-	-	-	-	
Existing Traffic (See Exhibit 4)			• 95th Queue Length (ft)			-	-	-	-	-	-	-	-	-	-	-	-	-	-	
No-Build Traffic (See Exhibit 5)			• Current			-	-	-	>	A	-	>	A	<	-	-	-	-	-	
			• 95th Queue Length (ft)			-	-	-	-	-	-	-	-	-	-	-	-	-		
Total Traffic (See Exhibit 8)			• Current			A	-	-	>	A	<	>	A	<	-	-	B	10.4	B	
			• 95th Queue Length (ft)			8	-	-	-	-	-	-	-	-	-	15	-	-		
4. Old Rand Rd at Pine Tree Row			TWSC - SB Stops			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	SB Approach Delay		
A. Weekday Morning Peak Hour			• Current			>	A	-	-	-	-	-	-	-	>	A	<	9.8	A	
Existing Traffic (See Exhibit 4)			• 95th Queue Length (ft)			-	-	-	-	-	-	-	-	-	-	10	-	-	-	
No-Build Traffic (See Exhibit 5)			• Current			>	A	-	-	-	-	-	-	-	>	A	<	9.9	A	
			• 95th Queue Length (ft)			-	-	-	-	-	-	-	-	-	-	10	-	-	-	
Total Traffic (See Exhibit 8)			• Current			>	A	-	-	-	-	-	-	-	>	B	<	10.1	B	
			• 95th Queue Length (ft)			-	-	-	-	-	-	-	-	-	-	10	-	-	-	
B. Weekday Evening Peak Hour			• Current			>	A	-	-	-	-	-	-	-	>	B	<	11.2	B	
Existing Traffic (See Exhibit 4)			• 95th Queue Length (ft)			-	-	-	-	-	-	-	-	-	-	8	-	-	-	
No-Build Traffic (See Exhibit 5)			• Current			>	A	-	-	-	-	-	-	-	>	B	<	11.3	B	
			• 95th Queue Length (ft)			-	-	-	-	-	-	-	-	-	-	8	-	-	-	
Total Traffic (See Exhibit 8)			• Current			>	A	-	-	-	-	-	-	-	>	B	<	11.6	B	
			• 95th Queue Length (ft)			-	-	-	-	-	-	-	-	-	-	8	-	-	-	
C. Saturday Midday Peak Hour			• Current			>	A	-	-	-	-	-	-	-	>	B	<	10.8	B	
Existing Traffic (See Exhibit 4)			• 95th Queue Length (ft)			-	-	-	-	-	-	-	-	-	-	8	-	-	-	
No-Build Traffic (See Exhibit 5)			• Current			>	A	-	-	-	-	-	-	-	>	B	<	10.9	B	
			• 95th Queue Length (ft)			-	2	-	-	-	-	-	-	-	-	10	-	-	-	
Total Traffic (See Exhibit 8)			• Current			>	A	-	-	-	-	-	-	-	>	B	<	11.3	B	
			• 95th Queue Length (ft)			-	2	-	-	-	-	-	-	-	-	10	-	-	-	
5. US 12 at Site RIRO			TWSC - WB Stops			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	WB Approach Delay		
A. Weekday Morning Peak Hour			• Current			-	-	-	-	-	-	-	-	-	-	-	-	-	11.0	B
Total Traffic (See Exhibit 8)			• 95th Queue Length (ft)			-	-	-	-	-	-	-	-	-	-	-	-	-	-	
B. Weekday Evening Peak Hour			• Current			-	-	-	-	-	-	-	-	-	-	-	-	-	47.2	E
Total Traffic (See Exhibit 8)			• 95th Queue Length (ft)			-	-	-	-	-	-	-	-	-	-	-	-	-	-	
C. Saturday Midday Peak Hour			• Current			-	-	-	-	-	-	-	-	-	-	-	-	-	34.4	D
Total Traffic (See Exhibit 8)			• 95th Queue Length (ft)			-	-	-	-	-	-	-	-	-	-	-	-	-	-	
						-	-	-	-	-	-	-	-	-	-	-	-	-	-	
95th percentile queue length in feet per lane .																				



Appendices

Appendix A

Existing Traffic Count Summaries

Rand Rd at Golfview Rd - TMC

Tue Aug 1, 2017

Full Length (6AM-9AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)

All Movements

ID: 435802, Location: 42.205268, -88.111625



Provided by: Gewalt Hamilton Associates Inc.

625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Access Eastbound						Golfview Rd Westbound						US-12 Northbound						US-12 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2017-08-01																									
6:00AM	0	0	0	0	0	1	2	0	1	0	3	0	0	87	1	0	88	0	2	506	0	0	508	0	599
6:15AM	0	0	0	0	0	0	3	0	1	0	4	0	0	110	2	0	112	0	3	519	0	0	522	0	638
6:30AM	0	0	0	0	0	0	4	0	1	0	5	0	0	169	2	0	171	0	4	572	0	0	576	0	752
6:45AM	0	0	0	0	0	0	7	0	0	0	7	0	0	173	3	1	177	0	1	570	0	0	571	0	755
Hourly Total	0	0	0	0	0	1	16	0	3	0	19	0	0	539	8	1	548	0	10	2167	0	0	2177	0	2744
7:00AM	0	0	0	0	0	0	5	0	2	0	7	0	0	142	5	0	147	0	1	590	0	0	591	0	745
7:15AM	0	0	0	0	0	0	4	0	1	0	5	2	0	157	1	1	159	0	4	576	0	0	580	0	744
7:30AM	0	0	0	0	0	0	4	0	5	0	9	0	0	175	5	0	180	0	5	546	0	0	551	0	740
7:45AM	0	0	0	0	0	0	4	0	4	0	8	0	0	177	4	1	182	0	7	543	0	0	550	0	740
Hourly Total	0	0	0	0	0	0	17	0	12	0	29	2	0	651	15	2	668	0	17	2255	0	0	2272	0	2969
8:00AM	0	0	0	0	0	0	4	0	1	0	5	0	0	224	5	0	229	0	5	497	0	0	502	0	736
8:15AM	0	0	0	0	0	0	9	0	3	0	12	1	0	202	3	0	205	1	3	468	0	0	471	0	688
8:30AM	0	0	0	0	0	2	7	0	4	0	11	2	0	232	2	0	234	1	4	415	0	0	419	0	664
8:45AM	0	0	0	0	0	0	8	0	1	0	9	0	0	223	4	0	227	0	6	467	0	0	473	0	709
Hourly Total	0	0	0	0	0	2	28	0	9	0	37	3	0	881	14	0	895	2	18	1847	0	0	1865	0	2797
Total	0	0	0	0	0	3	61	0	24	0	85	5	0	2071	37	3	2111	2	45	6269	0	0	6314	0	8510
% Approach	0%	0%	0%	0%	-	-	71.8%	0%	28.2%	0%	-	-	0%	98.1%	1.8%	0.1%	-	-	0.7%	99.3%	0%	0%	-	-	-
% Total	0%	0%	0%	0%	0%	-	0.7%	0%	0.3%	0%	1.0%	-	0%	24.3%	0.4%	0%	24.8%	-	0.5%	73.7%	0%	0%	74.2%	-	-
Lights	0	0	0	0	0	-	60	0	23	0	83	-	0	1817	35	3	1855	-	42	5914	0	0	5956	-	7894
% Lights	0%	0%	0%	0%	-	-	98.4%	0%	95.8%	0%	97.6%	-	0%	87.7%	94.6%	100%	87.9%	-	93.3%	94.3%	0%	0%	94.3%	-	92.8%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	103	0	0	103	-	0	154	0	0	154	-	257
% Articulated Trucks	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	5.0%	0%	0%	4.9%	-	0%	2.5%	0%	0%	2.4%	-	3.0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	0	1	0	1	-	0	150	2	0	152	-	3	201	0	0	204	-	357
% Buses and Single-Unit Trucks	0%	0%	0%	0%	-	-	0%	0%	4.2%	0%	1.2%	-	0%	7.2%	5.4%	0%	7.2%	-	6.7%	3.2%	0%	0%	3.2%	-	4.2%
Bicycles on Road	0	0	0	0	0	-	1	0	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	2
% Bicycles on Road	0%	0%	0%	0%	-	-	1.6%	0%	0%	0%	1.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	3	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	0	-	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Rd at Golfview Rd - TMC

Tue Aug 1, 2017

AM Peak (6:30AM - 7:30AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)

All Movements

ID: 435802, Location: 42.205268, -88.111625



Provided by: Gewalt Hamilton Associates Inc.

625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Access Eastbound						Golfview Rd Westbound						US-12 Northbound						US-12 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2017-08-01																									
6:30AM	0	0	0	0	0	0	4	0	1	0	5	0	0	169	2	0	171	0	4	572	0	0	576	0	752
6:45AM	0	0	0	0	0	0	7	0	0	0	7	0	0	173	3	1	177	0	1	570	0	0	571	0	755
7:00AM	0	0	0	0	0	0	5	0	2	0	7	0	0	142	5	0	147	0	1	590	0	0	591	0	745
7:15AM	0	0	0	0	0	0	4	0	1	0	5	2	0	157	1	1	159	0	4	576	0	0	580	0	744
Total	0	0	0	0	0	0	20	0	4	0	24	2	0	641	11	2	654	0	10	2308	0	0	2318	0	2996
% Approach	0%	0%	0%	0%	0%	-	83.3%	0%	16.7%	0%	-	-	0%	98.0%	1.7%	0.3%	-	-	0.4%	99.6%	0%	0%	-	-	-
% Total	0%	0%	0%	0%	0%	0%	0.7%	0%	0.1%	0%	0.8%	-	0%	21.4%	0.4%	0.1%	21.8%	-	0.3%	77.0%	0%	0%	77.4%	-	-
PHF	-	-	-	-	-	-	0.714	-	0.500	-	0.857	-	-	0.926	0.550	0.500	0.924	-	0.625	0.978	-	-	0.981	-	0.992
Lights	0	0	0	0	0	-	20	0	3	0	23	-	0	568	10	2	580	-	9	2177	0	0	2186	-	2789
% Lights	0%	0%	0%	0%	0%	-	100%	0%	75.0%	0%	95.8%	-	0%	88.6%	90.9%	100%	88.7%	-	90.0%	94.3%	0%	0%	94.3%	-	93.1%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	37	0	0	37	-	0	52	0	0	52	-	89
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	5.8%	0%	0%	5.7%	-	0%	2.3%	0%	0%	2.2%	-	3.0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	0	1	0	1	-	0	36	1	0	37	-	1	79	0	0	80	-	118
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	25.0%	0%	4.2%	-	0%	5.6%	9.1%	0%	5.7%	-	10.0%	3.4%	0%	0%	3.5%	-	3.9%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Rd at Golfview Rd - TMC

Tue Aug 1, 2017

Full Length (3PM-6PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 435809, Location: 42.205237, -88.111573



Provided by: Gewalt Hamilton Associates Inc.

625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Access Eastbound							Golfview Rd Westbound							US-12 Northbound							US-12 Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		Int
2017-08-01 3:00PM	0	0	0	0	0	0	0	4	0	5	0	9	0	0	0	461	5	0	466	0	0	9	311	0	0	320	0	0	795
3:15PM	0	0	0	0	0	0	1	6	0	6	0	12	0	0	0	567	5	0	572	0	0	8	287	0	1	296	0	0	880
3:30PM	0	0	0	0	0	0	1	7	0	3	0	10	0	0	0	510	12	0	522	0	0	2	308	0	1	311	0	0	843
3:45PM	0	0	0	0	0	0	1	3	0	4	0	7	0	0	0	502	10	2	514	0	0	3	323	0	0	326	0	0	847
Hourly Total	0	0	0	0	0	0	3	20	0	18	0	38	0	0	0	2040	32	2	2074	0	0	22	1229	0	2	1253	0	0	3365
4:00PM	0	0	0	0	0	0	0	2	0	8	0	10	0	0	0	522	6	0	528	0	0	0	294	0	1	295	0	0	833
4:15PM	0	0	0	0	0	0	0	2	0	5	0	7	0	0	0	577	10	0	587	0	0	5	322	0	1	328	0	0	922
4:30PM	0	0	0	0	0	0	0	4	0	1	0	5	0	0	0	593	14	0	607	0	0	9	307	0	2	318	0	0	930
4:45PM	0	0	0	0	0	0	0	7	0	2	0	9	0	0	0	561	12	0	573	0	0	6	293	0	3	302	0	0	884
Hourly Total	0	0	0	0	0	0	0	15	0	16	0	31	0	0	0	2253	42	0	2295	0	0	20	1216	0	7	1243	0	0	3569
5:00PM	0	0	0	1	1	0	0	4	0	7	0	11	0	0	0	594	9	0	603	0	0	7	323	0	3	333	0	0	948
5:15PM	0	0	0	0	0	0	0	5	0	3	0	8	0	0	0	580	9	0	589	0	0	3	289	0	0	292	0	0	889
5:30PM	0	0	0	0	0	0	0	4	0	2	0	6	0	0	0	563	12	0	575	0	0	6	279	0	0	285	0	0	866
5:45PM	0	0	0	0	0	0	0	3	0	5	0	8	0	0	0	557	10	0	567	0	0	3	283	0	1	287	0	0	862
Hourly Total	0	0	0	1	1	0	0	16	0	17	0	33	0	0	0	2294	40	0	2334	0	0	19	1174	0	4	1197	0	0	3565
Total	0	0	0	1	1	3		51	0	51	0	102	0	0	0	6587	114	2	6703	0	0	61	3619	0	13	3693	0	0	10499
% Approach	0%	0%	0%	100%	-	-		50.0%	0%	50.0%	0%	-	-	0%	98.3%	1.7%	0%	-	-	1.7%	98.0%	0%	0.4%	-	-	-	-	-	-
% Total	0%	0%	0%	0%	0%	-		0.5%	0%	0.5%	0%	1.0%	-	0%	62.7%	1.1%	0%	63.8%	-	0.6%	34.5%	0%	0.1%	35.2%	-	-	-	-	
Lights	0	0	0	1	1	-		51	0	50	0	101	-	0	0	6374	114	2	6490	-	61	3440	0	13	3514	-	-	-	10106
% Lights	0%	0%	0%	100%	100%	-		100%	0%	98.0%	0%	99.0%	-	0%	96.8%	100%	100%	96.8%	-	100%	95.1%	0%	100%	95.2%	-	-	-	-	96.3%
Articulated Trucks	0	0	0	0	0	0	-	0	0	1	0	1	-	0	0	71	0	0	71	-	0	79	0	0	79	-	-	-	151
% Articulated Trucks	0%	0%	0%	0%	0%	-		0%	0%	2.0%	0%	1.0%	-	0%	1.1%	0%	0%	1.1%	-	0%	2.2%	0%	0%	2.1%	-	-	-	-	1.4%
Buses and Single-Unit Trucks	0	0	0	0	0	-		0	0	0	0	0	-	0	0	141	0	0	141	-	0	100	0	0	100	-	-	-	241
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-	0%	2.1%	0%	0%	2.1%	-	0%	2.8%	0%	0%	2.7%	-	-	-	-	2.3%
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	1	-	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pedestrians	-	-	-	-	-	1		-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	33.3%		-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	2		-	-	-	-	-		0	-	-	-	-	-		-	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	66.7%		-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Rd at Golfview Rd - TMC

Tue Aug 1, 2017

PM Peak (4:15PM - 5:15PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 435809, Location: 42.205237, -88.111573



Provided by: Gewalt Hamilton Associates
Inc.
625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Access Eastbound							Golfview Rd Westbound							US-12 Northbound							US-12 Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int	
2017-08-01 4:15PM	0	0	0	0	0	0	0	2	0	5	0	7	0	0	577	10	0	587	0	0	0	0	5	322	0	1	328	0	922
4:30PM	0	0	0	0	0	0	0	4	0	1	0	5	0	0	593	14	0	607	0	0	0	0	9	307	0	2	318	0	930
4:45PM	0	0	0	0	0	0	0	7	0	2	0	9	0	0	561	12	0	573	0	0	0	0	6	293	0	3	302	0	884
5:00PM	0	0	0	1	1	0	0	4	0	7	0	11	0	0	594	9	0	603	0	0	0	0	7	323	0	3	333	0	948
Total	0	0	0	1	1	0	0	17	0	15	0	32	0	0	2325	45	0	2370	0	0	0	0	27	1245	0	9	1281	0	3684
% Approach	0%	0%	0%	100%	-	-	-	53.1%	0%	46.9%	0%	-	-	0%	98.1%	1.9%	0%	-	-	0%	0%	2.1%	97.2%	0%	0.7%	-	-	-	-
% Total	0%	0%	0%	0%	0%	-	-	0.5%	0%	0.4%	0%	0.9%	-	0%	63.1%	1.2%	0%	64.3%	-	0%	0%	0.7%	33.8%	0%	0.2%	34.8%	-	-	
PHF	-	-	-	0.250	0.250	-	-	0.607	-	0.536	-	0.727	-	-	0.979	0.804	-	0.976	-	-	-	0.750	0.964	-	0.750	0.962	-	0.972	
Lights	0	0	0	1	1	-	-	17	0	14	0	31	-	0	2261	45	0	2306	-	0	0	27	1194	0	9	1230	-	3568	
% Lights	0%	0%	0%	100%	100%	-	-	100%	0%	93.3%	0%	96.9%	-	0%	97.2%	100%	0%	97.3%	-	0%	0%	100%	95.9%	0%	100%	96.0%	-	96.9%	
Articulated Trucks	0	0	0	0	0	-	-	0	0	1	0	1	-	0	18	0	0	18	-	0	0	0	27	0	0	27	-	46	
% Articulated Trucks	0%	0%	0%	0%	0%	-	-	0%	0%	6.7%	0%	3.1%	-	0%	0.8%	0%	0%	0.8%	-	0%	0%	0%	2.2%	0%	0%	2.1%	-	1.2%	
Buses and Single-Unit Trucks	0	0	0	0	0	-	-	0	0	0	0	0	-	0	46	0	0	46	-	0	0	0	24	0	0	24	-	70	
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	2.0%	0%	0%	1.9%	-	0%	0%	0%	1.9%	0%	0%	1.9%	-	1.9%	
Bicycles on Road	0	0	0	0	0	-	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	
% Bicycles on Road	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	
Pedestrians	-	-	-	-	-	0	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	0	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	0	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Rd at Golfview Rd - TMC

Sat Jul 29, 2017

Full Length (11AM-2PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 435805, Location: 42.205276, -88.111559



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Access Eastbound						Golfview Rd Westbound						US-12 Northbound						US-12 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2017-07-29																									
11:00AM	0	0	0	0	0	0	9	0	0	0	9	0	0	424	12	0	436	0	5	362	0	0	367	0	812
11:15AM	0	0	0	0	0	0	7	0	4	0	11	0	0	376	10	0	386	0	3	378	0	0	381	0	778
11:30AM	0	0	0	0	0	0	5	0	4	0	9	0	0	426	10	2	438	0	5	405	0	1	411	0	858
11:45AM	0	0	0	0	0	0	5	0	3	0	8	0	0	406	11	1	418	0	5	365	0	1	371	0	797
Hourly Total	0	0	0	0	0	0	26	0	11	0	37	0	0	1632	43	3	1678	0	18	1510	0	2	1530	0	3245
12:00PM	0	0	0	0	0	0	8	0	6	0	14	0	0	439	13	1	453	0	3	364	0	1	368	0	835
12:15PM	0	0	0	0	0	0	5	0	1	0	6	0	0	448	6	0	454	0	1	405	0	1	407	0	867
12:30PM	0	0	0	0	0	0	5	0	3	0	8	0	0	470	7	1	478	0	6	366	0	0	372	0	858
12:45PM	0	0	0	0	0	0	4	0	4	0	8	0	0	443	4	0	447	0	4	380	0	0	384	0	839
Hourly Total	0	0	0	0	0	0	22	0	14	0	36	0	0	1800	30	2	1832	0	14	1515	0	2	1531	0	3399
1:00PM	0	0	0	0	0	0	5	0	6	0	11	0	0	557	15	0	572	0	5	363	0	3	371	0	954
1:15PM	0	0	0	0	0	0	3	1	3	0	7	0	0	446	10	0	456	0	5	375	0	0	380	0	843
1:30PM	0	0	0	0	0	0	6	0	5	0	11	0	0	437	4	0	441	0	7	345	0	0	352	0	804
1:45PM	0	0	0	0	0	0	4	0	5	0	9	0	0	425	16	2	443	0	6	367	0	0	373	0	825
Hourly Total	0	0	0	0	0	0	18	1	19	0	38	0	0	1865	45	2	1912	0	23	1450	0	3	1476	0	3426
Total	0	0	0	0	0	0	66	1	44	0	111	0	0	5297	118	7	5422	0	55	4475	0	7	4537	0	10070
% Approach	0%	0%	0%	0%	0%	-	59.5%	0.9%	39.6%	0%	-	-	0%	97.7%	2.2%	0.1%	-	-	1.2%	98.6%	0%	0.2%	-	-	-
% Total	0%	0%	0%	0%	0%	0%	0.7%	0%	0.4%	0%	1.1%	-	0%	52.6%	1.2%	0.1%	53.8%	-	0.5%	44.4%	0%	0.1%	45.1%	-	-
Lights	0	0	0	0	0	0	66	0	44	0	110	-	0	5202	117	7	5326	-	55	4407	0	7	4469	-	9905
% Lights	0%	0%	0%	0%	0%	-	100%	0%	100%	0%	99.1%	-	0%	98.2%	99.2%	100%	98.2%	-	100%	98.5%	0%	100%	98.5%	-	98.4%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	32	0	0	32	-	0	19	0	0	19	-	51
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.6%	-	0%	0.4%	0%	0%	0.4%	-	0.5%
Buses and Single-Unit Trucks	0	0	0	0	0	0	0	1	0	0	1	-	0	63	1	0	64	-	0	49	0	0	49	-	114
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	100%	0%	0%	0.9%	-	0%	1.2%	0.8%	0%	1.2%	-	0%	1.1%	0%	0%	1.1%	-	1.1%

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Rd at Golfview Rd - TMC

Sat Jul 29, 2017

Midday Peak (WKND) (12:15PM - 1:15PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 435805, Location: 42.205276, -88.111559



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Access Eastbound						Golfview Rd Westbound						US-12 Northbound						US-12 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2017-07-29 12:15PM	0	0	0	0	0	0	5	0	1	0	6	0	0	448	6	0	454	0	1	405	0	1	407	0	867
12:30PM	0	0	0	0	0	0	5	0	3	0	8	0	0	470	7	1	478	0	6	366	0	0	372	0	858
12:45PM	0	0	0	0	0	0	4	0	4	0	8	0	0	443	4	0	447	0	4	380	0	0	384	0	839
1:00PM	0	0	0	0	0	0	5	0	6	0	11	0	0	557	15	0	572	0	5	363	0	3	371	0	954
Total	0	0	0	0	0	0	19	0	14	0	33	0	0	1918	32	1	1951	0	16	1514	0	4	1534	0	3518
% Approach	0%	0%	0%	0%	-	-	57.6%	0%	42.4%	0%	-	-	0%	98.3%	1.6%	0.1%	-	-	1.0%	98.7%	0%	0.3%	-	-	-
% Total	0%	0%	0%	0%	0%	-	0.5%	0%	0.4%	0%	0.9%	-	0%	54.5%	0.9%	0%	55.5%	-	0.5%	43.0%	0%	0.1%	43.6%	-	-
PHF	-	-	-	-	-	-	0.950	-	0.583	-	0.750	-	-	0.861	0.533	0.250	0.853	-	0.667	0.935	-	0.333	0.942	-	0.922
Lights	0	0	0	0	0	-	19	0	14	0	33	-	0	1882	32	1	1915	-	16	1488	0	4	1508	-	3456
% Lights	0%	0%	0%	0%	-	-	100%	0%	100%	0%	100%	-	0%	98.1%	100%	100%	98.2%	-	100%	98.3%	0%	100%	98.3%	-	98.2%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	11	0	0	11	-	0	4	0	0	4	-	15
% Articulated Trucks	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.6%	-	0%	0.3%	0%	0%	0.3%	-	0.4%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	25	0	0	25	-	0	22	0	0	22	-	47
% Buses and Single-Unit Trucks	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	1.3%	0%	0%	1.3%	-	0%	1.5%	0%	0%	1.4%	-	1.3%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Rd at Old Rand Rd / Ravinia Terrace - TMC

Tue Aug 1, 2017

Full Length (6AM-9AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 435801, Location: 42.203352, -88.111608



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Ravinia Ter Eastbound					Old Rand Rd Westbound					US-12 Northbound					US-12 Southbound									
Time	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	Int				
2017-08-01 6:00AM	2	0	3	0	5	0	5	0	0	0	5	0	0	87	5	0	92	0	5	505	1	0	511	0	613
6:15AM	4	1	3	0	8	0	8	2	5	0	15	0	0	99	4	0	103	0	8	528	0	0	536	0	662
6:30AM	4	2	5	0	11	0	8	1	5	0	14	0	1	161	3	0	165	0	4	557	0	0	561	0	751
6:45AM	3	0	4	0	7	0	7	0	7	0	14	0	1	170	4	0	175	0	8	571	0	0	579	0	775
Hourly Total	13	3	15	0	31	0	28	3	17	0	48	0	2	517	16	0	535	0	25	2161	1	0	2187	0	2801
7:00AM	2	3	0	0	5	0	17	0	8	0	25	0	0	139	6	0	145	0	8	584	0	0	592	0	767
7:15AM	1	2	0	0	3	0	8	1	4	0	13	0	0	164	5	0	169	0	12	572	1	0	585	0	770
7:30AM	3	0	2	0	5	0	16	3	9	0	28	0	0	157	9	0	166	0	7	545	0	1	553	0	752
7:45AM	3	2	3	0	8	0	15	4	16	0	35	0	1	162	9	0	172	0	9	550	0	0	559	0	774
Hourly Total	9	7	5	0	21	0	56	8	37	0	101	0	1	622	29	0	652	0	36	2251	1	1	2289	0	3063
8:00AM	3	4	4	0	11	0	14	1	14	0	29	0	0	211	7	0	218	0	14	480	1	0	495	0	753
8:15AM	4	1	2	0	7	1	15	0	9	0	24	0	1	193	6	1	201	0	18	462	2	0	482	0	714
8:30AM	2	3	0	0	5	0	11	0	11	0	22	0	0	218	7	0	225	1	7	411	2	0	420	0	672
8:45AM	6	4	2	0	12	0	11	4	10	0	25	0	0	218	11	0	229	0	9	465	0	0	474	0	740
Hourly Total	15	12	8	0	35	1	51	5	44	0	100	0	1	840	31	1	873	1	48	1818	5	0	1871	0	2879
Total	37	22	28	0	87	1	135	16	98	0	249	0	4	1979	76	1	2060	1	109	6230	7	1	6347	0	8743
% Approach	42.5%	25.3%	32.2%	0%	-	-	54.2%	6.4%	39.4%	0%	-	-	0.2%	96.1%	3.7%	0%	-	-	1.7%	98.2%	0.1%	0%	-	-	-
% Total	0.4%	0.3%	0.3%	0%	1.0%	-	1.5%	0.2%	1.1%	0%	2.8%	-	0%	22.6%	0.9%	0%	23.6%	-	1.2%	71.3%	0.1%	0%	72.6%	-	-
Lights	36	22	26	0	84	-	129	14	94	0	237	-	3	1735	71	0	1809	-	109	5877	7	1	5994	-	8124
% Lights	97.3%	100%	92.9%	0%	96.6%	-	95.6%	87.5%	95.9%	0%	95.2%	-	75.0%	87.7%	93.4%	0%	87.8%	-	100%	94.3%	100%	100%	94.4%	-	92.9%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	101	0	0	101	-	0	153	0	0	153	-	254
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	5.1%	0%	0%	4.9%	-	0%	2.5%	0%	0%	2.4%	-	2.9%
Buses and Single-Unit Trucks	1	0	1	0	2	-	6	2	4	0	12	-	1	143	3	1	148	-	0	199	0	0	199	-	361
% Buses and Single-Unit Trucks	2.7%	0%	3.6%	0%	2.3%	-	4.4%	12.5%	4.1%	0%	4.8%	-	25.0%	7.2%	3.9%	100%	7.2%	-	0%	3.2%	0%	0%	3.1%	-	4.1%
Bicycles on Road	0	0	1	0	1	-	0	0	0	0	0	-	0	0	2	0	2	-	0	1	0	0	1	-	4
% Bicycles on Road	0%	0%	3.6%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0%	0%	2.6%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	100%	-	-	-	-	-	0	-	-	-	-	-	100%	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Rd at Old Rand Rd / Ravinia Terrace - TMC

Tue Aug 1, 2017

AM Peak (6:45AM - 7:45AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 435801, Location: 42.203352, -88.111608



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Ravinia Ter Eastbound						Old Rand Rd Westbound						US-12 Northbound						US-12 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2017-08-01 6:45AM	3	0	4	0	7	0	7	0	7	0	14	0	1	170	4	0	175	0	8	571	0	0	579	0	775
7:00AM	2	3	0	0	5	0	17	0	8	0	25	0	0	139	6	0	145	0	8	584	0	0	592	0	767
7:15AM	1	2	0	0	3	0	8	1	4	0	13	0	0	164	5	0	169	0	12	572	1	0	585	0	770
7:30AM	3	0	2	0	5	0	16	3	9	0	28	0	0	157	9	0	166	0	7	545	0	1	553	0	752
Total	9	5	6	0	20	0	48	4	28	0	80	0	1	630	24	0	655	0	35	2272	1	1	2309	0	3064
% Approach	45.0%	25.0%	30.0%	0%	-	-	60.0%	5.0%	35.0%	0%	-	-	0.2%	96.2%	3.7%	0%	-	-	1.5%	98.4%	0%	0%	-	-	-
% Total	0.3%	0.2%	0.2%	0%	0.7%	-	1.6%	0.1%	0.9%	0%	2.6%	-	0%	20.6%	0.8%	0%	21.4%	-	1.1%	74.2%	0%	0%	75.4%	-	-
PHF	0.750	0.417	0.375	-	0.714	-	0.706	0.333	0.778	-	0.714	-	0.250	0.926	0.667	-	0.936	-	0.729	0.973	0.250	0.250	0.975	-	0.988
Lights	9	5	6	0	20	-	44	4	26	0	74	-	1	562	21	0	584	-	35	2136	1	1	2173	-	2851
% Lights	100%	100%	100%	0%	100%	-	91.7%	100%	92.9%	0%	92.5%	-	100%	89.2%	87.5%	0%	89.2%	-	100%	94.0%	100%	100%	94.1%	-	93.0%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	31	0	0	31	-	0	52	0	0	52	-	83
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	4.9%	0%	0%	4.7%	-	0%	2.3%	0%	0%	2.3%	-	2.7%
Buses and Single-Unit Trucks	0	0	0	0	0	-	4	0	2	0	6	-	0	37	3	0	40	-	0	83	0	0	83	-	129
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	8.3%	0%	7.1%	0%	7.5%	-	0%	5.9%	12.5%	0%	6.1%	-	0%	3.7%	0%	0%	3.6%	-	4.2%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Rd at Old Rand Rd and Ravinia Terrace - TMC

Tue Aug 1, 2017

Full Length (11AM-2PM, 3PM-6PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)

All Movements

ID: 435806, Location: 42.203311, -88.111547



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Ravinia Ter Eastbound						Old Rand Rd Westbound						US-12 Northbound						US-12 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2017-08-01																									
11:00AM	6	2	2	0	10	0	9	1	16	0	26	0	1	279	12	0	292	0	12	306	4	0	322	0	650
11:15AM	6	3	2	0	11	0	15	0	10	0	25	0	1	293	11	0	305	0	6	340	1	0	347	0	688
11:30AM	3	0	0	0	3	0	12	5	18	0	35	0	1	249	17	1	268	0	10	327	4	0	341	1	647
11:45AM	4	2	8	0	14	0	10	1	30	0	41	0	1	336	13	0	350	0	7	307	2	2	318	0	723
Hourly Total	19	7	12	0	38	0	46	7	74	0	127	0	4	1157	53	1	1215	0	35	1280	11	2	1328	1	2708
12:00PM	4	1	1	0	6	0	13	4	30	0	47	0	0	264	14	0	278	0	12	336	3	1	352	0	683
12:15PM	3	5	2	0	10	0	16	5	30	0	51	0	1	293	21	0	315	0	23	320	1	0	344	1	720
12:30PM	2	2	5	0	9	0	11	3	10	0	24	0	1	333	18	0	352	0	16	298	2	0	316	0	701
12:45PM	5	4	1	0	10	0	9	6	25	0	40	0	2	345	11	0	358	0	11	280	5	0	296	0	704
Hourly Total	14	12	9	0	35	0	49	18	95	0	162	0	4	1235	64	0	1303	0	62	1234	11	1	1308	1	2808
1:00PM	3	1	2	0	6	0	12	2	27	0	41	0	0	321	17	0	338	0	14	299	1	0	314	0	699
1:15PM	6	4	1	0	11	0	8	4	22	0	34	0	3	333	13	0	349	0	6	324	3	0	333	1	727
1:30PM	5	4	6	0	15	0	10	1	12	0	23	0	1	347	5	0	353	0	8	293	5	1	307	0	698
1:45PM	5	1	5	0	11	0	13	3	20	0	36	0	1	343	11	1	356	0	5	301	2	0	308	0	711
Hourly Total	19	10	14	0	43	0	43	10	81	0	134	0	5	1344	46	1	1396	0	33	1217	11	1	1262	1	2835
3:00PM	6	3	3	0	12	0	16	5	22	0	43	0	1	427	9	0	437	0	8	286	2	0	296	0	788
3:15PM	1	1	4	0	6	0	11	3	42	0	56	0	1	534	18	0	553	0	13	289	1	0	303	1	918
3:30PM	3	1	4	0	8	0	13	3	30	0	46	1	1	486	10	0	497	0	8	298	2	0	308	0	859
3:45PM	7	5	0	0	12	0	7	4	39	0	50	0	0	463	12	2	477	0	14	327	3	0	344	1	883
Hourly Total	17	10	11	0	38	0	47	15	133	0	195	1	3	1910	49	2	1964	0	43	1200	8	0	1251	2	3448
4:00PM	0	7	3	0	10	0	18	2	35	0	55	0	3	499	5	0	507	0	17	283	1	0	301	0	873
4:15PM	1	2	4	0	7	0	17	4	28	0	49	0	1	554	10	1	566	0	8	308	0	0	316	0	938
4:30PM	9	2	2	0	13	0	15	3	37	0	55	0	1	561	9	0	571	0	1	313	4	1	319	0	958
4:45PM	11	3	4	0	18	0	13	3	50	0	66	0	1	514	13	0	528	0	9	286	5	0	300	0	912
Hourly Total	21	14	13	0	48	0	63	12	150	0	225	0	6	2128	37	1	2172	0	35	1190	10	1	1236	0	3681
5:00PM	10	1	1	0	12	0	14	5	48	0	67	0	0	543	5	0	548	0	14	314	4	0	332	2	959
5:15PM	5	5	3	0	13	0	17	3	35	0	55	0	1	543	10	0	554	0	14	276	2	1	293	0	915
5:30PM	1	2	2	0	5	0	16	2	36	0	54	0	0	538	14	0	552	0	12	272	2	0	286	0	897
5:45PM	3	4	1	0	8	0	12	2	46	0	60	0	1	516	11	0	528	0	15	271	4	0	290	0	886
Hourly Total	19	12	7	0	38	0	59	12	165	0	236	0	2	2140	40	0	2182	0	55	1133	12	1	1201	2	3657
Total	109	65	66	0	240	0	307	74	698	0	1079	1	24	9914	289	5	10232	0	263	7254	63	6	7586	7	19137
% Approach	45.4%	27.1%	27.5%	0%	-	-	28.5%	6.9%	64.7%	0%	-	-	0.2%	96.9%	2.8%	0%	-	-	3.5%	95.6%	0.8%	0.1%	-	-	-
% Total	0.6%	0.3%	0.3%	0%	1.3%	-	1.6%	0.4%	3.6%	0%	5.6%	-	0.1%	51.8%	1.5%	0%	53.5%	-	1.4%	37.9%	0.3%	0%	39.6%	-	-
Lights	107	65	62	0	234	-	301	73	688	0	1062	-	24	9435	273	4	9736	-	261	6766	61	6	7094	-	18126
% Lights	98.2%	100%	93.9%	0%	97.5%	-	98.0%	98.6%	98.6%	0%	98.4%	-	100%	95.2%	94.5%	80.0%	95.2%	-	99.2%	93.3%	96.8%	100%	93.5%	-	94.7%
Articulated Trucks	0	0	1	0	1	-	1	0	0	0	1	-	0	217	0	0	217	-	2	249	0	0	251	-	470
% Articulated Trucks	0%	0%	1.5%	0%	0.4%	-	0.3%	0%	0%	0%	0.1%	-	0%	2.2%	0%	0%	2.1%	-	0.8%	3.4%	0%	0%	3.3%	-	2.5%
Buses and Single-Unit Trucks	2	0	3	0	5	-	5	0	10	0	15	-	0	262	15	1	278	-	0	238	2	0	240	-	538
% Buses and Single-Unit Trucks	1.8%	0%	4.5%	0%	2.1%	-	1.6%	0%	1.4%	0%	1.4%	-	0%	2.6%	5.2%	20.0%	2.7%	-	0%	3.3%	3.2%	0%	3.2%	-	2.8%
Bicycles on Road	0	0	0	0	0	-	0	1	0	0	1	-	0	0	1	0	1	-	0	1	0	0	1	-	3
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	1.4%	0%	0%	0.1%	-	0%	0%	0.3%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	-	-	7
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	100%

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Rd at Old Rand Rd and Ravinia Terrace - TMC

Tue Aug 1, 2017

PM Peak (4:15PM - 5:15PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)

All Movements

ID: 435806, Location: 42.203311, -88.111547



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Ravinia Ter Eastbound						Old Rand Rd Westbound						US-12 Northbound						US-12 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2017-08-01 4:15PM	1	2	4	0	7	0	17	4	28	0	49	0	1	554	10	1	566	0	8	308	0	0	316	0	938
4:30PM	9	2	2	0	13	0	15	3	37	0	55	0	1	561	9	0	571	0	1	313	4	1	319	0	958
4:45PM	11	3	4	0	18	0	13	3	50	0	66	0	1	514	13	0	528	0	9	286	5	0	300	0	912
5:00PM	10	1	1	0	12	0	14	5	48	0	67	0	0	543	5	0	548	0	14	314	4	0	332	2	959
Total	31	8	11	0	50	0	59	15	163	0	237	0	3	2172	37	1	2213	0	32	1221	13	1	1267	2	3767
% Approach	62.0%	16.0%	22.0%	0%	-	-	24.9%	6.3%	68.8%	0%	-	-	0.1%	98.1%	1.7%	0%	-	-	2.5%	96.4%	1.0%	0.1%	-	-	-
% Total	0.8%	0.2%	0.3%	0%	1.3%	-	1.6%	0.4%	4.3%	0%	6.3%	-	0.1%	57.7%	1.0%	0%	58.7%	-	0.8%	32.4%	0.3%	0%	33.6%	-	-
PHF	0.705	0.667	0.688	-	0.694	-	0.868	0.750	0.815	-	0.884	-	0.750	0.968	0.712	0.250	0.969	-	0.571	0.972	0.650	0.250	0.954	-	0.982
Lights	31	8	11	0	50	-	58	15	162	0	235	-	3	2114	36	1	2154	-	32	1168	13	1	1214	-	3653
% Lights	100%	100%	100%	0%	100%	-	98.3%	100%	99.4%	0%	99.2%	-	100%	97.3%	97.3%	100%	97.3%	-	100%	95.7%	100%	100%	95.8%	-	97.0%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	18	0	0	18	-	0	28	0	0	28	-	46
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.8%	0%	0%	0.8%	-	0%	2.3%	0%	0%	2.2%	-	1.2%
Buses and Single-Unit Trucks	0	0	0	0	0	-	1	0	1	0	2	-	0	40	0	0	40	-	0	25	0	0	25	-	67
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	1.7%	0%	0.6%	0%	0.8%	-	0%	1.8%	0%	0%	1.8%	-	0%	2.0%	0%	0%	2.0%	-	1.8%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	1	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	2.7%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Rd at Old Rand Rd / Ravinia Terrace - TMC

Sat Jul 29, 2017

Full Length (11AM-1PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 435810, Location: 42.203294, -88.111591



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Ravinia Ter Eastbound						Old Rand Westbound						US-12 Northbound						US-12 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2017-07-29 11:00AM	3	0	5	0	8	0	13	2	19	0	34	1	1	419	11	1	432	0	7	367	1	0	375	0	849
11:15AM	0	2	0	0	2	0	13	2	20	0	35	0	0	370	8	0	378	0	13	372	2	0	387	1	802
11:30AM	5	1	1	0	7	0	13	3	24	0	40	0	0	407	13	0	420	0	12	395	0	0	407	0	874
11:45AM	6	2	2	0	10	0	12	0	19	0	31	0	2	396	19	0	417	0	19	352	4	0	375	0	833
Hourly Total	14	5	8	0	27	0	51	7	82	0	140	1	3	1592	51	1	1647	0	51	1486	7	0	1544	1	3358
12:00PM	3	1	3	0	7	0	15	5	23	0	43	0	1	410	10	2	423	0	11	360	2	0	373	0	846
12:15PM	7	1	1	0	9	0	13	5	24	0	42	0	3	420	11	0	434	0	8	387	6	0	401	0	886
12:30PM	3	3	2	0	8	0	13	1	38	0	52	0	0	441	15	0	456	0	10	363	4	0	377	0	893
12:45PM	3	3	2	0	8	0	18	3	32	0	53	0	1	410	11	2	424	0	9	363	1	0	373	0	858
Hourly Total	16	8	8	0	32	0	59	14	117	0	190	0	5	1681	47	4	1737	0	38	1473	13	0	1524	0	3483
Total	30	13	16	0	59	0	110	21	199	0	330	1	8	3273	98	5	3384	0	89	2959	20	0	3068	1	6841
% Approach	50.8%	22.0%	27.1%	0%	-	-	33.3%	6.4%	60.3%	0%	-	-	0.2%	96.7%	2.9%	0.1%	-	-	2.9%	96.4%	0.7%	0%	-	-	-
% Total	0.4%	0.2%	0.2%	0%	0.9%	-	1.6%	0.3%	2.9%	0%	4.8%	-	0.1%	47.8%	1.4%	0.1%	49.5%	-	1.3%	43.3%	0.3%	0%	44.8%	-	-
Lights	28	12	15	0	55	-	109	20	198	0	327	-	7	3215	98	5	3325	-	88	2913	18	0	3019	-	6726
% Lights	93.3%	92.3%	93.8%	0%	93.2%	-	99.1%	95.2%	99.5%	0%	99.1%	-	87.5%	98.2%	100%	100%	98.3%	-	98.9%	98.4%	90.0%	0%	98.4%	-	98.3%
Articulated Trucks	1	0	0	0	1	-	0	0	0	0	0	-	0	20	0	0	20	-	0	11	1	0	12	-	33
% Articulated Trucks	3.3%	0%	0%	0%	1.7%	-	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.6%	-	0%	0.4%	5.0%	0%	0.4%	-	0.5%
Buses and Single-Unit Trucks	1	0	1	0	2	-	1	1	1	0	3	-	1	37	0	0	38	-	0	35	1	0	36	-	79
% Buses and Single-Unit Trucks	3.3%	0%	6.3%	0%	3.4%	-	0.9%	4.8%	0.5%	0%	0.9%	-	12.5%	1.1%	0%	0%	1.1%	-	0%	1.2%	5.0%	0%	1.2%	-	1.2%
Bicycles on Road	0	1	0	0	1	-	0	0	0	0	0	-	0	1	0	0	1	-	1	0	0	0	1	-	3
% Bicycles on Road	0%	7.7%	0%	0%	1.7%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.1%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Rd at Old Rand Rd / Ravinia Terrace - TMC

Sat Jul 29, 2017

Midday Peak (WKND) (12PM - 1PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 435810, Location: 42.203294, -88.111591



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Ravinia Ter Eastbound						Old Rand Westbound						US-12 Northbound						US-12 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2017-07-29 12:00PM	3	1	3	0	7	0	15	5	23	0	43	0	1	410	10	2	423	0	11	360	2	0	373	0	846
12:15PM	7	1	1	0	9	0	13	5	24	0	42	0	3	420	11	0	434	0	8	387	6	0	401	0	886
12:30PM	3	3	2	0	8	0	13	1	38	0	52	0	0	441	15	0	456	0	10	363	4	0	377	0	893
12:45PM	3	3	2	0	8	0	18	3	32	0	53	0	1	410	11	2	424	0	9	363	1	0	373	0	858
Total	16	8	8	0	32	0	59	14	117	0	190	0	5	1681	47	4	1737	0	38	1473	13	0	1524	0	3483
% Approach	50.0%	25.0%	25.0%	0%	-	-	31.1%	7.4%	61.6%	0%	-	-	0.3%	96.8%	2.7%	0.2%	-	-	2.5%	96.7%	0.9%	0%	-	-	-
% Total	0.5%	0.2%	0.2%	0%	0.9%	-	1.7%	0.4%	3.4%	0%	5.5%	-	0.1%	48.3%	1.3%	0.1%	49.9%	-	1.1%	42.3%	0.4%	0%	43.8%	-	-
PHF	0.571	0.667	0.667	-	0.889	-	0.819	0.700	0.770	-	0.896	-	0.417	0.953	0.783	0.500	0.952	-	0.864	0.952	0.542	-	0.950	-	0.975
Lights	14	8	7	0	29	-	59	13	116	0	188	-	4	1657	47	4	1712	-	38	1447	12	0	1497	-	3426
% Lights	87.5%	100%	87.5%	0%	90.6%	-	100%	92.9%	99.1%	0%	98.9%	-	80.0%	98.6%	100%	100%	98.6%	-	100%	98.2%	92.3%	0%	98.2%	-	98.4%
Articulated Trucks	1	0	0	0	1	-	0	0	0	0	0	-	0	7	0	0	7	-	0	5	0	0	5	-	13
% Articulated Trucks	6.3%	0%	0%	0%	3.1%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.4%	-	0%	0.3%	0%	0%	0.3%	-	0.4%
Buses and Single-Unit Trucks	1	0	1	0	2	-	0	1	1	0	2	-	1	16	0	0	17	-	0	21	1	0	22	-	43
% Buses and Single-Unit Trucks	6.3%	0%	12.5%	0%	6.3%	-	0%	7.1%	0.9%	0%	1.1%	-	20.0%	1.0%	0%	0%	1.0%	-	0%	1.4%	7.7%	0%	1.4%	-	1.2%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Count Name: Rand Road at Old Rand Road
Ravinia Terrace
Site Code:
Start Date: 07/29/2017
Page No: 1

Vernon Hills, Illinois, United States 60061
(847) 478-9700 lbeckham@gha-engineers.com

Turning Movement Data

[illegible]

Old Rand Rd at Bayshore Village Subdivision West Access (Ped X-ing) - TMC

Tue Aug 1, 2017

Full Length (6AM-9AM)

All Classes (Lights, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)

All Movements

ID: 435803, Location: 42.203298, -88.109535



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Old Rand Rd Eastbound					Old Rand Rd Westbound					Access Northbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2017-08-01 6:00AM	10	0	0	10	0	0	5	0	5	0	0	0	0	0	1	15
6:15AM	12	0	0	12	4	0	14	0	14	0	0	0	0	0	0	26
6:30AM	10	0	0	10	1	0	15	0	15	0	0	0	0	0	0	25
6:45AM	11	0	0	11	0	0	16	0	16	2	0	0	0	0	2	27
Hourly Total	43	0	0	43	5	0	50	0	50	2	0	0	0	0	3	93
7:00AM	16	1	0	17	0	0	26	0	26	0	0	0	0	0	0	43
7:15AM	20	0	0	20	1	0	13	0	13	0	0	0	0	0	0	33
7:30AM	18	0	0	18	2	0	29	0	29	0	0	1	0	1	0	48
7:45AM	19	0	0	19	1	0	33	0	33	0	1	0	0	1	0	53
Hourly Total	73	1	0	74	4	0	101	0	101	0	1	1	0	2	0	177
8:00AM	25	0	0	25	1	0	30	0	30	1	0	0	0	0	1	55
8:15AM	25	0	0	25	1	0	22	0	22	1	1	0	0	1	1	48
8:30AM	17	0	0	17	2	0	22	0	22	0	0	1	0	1	2	40
8:45AM	24	0	0	24	4	0	25	0	25	0	0	0	0	0	2	49
Hourly Total	91	0	0	91	8	0	99	0	99	2	1	1	0	2	6	192
Total	207	1	0	208	17	0	250	0	250	4	2	2	0	4	9	462
% Approach	99.5%	0.5%	0%	-	-	0%	100%	0%	-	-	50.0%	50.0%	0%	-	-	-
% Total	44.8%	0.2%	0%	45.0%	-	0%	54.1%	0%	54.1%	-	0.4%	0.4%	0%	0.9%	-	-
Lights	200	1	0	201	-	0	235	0	235	-	2	2	0	4	-	440
% Lights	96.6%	100%	0%	96.6%	-	0%	94.0%	0%	94.0%	-	100%	100%	0%	100%	-	95.2%
Buses and Single-Unit Trucks	4	0	0	4	-	0	14	0	14	-	0	0	0	0	-	18
% Buses and Single-Unit Trucks	1.9%	0%	0%	1.9%	-	0%	5.6%	0%	5.6%	-	0%	0%	0%	0%	-	3.9%
Bicycles on Road	3	0	0	3	-	0	1	0	1	-	0	0	0	0	-	4
% Bicycles on Road	1.4%	0%	0%	1.4%	-	0%	0.4%	0%	0.4%	-	0%	0%	0%	0%	-	0.9%
Pedestrians	-	-	-	-	17	-	-	-	-	4	-	-	-	-	9	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Old Rand Rd at Bayshore Village Subdivision West Access (Ped X-ing) - TMC

Tue Aug 1, 2017

AM Peak (7:30AM - 8:30AM) - Overall Peak Hour

All Classes (Lights, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)

All Movements

ID: 435803, Location: 42.203298, -88.109535



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Old Rand Rd Eastbound					Old Rand Rd Westbound					Access Northbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2017-08-01 7:30AM	18	0	0	18	2	0	29	0	29	0	0	1	0	1	0	48
7:45AM	19	0	0	19	1	0	33	0	33	0	1	0	0	1	0	53
8:00AM	25	0	0	25	1	0	30	0	30	1	0	0	0	0	1	55
8:15AM	25	0	0	25	1	0	22	0	22	1	1	0	0	1	1	48
Total	87	0	0	87	5	0	114	0	114	2	2	1	0	3	2	204
% Approach	100%	0%	0%	-	-	0%	100%	0%	-	-	66.7%	33.3%	0%	-	-	-
% Total	42.6%	0%	0%	42.6%	-	0%	55.9%	0%	55.9%	-	1.0%	0.5%	0%	1.5%	-	-
PHF	0.870	-	-	0.870	-	-	0.864	-	0.864	-	0.500	0.250	-	0.750	-	0.927
Lights	84	0	0	84	-	0	109	0	109	-	2	1	0	3	-	196
% Lights	96.6%	0%	0%	96.6%	-	0%	95.6%	0%	95.6%	-	100%	100%	0%	100%	-	96.1%
Buses and Single-Unit Trucks	1	0	0	1	-	0	4	0	4	-	0	0	0	0	-	5
% Buses and Single-Unit Trucks	1.1%	0%	0%	1.1%	-	0%	3.5%	0%	3.5%	-	0%	0%	0%	0%	-	2.5%
Bicycles on Road	2	0	0	2	-	0	1	0	1	-	0	0	0	0	-	3
% Bicycles on Road	2.3%	0%	0%	2.3%	-	0%	0.9%	0%	0.9%	-	0%	0%	0%	0%	-	1.5%
Pedestrians	-	-	-	-	5	-	-	-	-	2	-	-	-	-	2	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Old Rand Rd at Bayshore Village Subdivision West Access (Ped X-ing) - TMC

Tue Aug 1, 2017

Full Length (3PM-6PM)

All Classes (Lights, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 435812, Location: 42.203197, -88.109499



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Old Rand Rd Eastbound					Old Rand Rd Westbound					Access Northbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2017-08-01 3:00PM	19	0	0	19	0	1	41	0	42	0	0	0	0	0	0	61
3:15PM	29	1	0	30	0	0	54	0	54	0	0	0	0	0	0	84
3:30PM	20	0	0	20	0	0	45	0	45	0	0	1	0	1	0	66
3:45PM	30	0	0	30	1	0	51	0	51	0	0	0	0	0	0	81
Hourly Total	98	1	0	99	1	1	191	0	192	0	0	1	0	1	0	292
4:00PM	29	0	0	29	1	0	57	0	57	0	0	0	0	0	1	86
4:15PM	19	0	0	19	2	0	46	0	46	0	0	2	0	2	1	67
4:30PM	13	0	0	13	0	0	57	0	57	0	0	0	0	0	0	70
4:45PM	22	1	0	23	3	0	65	0	65	0	0	1	0	1	0	89
Hourly Total	83	1	0	84	6	0	225	0	225	0	0	3	0	3	2	312
5:00PM	19	1	0	20	0	0	68	0	68	0	0	0	0	0	0	88
5:15PM	28	0	0	28	1	0	54	0	54	0	0	1	0	1	1	83
5:30PM	27	0	0	27	0	0	57	0	57	3	0	0	0	0	4	84
5:45PM	28	0	0	28	1	0	58	0	58	0	0	0	0	0	0	86
Hourly Total	102	1	0	103	2	0	237	0	237	3	0	1	0	1	5	341
Total	283	3	0	286	9	1	653	0	654	3	0	5	0	5	7	945
% Approach	99.0%	1.0%	0%	-	-	0.2%	99.8%	0%	-	-	0%	100%	0%	-	-	-
% Total	29.9%	0.3%	0%	30.3%	-	0.1%	69.1%	0%	69.2%	-	0%	0.5%	0%	0.5%	-	-
Lights	281	3	0	284	-	1	644	0	645	-	0	5	0	5	-	934
% Lights	99.3%	100%	0%	99.3%	-	100%	98.6%	0%	98.6%	-	0%	100%	0%	100%	-	98.8%
Buses and Single-Unit Trucks	2	0	0	2	-	0	9	0	9	-	0	0	0	0	-	11
% Buses and Single-Unit Trucks	0.7%	0%	0%	0.7%	-	0%	1.4%	0%	1.4%	-	0%	0%	0%	0%	-	1.2%
Pedestrians	-	-	-	5	-	-	-	-	3	-	-	-	-	7	-	-
% Pedestrians	-	-	-	55.6%	-	-	-	-	100%	-	-	-	-	100%	-	-
Bicycles on Crosswalk	-	-	-	4	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	44.4%	-	-	-	-	0%	-	-	-	-	0%	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Old Rand Rd at Bayshore Village Subdivision West Access (Ped X-ing) - TMC

Tue Aug 1, 2017

PM Peak (4:45PM - 5:45PM) - Overall Peak Hour

All Classes (Lights, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 435812, Location: 42.203197, -88.109499



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Old Rand Rd Eastbound					Old Rand Rd Westbound					Access Northbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2017-08-01 4:45PM	22	1	0	23	3	0	65	0	65	0	0	1	0	1	0	89
5:00PM	19	1	0	20	0	0	68	0	68	0	0	0	0	0	0	88
5:15PM	28	0	0	28	1	0	54	0	54	0	0	1	0	1	1	83
5:30PM	27	0	0	27	0	0	57	0	57	3	0	0	0	0	4	84
Total	96	2	0	98	4	0	244	0	244	3	0	2	0	2	5	344
% Approach	98.0%	2.0%	0%	-	-	0%	100%	0%	-	-	0%	100%	0%	-	-	-
% Total	27.9%	0.6%	0%	28.5%	-	0%	70.9%	0%	70.9%	-	0%	0.6%	0%	0.6%	-	-
PHF	0.857	0.500	-	0.875	-	-	0.897	-	0.897	-	-	0.500	-	0.500	-	0.966
Lights	96	2	0	98	-	0	241	0	241	-	0	2	0	2	-	341
% Lights	100%	100%	0%	100%	-	0%	98.8%	0%	98.8%	-	0%	100%	0%	100%	-	99.1%
Buses and Single-Unit Trucks	0	0	0	0	-	0	3	0	3	-	0	0	0	0	-	3
% Buses and Single-Unit Trucks	0%	0%	0%	0%	-	0%	1.2%	0%	1.2%	-	0%	0%	0%	0%	-	0.9%
Pedestrians	-	-	-	-	1	-	-	-	-	3	-	-	-	-	5	
% Pedestrians	-	-	-	25.0%		-	-	-	100%		-	-	-	100%		
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	75.0%		-	-	-	0%		-	-	-	0%		

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Old Rand Rd at Bayshore Village Subdivision West Access (Ped X-ing)

- TMC

Sat Jul 29, 2017

Full Length (11AM-2PM)

All Classes (Lights, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road,

Bicycles on Crosswalk)

All Movements

ID: 435807, Location: 42.203232, -88.109532



Provided by: Gewalt Hamilton Associates
Inc.

625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Old Rand Rd Eastbound					Old Rand Rd Westbound					Access Northbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2017-07-29 11:00AM	17	1	0	18	0	0	37	0	37	0	0	0	0	0	0	55
11:15AM	22	0	0	22	3	0	40	0	40	0	0	0	0	0	1	62
11:30AM	26	0	0	26	1	0	37	0	37	2	0	0	0	0	2	63
11:45AM	41	0	0	41	5	0	32	0	32	0	0	0	0	0	2	73
Hourly Total	106	1	0	107	9	0	146	0	146	2	0	0	0	0	5	253
12:00PM	21	0	0	21	1	0	41	0	41	1	0	0	0	0	3	62
12:15PM	21	0	0	21	2	0	45	0	45	0	0	1	0	1	0	67
12:30PM	27	0	0	27	2	0	47	0	47	0	0	0	0	0	0	74
12:45PM	22	0	0	22	2	0	52	0	52	0	0	0	0	0	0	74
Hourly Total	91	0	0	91	7	0	185	0	185	1	0	1	0	1	3	277
1:00PM	26	0	0	26	1	1	48	0	49	0	0	1	0	1	0	76
1:15PM	27	0	0	27	1	0	40	0	40	2	0	0	0	0	2	67
1:30PM	20	0	0	20	2	0	28	0	28	0	0	0	0	0	1	48
1:45PM	27	0	0	27	2	0	27	0	27	0	0	0	0	0	0	54
Hourly Total	100	0	0	100	6	1	143	0	144	2	0	1	0	1	3	245
Total	297	1	0	298	22	1	474	0	475	5	0	2	0	2	11	775
% Approach	99.7%	0.3%	0%	-	-	0.2%	99.8%	0%	-	-	0%	100%	0%	-	-	-
% Total	38.3%	0.1%	0%	38.5%	-	0.1%	61.2%	0%	61.3%	-	0%	0.3%	0%	0.3%	-	-
Lights	292	1	0	293	-	1	467	0	468	-	0	2	0	2	-	763
% Lights	98.3%	100%	0%	98.3%	-	100%	98.5%	0%	98.5%	-	0%	100%	0%	100%	-	98.5%
Buses and Single-Unit Trucks	2	0	0	2	-	0	6	0	6	-	0	0	0	0	-	8
% Buses and Single-Unit Trucks	0.7%	0%	0%	0.7%	-	0%	1.3%	0%	1.3%	-	0%	0%	0%	0%	-	1.0%
Bicycles on Road	3	0	0	3	-	0	1	0	1	-	0	0	0	0	-	4
% Bicycles on Road	1.0%	0%	0%	1.0%	-	0%	0.2%	0%	0.2%	-	0%	0%	0%	0%	-	0.5%
Pedestrians	-	-	-	-	21	-	-	-	-	5	-	-	-	-	8	
% Pedestrians	-	-	-	-	95.5%	-	-	-	-	100%	-	-	-	-	72.7%	
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	0	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	4.5%	-	-	-	-	0%	-	-	-	-	27.3%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Old Rand Rd at Bayshore Village Subdivision West Access (Ped X-ing)

- TMC

Sat Jul 29, 2017

Midday Peak (WKND) (12:15PM - 1:15PM) - Overall Peak Hour

All Classes (Lights, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road,

Bicycles on Crosswalk)

All Movements

ID: 435807, Location: 42.203232, -88.109532



Provided by: Gewalt Hamilton Associates
Inc.

625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Old Rand Rd Eastbound						Old Rand Rd Westbound						Access Northbound						
Time	T	R	U	App	Ped*		L	T	U	App	Ped*		L	R	U	App	Ped*	Int	
2017-07-29 12:15PM	21	0	0	21	2		0	45	0	45	0		0	1	0	1	0	67	
12:30PM	27	0	0	27	2		0	47	0	47	0		0	0	0	0	0	74	
12:45PM	22	0	0	22	2		0	52	0	52	0		0	0	0	0	0	74	
1:00PM	26	0	0	26	1		1	48	0	49	0		0	1	0	1	0	76	
Total	96	0	0	96	7		1	192	0	193	0		0	2	0	2	0	291	
% Approach	100%	0%	0%	-	-		0.5%	99.5%	0%	-	-		0%	100%	0%	-	-	-	
% Total	33.0%	0%	0%	33.0 %	-		0.3%	66.0%	0%	66.3 %	-		0%	0.7%	0%	0.7 %	-	-	
PHF	0.889	-	-	0.889	-		0.250	0.923	-	0.928	-		-	0.500	-	0.500	-	0.957	
Lights	95	0	0	95	-		1	189	0	190	-		0	2	0	2	-	287	
% Lights	99.0%	0%	0%	99.0 %	-		100%	98.4%	0%	98.4 %	-		0%	100%	0%	100 %	-	98.6%	
Buses and Single-Unit Trucks	1	0	0	1	-		0	3	0	3	-		0	0	0	0	-	4	
% Buses and Single-Unit Trucks	1.0%	0%	0%	1.0 %	-		0%	1.6%	0%	1.6 %	-		0%	0%	0%	0 %	-	1.4%	
Bicycles on Road	0	0	0	0	-		0	0	0	0	-		0	0	0	0	-	0	
% Bicycles on Road	0%	0%	0%	0 %	-		0%	0%	0%	0 %	-		0%	0%	0%	0 %	-	0%	
Pedestrians	-	-	-		7		-	-	-		0		-	-	-		0		
% Pedestrians	-	-	-		100%		-	-	-		-		-	-	-		-		
Bicycles on Crosswalk	-	-	-		0		-	-	-		0		-	-	-		0		
% Bicycles on Crosswalk	-	-	-		0%		-	-	-		-		-	-	-		-		

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Old Rand Rd at Pine Tree Row - TMC

Tue Aug 1, 2017

Full Length (6AM-9AM)

All Classes (Lights, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 435804, Location: 42.203115, -88.106144



Provided by: Gewalt Hamilton Associates Inc.

625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Old Rand Rd Eastbound					Old Rand Rd Westbound					Pine Tree Row Southbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2017-08-01 6:00AM	0	10	0	10	0	1	1	0	2	0	6	3	0	9	1	21
6:15AM	0	11	0	11	0	12	3	0	15	0	9	2	0	11	3	37
6:30AM	0	10	0	10	0	9	2	0	11	0	9	6	0	15	4	36
6:45AM	0	10	0	10	0	11	6	0	17	0	8	4	0	12	3	39
Hourly Total	0	41	0	41	0	33	12	0	45	0	32	15	0	47	11	133
7:00AM	1	14	0	15	0	9	3	0	12	0	9	11	0	20	2	47
7:15AM	0	22	0	22	0	6	2	0	8	0	10	6	0	16	0	46
7:30AM	0	18	0	18	0	18	2	0	20	0	11	11	0	22	0	60
7:45AM	1	22	0	23	0	20	4	0	24	0	16	12	0	28	3	75
Hourly Total	2	76	0	78	0	53	11	0	64	0	46	40	0	86	5	228
8:00AM	3	23	0	26	0	21	3	0	24	0	13	9	0	22	3	72
8:15AM	1	26	0	27	0	14	3	0	17	0	6	8	0	14	5	58
8:30AM	0	19	0	19	0	16	4	0	20	0	9	5	0	14	3	53
8:45AM	0	19	0	19	0	16	2	0	18	0	11	8	0	19	7	56
Hourly Total	4	87	0	91	0	67	12	0	79	0	39	30	0	69	18	239
Total	6	204	0	210	0	153	35	0	188	0	117	85	0	202	34	600
% Approach	2.9%	97.1%	0%	-	-	81.4%	18.6%	0%	-	-	57.9%	42.1%	0%	-	-	-
% Total	1.0%	34.0%	0%	35.0%	-	25.5%	5.8%	0%	31.3%	-	19.5%	14.2%	0%	33.7%	-	-
Lights	5	202	0	207	-	140	33	0	173	-	116	83	0	199	-	579
% Lights	83.3%	99.0%	0%	98.6%	-	91.5%	94.3%	0%	92.0%	-	99.1%	97.6%	0%	98.5%	-	96.5%
Buses and Single-Unit Trucks	0	1	0	1	-	10	1	0	11	-	1	2	0	3	-	15
% Buses and Single-Unit Trucks	0%	0.5%	0%	0.5%	-	6.5%	2.9%	0%	5.9%	-	0.9%	2.4%	0%	1.5%	-	2.5%
Bicycles on Road	1	1	0	2	-	3	1	0	4	-	0	0	0	0	-	6
% Bicycles on Road	16.7%	0.5%	0%	1.0%	-	2.0%	2.9%	0%	2.1%	-	0%	0%	0%	0%	-	1.0%
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	33	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	97.1%	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	2.9%	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Old Rand Rd at Pine Tree Row - TMC

Tue Aug 1, 2017

AM Peak (7:30AM - 8:30AM) - Overall Peak Hour

All Classes (Lights, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 435804, Location: 42.203115, -88.106144



Provided by: Gewalt Hamilton Associates Inc.

625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Old Rand Rd Eastbound					Old Rand Rd Westbound					Pine Tree Row Southbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2017-08-01 7:30AM	0	18	0	18	0	18	2	0	20	0	11	11	0	22	0	60
7:45AM	1	22	0	23	0	20	4	0	24	0	16	12	0	28	3	75
8:00AM	3	23	0	26	0	21	3	0	24	0	13	9	0	22	3	72
8:15AM	1	26	0	27	0	14	3	0	17	0	6	8	0	14	5	58
Total	5	89	0	94	0	73	12	0	85	0	46	40	0	86	11	265
% Approach	5.3%	94.7%	0%	-	-	85.9%	14.1%	0%	-	-	53.5%	46.5%	0%	-	-	-
% Total	1.9%	33.6%	0%	35.5%	-	27.5%	4.5%	0%	32.1%	-	17.4%	15.1%	0%	32.5%	-	-
PHF	0.417	0.856	-	0.870	-	0.869	0.750	-	0.885	-	0.719	0.833	-	0.768	-	0.883
Lights	4	87	0	91	-	69	12	0	81	-	46	39	0	85	-	257
% Lights	80.0%	97.8%	0%	96.8%	-	94.5%	100%	0%	95.3%	-	100%	97.5%	0%	98.8%	-	97.0%
Buses and Single-Unit Trucks	0	1	0	1	-	3	0	0	3	-	0	1	0	1	-	5
% Buses and Single-Unit Trucks	0%	1.1%	0%	1.1%	-	4.1%	0%	0%	3.5%	-	0%	2.5%	0%	1.2%	-	1.9%
Bicycles on Road	1	1	0	2	-	1	0	0	1	-	0	0	0	0	-	3
% Bicycles on Road	20.0%	1.1%	0%	2.1%	-	1.4%	0%	0%	1.2%	-	0%	0%	0%	0%	-	1.1%
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Old Rand Rd at Pine Tree Row - TMC

Tue Aug 1, 2017

Full Length (3PM-6PM)

All Classes (Lights, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)

All Movements

ID: 435813, Location: 42.203069, -88.106104



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Old Rand Rd Eastbound					Old Rand Rd Westbound					Pine Tree Row Southbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2017-08-01 3:00PM	2	18	0	20	0	38	14	0	52	0	4	5	0	9	2	81
3:15PM	3	27	0	30	0	49	11	0	60	0	8	6	0	14	2	104
3:30PM	7	15	0	22	0	40	16	0	56	0	5	6	0	11	1	89
3:45PM	6	22	0	28	0	48	18	0	66	0	8	2	0	10	2	104
Hourly Total	18	82	0	100	0	175	59	0	234	0	25	19	0	44	7	378
4:00PM	2	28	0	30	0	52	13	0	65	0	7	8	0	15	1	110
4:15PM	3	21	0	24	0	45	18	0	63	0	7	6	0	13	2	100
4:30PM	4	8	0	12	0	49	12	0	61	0	13	5	0	18	1	91
4:45PM	5	21	0	26	0	66	19	0	85	0	3	6	0	9	3	120
Hourly Total	14	78	0	92	0	212	62	0	274	0	30	25	0	55	7	421
5:00PM	2	18	0	20	0	62	14	0	76	0	6	6	0	12	2	108
5:15PM	6	19	0	25	0	53	19	0	72	0	10	6	0	16	1	113
5:30PM	4	26	0	30	0	55	18	0	73	0	11	7	0	18	3	121
5:45PM	7	20	0	27	0	55	13	0	68	0	11	5	0	16	6	111
Hourly Total	19	83	0	102	0	225	64	0	289	0	38	24	0	62	12	453
Total	51	243	0	294	0	612	185	0	797	0	93	68	0	161	26	1252
% Approach	17.3%	82.7%	0%	-	-	76.8%	23.2%	0%	-	-	57.8%	42.2%	0%	-	-	-
% Total	4.1%	19.4%	0%	23.5%	-	48.9%	14.8%	0%	63.7%	-	7.4%	5.4%	0%	12.9%	-	-
Lights	50	242	0	292	-	604	182	0	786	-	93	67	0	160	-	1238
% Lights	98.0%	99.6%	0%	99.3%	-	98.7%	98.4%	0%	98.6%	-	100%	98.5%	0%	99.4%	-	98.9%
Buses and Single-Unit Trucks	1	1	0	2	-	8	0	0	8	-	0	1	0	1	-	11
% Buses and Single-Unit Trucks	2.0%	0.4%	0%	0.7%	-	1.3%	0%	0%	1.0%	-	0%	1.5%	0%	0.6%	-	0.9%
Bicycles on Road	0	0	0	0	-	0	3	0	3	-	0	0	0	0	-	3
% Bicycles on Road	0%	0%	0%	0%	-	0%	1.6%	0%	0.4%	-	0%	0%	0%	0%	-	0.2%
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	-	26	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Old Rand Rd at Pine Tree Row - TMC

Tue Aug 1, 2017

PM Peak (4:45PM - 5:45PM) - Overall Peak Hour

All Classes (Lights, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road)

All Movements

ID: 435813, Location: 42.203069, -88.106104



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Old Rand Rd Eastbound						Old Rand Rd Westbound						Pine Tree Row Southbound						
Time	L	T	U	App	Ped*		T	R	U	App	Ped*		L	R	U	App	Ped*		Int
2017-08-01 4:45PM	5	21	0	26	0		66	19	0	85	0		3	6	0	9	3		120
5:00PM	2	18	0	20	0		62	14	0	76	0		6	6	0	12	2		108
5:15PM	6	19	0	25	0		53	19	0	72	0		10	6	0	16	1		113
5:30PM	4	26	0	30	0		55	18	0	73	0		11	7	0	18	3		121
Total	17	84	0	101	0		236	70	0	306	0		30	25	0	55	9		462
% Approach	16.8%	83.2%	0%	-	-		77.1%	22.9%	0%	-	-		54.5%	45.5%	0%	-	-		-
% Total	3.7%	18.2%	0%	21.9%	-		51.1%	15.2%	0%	66.2%	-		6.5%	5.4%	0%	11.9%	-		-
PHF	0.708	0.808	-	0.842	-		0.894	0.921	-	0.900	-		0.682	0.893	-	0.764	-		0.955
Lights	17	84	0	101	-		233	68	0	301	-		30	25	0	55	-		457
% Lights	100%	100%	0%	100%	-		98.7%	97.1%	0%	98.4%	-		100%	100%	0%	100%	-		98.9%
Buses and Single-Unit Trucks	0	0	0	0	-		3	0	0	3	-		0	0	0	0	-		3
% Buses and Single-Unit Trucks	0%	0%	0%	0%	-		1.3%	0%	0%	1.0%	-		0%	0%	0%	0%	-		0.6%
Bicycles on Road	0	0	0	0	-		0	2	0	2	-		0	0	0	0	-		2
% Bicycles on Road	0%	0%	0%	0%	-		0%	2.9%	0%	0.7%	-		0%	0%	0%	0%	-		0.4%
Pedestrians	-	-	-	-	0		-	-	-	-	0		-	-	-	-	9		
% Pedestrians	-	-	-	-	-		-	-	-	-	-		-	-	-	-	100%		

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Old Rand Rd at Pine Tree Row - TMC

Sat Jul 29, 2017

Full Length (11AM-2PM)

All Classes (Lights, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 435808, Location: 42.203108, -88.106069



Provided by: Gewalt Hamilton Associates Inc.

625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Old Rand Road Eastbound					Old Rand Road Westbound					Pine Tree Row Southbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2017-07-29 11:00AM	1	16	0	17	0	33	10	0	43	0	9	3	0	12	1	72
11:15AM	2	22	0	24	0	35	8	0	43	0	9	9	0	18	5	85
11:30AM	2	20	0	22	0	33	11	0	44	0	10	5	0	15	4	81
11:45AM	3	41	0	44	0	29	15	0	44	0	9	5	0	14	5	102
Hourly Total	8	99	0	107	0	130	44	0	174	0	37	22	0	59	15	340
12:00PM	2	20	0	22	0	41	9	0	50	0	10	8	0	18	5	90
12:15PM	2	18	0	20	0	39	9	0	48	0	13	6	0	19	2	87
12:30PM	4	21	0	25	0	42	11	0	53	0	7	7	0	14	4	92
12:45PM	7	17	0	24	0	40	14	0	54	0	14	11	0	25	2	103
Hourly Total	15	76	0	91	0	162	43	0	205	0	44	32	0	76	13	372
1:00PM	5	20	0	25	0	43	13	0	56	0	7	4	0	11	5	92
1:15PM	5	25	0	30	0	37	10	0	47	0	11	5	0	16	4	93
1:30PM	4	22	0	26	0	29	10	0	39	0	11	3	0	14	6	79
1:45PM	3	20	0	23	0	28	12	0	40	0	12	3	0	15	7	78
Hourly Total	17	87	0	104	0	137	45	0	182	0	41	15	0	56	22	342
Total	40	262	0	302	0	429	132	0	561	0	122	69	0	191	50	1054
% Approach	13.2%	86.8%	0%	-	-	76.5%	23.5%	0%	-	-	63.9%	36.1%	0%	-	-	-
% Total	3.8%	24.9%	0%	28.7%	-	40.7%	12.5%	0%	53.2%	-	11.6%	6.5%	0%	18.1%	-	-
Lights	38	258	0	296	-	421	125	0	546	-	120	67	0	187	-	1029
% Lights	95.0%	98.5%	0%	98.0%	-	98.1%	94.7%	0%	97.3%	-	98.4%	97.1%	0%	97.9%	-	97.6%
Buses and Single-Unit Trucks	0	2	0	2	-	4	3	0	7	-	2	2	0	4	-	13
% Buses and Single-Unit Trucks	0%	0.8%	0%	0.7%	-	0.9%	2.3%	0%	1.2%	-	1.6%	2.9%	0%	2.1%	-	1.2%
Bicycles on Road	2	2	0	4	-	4	4	0	8	-	0	0	0	0	-	12
% Bicycles on Road	5.0%	0.8%	0%	1.3%	-	0.9%	3.0%	0%	1.4%	-	0%	0%	0%	0%	-	1.1%
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	47	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	94.0%	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	6.0%	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Old Rand Rd at Pine Tree Row - TMC

Sat Jul 29, 2017

Midday Peak (WKND) (12:30PM - 1:30PM) - Overall Peak Hour

All Classes (Lights, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 435808, Location: 42.203108, -88.106069



Provided by: Gewalt Hamilton Associates Inc.

625 Forest Edge Drive,
Vernon Hills, IL, 60061, US

Leg Direction	Old Rand Road Eastbound					Old Rand Road Westbound					Pine Tree Row Southbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2017-07-29 12:30PM	4	21	0	25	0	42	11	0	53	0	7	7	0	14	4	92
12:45PM	7	17	0	24	0	40	14	0	54	0	14	11	0	25	2	103
1:00PM	5	20	0	25	0	43	13	0	56	0	7	4	0	11	5	92
1:15PM	5	25	0	30	0	37	10	0	47	0	11	5	0	16	4	93
Total	21	83	0	104	0	162	48	0	210	0	39	27	0	66	15	380
% Approach	20.2%	79.8%	0%	-	-	77.1%	22.9%	0%	-	-	59.1%	40.9%	0%	-	-	-
% Total	5.5%	21.8%	0%	27.4%	-	42.6%	12.6%	0%	55.3%	-	10.3%	7.1%	0%	17.4%	-	-
PHF	0.750	0.830	-	0.867	-	0.942	0.857	-	0.938	-	0.696	0.614	-	0.660	-	0.922
Lights	21	82	0	103	-	158	44	0	202	-	37	27	0	64	-	369
% Lights	100%	98.8%	0%	99.0%	-	97.5%	91.7%	0%	96.2%	-	94.9%	100%	0%	97.0%	-	97.1%
Buses and Single-Unit Trucks	0	1	0	1	-	4	3	0	7	-	2	0	0	2	-	10
% Buses and Single-Unit Trucks	0%	1.2%	0%	1.0%	-	2.5%	6.3%	0%	3.3%	-	5.1%	0%	0%	3.0%	-	2.6%
Bicycles on Road	0	0	0	0	-	0	1	0	1	-	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	-	0%	2.1%	0%	0.5%	-	0%	0%	0%	0%	-	0.3%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	13
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	86.7%
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	2
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13.3%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Appendix B

CMAF Projections



Chicago Metropolitan
Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606
312 454 0400
www.cmap.illinois.gov

August 16, 2017

Lynn M. Means, P.E., PTOE
Senior Transportation Engineer
Gewalt Hamilton Associates
625 Forest Edge Drive
Vernon Hills, IL 60061

Subject: Rand Road (US 12) @ Old Rand Road
IDOT

Dear Ms. Means:

In response to a request made on your behalf on August 14, 2017, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
Rand Rd (US 12) from Miller Rd to Honey Lake Rd	25,100	26,000
Rand Rd (US 12) from Honey Lake Rd to Main St (IL 22)	36,900	38,000
Old Rand Rd from Rand Rd (US 12) to Main St (IL 22)	3,850	4,000

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2017 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research and Analysis

cc: Quigley (IDOT)
S:\AdminGroups\ResearchAnalysis\TrafficForecastsCY2017\LakeZurich\la-29-17\la-29-17.docx

Appendix C
SRA Report Exhibit

Appendix D

ITE Trip Generation Excerpts

Land Use: 492 Health/Fitness Club

Independent Variables with One Observation

The following trip generation data are for independent variables with only one observation. This information is shown in this table only; there are no related plots for these data.

Users are cautioned to use data with care because of the small sample size.

<u>Independent Variable</u>	<u>Trip Generation Rate</u>	<u>Size of Independent Variable</u>	<u>Number of Studies</u>	<u>Directional Distribution</u>
1,000 Square Feet Gross Floor Area				
Weekday	32.93	15	1	50% entering, 50% exiting
Saturday	20.87	15	1	50% entering, 50% exiting
Sunday	26.73	15	1	50% entering, 50% exiting
Sunday Peak Hour of Generator	2.47	15	1	Not available

Health/Fitness Club (492)

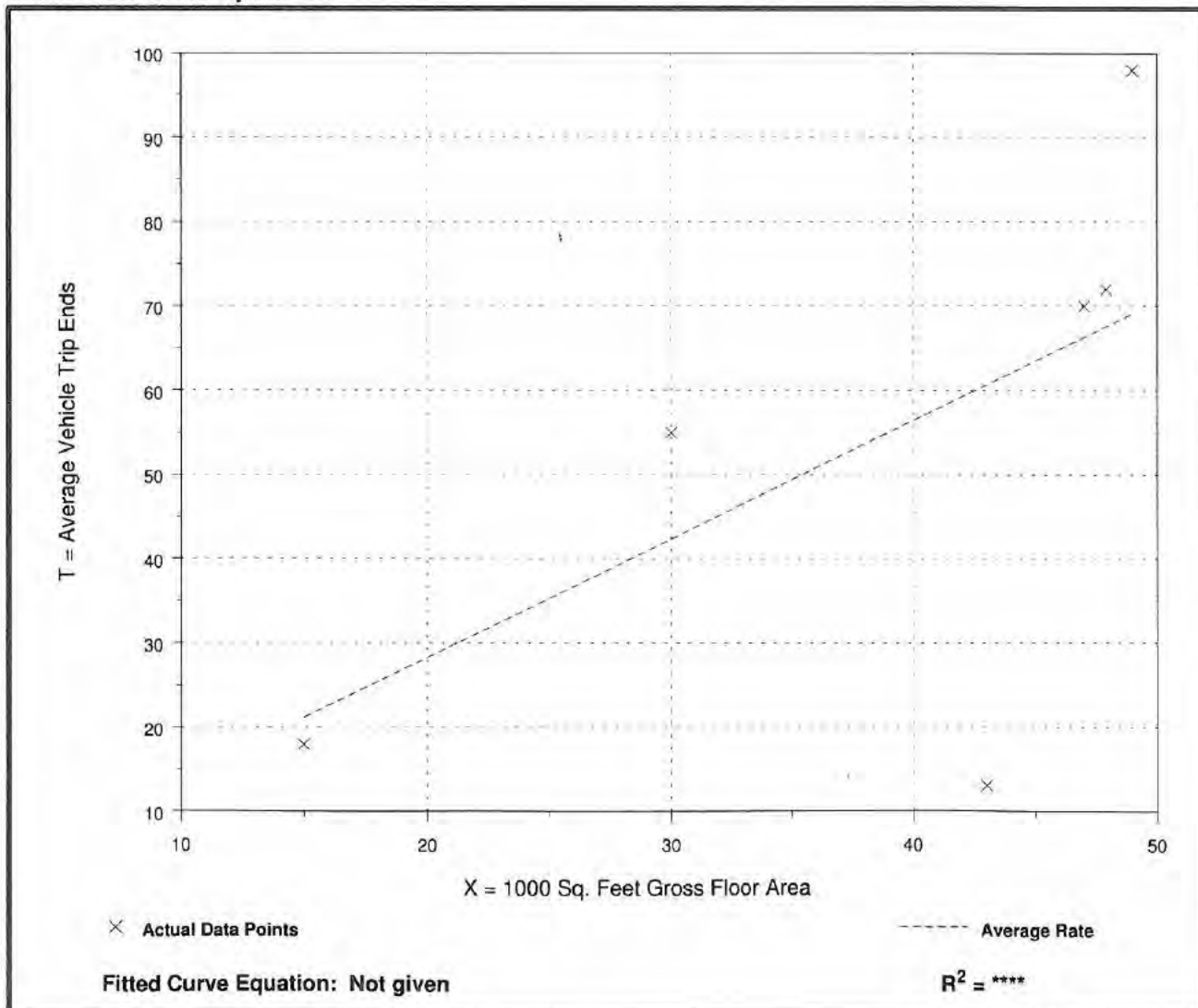
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 6
Average 1000 Sq. Feet GFA: 39
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.41	0.30 - 2.00	1.31

Data Plot and Equation



Health/Fitness Club (492)

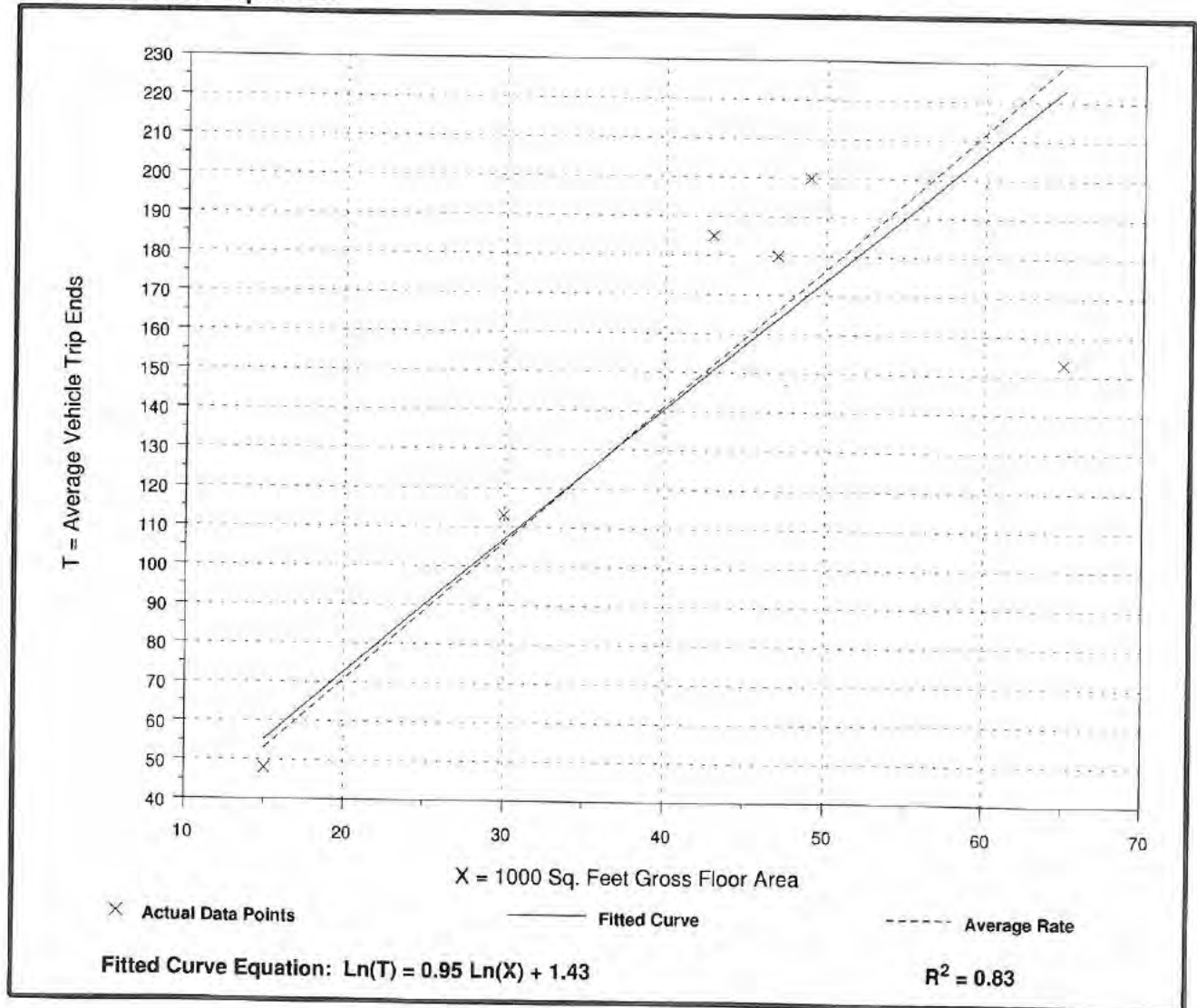
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 6
 Average 1000 Sq. Feet GFA: 42
 Directional Distribution: 57% entering, 43% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
3.53	2.35 - 4.30	2.00

Data Plot and Equation



Health/Fitness Club (492)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Saturday,
Peak Hour of Generator

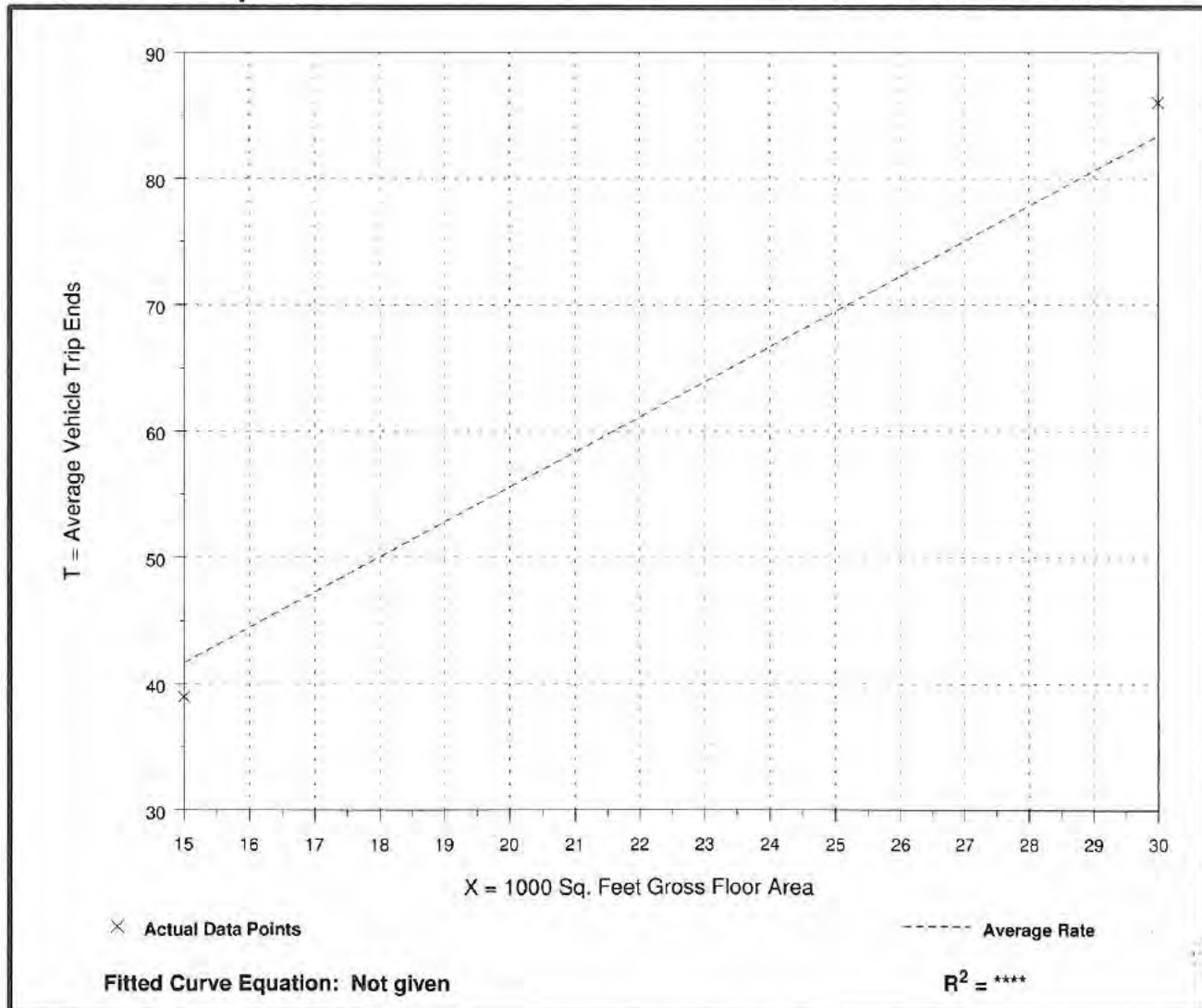
Number of Studies: 2
 Average 1000 Sq. Feet GFA: 23
 Directional Distribution: 45% entering, 55% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.78	2.60 - 2.87	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Appendix E
Life Time Fitness Trip Generation Study

Trip Rates for Sites Containing: Life Time Athletic

Average Vehicle Trips Ends vs. 1,000 square feet of GFA

ksf
125.000

	Thursday, 12/28/17	Friday, 12/29/17	Saturday, 12/30/17	Sunday, 12/31/17	Monday, 1/1/18	Tuesday, 1/2/18	Wednesday, 1/3/18	Thursday, 1/4/18	Friday, 1/5/18	Saturday, 1/6/18	Weighted Empirical Data Average	Highest Rate	Average Rates ITE LUC 492 ^b	Average Local	Proposed Site ITE LUC 492 (eq.)	Highest Local
Peak Hour/Direction	Vernon Hills, IL ^a															
Weekday AM Street:																
Enter	0.99	1.29			0.51	0.92	0.93	1.19	1.50		1.05	1.50	1.00	131	88	188
Exit	0.48	0.54			0.13	0.59	0.65	0.63	0.58		0.51	0.58	0.31	64	88	73
Total	1.47	1.83			0.64	1.51	1.58	1.82	2.08		1.56	2.08	1.31	195	176	261
Weekday PM Street:																
Enter	1.19	0.80			0.83	1.86	1.70	1.78	1.59		1.39	1.86	2.00	174	234	233
Exit	0.98	1.02			0.82	1.22	1.00	1.16	1.02		1.03	1.22	1.45	129	176	153
Total	2.17	1.82			1.65	3.08	2.70	2.94	2.61		2.42	3.08	3.45	305	410	386
Weekday Daily:																
Enter	14.11	13.65			10.10	17.97	18.22	16.83	15.52		15.20	18.22		1900	2058	2278
Exit	14.06	13.62			9.97	16.86	17.56	17.03	15.42		14.93	17.56		1866	2058	2195
Total	28.17	27.27			20.07	34.83	35.78	33.86	30.94		30.13	35.78		3765	4116	4473
Saturday Midday:																
Enter			1.42							2.10	1.76	2.10	2.00	220	110	263
Exit			1.40							1.74	1.57	1.74	1.19	196	135	218
Total			2.82							3.84	3.33	3.84	3.19	415	245	481
Saturday Daily:																
Enter			13.41							16.73	15.07	16.73		1884		2091
Exit			13.45							16.73	15.09	16.73		1886		2091
Total			26.86							33.46	30.16	33.46		3770		4182
Sunday Midday:																
Enter				1.16							1.16	1.16		145		145
Exit				1.94							1.94	1.94		243		243
Total				3.10							3.10	3.10		385		388
Sunday Daily:																
Enter				12.10							12.10	12.10		1513		1513
Exit				12.21							12.21	12.21		1526		1526
Total				24.31							24.31	24.31		3040		3039

^aContains the Life Time Athletic with a gross floor area of 140,495 sf located at 680 Woodlands Parkway, Vernon Hills, IL.

^bITE, 9th Edition Land Use Code 492 (Health/Fitness Club).

Peak Hour/Direction	Thursday, 12/28/17 Vernon Hills, IL ^a	Friday, 12/29/17 Vernon Hills, IL ^a	Saturday, 12/30/17 Vernon Hills, IL ^a	Sunday, 12/31/17 Vernon Hills, IL ^a	Monday, 1/1/18 Vernon Hills, IL ^a	Tuesday, 1/2/18 Vernon Hills, IL ^a	Wednesday, 1/3/18 Vernon Hills, IL ^a	Thursday, 1/4/18 Vernon Hills, IL ^a	Friday, 1/5/18 Vernon Hills, IL ^a	Saturday, 1/6/18 Vernon Hills, IL ^a
Weekday AM Street:										
Enter	139	181			72	129	130	167	211	
Exit	<u>67</u>	<u>76</u>			<u>18</u>	<u>83</u>	<u>91</u>	<u>89</u>	<u>81</u>	
Total	206	257			90	212	221	256	292	
Weekday PM Street:										
Enter	167	113			117	261	239	250	224	
Exit	<u>138</u>	<u>143</u>			<u>115</u>	<u>171</u>	<u>141</u>	<u>163</u>	<u>144</u>	
Total	305	256			232	432	380	413	368	
Weekday Daily:										
Enter	1,983	1,918			1,419	2,525	2,560	2,364	2,181	
Exit	<u>1,976</u>	<u>1,913</u>			<u>1,401</u>	<u>2,369</u>	<u>2,467</u>	<u>2,392</u>	<u>2,166</u>	
Total	3,959	3,831			2,820	4,894	5,027	4,756	4,347	
Saturday Midday:										
Enter			199							295
Exit			<u>196</u>							<u>245</u>
Total			395							540
Saturday Daily:										
Enter			1,884							2,351
Exit			<u>1,889</u>							<u>2,351</u>
Total			3,773							4,702
Sunday Midday:										
Enter				163						
Exit				<u>272</u>						
Total				435						
Sunday Daily:										
Enter				1,700						
Exit				<u>1,716</u>						
Total				3,416						

Thursday, December 28, 2017
Life Time Athletic - Vernon Hills, IL

1-hour

Time Start	West Access		East Access		Total	Hourly Total	Percent Total
	Entering	Exiting	Entering	Exiting			
12:00 AM	0	1	1	4	6	18	0.5%
12:15 AM	0	2	0	1	3		
12:30 AM	0	1	1	3	5		
12:45 AM	0	2	1	1	4	8	0.2%
1:00 AM	0	1	0	2	3		
1:15 AM	0	0	0	0	0		
1:30 AM	0	2	0	3	5	4	0.1%
1:45 AM	0	0	0	0	0		
2:00 AM	0	0	1	0	1		
2:15 AM	0	0	0	0	0	4	0.1%
2:30 AM	0	0	1	0	1		
2:45 AM	0	1	1	0	2		
3:00 AM	0	0	0	0	0	4	0.1%
3:15 AM	0	0	0	0	0		
3:30 AM	1	0	2	0	3		
3:45 AM	1	0	0	0	1	28	0.7%
4:00 AM	2	0	0	1	3		
4:15 AM	0	0	2	0	2		
4:30 AM	1	1	4	1	7	68	1.7%
4:45 AM	7	0	9	0	16		
5:00 AM	5	1	7	2	15		
5:15 AM	5	0	10	1	16	76	1.9%
5:30 AM	1	1	10	4	16		
5:45 AM	10	0	9	2	21		
6:00 AM	4	2	9	2	17	145	3.7%
6:15 AM	4	1	6	3	14		
6:30 AM	4	3	11	5	23		
6:45 AM	3	2	11	6	22	206	5.2%
7:00 AM	5	4	8	15	32		
7:15 AM	6	0	11	12	29		
7:30 AM	8	4	19	14	45	296	7.5%
7:45 AM	9	2	18	10	39		
8:00 AM	12	2	17	14	45		
8:15 AM	13	5	19	15	52	292	7.4%
8:30 AM	14	6	17	8	45		
8:45 AM	17	5	30	12	64		
9:00 AM	16	9	28	15	68	341	8.6%
9:15 AM	25	3	30	10	68		
9:30 AM	13	10	36	24	83		
9:45 AM	14	9	32	22	77	304	7.7%
10:00 AM	13	8	33	13	67		
10:15 AM	11	8	42	11	72		
10:30 AM	17	10	23	22	72	245	6.2%
10:45 AM	16	14	20	31	81		
11:00 AM	5	12	26	25	68		
11:15 AM	8	32	30	41	111	231	5.8%
11:30 AM	8	19	24	30	81		
11:45 AM	11	14	27	29	81		
12:00 PM	12	20	20	36	88	242	6.1%
12:15 PM	6	16	27	35	84		
12:30 PM	6	12	24	26	68		
12:45 PM	10	12	15	27	64	280	7.1%
1:00 PM	13	9	19	23	64		
1:15 PM	10	8	26	31	75		
1:30 PM	6	5	14	22	47	269	6.8%
1:45 PM	8	9	18	24	59		
2:00 PM	9	8	24	19	60		
2:15 PM	8	12	17	16	53	251	6.3%
2:30 PM	7	7	15	20	49		
2:45 PM	9	9	25	26	69		
3:00 PM	6	9	29	23	67	229	5.8%
3:15 PM	8	9	23	17	57		
3:30 PM	9	9	16	17	51		
3:45 PM	12	9	24	22	67	172	4.3%
4:00 PM	6	9	18	12	45		
4:15 PM	13	9	24	26	72		
4:30 PM	12	6	32	17	67	269	6.8%
4:45 PM	25	17	30	24	96		
5:00 PM	11	19	20	20	70		
5:15 PM	5	6	28	18	57	251	6.3%
5:30 PM	5	14	21	26	66		
5:45 PM	15	10	30	21	76		
6:00 PM	13	15	39	20	87	116	2.9%
6:15 PM	6	15	24	16	61		
6:30 PM	7	9	16	16	48		
6:45 PM	4	11	10	30	55	75	1.9%
7:00 PM	4	10	21	23	58		
7:15 PM	2	12	14	40	68		
7:30 PM	5	14	9	18	46	59	1.5%
7:45 PM	2	13	20	22	57		
8:00 PM	4	19	18	21	62		
8:15 PM	4	7	14	13	38	116	2.9%
8:30 PM	3	12	12	19	46		
8:45 PM	0	5	9	12	26		
9:00 PM	4	6	5	14	29	75	1.9%
9:15 PM	2	5	8	15	30		
9:30 PM	0	6	9	9	24		
9:45 PM	5	5	7	16	33	59	1.5%
10:00 PM	1	11	7	18	37		
10:15 PM	1	5	3	8	17		
10:30 PM	3	2	4	6	15	116	2.9%
10:45 PM	1	3	0	2	6		
11:00 PM	1	2	5	4	12		
11:15 PM	1	2	0	8	11	59	1.5%
11:30 PM	0	3	7	8	18		
11:45 PM	1	3	3	11	18		
TOTAL	594	645	1,389	1,331	3,959	3959	

Friday, December 29, 2017
Life Time Athletic - Vernon Hills, IL

1-hour

Time Start	West Access		East Access		Total	Hourly Total	Percent Total
	Entering	Exiting	Entering	Exiting			
12:00 AM	0	3	4	3	10	28	0.7%
12:15 AM	0	0	2	6	8		
12:30 AM	0	0	1	3	4		
12:45 AM	0	2	1	3	6	18	0.5%
1:00 AM	0	2	0	5	7		
1:15 AM	1	4	1	1	7		
1:30 AM	1	0	0	2	3	3	0.1%
1:45 AM	0	0	1	0	1		
2:00 AM	0	0	0	0	0		
2:15 AM	0	0	1	0	1	8	0.2%
2:30 AM	0	0	0	0	0		
2:45 AM	0	0	2	0	2		
3:00 AM	0	0	0	0	0	33	0.9%
3:15 AM	0	0	3	1	4		
3:30 AM	0	0	3	0	3		
3:45 AM	0	0	1	0	1	76	2.0%
4:00 AM	2	0	1	1	4		
4:15 AM	0	0	2	0	2		
4:30 AM	1	1	4	1	7	96	2.5%
4:45 AM	10	0	8	2	20		
5:00 AM	5	0	6	1	12		
5:15 AM	9	0	18	3	30	167	4.4%
5:30 AM	6	1	5	0	12		
5:45 AM	6	0	12	4	22		
6:00 AM	3	2	8	7	20	257	6.7%
6:15 AM	1	3	5	2	11		
6:30 AM	3	3	12	14	32		
6:45 AM	8	6	7	12	33	366	9.6%
7:00 AM	6	8	15	7	36		
7:15 AM	6	5	16	9	36		
7:30 AM	7	2	22	15	46	306	8.0%
7:45 AM	11	3	27	8	49		
8:00 AM	17	3	20	12	52		
8:15 AM	14	11	25	14	64	375	9.8%
8:30 AM	19	2	24	14	59		
8:45 AM	25	4	37	16	82		
9:00 AM	12	7	32	19	70	287	7.5%
9:15 AM	24	10	43	17	94		
9:30 AM	32	11	54	24	121		
9:45 AM	16	8	35	22	81	282	7.4%
10:00 AM	6	5	29	23	63		
10:15 AM	12	15	27	23	77		
10:30 AM	10	12	31	32	85	229	6.0%
10:45 AM	14	10	26	31	81		
11:00 AM	11	30	20	44	105		
11:15 AM	7	17	24	33	81	229	6.0%
11:30 AM	13	17	30	37	97		
11:45 AM	12	19	26	35	92		
12:00 PM	9	7	16	31	63	252	6.6%
12:15 PM	9	13	18	32	72		
12:30 PM	13	17	23	25	78		
12:45 PM	13	13	19	29	74	206	5.4%
1:00 PM	10	10	20	25	65		
1:15 PM	8	12	24	24	68		
1:30 PM	6	19	20	28	73	155	4.0%
1:45 PM	9	12	27	28	76		
2:00 PM	4	15	24	15	58		
2:15 PM	6	9	22	19	56	141	3.7%
2:30 PM	6	7	20	22	55		
2:45 PM	7	11	16	26	60		
3:00 PM	3	8	22	21	54	107	2.8%
3:15 PM	14	16	24	18	72		
3:30 PM	3	10	21	11	45		
3:45 PM	5	9	16	28	58	80	2.1%
4:00 PM	7	10	25	29	71		
4:15 PM	9	11	23	19	62		
4:30 PM	12	10	16	27	65	84	2.2%
4:45 PM	5	8	20	21	54		
5:00 PM	9	6	20	14	49		
5:15 PM	13	9	14	19	55	46	1.2%
5:30 PM	6	8	24	18	56		
5:45 PM	6	11	14	15	46		
6:00 PM	4	8	10	13	35	80	2.1%
6:15 PM	2	4	12	18	36		
6:30 PM	3	12	13	14	42		
6:45 PM	3	8	12	19	42	107	2.8%
7:00 PM	3	8	11	23	45		
7:15 PM	3	8	9	19	39		
7:30 PM	1	5	7	18	31	80	2.1%
7:45 PM	0	5	10	11	26		
8:00 PM	3	4	12	9	28		
8:15 PM	3	3	7	9	22	84	2.2%
8:30 PM	2	5	10	10	27		
8:45 PM	4	2	13	11	30		
9:00 PM	4	3	10	10	27	46	1.2%
9:15 PM	1	5	2	8	16		
9:30 PM	0	2	8	9	19		
9:45 PM	3	2	4	9	18	84	2.2%
10:00 PM	4	5	6	12	27		
10:15 PM	3	2	4	7	16		
10:30 PM	2	3	7	13	25	46	1.2%
10:45 PM	1	4	4	7	16		
11:00 PM	3	2	1	9	15		
11:15 PM	0	4	4	5	13	46	1.2%
11:30 PM	0	1	5	5	11		
11:45 PM	2	0	2	3	7		
TOTAL	576	592	1,342	1,321	3,831	3831	

Saturday, December 30, 2017
Life Time Athletic - Vernon Hills, IL

1-hour

Time Start	West Access		East Access		Total	Hourly Total	Percent Total
	Entering	Exiting	Entering	Exiting			
12:00 AM	1	4	3	2	10	32	0.8%
12:15 AM	0	0	2	5	7		
12:30 AM	0	5	1	2	8		
12:45 AM	0	2	1	4	7	14	0.4%
1:00 AM	0	1	0	3	4		
1:15 AM	0	1	2	3	6		
1:30 AM	1	0	1	1	3		
1:45 AM	0	0	0	1	1		
2:00 AM	0	1	1	1	3		
2:15 AM	0	2	3	2	7	18	0.5%
2:30 AM	0	0	3	1	4		
2:45 AM	0	0	2	2	4		
3:00 AM	0	0	2	0	2		
3:15 AM	0	0	0	0	0		
3:30 AM	0	1	0	5	6	12	0.3%
3:45 AM	0	0	0	4	4		
4:00 AM	0	0	0	1	1		
4:15 AM	0	0	0	0	0		
4:30 AM	0	0	2	1	3	6	0.2%
4:45 AM	0	0	2	0	2		
5:00 AM	2	0	2	0	4		
5:15 AM	2	0	1	0	3	25	0.7%
5:30 AM	4	0	5	1	10		
5:45 AM	3	0	4	1	8		
6:00 AM	6	0	6	1	13		
6:15 AM	3	1	5	2	11	56	1.5%
6:30 AM	1	0	10	3	14		
6:45 AM	4	0	8	6	18		
7:00 AM	3	2	11	3	19		
7:15 AM	6	2	13	4	25	155	4.1%
7:30 AM	17	2	16	10	45		
7:45 AM	26	5	29	6	66		
8:00 AM	22	0	36	6	64		
8:15 AM	16	0	29	8	53	220	5.8%
8:30 AM	6	4	17	9	36		
8:45 AM	24	2	33	8	67		
9:00 AM	19	4	38	14	75	390	10.3%
9:15 AM	35	9	54	26	124		
9:30 AM	26	18	37	26	107		
9:45 AM	15	14	32	23	84		
10:00 AM	12	20	35	26	93	384	10.2%
10:15 AM	19	5	36	31	91		
10:30 AM	13	9	33	30	85		
10:45 AM	19	22	38	36	115		
11:00 AM	10	21	31	42	104	372	9.9%
11:15 AM	12	20	20	34	86		
11:30 AM	11	30	17	27	85		
11:45 AM	17	13	25	42	97		
12:00 PM	10	14	28	34	86	354	9.4%
12:15 PM	8	13	22	39	82		
12:30 PM	7	18	24	51	100		
12:45 PM	10	16	30	30	86		
1:00 PM	2	9	19	26	56	275	7.3%
1:15 PM	6	20	25	30	81		
1:30 PM	7	7	22	24	60		
1:45 PM	10	8	31	29	78		
2:00 PM	7	9	25	25	66	279	7.4%
2:15 PM	12	10	24	29	75		
2:30 PM	12	9	21	22	64		
2:45 PM	10	11	22	31	74		
3:00 PM	4	15	25	30	74	249	6.6%
3:15 PM	10	10	23	16	59		
3:30 PM	8	7	15	19	49		
3:45 PM	7	9	22	29	67		
4:00 PM	2	3	14	18	37	229	6.1%
4:15 PM	6	16	15	14	51		
4:30 PM	3	15	21	38	77		
4:45 PM	5	10	22	27	64		
5:00 PM	5	9	14	19	47	170	4.5%
5:15 PM	8	7	16	29	60		
5:30 PM	3	6	8	20	37		
5:45 PM	4	4	13	5	26		
6:00 PM	1	10	7	18	36	127	3.4%
6:15 PM	2	8	9	9	28		
6:30 PM	1	2	7	17	27		
6:45 PM	2	3	15	16	36		
7:00 PM	5	4	16	13	38	123	3.3%
7:15 PM	1	3	7	11	22		
7:30 PM	6	6	11	13	36		
7:45 PM	2	1	6	18	27		
8:00 PM	3	1	12	14	30	93	2.5%
8:15 PM	4	1	5	7	17		
8:30 PM	3	5	9	6	23		
8:45 PM	2	4	10	7	23		
9:00 PM	2	1	5	3	11	75	2.0%
9:15 PM	5	3	5	3	16		
9:30 PM	2	6	4	9	21		
9:45 PM	2	6	8	11	27		
10:00 PM	2	4	6	15	27	69	1.8%
10:15 PM	2	1	2	6	11		
10:30 PM	1	1	6	7	15		
10:45 PM	1	2	4	9	16		
11:00 PM	1	2	3	6	12	46	1.2%
11:15 PM	3	1	3	8	15		
11:30 PM	0	1	0	6	7		
11:45 PM	2	3	1	6	12		
TOTAL	576	554	1,308	1,335	3,773	3773	

Sunday, December 31, 2017
Life Time Athletic - Vernon Hills, IL

1-hour

Time Start	West Access		East Access		Total	Hourly Total	Percent Total
	Entering	Exiting	Entering	Exiting			
12:00 AM	0	4	0	2	6	19	0.6%
12:15 AM	0	1	1	1	3		
12:30 AM	0	1	1	3	5		
12:45 AM	0	3	1	1	5	10	0.3%
1:00 AM	0	0	0	2	2		
1:15 AM	0	0	0	0	0		
1:30 AM	1	1	1	2	5	4	0.1%
1:45 AM	0	1	0	2	3		
2:00 AM	0	0	1	0	1		
2:15 AM	0	0	1	0	1	9	0.3%
2:30 AM	0	0	1	1	2		
2:45 AM	0	0	0	0	0		
3:00 AM	0	0	1	1	2	5	0.1%
3:15 AM	0	1	2	2	5		
3:30 AM	1	0	0	0	1		
3:45 AM	1	0	0	0	1	19	0.6%
4:00 AM	0	1	0	2	3		
4:15 AM	0	0	0	0	0		
4:30 AM	0	0	0	1	1	36	1.1%
4:45 AM	1	0	0	0	1		
5:00 AM	1	0	6	0	7		
5:15 AM	0	0	1	0	1	113	3.3%
5:30 AM	2	0	2	1	5		
5:45 AM	0	1	4	1	6		
6:00 AM	0	2	4	0	6	239	7.0%
6:15 AM	2	0	3	4	9		
6:30 AM	2	0	5	1	8		
6:45 AM	6	2	4	1	13	400	11.7%
7:00 AM	3	0	9	2	14		
7:15 AM	4	1	13	2	20		
7:30 AM	12	0	17	4	33	432	12.6%
7:45 AM	15	2	27	2	46		
8:00 AM	11	3	18	8	40		
8:15 AM	27	2	24	4	57	340	10.0%
8:30 AM	18	1	40	5	64		
8:45 AM	30	3	34	11	78		
9:00 AM	14	3	29	19	65	400	11.7%
9:15 AM	14	6	27	13	60		
9:30 AM	26	7	27	16	76		
9:45 AM	36	17	64	22	139	432	12.6%
10:00 AM	27	13	58	43	141		
10:15 AM	14	18	31	30	93		
10:30 AM	16	10	34	25	85	341	10.0%
10:45 AM	11	11	37	22	81		
11:00 AM	8	15	40	38	101		
11:15 AM	10	24	43	44	121	254	7.4%
11:30 AM	6	18	25	52	101		
11:45 AM	13	19	29	48	109		
12:00 PM	9	30	28	37	104	258	7.6%
12:15 PM	11	19	22	41	93		
12:30 PM	5	20	17	32	74		
12:45 PM	3	12	29	26	70	199	5.8%
1:00 PM	6	11	27	38	82		
1:15 PM	8	19	27	37	91		
1:30 PM	9	13	34	31	87	145	4.2%
1:45 PM	4	10	23	23	60		
2:00 PM	4	11	21	28	64		
2:15 PM	11	9	21	25	66	100	2.9%
2:30 PM	7	8	18	28	61		
2:45 PM	6	6	30	21	63		
3:00 PM	1	14	20	24	59	58	1.7%
3:15 PM	13	8	20	34	75		
3:30 PM	7	15	19	22	63		
3:45 PM	5	8	23	25	61	47	1.4%
4:00 PM	3	7	10	24	44		
4:15 PM	8	14	15	31	68		
4:30 PM	7	7	9	20	43	31	0.9%
4:45 PM	5	10	13	16	44		
5:00 PM	7	12	7	24	50		
5:15 PM	4	9	15	13	41	22	0.6%
5:30 PM	0	3	5	15	23		
5:45 PM	4	4	6	17	31		
6:00 PM	1	8	10	16	35	15	0.4%
6:15 PM	1	3	6	7	17		
6:30 PM	1	5	8	11	25		
6:45 PM	2	5	4	12	23	3416	
7:00 PM	0	1	4	5	10		
7:15 PM	0	3	4	7	14		
7:30 PM	1	2	9	7	19	47	1.4%
7:45 PM	1	0	5	9	15		
8:00 PM	0	3	2	8	13		
8:15 PM	0	1	7	4	12	31	0.9%
8:30 PM	0	2	5	7	14		
8:45 PM	0	0	1	7	8		
9:00 PM	1	1	2	0	4	22	0.6%
9:15 PM	0	0	2	7	9		
9:30 PM	2	0	1	2	5		
9:45 PM	1	2	4	6	13	15	0.4%
10:00 PM	2	0	1	3	6		
10:15 PM	0	0	2	1	3		
10:30 PM	0	1	0	4	5	3416	
10:45 PM	2	2	2	2	8		
11:00 PM	0	1	0	2	3		
11:15 PM	0	3	1	4	8	15	0.4%
11:30 PM	0	1	2	1	4		
11:45 PM	0	0	0	0	0		
TOTAL	494	514	1,206	1,202	3,416	3416	

Monday, January 1, 2018
Life Time Athletic - Vernon Hills, IL

1-hour

Time Start	West Access		East Access		Total	Hourly Total	Percent Total
	Entering	Exiting	Entering	Exiting			
12:00 AM	0	0	0	2	2	8	0.3%
12:15 AM	1	0	0	0	1		
12:30 AM	2	2	0	1	5		
12:45 AM	0	0	0	0	0		
1:00 AM	0	0	0	0	0		
1:15 AM	0	0	0	0	0	5	0.2%
1:30 AM	0	1	0	2	3		
1:45 AM	0	1	0	1	2		
2:00 AM	0	0	0	0	0		
2:15 AM	0	0	0	0	0		
2:30 AM	0	0	0	0	0	0	0.0%
2:45 AM	0	0	0	0	0		
3:00 AM	0	1	0	0	1		
3:15 AM	0	0	0	0	0		
3:30 AM	0	0	0	0	0		
3:45 AM	0	0	1	0	1	2	0.1%
4:00 AM	0	0	0	0	0		
4:15 AM	0	0	0	1	1		
4:30 AM	0	0	1	0	1		
4:45 AM	3	0	1	0	4		
5:00 AM	0	0	3	0	3	9	0.3%
5:15 AM	1	0	2	0	3		
5:30 AM	0	0	0	0	0		
5:45 AM	2	0	1	0	3		
6:00 AM	1	1	0	0	2		
6:15 AM	1	0	2	2	5	19	0.7%
6:30 AM	0	0	1	1	2		
6:45 AM	6	1	1	2	10		
7:00 AM	0	0	1	4	5		
7:15 AM	4	1	6	1	12		
7:30 AM	2	0	6	1	9	37	1.3%
7:45 AM	2	1	7	1	11		
8:00 AM	2	2	14	4	22		
8:15 AM	5	0	12	5	22		
8:30 AM	9	0	12	3	24		
8:45 AM	9	1	9	3	22	90	3.2%
9:00 AM	5	4	21	6	36		
9:15 AM	11	0	19	5	35		
9:30 AM	21	1	25	6	53		
9:45 AM	25	4	49	11	89		
10:00 AM	29	8	56	14	107	244	8.7%
10:15 AM	8	5	17	16	46		
10:30 AM	3	7	22	15	47		
10:45 AM	5	5	21	13	44		
11:00 AM	5	4	15	8	32		
11:15 AM	10	9	16	21	56	233	8.3%
11:30 AM	6	25	12	22	65		
11:45 AM	7	14	13	46	80		
12:00 PM	5	11	14	35	65		
12:15 PM	7	14	17	29	67		
12:30 PM	5	18	19	28	70	258	9.1%
12:45 PM	5	11	22	18	56		
1:00 PM	4	7	12	14	37		
1:15 PM	4	7	20	21	52		
1:30 PM	5	1	17	13	36		
1:45 PM	9	3	24	18	54	230	8.2%
2:00 PM	11	7	17	14	49		
2:15 PM	9	7	25	27	68		
2:30 PM	6	8	24	17	55		
2:45 PM	8	5	22	23	58		
3:00 PM	8	8	18	16	50	209	7.4%
3:15 PM	3	5	19	24	51		
3:30 PM	8	8	9	21	46		
3:45 PM	11	6	24	21	62		
4:00 PM	6	13	22	19	60		
4:15 PM	9	9	17	18	53	224	7.9%
4:30 PM	7	9	21	20	57		
4:45 PM	9	6	20	19	54		
5:00 PM	7	6	15	22	50		
5:15 PM	6	10	21	28	65		
5:30 PM	1	3	17	20	41	207	7.3%
5:45 PM	8	7	17	19	51		
6:00 PM	6	11	14	19	50		
6:15 PM	2	14	11	24	51		
6:30 PM	2	8	15	21	46		
6:45 PM	5	7	16	18	46	193	6.8%
7:00 PM	2	9	18	12	41		
7:15 PM	2	2	12	11	27		
7:30 PM	1	0	9	10	20		
7:45 PM	3	5	18	11	37		
8:00 PM	4	6	8	17	35	122	4.3%
8:15 PM	3	4	12	13	32		
8:30 PM	5	3	6	12	26		
8:45 PM	7	4	8	10	29		
9:00 PM	2	4	6	12	24		
9:15 PM	3	5	6	12	26	80	2.8%
9:30 PM	2	2	3	8	15		
9:45 PM	3	2	3	7	15		
10:00 PM	0	3	8	8	19		
10:15 PM	3	1	10	11	25		
10:30 PM	2	6	2	12	22	82	2.9%
10:45 PM	4	2	0	10	16		
11:00 PM	1	8	2	7	18		
11:15 PM	0	2	1	5	8		
11:30 PM	1	5	2	6	14		
11:45 PM	0	4	1	0	5	45	1.6%
TOTAL	409	404	1,010	997	2,820	2820	

Tuesday, January 2, 2018
Life Time Athletic - Vernon Hills, IL

1-hour

Time Start	West Access		East Access		Total	Hourly Total	Percent Total
	Entering	Exiting	Entering	Exiting			
12:00 AM	0	4	0	1	5	18	0.4%
12:15 AM	0	3	0	3	6		
12:30 AM	0	2	0	2	4		
12:45 AM	1	0	0	2	3	9	0.2%
1:00 AM	0	0	0	2	2		
1:15 AM	0	0	0	4	4		
1:30 AM	0	0	0	1	1	1	0.0%
1:45 AM	0	2	0	0	2		
2:00 AM	0	0	0	0	0		
2:15 AM	0	0	0	0	0	4	0.1%
2:30 AM	0	0	1	0	1		
2:45 AM	0	0	0	0	0		
3:00 AM	0	0	1	0	1	47	1.0%
3:15 AM	0	1	0	0	1		
3:30 AM	1	0	1	0	2		
3:45 AM	0	0	0	0	0	77	1.6%
4:00 AM	2	0	0	1	3		
4:15 AM	2	0	2	0	4		
4:30 AM	2	0	10	1	13	118	2.4%
4:45 AM	12	1	14	0	27		
5:00 AM	7	0	9	1	17		
5:15 AM	5	0	13	0	18	157	3.2%
5:30 AM	5	1	10	7	23		
5:45 AM	6	1	11	1	19		
6:00 AM	8	5	18	9	40	212	4.3%
6:15 AM	2	0	14	5	21		
6:30 AM	1	4	10	11	26		
6:45 AM	7	8	8	8	31	272	5.6%
7:00 AM	13	2	14	8	37		
7:15 AM	5	4	9	19	37		
7:30 AM	13	3	8	17	41	276	5.6%
7:45 AM	9	2	15	16	42		
8:00 AM	14	3	20	20	57		
8:15 AM	12	4	18	13	47	289	5.9%
8:30 AM	6	3	20	17	46		
8:45 AM	18	5	21	18	62		
9:00 AM	17	4	35	9	65	316	6.5%
9:15 AM	30	10	40	15	95		
9:30 AM	14	6	28	15	63		
9:45 AM	8	7	20	14	49	234	4.8%
10:00 AM	9	9	32	19	69		
10:15 AM	11	7	19	15	52		
10:30 AM	6	7	28	26	67	259	5.3%
10:45 AM	16	11	24	37	88		
11:00 AM	9	16	20	35	80		
11:15 AM	5	13	25	26	69	334	6.8%
11:30 AM	7	12	29	23	71		
11:45 AM	11	12	26	20	69		
12:00 PM	13	13	19	25	70	432	8.8%
12:15 PM	14	14	24	42	94		
12:30 PM	9	9	21	31	70		
12:45 PM	15	15	24	28	82	454	9.3%
1:00 PM	12	12	19	26	69		
1:15 PM	8	8	23	30	69		
1:30 PM	9	9	16	25	59	297	6.1%
1:45 PM	2	2	10	23	37		
2:00 PM	8	8	24	27	67		
2:15 PM	12	12	24	28	76	181	3.7%
2:30 PM	9	9	19	23	60		
2:45 PM	8	8	21	19	56		
3:00 PM	10	10	30	26	76	132	2.7%
3:15 PM	10	10	24	27	71		
3:30 PM	10	10	21	19	60		
3:45 PM	6	6	30	23	65	59	1.2%
4:00 PM	12	12	40	27	91		
4:15 PM	10	10	34	23	77		
4:30 PM	11	11	50	18	90	4894	
4:45 PM	4	4	35	33	76		
5:00 PM	14	14	45	24	97		
5:15 PM	20	20	48	30	118	444	9.1%
5:30 PM	14	14	54	25	107		
5:45 PM	15	15	51	29	110		
6:00 PM	17	17	62	35	131	297	6.1%
6:15 PM	22	22	36	32	112		
6:30 PM	22	22	32	46	122		
6:45 PM	13	13	28	35	89	181	3.7%
7:00 PM	20	20	31	36	107		
7:15 PM	32	32	21	62	137		
7:30 PM	19	19	18	48	104	132	2.7%
7:45 PM	23	23	15	35	96		
8:00 PM	28	28	13	27	96		
8:15 PM	15	15	24	28	82	59	1.2%
8:30 PM	17	17	3	3	40		
8:45 PM	14	14	17	34	79		
9:00 PM	11	11	12	22	56	132	2.7%
9:15 PM	6	6	13	19	44		
9:30 PM	10	10	5	12	37		
9:45 PM	9	9	13	13	44	59	1.2%
10:00 PM	11	11	9	14	45		
10:15 PM	8	8	7	6	29		
10:30 PM	10	10	6	12	38	4894	
10:45 PM	5	5	0	10	20		
11:00 PM	3	3	2	13	21		
11:15 PM	2	2	2	6	12	59	1.2%
11:30 PM	3	3	3	4	13		
11:45 PM	3	3	2	5	13		
TOTAL	872	750	1,653	1,619	4,894	4894	

Wednesday, January 3, 2018
Life Time Athletic - Vernon Hills, IL

1-hour

Time Start	West Access		East Access		Total	Hourly Total	Percent Total
	Entering	Exiting	Entering	Exiting			
12:00 AM	1	1	0	4	6	25	0.5%
12:15 AM	0	0	0	7	7		
12:30 AM	0	0	0	3	3		
12:45 AM	4	4	0	1	9	18	0.4%
1:00 AM	1	1	1	2	5		
1:15 AM	3	3	0	2	8		
1:30 AM	1	1	0	3	5	11	0.2%
1:45 AM	0	0	0	0	0		
2:00 AM	0	0	1	1	2		
2:15 AM	0	0	0	1	1	10	0.2%
2:30 AM	2	2	1	1	6		
2:45 AM	1	1	0	0	2		
3:00 AM	1	1	1	1	4	24	0.5%
3:15 AM	0	0	2	1	3		
3:30 AM	0	0	1	0	1		
3:45 AM	1	1	0	0	2	99	2.0%
4:00 AM	0	0	1	0	1		
4:15 AM	0	0	1	3	4		
4:30 AM	1	1	5	1	8	120	2.4%
4:45 AM	0	0	11	0	11		
5:00 AM	1	1	13	0	15		
5:15 AM	1	1	22	1	25	176	3.5%
5:30 AM	0	0	25	4	29		
5:45 AM	0	0	27	3	30		
6:00 AM	3	3	13	7	26	221	4.4%
6:15 AM	2	2	10	6	20		
6:30 AM	5	5	14	12	36		
6:45 AM	3	3	14	18	38	261	5.2%
7:00 AM	12	12	14	26	64		
7:15 AM	2	2	12	24	40		
7:30 AM	4	4	11	18	37	263	5.2%
7:45 AM	1	1	17	16	35		
8:00 AM	5	5	33	17	60		
8:15 AM	3	3	24	22	52	270	5.4%
8:30 AM	7	7	22	13	49		
8:45 AM	4	4	32	20	60		
9:00 AM	4	4	28	17	53	275	5.5%
9:15 AM	9	9	35	8	61		
9:30 AM	15	15	35	22	87		
9:45 AM	9	9	21	21	60	227	4.5%
10:00 AM	10	10	12	14	46		
10:15 AM	10	10	21	17	58		
10:30 AM	15	15	23	16	69	270	5.4%
10:45 AM	14	14	27	35	90		
11:00 AM	11	11	25	35	82		
11:15 AM	8	8	20	19	55	217	4.3%
11:30 AM	10	10	21	22	63		
11:45 AM	9	9	32	20	70		
12:00 PM	10	10	20	29	69	330	6.6%
12:15 PM	14	14	25	27	80		
12:30 PM	10	10	17	22	59		
12:45 PM	13	13	18	23	67	380	7.6%
1:00 PM	12	12	14	23	61		
1:15 PM	7	7	23	26	63		
1:30 PM	10	10	14	26	60	540	10.7%
1:45 PM	5	5	14	19	43		
2:00 PM	16	16	20	25	77		
2:15 PM	16	16	17	22	71	468	9.3%
2:30 PM	4	4	24	21	53		
2:45 PM	13	13	25	18	69		
3:00 PM	6	6	27	28	67	394	7.8%
3:15 PM	7	7	14	12	40		
3:30 PM	7	7	22	18	54		
3:45 PM	11	11	16	18	56	215	4.3%
4:00 PM	8	8	38	24	78		
4:15 PM	12	12	33	28	85		
4:30 PM	8	8	45	19	80	145	2.9%
4:45 PM	8	8	52	19	87		
5:00 PM	9	9	70	17	105		
5:15 PM	9	9	42	24	84	502	1.4%
5:30 PM	11	11	43	23	88		
5:45 PM	14	14	41	34	103		
6:00 PM	18	18	50	31	117	68	1.4%
6:15 PM	31	31	46	60	168		
6:30 PM	23	23	45	53	144		
6:45 PM	19	19	38	35	111	145	2.9%
7:00 PM	18	18	29	33	98		
7:15 PM	23	23	28	44	118		
7:30 PM	26	26	30	42	124	215	4.3%
7:45 PM	29	29	25	45	128		
8:00 PM	23	23	30	41	117		
8:15 PM	26	26	25	31	108	145	2.9%
8:30 PM	19	19	22	29	89		
8:45 PM	13	13	21	33	80		
9:00 PM	9	9	11	25	54	68	1.4%
9:15 PM	10	10	14	18	52		
9:30 PM	11	11	18	17	57		
9:45 PM	8	8	13	23	52	145	2.9%
10:00 PM	8	8	9	27	52		
10:15 PM	4	4	2	17	27		
10:30 PM	9	9	7	9	34	68	1.4%
10:45 PM	8	8	3	13	32		
11:00 PM	3	3	3	14	23		
11:15 PM	4	4	0	7	15	68	1.4%
11:30 PM	3	3	2	7	15		
11:45 PM	3	3	6	3	15		
TOTAL	781	781	1,779	1,686	5,027	5027	

Thursday, January 4, 2018
Life Time Athletic - Vernon Hills, IL

1-hour

Time Start	West Access		East Access		Total	Hourly Total	Percent Total
	Entering	Exiting	Entering	Exiting			
12:00 AM	1	3	0	8	12	42	0.9%
12:15 AM	0	3	2	3	8		
12:30 AM	0	8	1	5	14		
12:45 AM	0	0	2	6	8		
1:00 AM	0	2	1	2	5	10	0.2%
1:15 AM	0	0	0	2	2		
1:30 AM	0	1	0	1	2		
1:45 AM	0	0	0	1	1		
2:00 AM	0	0	1	1	2	11	0.2%
2:15 AM	0	2	0	0	2		
2:30 AM	1	2	1	0	4		
2:45 AM	1	0	2	0	3		
3:00 AM	0	0	1	1	2	7	0.1%
3:15 AM	1	0	0	1	2		
3:30 AM	0	0	1	0	1		
3:45 AM	1	0	1	0	2		
4:00 AM	2	1	1	2	6	43	0.9%
4:15 AM	0	0	4	0	4		
4:30 AM	7	1	9	1	18		
4:45 AM	6	1	8	0	15		
5:00 AM	2	1	22	1	26	118	2.5%
5:15 AM	15	0	16	0	31		
5:30 AM	7	2	12	5	26		
5:45 AM	9	1	17	8	35		
6:00 AM	4	7	13	4	28	128	2.7%
6:15 AM	5	1	12	9	27		
6:30 AM	5	2	14	16	37		
6:45 AM	8	1	14	13	36		
7:00 AM	9	6	12	13	40	164	3.4%
7:15 AM	5	4	6	20	35		
7:30 AM	7	2	11	22	42		
7:45 AM	8	2	20	17	47		
8:00 AM	19	7	21	17	64	256	5.4%
8:15 AM	16	6	22	19	63		
8:30 AM	15	6	23	16	60		
8:45 AM	19	2	32	16	69		
9:00 AM	17	7	31	14	69	299	6.3%
9:15 AM	14	6	45	19	84		
9:30 AM	18	9	32	28	87		
9:45 AM	11	8	23	17	59		
10:00 AM	10	8	19	19	56	254	5.3%
10:15 AM	9	7	27	20	63		
10:30 AM	15	8	22	18	63		
10:45 AM	8	13	20	31	72		
11:00 AM	10	13	25	42	90	293	6.2%
11:15 AM	11	14	19	18	62		
11:30 AM	4	9	21	27	61		
11:45 AM	13	19	23	25	80		
12:00 PM	14	10	21	31	76	272	5.7%
12:15 PM	6	7	22	28	63		
12:30 PM	6	9	19	20	54		
12:45 PM	8	11	25	35	79		
1:00 PM	6	13	23	28	70	237	5.0%
1:15 PM	8	11	17	26	62		
1:30 PM	7	7	19	22	55		
1:45 PM	6	11	17	16	50		
2:00 PM	8	8	23	13	52	241	5.1%
2:15 PM	12	13	21	19	65		
2:30 PM	9	6	15	19	49		
2:45 PM	12	16	26	21	75		
3:00 PM	8	11	19	34	72	264	5.6%
3:15 PM	5	9	20	19	53		
3:30 PM	9	9	30	21	69		
3:45 PM	13	12	25	20	70		
4:00 PM	20	14	30	20	84	354	7.4%
4:15 PM	21	9	30	18	78		
4:30 PM	22	8	44	21	95		
4:45 PM	22	9	46	20	97		
5:00 PM	17	11	43	29	100	413	8.7%
5:15 PM	9	14	32	24	79		
5:30 PM	23	13	42	22	100		
5:45 PM	21	22	63	28	134		
6:00 PM	15	16	34	24	89	377	7.9%
6:15 PM	8	15	38	37	98		
6:30 PM	7	24	33	44	108		
6:45 PM	11	19	25	27	82		
7:00 PM	13	21	26	32	92	377	7.9%
7:15 PM	7	39	26	47	119		
7:30 PM	7	24	20	36	87		
7:45 PM	3	19	17	40	79		
8:00 PM	6	13	17	44	80	269	5.7%
8:15 PM	4	10	22	27	63		
8:30 PM	9	17	14	32	72		
8:45 PM	4	13	16	21	54		
9:00 PM	5	10	20	19	54	170	3.6%
9:15 PM	5	12	11	20	48		
9:30 PM	2	6	15	19	42		
9:45 PM	2	4	5	15	26		
10:00 PM	1	8	5	18	32	106	2.2%
10:15 PM	4	7	4	15	30		
10:30 PM	1	9	3	10	23		
10:45 PM	0	5	2	14	21		
11:00 PM	0	4	4	7	15	51	1.1%
11:15 PM	1	2	4	9	16		
11:30 PM	1	5	0	7	13		
11:45 PM	0	0	1	6	7		
TOTAL	721	760	1,643	1,632	4,756	4756	

Friday, January 5, 2018
Life Time Athletic - Vernon Hills, IL

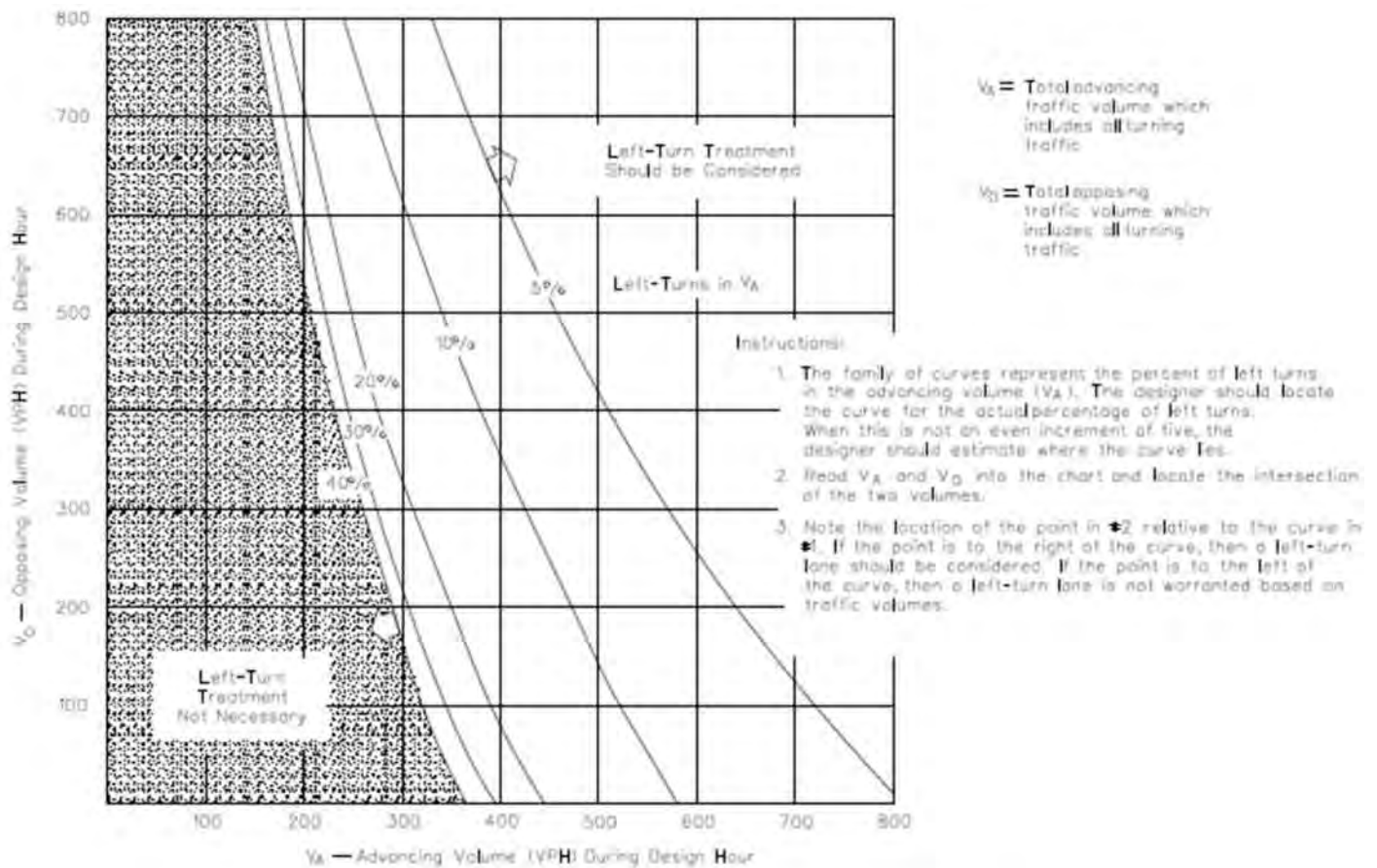
1-hour

Time Start	West Access		East Access		Total	Hourly Total	Percent Total
	Entering	Exiting	Entering	Exiting			
12:00 AM	0	1	0	1	2	10	0.2%
12:15 AM	1	0	1	1	3		
12:30 AM	0	3	0	1	4		
12:45 AM	0	1	0	0	1	9	0.2%
1:00 AM	1	0	0	4	5		
1:15 AM	0	0	1	1	2		
1:30 AM	0	0	0	1	1	7	0.2%
1:45 AM	0	0	0	1	1		
2:00 AM	1	2	1	1	5		
2:15 AM	0	0	0	0	0	5	0.1%
2:30 AM	0	0	0	1	1		
2:45 AM	0	0	1	0	1		
3:00 AM	0	0	1	0	1	44	1.0%
3:15 AM	0	0	4	0	4		
3:30 AM	0	0	0	0	0		
3:45 AM	0	0	0	0	0	104	2.4%
4:00 AM	5	1	0	2	8		
4:15 AM	0	0	4	0	4		
4:30 AM	3	0	5	1	9	121	2.8%
4:45 AM	9	1	13	0	23		
5:00 AM	3	1	16	1	21		
5:15 AM	12	0	16	3	31	171	3.9%
5:30 AM	5	1	14	3	23		
5:45 AM	11	0	17	1	29		
6:00 AM	4	3	12	8	27	292	6.7%
6:15 AM			10	12	22		
6:30 AM	6	6	6	8	26		
6:45 AM	13	3	13	17	46	303	7.0%
7:00 AM	5	8	15	22	50		
7:15 AM	4	3	11	17	35		
7:30 AM	10	2	12	11	35	263	6.1%
7:45 AM	10	4	23	14	51		
8:00 AM	19	5	31	14	69		
8:15 AM	24	2	26	15	67	281	6.5%
8:30 AM	12	8	31	23	74		
8:45 AM	33	4	35	10	82		
9:00 AM	16	6	24	17	63	284	6.5%
9:15 AM	20	6	36	17	79		
9:30 AM	12	14	39	28	93		
9:45 AM	12	11	22	23	68	224	5.2%
10:00 AM	9	5	21	24	59		
10:15 AM	8	10	21	21	60		
10:30 AM	7	8	27	30	72	334	7.7%
10:45 AM	8	16	18	30	72		
11:00 AM	10	12	26	33	81		
11:15 AM	11	11	13	37	72	281	6.5%
11:30 AM	10	19	33	38	100		
11:45 AM	24	7	36	14	81		
12:00 PM	6	16	21	15	58	284	6.5%
12:15 PM	16	10	20	25	71		
12:30 PM	14	15	17	32	78		
12:45 PM	4	14	28	28	74	224	5.2%
1:00 PM	9	13	27	20	69		
1:15 PM	2	17	22	37	78		
1:30 PM	10	10	24	26	70	253	5.8%
1:45 PM	7	12	22	26	67		
2:00 PM	9	9	16	28	62		
2:15 PM	12	8	14	24	58	266	6.1%
2:30 PM	11	7	13	23	54		
2:45 PM	5	8	20	17	50		
3:00 PM	7	10	26	19	62	368	8.5%
3:15 PM	8	6	19	21	54		
3:30 PM	8	16	16	23	63		
3:45 PM	9	14	27	24	74	312	7.2%
4:00 PM	9	9	24	23	65		
4:15 PM	8	7	23	15	53		
4:30 PM	12	14	25	24	75	255	5.9%
4:45 PM	16	10	32	15	73		
5:00 PM	16	14	45	25	100		
5:15 PM	11	14	48	27	100	176	4.0%
5:30 PM	9	7	47	17	80		
5:45 PM	11	9	37	31	88		
6:00 PM	6	12	33	20	71	122	2.8%
6:15 PM	4	10	24	25	63		
6:30 PM	4	11	23	34	72		
6:45 PM	9	28	25	44	106	84	1.9%
7:00 PM	5	12	17	39	73		
7:15 PM	4	12	11	39	66		
7:30 PM	7	16	22	24	69	59	1.4%
7:45 PM	4	11	17	15	47		
8:00 PM	6	4	16	30	56		
8:15 PM	9	7	9	14	39	122	2.8%
8:30 PM	0	4	13	26	43		
8:45 PM	4	6	9	19	38		
9:00 PM	2	7	8	10	27	84	1.9%
9:15 PM	2	9	10	14	35		
9:30 PM	3	6	10	13	32		
9:45 PM	4	3	7	14	28	59	1.4%
10:00 PM	2	2	6	15	25		
10:15 PM	1	7	6	7	21		
10:30 PM	1	4	5	8	18	122	2.8%
10:45 PM	0	1	6	13	20		
11:00 PM	1	6	1	13	21		
11:15 PM	3	3	0	5	11	84	1.9%
11:30 PM	2	2	2	7	13		
11:45 PM	0	2	3	9	14		
TOTAL	650	638	1,531	1,528	4,347	4347	

Time Start	West Access		East Access		Total	Hourly Total	Percent Total
	Entering	Exiting	Entering	Exiting			
12:00 AM	1	2	3	5	11	30	0.6%
12:15 AM	1	0	1	6	8		
12:30 AM	0	3	1	3	7		
12:45 AM	0	1	0	3	4		
1:00 AM	0	0	0	1	1	9	0.2%
1:15 AM	0	1	0	1	2		
1:30 AM	0	0	0	1	1		
1:45 AM	0	3	1	1	5		
2:00 AM	0	2	1	1	4	6	0.1%
2:15 AM	0	1	0	0	1		
2:30 AM	0	0	0	0	0		
2:45 AM	0	1	0	0	1		
3:00 AM	0	0	1	0	1	2	0.0%
3:15 AM	0	0	0	0	0		
3:30 AM	0	0	1	0	1		
3:45 AM	0	0	0	0	0		
4:00 AM	0	0	1	0	1	15	0.3%
4:15 AM	0	0	4	1	5		
4:30 AM	1	0	2	1	4		
4:45 AM	1	0	2	2	5		
5:00 AM	1	0	4	0	5	26	0.6%
5:15 AM	1	2	5	1	9		
5:30 AM	0	0	3	1	4		
5:45 AM	1	0	6	1	8		
6:00 AM	2	0	5	2	9	80	1.7%
6:15 AM	6	1	5	5	17		
6:30 AM	5	2	17	3	27		
6:45 AM	8	2	12	5	27		
7:00 AM	2	1	7	5	15	166	3.5%
7:15 AM	6	1	13	5	25		
7:30 AM	17	4	25	4	50		
7:45 AM	36	3	34	3	76		
8:00 AM	26	0	50	6	82	310	6.6%
8:15 AM	25	1	31	10	67		
8:30 AM	20	3	31	13	67		
8:45 AM	27	6	47	14	94		
9:00 AM	25	4	53	22	104	475	10.1%
9:15 AM	47	17	49	26	139		
9:30 AM	19	21	44	36	120		
9:45 AM	12	19	42	39	112		
10:00 AM	19	14	29	37	99	522	11.1%
10:15 AM	22	13	53	24	112		
10:30 AM	22	13	63	43	141		
10:45 AM	28	25	63	54	170		
11:00 AM	15	25	29	48	117	446	9.5%
11:15 AM	12	24	37	33	106		
11:30 AM	12	23	25	52	112		
11:45 AM	12	20	36	43	111		
12:00 PM	6	34	24	47	111	435	9.3%
12:15 PM	11	21	34	60	126		
12:30 PM	12	25	25	47	109		
12:45 PM	11	14	29	35	89		
1:00 PM	10	13	24	36	83	355	7.5%
1:15 PM	11	12	36	39	98		
1:30 PM	11	20	23	33	87		
1:45 PM	14	12	26	35	87		
2:00 PM	11	10	25	29	75	320	6.8%
2:15 PM	6	13	26	23	68		
2:30 PM	6	16	37	32	91		
2:45 PM	10	16	32	28	86		
3:00 PM	10	12	35	32	89	307	6.5%
3:15 PM	6	15	32	22	75		
3:30 PM	10	11	27	32	80		
3:45 PM	9	16	17	21	63		
4:00 PM	5	11	15	27	58	303	6.4%
4:15 PM	11	12	28	26	77		
4:30 PM	7	17	29	40	93		
4:45 PM	5	7	31	32	75		
5:00 PM	11	18	19	38	86	266	5.7%
5:15 PM	6	13	24	28	71		
5:30 PM	4	13	9	28	54		
5:45 PM	1	12	17	25	55		
6:00 PM	4	10	17	21	52	182	3.9%
6:15 PM	4	8	8	21	41		
6:30 PM	1	10	18	15	44		
6:45 PM	3	5	16	21	45		
7:00 PM	0	4	14	11	29	144	3.1%
7:15 PM	5	4	16	12	37		
7:30 PM	1	9	11	21	42		
7:45 PM	3	2	11	20	36		
8:00 PM	1	6	12	14	33	111	2.4%
8:15 PM	3	2	6	8	19		
8:30 PM	3	4	12	13	32		
8:45 PM	2	5	6	14	27		
9:00 PM	2	2	6	5	15	84	1.8%
9:15 PM	1	1	5	7	14		
9:30 PM	2	7	9	10	28		
9:45 PM	3	2	9	13	27		
10:00 PM	1	0	3	7	11	69	1.5%
10:15 PM	2	2	6	7	17		
10:30 PM	4	4	5	9	22		
10:45 PM	1	2	8	8	19		
11:00 PM	3	3	2	7	15	39	0.8%
11:15 PM	0	1	2	5	8		
11:30 PM	0	1	1	5	7		
11:45 PM	1	1	2	5	9		
TOTAL	686	716	1,665	1,635	4,702	4702	

Appendix F

Turn Lane Warrant Analysis

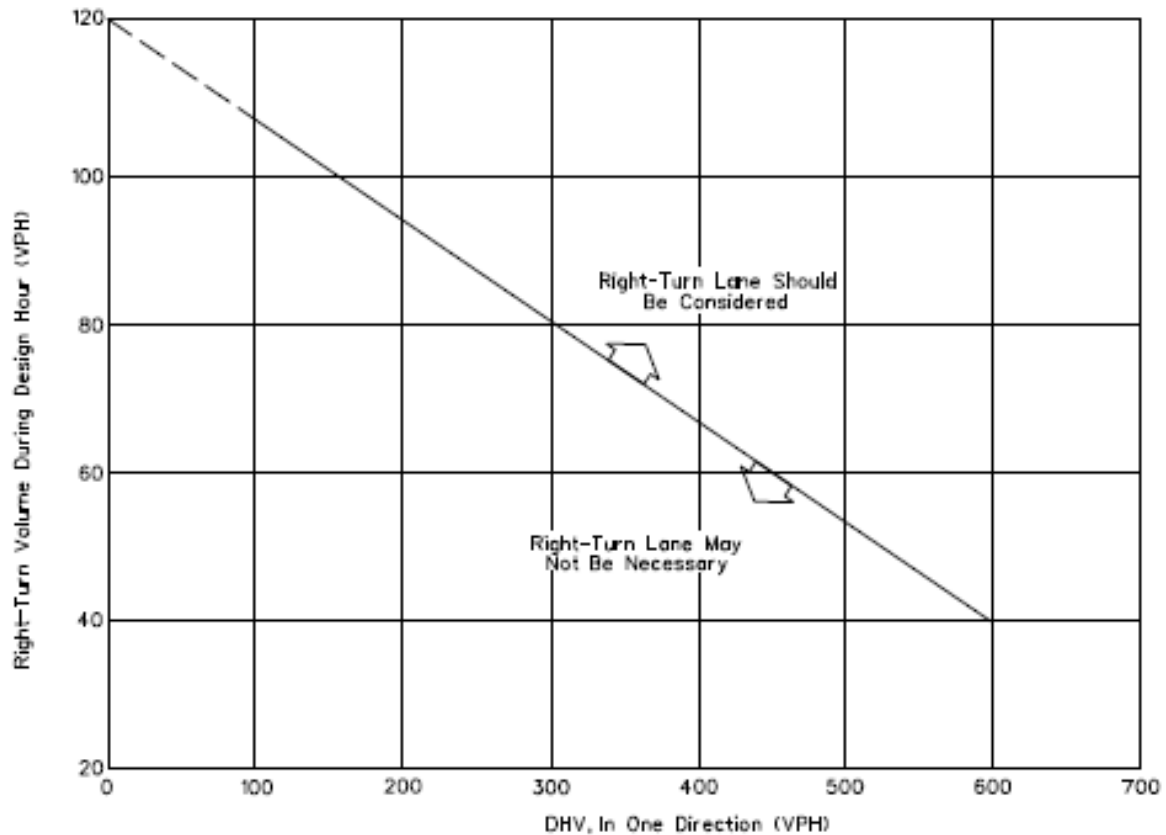


VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph Design Speed)

Figure 36-3.G

Intersection/Alternative	Advancing Vol.	Opposing Vol.	No. Left-Turns	% Left-Turns	Satisfied?
Old Rand Road at Site Access					
Total AM Peak	183	146	89	48.6%	No
Total PM Peak	214	307	111	51.9%	Yes
Total SAT Peak	230	244	125	54.3%	Yes

North Old Rand Road at Site Access



Note: For highways with a design speed below 50 mph (80 km/hr), with a DHV in one direction of less than 300, and where right turns are greater than 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS

Figure 36-3.A

Intersection/Alternative	DHV	No. Right-Turns	Satisfied?
Old Rand Road at Site Access			
Total AM Peak	146	30	No
Total PM Peak	307	37	No
Total SAT Peak	244	42	No

Appendix G
Capacity Analysis Worksheets

HCS7 Two-Way Stop-Control Report

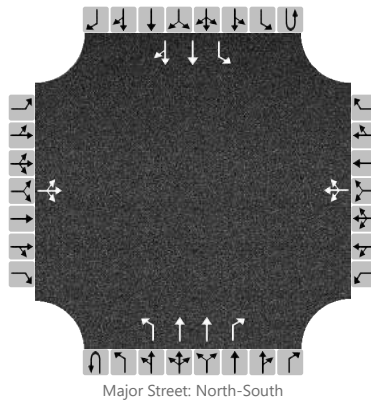
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	8/16/2017
Analysis Year	2017
Time Analyzed	Existing AM
Intersection Orientation	North-South
Project Description	5276.900

Site Information

Intersection	Rand Rd/Golfview Rd
Jurisdiction	IDOT
East/West Street	Golfview Road
North/South Street	Rand Road
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	1	0	1	2	0
Configuration			LTR				LTR			L	T	R		L	T	TR
Volume, V (veh/h)		0	0	0		20	0	4		0	675	12		10	2308	0
Percent Heavy Vehicles (%)		0	0	0		0	0	25		0				10		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		6.80	6.50	7.40		4.10				4.30		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.55		2.20				2.30		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				25			0				11		
Capacity, c (veh/h)			0				187			198				820		
v/c Ratio							0.13			0.00				0.01		
95% Queue Length, Q ₉₅ (veh)							0.5			0.0				0.0		
Control Delay (s/veh)			5.0				27.3			23.2				9.4		
Level of Service, LOS			A				D			C				A		
Approach Delay (s/veh)	5.0				27.3				0.0				0.0			
Approach LOS	A				D											

HCS7 Two-Way Stop-Control Report

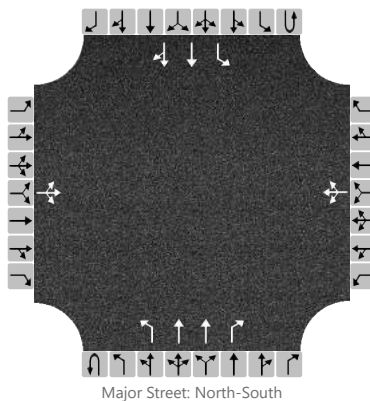
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	8/16/2017
Analysis Year	2017
Time Analyzed	Existing PM
Intersection Orientation	North-South
Project Description	5276.900

Site Information

Intersection	Rand Rd/Golfview Rd
Jurisdiction	IDOT
East/West Street	Golfview Road
North/South Street	Rand Road
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	1	0	1	2	0
Configuration			LTR				LTR			L	T	R		L	T	TR
Volume, V (veh/h)		0	0	0		17	0	15		0	2340	45		27	1265	0
Percent Heavy Vehicles (%)		0	0	0		0	0	7		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

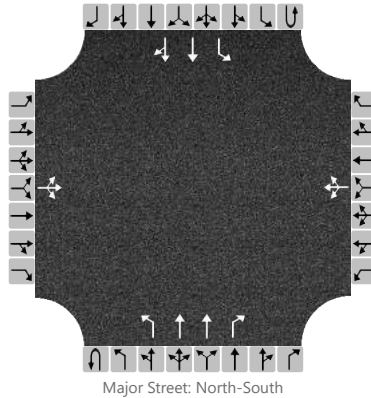
Flow Rate, v (veh/h)			0				34			0				28		
Capacity, c (veh/h)			0				65			525				184		
v/c Ratio							0.52			0.00				0.15		
95% Queue Length, Q ₉₅ (veh)							2.1			0.0				0.5		
Control Delay (s/veh)			5.0				109.6			11.9				28.1		
Level of Service, LOS			A				F			B				D		
Approach Delay (s/veh)	5.0				109.6				0.0				0.6			
Approach LOS	A				F											

HCS7 Two-Way Stop-Control Report

General Information

Analyst	GHA	Intersection	Rand Rd/Golfview Rd
Agency/Co.	GHA	Jurisdiction	IDOT
Date Performed	8/16/2017	East/West Street	Golfview Road
Analysis Year	2017	North/South Street	Rand Road
Time Analyzed	Existing SAT MID	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	5276.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	1	0	1	2	0
Configuration			LTR				LTR			L	T	R		L	T	TR
Volume, V (veh/h)		0	0	0		19	0	14		0	1918	32		16	1514	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								1							

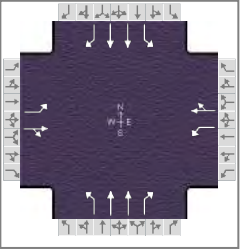
Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

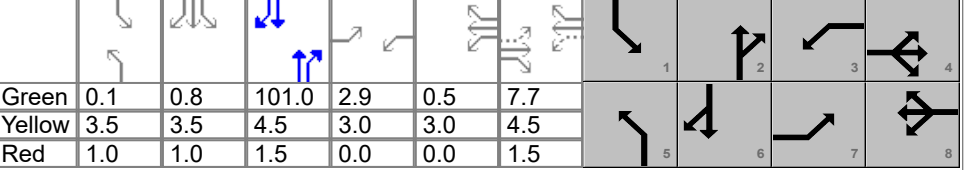
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				35			0				17		
Capacity, c (veh/h)			0				101			417				277		
v/c Ratio							0.35			0.00				0.06		
95% Queue Length, Q ₉₅ (veh)							1.4			0.0				0.2		
Control Delay (s/veh)			5.0				58.6			13.6				18.8		
Level of Service, LOS			A				F			B				C		
Approach Delay (s/veh)	5.0				58.6				0.0				0.2			
Approach LOS	A				F											

HCS7 Signalized Intersection Input Data

General Information						Intersection Information							
Agency	GHA			Analysis Date	Aug 16, 2017	Duration, h	0.25						
Analyst	GHA			Area Type	Other								
Jurisdiction	IDOT			Time Period	AM Peak								
Urban Street	US Route 12 (Rand Rd)			Analysis Year	Existing								
Intersection	Rand Rd / Old Rand Rd			File Name	EX US12 Old Rand_AM.xus								
Project Description	5276.900												

Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				9	7	6	59	8	48	1	630	33	51	2276	1

Signal Information											
Cycle, s	140.0	Reference Phase	2	Green	0.1	0.8	101.0	2.9	0.5	7.7	
Offset, s	0	Reference Point	Begin	Yellow	3.5	3.5	4.5	3.0	3.0	4.5	
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	1.5	0.0	0.0	1.5	
Force Mode	Fixed	Simult. Gap N/S	On								

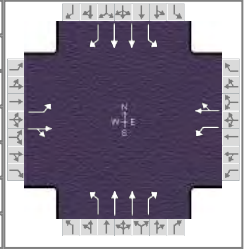
Traffic Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				9	7	6	59	8	48	1	630	33	51	2276	1
Initial Queue (Q _b), veh/h				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s _o), veh/h				1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Parking (N _m), man/h				None			None			None			None		
Heavy Vehicles (P _{HV}), %				0	0		0	6		0	11	12	0	6	0
Ped / Bike / RTOR, /h				0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h				0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)				3	3	3	3	3	3	3	4	3	3	3	3
Upstream Filtering (I)				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft				12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft				125	0		65	0		135	0	130	255	0	255
Grade (P _g), %					0			0			0			0	
Speed Limit, mi/h				20	20	20	25	25	25	45	45	45	45	45	45

Phase Information		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s		14.0	24.0	14.0	24.0	15.0	82.0	20.0	87.0
Yellow Change Interval (Y), s		3.0	4.5	3.0	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R _c), s		0.0	1.5	0.0	1.5	1.0	1.5	1.0	1.5
Minimum Green (G _{min}), s		3	8	3	8	3	15	3	15
Start-Up Lost Time (I _t), s		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s		3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0
Recall Mode		Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry		Yes	Yes	Yes	Yes	No	Yes	No	Yes
Walk (Walk), s		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information				EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb				0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking				No		0.50	No		0.50	No		0.50	No		0.50





























































































































HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	GHA			Duration, h	0.25
Analyst	GHA	Analysis Date	Aug 16, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.95
Urban Street	US Route 12 (Rand Rd)	Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	Rand Rd / Old Rand Rd	File Name	EX US12 Old Rand_AM.xus		
Project Description	5276.900				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	9	7	6	59	8	48	1	630	33	51	2276	1

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	0.1	0.8	101.0	2.9	0.5	7.7		
				Yellow	3.5	3.5	4.5	3.0	3.0	4.5		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	0.0	0.0	1.5		

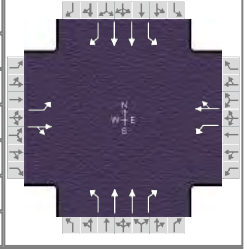
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	5.9	13.7	9.4	17.2	4.6	107.0	10.0	112.3
Change Period, ($Y+R_c$), s	3.0	6.0	3.0	6.0	4.5	6.0	4.5	6.0
Max Allow Headway (MAH), s	4.2	5.4	4.2	5.4	4.0	0.0	4.0	0.0
Queue Clearance Time (g_s), s	2.7	3.0	6.4	7.0	2.1		6.1	
Green Extension Time (g_e), s	0.0	0.3	0.0	0.3	0.0	0.0	0.1	0.0
Phase Call Probability	0.96	0.96	0.99	0.99	0.04		0.88	
Max Out Probability	0.00	0.00	0.62	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	9	14		62	59		1	663	35	54	2396	1
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1754		1810	1569		1810	1741	1459	1810	1815	1610
Queue Service Time (g_s), s	0.7	1.0		4.4	5.0		0.1	1.4	1.0	4.1	65.4	0.0
Cycle Queue Clearance Time (g_c), s	0.7	1.0		4.4	5.0		0.1	1.4	1.0	4.1	65.4	0.0
Green Ratio (g/C)	0.08	0.05		0.11	0.08		0.00	0.72	0.72	0.04	0.76	0.76
Capacity (c), veh/h	129	96		202	125		2	2511	1053	71	2756	1223
Volume-to-Capacity Ratio (X)	0.073	0.142		0.308	0.470		0.673	0.264	0.033	0.761	0.869	0.001
Back of Queue (Q), ft/ln (95 th percentile)	14.7	22.4		93.9	102		5.8	21.1	13.6	97.8	779.6	0.3
Back of Queue (Q), veh/ln (95 th percentile)	0.6	0.9		3.8	3.9		0.2	0.8	0.5	3.9	29.8	0.0
Queue Storage Ratio (RQ) (95 th percentile)	0.12	0.00		1.44	0.00		0.04	0.00	0.10	0.38	0.00	0.00
Uniform Delay (d_1), s/veh	60.2	63.0		56.8	61.6		69.9	0.8	5.6	66.6	11.9	4.1
Incremental Delay (d_2), s/veh	0.2	1.0		0.9	3.9		210.7	0.3	0.1	15.4	4.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	60.4	64.0		57.7	65.4		280.6	1.0	5.6	82.0	16.0	4.1
Level of Service (LOS)	E	E		E	E		F	A	A	F	B	A
Approach Delay, s/veh / LOS	62.5	E		61.5	E		1.7	A		17.4	B	
Intersection Delay, s/veh / LOS	16.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.2	B	2.2	B
Bicycle LOS Score / LOS	0.5	A	0.7	A	1.1	A	2.5	C









HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	GHA			Duration, h	0.25
Analyst	GHA	Analysis Date	Aug 16, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.95
Urban Street	US Route 12 (Rand Rd)	Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	Rand Rd / Old Rand Rd	File Name	EX US12 Old Rand_AM.xus		
Project Description	5276.900				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	9	7	6	59	8	48	1	630	33	51	2276	1

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	0.1	0.8	101.0	2.9	0.5	7.7		
				Yellow	3.5	3.5	4.5	3.0	3.0	4.5		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	0.0	0.0	1.5		

			
1	2	3	4
			
5	6	7	8

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	0.953	1.000	1.000	0.914	0.906	1.000	0.953	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.923	0.923		0.866	0.866		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1810	945	810	1810	224	1345	1810	3481	1459	1810	3630	1610
Proportion of Vehicles Arriving on Green (P)	0.02	0.05	0.05	0.05	0.08	0.08	0.00	0.96	0.72	0.04	0.76	0.76
Incremental Delay Factor (k)	0.11	0.15		0.11	0.15		0.11	0.50	0.50	0.11	0.50	0.50

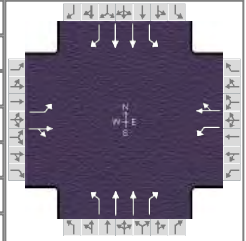
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0	4.5	6.0	4.5	6.0
Green Ratio (g/C)	0.08	0.05	0.11	0.08	0.00	0.72	0.04	0.76
Permitted Saturation Flow Rate (s_p), veh/h/ln	1365	0	1422	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	7.7	0.0	9.7	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	4.2	0.0	6.6	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	0.0		0.1					
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		0
Protected Right Effective Green Time (g_R), s						0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.224	0.00	2.224	0.00	1.557	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.166	0.000	0.164	0.000	0.068	0.000	0.056
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	109.60	62.54	159.85	59.26	1442.35	5.44	1518.56	4.06
Bicycle F_w / F_v	-3.64	0.04	-3.64	0.20	-3.64	0.58	-3.64	2.02

HCS7 Signalized Intersection Results Graphical Summary

General Information

Agency	GHA			Duration, h	0.25
Analyst	GHA	Analysis Date	Aug 16, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.95
Urban Street	US Route 12 (Rand Rd)	Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	Rand Rd / Old Rand Rd	File Name	EX US12 Old Rand_AM.xus		
Project Description	5276.900				



Demand Information

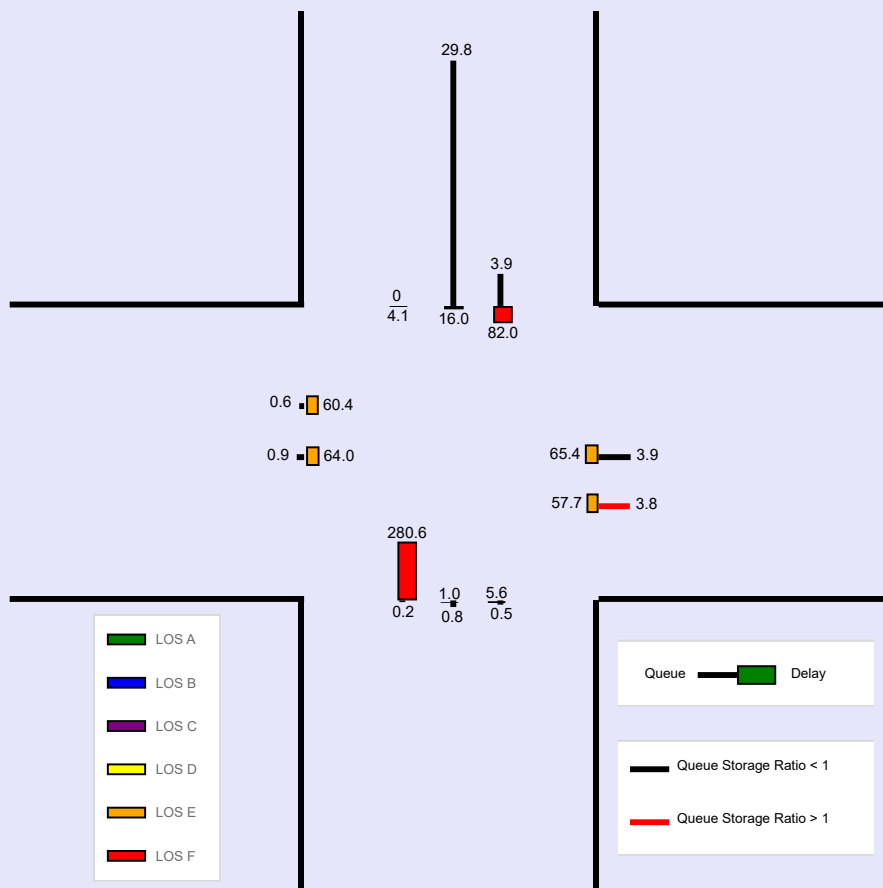
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	9	7	6	59	8	48	1	630	33	51	2276	1

Signal Information

Cycle, s	140.0	Reference Phase	2											
Offset, s	0	Reference Point	Begin	Green	0.1	0.8	101.0	2.9	0.5	7.7	1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.5	3.0	3.0	4.5	5	6	7	8
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	0.0	0.0	1.5				

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	14.7	22.4		93.9	102		5.8	21.1	13.6	97.8	779.6	0.3
Back of Queue (Q), veh/ln (95 th percentile)	0.6	0.9		3.8	3.9		0.2	0.8	0.5	3.9	29.8	0.0
Queue Storage Ratio (RQ) (95 th percentile)	0.12	0.00		1.44	0.00		0.04	0.00	0.10	0.38	0.00	0.00
Control Delay (d), s/veh	60.4	64.0		57.7	65.4		280.6	1.0	5.6	82.0	16.0	4.1
Level of Service (LOS)	E	E		E	E		F	A	A	F	B	A
Approach Delay, s/veh / LOS	62.5	E		61.5	E		1.7	A		17.4	B	
Intersection Delay, s/veh / LOS	16.0						B					

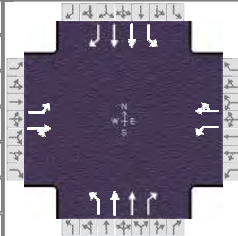


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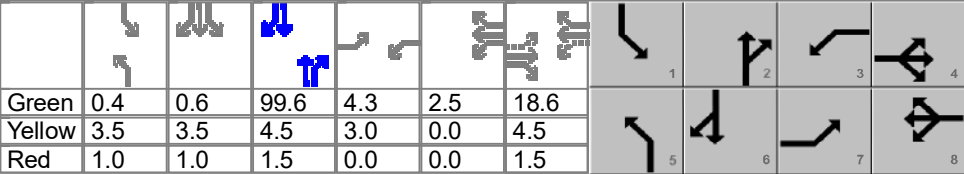
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comment---

HCS7 Signalized Intersection Input Data

General Information				Intersection Information		
Agency	GHA			Duration, h	0.25	
Analyst	GHA	Analysis Date	Aug 16, 2017	Area Type	Other	
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.95	
Urban Street	US Route 12 (Rand Rd)	Analysis Year	Existing	Analysis Period	1> 5:00	
Intersection	Rand Rd / Old Rand Rd	File Name	EX US12 Old Rand_PM.xus			
Project Description	5276.900					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	31	11	11	65	15	182	3	2172	42	48	1221	13

Signal Information																								
Cycle, s	150.0	Reference Phase	2	Green	0.4	0.6	99.6	4.3	2.5	18.6	Yellow	3.5	3.5	4.5	3.0	0.0	4.5	Red	1.0	1.0	1.5	0.0	0.0	1.5
Offset, s	0	Reference Point	Begin																					
Uncoordinated	No	Simult. Gap E/W	On																					
Force Mode	Fixed	Simult. Gap N/S	On																					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	31	11	11	65	15	182	3	2172	42	48	1221	13
Initial Queue (Q_0), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_0), veh/h	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Parking (N_m), man/h	None			None			None			None		
Heavy Vehicles (P_{HV}), %	0	0	0	0	1	0	0	3	3	0	4	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	1	0	2	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	4	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	125	0		65	0		135	0	130	255	0	255
Grade (P_g), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	25	25	25	45	45	45	45	45	45

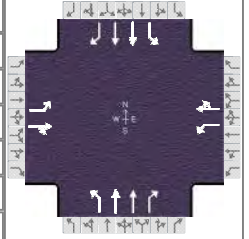
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	14.0	22.0	14.0	22.0	15.0	99.0	15.0	99.0
Yellow Change Interval (Y), s	3.0	4.5	3.0	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5	1.0	1.5	1.0	1.5
Minimum Green (G_{min}), s	3	8	3	8	3	15	3	15
Start-Up Lost Time (l_t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	Yes	Yes	Yes	Yes	No	Yes	No	Yes
Walk ($Walk$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

General Information

Agency	GHA		
Analyst	GHA	Analysis Date	Aug 16, 2017
Jurisdiction	IDOT	Time Period	PM Peak
Urban Street	US Route 12 (Rand Rd)	Analysis Year	Existing
Intersection	Rand Rd / Old Rand Rd	File Name	EX US12 Old Ran
Project Description	5276.900		



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	31	11	11	65	15	182	3	2172	42	48	1221	13

Signal Information

Cycle, s	150.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	0.4	0.6	99.6	4.3	2.5	18.6		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.5	3.0	0.0	4.5		
				Red	1.0	1.0	1.5	0.0	0.0	1.5		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	7.3	24.6	9.9	27.2	4.9	105.6	9.9	110.6
Change Period, (Y+R _c), s	3.0	6.0	3.0	6.0	4.5	6.0	4.5	6.0
Max Allow Headway (MAH), s	4.2	5.4	4.2	5.4	4.0	0.0	4.0	0.0
Queue Clearance Time (g _s), s	4.3	3.8	6.8	21.0	2.3		6.2	
Green Extension Time (g _e), s	0.0	1.2	0.0	0.2	0.0	0.0	0.0	0.0
Phase Call Probability	0.99	1.00	1.00	1.00	0.12		0.88	
Max Out Probability	0.04	0.01	1.00	1.00	0.00		0.09	

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	33	23		68	207		3	2286	44	51	1285	14
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1743		1810	1616		1810	1859	1540	1810	1845	1608
Queue Service Time (g _s), s	2.3	1.8		4.8	19.0		0.3	58.8	1.5	4.2	24.3	0.4
Cycle Queue Clearance Time (g _c), s	2.3	1.8		4.8	19.0		0.3	58.8	1.5	4.2	24.3	0.4
Green Ratio (g/C)	0.15	0.12		0.18	0.14		0.00	0.66	0.66	0.04	0.70	0.70
Capacity (c), veh/h	102	216		289	228		4	2468	1022	66	2573	1122
Volume-to-Capacity Ratio (X)	0.320	0.107		0.236	0.909		0.707	0.926	0.043	0.771	0.499	0.012
Back of Queue (Q), ft/ln (95 th percentile)	51.3	36.8		102.2	383.9		11.7	314.6	22.9	99.5	364.9	5.9
Back of Queue (Q), veh/ln (95 th percentile)	2.1	1.5		4.1	15.2		0.5	12.3	0.9	4.0	14.1	0.2
Queue Storage Ratio (RQ) (95 th percentile)	0.41	0.00		1.57	0.00		0.09	0.00	0.18	0.39	0.00	0.02
Uniform Delay (d ₁), s/veh	55.9	58.3		52.4	63.5		74.8	6.3	8.7	71.7	10.5	6.9
Incremental Delay (d ₂), s/veh	1.8	0.3		0.4	34.1		112.9	7.5	0.1	17.1	0.7	0.0
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	57.7	58.6		52.8	97.5		187.7	13.8	8.8	88.8	11.2	6.9
Level of Service (LOS)	E	E		D	F		F	B	A	F	B	A
Approach Delay, s/veh / LOS	58.1	E		86.4	F		13.9	B		14.1	B	
Intersection Delay, s/veh / LOS	19.6						B					

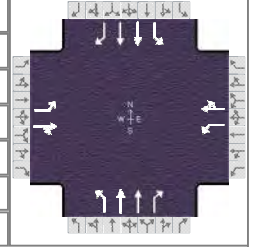
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	3.0	C		3.0	C		2.2	B		2.2	B	
Bicycle LOS Score / LOS	0.6	A		0.9	A		2.4	B		1.6	B	

HCS7 Signalized Intersection Intermediate Values

General Information

Agency	GHA		
Analyst	GHA	Analysis Date	Aug 16, 2017
Jurisdiction	IDOT	Time Period	PM Peak
Urban Street	US Route 12 (Rand Rd)	Analysis Year	Existing
Intersection	Rand Rd / Old Rand Rd	File Name	EX US12 Old Ran
Project Description	5276.900		



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	31	11	11	65	15	182	3	2172	42	48	1221	13

Signal Information

Cycle, s	150.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	0.4	0.6	99.6	4.3	2.5	18.6		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.5	3.0	0.0	4.5		
				Red	1.0	1.0	1.5	0.0	0.0	1.5		

Saturation Flow / Delay

	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	0.992	1.000	1.000	0.977	0.977	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.917	0.917		0.857	0.857		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			0.979			0.999
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1810	872	872	1810	123	1493	1810	3719	1540	1810	3689	1608
Proportion of Vehicles Arriving on Green (P)	0.03	0.12	0.12	0.05	0.14	0.14	0.00	0.89	0.66	0.04	0.70	0.70
Incremental Delay Factor (k)	0.11	0.15		0.11	0.40		0.11	0.50	0.50	0.11	0.50	0.50

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0	4.5	6.0	4.5	6.0
Green Ratio (g/C)	0.15	0.12	0.18	0.14	0.00	0.66	0.04	0.70
Permitted Saturation Flow Rate (s_p), veh/h/ln	1193	0	1410	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	18.6	0.0	20.2	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.2	0.0	16.8	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	0.2		0.2					
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		0
Protected Right Effective Green Time (g_R), s						0.0		0.0

Multimodal

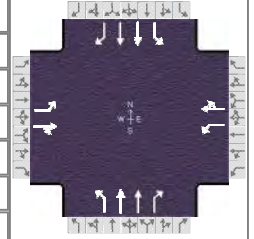
	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.224	0.00	2.224	0.00	1.557	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.163	0.000	0.161	0.000	0.086	0.000	0.077
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	248.27	57.54	282.25	55.33	1327.54	8.48	1395.06	6.86
Bicycle F_w / F_v	-3.64	0.09	-3.64	0.46	-3.64	1.93	-3.64	1.11

HCS7 Signalized Intersection Results Graphical Summary

General Information

Agency	GHA		
Analyst	GHA	Analysis Date	Aug 16, 2017
Jurisdiction	IDOT	Time Period	PM Peak
Urban Street	US Route 12 (Rand Rd)	Analysis Year	Existing
Intersection	Rand Rd / Old Rand Rd	File Name	EX US12 Old Ran
Project Description	5276.900		


Intersection Information



Demand Information

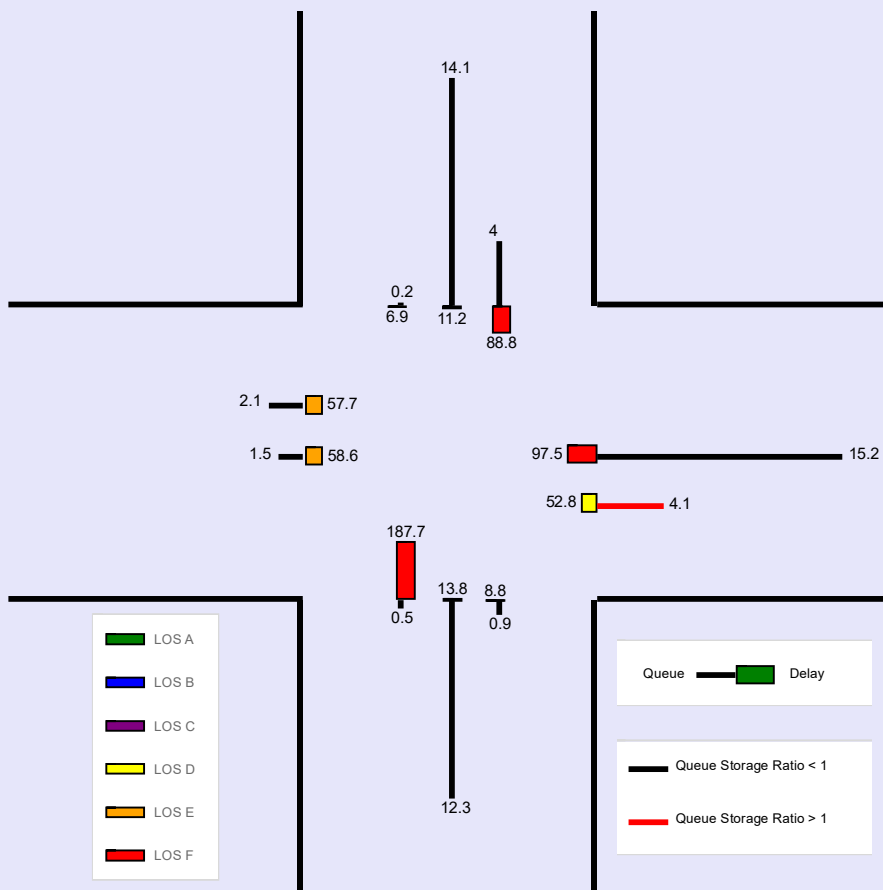
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	31	11	11	65	15	182	3	2172	42	48	1221	13

Signal Information

Cycle, s	150.0	Reference Phase	2											
Offset, s	0	Reference Point	Begin	Green	0.4	0.6	99.6	4.3	2.5	18.6	1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.5	3.0	0.0	4.5	5	6	7	8
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	0.0	0.0	1.5				

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	51.3	36.8		102.2	383.9		11.7	314.6	22.9	99.5	364.9	5.9
Back of Queue (Q), veh/ln (95 th percentile)	2.1	1.5		4.1	15.2		0.5	12.3	0.9	4.0	14.1	0.2
Queue Storage Ratio (RQ) (95 th percentile)	0.41	0.00		1.57	0.00		0.09	0.00	0.18	0.39	0.00	0.02
Control Delay (d), s/veh	57.7	58.6		52.8	97.5		187.7	13.8	8.8	88.8	11.2	6.9
Level of Service (LOS)	E	E		D	F		F	B	A	F	B	A
Approach Delay, s/veh / LOS	58.1	E		86.4	F		13.9	B		14.1	B	
Intersection Delay, s/veh / LOS	19.6						B					

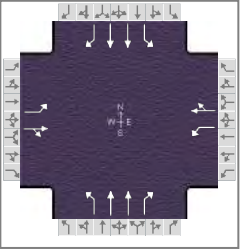


--- Messages ---

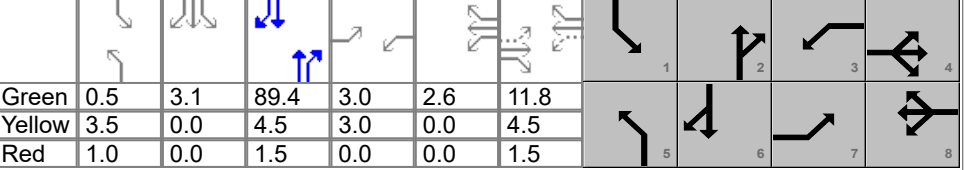
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

HCS7 Signalized Intersection Input Data

General Information						Intersection Information						
Agency	GHA			Analysis Date	Aug 16, 2017		Duration, h	0.25				
Analyst	GHA			Area Type	Other							
Jurisdiction	IDOT			Time Period	SAT Peak		PHF	0.95				
Urban Street	US Route 12 (Rand Rd)			Analysis Year	Existing		Analysis Period	1> 1:00				
Intersection	Rand Rd / Old Rand Rd			File Name	EX US12 Old Rand_SAT.xus							
Project Description	5276.900											

Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				15	8	10	54	9	132	5	1803	57	37	1482	14

Signal Information														
Cycle, s	130.0	Reference Phase	2	Green	0.5	3.1	89.4	3.0	2.6	11.8				
Offset, s	0	Reference Point	Begin	Yellow	3.5	0.0	4.5	3.0	0.0	4.5				
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	0.0	1.5	0.0	0.0	1.5				
Force Mode	Fixed	Simult. Gap N/S	On											

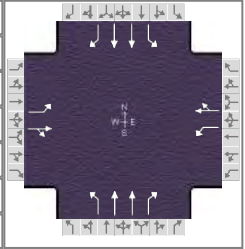
Traffic Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				15	8	10	54	9	132	5	1803	57	37	1482	14
Initial Queue (Q _b), veh/h				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s _o), veh/h				1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Parking (N _m), man/h				None			None			None			None		
Heavy Vehicles (P _{HV}), %				12	6		0	1		0	0	0	0	0	0
Ped / Bike / RTOR, /h				27	0	0	0	0	0	2	0	0	2	0	0
Buses (N _b), buses/h				0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)				3	3	3	3	3	3	3	4	3	3	3	3
Upstream Filtering (I)				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft				12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft				125	0		65	0		135	0	130	255	0	255
Grade (Pg), %					0			0			0			0	
Speed Limit, mi/h				20	20	20	25	25	25	45	45	45	45	45	45

Phase Information		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s		17.0	23.0	17.0	23.0	14.0	70.0	20.0	76.0
Yellow Change Interval (Y), s		3.0	4.5	3.0	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R _c), s		0.0	1.5	0.0	1.5	1.0	1.5	1.0	1.5
Minimum Green (G _{min}), s		3	8	3	8	3	15	3	15
Start-Up Lost Time (lt), s		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s		3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0
Recall Mode		Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry		Yes	Yes	Yes	Yes	No	Yes	No	Yes
Walk (Walk), s		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information				EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb				0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking				No		0.50	No		0.50	No		0.50	No		0.50



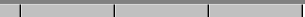












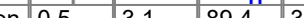














HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	GHA			Duration, h	0.25
Analyst	GHA	Analysis Date	Aug 16, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	SAT Peak	PHF	0.95
Urban Street	US Route 12 (Rand Rd)	Analysis Year	Existing	Analysis Period	1> 1:00
Intersection	Rand Rd / Old Rand Rd	File Name	EX US12 Old Rand_SAT.xus		
Project Description	5276.900				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	15	8	10	54	9	132	5	1803	57	37	1482	14

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	0.5	3.1	89.4	3.0	2.6	11.8		
				Yellow	3.5	0.0	4.5	3.0	0.0	4.5		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.5	0.0	0.0	1.5		

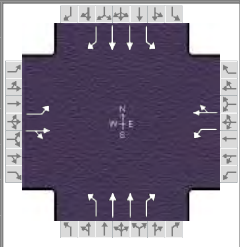
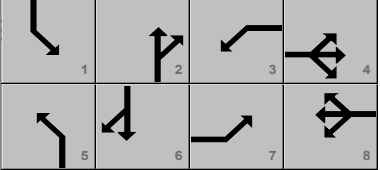
		
		
		
		
		
		
		
		
		
		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	6.0	17.8	8.7	20.4	5.0	95.4	8.2	98.5
Change Period, ($Y+R_c$), s	3.0	6.0	3.0	6.0	4.5	6.0	4.5	6.0
Max Allow Headway (MAH), s	4.2	5.4	4.2	5.4	4.0	0.0	4.0	0.0
Queue Clearance Time (g_s), s	3.1	3.5	5.6	13.7	2.4		4.8	
Green Extension Time (g_e), s	0.0	0.9	0.1	0.7	0.0	0.0	0.1	0.0
Phase Call Probability	0.96	1.00	1.00	1.00	0.17		0.75	
Max Out Probability	0.00	0.00	0.01	0.01	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	16	19		57	148		5	1898	60	39	1560	15
Adjusted Saturation Flow Rate (s), veh/h/ln	1640	1556		1810	1613		1810	1904	1608	1810	1904	1608
Queue Service Time (g_s), s	1.1	1.5		3.6	11.7		0.4	16.1	1.6	2.8	26.0	0.3
Cycle Queue Clearance Time (g_c), s	1.1	1.5		3.6	11.7		0.4	16.1	1.6	2.8	26.0	0.3
Green Ratio (g/C)	0.11	0.09		0.15	0.11		0.00	0.69	0.69	0.03	0.71	0.71
Capacity (c), veh/h	100	141		247	179		7	2618	1106	51	2710	1144
Volume-to-Capacity Ratio (X)	0.158	0.134		0.230	0.829		0.727	0.725	0.054	0.764	0.576	0.013
Back of Queue (Q), ft/ln (95 th percentile)	24.2	28.6		75.6	233.8		15.4	130.3	22.9	69.6	360.5	4.9
Back of Queue (Q), veh/ln (95 th percentile)	0.9	1.1		3.0	9.3		0.6	5.2	0.9	2.8	14.4	0.2
Queue Storage Ratio (RQ) (95 th percentile)	0.19	0.00		1.16	0.00		0.11	0.00	0.18	0.27	0.00	0.02
Uniform Delay (d_1), s/veh	52.0	54.4		48.9	56.6		64.7	2.4	6.6	62.7	9.1	5.5
Incremental Delay (d_2), s/veh	0.7	0.6		0.5	12.8		84.8	1.8	0.1	20.7	0.9	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	52.7	55.0		49.4	69.4		149.5	4.1	6.7	83.4	10.0	5.5
Level of Service (LOS)	D	E		D	E		F	A	A	F	B	A
Approach Delay, s/veh / LOS	54.0		D	63.8		E	4.6		A	11.8		B
Intersection Delay, s/veh / LOS	11.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.2	B	2.2	B
Bicycle LOS Score / LOS	0.5	A	0.8	A	2.1	B	1.8	B

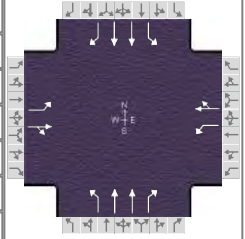
HCS7 Signalized Intersection Intermediate Values

General Information						Intersection Information									
Agency	GHA					Duration, h	0.25								
Analyst	GHA		Analysis Date	Aug 16, 2017		Area Type	Other								
Jurisdiction	IDOT		Time Period	SAT Peak		PHF	0.95								
Urban Street	US Route 12 (Rand Rd)		Analysis Year	Existing		Analysis Period	1> 1:00								
Intersection	Rand Rd / Old Rand Rd		File Name	EX US12 Old Rand_SAT.xus											
Project Description	5276.900														
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				15	8	10	54	9	132	5	1803	57	37	1482	14
Signal Information															
Cycle, s	130.0	Reference Phase	2												
Offset, s	0	Reference Point	Begin		Green	0.5	3.1	89.4	3.0	2.6	11.8				
Uncoordinated	No	Simult. Gap E/W	On		Yellow	3.5	0.0	4.5	3.0	0.0	4.5				
Force Mode	Fixed	Simult. Gap N/S	On		Red	1.0	0.0	1.5	0.0	0.0	1.5				
Saturation Flow / Delay				L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_HVg)				0.906	0.953	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_bb)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_LU)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_LT)				0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_RT)					0.859	0.859		0.856	0.856		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_Lpb)				1.000			0.932			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_Rpb)						0.911			1.000			0.999			0.999
Work Zone Adjustment Factor (f_wz)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_DDI)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h				1640	691	864	1810	103	1510	1810	3808	1608	1810	3808	1608
Proportion of Vehicles Arriving on Green (P)				0.02	0.09	0.09	0.04	0.11	0.11	0.00	0.92	0.69	0.03	0.71	0.71
Incremental Delay Factor (k)				0.11	0.15		0.11	0.15		0.11	0.50	0.50	0.11	0.50	0.50
Signal Timing / Movement Groups				EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R				
Lost Time (t_L)				3.0	6.0	3.0	6.0	4.5	6.0	4.5	6.0				
Green Ratio (g/C)				0.11	0.09	0.15	0.11	0.00	0.69	0.03	0.71				
Permitted Saturation Flow Rate (s_p), veh/h/ln				1141	0	1416	0	0	0	0	0				
Shared Saturation Flow Rate (s_sh), veh/h/ln															
Permitted Effective Green Time (g_p), s				11.8	0.0	13.4	0.0	0.0	0.0	0.0	0.0				
Permitted Service Time (g_u), s				0.7	0.0	10.3	0.0	0.0	0.0	0.0	0.0				
Permitted Queue Service Time (g_ps), s				0.2		0.1									
Time to First Blockage (g_t), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Queue Service Time Before Blockage (g_ts), s															
Protected Right Saturation Flow (s_R), veh/h/ln									0		0				
Protected Right Effective Green Time (g_R), s									0.0		0.0				
Multimodal				EB		WB		NB		SB					
Pedestrian F_w / F_v				2.224	0.00	2.224	0.00	1.557	0.00	1.557	0.00				
Pedestrian F_s / F_delay				0.000	0.160	0.000	0.158	0.000	0.074	0.000	0.068				
Pedestrian M_corner / M_cw															
Bicycle c_b / d_b				181.39	53.74	222.07	51.37	1375.19	6.34	1423.54	5.40				
Bicycle F_w / F_v				-3.64	0.06	-3.64	0.34	-3.64	1.62	-3.64	1.33				

HCS7 Signalized Intersection Results Graphical Summary

General Information


Agency	GHA			Duration, h	0.25
Analyst	GHA	Analysis Date	Aug 16, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	SAT Peak	PHF	0.95
Urban Street	US Route 12 (Rand Rd)	Analysis Year	Existing	Analysis Period	1> 1:00
Intersection	Rand Rd / Old Rand Rd	File Name	EX US12 Old Rand_SAT.xus		
Project Description	5276.900				



Demand Information

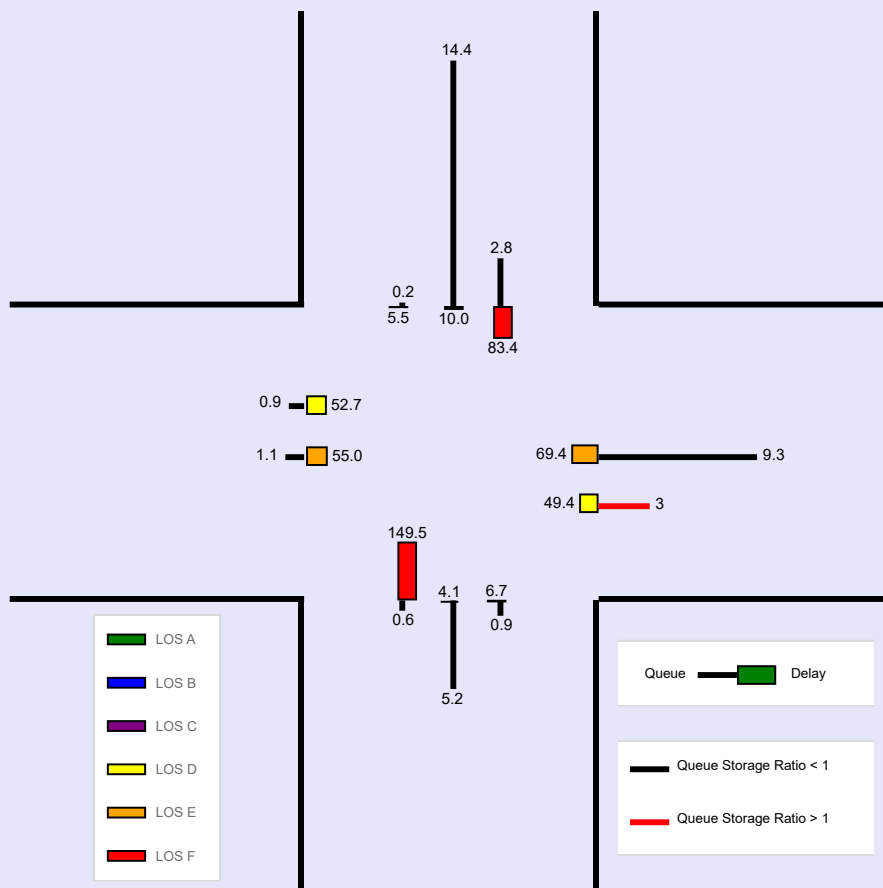
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	15	8	10	54	9	132	5	1803	57	37	1482	14

Signal Information

Cycle, s	130.0	Reference Phase	2											
Offset, s	0	Reference Point	Begin	Green	0.5	3.1	89.4	3.0	2.6	11.8	1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	0.0	4.5	3.0	0.0	4.5	5	6	7	8
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.5	0.0	0.0	1.5				

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	24.2	28.6		75.6	233.8		15.4	130.3	22.9	69.6	360.5	4.9
Back of Queue (Q), veh/ln (95 th percentile)	0.9	1.1		3.0	9.3		0.6	5.2	0.9	2.8	14.4	0.2
Queue Storage Ratio (RQ) (95 th percentile)	0.19	0.00		1.16	0.00		0.11	0.00	0.18	0.27	0.00	0.02
Control Delay (d), s/veh	52.7	55.0		49.4	69.4		149.5	4.1	6.7	83.4	10.0	5.5
Level of Service (LOS)	D	E		D	E		F	A	A	F	B	A
Approach Delay, s/veh / LOS	54.0		D	63.8		E	4.6		A	11.8		B
Intersection Delay, s/veh / LOS	11.3						B					



--- Message---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comment---

HCS7 Two-Way Stop-Control Report

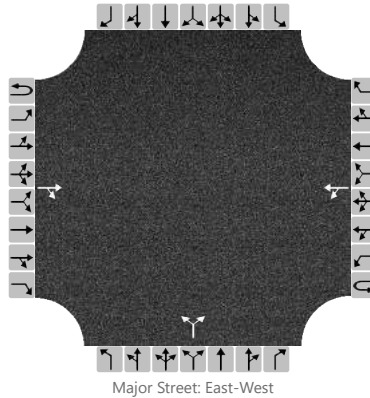
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	8/16/2017
Analysis Year	2017
Time Analyzed	Existing AM
Intersection Orientation	East-West
Project Description	5276.900

Site Information

Intersection	Old Rand/Bayshore West
Jurisdiction	IDOT
East/West Street	Old Rand Road
North/South Street	Bayshore Village West
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			91	0		0	113			2		1				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

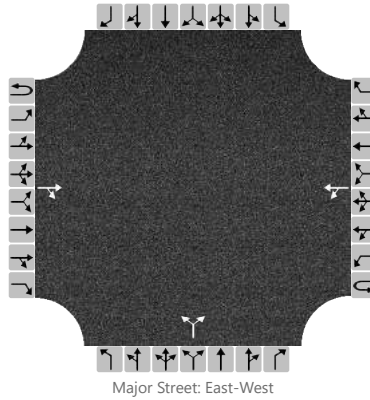
Flow Rate, v (veh/h)						0					3					
Capacity, c (veh/h)						1503					816					
v/c Ratio						0.00					0.00					
95% Queue Length, Q ₉₅ (veh)						0.0					0.0					
Control Delay (s/veh)						7.4					9.4					
Level of Service, LOS						A					A					
Approach Delay (s/veh)					0.0				9.4							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

General Information

Analyst	GHA	Intersection	Old Rand/Bayshore West
Agency/Co.	GHA	Jurisdiction	IDOT
Date Performed	8/16/2017	East/West Street	Old Rand Road
Analysis Year	2017	North/South Street	Bayshore Village West
Time Analyzed	Existing PM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5276.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			99	2		0	261			0		2				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					2					
Capacity, c (veh/h)						1485					938					
v/c Ratio						0.00					0.00					
95% Queue Length, Q ₉₅ (veh)						0.0					0.0					
Control Delay (s/veh)						7.4					8.8					
Level of Service, LOS						A					A					
Approach Delay (s/veh)					0.0				8.8							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

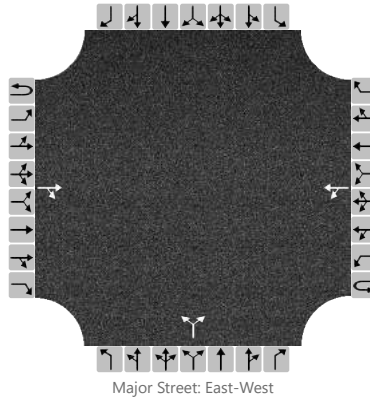
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	8/16/2017
Analysis Year	2017
Time Analyzed	Existing SAT MID
Intersection Orientation	East-West
Project Description	5276.900

Site Information

Intersection	Old Rand/Bayshore West
Jurisdiction	IDOT
East/West Street	Old Rand Road
North/South Street	Bayshore Village West
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			102	0		1	195			0		2				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

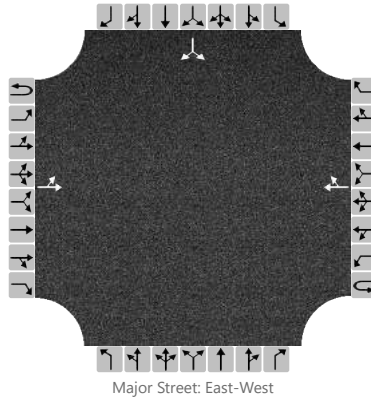
Flow Rate, v (veh/h)						1					2					
Capacity, c (veh/h)						1491					948					
v/c Ratio						0.00					0.00					
95% Queue Length, Q ₉₅ (veh)						0.0					0.0					
Control Delay (s/veh)						7.4					8.8					
Level of Service, LOS						A					A					
Approach Delay (s/veh)					0.0				8.8							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

General Information

Analyst	GHA	Intersection	Old Rand / Pine Tree
Agency/Co.	GHA	Jurisdiction	Village
Date Performed	8/16/2017	East/West Street	Old Rand Road
Analysis Year	2017	North/South Street	Pine Tree Row
Time Analyzed	Existing AM	Peak Hour Factor	0.88
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5276.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		4	88				73	12						46		40
Percent Heavy Vehicles (%)		0												0		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.32

Delay, Queue Length, and Level of Service

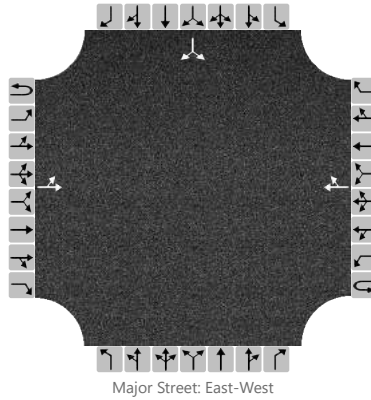
Flow Rate, v (veh/h)		5													97	
Capacity, c (veh/h)		1480													843	
v/c Ratio		0.00													0.12	
95% Queue Length, Q ₉₅ (veh)		0.0													0.4	
Control Delay (s/veh)		7.4													9.8	
Level of Service, LOS		A													A	
Approach Delay (s/veh)	0.4												9.8			
Approach LOS													A			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	GHA	Intersection	Old Rand / Pine Tree
Agency/Co.	GHA	Jurisdiction	Village
Date Performed	8/16/2017	East/West Street	Old Rand Road
Analysis Year	2017	North/South Street	Pine Tree Row
Time Analyzed	Existing PM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5276.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		17	84				236	74						30		25
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		18													58	
Capacity, c (veh/h)		1225													643	
v/c Ratio		0.01													0.09	
95% Queue Length, Q ₉₅ (veh)		0.0													0.3	
Control Delay (s/veh)		8.0													11.2	
Level of Service, LOS		A													B	
Approach Delay (s/veh)	1.5												11.2			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

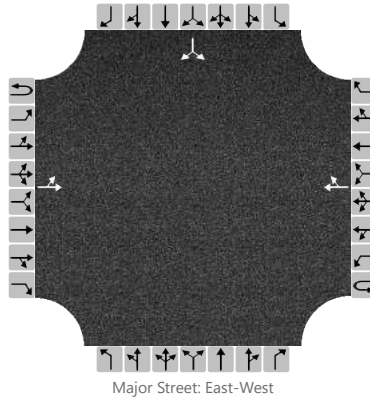
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	8/16/2017
Analysis Year	2017
Time Analyzed	Existing SAT MID
Intersection Orientation	East-West
Project Description	5276.900

Site Information

Intersection	Old Rand / Pine Tree
Jurisdiction	Village
East/West Street	Old Rand Road
North/South Street	Pine Tree Row
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		21	83				168	47						39		28
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23													72	
Capacity, c (veh/h)		1310													689	
v/c Ratio		0.02													0.10	
95% Queue Length, Q ₉₅ (veh)		0.1													0.3	
Control Delay (s/veh)		7.8													10.8	
Level of Service, LOS		A													B	
Approach Delay (s/veh)	1.7												10.8			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

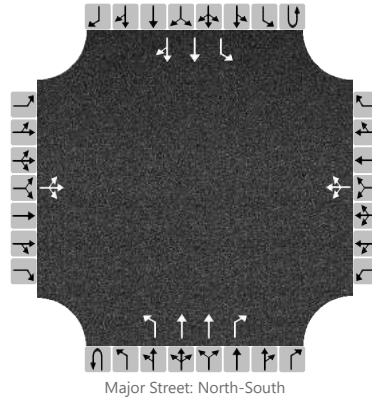
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	8/16/2017
Analysis Year	2023
Time Analyzed	NoBuild AM
Intersection Orientation	North-South
Project Description	5276.900

Site Information

Intersection	Rand Rd/Golfview Rd
Jurisdiction	IDOT
East/West Street	Golfview Road
North/South Street	Rand Road
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	1	0	1	2	0
Configuration			LTR				LTR			L	T	R		L	T	TR
Volume, V (veh/h)		0	0	0		20	0	4		0	696	12		10	2378	0
Percent Heavy Vehicles (%)		0	0	0		0	0	25		0				10		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				25			0				11		
Capacity, c (veh/h)			0				178			185				804		
v/c Ratio							0.14			0.00				0.01		
95% Queue Length, Q ₉₅ (veh)							0.5			0.0				0.0		
Control Delay (s/veh)			5.0				28.5			24.5				9.5		
Level of Service, LOS			A				D			C				A		
Approach Delay (s/veh)	5.0				28.5				0.0				0.0			
Approach LOS	A				D											

HCS7 Two-Way Stop-Control Report

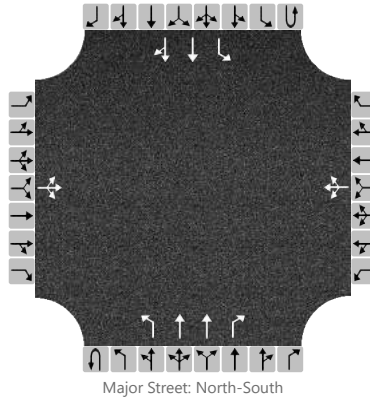
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	8/16/2017
Analysis Year	2023
Time Analyzed	NoBuild PM
Intersection Orientation	North-South
Project Description	5276.900

Site Information

Intersection	Rand Rd/Golfview Rd
Jurisdiction	IDOT
East/West Street	Golfview Road
North/South Street	Rand Road
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	1	0	1	2	0
Configuration			LTR				LTR			L	T	R		L	T	TR
Volume, V (veh/h)		0	0	0		18	0	16		0	2484	48		29	1343	0
Percent Heavy Vehicles (%)		0	0	0		0	0	7		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		6.80	6.50	7.04		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.37		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				36			0				31		
Capacity, c (veh/h)			0				54			488				159		
v/c Ratio							0.66			0.00				0.19		
95% Queue Length, Q ₉₅ (veh)							2.7			0.0				0.7		
Control Delay (s/veh)			5.0				154.8			12.4				33.0		
Level of Service, LOS			A				F			B				D		
Approach Delay (s/veh)	5.0				154.8				0.0				0.7			
Approach LOS	A				F											

HCS7 Two-Way Stop-Control Report

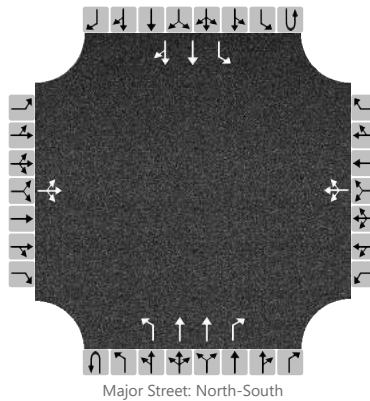
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	8/16/2017
Analysis Year	2023
Time Analyzed	NoBuild SAT MID
Intersection Orientation	North-South
Project Description	5276.900

Site Information

Intersection	Rand Rd/Golfview Rd
Jurisdiction	IDOT
East/West Street	Golfview Road
North/South Street	Rand Road
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	1	0	1	2	0
Configuration			LTR				LTR			L	T	R		L	T	TR
Volume, V (veh/h)		0	0	0		20	0	14		0	1976	33		16	1560	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																


Delay, Queue Length, and Level of Service

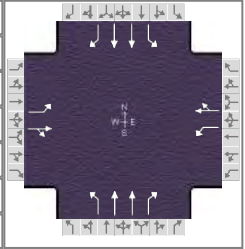
Flow Rate, v (veh/h)			0				36			0				17		
Capacity, c (veh/h)			0				93			400				262		
v/c Ratio							0.39			0.00				0.06		
95% Queue Length, Q ₉₅ (veh)							1.6			0.0				0.2		
Control Delay (s/veh)			5.0				66.3			14.0				19.7		
Level of Service, LOS			A				F			B				C		
Approach Delay (s/veh)	5.0				66.3				0.0				0.2			
Approach LOS	A				F											

HCS7 Signalized Intersection Input Data

General Information						Intersection Information									
Agency	GHA			Duration, h	0.25										
Analyst	GHA		Analysis Date	Aug 16, 2017		Area Type	Other								
Jurisdiction	IDOT		Time Period	AM Peak		PHF	0.95								
Urban Street	US Route 12 (Rand Rd)		Analysis Year	2023 NoBuild		Analysis Period	1> 7:00								
Intersection	Rand Rd / Old Rand Rd		File Name	23NB US12 Old Rand_AM.xus											
Project Description	5276.900														
Demand Information															
Approach Movement				EB			WB			NB			SB		
				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				9	7	6	61	8	49	1	650	34	53	2345	1
Signal Information															
Cycle, s	140.0	Reference Phase	2												
Offset, s	0	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
				Green	0.1	1.0	100.6	2.9	0.7	7.7					
				Yellow	3.5	3.5	4.5	3.0	3.0	4.5					
				Red	1.0	1.0	1.5	0.0	0.0	1.5					
Traffic Information															
Approach Movement				EB			WB			NB			SB		
				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				9	7	6	61	8	49	1	650	34	53	2345	1
Initial Queue (Q _b), veh/h				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s _o), veh/h				1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Parking (N _m), man/h				None			None			None			None		
Heavy Vehicles (P _{HV}), %				0	0		0	6		0	11	12	0	6	0
Ped / Bike / RTOR, /h				0	0	0	0	1	0	0	2	0	0	1	0
Buses (N _b), buses/h				0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)				3	3	3	3	3	3	3	4	3	3	3	3
Upstream Filtering (I)				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft				12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft				125	0		65	0		135	0	130	255	0	255
Grade (P _g), %					0			0			0			0	
Speed Limit, mi/h				20	20	20	25	25	25	45	45	45	45	45	45
Phase Information															
				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Maximum Green (G _{max}) or Phase Split, s				14.0	24.0	14.0	24.0	15.0	82.0	20.0	87.0				
Yellow Change Interval (Y), s				3.0	4.5	3.0	4.5	3.5	4.5	3.5	4.5				
Red Clearance Interval (R _c), s				0.0	1.5	0.0	1.5	1.0	1.5	1.0	1.5				
Minimum Green (G _{min}), s				3	8	3	8	3	15	3	15				
Start-Up Lost Time (I _t), s				2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Extension of Effective Green (e), s				2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Passage (P _T), s				3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0				
Recall Mode				Off	Off	Off	Off	Off	Min	Off	Min				
Dual Entry				Yes	Yes	Yes	Yes	No	Yes	No	Yes				
Walk (Walk), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Pedestrian Clearance Time (P _C), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Multimodal Information															
85th % Speed / Rest in Walk / Corner Radius				0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb				0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking				No	0.50		No	0.50		No	0.50		No	0.50	





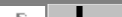
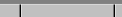
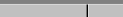

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	GHA			Duration, h	0.25	
Analyst	GHA	Analysis Date	Aug 16, 2017	Area Type	Other	
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.95	
Urban Street	US Route 12 (Rand Rd)	Analysis Year	2023 NoBuild	Analysis Period	1> 7:00	
Intersection	Rand Rd / Old Rand Rd	File Name	23NB US12 Old Rand_AM.xus			
Project Description	5276.900					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	9	7	6	61	8	49	1	650	34	53	2345	1

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	0.1	1.0	100.6	2.9	0.7	7.7		
				Yellow	3.5	3.5	4.5	3.0	3.0	4.5		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	0.0	0.0	1.5		

												
1	2	3	4	5	6	7	8	9	10	11	12	13

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	5.9	13.7	9.6	17.3	4.6	106.6	10.2	112.1
Change Period, ($Y+R_c$), s	3.0	6.0	3.0	6.0	4.5	6.0	4.5	6.0
Max Allow Headway (MAH), s	4.2	5.4	4.2	5.4	4.0	0.0	4.0	0.0
Queue Clearance Time (g_s), s	2.7	3.0	6.6	7.2	2.1		6.3	
Green Extension Time (g_e), s	0.0	0.3	0.0	0.3	0.0	0.0	0.1	0.0
Phase Call Probability	0.97	0.96	0.99	1.00	0.04		0.89	
Max Out Probability	0.00	0.00	0.73	0.00	0.00		0.00	

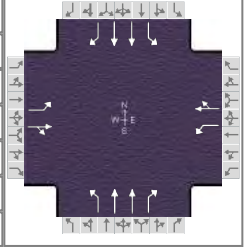
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	9	14		64	60		1	684	36	56	2468	1
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1754		1810	1548		1810	1741	1429	1810	1815	1577
Queue Service Time (g_s), s	0.7	1.0		4.6	5.2		0.1	1.6	1.0	4.3	72.0	0.0
Cycle Queue Clearance Time (g_c), s	0.7	1.0		4.6	5.2		0.1	1.6	1.0	4.3	72.0	0.0
Green Ratio (g/C)	0.08	0.05		0.12	0.08		0.00	0.72	0.72	0.04	0.76	0.76
Capacity (c), veh/h	129	96		204	125		2	2501	1027	73	2752	1196
Volume-to-Capacity Ratio (X)	0.073	0.142		0.315	0.478		0.673	0.274	0.035	0.762	0.897	0.001
Back of Queue (Q), ft/ln (95 th percentile)	14.7	22.4		97.1	103.9		5.8	23.6	14.2	101.1	855.2	0.3
Back of Queue (Q), veh/ln (95 th percentile)	0.6	0.9		3.9	4.0		0.2	0.9	0.5	4.0	32.6	0.0
Queue Storage Ratio (RQ) (95 th percentile)	0.12	0.00		1.49	0.00		0.04	0.00	0.11	0.40	0.00	0.00
Uniform Delay (d_1), s/veh	60.2	63.0		56.7	61.5		69.9	0.9	5.7	66.5	12.8	4.1
Incremental Delay (d_2), s/veh	0.2	1.0		0.9	4.0		210.7	0.3	0.1	15.0	5.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	60.4	64.0		57.6	65.5		280.6	1.1	5.8	81.5	17.9	4.1
Level of Service (LOS)	E	E		E	E		F	A	A	F	B	A
Approach Delay, s/veh / LOS	62.5	E		61.4	E		1.8	A		19.3	B	
Intersection Delay, s/veh / LOS	17.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.2	B	2.2	B
Bicycle LOS Score / LOS	0.5	A	0.7	A	1.1	A	2.6	C

HCS7 Signalized Intersection Intermediate Values

General Information

Agency	GHA			Duration, h	0.25
Analyst	GHA	Analysis Date	Aug 16, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.95
Urban Street	US Route 12 (Rand Rd)	Analysis Year	2023 NoBuild	Analysis Period	1 > 7:00
Intersection	Rand Rd / Old Rand Rd	File Name	23NB US12 Old Rand_AM.xus		
Project Description	5276.900				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	9	7	6	61	8	49	1	650	34	53	2345	1

Signal Information

Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin	Green	0.1	1.0	100.6	2.9	0.7	7.7		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.5	3.0	3.0	4.5		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	0.0	0.0	1.5		

Saturation Flow / Delay

	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	0.953	1.000	1.000	0.914	0.906	1.000	0.953	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.923	0.923		0.855	0.855		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			0.985			0.979			0.980
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1810	945	810	1810	217	1331	1810	3481	1429	1810	3630	1577
Proportion of Vehicles Arriving on Green (P)	0.02	0.05	0.05	0.05	0.08	0.08	0.00	0.96	0.72	0.04	0.76	0.76
Incremental Delay Factor (k)	0.11	0.15		0.11	0.15		0.11	0.50	0.50	0.11	0.50	0.50

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0	4.5	6.0	4.5	6.0
Green Ratio (g/C)	0.08	0.05	0.12	0.08	0.00	0.72	0.04	0.76
Permitted Saturation Flow Rate (s_p), veh/h/ln	1364	0	1422	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	7.7	0.0	9.7	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	4.2	0.0	6.6	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	0.0		0.1					
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		0
Protected Right Effective Green Time (g_R), s						0.0		0.0

Multimodal

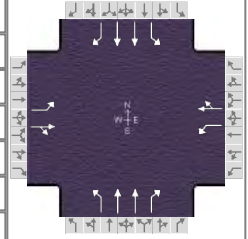
	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.224	0.00	2.224	0.00	1.557	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.166	0.000	0.164	0.000	0.069	0.000	0.057
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	109.79	62.53	162.10	59.14	1437.01	5.55	1516.17	4.10
Bicycle F_w / F_v	-3.64	0.04	-3.64	0.20	-3.64	0.59	-3.64	2.08

HCS7 Signalized Intersection Results Graphical Summary

General Information

Agency	GHA		
Analyst	GHA	Analysis Date	Aug 16, 2017
Jurisdiction	IDOT	Time Period	AM Peak
Urban Street	US Route 12 (Rand Rd)	Analysis Year	2023 NoBuild
Intersection	Rand Rd / Old Rand Rd	File Name	23NB US12 Old R
Project Description	5276.900		






Intersection Information



Demand Information

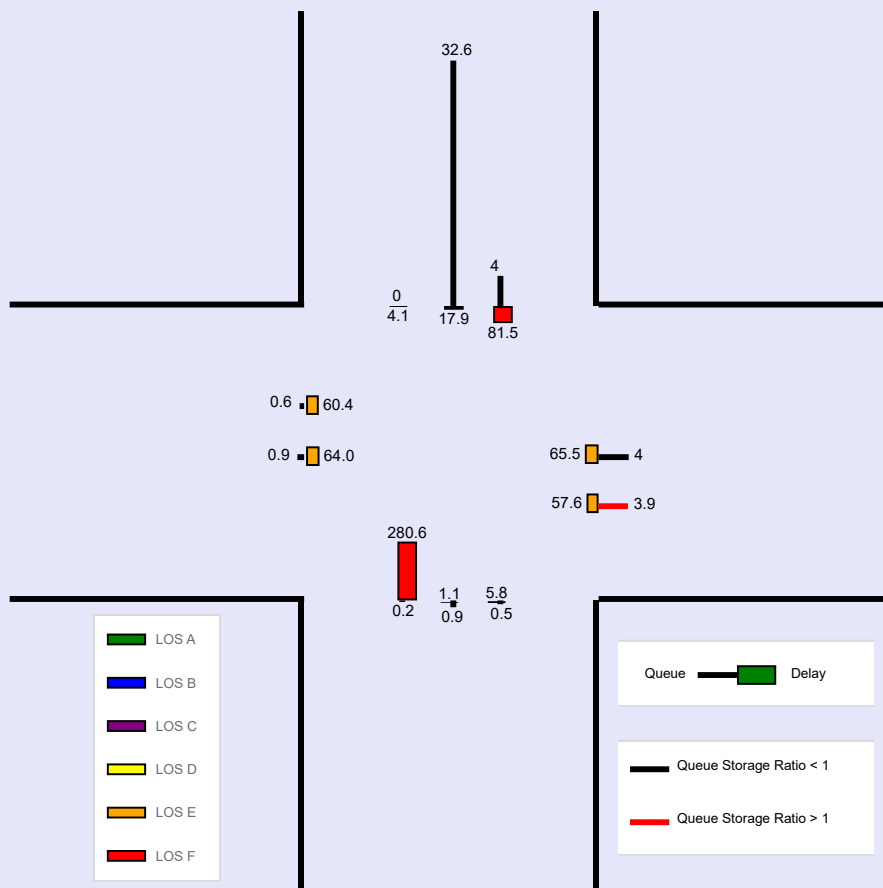
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	9	7	6	61	8	49	1	650	34	53	2345	1

Signal Information

Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	0.1	1.0	100.6	2.9	0.7	7.7		
				Yellow	3.5	3.5	4.5	3.0	3.0	4.5		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	0.0	0.0	1.5		

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	14.7	22.4		97.1	103.9		5.8	23.6	14.2	101.1	855.2	0.3
Back of Queue (Q), veh/ln (95 th percentile)	0.6	0.9		3.9	4.0		0.2	0.9	0.5	4.0	32.6	0.0
Queue Storage Ratio (RQ) (95 th percentile)	0.12	0.00		1.49	0.00		0.04	0.00	0.11	0.40	0.00	0.00
Control Delay (d), s/veh	60.4	64.0		57.6	65.5		280.6	1.1	5.8	81.5	17.9	4.1
Level of Service (LOS)	E	E		E	E		F	A	A	F	B	A
Approach Delay, s/veh / LOS	62.5	E		61.4	E		1.8	A		19.3	B	
Intersection Delay, s/veh / LOS	17.4						B					

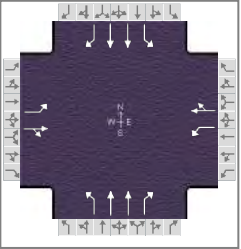


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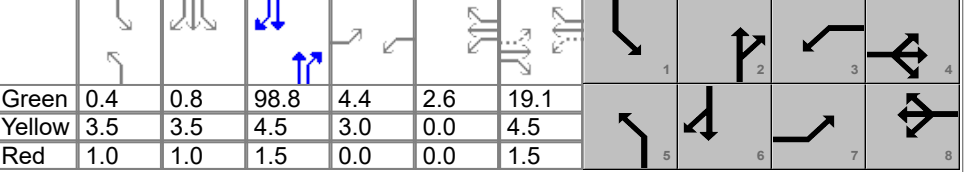
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comment---

HCS7 Signalized Intersection Input Data

General Information						Intersection Information						
Agency	GHA			Duration, h	0.25							
Analyst	GHA		Analysis Date	Aug 16, 2017		Area Type	Other					
Jurisdiction	IDOT		Time Period	PM Peak		PHF	0.95					
Urban Street	US Route 12 (Rand Rd)		Analysis Year	2023 NoBuild		Analysis Period	1> 5:00					
Intersection	Rand Rd / Old Rand Rd		File Name	23NB US12 Old Rand_PM.xus								
Project Description		5276.900										

Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				32	11	11	67	15	188	3	2238	44	50	1258	13

Signal Information											
Cycle, s	150.0	Reference Phase	2	Green	0.4	0.8	98.8	4.4	2.6	19.1	
Offset, s	0	Reference Point	Begin	Yellow	3.5	3.5	4.5	3.0	0.0	4.5	
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	1.5	0.0	0.0	1.5	
Force Mode	Fixed	Simult. Gap N/S	On								

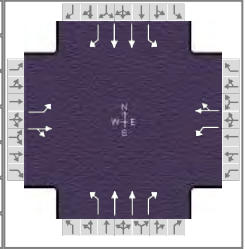
Traffic Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				32	11	11	67	15	188	3	2238	44	50	1258	13
Initial Queue (Q _b), veh/h				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s _o), veh/h				1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Parking (N _m), man/h				None			None			None			None		
Heavy Vehicles (P _{HV}), %				0	0		0	1		0	3	3	0	4	0
Ped / Bike / RTOR, /h				0	0	0	0	0	0	0	1	0	2	0	0
Buses (N _b), buses/h				0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)				3	3	3	3	3	3	3	4	3	3	3	3
Upstream Filtering (I)				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft				12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft				125	0		65	0		135	0	130	255	0	255
Grade (P _g), %					0			0			0			0	
Speed Limit, mi/h				20	20	20	25	25	25	45	45	45	45	45	45

Phase Information		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s		14.0	22.0	14.0	22.0	15.0	99.0	15.0	99.0
Yellow Change Interval (Y), s		3.0	4.5	3.0	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R _c), s		0.0	1.5	0.0	1.5	1.0	1.5	1.0	1.5
Minimum Green (G _{min}), s		3	8	3	8	3	15	3	15
Start-Up Lost Time (I _t), s		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s		3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0
Recall Mode		Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry		Yes	Yes	Yes	Yes	No	Yes	No	Yes
Walk (Walk), s		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information				EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb				0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking				No		0.50	No		0.50	No		0.50	No		0.50

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	GHA			Duration, h	0.25
Analyst	GHA	Analysis Date	Aug 16, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.95
Urban Street	US Route 12 (Rand Rd)	Analysis Year	2023 NoBuild	Analysis Period	1> 5:00
Intersection	Rand Rd / Old Rand Rd	File Name	23NB US12 Old Rand_PM.xus		
Project Description	5276.900				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	32	11	11	67	15	188	3	2238	44	50	1258	13

Signal Information												
Cycle, s	150.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	0.4	0.8	98.8	4.4	2.6	19.1		
				Yellow	3.5	3.5	4.5	3.0	0.0	4.5		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	0.0	0.0	1.5		

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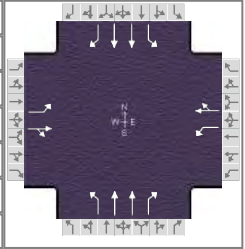
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	7.4	25.1	10.0	27.7	4.9	104.8	10.1	110.0
Change Period, ($Y+R_c$), s	3.0	6.0	3.0	6.0	4.5	6.0	4.5	6.0
Max Allow Headway (MAH), s	4.2	5.4	4.2	5.4	4.0	0.0	4.0	0.0
Queue Clearance Time (g_s), s	4.4	3.8	7.0	21.6	2.3		6.3	
Green Extension Time (g_e), s	0.0	1.2	0.0	0.1	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.12		0.89	
Max Out Probability	0.04	0.01	1.00	1.00	0.00		0.24	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	34	23		71	214		3	2356	46	53	1324	14
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1743		1810	1616		1810	1859	1540	1810	1845	1608
Queue Service Time (g_s), s	2.4	1.8		5.0	19.6		0.3	74.7	1.6	4.3	25.7	0.4
Cycle Queue Clearance Time (g_c), s	2.4	1.8		5.0	19.6		0.3	74.7	1.6	4.3	25.7	0.4
Green Ratio (g/C)	0.16	0.13		0.18	0.14		0.00	0.66	0.66	0.04	0.69	0.69
Capacity (c), veh/h	102	222		295	234		4	2449	1014	68	2559	1115
Volume-to-Capacity Ratio (X)	0.330	0.104		0.239	0.915		0.707	0.962	0.046	0.772	0.518	0.012
Back of Queue (Q), ft/ln (95 th percentile)	52.8	36.6		104.8	396.5		11.7	376.8	24.5	103.3	384.5	6
Back of Queue (Q), veh/ln (95 th percentile)	2.1	1.5		4.2	15.7		0.5	14.7	1.0	4.1	14.9	0.2
Queue Storage Ratio (RQ) (95 th percentile)	0.42	0.00		1.61	0.00		0.09	0.00	0.19	0.41	0.00	0.02
Uniform Delay (d_1), s/veh	55.6	57.9		51.9	63.2		74.8	7.7	9.0	71.5	11.0	7.1
Incremental Delay (d_2), s/veh	1.9	0.3		0.4	35.6		112.9	11.3	0.1	16.7	0.8	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	57.4	58.2		52.3	98.8		187.7	18.9	9.1	88.2	11.7	7.1
Level of Service (LOS)	E	E		D	F		F	B	A	F	B	A
Approach Delay, s/veh / LOS	57.7	E		87.3	F		19.0	B		14.6	B	
Intersection Delay, s/veh / LOS	22.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.2	B	2.2	B
Bicycle LOS Score / LOS	0.6	A	1.0	A	2.5	B	1.6	B

HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information		
Agency	GHA			Duration, h	0.25	
Analyst	GHA	Analysis Date	Aug 16, 2017	Area Type	Other	
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.95	
Urban Street	US Route 12 (Rand Rd)	Analysis Year	2023 NoBuild	Analysis Period	1> 5:00	
Intersection	Rand Rd / Old Rand Rd	File Name	23NB US12 Old Rand_PM.xus			
Project Description	5276.900					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	32	11	11	67	15	188	3	2238	44	50	1258	13

Signal Information												
Cycle, s	150.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	0.4	0.8	98.8	4.4	2.6	19.1		
				Yellow	3.5	3.5	4.5	3.0	0.0	4.5		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	0.0	0.0	1.5		

1	2	3	4
5	6	7	8

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	0.992	1.000	1.000	0.977	0.977	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.917	0.917		0.857	0.857		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			0.979			0.999
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1810	872	872	1810	119	1496	1810	3719	1540	1810	3689	1608
Proportion of Vehicles Arriving on Green (P)	0.03	0.13	0.13	0.05	0.14	0.14	0.00	0.88	0.66	0.04	0.69	0.69
Incremental Delay Factor (k)	0.11	0.15		0.11	0.42		0.11	0.50	0.50	0.11	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0	4.5	6.0	4.5	6.0
Green Ratio (g/C)	0.16	0.13	0.18	0.14	0.00	0.66	0.04	0.69
Permitted Saturation Flow Rate (s_p), veh/h/ln	1186	0	1410	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	19.1	0.0	20.7	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.1	0.0	17.3	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	0.1		0.2					
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		0
Protected Right Effective Green Time (g_R), s						0.0		0.0

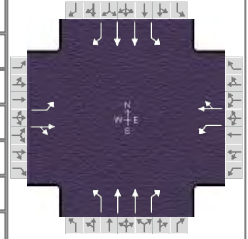
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.224	0.00	2.224	0.00	1.557	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.162	0.000	0.161	0.000	0.087	0.000	0.078
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	254.43	57.13	289.20	54.88	1316.80	8.76	1387.18	7.04
Bicycle F_w / F_v	-3.64	0.09	-3.64	0.47	-3.64	1.98	-3.64	1.15

HCS7 Signalized Intersection Results Graphical Summary

General Information

Agency	GHA		
Analyst	GHA	Analysis Date	Aug 16, 2017
Jurisdiction	IDOT	Time Period	PM Peak
Urban Street	US Route 12 (Rand Rd)	Analysis Year	2023 NoBuild
Intersection	Rand Rd / Old Rand Rd	File Name	23NB US12 Old R
Project Description	5276.900		





Intersection Information



Demand Information

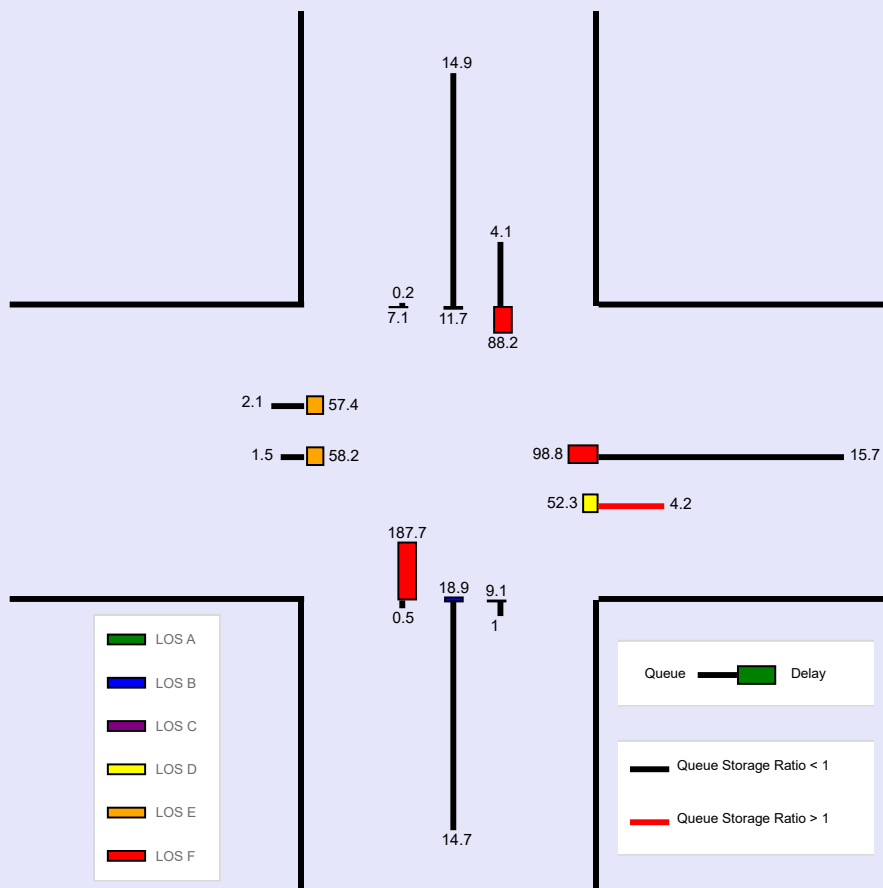
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	32	11	11	67	15	188	3	2238	44	50	1258	13

Signal Information

Cycle, s	150.0	Reference Phase	2													
Offset, s	0	Reference Point	Begin	Green	0.4	0.8	98.8	4.4	2.6	19.1						
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.5	3.0	0.0	4.5						
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	0.0	0.0	1.5						

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	52.8	36.6		104.8	396.5		11.7	376.8	24.5	103.3	384.5	6
Back of Queue (Q), veh/ln (95 th percentile)	2.1	1.5		4.2	15.7		0.5	14.7	1.0	4.1	14.9	0.2
Queue Storage Ratio (RQ) (95 th percentile)	0.42	0.00		1.61	0.00		0.09	0.00	0.19	0.41	0.00	0.02
Control Delay (d), s/veh	57.4	58.2		52.3	98.8		187.7	18.9	9.1	88.2	11.7	7.1
Level of Service (LOS)	E	E		D	F		F	B	A	F	B	A
Approach Delay, s/veh / LOS	57.7	E		87.3	F		19.0	B		14.6	B	
Intersection Delay, s/veh / LOS	22.7						C					



--- Message---


WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

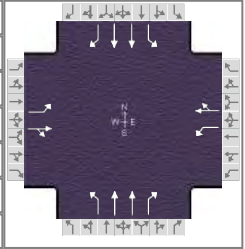
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HCS7 Signalized Intersection Input Data

General Information						Intersection Information									
Agency	GHA			Duration, h	0.25										
Analyst	GHA		Analysis Date	Aug 16, 2017		Area Type	Other								
Jurisdiction	IDOT		Time Period	SAT Peak		PHF	0.95								
Urban Street	US Route 12 (Rand Rd)		Analysis Year	2023 NoBuild		Analysis Period	1> 1:00								
Intersection	Rand Rd / Old Rand Rd		File Name	23NB US12 Old Rand_SAT.xus											
Project Description	5276.900														
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				15	8	10	56	9	136	5	1858	59	38	1528	14
Signal Information															
Cycle, s	130.0	Reference Phase	2												
Offset, s	0	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On	Green	0.5	3.2	88.9	3.0	2.8	12.0					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.5	3.0	0.0	4.5					
				Red	1.0	0.0	1.5	0.0	0.0	1.5					
Traffic Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				15	8	10	56	9	136	5	1858	59	38	1528	14
Initial Queue (Q _b), veh/h				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s _o), veh/h				1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Parking (N _m), man/h				None			None			None			None		
Heavy Vehicles (P _{HV}), %				12	6		0	1		0	0	0	0	0	0
Ped / Bike / RTOR, /h				27	0	0	0	0	0	2	0	0	2	0	0
Buses (N _b), buses/h				0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)				3	3	3	3	3	3	3	4	3	3	3	3
Upstream Filtering (I)				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft				12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft				125	0		65	0		135	0	130	255	0	255
Grade (P _g), %					0			0			0			0	
Speed Limit, mi/h				20	20	20	25	25	25	45	45	45	45	45	45
Phase Information				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Maximum Green (G _{max}) or Phase Split, s				17.0	23.0	17.0	23.0	14.0	70.0	20.0	76.0				
Yellow Change Interval (Y), s				3.0	4.5	3.0	4.5	3.5	4.5	3.5	4.5				
Red Clearance Interval (R _c), s				0.0	1.5	0.0	1.5	1.0	1.5	1.0	1.5				
Minimum Green (G _{min}), s				3	8	3	8	3	15	3	15				
Start-Up Lost Time (I _t), s				2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Extension of Effective Green (e), s				2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Passage (P _T), s				3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0				
Recall Mode				Off	Off	Off	Off	Off	Min	Off	Min				
Dual Entry				Yes	Yes	Yes	Yes	No	Yes	No	Yes				
Walk (Walk), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Pedestrian Clearance Time (P _C), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Multimodal Information				EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb				0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking				No	0.50		No	0.50		No	0.50		No	0.50	

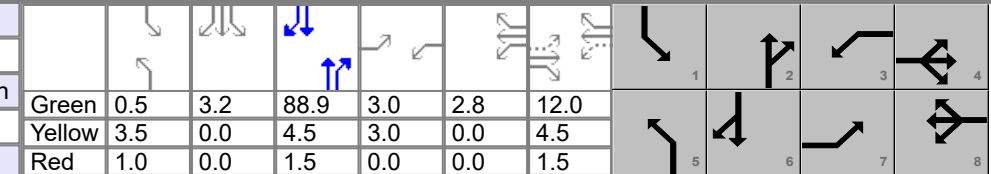
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	GHA			Duration, h	0.25	
Analyst	GHA	Analysis Date	Aug 16, 2017	Area Type	Other	
Jurisdiction	IDOT	Time Period	SAT Peak	PHF	0.95	
Urban Street	US Route 12 (Rand Rd)	Analysis Year	2023 NoBuild	Analysis Period	1> 1:00	
Intersection	Rand Rd / Old Rand Rd	File Name	23NB US12 Old Rand_SAT.xus			
Project Description	5276.900					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	15	8	10	56	9	136	5	1858	59	38	1528	14

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	0.5	3.2	88.9	3.0	2.8	12.0		
				Yellow	3.5	0.0	4.5	3.0	0.0	4.5		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.5	0.0	0.0	1.5		


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Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	6.0	18.0	8.8	20.8	5.0	94.9	8.3	98.2
Change Period, ($Y+R_c$), s	3.0	6.0	3.0	6.0	4.5	6.0	4.5	6.0
Max Allow Headway (MAH), s	4.2	5.4	4.2	5.4	4.0	0.0	4.0	0.0
Queue Clearance Time (g_s), s	3.1	3.5	5.7	14.0	2.4		4.9	
Green Extension Time (g_e), s	0.0	0.9	0.1	0.7	0.0	0.0	0.1	0.0
Phase Call Probability	0.97	1.00	1.00	1.00	0.17		0.76	
Max Out Probability	0.00	0.00	0.01	0.01	0.00		0.00	

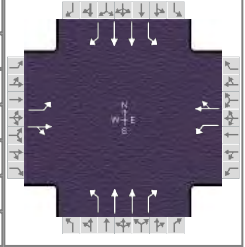
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	16	19		59	153		5	1956	62	40	1608	15
Adjusted Saturation Flow Rate (s), veh/h/ln	1640	1557		1810	1613		1810	1904	1608	1810	1904	1608
Queue Service Time (g_s), s	1.1	1.5		3.7	12.0		0.4	18.6	1.7	2.9	27.7	0.3
Cycle Queue Clearance Time (g_c), s	1.1	1.5		3.7	12.0		0.4	18.6	1.7	2.9	27.7	0.3
Green Ratio (g/C)	0.12	0.09		0.15	0.11		0.00	0.68	0.68	0.03	0.71	0.71
Capacity (c), veh/h	100	144		251	183		7	2605	1100	52	2700	1140
Volume-to-Capacity Ratio (X)	0.158	0.132		0.235	0.832		0.727	0.751	0.056	0.763	0.596	0.013
Back of Queue (Q), ft/ln (95 th percentile)	24.1	28.5		78.2	238.9		15.4	145.2	24.1	71.1	381.6	4.9
Back of Queue (Q), veh/ln (95 th percentile)	0.9	1.1		3.1	9.5		0.6	5.8	1.0	2.8	15.3	0.2
Queue Storage Ratio (RQ) (95 th percentile)	0.19	0.00		1.20	0.00		0.11	0.00	0.19	0.28	0.00	0.02
Uniform Delay (d_1), s/veh	51.8	54.2		48.5	56.4		64.7	2.6	6.7	62.7	9.5	5.6
Incremental Delay (d_2), s/veh	0.7	0.6		0.5	12.8		84.8	2.0	0.1	20.1	1.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	52.5	54.8		49.0	69.2		149.5	4.7	6.8	82.8	10.5	5.6
Level of Service (LOS)	D	D		D	E		F	A	A	F	B	A
Approach Delay, s/veh / LOS	53.8		D	63.6		E	5.1		A	12.2		B
Intersection Delay, s/veh / LOS	11.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.2	B	2.2	B
Bicycle LOS Score / LOS	0.5	A	0.8	A	2.2	B	1.9	B

HCS7 Signalized Intersection Intermediate Values

General Information

Agency	GHA			Duration, h	0.25
Analyst	GHA	Analysis Date	Aug 16, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	SAT Peak	PHF	0.95
Urban Street	US Route 12 (Rand Rd)	Analysis Year	2023 NoBuild	Analysis Period	1> 1:00
Intersection	Rand Rd / Old Rand Rd	File Name	23NB US12 Old Rand_SAT.xus		
Project Description	5276.900				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	15	8	10	56	9	136	5	1858	59	38	1528	14

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin	Green	0.5	3.2	88.9	3.0	2.8	12.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	0.0	4.5	3.0	0.0	4.5		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.5	0.0	0.0	1.5		

Saturation Flow / Delay

	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.906	0.953	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.860	0.860		0.856	0.856		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			0.934			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			0.912			1.000			0.999			0.999
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1640	692	865	1810	100	1513	1810	3808	1608	1810	3808	1608
Proportion of Vehicles Arriving on Green (P)	0.02	0.09	0.09	0.04	0.11	0.11	0.00	0.91	0.68	0.03	0.71	0.71
Incremental Delay Factor (k)	0.11	0.15		0.11	0.15		0.11	0.50	0.50	0.11	0.50	0.50

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0	4.5	6.0	4.5	6.0
Green Ratio (g/C)	0.12	0.09	0.15	0.11	0.00	0.68	0.03	0.71
Permitted Saturation Flow Rate (s_p), veh/h/ln	1137	0	1416	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	12.0	0.0	13.8	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.7	0.0	10.6	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	0.2		0.1					
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		0
Protected Right Effective Green Time (g_R), s						0.0		0.0

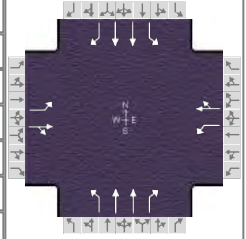
Multimodal

	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.224	0.00	2.224	0.00	1.557	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.160	0.000	0.158	0.000	0.075	0.000	0.068
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	184.92	53.54	227.44	51.06	1368.15	6.49	1418.08	5.50
Bicycle F_w / F_v	-3.64	0.06	-3.64	0.35	-3.64	1.67	-3.64	1.37

HCS7 Signalized Intersection Results Graphical Summary

General Information

Agency	GHA			Duration, h	0.25
Analyst	GHA	Analysis Date	Aug 16, 2017	Area Type	Other
Jurisdiction	IDOT	Time Period	SAT Peak	PHF	0.95
Urban Street	US Route 12 (Rand Rd)	Analysis Year	2023 NoBuild	Analysis Period	1> 1:00
Intersection	Rand Rd / Old Rand Rd	File Name	23NB US12 Old Rand_SAT.xus		
Project Description	5276.900				



Demand Information

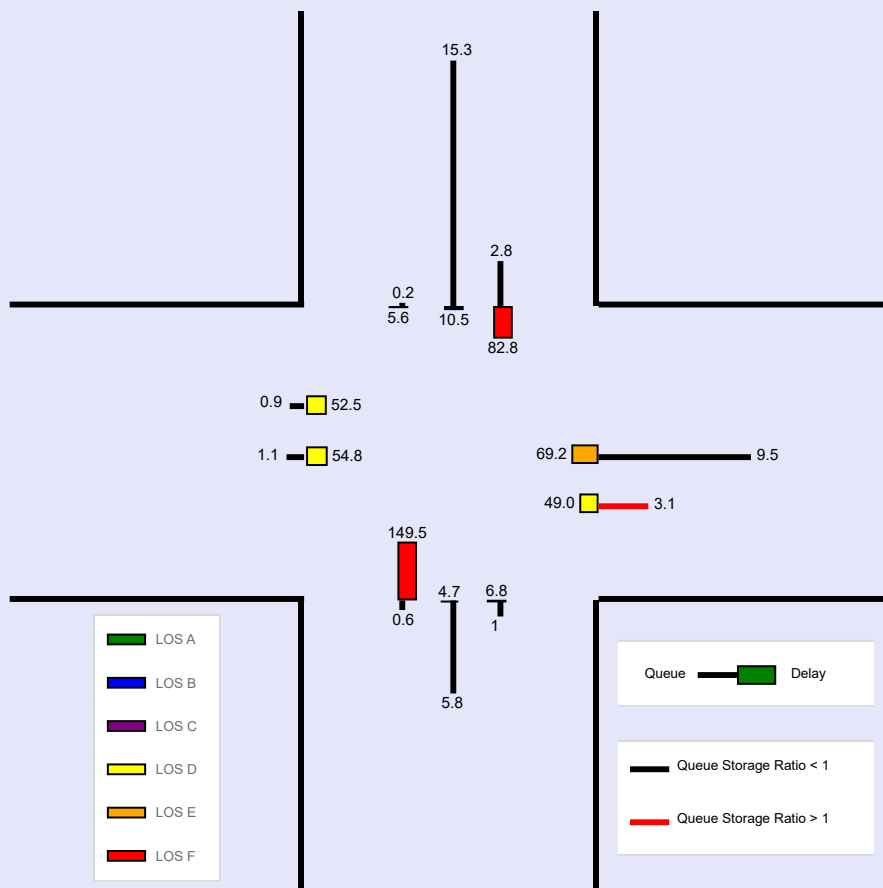
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	15	8	10	56	9	136	5	1858	59	38	1528	14

Signal Information

Cycle, s	130.0	Reference Phase	2											
Offset, s	0	Reference Point	Begin	Green	0.5	3.2	88.9	3.0	2.8	12.0				
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	0.0	4.5	3.0	0.0	4.5				
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.5	0.0	0.0	1.5				

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	24.1	28.5		78.2	238.9		15.4	145.2	24.1	71.1	381.6	4.9
Back of Queue (Q), veh/ln (95 th percentile)	0.9	1.1		3.1	9.5		0.6	5.8	1.0	2.8	15.3	0.2
Queue Storage Ratio (RQ) (95 th percentile)	0.19	0.00		1.20	0.00		0.11	0.00	0.19	0.28	0.00	0.02
Control Delay (d), s/veh	52.5	54.8		49.0	69.2		149.5	4.7	6.8	82.8	10.5	5.6
Level of Service (LOS)	D	D		D	E		F	A	A	F	B	A
Approach Delay, s/veh / LOS	53.8		D	63.6		E	5.1		A	12.2		B
Intersection Delay, s/veh / LOS	11.7						B					



--- Message---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comment---

HCS7 Two-Way Stop-Control Report

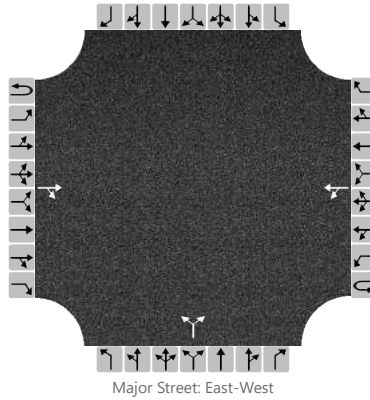
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	8/16/2017
Analysis Year	2023
Time Analyzed	NoBuild AM
Intersection Orientation	East-West
Project Description	5276.900

Site Information

Intersection	Old Rand/Bayshore West
Jurisdiction	IDOT
East/West Street	Old Rand Road
North/South Street	Bayshore Village West
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			94	0		0	116			2		1				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

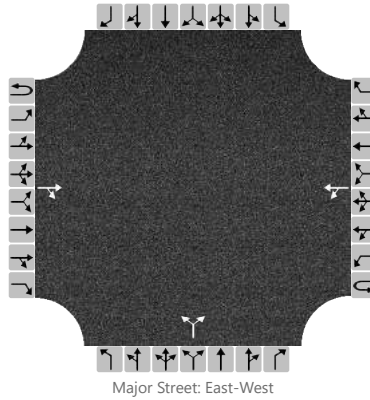
Flow Rate, v (veh/h)						0					3					
Capacity, c (veh/h)						1499					811					
v/c Ratio						0.00					0.00					
95% Queue Length, Q ₉₅ (veh)						0.0					0.0					
Control Delay (s/veh)						7.4					9.5					
Level of Service, LOS						A					A					
Approach Delay (s/veh)					0.0				9.5							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

General Information

Analyst	GHA	Intersection	Old Rand/Bayshore West
Agency/Co.	GHA	Jurisdiction	IDOT
Date Performed	8/16/2017	East/West Street	Old Rand Road
Analysis Year	2023	North/South Street	Bayshore Village West
Time Analyzed	NoBuild PM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5276.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			103	2		0	270			0		2				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					2					
Capacity, c (veh/h)						1480					933					
v/c Ratio						0.00					0.00					
95% Queue Length, Q ₉₅ (veh)						0.0					0.0					
Control Delay (s/veh)						7.4					8.9					
Level of Service, LOS						A					A					
Approach Delay (s/veh)					0.0				8.9							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

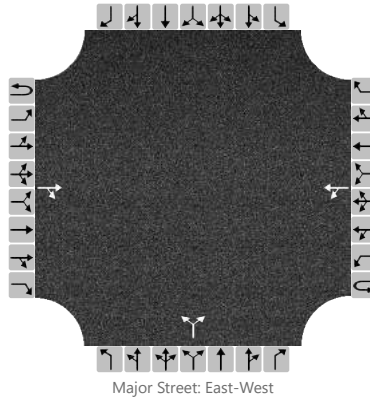
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	8/16/2017
Analysis Year	2023
Time Analyzed	NoBuild SAT MID
Intersection Orientation	East-West
Project Description	5276.900

Site Information

Intersection	Old Rand/Bayshore West
Jurisdiction	IDOT
East/West Street	Old Rand Road
North/South Street	Bayshore Village West
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			105	0		1	201			0		2				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1					2					
Capacity, c (veh/h)						1486					944					
v/c Ratio						0.00					0.00					
95% Queue Length, Q ₉₅ (veh)						0.0					0.0					
Control Delay (s/veh)						7.4					8.8					
Level of Service, LOS						A					A					
Approach Delay (s/veh)					0.0				8.8							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

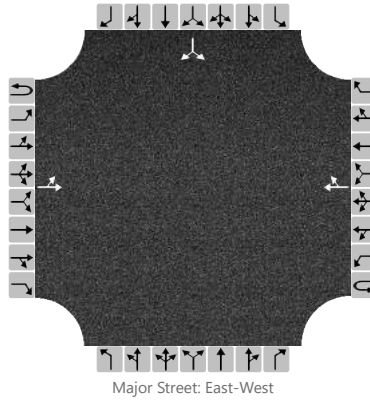
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	8/16/2017
Analysis Year	2023
Time Analyzed	NoBuild AM
Intersection Orientation	East-West
Project Description	5276.900

Site Information

Intersection	Old Rand / Pine Tree
Jurisdiction	Village
East/West Street	Old Rand Road
North/South Street	Pine Tree Row
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		4	91				75	12						47		41
Percent Heavy Vehicles (%)		0												0		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5													100	
Capacity, c (veh/h)		1477													840	
v/c Ratio		0.00													0.12	
95% Queue Length, Q ₉₅ (veh)		0.0													0.4	
Control Delay (s/veh)		7.4													9.9	
Level of Service, LOS		A													A	
Approach Delay (s/veh)	0.4												9.9			
Approach LOS													A			

HCS7 Two-Way Stop-Control Report

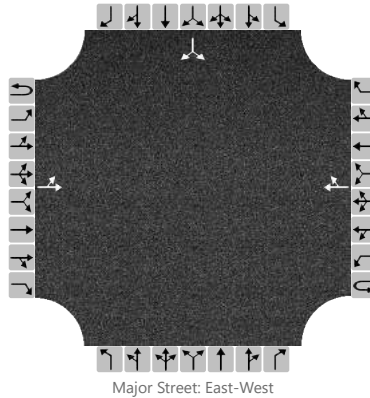
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	8/16/2017
Analysis Year	2023
Time Analyzed	NoBuild PM
Intersection Orientation	East-West
Project Description	5276.900

Site Information

Intersection	Old Rand / Pine Tree
Jurisdiction	Village
East/West Street	Old Rand Road
North/South Street	Pine Tree Row
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		18	87				244	76						31		26
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		19													60	
Capacity, c (veh/h)		1214													631	
v/c Ratio		0.02													0.10	
95% Queue Length, Q ₉₅ (veh)		0.0													0.3	
Control Delay (s/veh)		8.0													11.3	
Level of Service, LOS		A													B	
Approach Delay (s/veh)	1.5												11.3			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

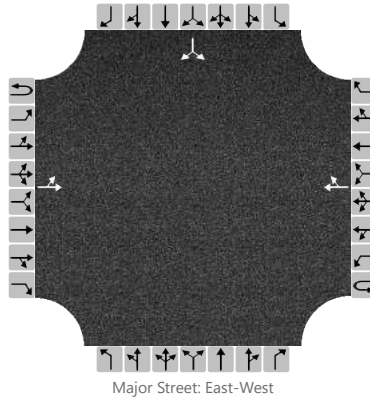
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	8/16/2017
Analysis Year	2023
Time Analyzed	NoBuild SAT MID
Intersection Orientation	East-West
Project Description	5276.900

Site Information

Intersection	Old Rand / Pine Tree
Jurisdiction	Village
East/West Street	Old Rand Road
North/South Street	Pine Tree Row
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		22	85				173	48						40		29
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24													75	
Capacity, c (veh/h)		1303													683	
v/c Ratio		0.02													0.11	
95% Queue Length, Q ₉₅ (veh)		0.1													0.4	
Control Delay (s/veh)		7.8													10.9	
Level of Service, LOS		A													B	
Approach Delay (s/veh)	1.7												10.9			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

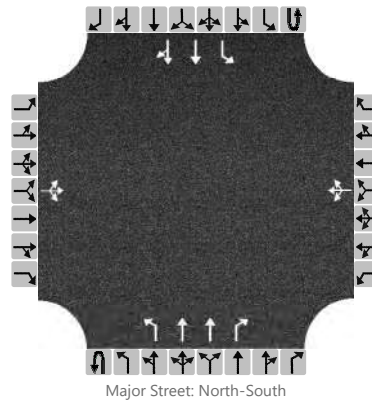
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	02/19/2018
Analysis Year	2023
Time Analyzed	Total AM
Intersection Orientation	North-South
Project Description	5276.900

Site Information

Intersection	Rand Rd/Golfview Rd
Jurisdiction	IDOT
East/West Street	Golfview Road
North/South Street	Rand Road
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	1	0	1	2	0
Configuration			LTR				LTR			L	T	R		L	T	TR
Volume, V (veh/h)		0	0	0		21	0	4		0	729	13		10	2453	0
Percent Heavy Vehicles (%)		0	0	0		0	0	25		0				10		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				26			0				11		
Capacity, c (veh/h)			0				168			172				779		
v/c Ratio							0.15			0.00				0.01		
95% Queue Length, Q ₉₅ (veh)							0.5			0.0				0.0		
Control Delay (s/veh)			5.0				30.3			25.9				9.7		
Level of Service, LOS			A				D			D				A		
Approach Delay (s/veh)	5.0				30.3				0.0				0.0			
Approach LOS	A				D											

HCS7 Two-Way Stop-Control Report

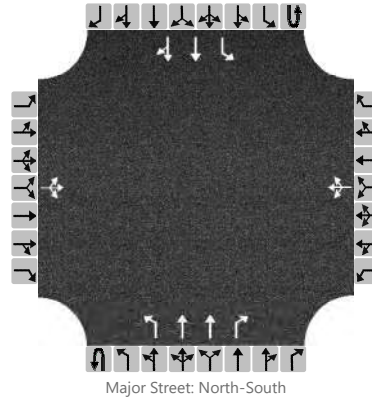
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	02/19/2018
Analysis Year	2023
Time Analyzed	Total PM
Intersection Orientation	North-South
Project Description	5276.900

Site Information

Intersection	Rand Rd/Golfview Rd
Jurisdiction	IDOT
East/West Street	Golfview Road
North/South Street	Rand Road
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	1	0	1	2	0
Configuration			LTR				LTR			L	T	R		L	T	TR
Volume, V (veh/h)		0	0	0		18	0	15		0	2480	48		28	1397	0
Percent Heavy Vehicles (%)		0	0	0		0	0	7		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				35			0				29		
Capacity, c (veh/h)			0				54			465				160		
v/c Ratio							0.65			0.00				0.18		
95% Queue Length, Q ₉₅ (veh)							2.6			0.0				0.6		
Control Delay (s/veh)			5.0				154.8			12.7				32.4		
Level of Service, LOS			A				F			B				D		
Approach Delay (s/veh)	5.0				154.8				0.0				0.6			
Approach LOS	A				F											

HCS7 Two-Way Stop-Control Report

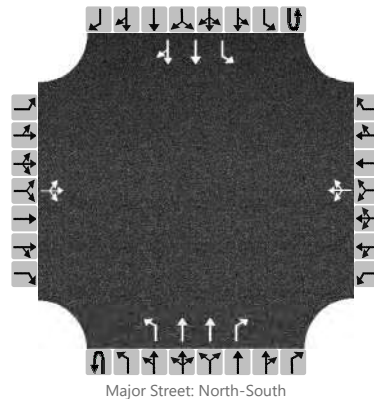
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	02/19/2018
Analysis Year	2023
Time Analyzed	Total SAT MID
Intersection Orientation	North-South
Project Description	5276.900

Site Information

Intersection	Rand Rd/Golfview Rd
Jurisdiction	IDOT
East/West Street	Golfview Road
North/South Street	Rand Road
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	1	0	1	2	0
Configuration			LTR				LTR			L	T	R		L	T	TR
Volume, V (veh/h)		0	0	0		20	0	14		0	2074	35		16	1660	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left + Thru								1							


Critical and Follow-up Headways

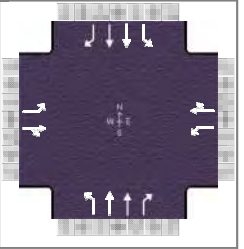
Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				36			0				17		
Capacity, c (veh/h)			0				82			364				239		
v/c Ratio							0.44			0.00				0.07		
95% Queue Length, Q ₉₅ (veh)							1.8			0.0				0.2		
Control Delay (s/veh)			5.0				78.9			14.9				21.2		
Level of Service, LOS			A				F			B				C		
Approach Delay (s/veh)	5.0				78.9				0.0				0.2			
Approach LOS	A				F											














HCS7 Signalized Intersection Input Data

General Information				Intersection Information		
Agency	GHA			Duration, h	0.25	
Analyst	GHA	Analysis Date	Feb 19, 2018	Area Type	Other	
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.95	
Urban Street	US Route 12 (Rand Rd)	Analysis Year	2023 Total	Analysis Period	1> 7:00	
Intersection	Rand Rd / Old Rand Rd	File Name	23B US12 Old Rand_AM.xus			
Project Description	5276.900					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	9	9	6	99	9	49	1	719	46	128	2345	1

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	0.1	7.9	90.9	3.0	3.4	7.7		
				Yellow	3.5	3.5	4.5	3.0	3.0	4.5		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	0.0	0.0	1.5		

												
1	2	3	4	5	6	7	8					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	9	9	6	99	9	49	1	719	46	128	2345	1
Initial Queue (Q_0), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_0), veh/h	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Parking (N_m), man/h	None			None			None			None		
Heavy Vehicles (P_{HV}), %	0	0		0	6		0	11	12	0	6	0
Ped / Bike / RTOR, /h	0	0	0	0	1	0	0	2	0	0	1	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	4	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	125	0		275	0		135	0	215	400	0	255
Grade (P_g), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	25	25	25	45	45	45	45	45	45

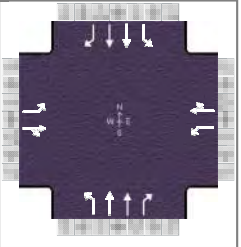
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	14.0	24.0	14.0	24.0	15.0	82.0	20.0	87.0
Yellow Change Interval (Y), s	3.0	4.5	3.0	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5	1.0	1.5	1.0	1.5
Minimum Green (G_{min}), s	3	8	3	8	3	15	3	15
Start-Up Lost Time (l_t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	Yes	Yes	Yes	Yes	No	Yes	No	Yes
Walk ($Walk$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

General Information

Agency	GHA		
Analyst	GHA	Analysis Date	Feb 19, 2018
Jurisdiction	IDOT	Time Period	AM Peak
Urban Street	US Route 12 (Rand Rd)	Analysis Year	2023 Total
Intersection	Rand Rd / Old Rand Rd	File Name	23B US12 Old Ran
Project Description	5276.900		



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	9	9	6	99	9	49	1	719	46	128	2345	1

Signal Information

Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	0.1	7.9	90.9	3.0	3.4	7.7		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.5	3.0	3.0	4.5		
				Red	1.0	1.0	1.5	0.0	0.0	1.5		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	6.0	13.7	12.4	20.2	4.6	96.9	17.0	109.2
Change Period, ($Y+R_c$), s	3.0	6.0	3.0	6.0	4.5	6.0	4.5	6.0
Max Allow Headway (MAH), s	4.2	5.4	4.2	5.4	4.0	0.0	4.0	0.0
Queue Clearance Time (g_s), s	2.7	3.2	9.4	7.2	2.1		12.3	
Green Extension Time (g_e), s	0.0	0.3	0.0	0.3	0.0	0.0	0.3	0.0
Phase Call Probability	0.99	0.97	1.00	1.00	0.04		0.99	
Max Out Probability	0.00	0.00	1.00	0.00	0.00		0.00	

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	9	16		104	61		1	757	48	135	2468	1
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1772		1810	1553		1810	1741	1429	1810	1815	1577
Queue Service Time (g_s), s	0.7	1.2		7.4	5.2		0.1	5.8	1.7	10.3	78.1	0.0
Cycle Queue Clearance Time (g_c), s	0.7	1.2		7.4	5.2		0.1	5.8	1.7	10.3	78.1	0.0
Green Ratio (g/C)	0.08	0.06		0.14	0.10		0.00	0.65	0.65	0.09	0.74	0.74
Capacity (c), veh/h	158	98		239	157		2	2260	927	162	2677	1163
Volume-to-Capacity Ratio (X)	0.060	0.162		0.435	0.389		0.673	0.335	0.052	0.834	0.922	0.001
Back of Queue (Q), ft/ln (95 th percentile)	14.6	25.9		157.2	101.4		5.8	84.3	26.2	220.7	966	0.3
Back of Queue (Q), veh/ln (95 th percentile)	0.6	1.0		6.3	3.9		0.2	3.1	1.0	8.8	36.9	0.0
Queue Storage Ratio (RQ) (95 th percentile)	0.12	0.00		0.57	0.00		0.04	0.00	0.12	0.55	0.00	0.00
Uniform Delay (d_1), s/veh	60.0	63.1		55.4	58.9		69.9	3.7	8.9	62.7	15.1	4.8
Incremental Delay (d_2), s/veh	0.2	1.1		1.2	2.2		210.7	0.4	0.1	10.6	6.7	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	60.2	64.1		56.6	61.1		280.6	4.1	9.0	73.3	21.8	4.8
Level of Service (LOS)	E	E		E	E		F	A	A	E	C	A
Approach Delay, s/veh / LOS	62.7	E		58.3	E		4.8	A		24.4	C	
Intersection Delay, s/veh / LOS	21.8						C					

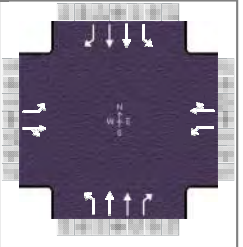
Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.2	B	2.2	B
Bicycle LOS Score / LOS	0.5	A	0.8	A	1.2	A	2.6	C

HCS7 Signalized Intersection Intermediate Values

General Information

Agency	GHA		
Analyst	GHA	Analysis Date	Feb 19, 2018
Jurisdiction	IDOT	Time Period	AM Peak
Urban Street	US Route 12 (Rand Rd)	Analysis Year	2023 Total
Intersection	Rand Rd / Old Rand Rd	File Name	23B US12 Old Ra
Project Description	5276.900		



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	9	9	6	99	9	49	1	719	46	128	2345	1

Signal Information

Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	0.1	7.9	90.9	3.0	3.4	7.7		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.5	3.0	3.0	4.5		
				Red	1.0	1.0	1.5	0.0	0.0	1.5		

Saturation Flow / Delay

	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	0.953	1.000	1.000	0.914	0.906	1.000	0.953	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.933	0.933		0.857	0.857		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			0.986			0.979			0.979
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1810	1063	709	1810	241	1312	1810	3481	1429	1810	3630	1577
Proportion of Vehicles Arriving on Green (P)	0.02	0.06	0.06	0.07	0.10	0.10	0.00	0.87	0.65	0.09	0.74	0.74
Incremental Delay Factor (k)	0.11	0.15		0.11	0.15		0.11	0.50	0.50	0.11	0.50	0.50

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0	4.5	6.0	4.5	6.0
Green Ratio (g/C)	0.08	0.06	0.14	0.10	0.00	0.65	0.09	0.74
Permitted Saturation Flow Rate (s_p), veh/h/ln	1363	0	1420	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	7.7	0.0	9.7	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	7.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	0.0		0.3					
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		0
Protected Right Effective Green Time (g_R), s						0.0		0.0

Multimodal

	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.224	0.00	2.224	0.00	1.557	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.166	0.000	0.162	0.000	0.086	0.000	0.063
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	110.31	62.49	202.21	56.59	1298.12	8.63	1474.91	4.83
Bicycle F_w / F_v	-3.64	0.04	-3.64	0.27	-3.64	0.67	-3.64	2.15

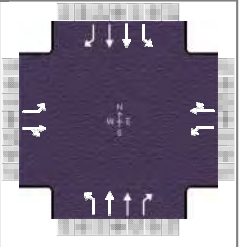
HCS7 Signalized Intersection Results Graphical Summary

General Information

Agency	GHA		
Analyst	GHA	Analysis Date	Feb 19, 2018
Jurisdiction	IDOT	Time Period	AM Peak
Urban Street	US Route 12 (Rand Rd)	Analysis Year	2023 Total
Intersection	Rand Rd / Old Rand Rd	File Name	23B US12 Old Ran
Project Description	5276.900		

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1 > 7:00



Demand Information

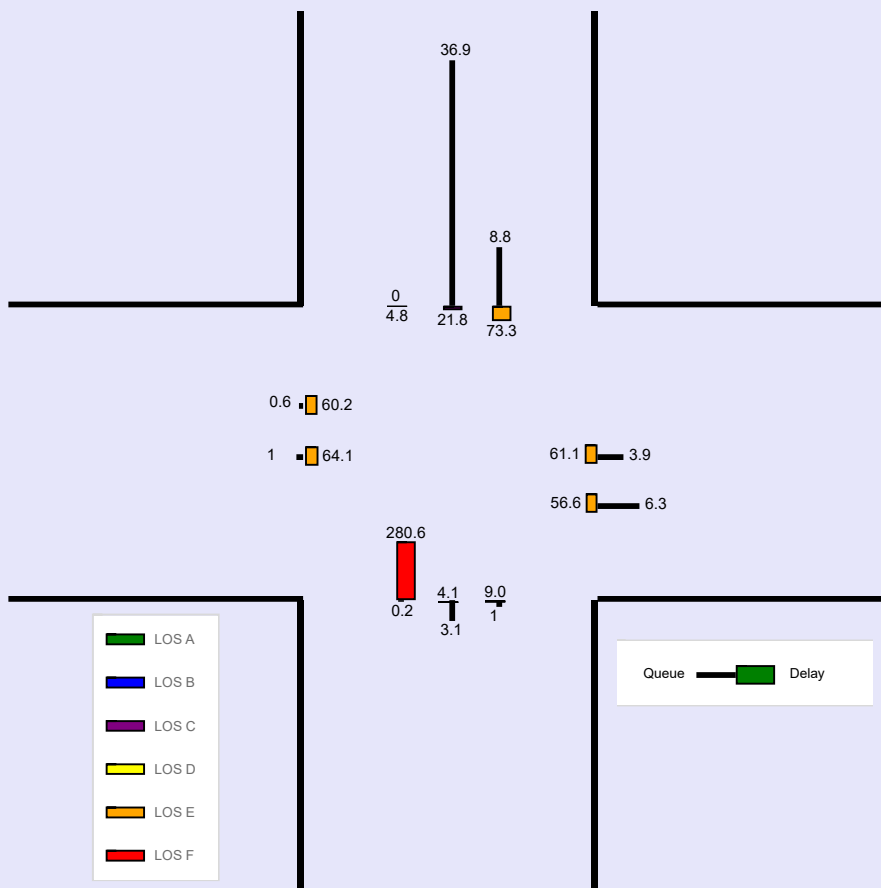
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	9	9	6	99	9	49	1	719	46	128	2345	1

Signal Information

Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	14.6	25.9		157.2	101.4		5.8	84.3	26.2	220.7	966	0.3
Back of Queue (Q), veh/ln (95 th percentile)	0.6	1.0		6.3	3.9		0.2	3.1	1.0	8.8	36.9	0.0
Queue Storage Ratio (RQ) (95 th percentile)	0.12	0.00		0.57	0.00		0.04	0.00	0.12	0.55	0.00	0.00
Control Delay (d), s/veh	60.2	64.1		56.6	61.1		280.6	4.1	9.0	73.3	21.8	4.8
Level of Service (LOS)	E	E		E	E		F	A	A	E	C	A
Approach Delay, s/veh / LOS	62.7	E		58.3	E		4.8	A		24.4	C	
Intersection Delay, s/veh / LOS	21.8						C					



--- Messages ---

No errors or warnings exist.

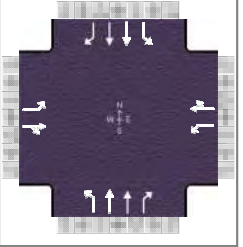
--- Comments ---

HCS7 Signalized Intersection Input Data

General Information

Agency	GHA		
Analyst	GHA	Analysis Date	Feb 19, 2018
Jurisdiction	IDOT	Time Period	PM Peak
Urban Street	US Route 12 (Rand Rd)	Analysis Year	2023 Total
Intersection	Rand Rd / Old Rand Rd	File Name	23B US12 Old Ra
Project Description	5276.900		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	32	13	11	148	17	188	3	2323	59	144	1258	13

Signal Information

Cycle, s	150.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Traffic Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	32	13	11	148	17	188	3	2323	59	144	1258	13
Initial Queue (Q_0), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_0), veh/h	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Parking (N_m), man/h	None			None			None			None		
Heavy Vehicles (P_{HV}), %	0	0		0	1		0	3	3	0	4	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	1	0	2	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	4	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	125	0		275	0		135	0	215	400	0	255
Grade (P_g), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	25	25	25	45	45	45	45	45	45

Phase Information

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	14.0	22.0	14.0	22.0	15.0	99.0	15.0	99.0
Yellow Change Interval (Y), s	3.0	4.5	3.0	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5	1.0	1.5	1.0	1.5
Minimum Green (G_{min}), s	3	8	3	8	3	15	3	15
Start-Up Lost Time (l_t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	Yes	Yes	Yes	Yes	No	Yes	No	Yes
Walk ($Walk$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

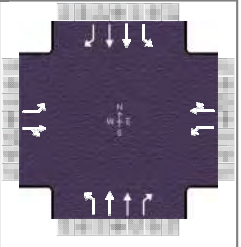
Multimodal Information

	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

General Information

Agency	GHA		
Analyst	GHA	Analysis Date	Feb 19, 2018
Jurisdiction	IDOT	Time Period	PM Peak
Urban Street	US Route 12 (Rand Rd)	Analysis Year	2023 Total
Intersection	Rand Rd / Old Rand Rd	File Name	23B US12 Old Ra
Project Description	5276.900		



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	32	13	11	148	17	188	3	2323	59	144	1258	13

Signal Information

Cycle, s	150.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	0.4	6.3	93.0	4.5	3.5	15.3		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.5	3.0	3.0	4.5		
				Red	1.0	1.0	1.5	0.0	0.0	1.5		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	7.5	21.3	14.0	27.8	4.9	99.0	15.7	109.8
Change Period, ($Y+R_c$), s	3.0	6.0	3.0	6.0	4.5	6.0	4.5	6.0
Max Allow Headway (MAH), s	4.2	5.4	4.2	5.4	4.0	0.0	4.0	0.0
Queue Clearance Time (g_s), s	4.5	4.0	13.0	21.7	2.3		13.2	
Green Extension Time (g_e), s	0.0	1.0	0.0	0.1	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.12		1.00	
Max Out Probability	0.05	0.06	1.00	1.00	0.00		1.00	

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	34	25		156	216		3	2445	62	152	1324	14
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1755		1810	1618		1810	1859	1540	1810	1845	1608
Queue Service Time (g_s), s	2.5	2.0		11.0	19.7		0.3	93.0	2.4	11.2	25.9	0.4
Cycle Queue Clearance Time (g_c), s	2.5	2.0		11.0	19.7		0.3	93.0	2.4	11.2	25.9	0.4
Green Ratio (g/C)	0.13	0.10		0.19	0.15		0.00	0.62	0.62	0.07	0.69	0.69
Capacity (c), veh/h	103	179		306	235		4	2305	955	135	2553	1113
Volume-to-Capacity Ratio (X)	0.327	0.141		0.509	0.916		0.707	1.061	0.065	1.122	0.519	0.012
Back of Queue (Q), ft/ln (95 th percentile)	54.4	41.5		230.8	400.6		11.7	1002.3	38.2	375	386.9	6
Back of Queue (Q), veh/ln (95 th percentile)	2.2	1.7		9.2	15.9		0.5	39.2	1.5	15.0	15.0	0.2
Queue Storage Ratio (RQ) (95 th percentile)	0.44	0.00		0.84	0.00		0.09	0.00	0.18	0.94	0.00	0.02
Uniform Delay (d_1), s/veh	58.3	61.3		54.2	63.2		74.8	13.0	11.3	69.4	11.1	7.2
Incremental Delay (d_2), s/veh	1.8	0.5		1.4	36.2		112.9	37.3	0.1	114.1	0.8	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	60.2	61.9		55.6	99.3		187.7	50.3	11.4	183.5	11.9	7.2
Level of Service (LOS)	E	E		E	F		F	F	B	F	B	A
Approach Delay, s/veh / LOS	60.9	E		81.0	F		49.5	D		29.3	C	
Intersection Delay, s/veh / LOS	45.5						D					

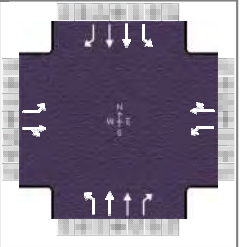
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	3.0	C		3.0	C		2.3	B		2.2	B	
Bicycle LOS Score / LOS	0.6	A		1.1	A		2.6	C		1.7	B	

HCS7 Signalized Intersection Intermediate Values

General Information

Agency	GHA			Duration, h	0.25
Analyst	GHA	Analysis Date	Feb 19, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.95
Urban Street	US Route 12 (Rand Rd)	Analysis Year	2023 Total	Analysis Period	1> 5:00
Intersection	Rand Rd / Old Rand Rd	File Name	23B US12 Old Rand_PM.xus		
Project Description	5276.900				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	32	13	11	148	17	188	3	2323	59	144	1258	13

Signal Information

Cycle, s	150.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	0.4	6.3	93.0	4.5	3.5	15.3		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.5	3.0	3.0	4.5		
				Red	1.0	1.0	1.5	0.0	0.0	1.5		

Saturation Flow / Delay

	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	0.992	1.000	1.000	0.977	0.977	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.924	0.924		0.858	0.858		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			0.979			0.999
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1810	951	804	1810	134	1484	1810	3719	1540	1810	3689	1608
Proportion of Vehicles Arriving on Green (P)	0.03	0.10	0.10	0.07	0.15	0.15	0.00	0.83	0.62	0.07	0.69	0.69
Incremental Delay Factor (k)	0.11	0.15		0.12	0.42		0.11	0.50	0.50	0.50	0.50	0.50

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0	4.5	6.0	4.5	6.0
Green Ratio (g/C)	0.13	0.10	0.19	0.15	0.00	0.62	0.07	0.69
Permitted Saturation Flow Rate (s_p), veh/h/ln	1184	0	1408	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	15.3	0.0	17.3	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.1	0.0	13.3	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	0.1		1.1					
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		0
Protected Right Effective Green Time (g_R), s						0.0		0.0

Multimodal

	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.224	0.00	2.224	0.00	1.557	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.164	0.000	0.161	0.000	0.096	0.000	0.079
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	204.28	60.46	291.05	54.76	1239.89	10.84	1384.12	7.11
Bicycle F_w / F_v	-3.64	0.10	-3.64	0.61	-3.64	2.07	-3.64	1.23

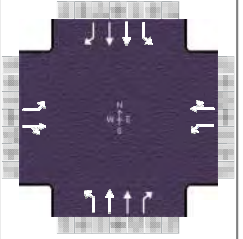
HCS7 Signalized Intersection Results Graphical Summary

General Information

Agency	GHA		
Analyst	GHA	Analysis Date	Feb 19, 2018
Jurisdiction	IDOT	Time Period	PM Peak
Urban Street	US Route 12 (Rand Rd)	Analysis Year	2023 Total
Intersection	Rand Rd / Old Rand Rd	File Name	23B US12 Old Ra
Project Description	5276.900		

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 5:00



Demand Information

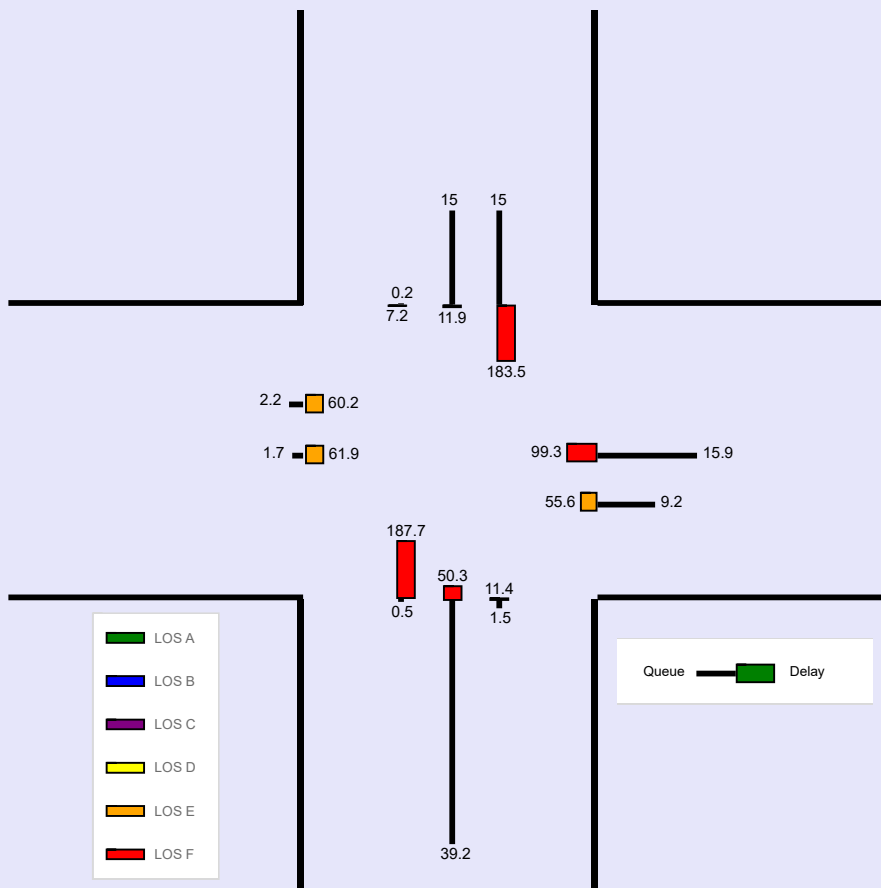
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	32	13	11	148	17	188	3	2323	59	144	1258	13

Signal Information

Cycle, s	150.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	54.4	41.5		230.8	400.6		11.7	1002.3	38.2	375	386.9	6
Back of Queue (Q), veh/ln (95 th percentile)	2.2	1.7		9.2	15.9		0.5	39.2	1.5	15.0	15.0	0.2
Queue Storage Ratio (RQ) (95 th percentile)	0.44	0.00		0.84	0.00		0.09	0.00	0.18	0.94	0.00	0.02
Control Delay (d), s/veh	60.2	61.9		55.6	99.3		187.7	50.3	11.4	183.5	11.9	7.2
Level of Service (LOS)	E	E		E	F		F	F	B	F	B	A
Approach Delay, s/veh / LOS	60.9	E		81.0	F		49.5	D		29.3	C	
Intersection Delay, s/veh / LOS	45.5						D					



--- Messages ---

No errors or warnings exist.

--- Comments ---

HCS7 Signalized Intersection Input Data

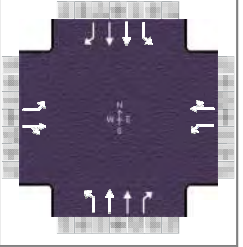
General Information						Intersection Information											
Agency	GHA					Duration, h	0.25										
Analyst	GHA		Analysis Date	Feb 19, 2018		Area Type	Other										
Jurisdiction	IDOT		Time Period	SAT Peak		PHF	0.95										
Urban Street	US Route 12 (Rand Rd)		Analysis Year	2023 Total		Analysis Period	1> 1:00										
Intersection	Rand Rd / Old Rand Rd		File Name	23B US12 Old Rand_SAT.xus													
Project Description	5276.900																
Demand Information						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h						15	11	10	172	11	136	5	1954	76	138	1528	14
Signal Information																	
Cycle, s	130.0	Reference Phase	2														
Offset, s	0	Reference Point	Begin														
Uncoordinated	No	Simult. Gap E/W	On	Green	0.5	7.5	76.2	3.2	7.7	8.0							
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.5	3.0	3.0	4.5							
				Red	1.0	1.0	1.5	0.0	0.0	1.5							
Traffic Information						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h						15	11	10	172	11	136	5	1954	76	138	1528	14
Initial Queue (Q_0), veh/h						0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_0), veh/h						1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Parking (N_m), man/h						None			None			None			None		
Heavy Vehicles (P_{HV}), %						12	6		0	1		0	0	0	0	0	0
Ped / Bike / RTOR, /h						27	0	0	0	0	0	2	0	0	2	0	0
Buses (N_b), buses/h						0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)						3	3	3	3	3	3	3	4	3	3	3	3
Upstream Filtering (I)						1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft						12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft						125	0		275	0		135	0	215	400	0	255
Grade (P_g), %							0			0			0			0	
Speed Limit, mi/h						20	20	20	25	25	25	45	45	45	45	45	45
Phase Information						EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Maximum Green (G_{max}) or Phase Split, s						17.0	23.0	17.0	23.0	14.0	70.0	20.0	76.0				
Yellow Change Interval (Y), s						3.0	4.5	3.0	4.5	3.5	4.5	3.5	4.5				
Red Clearance Interval (R_c), s						0.0	1.5	0.0	1.5	1.0	1.5	1.0	1.5				
Minimum Green (G_{min}), s						3	8	3	8	3	15	3	15				
Start-Up Lost Time (l_t), s						2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Extension of Effective Green (e), s						2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Passage (PT), s						3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0				
Recall Mode						Off	Off	Off	Off	Off	Min	Off	Min				
Dual Entry						Yes	Yes	Yes	Yes	No	Yes	No	Yes				
Walk ($Walk$), s						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Pedestrian Clearance Time (PC), s						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Multimodal Information						EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius						0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft						9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb						0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft						12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking						No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

General Information

Agency	GHA		
Analyst	GHA	Analysis Date	Feb 19, 2018
Jurisdiction	IDOT	Time Period	SAT Peak
Urban Street	US Route 12 (Rand Rd)	Analysis Year	2023 Total
Intersection	Rand Rd / Old Rand Rd	File Name	23B US12 Old Ra
Project Description	5276.900		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	15	11	10	172	11	136	5	1954	76	138	1528	14

Signal Information

Cycle, s	130.0	Reference Phase	2											
Offset, s	0	Reference Point	Begin	Green	0.5	7.5	76.2	3.2	7.7	8.0				
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.5	3.0	3.0	4.5				
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	0.0	0.0	1.5				

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	6.2	14.0	16.8	24.6	5.0	82.2	17.0	94.2
Change Period, ($Y+R_c$), s	3.0	6.0	3.0	6.0	4.5	6.0	4.5	6.0
Max Allow Headway (MAH), s	4.2	5.4	4.2	5.4	4.0	0.0	4.0	0.0
Queue Clearance Time (g_s), s	3.2	3.8	13.8	13.8	2.4		12.3	
Green Extension Time (g_e), s	0.0	0.8	0.0	0.8	0.0	0.0	0.3	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.17		0.99	
Max Out Probability	0.00	0.02	1.00	0.01	0.00		0.00	

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	16	22		181	155		5	2057	80	145	1608	15
Adjusted Saturation Flow Rate (s), veh/h/ln	1640	1547		1810	1616		1810	1904	1607	1810	1904	1608
Queue Service Time (g_s), s	1.2	1.8		11.8	11.8		0.4	54.8	2.8	10.3	30.6	0.4
Cycle Queue Clearance Time (g_c), s	1.2	1.8		11.8	11.8		0.4	54.8	2.8	10.3	30.6	0.4
Green Ratio (g/C)	0.09	0.06		0.18	0.14		0.00	0.59	0.59	0.10	0.68	0.68
Capacity (c), veh/h	138	95		315	232		7	2232	942	174	2583	1090
Volume-to-Capacity Ratio (X)	0.115	0.232		0.574	0.668		0.727	0.922	0.085	0.835	0.623	0.014
Back of Queue (Q), ft/ln (95 th percentile)	24.7	35.5		237.3	223.1		15.4	503	45.2	219.2	431.1	5.7
Back of Queue (Q), veh/ln (95 th percentile)	0.9	1.4		9.5	8.9		0.6	20.1	1.8	8.8	17.2	0.2
Queue Storage Ratio (RQ) (95 th percentile)	0.20	0.00		0.86	0.00		0.11	0.00	0.21	0.55	0.00	0.02
Uniform Delay (d_1), s/veh	54.9	58.1		48.3	52.7		64.7	11.9	11.7	57.7	11.7	6.8
Incremental Delay (d_2), s/veh	0.4	1.8		2.5	4.7		84.8	7.8	0.2	10.0	1.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	55.3	59.8		50.7	57.4		149.5	19.6	11.9	67.7	12.8	6.8
Level of Service (LOS)	E	E		D	E		F	B	B	E	B	A
Approach Delay, s/veh / LOS	57.9	E		53.8	D		19.7	B		17.3	B	
Intersection Delay, s/veh / LOS	21.7						C					

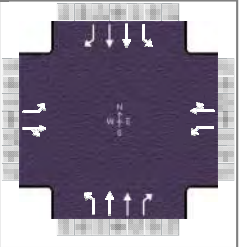
Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.3	B	2.2	B
Bicycle LOS Score / LOS	0.6	A	1.0	A	2.3	B	1.9	B

HCS7 Signalized Intersection Intermediate Values

General Information

Agency	GHA			Duration, h	0.25
Analyst	GHA	Analysis Date	Feb 19, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	SAT Peak	PHF	0.95
Urban Street	US Route 12 (Rand Rd)	Analysis Year	2023 Total	Analysis Period	1> 1:00
Intersection	Rand Rd / Old Rand Rd	File Name	23B US12 Old Rand_SAT.xus		
Project Description	5276.900				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	15	11	10	172	11	136	5	1954	76	138	1528	14

Signal Information

Cycle, s	130.0	Reference Phase	2											
Offset, s	0	Reference Point	Begin	Green	0.5	7.5	76.2	3.2	7.7	8.0				
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.5	3.0	3.0	4.5				
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	0.0	0.0	1.5				

Saturation Flow / Delay

	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.906	0.953	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.854	0.854		0.857	0.857		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			0.917			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			0.868			1.000			0.998			0.999
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1640	810	737	1810	121	1495	1810	3808	1607	1810	3808	1608
Proportion of Vehicles Arriving on Green (P)	0.02	0.06	0.06	0.11	0.14	0.14	0.00	0.78	0.59	0.10	0.68	0.68
Incremental Delay Factor (k)	0.11	0.15		0.16	0.15		0.11	0.50	0.50	0.11	0.50	0.50

Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.0	3.0	6.0	4.5	6.0	4.5	6.0
Green Ratio (g/C)	0.09	0.06	0.18	0.14	0.00	0.59	0.10	0.68
Permitted Saturation Flow Rate (s_p), veh/h/ln	1135	0	1412	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	8.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	4.9	0.0	6.2	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	0.0		0.6					
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		0
Protected Right Effective Green Time (g_R), s						0.0		0.0

Multimodal

	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.224	0.00	2.224	0.00	1.557	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.162	0.000	0.155	0.000	0.097	0.000	0.076
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	122.96	57.25	286.85	47.69	1172.25	11.13	1356.47	6.73
Bicycle F_w / F_v	-3.64	0.06	-3.64	0.55	-3.64	1.77	-3.64	1.46

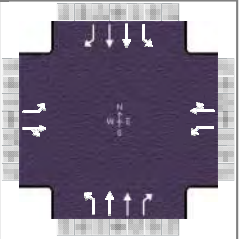
HCS7 Signalized Intersection Results Graphical Summary

General Information

Agency	GHA		
Analyst	GHA	Analysis Date	Feb 19, 2018
Jurisdiction	IDOT	Time Period	SAT Peak
Urban Street	US Route 12 (Rand Rd)	Analysis Year	2023 Total
Intersection	Rand Rd / Old Rand Rd	File Name	23B US12 Old Ran
Project Description	5276.900		

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.95
Analysis Period	1> 1:00



Demand Information

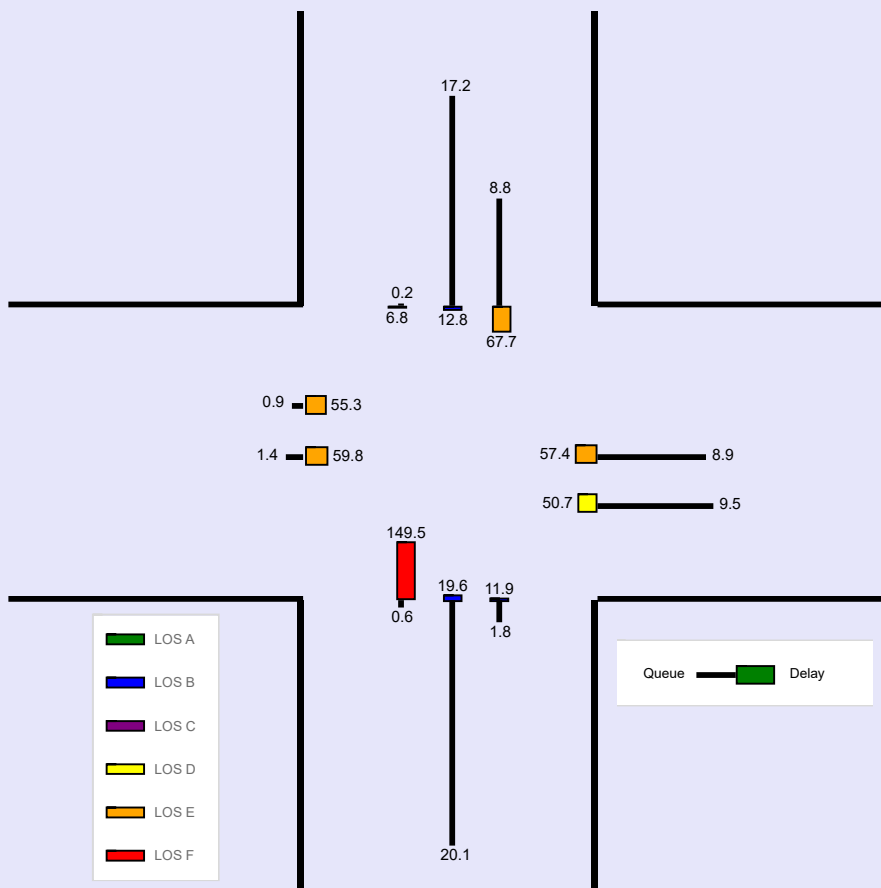
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	15	11	10	172	11	136	5	1954	76	138	1528	14

Signal Information

Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	24.7	35.5		237.3	223.1		15.4	503	45.2	219.2	431.1	5.7
Back of Queue (Q), veh/ln (95 th percentile)	0.9	1.4		9.5	8.9		0.6	20.1	1.8	8.8	17.2	0.2
Queue Storage Ratio (RQ) (95 th percentile)	0.20	0.00		0.86	0.00		0.11	0.00	0.21	0.55	0.00	0.02
Control Delay (d), s/veh	55.3	59.8		50.7	57.4		149.5	19.6	11.9	67.7	12.8	6.8
Level of Service (LOS)	E	E		D	E		F	B	B	E	B	A
Approach Delay, s/veh / LOS	57.9	E		53.8	D		19.7	B		17.3	B	
Intersection Delay, s/veh / LOS	21.7						C					



--- Messages ---

No errors or warnings exist.

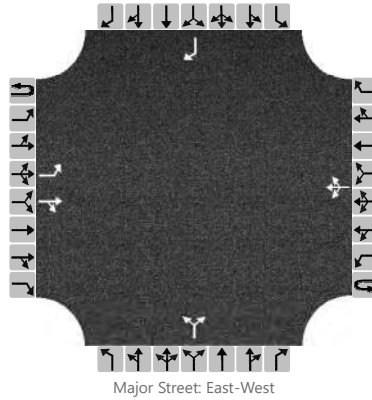
--- Comments ---

HCS7 Two-Way Stop-Control Report

General Information

Analyst	GHA	Intersection	Old Rand/Bayshore West
Agency/Co.	GHA	Jurisdiction	IDOT
Date Performed	02/19/2018	East/West Street	Old Rand Road
Analysis Year	2023	North/South Street	BayshoreVillageWest/Site
Time Analyzed	Total AM	Peak Hour Factor	0.93
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5276.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	1	0		0	0	1
Configuration		L		TR			LTR				LR					R
Volume, V (veh/h)		89	94	0		0	116	30		2		1				39
Percent Heavy Vehicles (%)		3				0				0		0				3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		96				0					3					42
Capacity, c (veh/h)		1415				1499					558					894
v/c Ratio		0.07				0.00					0.01					0.05
95% Queue Length, Q ₉₅ (veh)		0.2				0.0					0.0					0.1
Control Delay (s/veh)		7.7				7.4					11.5					9.2
Level of Service, LOS		A				A					B					A
Approach Delay (s/veh)	3.8				0.0				11.5				9.2			
Approach LOS									B				A			

HCS7 Two-Way Stop-Control Report

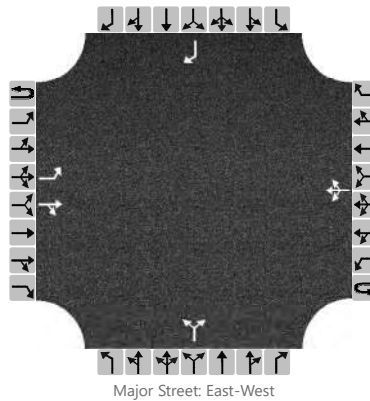
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	02/19/2018
Analysis Year	2023
Time Analyzed	Total PM
Intersection Orientation	East-West
Project Description	5276.900

Site Information

Intersection	Old Rand/Bayshore West
Jurisdiction	IDOT
East/West Street	Old Rand Road
North/South Street	BayshoreVillageWest/Site
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	1	0		0	0	1
Configuration		L		TR			LTR				LR					R
Volume, V (veh/h)		111	103	2		0	270	37		0		2				83
Percent Heavy Vehicles (%)		3				0				0		0				3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

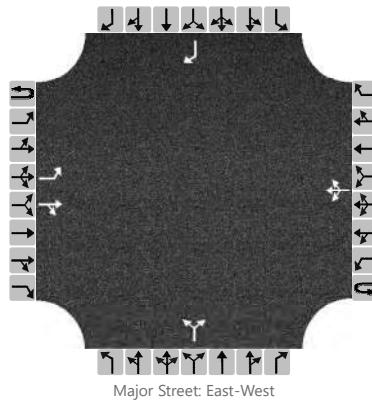
Flow Rate, v (veh/h)		117				0					2					87
Capacity, c (veh/h)		1230				1480					933					726
v/c Ratio		0.10				0.00					0.00					0.12
95% Queue Length, Q ₉₅ (veh)		0.3				0.0					0.0					0.4
Control Delay (s/veh)		8.2				7.4					8.9					10.6
Level of Service, LOS		A				A					A					B
Approach Delay (s/veh)	4.2				0.0				8.9				10.6			
Approach LOS									A				B			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	GHA	Intersection	Old Rand/Bayshore West
Agency/Co.	GHA	Jurisdiction	IDOT
Date Performed	2/19/2018	East/West Street	Old Rand Road
Analysis Year	2023	North/South Street	BayshoreVillageWest/Site
Time Analyzed	Total SAT MID	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5276.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	1	0		0	0	1
Configuration		L		TR			LTR				LR					R
Volume, V (veh/h)		125	105	0		1	201	42		0		2				118
Percent Heavy Vehicles (%)		3				0				0		0				3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

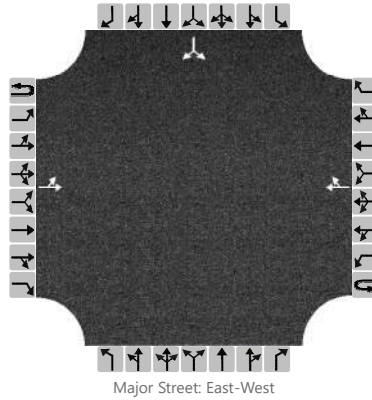
Flow Rate, v (veh/h)		132				1					2					124
Capacity, c (veh/h)		1302				1486					944					790
v/c Ratio		0.10				0.00					0.00					0.16
95% Queue Length, Q ₉₅ (veh)		0.3				0.0					0.0					0.6
Control Delay (s/veh)		8.1				7.4					8.8					10.4
Level of Service, LOS		A				A					A					B
Approach Delay (s/veh)	4.4				0.0				8.8				10.4			
Approach LOS									A				B			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	GHA	Intersection	Old Rand / Pine Tree
Agency/Co.	GHA	Jurisdiction	Village
Date Performed	02/19/2018	East/West Street	Old Rand Road
Analysis Year	2023	North/South Street	Pine Tree Row
Time Analyzed	Total AM	Peak Hour Factor	0.88
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5276.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		4	91				103	12						47		43
Percent Heavy Vehicles (%)		0												0		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

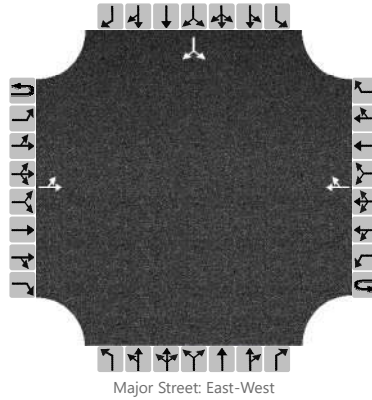
Flow Rate, v (veh/h)		5													102	
Capacity, c (veh/h)		1438													807	
v/c Ratio		0.00													0.13	
95% Queue Length, Q ₉₅ (veh)		0.0													0.4	
Control Delay (s/veh)		7.5													10.1	
Level of Service, LOS		A													B	
Approach Delay (s/veh)	0.4												10.1			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	GHA	Intersection	Old Rand / Pine Tree
Agency/Co.	GHA	Jurisdiction	Village
Date Performed	02/19/2018	East/West Street	Old Rand Road
Analysis Year	2023	North/South Street	Pine Tree Row
Time Analyzed	Total PM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5276.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		18	87				279	76						31		28
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		19													62	
Capacity, c (veh/h)		1177													604	
v/c Ratio		0.02													0.10	
95% Queue Length, Q ₉₅ (veh)		0.0													0.3	
Control Delay (s/veh)		8.1													11.6	
Level of Service, LOS		A													B	
Approach Delay (s/veh)	1.5												11.6			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

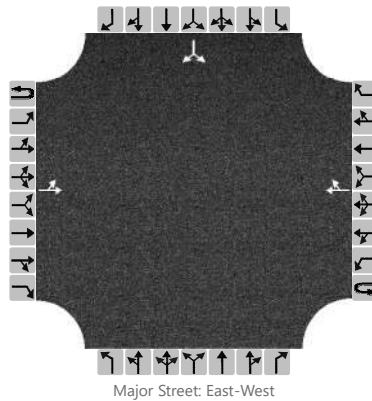
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	2/19/2018
Analysis Year	2023
Time Analyzed	Total SAT MID
Intersection Orientation	East-West
Project Description	5276.900

Site Information

Intersection	Old Rand / Pine Tree
Jurisdiction	Village
East/West Street	Old Rand Road
North/South Street	Pine Tree Row
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume, V (veh/h)		22	85				212	48						40		32
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24													78	
Capacity, c (veh/h)		1258													650	
v/c Ratio		0.02													0.12	
95% Queue Length, Q ₉₅ (veh)		0.1													0.4	
Control Delay (s/veh)		7.9													11.3	
Level of Service, LOS		A													B	
Approach Delay (s/veh)	1.8												11.3			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

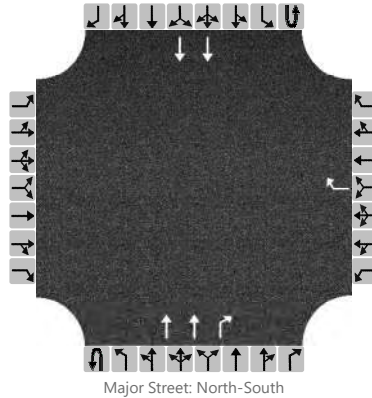
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	02/19/2018
Analysis Year	2023
Time Analyzed	Total AM
Intersection Orientation	North-South
Project Description	5276.900

Site Information

Intersection	Rand Rd / Site RIRO
Jurisdiction	IDOT
East/West Street	Site RIRO
North/South Street	Rand Rd
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	2	1	0	0	2	0
Configuration								R			T	R			T	
Volume, V (veh/h)								34			708	69			2474	
Percent Heavy Vehicles (%)								0								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								36								
Capacity, c (veh/h)								631								
v/c Ratio								0.06								
95% Queue Length, Q ₉₅ (veh)								0.2								
Control Delay (s/veh)								11.0								
Level of Service, LOS								B								
Approach Delay (s/veh)					11.0											
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

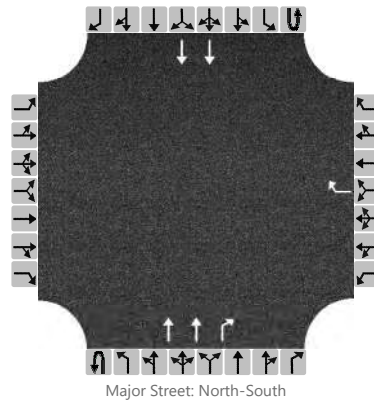
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	02/19/2018
Analysis Year	2023
Time Analyzed	Total PM
Intersection Orientation	North-South
Project Description	5276.900

Site Information

Intersection	Rand Rd / Site RIRO
Jurisdiction	IDOT
East/West Street	Site RIRO
North/South Street	Rand Rd
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	2	1	0	0	2	0
Configuration								R			T	R			T	
Volume, V (veh/h)								70			2457	85			1415	
Percent Heavy Vehicles (%)								0								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								74								
Capacity, c (veh/h)								156								
v/c Ratio								0.47								
95% Queue Length, Q ₉₅ (veh)								2.2								
Control Delay (s/veh)								47.2								
Level of Service, LOS								E								
Approach Delay (s/veh)					47.2											
Approach LOS					E											

HCS7 Two-Way Stop-Control Report

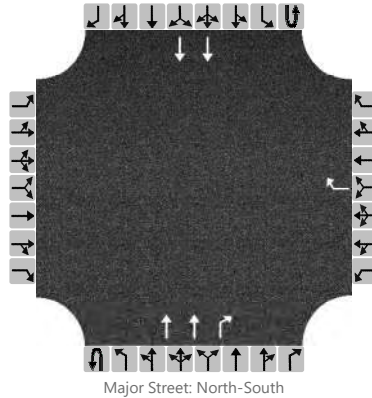
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	02/19/2018
Analysis Year	2023
Time Analyzed	Total SAT
Intersection Orientation	North-South
Project Description	5276.900

Site Information

Intersection	Rand Rd / Site RIRO
Jurisdiction	IDOT
East/West Street	Site RIRO
North/South Street	Rand Rd
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	2	1	0	0	2	0
Configuration								R			T	R			T	
Volume, V (veh/h)								100			2009	96			1680	
Percent Heavy Vehicles (%)								0								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.10								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.90								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								105								
Capacity, c (veh/h)								224								
v/c Ratio								0.47								
95% Queue Length, Q ₉₅ (veh)								2.3								
Control Delay (s/veh)								34.4								
Level of Service, LOS								D								
Approach Delay (s/veh)					34.4											
Approach LOS					D											

Survey Results as of 9:30 AM 3/15/2018

Q1 What feedback would you like to provide to the Village on the revised Life Time redevelopment proposal from March 2018?

Answered: 347 Skipped: 0

Life Time Athletic Revised Plans

#	RESPONSES	DATE
1	I support the Lifetime Fitness project on Rt 12 and Old Rand Road. I own a condo at Sandy Point on Lake Zurich and operate a business in Lake Zurich. I think the Lifetime Fitness project will be great for the residents and businesses of Lake Zurich. This state of the art health club will provide a much needed outdoor pool and it will project a positive health conscious image. Additionally, it will draw affluent consumers from surrounding towns which will be a boom to our local businesses. If we want to inject commercial interest in downtown redevelopment or new restaurant development, we need this type of anchor tenant in the village. While immediate neighbors to this project have legitimate concerns, I believe that this new proposal reasonably accommodates their issues. Regards, Rich Baader [REDACTED] cell	3/14/2018 3:59 PM
2	I think we should APPROVE the revised Lifetime fitness facility. They have made lots of concessions and have reasonably met demands of the neighborhood. Directing traffic off of Old Rand Rd, significantly lowering the building height and moving the building even further towards Rand Road seem like more than reasonable accommodations. I live just off Old Rand in Heatherleigh subdivision and would like a facility like Lifetime in my village. Please represent the entire village and not just the vocal minority that come to the meetings.	3/14/2018 3:47 PM
3	I am still against the project and I hope the Village agrees with the public views against it as well	3/14/2018 11:41 AM
4	The former Hackney's site is still wrong for Lifetime Fitness. Traffic, environmental destruction, and lowering of property values are my main objections to the proposal. Also, redundancy of services to the community as we have enough fitness centers in Lake Zurich.	3/14/2018 10:00 AM
5	The property was zoned part commercial, part residential for a reason. I do not think the Village should re-zone this parcel to 100% commercial. I have nothing against Lifetime Fitness, and really hope they can find another location in Lake Zurich. I am strongly opposed to allowing them to build on the Hackney's property.	3/13/2018 8:35 PM
6	Reconsider other property site locations for the proposed Lifetime Fitness. This is a major commercial building/business that is within feet of many residential properties.	3/13/2018 7:07 PM
7	I think these are great changes and address the main concerns residents had about the original project. I would like to see this project approved and move forward.	3/13/2018 12:09 PM
8	I am a resident of Lake Zurich residing on South Old Rand Road. While I am in favor of development of the Hackney site, I believe the village needs to address the traffic issues for North Old Rand Road. This road is already in poor condition. Additional traffic on this road would cause significant decay to an already dilapidated road.	3/13/2018 11:24 AM
9	This is the wrong location for a fitness center.	3/13/2018 6:27 AM
10	In favor	3/12/2018 9:28 PM
11	These minor changes will not make any positive improve for the community. The PZC vote should stand.	3/12/2018 9:10 PM
12	I do not support the revised proposal. I do not feel that there is a need for this facility in LZ and worry about the harm it will have on other loca businesses, including the YMCA.	3/12/2018 8:50 PM
13	I am very excited to hear about the prospect of life time coming to lake Zurich. I absolutely love this gym and would get a membership there if it comes to lake Zurich.	3/12/2018 8:48 PM
14	I want to see this development approved approved! It's a perfect location and an amazing shot in the arm for LZs community status. I have no idea why people are against this opportunity to bring in revenue and provide a great service to the community!	3/12/2018 7:47 PM
15	The revised Life Time redevelopment proposal has some really great improvements. I fully support moving forward on the Life Time development plan. Life Time would be a great asset to our community.	3/12/2018 5:39 PM

Life Time Athletic Revised Plans

16	<p>I am not against Lifetime in Lake Zurich, I am against this proposed location !! I have several issues, many of which I have or others have addressed in all the meeting of both the Village Board and Zoning Commission. These issues were based on FACTS no opinions. 1) wear and tear on N. Old Rand Rd & South Old Rand (both will be affected by increase of as many as 500 cars a day). The Village can not afford to repair these roads which are already cracked, have numerous patched and unpatched pot holes. Lifetime will not generate enough income to the Village to cover the cost of repairing N. Old Rand Rd (aka their driveway). 2) Their new Landscape design is predicated on saving some of the Hackney's Property's already existing mature trees and foliage, however The Board and Planning and Zoning already have testimony on file from Tree Experts stating that the chance of the existing foliage of surviving is slim to none !! Were you listening ? 3) Water Table and Water flow - When first asked if they could build more underground Lifetime experts said they could not since it would adversely effect the Water Table and Flow - now they say it can be done - how can that be ? 4) Safety on N. Old Rand - The Village is entertaining an ordinance to increase the speed limit on N. Old Rand which is already dangerous to pedestrians, runners & bicyclists with the current speed limit which people ignore and speed on at 10+ miles over the posted limit - Now you want to add 500 cars a day to an already unsafe road ?? These are just some of the issues that Planning and Zoning listened to, reviewed and decided made sense to voting down the Lifetime application at this proposed site. I applaud the Planning and Zoning Commission for their integrity in this matter and can not understand why the Village Board is not listening to the people they appointed to make these decisions !! Dennis J. Burns</p>	3/12/2018 4:07 PM
17	<p>I am using information from the "Introduction - Land Use and Zoning: Illinois' Lasalle National Bank Criteria and Municipal Constitutional Liability." Regarding zoning; "The basic constitutional standards applied in Illinois revolve around the LaSalle National Bank criteria. These criteria can be divided into the following categories: A. The Nearby Use Test; "recognizes the reliance of nearby property owners", "are consistent with nearby uses" B. The Nearby Zoning Test; "Not only should uses be consistent but zoning itself must be consistent". C. Conformance with Planning Test; Lake Zurich's current Comprehensive Plan specifies the land adjacent to Lake Breeze property as Residential and the land along Rt 12 as commercial. Regarding comprehensive plans; "the community can rely upon them in making investment decisions." D. The Suitability Test; "A piece of land is suitable for a zoned purpose where is can be developed for that purpose." The residential zoned land certainly can be used for that purpose. It sits adjacent to Lake Breeze and directly across the street from Bayshore Village. E. The Hardship/Public Benefit Test; The likelihood that The Village of Lake Zurich will suffer financial hardship if Lifetime is allowed to build on the Hackney property is great. With estimates of anywhere from \$1,000,000 to \$2,000,000 in additional road repair costs, increase in noise, traffic congestion, air pollution, crime, additional costs for police and fire protection, Lake Zurich will suffer financial hardship. The property owners on three sides of the proposed Lifetime will suffer financially when property values decrease. What exactly is the Public Benefit other than approximately \$50,000 in property and sales tax revenue and being able to say Lake Zurich has a Lifetime Fitness I could not say. F. The Need Test; "the court asks how much the community needs the proposed land use." G. The Damage to the Area Test; "New zoning, generally to a less restrictive use, may damage the area by reducing property values because of increased noise, traffic and pollution. The damage to the area tests asks whether the damage is significant enough to void the proposed zoning change." As I resident of Bayshore Village, I can emphatically say yes - Lifetime Fitness would damage the area. I appreciate you taking the time to read my thoughts. I hope you tell Lifetime Fitness that Lake Zurich would be very happy to have them in our community but not at the cost of the resident's quality of life and the financial burden that they would place on the Village at this location. Margaret Postl Bayshore Village Lake Zurich https://scholarship.kentlaw.iit.edu/cgi/viewcontent.cgi?referer=https://search.yahoo.com/&httpsredir=1&article=2514&context=cklawreview</p>	3/12/2018 3:12 PM
18	Don't mind Lifetime coming in to Lake Zurich. Just think it's not the proper location.	3/12/2018 2:08 PM
19	The new plan looks much better, they are a quality facility and would be a great addition to the town. Normally their dues are less for a 2 story facility as well. I have belonged to lifetime for 15 years.	3/12/2018 12:58 PM
20	I THINK LIFETIME WOULD BE A GOOD ASSET IN LAKE ZURICH	3/12/2018 10:32 AM
21	I think this is a great idea and would be a great improvement to the lot as it currently stands. I am hopeful that this development is approved.	3/12/2018 9:23 AM
22	Stay with the current zoning.	3/12/2018 9:16 AM
23	Build it!	3/12/2018 5:18 AM

Life Time Athletic Revised Plans

24	Life Time needs to find an alternate location. The intersection of Rand and Old Rand cannot and should not accommodate a facility of this magnitude.	3/11/2018 10:52 PM
25	No lifetime!	3/11/2018 10:17 PM
26	The zoning board said the location was wrong and I have to agree with them. You need to listen to them or the residents will not vote for you again. My neighbors are not happy with the direction you are taking this Village. The downtown low rental apartments, the beer garden, the vape shops, the slot machines all cheapen our village. The fitness center will cause more traffic and not bring any revenue here. You need to say no to this project or I'm afraid the people will say no to you.	3/11/2018 8:47 PM
27	I don't think this is much change to the plan. This facility needs to be on a different property. It doesn't fit well with the neighborhood. I ride my bike and I'm worried about all the extra traffic and my safety.	3/11/2018 8:35 PM
28	I believe that lifetime fitness would be a waste of such prime real-estate near the lake. It also would increase traffic to that area in a very negative way. This is not the right place. It's not the right addition to LZ businesses. I do not support them developing at that location.	3/11/2018 8:20 PM
29	We think the LifeTime project offers a big plus for Lake Zurich residents. LifeTime has worked hard to address concerns and the project is a good use for this property! Gerry Bloomer and Linda Crane	3/11/2018 6:55 PM
30	Appreciate Lifetimes willingness to make changes and work with the community. I think this will be a great addition to the village. Look forward to being a member	3/11/2018 4:25 PM
31	I think it would be nice to have that facility. I live near the location and would be ok with it as long as not too much of the natural wetlands would be disturbed.	3/11/2018 4:00 PM
32	As currently proposed, the revised Life Time Athletic building footprint still encompasses close to 3 acres in area. This is way too large a structure that is surrounded by residential development to the north, east and south to be considered at this location. Regardless of what effort by others went into revising the Life Time Athletic redevelopment plan, significant reduction to the building footprint area needs to be undertaken and presented to those opposed for consideration of this proposed commercial redevelopment to be constructed adjacent to and neighboring a residential-dominated area within the Village. The current revised redevelopment plan is not considered to be a "significant" change from those previous plans presented in 2017 and early 2018.	3/11/2018 1:00 PM
33	With exits and entrances on Rand Rd, I see no issues with allowing Life Time to build. It would be an asset to the community.	3/11/2018 10:13 AM
34	I'm in favor of of this project. I think we should be honored that Life Time wants to come to Lake Zurich. The plans for this club sound awesome and I feel the positives by far out way the negatives.	3/11/2018 9:09 AM
35	Besides having another workout center why not have it located at 22 and Quinten Rd	3/11/2018 8:20 AM
36	still no	3/11/2018 7:51 AM
37	I do not want a facility that large with so much traffic in that location.	3/11/2018 1:09 AM
38	I don't live in the area that will be impacted by Lifetime Fitness but I can understand the residents concerns about the traffic. I would not want that in my neighborhood.	3/10/2018 11:23 PM
39	The Village should approve the proposal - this fitness facility will provide more options to the residents of Lake Zurich and surrounding towns and will bring more business to our town!	3/10/2018 10:15 PM
40	I will go back to an old saying " Putting lipstick on a pig means nothing "It is still a pig" SORRY!!!!	3/10/2018 7:45 PM
41	I have been following the case with LT and it seems that you already approved this deal. Everyone thinks that the Village is mistreating the residents. We are against LT and not happy with the way you are treating the residents.	3/10/2018 4:48 PM
42	Their is not change to this new plan. It's still surrounded by residential on all 3 sides. Traffic will be backed up on Old Rand Road especially at peak hours. I am not in favor of this.	3/10/2018 4:42 PM
43	I am still against the proposed development. There were changes made but none that significantly addressed the issue of safety for the families and LZ pedestrians that use Old Rand. Little was also done to address the loss in property value for those closest to the site. All PZC members stated the site was not preferred yet it is still at that site.	3/10/2018 3:44 PM
44	I am in favor of LifeTime coming to LZ. I did agree with some of the needed changes to the plans but give credit that the concerns were addressed.	3/10/2018 3:10 PM

Life Time Athletic Revised Plans

45	I live at 810 Interlaken. On behalf of conservation- and nature-minded residents of LZ, please stop the continued building in LZ. Just over the past few years, we have seen a huge development of Rand road, along with new condos by the lake, and now lifetime fitness. When will it end? Please stop making everything about \$ and economic development. Not everything should be about \$. If Lifetime does win out, please ensure that everything possible is done to minimize the environmental impact. And if you are getting more tax \$ from lifetime, please use this \$ to invest in nature and or reduce our property taxes. The residents and the town need to see a benefit. Thank you for your consideration.	3/10/2018 1:57 PM
46	I am opposed to the Life Time development. Re-zoning half of the property to residential is a bad precedent to set in Lake Zurich. Is zoning even LAW here? The property is too large for the space. The traffic to the local neighborhoods (20 mpg roads!) will increase no matter what exit is used, as they meander back to Old Rand Road or use Lions Drive to get back to other parts of LZ and neighboring communities in all directions. LZ has a water management problem. The village has ignored my repeated requests for help with my backyard that remains a soaking mess until August of every year. This is what happens when you remove the trees and plants and build a town on a swamp. Where do you plan on "relocating" the water that is removed from the property? The native plants that live there have been filtering that ground water that makes it way to the lake and the water shed ...forever! There will be immense salt run-off from snow removal of a 600 spot parking lot. That polluted salt-water will get to our lake and sully the water. Who will want to swim in the lake (the crown jewel of LZ) as the water quality goes down and down? If you choose to ignore the residents who love this town and care about reasonable development and care for the environment, we are bound to become the next paved-over town in Lake County, a county with the MOST diverse biology of ANY county in Illinois. IF the Life Time project is going ahead, I suggest that they use permeable pavers in their parking lot, save whatever native plants/trees possible and use native plants in their landscaping, maintain part of the natural pond within the parking lot, and reduce the air, noise, light pollution as much as possible. You are selling out to another corporate giant, Lake Zurich. Not all residents who live here will be able to afford the membership cost. So much for having an "accessible" outdoor pool in LZ! Be better, Lake Zurich. You have the chance to make important decisions for the future of our town and our environment.m and the next generation.	3/10/2018 11:34 AM
47	The development is too large and encroaches on property that is zoned residential. If they can develop on the commercial side only there would not be an issue. The development is more suited for the industrial park or for 22/Quentin	3/10/2018 11:13 AM
48	I am against Lifetime Athletic's revised proposal and will not vote for any board member who approves it.	3/10/2018 11:12 AM
49	I support this proposal	3/10/2018 10:37 AM
50	It is still at the same location. This building is to big for the property. The location is not right for this facility.	3/10/2018 9:36 AM
51	Keep Lifetime OUT of Lake Zürich!! There is an abundance of gyms and a lot of smaller independent gyms that we've all grown to love and call home. FOR ONCE leave the little people alone, people can travel to Liberville if the need a lifetime.	3/10/2018 5:39 AM
52	The zoning should not change	3/10/2018 3:33 AM
53	Please do not allow a large facility like this to come to this spot. It just isn't the right fit. The old Kmart spot would be much better suited for the traffic, area, etc. Thank you	3/10/2018 12:56 AM
54	The proposed Lifetime fitness is too big for the site. It has too many parking places and is too tall. There is already 2 fitness businesses close by-the Y and the other fitness center on Rand. Too many of the same businesses competing is not good because then they go out of business and leave behind empty buildings.	3/10/2018 12:38 AM
55	I am very concerned about the impact Lifetime will have on traffic in this area. It is currently challenging to pull out on Route 12 northbound or southbound from Old Rand Road (with a very short light) or Golfview Road or Rugby Road (without a light). I'm concerned that revenue to the Village from Lifetime will not cover the costs of maintaining Old Rand Road. I live in the Manor; not adjacent to the Hackney property and I feel that this project would negatively impact everyone in this area.	3/9/2018 10:56 PM
56	No, this project will forever change our village for the worst!	3/9/2018 10:55 PM

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57	This proposal does not address traffic volume on Old Rand Road. This road is not equipped to deal with any increase. The sidewalks won't accommodate additional foot traffic. Although the building height is reduced neighboring residences still have to deal with lighting issues.	3/9/2018 10:49 PM
58	Lifetime Fitness is a big corporate giant that will take all their money back to their investors and not spend it in our Village. I support the smaller mom and pop business that will give back to the Village.	3/9/2018 10:24 PM
59	I am a jogger and I feel that all the traffic from this fitness center will be a safety concern for me. I am not in favor of Lifetime Fitness.	3/9/2018 10:20 PM
60	Traffic will have a difficult time getting out by the traffic light at route 12. The traffic will cause a congestion and for that reason I would not support this business.	3/9/2018 10:17 PM
61	Vote NO	3/9/2018 9:47 PM
62	Build it!	3/9/2018 9:35 PM
63	We are very excited to have a first class family gym take over the old Hackneys sight. What a great opportunity to have a first class facility in our neighborhood!	3/9/2018 9:22 PM
64	Our home backs to Rand Rd. and the traffic is bad enough already. We can not even enjoy our back yard anymore due to noise. This would only add to the traffic and noise.	3/9/2018 8:49 PM
65	I have always been for it because I have heard great things about them--but even if I hadn't been, I would be now, and am promoting it, because of the awful antics that have taken place from the opposition to the point of being ridiculous, and lies--such awful behavior!!!	3/9/2018 8:48 PM
66	Approve!	3/9/2018 8:43 PM
67	In my opinion the village should not extend any zoning variance or similar exceptions to accommodate the Life Time use on the former Hackney property; it is just not a good fit for that property and the village already has its share of similar businesses. Thank you for the consideration and your work. R. DeFlorio, Sebb Lane Lake Zurich	3/9/2018 8:38 PM
68	What do we need another Fitness Center here. We already have so many.	3/9/2018 7:06 PM
69	Our family goes to the YMCA. Not interested in Lifetime	3/9/2018 7:04 PM
70	Not a good fit for the property. Restaurant would be better!	3/9/2018 7:03 PM
71	Not interested in Lifetime Fitness. Too expensive.	3/9/2018 7:02 PM
72	This is the wrong location. It is impacting residential on all 3 sides. Find them a new location.	3/9/2018 7:01 PM
73	I much rather have a Life Time than a truck stop so I support it. But we have so many fitness centers that something is bound to go out of business if it is developed. I do support the development though.	3/9/2018 6:47 PM

Life Time Athletic Revised Plans

74	<p>If the village is mainly looking at this to help the village tax base, how much? What are the numbers? How much will low income condensed housing help? How much? I understand this is another consideration. Of course you do realize the small business owners who will be affected by LifeTime might go out of business or move to another town and you will lose their tax base. Do you know all of the small business owners this will affect and have added up all of their taxes the village will not be getting. Have you at least speculated a realistic percentage of these owners who will not be renewing their leases. The village and LifeTime have spent countless hours of money and time conducting all kinds of test. What have these business owners said. I can only assume you have talked to all of them on the phone, email or face to face. This would be a more complete survey. Have you talked to other towns with a LifeTime Fitness? How has LifeTime helped those villages? What about the people in those towns? Has anyone talked to the townspeople and business and how it has helped them or hurt them? Who has reached out to the officials of Deer Park? Why didn't Deer Park want LifeTime there? In Los Angeles, there are no more ma and pa yoga studios. They have all been consumed by "The Big Box" Fitness centers. It is happening everywhere. It is also happening with "The Big Box" dentist centers. There is still a need for the ma and pa. The tradition, personalization and the knowledge of what we know and do as ma and pa will go away, along with the tax base. Some of us ma and pa's will keep doing it but not in a commercial setting, rather it will go back underground, instead of in a cave, it will be in our basements. The village won't get the building permits from us, the annual licenses, no more chamber dues, and of course the tax base. Add it all up, it might surprise you. BTW, what are you getting the taxes on from them? It is not off of the memberships, right? Thanks for your time to read this. I know you are doing your best. I do not envy your job right now. There are a lot of bumps in the road and more down the road, especially after LifeTime comes our way. Ask them what are other towns they have tried and have been turned down and why? Sometimes the numbers can be wrong, and I know you know that. There is public opinion and feelings. If this is strong, even tho they are doing every modification you want them to do, you can still just say no. What does your heart say? What would you do if you were in our shoes?</p>	3/9/2018 6:37 PM
75	<p>Please deny approval of this revised plan. I am extremely concerned about the traffic on old Rand Road. Cars go way too fast -dangerous for pedestrians ,dangerous for people crossing the road, the sidewalks are too small so people tend to walk on the street. People are not watching while driving, they are looking at the lake. As it is right now, just getting mail out of our mailbox is almost impossible. Cars are flying past- I've been almost hit many many times. Our mailbox has been destroyed 3 times by drivers not paying attention and hitting it. The exit out of the fitness center going towards Road would help, but not very much. People can still enter coming in from the south, so it would not help traffic on old Rand Road. I'm hoping that this does not pass, but if it does. We need something serious Changes to old rand Road. Some suggestions would be to have old rand have several speed bumps, Lower the speed limit, Make the sidewalks twice as big as they are now. Have access only coming from Rand Road, no access at all off of old Rand Road, and a police presence at all times. That being said, please deny approval of the new plan. More harm will come out of this than good. Also, I think you should know. I'm a fitness freak And work out seven days a week. If this were in a more suitable location I would join in a heartbeat.</p>	3/9/2018 6:08 PM
76	<p>Use the Kmart property. Does everyone know that Lifetime Fitness already owns the Hackney's property?</p>	3/9/2018 5:38 PM
77	<p>I don't want it built. It will cause more traffic accidents . The traffic will ruin Old Rand Road. It is very disappointing to see this administration so pro business.This is a beautiful piece of property. Any available land should be used for family housing. The property across from the promenade should be made into a park . Residents park there to relax and look at the lake. You plan on taking that space away from residents and build businesses! Disappointing !! If the property must be sold at least built townhouses.</p>	3/9/2018 5:06 PM
78	<p>Wrong location, No.</p>	3/9/2018 5:04 PM
79	<p>Do not change Zoning to allow the lifetime fitness facility. It is not right for the community on the old Hackney's lot.</p>	3/9/2018 4:57 PM
80	<p>Way to much traffic on route 12 to allow the flow of traffic with this development on the site chosen</p>	3/9/2018 4:45 PM

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81	Following: -I think 24 hours is ridiculous. -I think that the village has no way to maintain cost of old end rd to support traffic is questionable. -There is no way people will NOT loop around back on to Old Rand Rd -Why is the 55% number being violated? -Why can't other retail go there with housing? -How does LZ make money when memberships are non taxable and you get such a small portion of property tax? -How will wildlife be protected? -If LA Fitness and Foglia Y are not to busy, why do we need a third monster sized gym? -It seems like LZ has already made a decision and just going thru process or Lifetime way ahead of LZ???? If lifetime is a go, please build us a berm with gates and trees to protect Bayshore from being a pass thru, shortcut and turnaround. Thank you Scott Sjogren - Bayshore Homeowner	3/9/2018 4:27 PM
82	I do not want to see Life Time Fitness on the old Hackney's property. I think it is better suited for single family homes.	3/9/2018 4:19 PM
83	Do not build it. It is not necessary. They can put it in Palatine.	3/9/2018 3:51 PM
84	Not in favor. Lake Zurich is beautiful and gives LZ the charm it is known for. Lifetime Fitness is typically located in business districts or with other large corporated buildings. I feel we would be selling out. It would be tremendous congestion to Rand Road which took me over twenty minutes to travel two miles the other night at rush hour. It simply isn't a fit and would be an eye sore and bring a ton of light pollution to the quiet beautiful area. There are over 20 fitness facilities within a 10 mile radius with many within 1 or 2 miles. I would hate to see the small entrepreneurs all be run out of town which Lifetime would most likely do. Put it in the industrial park.	3/9/2018 3:39 PM
85	I'm against the building of this facility in this location. I would suggest that the village purchase the property, tear down the existing building and leave it as an open space. Maybe even make it a dog park facility.	3/9/2018 3:26 PM
86	I am strongly opposed to this project.	3/9/2018 2:58 PM
87	Old Hackney's property is wrong spot for this proposal.	3/9/2018 2:54 PM
88	The Lifetime proposal will have a negative affect on the Village of Lake Zurich. Not only is it surrounded by residential property which will greatly reduce the quality of life for these residents, you will ultimately chase smaller businesses away. Most will not be able to compete with Lifetime. The negative reasons far outway any positive benefits. This project should not go forward.	3/9/2018 2:34 PM
89	If this messege was partially written then connection lost. I apologize. My family moved to Lake Zurich on N Old Rand Rd. in 2005. That's when the rerouting and widening of Rt. 22 had begun. The traffic on N Old Rand Rd. increased greatly. Since that time the speed limit was lowered. The traffic did NOT decrease. There should be NO access to N Old Rand Rd. at all. In any form. Have Lifetime purchase the old K-Mart site. It is better suited for that type of business. NO Lifetime on Old Rand Rd.!!	3/9/2018 2:24 PM
90	I would like there to be a Life Time Fitness based on the proposal. I would love to have an outdoor pool available in Lake Zurich for my kids to go to.	3/9/2018 2:23 PM
91	No Lifetime at hackneys. Put it somewhere else.	3/9/2018 2:23 PM
92	It's too big for that site.	3/9/2018 2:22 PM
93	Sounds like a great addition to our community! Would love it!	3/9/2018 2:06 PM
94	Not a good site for something of this size with changes they have presented	3/9/2018 2:02 PM
95	Eliminating left turns for the exit may lessen south-bound traffic on Old Rand, but allowing the right-turn entrance means that north-bound traffic (traveling to the club) will still be increased. If Old Rand is right-turn exit-only, that would shift at least some traffic full to Rand. Likely, additional steps will be needed to encourage traffic from the south to use Rand rather than Old Rand. Perhaps stop signs at Forest and Pine Tree would help, as well as disallowing through traffic of trucks on Old Rand.	3/9/2018 1:55 PM
96	NO LIFETIME AT THE PROPOSED SITE. If Lifetime insists on being in LZ, use the old K-Mart property.	3/9/2018 1:45 PM
97	This is not the right location for lifetime fitness!!	3/9/2018 1:44 PM
98	I disagree that this proposed development is the highest and best use of this property. So I vote no.	3/9/2018 1:43 PM
99	I still think the property looks tacky there. As a young, work out person, i think that needs to go in a different location in lake zurich, not on rand road. It will kill the lake vibe we all feel passing through. I do think it will be nice for a lifetime just not at that location.	3/9/2018 1:37 PM

Life Time Athletic Revised Plans

100	Additional traffic on Miller road would impact the school and safety of children	3/9/2018 1:36 PM
101	I think it would be an eyesore in a community full of family owned business with old world charm	3/9/2018 1:34 PM
102	I think if Lifetime Fitness wants to come to LZ that's fine, but not at the proposed site. I worry about the traffic problems that it would cause on the neighborhood streets surrounding the area especially Golfview, Pamela, and Pinetree roads. These are neighborhood streets with NO sidewalks, older and narrower than most streets in LZ, and poor street lighting. People walk their dogs and children play outside. It's a disaster waiting to happen!	3/9/2018 1:29 PM
103	Protect the rights and property values of adjacent homeowners by voting no to the rezoning of Hackneys Residential property. No amount of landscaping LT is willing to put in will mask the concrete jungle and 24 hr lights. Have them put in smaller swimming pool (45,000 sq ft? Too big for such contentious zoning issues-instead they can and put in more green space and outdoor activities).	3/9/2018 1:25 PM
104	Not interested. It would only force other gyms out of business and then we would have more empty ugly buildings. Build a restaurant or apartments there. Or an upscale building with a smaller meeting style restaurant and Chinese place with nice fountain style center to encourage socializing.	3/9/2018 1:13 PM
105	I like the revisions made to the Lifetime proposal.	3/9/2018 1:13 PM
106	no lifetime on rand.	3/9/2018 1:12 PM
107	Fantastic idea!!	3/9/2018 1:02 PM
108	It will still significantly increase the traffic on Old Rand, which is dangerous considering how many people cross the street and cars that go too fast.	3/9/2018 12:40 PM
109	Lifetime will help to destroy the intimate casual feel of the village. It is better suited in a larger busier suburb like Schaumburg or Naperville. We don't need developments that bring noise and congestion. Please do not allow Lifetime to occupy the Hackney property. The very first thing that should be considered in a decision such as this is do the loyal residents want it. In this case, we residents do not want it. Harry True	3/9/2018 12:39 PM
110	I do not support lifetimes plan	3/9/2018 12:33 PM
111	Vote NO Lifetime on Rand!	3/9/2018 12:30 PM
112	I do not like the location and the major problems it will cause.	3/9/2018 12:27 PM
113	Not in favor of this as the traffic and increased wear and tear on Old Rand and the negative effect on small businesses in the area..the rezoning of residential land to accommodate LTF directly having a negative effect on neighboring property values	3/9/2018 12:25 PM

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114	<p>I am concerned with this ongoing development for a number of reasons... Primarily, it's one of safety. Old Rand Rd must be crossed by half the lake in order for it to be accessed. 25 mph is ignored by many and this creates significant issues for my community (Oakwood) as we try and enjoy our beach club. With 70 households I find that significant, and am interested in knowing how the Village intends to protect our families and children from enjoying the quiet, residential, LAKE community we moved here to enjoy. Second, I think this has the potential to be a financial disaster... Old Rand Rd is already overused and it sits in a precarious position right on the lake shore. What plans does the village have to resurface and repair this road now (without harming the lake)? And the road needs repaired already,... I can heard plows thumping for the better part of a half mile at all hours of the night now going up and down it... What happens to those plans and how expensive will that be long term by adding thousands more cars a day? What little tax revenue might be gained by a gym??? couldn't in my mind offset that in decades or probably my lifetime. Back to safety... I question the motives of bringing hundreds or even thousands of residents who live outside Lake Zurich daily and inviting them to "cut through" our neighborhoods as they would surely do with this project's proposed location. Gyms are most frequented in early morning hours and then again later in the day. Additional traffic would occur around the times there are school busses on the road, children walking the sidewalks, or waiting on the bus. None of that inspires or creates any enthusiasm for me as I think of my family or my neighbors children. Financially as well, it's highly doubtful that a gym would spur additional economic activity as again, it's primary users would be visiting at a time most of our businesses are not open. Lastly, I find much of the appeal of this village to be in it's safety and quiet residential feel. We have empty commercial properties already, and rezoning residential land which is our more valuable property from both a tax basis standpoint and from a village feel and brand if you will for a business like gyms that are subject to economic conditions and other factors seems short sighted and relatively ignorant of our current village demographics and opportunities moving forward. Frankly, it feels like a lot is happening to try and "force" or "spur" non-single family growth right now and that's highly concerning and disappointing. The highest property values (and tax revenue) locations in Chicagoland are those with some of the LEAST commercial and particularly rental properties available. Lake Zurich has long been a community of people who are vested in it and stay because they OWN property and take care of it. I'm not suggesting Lifetime couldn't be a business that does that, but I object strongly to them needing to rezone residential property to do so. It's bad for home values around it, it's bad for home values on the lake due to increased traffic, and it has the potential to hurt the community far more than any benefit it offers. Please make the right decision for the Village and say no again and invite Lifetime to consider more appropriate locations for their facility. Regards, The Subich Family 280 N Old Rand Rd. 8 [REDACTED]</p>	3/9/2018 12:21 PM
115	Don't think another health club is needed in town especially such a large one.	3/9/2018 12:21 PM
116	Lake Zurich already has two Health Clubs. Could Lake Zurich support three? I don't think so.	3/9/2018 12:21 PM
117	<p>The proposed LTF development on Old Rand, no matter what form it takes, is not the right direction for building a better Lake Zurich. The area around the lake should be preserved and every development completely analyzed for how it affects our village and our most important asset, the lake. LTF needs to find a location that allows the main access to be on a main road. They cannot do this at this location. No matter how tall the building is or how big the parking lot is, they cannot change the fact that they cannot put the main entrance on Route 12. I am immensely worried about the traffic on Old Rand and the safety of the residents in that area. I do currently live in the Lakebreeze townhomes so I also have a strong opinion on what is going in my backyard. I would not mind houses or other residential properties to go into the area zoned for residential. Also, my family is growing and we are currently trying to sell our townhouse to buy a bigger house in Lake Zurich because we love the area. I am worried about what this development will do to our house value.</p>	3/9/2018 12:17 PM
118	We are not for LifeTime developing on the Hackney property due to environmental concerns in building such a large facility on property that is currently zoned as residential.	3/9/2018 12:15 PM
119	I don't think LZ can handle another big box type business. Smaller villages, like ours, can be far more successful when having a smaller business model. The traffic on Old Rand around the lake will not be conducive to that neighborhood. The building location is terrible. If the village is set on having this business, move it further north on Rt. 12 by Old McHenry. Thanks	3/9/2018 12:14 PM

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120	This development does not belong at the proposed location, period! We live adjacent to the property and will see the value of our property go down by thousands of dollars. The quality of life will be reduced excessively by the traffic, long hours, and lighting! What financial value does this project bring to the village over the cost of maintaining Old Rand Road. The Village Board and its officers are elected to serve and protect the residents of Lake Zurich not Life Time Fitness! Open your eyes to the feelings of those you represent. Maury VandenEykel 8 Lakebreeze Ct. Lake Zurich	3/9/2018 12:13 PM
121	We do not need Lifetime in the Village. It would take away from current fitness business in the village and would cause a traffic issue.	3/9/2018 12:07 PM
122	There are better places in Lake Zurich for Lifetime than on the former Hackneys property. This property should be used for townhomes or single family homes, not Lifetime.	3/9/2018 12:05 PM
123	I believe the proposed use by Lifetime Fitness would have a detrimental impact on our village. Please vote NO!	3/9/2018 12:05 PM
124	I do not believe that Life Time should be at this location. I feel as if traffic is already starting to get bad and it will bring so many more cars to the northern part of Lake Zurich. I also feel as if this facility is so expensive that it is mainly catering to North Berrington, Hawthorn Woods, and Kildeer! I just think it is a terrible location and idea for our beautiful town!	3/9/2018 11:41 AM
125	Lake Zurich resident here and I believe Lifetime would be a wonderful addition to our community.	3/9/2018 10:59 AM
126	This seems like an unnecessary addition to the village, which is already blessed with attractive, available Fitness resources. Adding this will only exacerbate traffic issues, negatively impact existing business and change the nature of the neighborhood surrounding the proposed site. If the village really feels like we need another workout facility, why not simply direct them to the long empty K-Mart site and tell them to build there. That would be a big win for the community	3/9/2018 10:56 AM
127	The company should not build here.	3/9/2018 10:55 AM
128	The units on Lakebreeze Ct. will lose \$30,000 in value each. The petitioners request for rezoning must be denied.	3/9/2018 10:28 AM
129	None. Bring Lifetime! We currently belong to Midtown and that's a commute.	3/9/2018 10:26 AM
130	Proposed location not a good fit for the massive commercial development that will generate intrusive lighting, noise, and traffic congestion. Old Rand Road infrastructure maintenance is not accounted for.	3/9/2018 10:22 AM
131	GO FOR IT! Yes!	3/9/2018 10:13 AM
132	It is still the wrong location for business such as Lifetime. We love the lake and surrounding area the way it is without all the traffic and safety concerns it will bring. We love living in Lake Zurich for a reason. We don't want the feel of Des Plaines or Arlington Heights.	3/9/2018 10:11 AM
133	Love it! To me it's a compliment that they want to provide growth in a community that is already striving. Lake Zurich needs a large corporation to jump start this NEW growth. As a new, somewhat younger resident, looking from a different perspective, it's what we need.	3/9/2018 10:05 AM
134	I think it is a great opportunity for the village. It adds more things to do in LZ, will provide more jobs, it's a gym so people can get healthy...that's always a good thing. I think the willingness of Life Time to redo their plans to help appease the naysayers says a lot about who they are as a company. They care. Most companies don't care. I worked at a pool/water park for 16 years and we had a neighborhood built directly behind us. The pool did not disturb the neighborhood. In fact people loved the proximity of it to their homes.	3/9/2018 9:53 AM
135	I want Lifetime Fitness in LZ. The Hackney's location is fine!	3/9/2018 9:01 AM
136	The business is too large for the R1 footprint and the addition to traffic and reduction in village safety is too great to support the Lifetime Fitness facility at the current location.	3/9/2018 9:01 AM
137	I do not believe this is the correct use of the land. This building is open 24 hrs a day. The surrounding homes will have to deal with constant traffic. There are better commercial options out there	3/9/2018 8:47 AM
138	Overall I think this is a great addition to our community. The only small concern is keeping speeders in check driving down Old Rand Road.	3/9/2018 8:42 AM

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139	It appears that the developer has listened to the concerns of the residents and made huge improvements to the plans in an attempt to resolve all the major objections. I would very much like to see this project built at this location; to remove another vacant building as well as adding a huge amenity to the village. Please vote to build it!	3/9/2018 8:15 AM
140	Love it! Great amenity to the community	3/9/2018 8:10 AM
141	We do not need another fitness center.	3/9/2018 7:47 AM
142	Would ask then consider developing a meaningful and useful sized outdoor 50 meter pool that local clubs can host events as this resource is missing from the NW suburbs.	3/9/2018 6:18 AM
143	Please keep the current zoning in place & build homes next to the existing homes. Do not allow Lifetime to pave that beautiful property with parking lots!! Consider the environment and do not empty/destroy the ponds! Bottom line, Homes will bring TAX REVENUE to LZ!	3/9/2018 1:40 AM
144	Lifetime would be a huge win for the Lake Zurich community. Lifetime has so many benefits that other health clubs don't offer. It will bring more jobs to Lake Zurich. Lifetime really worked hard to revise their plans to adjust to what the zoning board wants. They could take their business to another town elsewhere. Why are we as a community pushing this away? Support growth!!	3/9/2018 12:52 AM
145	I do not think that this would be a good placement even with the changes made by Lifetime fitness. It would have a detrimental impact on the already established fitness centers in Lake Zurich (which were told could not be 24 hours due to the impact it would have on the residents, so why does Lifetime get this?). Environmentally it would have a huge impact on the lake and surrounding environment, not to mention the increase in traffic from those coming in from out of town. The majority of people who could afford a Lifetime membership do not live in Lake Zurich proper so while it may help the economy (that is if it doesn't harm the other fitness centers) it will not really be a benefit for most of the residents. This will be one of the only lifetime fitnesses that will be so close to a residential area instead of near a larger shopping area so there is really no way to judge the impact that this will have on the residents that will live right behind it. Overall I think that this would not be a good fit for the community, especially at a time when the trend is to go to the smaller bootcamp type fitness clubs not the big super clubs where you have the feeling of a strong supportive community.	3/9/2018 12:14 AM
146	I would like to remind the village that the proposed site is surrounded by residential property. There will be considerable damage done to the quality of life that residents now enjoy, including safety and environmental issues. Please keep the zoning as it stands right now for the good of the community.	3/8/2018 11:59 PM
147	I would love lifetime fitness to come to LZ. I think it would be great for our community.	3/8/2018 11:52 PM
148	The village doesn't need another fitness center. The village must take a pro-active stance in allowing too many duplicate businesses coming into the village that creates empty storefronts.	3/8/2018 11:38 PM
149	Just say no to lifetime! Square peg round hole.	3/8/2018 11:04 PM
150	Go for it.	3/8/2018 11:01 PM
151	Please approve it! Lifetime is a great facility and business and will be loved here in LZ!	3/8/2018 11:00 PM
152	Build it	3/8/2018 10:44 PM
153	It's going to be a great addition to the community! Build it!	3/8/2018 10:42 PM
154	This is still not the right location for this site. We do not need another variance to move an establishment closer to the street like the eye sore apartments in downtown. Find a more suitable and practical site. The old Kmart site would be ideal with adequate space and parking while not being another impediment to traffic.	3/8/2018 10:40 PM
155	Do not build it here Old Rand already suffers being used as a cut thru with none obeying the speed limit. Families crossing to enjoy the lake, residents in yards suffer. Its dangerous and lowers property value. The run off from the construction, the car fluids in the parking lot and winter salt will soil the lake water. Where will they pile snow in the winter? No no no	3/8/2018 10:28 PM
156	Don't let it happen.	3/8/2018 10:19 PM
157	I support Lifetime coming to Lake Zurich. Great plan.	3/8/2018 10:16 PM
158	We oppose any plan to increase traffic on old rand road. Increased traffic will inhibit safe access to and enjoyment of the lake which is the primary value holder in our minds of ours and our neighbors property. This proposal offers us nothing...	3/8/2018 10:03 PM

Life Time Athletic Revised Plans

159	An incredible asset for the entire community, please don't allow the voices of a few drowned out the voices of the many	3/8/2018 9:37 PM
160	Would love to see Lifetime here	3/8/2018 9:37 PM
161	I am all in favor of having Life Time here. Their Vernon Hills site is gorgeous and I seriously thought it was a new hotel for many months before I realized it was a fitness center. It seems to be a class act. It's for good health! It seems like it will be family-friendly. They have a Foundation that sponsors charitable events. It will provide jobs. They take credentials of trainers seriously and offer courses for certification. It will bring an outdoor pool to LZ! And it will be close enough for me to walk to. Let's not let the Hackney's site sit empty. There are enough of those already and we need something like this to be proud of. And I do think the surrounding businesses on Rand will benefit from people being in the area to work out. We could do much worse with other types of businesses and Life Time has bent over backwards to accommodate us.	3/8/2018 9:31 PM
162	Why aren't they building where the old Kmart was?????	3/8/2018 9:17 PM
163	I think this could only be a benefit to our community.	3/8/2018 9:05 PM
164	Please honor the current zoning code which is 55% residential and 45% commercial.	3/8/2018 9:02 PM
165	Please approve the LifeTime Fitness plan. Lake Zurich needs new businesses.	3/8/2018 8:50 PM
166	Go for it!	3/8/2018 8:44 PM
167	Pass it	3/8/2018 8:29 PM
168	Please protect the neighboring residents and Old Rand Road by keeping the zoning residential on the back portion of the property. This facility is too large with too many members. The noise level from the pool and traffic does not belong in a residential neighborhood. Their busy time is our quiet time at home. This will change the dynamic of our neighborhood. Please vote no.	3/8/2018 8:25 PM
169	The plan still goes against the zoning and the location is not rite for our town. More of an Industrial Setting vs on top of 3 neighborhoods.	3/8/2018 8:22 PM
170	Why shouldn't Lake Zurich approve Lifetime's proposal? Can't find one single reason why they shouldn't. This is an opportunity Lake Zurich has been in desperate need of for years. On top of the obvious upstanding company that could be part of our town, the amenities it will offer to us residents and even better to the children of this community is absolutely wonderful and does not even come close to the very very few and minor points only certain residents are stating would be a concern.. most of them are a huge stretch and shouldn't even be considered a concern. Lifetime coming to Lake Zurich will also help market Lake Zurich as a community that other businesses will Want to be a part of, this will also help spur development in our downtown area along with the other vacant lots in our community. Which is another reason we should not pass up on this opportunity. We do not want another dilapidated vacant building in our community. That is what will happen if we listen to these few residents who don't want their view disturbed. They will Not be happy with any business that puts in a proposal for this land.	3/8/2018 8:22 PM
171	I think Lifetime fitness would be a great addition to the Village. The Village is short of pools, and as a triathlete I can not find enough smiw time to meet my needs. I leave the village to swim and spend money after outside the village as well. Lake Zrucih needs Lifetime to continually build the traffic needed to support local business. With retail getting amazoned, we need different types of business to support us. Litefitme and LZ are a great fit.	3/8/2018 8:10 PM
172	I think the accommodated all the concerns. I fully support Life Time coming to Lake Zurich. It will bring people into the community to shop and spend money in Lake Zurich. The YMCA is at capacity with after care and with it's facilities.	3/8/2018 8:08 PM
173	I support the proposal. This would be a great addition to the village and my family would certainly join. I appreciate lifetime listening and responding to the concerns of residents. I know the opponents are very vocal, but I don't think they represent the opinion of the majority of residents.	3/8/2018 7:43 PM
174	Lifetime Fitness did everything the naysayers wanted so I hope the Village goes ahead with the project. I think it will be a wonderful addition to the Village of Lake Zurich!!!!	3/8/2018 7:43 PM
175	I personally would love to see Lifetime come to LZ! I think they worked hard to accommodate concerns.	3/8/2018 7:42 PM
176	Follow residential / commercial percentages already in place. Do not allow Lifetime to occupy the Hackney property. It would not mesh with the residential area.	3/8/2018 7:24 PM

Life Time Athletic Revised Plans

177	I feel this business will kill the Ymca and the existing exercise facility across from Walmart! Why on earth would Lake Zurich do this AGAIN!?	3/8/2018 7:22 PM
178	Can't wait.....for it to open....I am all for it	3/8/2018 7:10 PM
179	I will be moving to Lake Zurich next month and will be living about a quarter of a mile from the proposed new facility. It sounds great to me. I am for it.	3/8/2018 6:57 PM
180	I think this proposal should be approved. It looks like it would be a great addition to our neighborhood	3/8/2018 6:49 PM
181	So sad to hear that village is still considering this proposal from Lifetime for this location. Why not across from Casper Hardware or more in town. Good idea but WRONG location!!! By the way , I'll reserve opinion on in town apartments but right now, you get a grade of F. They don't match the others and why are they so close to the sidewalk??	3/8/2018 6:44 PM
182	Still not the appropriate establishment to go in that area.	3/8/2018 6:41 PM
183	I am happy that Lifetime has changed their proposal to take into effect the concerns of the community. With that said - WELCOME, Lifetime!	3/8/2018 6:35 PM
184	I think this is a GREAT idea. Not only will Lake Zurich be a prime spot for dining, but also in the fitness area. There's nothing around that area from Barrington to Lake Zurich fitness wise. Also this can attract many people from surrounding areas like Fox Lake and Wauconda who don't have a close fitness center. This can bring more revenue to LZ because it will get people to come to town and spend their money on other things than just LifeTime. The Y is on the other side and LA fitness is farther away. This is perfect for people needing to get a quick workout in, and do many other athletic and productive things. It will be a great place for students to go to aswell, also keeps them out of trouble because they can go to the fitness center now and play basketball, swim, etc. I do not understand why residents of this town are so against it. It's not even close to houses, the nearest neighborhoods are behind it and across the street. How could there be a traffic issue for them? Maybe to avoid this traffic risk you can extend the lot into or behind the Papa Gus lot. Otherwise this is a perfect idea, thank you LifeTime for this awesome consideration.	3/8/2018 6:30 PM
185	I think a Lifetime Fitness would be a great addition to Lake Zurich. However, the location is all wrong. Old Rand Road will still be used even if the left turn lane is eliminated. You would be putting this huge gym right at the end of a largely residential area which will cause traffic issues and safety issues. Old Rand is already busy enough and I cannot imagine how much busier and more unsafe it will be if this gets built. There are so many people I see cross Old Rand to get to their docks that already have to cross somewhat unsafe roads, that we don't need to make it any more unsafe. I understand the argument that this is only affecting a small amount of people, but it's still affecting people a great deal and it shouldn't matter how big or small the size of it is. This location will be right by our lake, causing further congestion and pollution, something our already polluted lake does not need.	3/8/2018 6:23 PM
186	Love it	3/8/2018 6:21 PM
187	I am against the revised proposal. Moving the building 102 feet did not change the overall footprint of the project. Lowering the height did not change the mass and overall square footage. The increase of the buffer by 20 feet does not seem to be much of a difference. The same numbers of cars will be entering and leaving the facility even with the no left turn added. My main concern is the property values of the residents that surround this property on three sides. The changes to the plan will not mitigate the decrease in value to these property owners. Thanks. Mike Gannon, 207 North Old Rand Road.	3/8/2018 6:14 PM
188	The Village needs to respect the residents before anything else and honor the zoning code. I purchased here in LZ at Lakebreeze Villas, knowing that the property next to me was zoned residential. Many of my neighbors want to sell before LTF comes in yet the homes that are currently on the market cannot generate any interest BECAUSE of LTF. Of course, there are many in favor of LTF in this location. I've checked out their addresses and NONE of them will be impacted. Why should I have to sacrifice my quality of life and my property value so that the Masterson family and LifeTime Fitness can gain? Do you think this is the right thing to do?	3/8/2018 6:09 PM
189	My feeling is that the Village should honor the current zoning code. It was zoned 1/2 residential for a reason, primarily to protect the residents and the surrounding area.	3/8/2018 6:00 PM
190	Build Lifetime. It is an amenity that could benefit the community.	3/8/2018 5:56 PM
191	I think the Village should go forward with the plan with life Time fitness. I think they would be an asset to our village and be lower impact then some shopping center.	3/8/2018 5:55 PM

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192	I'm a Bayshore Owner. I want the village to honor current zoning. Changing the zoning at this point is not fair. People consider zoning codes before purchasing homes. Zoning codes are in place and residents accept the current code. The board continues to push LT agenda knowing the surrounding community is against it and that is just plain wrong. It's the residents that are their neighbors-not LT Fitness executives and attorneys. Is there seriously no where else in LZ that better supports this project? Mary Lorenz	3/8/2018 5:55 PM
193	Honor the commitment already agreed to by the Planning and Zonning commission to not remove the residential zoning on the property. Nothing in the proposal submitted by Lifetime addresses any of the reasons that the original proposal was rejected by the Planning and Zonning Commission. Just because Lifetime wants to buy the Village a park across the street is no reason to accept a modified proposal. This could and should be considered a bribe and coersion by the Village which should result in immediate termination of the current Village board for wrongful vendor engagement should this actionable path continue. This is unethical practices and may result in legal actions against the Village board by the Illinois State Ethics Board.	3/8/2018 5:53 PM
194	I believe the changes Lifetime has made to the proposal are in fact substantial and we as a village should support their development. I think they're are a few improvements they could still make as far as community outreach and involvement with the high school, however, I would appreciate if we as a village would suggest these in a respectable way minding how Lifetime has been treated by a minority group thus far.	3/8/2018 5:51 PM
195	Be wary of some comments on Facebook pages etc many do not live in lake Zurich that are recommending it be built. Not a true picture of lake Zurich residents feelings on this site	3/8/2018 5:48 PM
196	The proposal appears to address villagers' concerns to the extent possible. Many criticisms do not appear to relate to the proposal itself but to discontent with other unrelated factors.	3/8/2018 5:46 PM
197	Please approve the proposal. We more development in Lake Zurich and this is something many people think would be a very good addition to town -- much better than the apartments that have been approved and obviously way better than the gas station that was rejected for the Hackneys site. Hopefully this will spark development in the downtown area. The people who live off of Old Rand have been very vocal in trying to stop pretty much all development near the lake, but people throughout town really want more value-added development in town. We just aren't as vocal as the residents that try to tank every proposal.	3/8/2018 5:40 PM
198	As a Lake Zurich resident, I support this development and believe it will be a great addition to the community. Has consideration been given on requiring Lifetime to landbank the parking along the north and eastern property line? This would provide additional green space to adjoining properties (with an option to expand if necessary). This would also ensure the property isn't overparked (for the January joiners of the world). While the adjacent residents likely pushed to remove the left-turn movement on Old Rand, from a planning perspective, a left-turn movement is desirable.	3/8/2018 5:36 PM
199	Adhere and respect the zoning that the property owners have relied upon - i.e. residential on the back commercial on the front. A change in zoning should only be considered if Lifetime is willing to make a substantial change (1/3 or more) in the overall size of the facility to make it more like there other facilities in terms of distance from adjacent residential housing.	3/8/2018 5:33 PM
200	Not the right location. Should be around industrial area. This will also put many exercise places in lake Zurich out of business. They should be doing the traffic study during the summer months when city people are driving to lakes with boats, campers etc. Traffic is backed up from old rand south to almost Walmart. Not to mention the number of added vehicles from the apartments going in on Kmart site. Not on rand road, other areas not so congested please. Let deer park have it.	3/8/2018 5:28 PM
201	We don't need another giant warehouse style fitness center.	3/8/2018 5:26 PM
202	I would love to have a Life Time Fitness Center in Lake Zurich. We need to focus on welcoming businesses into our town, not shutting them out. I think that Life Time has been very accommodating when it comes to requests made by citizens and that we need to meet them in the middle at some point. I agree that there are still some concerns on the table (right turn onto Old Rand, lights late at night, etc.) but I think that we should address those in a positive and welcoming way. I really hope that this gets approved so we don't have property sitting undeveloped in Lake Zurich for longer than necessary.	3/8/2018 5:24 PM
203	Very reasonable, in favor of LT. I am a lake owner and think this is a great idea!	3/8/2018 5:24 PM
204	I think it's a step in the right direction and shows they are committed to this location.	3/8/2018 5:18 PM

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205	The impact on the surrounding residents and on Old Rand Road make this a poor development. Please follow the Zoning Boards recommendation and do not allow this project to move forward. The back half of that property is zoned residential and should remain so. Tell Ed Masterson to find a developer who is willing to do that.	3/8/2018 5:16 PM
206	That property is not suitable for a huge development of this kind! It's a beautiful location which would suit this community better with a restaurant or outdoor garden for families to enjoy the lake or surrounding wooded areas with a park and bike/walking paths. There are other locations that I'm sure are available to hold this enormous structure. It's truly unfortunate that this village doesn't care about the community or how residents feel. For several years it's been one disappointment after another with initial positive ideas going nowhere!!	3/8/2018 5:15 PM
207	Please vote YES to Lifetime Fitness. It would be a wonderful addition to our community.	3/8/2018 5:13 PM
208	I believe LT has gone above and beyond to address the concerns of the interested parties. I am happy with the plans for the development.	3/8/2018 5:06 PM
209	Please protect the residents and maintain the zoning code. NO LIFETIME!!!	3/8/2018 5:00 PM
210	That zoning is put in for a reason. How you would want a non-tax revenue producing monstrosity like this is beyond me. That traffic will be a nightmare and the village, beyond the destruction of a way of life, the roads, etc., would get less tax revenue from smoothies than it would from 10 houses on the R4 zoned back 1/2 - this is a no brainer to deny.	3/8/2018 4:58 PM
211	I'd like to see the zoning unchanged here. Lifetime would be a good addition to the Village, but not at this location. Although I understand any business there will drive traffic to ORR, the sheer volume of traffic that Lifetime will create is hazardous to the surrounding residential community. If it must move forward there, I'd like to see Lifetime pay for permanent speed mitigation on ORR such as speed bumps, automatic speeding cameras, increased patrol, etc.	3/8/2018 4:57 PM
212	I support this project. I believe such a highly regarded, high class facility would enhance the village and ultimately bring more desirable business. Lifetime clubs have so much to offer and they are first rate. It would be positive change and, in my opinion, the catalyst for more positive change	3/8/2018 4:52 PM
213	Today a Villa at Lakebreeze Court facing the Hackney's Property is going up for sale. Why? Come on you know the answer. Continue to honor existing R-4 zoning code. Trustee Euker, THIS IS FACT!!!!	3/8/2018 4:49 PM
214	I believe that lifetime has addressed the concerns of residents nearby with their revised plan and would love to see this development move forward.	3/8/2018 4:23 PM
215	The building and facilities are still too large for Old Rand Road - that road would be unable to support the increased traffic from people cutting through the center of the village!! I don't object to LF in general, but not in that location, moving it further from the road doesn't help.	3/8/2018 4:23 PM
216	Why do we need another large workout place like this when we have a large LA Fitness down the street on Rand. Too much for our area. Are these two competing against each other eventually going to cause one of them to close down?? That will be great more vacant property for years. Just what we need!!	3/8/2018 4:20 PM
217	Great changes. Welcome Life Time!	3/8/2018 4:20 PM
218	I am in favor of bringing in lifetime fitness to Lake Zurich at the hackneys location. I feel this business would be a welcome addition to the area and the benefits far outweigh the concerns being raised.	3/8/2018 4:18 PM
219	Excellent business to add to lake zurich! It is a wholesome business. Very desirable service to be enjoyed by locals and will draw other people into to LZ! Great location too! Please let them build this fitness center!	3/8/2018 4:14 PM
220	I think Lifetime would be great to have in Lake Zurich. It would increase tax revenue, and the location would increase traffic through the downtown, which I think is a positive.	3/8/2018 4:08 PM
221	I Think either proposal would be great! Hopefully lifetime will happen. The residents near it need to understand that some kind of retail will be going there so why not have a more classy retail like lifetime go in instead of a gas station or restraunt. This will bring in lots of money for the village, and we need a Real work out place here instead of the place down the street. I think the old Kmart site would have worked better, but that has been sold. Or maybe the lot across from Walgreens next to the Atrium would work by Cuba road and subdivide it for other retail since it's larger. This could be another option.	3/8/2018 3:53 PM

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222	I am thrilled that Lifetime is interested in coming to Lake Zurich. I am honestly amazed by the major revisions that LTF came back with in response to LZ's resident concerns. I think the faction that is fighting this development have an inflated perception of their support. The fear mongering is ridiculous! Thank you for listening :-)	3/8/2018 3:51 PM
223	I am in support of having lifetime in our community. There are really only three things that can go there lifetime a Cooper's Hawk Winery or a Portillo's.. it's awesome that lifetime has approaches and really wants to make a deal with Lake Zurich it will not bring excessive extra people to Rand Road most people will be driving this way anyways on there to way to and from work or not going out of the way to go to another lifetime somewhere else this would bring people to want to spend more money in Lake Zurich and walk around our beautiful Lake. I am a lake owner and have no issue having lifetime in lake zurich. I do believe it's a village does need to look into infrastructure issues like sewage and also electricity that adding something of this nature and how it utilizes those will not impact surrounding neighborhoods I have already heard have issues with these I know our infrastructure for water is not new. Can it handle what lifetime may emit? Who will address the electricity issues I have heard neighborhoods in those area frequently get power outages How will adding a greater pull on electricity impact those neighborhoods?	3/8/2018 3:45 PM
224	For it! They are working with us! We in LZ. We'd them. Tired of empty lots	3/8/2018 3:39 PM
225	We'd love to have Lifetime in LZ. Great facility with outstanding programs. You have our support.	3/8/2018 3:34 PM
226	I'm pro lifetime fitness coming into lake Zurich. It would change this community for the better and bring in revenue rather than having a vacant lot. Also know that this poll could be rigged with people answering more than once	3/8/2018 3:34 PM
227	Accept the proposal so we can have a nice gym.	3/8/2018 3:26 PM
228	I'm excited and I think it would be a great thing for our community!	3/8/2018 3:21 PM
229	Wrong location. Too big. Residential zoning codes need to be honored.	3/8/2018 3:19 PM
230	I am thrilled they decided to come back after the incredibly threatening and vocal residents who are against it. The opposition must not be mistaken for the larger number of supporters in this town of 20,000 people. The village of Lake Zurich is in desperate need of redevelopment, and what better way to be spurred than this? I feel that this is the best possible start to an economic rebirth. I also think the left onto Old Rand Road should be allowed. It's the main artery into our downtown area, and those who travel from the east will surely stop at restaurants and stores on the way home. They will bypass downtown if they are forced to make a right only. Having this state of the art health club in our own backyard will be a gift. I will be first in line to sign up. PLEASE VOTE YES!!!!!!!!!!!!!!	3/8/2018 3:17 PM
231	It seems as though Lifetime listened, addressed all of the major resident concerns brought up at the various planning/zoning meetings, and is doing their level best to be a good corporate citizen. It seems only fair to provide a SOLID green border on the 3 sides not facing Rand to provide a screen for parking lot lights, car headlights, as well as some kind of sound baffles if feasible to protect the interests of the residential properties abutting the site. There has to be a happy medium between protecting their rights and property values AND providing an amenity that can benefit the bulk of the residents in town.	3/8/2018 3:15 PM
232	40 feet is very high and much higher than the existing building, the so called "revisions" are only band aids on all the problems with this development that were reiterated over and over again at previous meetings!!!!!!!!!! This development is NOT A GOOD FIT FOR LAKE ZURICH AND WILL FOREVER CHANGE THE COMMUNITY OF LAKE ZURICH. THERE WILL ONLY BE NEGATIVE CONSEQUENCES. LZ HAS MORE THAN ENOUGH FITNESS FACILITIES!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!	3/8/2018 3:15 PM
233	I am against of the LifeTime facility on that particular property.	3/8/2018 3:12 PM
234	The analysis provided does not speak to the property tax, sales tax or jobs this project will generate for the city, school district, and county. Consideration of the economic benefits would seem essential to make an informed decision.	3/8/2018 3:09 PM

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235	<p>Lake Zurich can not pass up this opportunity to have an amazing facility available to the residents. Lifetime has proven over and over again that they are willing to work with LZ and they most definitely want to be in LZ. Why would we deny this proposal for a few very rude and upset individuals who only really oppose because of selfish reasons. We all have the risk of properties near our residents to possibly change, or for new construction to block our views or add more traffic/noise but that is part of life. To dramatically state that their quality of life will be effected is not a fair statement. Plus, most likely their property values will go up because of the immense amount of amenities Lifetime offers. Hopefully LZ realizes the majority of the residents want this amazing facility. Yes, supporters of Lifetime have not come forward due to the horrible bullying and attacks from residents opposed on Social Media, Etc. That was witnessed live at the Village Meeting on March 5th... Sadly! Please LZ approve Lifetime to come to our community. Other businesses within the area will also benefit and it will bring in new opportunities for LZ as well. These very few close by residents will not be happy with any business that shows interest in this site. They have exaggerated data, made up lies about Lifetime and it is not in the best interest of Lake Zurich or the majority of residents to deny this opportunity. I highly doubt another opportunity that is better than this will come along due to the complexity and the large amount of property this plot has. Most importantly, Lifetime offers such wonderful amenities, classes, activities, outdoor swimming (which residents have wanted since the beginning of time, not all people enjoy swimming in the lake) swimming lessons, child care and wellness options to us residents. I will say it again.. WHY would we not want this in our community??</p>	3/8/2018 3:08 PM
236	<p>Lifetime is good for our community. It was unite people in one place. It is a strong business. Our community needs a facility for our children to grow and swim. We love that lifetime has listened and come back with changes to address the opposition. It's time for lake Zurich to be grateful that lifetime is even considering and continuing to work with us. Please cast a yes vote in support of this.</p>	3/8/2018 3:08 PM
237	<p>I am in support of Lifetime Fitness coming to Lake Zurich. It will be a wonderful addition to our community. Providing opportunities for activity and employment to the area residents. I also believe it will bring people from out of the area to our town. Which I feel will benefit other businesses in Lake Zurich. Progress and change need to happen!! I believe the positives outweigh the negatives in bringing Lifetime to our town. Please don't let this once in a life time opportunity slip through our community's fingers. VOTE YES for Lifetime. Thank you Mary Kate Pratt</p>	3/8/2018 3:07 PM
238	<p>Would love to see Lifetime Fitness in Lake Zurich. I actually prefer the original proposal keeping it above ground. Who wants to work out in an underground bunker? LTF is the GOLD Std in Health clubs. LZ is lucky to have them interested. If necessary find a compromise to get it done.</p>	3/8/2018 2:57 PM
239	<p>Love it.... can't wait for it to open</p>	3/8/2018 2:53 PM
240	<p>Changes seem good, I support the project</p>	3/8/2018 2:51 PM
241	<p>Looks great! Build it!</p>	3/8/2018 2:47 PM
242	<p>I would like to see Lifetime at a different location. It belongs on the property available by the post office. I am not anti Lifetime, I just don't want the traffic on Old Rand Rd. I do not live on the road, but I enjoy walking on it.</p>	3/8/2018 2:44 PM
243	<p>I am in favor of the proposed development. I agree with the residents that live on Old Rand Rd. and the surrounding community that road and sidewalk conditions along Old Rand Rd. are a big concern, along with traffic flow, but I think that there are things that can be done to accommodate these concerns in the next few years. I believe the benefits of the Lifetime fitness outweigh the positives. Would it be possible to see a rendering of the size and scope of the building in relation to the plot of land and surrounding area? I believe this will put it into perspective for a lot of residents. Almost as if we had a view of it from across the street? Thank you for taking ALL residents' opinions into consideration and not the lesser amount of outspoken opposition.</p>	3/8/2018 2:40 PM
244	<p>We do not need a Lifetime Fitness in LZ. It will hurt our other health clubs already here. Lifetime is overpriced and not the kind of place for our town.</p>	3/8/2018 2:39 PM
245	<p>Please allow this build to happen- It will have incredibly positive impacts on this town!</p>	3/8/2018 2:37 PM
246	<p>I do not believe the new plan adequately addresses the traffic concerns voiced by citizens. There is still a major question about traffic volume and safety in regards to the entrance/exit on Old Rand Road.</p>	3/8/2018 2:35 PM

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247	I think the revisions made were very accommodating to the community and strongly believe LT would be a great addition. Yes, there are a few draw backs for people living near by such as traffic but anything that goes into this space will bring traffic. People are being unrealistic and exaggerating the negatives. We want our community to grow in a positive way and I personally feel LT would do that. I can't imagine the other proposed businesses going in there such as a truck stop/gas station. The building is beautiful. We are members in VH (currently only my husband). I got tired of the drive and he works by the VH location. We love the facility and all that it offers. It is a bit expensive but it's a one stop shop. Offers a lot of family activities. I say BUILD IT! Good luck!	3/8/2018 2:33 PM
248	I'm impressed. Excited to have Lifetime nearby.	3/8/2018 2:32 PM
249	It's not needed in that location. LZ has plenty of locations that are eyesores that could use redeveloping. Before we take away additional green space the Kmart location must be dealt with.	3/8/2018 2:32 PM
250	I would like to see lifetime come to Lake Zurich. I have been a member for 10 years and have been driving to Schamburg would love to see a location close to home. Since we don't have pools in lake Zurich it is nice facility with both indoor and outdoor pools that my whole family enjoys	3/8/2018 2:32 PM
251	I would love to have a life time in the community. I would be an employee or a member!!! I reside at 13 Prospect	3/8/2018 2:32 PM
252	Love it. I've been waiting for Lifetime to show up in this town since I moved here in 2010. I was a member in Algonquin from 2000-2010 and the only thing I've missed is Lifetime. It will be a fantastic addition to this village. I'm wondering if they've considered dropping the club to a gold level gym??? Maybe those residents in opposition would be more receptive to 108,000 square feet vs. 125,000? I Think it would be more affordable for young Lake Zurich families, your strongest demographic for this project.	3/8/2018 2:30 PM
253	I support the development, and appreciate the compromises Life Time has made to support the concerns of LZ residents. The property is very large and it is unlikely a business similar to Hackney's could afford or want the location. I think it would help the problem of inadequate number of aftercare programs for kids in Lake Zurich. I would appreciate if Life Time would consider permeable pavers as a way to protect the local environment. Thank you.	3/8/2018 2:27 PM
254	I support Lifetime Fitness.	3/8/2018 2:22 PM
255	Please bring Lifetime!!!! It would be a great community spot both for adult wellness, but do families with kids to come and enjoy the pool, while having a fun place to hang and do activities in the winter. Don't get bullied by a few townspeople who do not represent the majority of us.	3/8/2018 2:20 PM
256	Negative - putting lipstick on a pig. Not really any change to traffic, noise, disruption, etc. Still as bad an idea as before.	3/8/2018 2:15 PM
257	I am happy that lifetime took the feedback from the city and addressed the issues in a fair manner	3/8/2018 2:11 PM
258	Don't build at all. There are enough fitness facilities already in the area	3/8/2018 2:10 PM
259	Strongly in FAVOR!	3/8/2018 2:09 PM
260	I think Lifetime makes beautiful clubs and I don't see a problem with adding it. I only wish I could afford a membership there!	3/8/2018 2:09 PM
261	Please vote yes on the Lifetime project. I believe it is a good option for this property.	3/8/2018 2:08 PM
262	This would be horrible for Lake Zurich!!!!!!!!!!	3/8/2018 2:05 PM

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263	Please take into consideration the negative impact this 24 hour commercial building will have to the nearby residential neighborhoods. Look at the manor, it is already very difficult to get into and out of the manor. Often parking from Bobbers has Pine Tree so narrow that it often would be impossible for an emergency vehicle to get through. If there were a 24 hour fitness center so close by it would become increasingly difficult to get into and out of the neighborhood. The traffic (before the additional lifetime fitness traffic) on Rand road makes getting out at Rugby incredibly dangerous and it takes a long time. Obviously if lifetime fitness were to be added, exiting the subdivision via Old Rand Rd would also become a long frustrating and potentially dangerous situation. This part of town is quiet. It's the small town feel that we all moved to Lakw Zurich for. A 24 hour monstrosity like Lifetime fitness will shatter the peace. Lowering the building a tiny bit, moving it a hundred or so feet and making no right turns onto old Rand do not even begin to address the main concerns. They are band-aids thrown on a huge gaping wound. Why isn't the village encouraging and considering developments that would #1 honor the zoning already in place and #2 be something that would highlight and contribute to our community especially the lake right across the street. Why not something similar to Lindys Landing? That would draw in so many people and wouldn't have to be a 24 hour eyesore ruining the landscape of our namesake lake. Additionally, please consider commercial properties that will significantly contribute to sales tax income. Lifetime fitness would be taking AWAY a lot from the village and GIVING little to nothing in return. Our property values will decrease and our property taxes won't. Please stop being so concerned about bringing out of town people in to work out at an expensive gym, ruin our roads, create traffic nightmares and noise pollution when the people you should be working to make happy are the people who call Lake Zurich home. The people who live, often work and shop here. Finish fixing up downtown to see if you can accomplish drawing in people. Stop allowing empty strip mall after empty strip mall. Stop allowing new strip malls to be built when there are empty ones all around us. Please, step back and look at the mess that Lake Zurich is becoming and that will not be helped by Lifetime Fitness. And do something. Do something positive to the people who do life here.	3/8/2018 2:03 PM
264	This Plan looks great, approve it.	3/8/2018 2:02 PM
265	the revised plan is exactly what the residents and the PZC asked for and it shows they are listening. A few more changes and we should be good to go. I am looking forward to having LTF in our community	3/8/2018 2:01 PM
266	Please vote in favor of this proposal as it will be a great asset to Lake Zurich.	3/8/2018 2:00 PM
267	Square foot too big, traffic concerns on NORR. It belongs in a different location. Plus, it will make many current exercise places to close in LZ.	3/8/2018 1:57 PM
268	My family and I have been residents of lake Zurich since 2009. I have worked with the community since 2001. I believe that lifetime has done an excellent job in their revision on the facility. Even as a member of another fitness establishment in the community, I feel that bringing lifetime to this property is a win for the community of lake Zurich. More jobs, tax revenue, people spending money at stores and restaurants, it all benefits us as a whole community! Please approve this property to be built at the current proposed site.	3/8/2018 1:56 PM
269	There is already the LA Fitness, this unneeded in this town. Do not allow this.	3/8/2018 1:53 PM
270	Don't think LifeTime Fitness will do well at that location. Move it away from the lake and let the residents have another public area for us to use that land for by the water. Would rather see parks, restaurants and stores in that area.	3/8/2018 1:52 PM
271	I think the proposal is reasonable and would love to see Lifetime Fitness developed here.	3/8/2018 1:52 PM
272	Good job on fixing what the p&z asked.	3/8/2018 1:47 PM
273	Sounds good can't make everyone happy and we need fewer vacant buildings	3/8/2018 1:45 PM
274	Awesome opportunity here! Isn't 1 of the villages strategic plan goals DEVELOPMENT? Fantastic economic development opportunity here. Plus LifeTime would generate great revenue boost to all local governments with higher property taxes versus vacant Hackneys building. Build it!	3/8/2018 1:44 PM

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275	While I understand the intrigue of bringing this business to Lake Zurich, I do not believe the proposed location is appropriate. The impact to the existing green space, traffic on Rt 12, traffic along the only sidewalk near the lake, as well as the many small health and fitness businesses within the village cause a large concern with a large number of residents within the community. I do not live immediately near this location however I'm extremely supportive of those residents' concern in their property value. The village needs to be a good neighbor to those residents and listen to their voices. I plead the village to deny the proposal by Life Time and respect the nature that exists in that property today and their residents who will feel the largest impact to their homes.	3/8/2018 1:43 PM
276	It would show many of us who are pro change in this community that if the village goes with the FEW that oppose rather than the MANY that WANT this Opportunity from Lifetime Fitness to build that we will never be anything more than what we are full of now- empty lots, disintegrated 1980-1990 looking villiage that shows no progress. WE NEED THIS TO BRING IN PEOPLE TO BRING IN PEOPLE TO RUN ERRANDS AFTER THEY WORK OUT TO SPEND MONEY - The many that want this and the village board need to stop babysitting the people on Old Rand Rd with their signs and their kids who are not in the area any longer and the bay shore complaining - Listen change is going to happen and look at this golden opportunity of a very fine establishment that PICKED US to build and that has gone ABOVE AND BEYOND! BUILD IT AND THEY WILL COME!	3/8/2018 1:41 PM
277	I think having Lifetime come to Lake Zurich would be an amazing addition to this community.	3/8/2018 1:39 PM
278	Why can't our village build its own outdoor pool? I asked Park&Rec several years ago and was told because we have a lake. Lake swimming is very different from a pool. We joined and paid non-resident fees at the Hawthorn Woods pool since it opened. Maybe a joint venture-build indoor & outdoor with D95? Hackney's property large enough for just an outdoor pool with parking?	3/8/2018 1:36 PM
279	I don't think it's the proper facility for that particular parcel of land. I like the idea of having a life time fitness in town, just not at that location.	3/8/2018 1:33 PM
280	I think it an excellent addition to LZ. Lifetime has really impressed me with their willingness to compromise and I think the property owners in that area are being unreasonable and selfish in their extreme opposition. I am very excited for all that Lifetime will bring to our community and I hope the board sees past the ridiculousness of a few and votes it in.	3/8/2018 1:29 PM
281	The revised plans look great except the entrance on NOR. Traffic flows like water and the NOR entrance should allow right and left turns into the lot and out of the lot.	3/8/2018 1:26 PM
282	I think that Lifetime fitness would be a great business for Lake Zurich. It would offer employment opportunities for the community.	3/8/2018 1:25 PM
283	I am in favor of Lifetime's revised plan. I think Lifetime will be an awesome addition to the village. PLEASE APPROVE! I also believe the feedback/questions asked of Lifetime by the Village Council were good suggestions. I also think the Council is handling this volatile situation very well. I agree with statements that the very few residents that live near the site are against, while the vast (silent) majority of residents are for the proposal. Keep up the great work! (P.S. nothing is stopping those against to form a group to fund the purchase of the land, in order to keep it as they would like it)	3/8/2018 1:24 PM
284	Approve it. This is a family based community and LifeTime is a great fit for our active community. Currently our children/ teenagers have limited opportunities for entertainment and recreation. Lifetime would provide an outdoor pool...many residents go to Barrington or Hawthorn Woods for the pool. The indoor pool would open opportunities for our kids to swim compatibly, and provide our high school swim team additional training opportunities. Lifetime would provide jobs for our youth, and it is a great all around facility for our active community. There is a very small group, that don't want this for trafic reasons...but it seems that they historically say no to everything and anything that might benefit our downtown. This community is growing, becoming more diverse, and we need to say YES to companies that meet our values and want to be a part of our community	3/8/2018 1:19 PM
285	I support the Lifetime Proposal	3/8/2018 1:18 PM
286	I do not see why this project has so much controversy surrounding it. To me allowing the development of that land is a no-brainer. Why exactly would anyone oppose this project? It reminds me of the retirement residence that was shot down on the lake several years ago. We have to look at things from an economic perspective. Our lake is great and could be so much better if we would just get out of the way and let business take it's natural course.	3/8/2018 1:16 PM

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287	A Lifetime Fitness would be a great addition to the community, by providing health and wellness options 24/7 to the community. Lifetime attracts a higher class of members and provides a much better alternative to the LA Fitness which has been going downhill. I am sure residents would prefer this than another strip mall which could have less than desirable businesses and not guaranteed to succeed.	3/8/2018 1:13 PM
288	Replacing Hackney sooner, rather than later, is better in my view. Empty parcel brings in no revenue. Full disclosure- I live in the other end of L. Z.	3/8/2018 1:13 PM
289	I believe the Life Time Athletic development would have a positive impact on our community. Not only will it provide a meriad of healthy, fun activities for people, but it will also provide jobs. The Life Time development would provide many positive outcomes for LZ as well as surrounding citizens. I, my family, and my friends hope it comes to fruition.	3/8/2018 1:10 PM
290	We should be open for business. Few people cannot keep hostage entire village. This is a big opportunity for the village and we should show that we are business friendly.	3/8/2018 1:08 PM
291	As a resident of the neighborhood just behind that lot... Please, no LT at this location! It will be a disaster.	3/8/2018 1:06 PM
292	To Whom It May Concern: I would like to tell you that I am supportive of the new Lifetime proposal . It is important to me that you know this since I was not able to attend most meetings. There is a group of people that are against it and they do not speak for all of us in this village. I truly believe that this will be a great addition to our community. It is a healthy alternative and brings a lot of positive benefits. I really appreciate that Lifetime listened to our community and adjusted the concerns that were made by our residents. It seems like they are willing to work with the village. It would be great to finally see something good in our community rather than another empty lot. Warm Regards, Angela Goldberg	3/8/2018 1:05 PM
293	This would be great for expanding this static community.	3/8/2018 1:02 PM
294	It looks great. Hoping it is approved!	3/8/2018 1:01 PM
295	While I have no personal issue with the company (though I can positively say I will not be a customer due to the cost), this location is not the right one. I live in Lake Zurich estates and already struggle to get down Pine Tree due to the cars from Bobbers. It is downright dangerous in the summer. Making a turn into Old Rand from Pinetree is already hard. Even without slowing left turns, there WILL be an increase to traffic on OR and will be large. And honestly, even if you make left turns illegal, people will do it. Look at the townhouses behind Costco. That left onto 22 isn't allowed yet I see people do it all the time.	3/8/2018 1:00 PM
296	Traffic will still be a nightmare.	3/8/2018 12:59 PM
297	Lifetime has listened to the residents concerns and changed the plans. As a resident who can walk to the proposed Lifetime property I hope you will approve the plans. I would love to have Lifetime in Lake Zurich. It offers so much under one roof. Is Lake Zurich going to leave this property vacant because the property owners who are fighting Lifetime are going to fight all businesses who want to go on this site. If LZ is concerned about Lifetime affecting other gyms then why is there another Pilates business opening by Aldi. We already have one.	3/8/2018 12:55 PM
298	It appears that Lifetime has listened and provided a plan that works in the space while providing a buffer for the residents. I think this would be a great addition to the community and should be allowed to move forward. Let's prove we are a business friendly community and maybe more will want to come and locate in our downtown.	3/8/2018 12:55 PM
299	It was great to see Lifetime come back with a revised proposal that addressed ALL of the complaints that the residents on NOR had. Unfortunately for Lifetime, any other business that may be interested in that property, or any downtown property, as well as the residents of Lake Zurich, this outspoken group of residents will continue to make ridiculous arguments and accusations that will prevent ANY improvement in this area. This is NOT what we want for our town. Any improvements will come with some inconveniences to the nearest neighbors, and that is what happens with growth. Everyone needs to understand and accept the fact that their opinions are not fact, or the opinions of the majority.	3/8/2018 12:54 PM
300	Lifetime would be great to have in Lake Zurich. It would offer a huge boost to our local business traffic.	3/8/2018 12:52 PM
301	I realize that many citizens have traffic concerns. That is important but I think the vitality of the community will be enhanced by Life Time's inclusion. Good luck!	3/8/2018 12:51 PM

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302	I LOVE how accomwdating LT has been. This will be a great addition to our community. PLEASE Pass this new proposal. We cannot afford to lose this opportunity . The Positives far outweigh the negatives.	3/8/2018 12:50 PM
303	I love it and think it would be a great addition to LakeZurich!!	3/8/2018 12:48 PM
304	I think that Lifetime would be a great addition to our community and am in full support of their proposal! Lifetime's revised proposal addresses most of the concerns that have been raised and I think the development should be approved to move forward.	3/8/2018 12:47 PM
305	My feed back is simply this. It does not belong on that site as practically everyone has attest to including the PLZ. Stop trying to shove it down our throats! If LZ wants it so bad have them put it somewhere else.	3/8/2018 12:41 PM
306	I like the revised proposal and think it was very flexible of Lifetime to make that change. I am in favor of this development as I believe it will be an asset to our town.	3/8/2018 12:40 PM
307	We do not need such a huge facility in this Town. Too much traffic, too much green space covered, too much of an added burden to the water and sewer systems. This building will look worse than those hideous apartments the Village allowed to be crowded on nearly the sidewalk of the NW corner of Main St and Old Rand Rd. We need to remember this is a smaller town not Arlington Hts.	3/8/2018 12:39 PM
308	I'm excited about the proposal and hopeful Lake Zurich can welcome Lifetime to the former Hackney's site!	3/8/2018 12:38 PM
309	I feel the facility is simply too big. The current zoning should be kept as is to honor those residents. We have been looking to relocate within Dist 95 and when a property backs to an open space, we check zoning. If we know the zoning is subject to change, those properties would not be a consideration.	3/8/2018 12:37 PM
310	Great location, lots of businesses already down that stretch of Route 12 and on a road already constructed for high volume of traffic. The ymca is so busy we don't like going there, this gives another option.	3/8/2018 12:37 PM
311	I support the Lifetime Proposal. It is important to not downsize it anymore and risk the residents amenities. The outdoor pools and recreation space are important to my family. I have joined LA fitness and other gums and their amenities don't work for my family . We deserve a pool and space for our family to enjoy. We are not privileged to be a part of the exclusive Lake Front properties or boat slip owners. Please think of my families lifestyle as much as theirs are protected.	3/8/2018 12:35 PM
312	I am for the development - it would introduce a "different breed" of athletic facilities into our town much different than anything we currently have. As a result, this may also attract some new types of businesses that would further enrich our area. The property is going to be developed regardless, and this is a company that is willing to spend the extra money (and HAS the extra money) to create an attractive facility and effective barrier between the business and residents. (Another company may not have the ability to do as good of a job.) Living by the Wal Mart, we were concerned about their expansion a few years ago (i.e. sound, lights, increased traffic, etc...) However, all of the issues we were worried about have not surfaced, and we now have a nice separation between the store and our neighborhood - better that what it was before. Many of those who oppose the Lifetime are worried about increased traffic - that argument could have been made with the new DMV - my neighborhood is also near the DMV and we have not noticed any increase in traffic. If the club truly attracts "3000" people per day, they are not going to go to the club all at one time where there is a flood of cars going in and out of the facility - it will be spread throughout the day. And think of all of our other businesses in town that will benefit from these visitors! People need to remember that if they move into homes next to/near lots zoned for business, businesses are going to be built, modified, changed, etc... on that land. (Its like moving next to the train tracks, then complaining about the noise). Not that the town shouldn't listen to their concerns - it is obvious that they have! In my eyes, it seems apparent that the town and Lifetime is trying to create a plan that is satisfactory to everyone, and this is a good solution. Thank you!	3/8/2018 12:34 PM

Life Time Athletic Revised Plans

313	I think that Lifetime has made numerous changes to satisfy the concerns that were addressed during the last 3 village meetings. I think Lifetime would be an excellent addition to Lake Zurich and would help spur other developers to come to Lake Zurich. I live in the subdivision that exits out onto 12 where Ravinia Terrace turns into N. Old Rand Road so if there was a traffic concern it would affect me but I am not concerned about it. I think the benefit of Lifetime being in our town would greatly outweigh a little extra traffic at that intersection. Bottom line is whatever you put at this corner the traffic will be increased. I would LOVE to see it be a Lifetime! I was a member of their Schaumburg facility and it is an amazing place with lots to do.	3/8/2018 12:32 PM
314	I believe that the Lifetime facility would be a positive impact on the overall community life of Lake Zurich residents. While I understand no one wants a major facility in their back yard, if a business works with the community to address their concerns, as LifeTime apparently has, we need to reconsider their proposal. The traffic issues apparently have been addressed as well as the height of the structure. I am sure the buffer to the properties to the east will not satisfy the persons that are against the proposal but at least LifeTime listened and did what they could to reduce the impact. We all know something is going to be developed on that valuable parcel of land and I do believe the impact LifeTime will have on the Village will be overall positive and be a great addition to the numerous benefits people have for residing in Lake Zurich.	3/8/2018 12:32 PM
315	I think Lifetime has addressed the concerns of the citizens of Lake Zurich. Those that oppose the project seem to just have opposition and no solutions other than just no and the same reasons they opposed the project before the revisions. I would like to see a sidewalk placed in the plan as to hopefully one day have one that circles the lake for those that wish to run or walk the area.	3/8/2018 12:31 PM
316	BUILD IT! BUILD IT! BUILD IT! YES! We want this LT here in LZ. We have lived here in LZ for 18+ years. My children attend the D95 schools. I work in LZ. We spend our \$ in LZ; we pay our taxes in LZ. We WANT this! This is an incredible opportunity for LZ and its surrounding communities. Please do not let a few loud Old Rand Rd residents speak for the greater majority of 20K+ tax payers. Those few loud mouthed people do not represent the community. PLEASE know that the majority of LZ residents and the surrounding community's residents want this. We WANT this to be built! It will be the gem of LZ! YES! BUILD IT! BUILD IT! BUILD IT!	3/8/2018 12:30 PM
317	Stick em in the industrial park	3/8/2018 12:28 PM
318	I am strongly in favor of the proposal by Life Time. Please do the right thing for all of LZ- not just a select few. We/LZ are lucky to have this opportunity please don't squander it. With this development we won't have to address this property for another 30-40 years. Unlike if a restaurant or gas station goes in- we'll be going through this every 5-10 years. Don't stand in the way of progress please. Thank you. Brian Martin Windemere Ln	3/8/2018 12:27 PM
319	I think it looks great. Lifetime is obviously open and willing to accommodate the needs and requests of LZ residents. What an asset it would be to our community!!!	3/8/2018 12:26 PM
320	They did a great job in addressing all of the concerns and I believe that their proposal should now be accepted. Lifetime fitness in the Lake Zurich area will help the community and will have a positive impact on home sales, modernization and overall appeal of the area.	3/8/2018 12:24 PM
321	Build It!	3/8/2018 12:23 PM
322	Lifetime would be a wonderful addition to Lake Zurich. I applaud LT for making the changes and trying again. Hopefully this time the village will do the right thing and approve it	3/8/2018 12:22 PM
323	I believe this will be great for our community. Please approve it	3/8/2018 12:21 PM
324	I think that lifetime fitness has been more then accommodating. Let's come to an agreement to get this built.	3/8/2018 12:20 PM
325	My family strongly agrees that Lifetime Fitness be allowed to build their site on the old Hackney's property. The revisions made meet many or all of the concerns I read about.	3/8/2018 12:18 PM

Life Time Athletic Revised Plans

326	I think Lifetime would be a great addition to Lake Zurich, just not sure the current location is the best place. However, if this plan moves forward, I think it would be great to see Old Rand Rd widened slightly to include and bike/runner path. I think it would also be great to have sidewalks widened to actually fit more than 1 person. With the potential for increased traffic on Old Rand, I think these would be wise decisions. The lake is our name sake and people enjoy walking, biking, and running around it. Please ensure that it is safe. Also, I have concerns regarding Golfview. I think that may end up being a cut through and that road is horrible, it is hard for 2 cars to drive in opposite directions without going into the yards. The road should probably be improved and sidewalks should probably be considered on this road as well. The kids that live in that area walk to the grade school (Seth Paine) on the streets since there aren't sidewalks and their safety should be ensured.	3/8/2018 12:18 PM
327	BUILD IT! Build it - we will come! BUILD IT! Please do not allow a few Old Rand Rd residents speak for the greater majority of 20K residents. We do not agree with their malicious ways. Please do not let this incredible opportunity slip away from this village. It is a once in a lifetime opportunity to really spur the growth of this village. Please vote to approve! BUILD IT!!!!	3/8/2018 12:16 PM
328	I think lifetime made some nice accommodations.	3/8/2018 12:13 PM
329	Lifetime fitness is a nice facility but have you looked at how much it costs for a single person verses a family membership as high as over \$ 120 a month. The families of lake Zurich can't or may not be able to afford this. Look at the economics and people's income of the neighborhood. This facility is more for the people of Hawthorne woods, Kildeer, long Grove etc. These are neighboring towns with people who have or make a higher income. Why can't it be a place like Cuba Marsh with lakes, ponds and trails for families and dogs to enjoy nature. We need more places like Cuba Marsh .	3/8/2018 12:11 PM
330	I am happy to see the changes LT made in response to the community's concerns. Hoping the project moves forward!	3/8/2018 12:11 PM
331	I think LifeTime has been more than accommodating with their revised plans for this facility. They have went over and above in attempts of compromising with the handful of residents who live near the facility that are opposing them coming in. I am thrilled about the prospect of a world class facility such as LifeTime coming to Lake Zurich and I know that the support for this organization outweighs the opposition! Please do not pass this up!!!	3/8/2018 12:11 PM
332	I would love to see Lfetime in our community. I think it would be a wonderful addition, bringing in people from surrounding suburbs would show other commercial developers that we have the fot traffic to build more. I think this is just what Lake Zurich needs. The building would be a great addition to enhance our lake offerings. It will provide a great service to families with children with their before and after school programs. The Y can not handle the needs of our community anymore and this would be a great option for parents.	3/8/2018 12:11 PM
333	Please consider and Approve the proposal. They have made major changes and would be a benefit to the community and this space.	3/8/2018 12:10 PM
334	While Life Time has changed its plan based on comments made by PZC and residents, I still don't feel that the old Hackney's property is an appropriate place for this size/type of building. Life Time belongs in a spot that is already a concrete jungle (Kohls property, movie theater property, etc.). A mixed lifestyle property (half condos/half small storefronts) with green space would be more appropriate on that corner (and make sense given the current zoning of that property). If I lived in the townhomes by the lake, I would NOT want a large facility with a huge parking lot butting up to my backyard.	3/8/2018 12:09 PM
335	Do it. No more changes needed	3/8/2018 12:09 PM
336	Build it.	3/8/2018 12:08 PM
337	I don't think this location is fit for a building of this size and I don't think the back part of the property should be re zoned commercial to accommodate it. It's not fair to the people that live there who bought their homes and one day expected there to be residential property build there. I know this impacts a smaller part of the community and people outside this area whose homes won't be impacted don't care about this, but it's not fair for those people to have this behemoth of a building built in their backyards. Another developer will come along who will want to put townhouses or single family homes there, that is what belongs there.	3/8/2018 12:08 PM
338	It is a bad location for traffic. People will exit and go through the neighborhood to get back to Old Rand Rd and head south towards downtown.	3/8/2018 12:08 PM

Life Time Athletic Revised Plans

339	I like the lifetime fitness plan and I hope they are approved. The changes they made from the first version were great	3/8/2018 12:07 PM
340	BUILD IT! We will come! BUILD IT! Please vote to approve Lifetime. We have lived in the community for 18 years and are eager for a development such as this. This will benefit the greater majority of our community. We do not agree with the Old Rand Rd residents. Those very few residents do NOT represent the greater majority of 20K! Please do NOT let such an enormous and economically beneficial opportunity slip through our community's fingers. Please VOTE TO APPROVE. LZ wants this built!!!!!! We also do not agree w the Old Rand Rd minority and their malicious scare tactics.	3/8/2018 12:07 PM
341	I think this facility is needed in LZ and the proposed location is perfect for it. We do not need any more restaurants or retail shops. Please approve this project!	3/8/2018 12:05 PM
342	Why is the village even hesitant on this call. Lifetime would be an amazing addition to lake Zurich. The village does not need another gas station. Lifetime brings so many benefits to our families. Let's go with it already	3/8/2018 12:03 PM
343	I like that they revised the plans because it shows that they are listening. I'm still very concerned about the environmental impact of such a large building and so much increased traffic.	3/8/2018 12:01 PM
344	This should be approved in short order. This is a great company and would be a welcome addition to our community. I'm not sure what the pushback is but would those residents rather have a gas station with a car wash for instance??? I think it is great that Lifetime chose LZ to build one of their world class facilities.	3/8/2018 11:59 AM
345	Build it! We would be fools to pass this opportunity up!	3/8/2018 11:58 AM
346	Please build this LifeTime. It is a small number of organized individuals that are against it. The village needs more businesses.	3/8/2018 11:58 AM
347	Love it	3/8/2018 11:57 AM

Katie Williams

From: Sarosh Saher
Sent: Thursday, March 15, 2018 4:44 PM
To: Antonio Castillo; Craig Dannegger; Ildiko Schultz ([REDACTED]); jgiann7
[REDACTED] Kurt Baumann; Michael Muir; Orlando Stratman;
william.riley@[REDACTED].com
Cc: Katie Williams
Subject: FW: Lifetimes' new Petition - Major Concerns

In compliance with the Open Meetings Act, please do not Reply All

Members of the Commission - At the request of resident Dennis Burns, I am forwarding his message to you.

Thank you.
Sarosh

Sarosh B. Saher, AICP

Community Development Director | Village of Lake Zurich | 505 Telser Road, Lake Zurich, IL 60047
sarosh.saher@lakezurich.org | Direct: 847-540-1754
Engage with Lake Zurich at LakeZurich.org/Connect

From: Dennis Burns <[REDACTED]>
Sent: Thursday, March 15, 2018 4:37 PM
To: Sarosh Saher <Sarosh.Saher@lakezurich.org>
Subject: Lifetimes' new Petition - Major Concerns

Mr. Sarosh,

I kindly ask that you forward this e-mail to all Members of the Village of Lake Zurich Planning and Zoning Commission and to the Village Board as well. Thank you in advance for this consideration.

With gratitude,
Dennis J. Burns
Resident of Lake Zurich

To who it concerns,

I have several issues, many of which I or others have addressed in all the meeting of both the Village Board and The Zoning Commission as regards the changing in Zoning of the Hackney's Property to facilitate the building of Lifetime Fitness.

The following concerns are based on FACTS not opinions.

The new Petition from Lifetime does not change any of these concerns or eventual costs to the Village or the safety and quality of living of the immediate residents. Also, Lifetime themselves

previously stated the NEGATIVE impacts on these changes they now propose !!! (i.e. traffic, ground water tables, etc.)

Please Note - the new Vernon Hills facility "in/out" numbers are based on a survey done from **Dec. 28 to January 6th 2017 (really !!)**

a) THE OUTDOOR POOL was CLOSED !!!!! (WHAT ARE THE NUMBERS IN THE MIDDLE OF SUMMER, IN GOOD WEATHER, WHEN CHILDREN ARE OFF OF SCHOOL AND THE OUTDOOR POOL IS OPEN ???) my bet is it goes to their original "in/out" facility numbers that they presented in their first petition (look back at those numbers please)

b) the temperatures that week (Dec. 28th to Jan. 6th, 2017 were minus -1 degrees with wind chills @ minus -20 degrees.

c) it is a time of year when many take vacations out of State

Concerns:

1) wear and tear on N. Old Rand Rd & South Old Rand (both will be affected by increase of as many as 500 cars a day but more than likely 1000 to 1500 cars a day). The Village can not afford to repair these roads which are already cracked, have numerous patched and unpatched pot holes. Lifetime will not generate enough income to the Village to cover the cost of repairing N. Old Rand Rd. What is the financial benefits to the Village of Lake Zurich ? if you incur these new road maintenance costs over the next few years ??

2) No Left Turn Out - Lifetime themselves stated the following in refuting the benefit of this option - This is their response !!

Lifetime Response: Related to prohibiting left-turns exiting the site onto Old Rand Road, depending on their destination, this restriction may cause some to choose to use the adjacent local residential streets in lieu of the more appropriate major collector streets. As noted, Old Rand Road will continue to operate at acceptable levels of service after the development is built.

This is exactly what we have been saying is most likely - i.e. people will turn around to go back South on North Old Rand - they will either try to turn around in Bayshores parking lot, or go out the West exit of Lifetime on to Rt. 12 turn North and then turn on to Pamela, then on to Pinetree and then back on to N. Old Rand.

They are saying 60% of traffic will come from East and South but they believe these 60% of people will only use Rt. 22 to Rt. 12 and not take the less traffic light route which from the East is to cut thru downtown at East Main, or turn on North Old Rand at Casper's True Value ?? which would mean one stop light versus 7 Stop lights ?? and the people coming from the South will, by their thinking, take Rt. 12 rather than turn heading North onto South Old Rand at the 7-11 proceed thru one 4 way stop, a light at Rt. 22 & a light at Main St. rather than continue up Rt. 12 and hit 7 Stop lights before Lifetimes' proposed entrance ?

3) Their new Landscape design is predicated on saving some of the Hackney's Property's already existing mature trees and foliage, however The Board and the Planning & Zoning Commission already have testimony on file (and video) from Tree Experts stating that the chance of the existing foliage of surviving is slim to none !! Has anyone gone back over prior Meeting Testimony videos ?

4) Water Table and Water flow - When first asked if they could build more underground Lifetime experts said they could not since it would adversely effect the Water Table and Flow - now they say it can be done - how can that be ? Where is the revised Water table information (I did not see it in their new outline of items)

5) Safety on N. Old Rand - The Village is entertaining an ordinance to increase the speed limit on N. Old Rand which is already dangerous to pedestrians, runners & bicyclists with the current speed limit which people ignore and speed on at 10+ miles over the posted limit - Now you want to add 500 to 1500 cars a day to an already unsafe road that is neither designed for this volume nor Classed for this volume ??

Katie Williams

From: Tom Poynton
Sent: Wednesday, March 14, 2018 10:54 AM
To: J O
Cc: OU - Village Elected Officials; Kathleen Johnson; Ray Keller; Roy Witherow; Sarosh Saher; Katie Williams; Orlando Stratman
Subject: Re: Life Time Fitness

Dear "Concerned Lake Zurich Resident 25 yrs",

THANK YOU! for your reasoned input. And "yes" to your query *"you all are being flooded with Pro Life Time Fitness votes"*.

It is reassuring that the majority of residents "get" and recognize the efforts we have put in to make this community better. Thank you.

In the spirit of complete transparency ... both your email and my reply will be passed on to the Trustees, staff, PZC Chairman and Lifetime representatives.

The proposed **private property** application for the development that you referenced is being given careful, thoughtful consideration as it moves through a well defined and very public vetting process. I'm confident that any decision ultimately made will be done so with the best interests of the total community in mind.

Lastly ...If you want accurate, timely, transparent, pertinent and unbiased information on activities going on in the Village of Lake Zurich then I hope you sign up to receive via email the Village's twice monthly newsletter **BENCHMARKS**. You can sign up here for **BENCHMARKS** --> <http://lakezurich.org/452/Benchmarks-Archive>

Again ... Thanks for your input.

Tom Poynton
Mayor, Village of Lake Zurich, IL

From: J O [REDACTED]
Sent: Tuesday, March 13, 2018 8:00:24 AM
To: OU - Village Board
Subject: Life Time Fitness

Good Morning,

I am hopeful you all are being flooded with Pro Life Time Fitness votes vs. the charades being played by the people on north old rand rd. with their personal agendas to go after your board and the Mayor most recently. It shows they have personal agendas that are a far cry from why they oppose Life Time.

If the majority of the board and planning and zoning cannot see the potential UPside to bringing this GIFT of a Business to Lake Zurich I am sure Kildeer or Lake Barrington or Barrington will.

You see the people that will be attending this business will also spend their money at other businesses and possibly and hopefully BRING MORE actual bricks and mortar store fronts to this village.

As far as this INFLUX of traffic on old rand rd. please...everything fixes itself but you have to invite and embrace change for new ideas on traffic, come on and the lights and all the changes Lifetime as put forth- if you vote NO - it will have an impact on future GOLD STANDARD businesses even WANTING to step foot in the next meeting cause they know it will be worthless as Lake Zurich does not want to grow with the times- but they will have many gas stations, vape shops, mattress stores, fast food restaurants, empty windows with for lease signs, empty buildings, empty lots, banks, slot machine signs, Lovers Lane right at 22 and 12 the heart of town etc. Lets turn this town around for the better!

The only vote is YES to this Gift of Life Time and we don't even want to work out lol, we just want more business to our village.

Best,

Concerned Lake Zurich Resident 25 yrs

Katie Williams

From: Tom Poynton
Sent: Wednesday, March 14, 2018 10:49 AM
To: Mike Samsung
Cc: OU - Village Elected Officials; Kathleen Johnson; Ray Keller; Roy Witherow; Sarosh Saher; Katie Williams; Orlando Stratman
Subject: Re: LIFETIME FITNESS FOR LAKE ZURICH IS THE ONLY VOTE! BUILD IT!

Mr. Samsung ...

THANK YOU! for your reasoned input. It is reassuring that the majority of residents "get" and recognize the efforts we have put in to make this community better. Thank you.

In the spirit of complete transparency ... both your email and my reply will be passed on to the Trustees, staff, PZC Chairman and Lifetime representatives.

The proposed **private property** application for the development that you referenced is being given careful, thoughtful consideration as it moves through a well defined and very public vetting process. I'm confident that any decision ultimately made will be done so with the best interests of the total community in mind.

Lastly ...If you want accurate, timely, transparent, pertinent and unbiased information on activities going on in the Village of Lake Zurich then I hope you sign up to receive via email the Village's twice monthly newsletter **BENCHMARKS**. You can sign up here for **BENCHMARKS** --> <http://lakezurich.org/452/Benchmarks-Archive>

Again ... Thanks for your input.

Tom Poynton
Mayor, Village of Lake Zurich, IL

From: Mike Samsung [REDACTED]
Sent: Tuesday, March 13, 2018 8:07 AM
To: OU - Village Board
Subject: LIFETIME FITNESS FOR LAKE ZURICH IS THE ONLY VOTE! BUILD IT!

Good Day Board,

I visited a Lifetime Fitness and What a club that was. It is like the Ritz Carlton of the Gyms. Our area desperately needs a club like that. as a stock broker and home builder, I am 110% confident that Lifetime will raise the value of all the homes in the area and enhance the image of the village. I can't wait for this to pass. If it does not pass than you will have 100's if not 1000's to head out to where it WILL pass.

Do the right thing for your residents! The noise from Old Rand Rd is just that NOISE- We want and are expecting it to be built.

Katie Williams

From: Wallace, Lori [REDACTED]
Sent: Wednesday, March 14, 2018 10:32 AM
To: Tom Poynton; OU - Village Board; Kathleen Johnson; Ray Keller; Roy Witherow; Sarosh Saher; Katie Williams; Orlando Stratman
Subject: RE: Lifetime Fitness #supportgrowthsupportlifetime

Thank you for your response. Yes, I receive Benchmarks which is a great newsletter. I also do understand the reasoning for the vacant properties and the challenges we are all facing with that Ex: Old Kmart) This makes our need for a company/developer like Lifetime to be able to develop this new vacant property. I also feel for the little that I know about the property owner of this lot in discussion, they both seem diligent and eager to move forward. Lifetime has obviously showed tremendous determination to be in Lake Zurich and we should all feel confident that they will follow through on their proposal and actually build this wonderful facility for the residents (not leave it vacant for years on end) We should also take this has a huge compliment that Lifetime really wants to be in LZ. I don't know if any individual on this email chain has been a member of Lifetime, but it is a fantastic facility with so many more options for their members other than a "workout" gym. The amenities are endless and the classes and activities they can offer the children of Lake Zurich residents is unsurpassed. Most importantly this will promote growth for all of lake Zurich... Period, end of story, no denying this...

Thank you,

Lori Wallace

From: Tom Poynton [mailto:tom.poynton@lakezurich.org]
Sent: Wednesday, March 14, 2018 9:50 AM
To: Wallace, Lori [REDACTED]; OU - Village Board <Village-Board@lakezurich.org>; Kathleen Johnson <kathleen.johnson@lakezurich.org>; Ray Keller <Ray.Keller@lakezurich.org>; Roy Witherow <Roy.Witherow@lakezurich.org>; Sarosh Saher <Sarosh.Saher@lakezurich.org>; Katie Williams <Katie.Williams@lakezurich.org>; Orlando Stratman <ojstratman@aol.com>
Subject: Re: Lifetime Fitness #supportgrowthsupportlifetime

Lori ...

THANK YOU! for your reasoned input. It is reassuring that the majority of residents "get" and recognize the efforts we have put in to make this community better. Thank you.

In the spirit of complete transparency ... both your email and my reply will be passed on to the Trustees, staff, PZC Chairman and Lifetime representatives.

The proposed **private property** application for the development that you referenced is being given careful, thoughtful consideration as it moves through a well defined and very public vetting process. I'm

confident that any decision ultimately made will be done so with the best interests of the total community in mind.

Just an FYI for you. Most of the properties that lay in decay are not from Village government indecision or even neighborhood opposition. They are the result of the private property owners. And that's as far as I'll go on that. Call me if you would like specifics.

Lastly ...If you want accurate, timely, transparent, pertinent and unbiased information on activities going on in the Village of Lake Zurich then I hope you sign up to receive via email the Village's twice monthly newsletter **BENCHMARKS**. You can sign up here for **BENCHMARKS** --> <http://lakezurich.org/452/Benchmarks-Archive>

Again ... Thanks for your input.

Tom Poynton
Mayor, Village of Lake Zurich, IL

From: Wallace, Lori <[REDACTED]>
Sent: Tuesday, March 13, 2018 4:10 PM
To: OU - Village Board
Subject: Lifetime Fitness #supportgrowthsupportlifetime

Hello,

I am really hoping Lake Zurich does not let an opportunity to have a great establishment like Lifetime come to our community go. A lot of families are in full support of having such a wonderful recreational wellness center here for the residents. Besides having a great facility with several amenities for adults and children, having Lifetime come to Lake Zurich will help spur marketing and development all over Lake Zurich. I also really feel this will help create a buzz for our downtown revitalization. A company and establishment like Lifetime will bring lots of visitors in to our village which will ultimately result in added businesses that the residents have been wanting ex: Restaurants, shopping, etc. This will also help current businesses in the area grow. This is a great opportunity we cannot pass up. I hope you listen to the majority of the residents that are in favor of Lifetime and not the very few local residents that are only opposed due to selfish reasons. Any establishment that shows interest in this property will create more traffic, noise and activity, etc, unfortunately that is just the nature of the beast.

Support Growth Support Lifetime!

Lori Wallace

Lake Zurich Resident of 18 years..

This message contains information which may be confidential and privileged. Unless you are the intended addressee (or authorized to receive for the intended addressee), you may not use, copy or disclose to anyone the

Katie Williams

From: Tom Poynton
Sent: Wednesday, March 14, 2018 9:46 AM
To: Herlihy, Terry; Jim Beaudoin; Mary Beth Euker; John Shaw; Marc Spacone; Jonathan Sprawka; Greg Weider; Ray Keller; Roy Witherow; Sarosh Saher; Katie Williams; Orlando Stratman
Subject: Re: 3/5 Meeting Follow Up:

Terry ... I also have been travelling. Getting home early today.

Just a couple follow ups.

1. Just so you know ... the decision to not pursue the increase in speed limit on ORR occurred many, many months ago. Around the time of the first Lifetime courtesy review.
2. The electronic sign has been posted around town and on ORR many times since we purchased it via a grant from Com Ed. It is a deterrent.
3. The term I used "inconvenience" on purpose.
4. As I have said many times ... I/we simply want to make this place better ... whatever that entails. We are always striving for better. Compare where we are today vs where we were 5 years ago ... no question we are better.

I look forward to your proposals

Tom Poynton
Mayor, Village of Lake Zurich, IL

From: Herlihy, Terry [REDACTED]
Sent: Wednesday, March 14, 2018 1:02:10 AM
To: Tom Poynton; Jim Beaudoin; Mary Beth Euker; John Shaw; Marc Spacone; Jonathan Sprawka; Greg Weider; Ray Keller; Roy Witherow; Sarosh Saher; Katie Williams; Orlando Stratman
Subject: RE: 3/5 Meeting Follow Up:

Mayor Poynton,

I have been out of town since early morning on the 7th but returned home late last night to see an electronic "your speed" sign below a posted 25 mph sign on Old Rand heading northwest just past Scoreboard. Thank you for the responsiveness and what I hope is a continued effort regulate the speed and keep Old Rand safe. The actions of the Village and Police Department in the last week or so have been noteworthy and representative of being at the heart of community. It is also great to hear the proposal to increase the speed limit on Old Rand is collecting dust in favor of common sense and proactively mitigating risk.

As for the parallels between Old Mill Grove, Pheasant Ridge, and Old Rand, I appreciate your honesty and would support/help work toward any logical measure proposed to improve the safety and quality of life in your neighborhood. Your problem is my problem, Tom. I do however disagree with one aspect of your email. Perhaps it was a misuse of words, but we should refuse to ever let a controllable risk or situation be dismissed as an inconvenience. An inconvenience is more along the lines of the polar vortex or mosquitos. Both of those examples are beyond anyone's control. Our collective safety, especially when enforceable systems and laws can be put in place to lessen the risk for

danger, should be paramount. I am not saying it's snap your fingers easy, or that every driver is going to obey all signs and be caught accordingly when they don't. But we should always be striving for better, especially since it can often be achieved with increased effort that isn't all that difficult to put forth. And for the record - better can include Lifetime Fitness, any other development, a revitalized downtown, safe neighborhoods and lake access, along with an environmentally sound and healthy lake.

I do plan to submit a proposal for stop signs on Old Rand but want my request to be detailed and well thought out before doing so. It should be complete in the next week or so.

Thank you for your time and help,

Terry Herlihy
Vice President
Industrial Services

NAI Hiffman
One Oakbrook Terrace, Suite 400
Oakbrook Terrace, IL 60181 USA



[Blog](#) | [LinkedIn](#) | [Twitter](#) | [Instagram](#) | [Vcard](#)



From: Tom Poynton <tom.poynton@lakezurich.org>

Sent: Thursday, March 08, 2018 7:40 AM

To: Herlihy, Terry [REDACTED]; Jim Beaudoin <jim.beaudoin@lakezurich.org>; Mary Beth Euker <marybeth.euker@lakezurich.org>; John Shaw <John.Shaw@lakezurich.org>; Marc Spacone <marc.spacone@lakezurich.org>; Jonathan Sprawka <jonathan.sprawka@lakezurich.org>; Greg Weider <greg.weider@lakezurich.org>; Ray Keller <Ray.Keller@lakezurich.org>; Roy Witherow <Roy.Witherow@lakezurich.org>; Sarosh Saher <Sarosh.Saher@lakezurich.org>; Katie Williams <Katie.Williams@lakezurich.org>; Orlando Stratman <ojstratman@aol.com>

Subject: Re: 3/5 Meeting Follow Up:

Terry ...

You are "preaching to the choir" in your opening paragraph of your last email. Thank you for that. Trustee Eukers impassioned Trustee Report was an accurate representation of Board consensus.

A clarification ... raising the speed limit on North Old Rand Road is **not** currently on the table.

As I explained the process in a previous email, this is how it related to North Old Rand Road ... a while back several residents broached the subject of raising the speed limit on North Old Rand Road as they felt the current speed limit was inadequate. The issue was brought forward to the Village Manager. It then was assigned to CPAC (Citizens and Police Advisory Committee). That committee spent several of their meetings studying and discussing the options. I think but don't hold me to this but a traffic study may have been done as well. Those meetings were very publicly noted and are always "open" meetings meaning that they were open to the public.

The committee did the requisite due diligence and made a recommendation to the Board to increase the speed limit on Old Rand Road. That recommendation was sent back to the Village Manager and forwarded to the Village Board. It was placed on an agenda for Board discussion/possible vote and has not seen the light of day because I directed the issue to be tabled ... for a number of reasons but the main reason being that **IF** the Lifetime proposal were to be approved (and yes if so approved there could be an increase in traffic ... how much is debatable) then the increased traffic could be problematic and an increased safety issue. That proposal is currently sitting on a shelf gathering dust.

As I mentioned to you previously ... I live on Old Mill Grove Rd. The intersection of Old Mill Grove Road Rd and Pheasant Ridge Rd contains many of the same issues as North Old Rand Rd. but with a **20 MPH** speed limit as it traverses through **five very heavy residential areas** ... much heavier than North Old Rand Road and it is a short cut for Hawthorn Woods, Kildeer and Long Grove residents making their way to Wal Mart and Route 12 shopping and restaurants.

Although PRR/OMG don't run along a private lake ... there are a ton of walkers, bikers, boarders, skaters, kids, multiple school bus stops and Sarah Adams grade school and Staples Little League baseball park both are a half mile from my door and cars.

Pheasant Ridge is an "unofficial collector road" with traffic counts that rival and may even exceed North Old Rand Road. I've had cars pass me on Pheasant Ridge and **I** may have been exceeding the posted limit. Nobody comes to full stop at the intersection of OMG/PRR. Nobody. Often times people don't even try to stop!! or take the turn on two screeching wheels. I tell you all that because we on the Board are empathetic to the traffic concerns along North Old Rand Road. I love my little nook of LZ, I have great neighbors and I guess we all have to put up with a few inconveniences.

I know that's a bit long winded ... but yes, the stop sign process is the same beginning with the Village Manager.

Best regards,

Tom Poynton
Mayor, Village of Lake Zurich, IL

From: Herlihy, Terry [REDACTED]
Sent: Wednesday, March 7, 2018 10:29 PM
To: Tom Poynton; Jim Beaudoin; Mary Beth Euker; John Shaw; Marc Spacone; Jonathan Sprawka; Greg Weider; Ray Keller; Roy Witherow; Sarosh Saher; Katie Williams; Orlando Stratman
Subject: RE: 3/5 Meeting Follow Up:

Thank you, Mayor.

In agreement that there is no place for the ugliness in all things Lifetime Fitness. We as a collective community need to get to a place where we take other peoples needs and agendas with less offense. Even when being challenged, because that is what makes us grow and get better - Something I can assume we all want

ultimately leading us to a place where all parties are comfortable with the end decision (I/we want this... what does the other side need to make that happen).

The enforcement of the 25 mph speed limit is important as it directly correlates to safety and the proactive prevention of Lake Zurich's residents along Old Rand. My question was specific to the implementation of stop signs, but I assume the process is the same beginning with the Village Manager. If not, please advise.

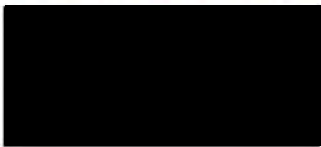
Thank you for the help,

Terry Herlihy

Vice President
Industrial Services

NAI Hiffman

One Oakbrook Terrace, Suite 400
Oakbrook Terrace, IL 60181 USA



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NAI Hiffman

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From: Tom Poynton <tom.poynton@lakezurich.org>

Sent: Wednesday, March 07, 2018 8:06 AM

To: Herlihy, Terry [REDACTED]; Jim Beaudoin <jim.beaudoin@lakezurich.org>; Mary Beth Euker <marybeth.euker@lakezurich.org>; John Shaw <John.Shaw@lakezurich.org>; Marc Spacone <marc.spacone@lakezurich.org>; Jonathan Sprawka <jonathan.sprawka@lakezurich.org>; Greg Weider <greg.weider@lakezurich.org>; Ray Keller <Ray.Keller@lakezurich.org>; Roy Witherow <Roy.Witherow@lakezurich.org>; Sarosh Saher <Sarosh.Saher@lakezurich.org>; Katie Williams <Katie.Williams@lakezurich.org>; Orlando Stratman <ojstratman@aol.com>

Subject: Re: 3/5 Meeting Follow Up:

Mr. Herlihy ...

Thank you for your input. We may not always agree but we on the Board and the staff go over and above the call of duty in an attempt to make LZ a better place. Resident input is very important to us.

But ... after 6 months or so of being insulted, ridiculed, lied about etc, etc (and we know some of this goes with the territory) by certain segments of the Lifetime opposition group there comes a point where enough is enough. We will address the inaccuracies at a future time but we would like to get through the process without any more negative rancor.

As for the speed limit ... The process is to bring a proposal forward (just a simple email or note will suffice) to the Village Manager. it will then go forward to CPAC (Citizens and Police Advisory Committee). That committee will do it's due diligence and make a recommendation for action ... or non-action to the Village Board.

I live on Old Mill Grove Rd. The intersection of Old Rand Rd and Pheasant Ridge Rd contains many of the same issues as Old Rand Rd. ... and this is a full residential area. Cops can't be everywhere 24/7.

You yourself could start that ball rolling. I know it has been explored before.

Best regards,

Tom Poynton
Mayor, Village of Lake Zurich, IL

From: Herlihy, Terry [REDACTED] >
Sent: Wednesday, March 7, 2018 1:49 AM
To: Tom Poynton; Jim Beaudoin; Mary Beth Euker; John Shaw; Marc Spacone; Jonathan Sprawka; Greg Weider
Subject: 3/5 Meeting Follow Up:

Mayor Poynton and Trustee's,

Thank you for your time, patience, and consideration at last night's board meeting.

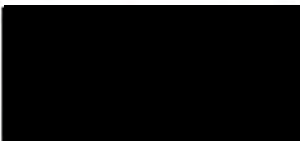
Mayor Poynton - At the end of the meeting you mentioned there were some inaccuracies stated throughout the evening. Given the emphasis on truth, would you be able to share what those inaccuracies were?

All - What is the proper course of action to pursue having stop signs implemented at various points on Old Rand Road to break up traffic, keep vehicle speeds at or below the 25 mph speed limit, and most importantly mitigate the risk for a potentially serious accident between vehicles and the many pedestrians that use the road on a daily basis?

Thank you for the help,

Terry Herlihy
Vice President
Industrial Services

NAI Hiffman
One Oakbrook Terrace, Suite 400
Oakbrook Terrace, IL 60181 USA



[Blog](#) | [LinkedIn](#) | [Twitter](#) | [Instagram](#) | [Vcard](#)

NAIHiffman
A Proud Chicago Tribune Top Workplace

Katie Williams

From: Tom Poynton
Sent: Wednesday, March 14, 2018 9:35 AM
To: nick garite
Cc: OU - Village Elected Officials; Kathleen Johnson; Ray Keller; Roy Witherow; Sarosh Saher; Katie Williams; Orlando Stratman
Subject: Re: Lifetime fitness at the Hackneys property

Good day Karen and Nick ...

THANK YOU! for your reasoned input. It is reassuring that the majority of residents "get" and recognize the efforts we have put in to make this community better. Thank you.

In the spirit of complete transparency ... both your email and my reply will be passed on to the Trustees, staff, PZC Chairman and Lifetime representatives.

The proposed **private property** application for the development that you referenced is being given careful, thoughtful consideration as it moves through a well defined and very public vetting process. I'm confident that any decision ultimately made will be done so with the best interests of the total community in mind.

Just an FYI for you re: *"Let's not leave another property to decay for years because of indecision."* Most of the properties that lay in decay are not from Village government "indecision" or even neighborhood opposition. They are the result of the private property owners. And that's as far as I'll go on that. Call me if you would like specifics.

Lastly ...If you want accurate, timely, transparent, pertinent and unbiased information on activities going on in the Village of Lake Zurich then I hope you sign up to receive via email the Village's twice monthly newsletter **BENCHMARKS**. You can sign up here for **BENCHMARKS** --> <http://lakezurich.org/452/Benchmarks-Archive>

Again ... Thanks for your input.

Tom Poynton
Mayor, Village of Lake Zurich, IL

From: nick garite [REDACTED]
Sent: Wednesday, March 14, 2018 7:43 AM
To: Tom Poynton
Subject: Lifetime fitness at the Hackneys property

Hello Mayor Poynton,

I first would like to thank you for your service to our community.

I wanted to write to you re the proposed Lifetime fitness going in at the old Hackneys property.

I am in support of this. I think Lifetime would bring many wonderful things to Lake Zurich. I know I don't need to list them as they have stated them well at village meetings.

I live in the Manor, at 275 Pine Tree Row, I don't feel like traffic will be a problem at all. When have you ever seen a traffic jam at a gym?

Some of our neighbors will never be happy with change and progress. They will and have shot down every proposal for that property.

Please do what's right for our community. Let's not leave another property to decay for years because of indecision.

Thank you
Karin and Nick Garite
275 Pine Tree Row
Lake Zurich

Sent from my iPhone

Katie Williams

From: Aaron Koehler <[REDACTED]>
Sent: Tuesday, March 13, 2018 11:31 PM
To: Janice Gannon
Cc: Sarosh Saher; Mike Gannon; Jeff Jones
Subject: RE: Re: Lifetime Estimated Guests

The numbers in purple on the exhibit that I sent represent daily numbers. These are the total daily trips but they are broken down into where they are coming from and going to on the road network.

Aaron Koehler, P.E.
P [REDACTED]

From: Janice Gannon [mailto:[REDACTED]]
Sent: Tuesday, March 13, 2018 11:21 PM
To: Aaron Koehler <[REDACTED]>
Cc: sarosh.saher@lakezurich.org; Mike Gannon <[REDACTED]>; Jeff Jones <[REDACTED]>
Subject: [EXTERNAL] Re: Lifetime Estimated Guests

Thank you. I appreciate the feedback.

The info you provided does not match up to the info in the packet from January. The chart you sent today shows hourly counts for random peak times. That doesn't seem like a very good gage versus an average daily number. Hourly shows only a small snippet of time. Average daily seems like a better measurement (to get the whole picture) as the chart below shows.

This chart from Lifetime shows 3,000-4,500 per day (combined enter and exit.)

Trip Rates for Sites Containing: Life Time Athletic
Average Vehicle Trips Ends vs. 1,000 square feet of GFA

Peak Hour/Direction	Thursday, 12/28/17	Friday, 12/29/17	Saturday, 12/30/17	Sunday, 12/31/17	Monday, 1/1/18	Tuesday, 1/2/18	Wednesday, 1/3/18	Thursday, 1/4/18	Friday, 1/5/18
	Vernon Hills, IL ^a								
Weekday AM Street:									
Enter	0.99	1.29			0.51	0.92	0.93	1.19	1.50
Exit	0.48	0.54			0.13	0.59	0.65	0.83	0.58
Total	1.47	1.83			0.64	1.51	1.58	1.82	2.08
Weekday PM Street:									
Enter	1.19	0.80			0.83	1.86	1.70	1.78	1.59
Exit	0.98	1.02			0.82	1.22	1.00	1.16	1.02
Total	2.17	1.82			1.65	3.08	2.70	2.94	2.61
Weekday Daily:									
Enter	14.11	13.85			10.10	17.97	18.22	16.83	15.52
Exit	14.06	13.62			9.97	16.88	17.56	17.03	15.42
Total	28.17	27.27			20.07	34.83	35.78	33.86	30.94
Saturday Midday:									
Enter			1.42						
Exit			1.40						
Total			2.82						
Saturday Daily:									
Enter			13.41						
Exit			13.45						
Total			26.86						
Sunday Midday:									
Enter				1.18					
Exit				1.94					
Total				3.10					
Sunday Daily:									
Enter				12.10					
Exit				12.21					
Total				24.31					

^aContains the Life Time Athletic with a gross floor area of 140,495 sf located at 680 Woodlands Parkway, Vernon Hills, IL.

^bTTE, 9th Edition Land Use Code 492 (Health/Fitness Club).

Please tell me why VH is at 2,051 but this chart says 3,000-4,500 for LZ. Thank you.

On another note, sinking the basement. Why does this document basically say it's not a good idea, yet the latest proposal

has Lifetime buried 18 feet?
Please explain. Thank you.

Done

2758.pdf

e Athletic - Page 9 of 181 - sub



January 8, 2018
Page 3

For reference purposes, in addition to the building Holiday Inn at 197 S. Rand Road is also approximately close proximity to the lake are the Somerset Townh which are approximately 45' in height.

While the Life Time building is taller than these other on a much larger site which allows it to be set b boundaries and be much further from adjacent buildin a table comparing these properties' heights, site si buildings. As you can see, the proposed Life Time b far from adjacent buildings as the next closest buildin

Janice Gannon
[REDACTED]

Sent from my iPhone

> On Mar 13, 2018, at 10:46 PM, Aaron Koehler <[REDACTED]> wrote:

>

> Janice,

> My apologies for the slow response. I filed this email and forgot about it which Sarosh brought to my attention today.

> As we have mentioned throughout, we expect that this club would operate in a similar but not identical manner to our Vernon Hills location. Our Vernon Hills location is approximately 15,000 sf larger than we propose here and is open 4 hours more per day than we propose here. We are also projecting the membership in Lake Zurich to be approximate 80% of what it is in Vernon Hills, so using Vernon Hills as a model, is a conservative approach.

> I pulled card swipe data for the Vernon Hills club for the last three years. The average daily card swipes were 2,051. This includes every employee, man, woman, and child who enters the facility. This includes duplicate swipes as well because someone who forgets something in their car must re-swipe to enter or an employee who is coming in and out may also be re-swiping.

> In regards to your question about the ramp up of the club, we typically see about a three year ramp. This obviously varies from location to location but we plan for a ramp up of 45%/35%/20% for years 1/2/3 to a point where the club reaches maturity.

> As for how this relates to traffic, our traffic study is based on traffic counts taken in late December and January (the busiest time of the year) at our Vernon Hills location. I have attached the exhibit from the traffic study that lists the traffic at all intersections that is projected to be created from our development. It should be noted that we have taken a conservative approach with this as well by not taking credit for any pass-by traffic. Pass-by traffic is cars that are already on the road who now stop at Life Time as part of their trip. For example, a person driving home from work on Rand Road who now stops at Life Time on their way home to use the club would be considered a pass-by trip. We have not accounted for any of these people and instead assumed that all traffic is new cars on the road. This is a very conservative approach as we know that many of our morning and evening patrons fall into this category.

> If you have further questions on this or would like a more thorough explanation of how the traffic study is prepared, our traffic engineer will be at Thursday's open house to answer questions.

>

> Aaron Koehler, P.E.

> P [REDACTED]

>

>

> -----Original Message-----

> From: Janice Gannon [mailto:[REDACTED]]

> Sent: Wednesday, March 7, 2018 8:05 AM

> To: sarosh.saher@lakezurich.org; Aaron Koehler <[REDACTED]>

> Cc: Mike Gannon <[REDACTED]>; Jeff Jones <[REDACTED]>

> Subject: [EXTERNAL] Lifetime Estimated Guests

>

> Good morning,

> There has been so much controversy around the average cars per day Lifetime will bring to our community. Please provide me with the estimated guests per day for years 1-5 for the Lake Zurich facility. I'd also like actual averages for established/existing comparable clubs that are of similar size (125,00 square feet). Thank you.

>

> Janice Gannon

> [REDACTED]

> Sent from my iPhone

>

>

>

>

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>
> Life Time, Inc. may monitor email communications. This email may contain confidential or proprietary information.
> <Traffic Study 2.19.18.pdf>

Katie Williams

From: Ryan Zicco [REDACTED]
Sent: Monday, March 12, 2018 3:25 PM
To: Tom Poynton
Cc: Jim Beaudoin; Mary Beth Euker; Marc Spacone; Jonathan Sprawka; John Shaw; Greg Weider; Ray Keller; Roy Witherow; Katie Williams; Sarosh Saher
Subject: Re: Life Time Fitness Project - support

Tom and Board,

Thank you for the reply.

I read the revised plan and it truly looks to me like Lifetime has made a genuine effort to comply with the concerns of most of the residents and I really appreciate that.

I acknowledge the challenges such as

- 1) can lake zurich support another gym
- 2) What will happen to the Y
- 3) traffic on old rand

But I think the potential for good outweighs the bad.

Competition makes everyone better and if the Y or LA fitness has to do something different to attract and retain clients then that is better for us all. And to be honest... Regarding traffic... If the facility really does make another 1000 (or lots more) cars drive on old rand, then that means another 1000 cars driving past our downtown businesses. We always argue if the downtown businesses attract the people/shoppers or if the people attract the business... Here is a chance to start that moving. The extra cars will also help our route 12 / 22 corridors.

All that being said - I respect your more complete knowledge of the entire situation and know you will do what you think is best for Lake Zurich. I write this email so that you know that the vocal minority disparaging the project are not the only ones with an opinion.

Thank you for your time and consideration,

Ryan Zicco
475 N Country Ridge Ct
Lake Zurich

On Mon, Mar 5, 2018, 12:46 PM Tom Poynton <tom.poynton@lakezurich.org> wrote:
Mr. Zicco ...

THANK YOU! for your uplifting and reasoned input.

In the spirit of complete transparency ... both your email and my reply will be passed on to the Trustees, staff, PZC Chairman and Lifetime representatives.

The proposed **private property** application for the development that you referenced is being given careful, thoughtful consideration as it moves through a well defined and very public vetting process. I'm confident that any decision ultimately made will be done so with the best interests of the total community in mind.

Lastly ...if you are not receiving BENCHMARKS and If you want accurate, timely, transparent, pertinent and unbiased information on activities going on in the Village of Lake Zurich then I hope you sign up to receive via email the Village's twice monthly newsletter **BENCHMARKS**. You can sign up here for **BENCHMARKS** --> <http://lakezurich.org/452/Benchmarks-Archive>

Again ... Thanks for your input.

Tom Poynton
Mayor, Village of Lake Zurich, IL

Tom Poynton
Mayor, Village of Lake Zurich, IL

From: Ryan Zicco [REDACTED]
Sent: Monday, March 5, 2018 12:40 PM
To: Tom Poynton
Cc: Jim Beaudoin; Mary Beth Euker; Marc Spacone; Jonathan Sprawka; John Shaw; Greg Weider; Ray Keller
Subject: Life Time Fitness Project - support

I know there is visually a lot of opposition to this... But I'm not sure that opposition exists outside of a select few very vocal people. There are still questions to be answered but this is a project worth exploring from a company that really seems to want to be in Lake Zurich.
Please don't let a few vocal people impact the future of a potentially great project.

Thank you for keeping an open mind.

Ryan Zicco
[REDACTED]
475 N Country Ridge Ct
Lake Zurich IL

This message contains information which may be confidential and privileged. Unless you are the intended addressee (or authorized to receive for the intended addressee), you may not use, copy or disclose to anyone the message or any information contained in the message. If you have received the message in error, please advise the sender by reply at domainadmin@lakezurich.org and delete the message. -050513-

Katie Williams

From: Janice Gannon <[REDACTED]>
Sent: Friday, March 9, 2018 11:52 AM
To: Tom Poynton; Sarosh Saher; Greg Weider; John Shaw; Jim Beaudoin; Marc Spacone; Jonathan Sprawka; Ray Keller; Mary Beth Euker; Kyle Kordell
Subject: Survey Questions

Morning,
The Lifetime survey. My thoughts.....

When you created the survey back story, why were only pros mentioned? No facts on how it needs rezoning and the negative affects on the local residents? This is the most bias survey request I've ever seen and should be removed immediately. It's means nothing. It's so one sided and tainted.

Did you send a survey when you added a beer garden to the Breezewald children's park and removed the lifeguards??

Did you send a survey to see if you should build low-end apartments in our downtown??

Did you send a survey when you decided to put the DMV in Lake Zurich??

Did you send a survey when you approved a gas station at the Omega??

Did you send a survey about the Kmart apts in the heart of our commercial district?

Did you send a survey about adding slot machines everywhere?

Did you send a survey about adding vape shops all over the Village?

Did you send a survey about the Paulus Park addition that would eliminate safety at Breezewald?

Did you send a survey about denying Bobbers adequate parking across the street?

Did you send a survey about ripping out all the trees in the wetlands behind Kmart?

Just wondering. Why did you pick this topic over all of the rest? Another unfair and abusive tactic to override the residents. Very frustrating.

Janice Gannon
[REDACTED]
Sent from my iPhone

Katie Williams

From: Janice Gannon <[REDACTED]>
Sent: Thursday, March 8, 2018 5:26 PM
To: Kyle Kordell; Tom Poynton; Sarosh Saher; Greg Weider; John Shaw; Marc Spacone; Jim Beaudoin; Mary Beth Euker; Ray Keller; Jonathan Sprawka
Subject: Lifetime page

Follow Up Flag: Flag for follow up
Flag Status: Completed

Hi,
Just letting you know that the people who DO NOT support Lifetime won't touch this page. We get too many aggressive comments, so we're deliberately leaving this page alone. Just thought you'd want to know why this page will seem unbalanced.



Village of Lake Zurich

6 hrs • 

Revised Development to Appeal
Planning & Zoning Commission

Life Time Fitness appeared before
Board on Monday, March 5th for
courtesy review of its revised
redevelop the former Hackney

Plans include an athletic and
indoor cardiovascular and resi

Janice Gannon

Sent from my iPhone

Katie Williams

From: Janice Gannon [REDACTED]
Sent: Thursday, March 8, 2018 10:37 AM
To: Tom Poynton; Sarosh Saher; Greg Weider; Jim Beaudoin; John Shaw; Jonathan Sprawka; Mary Beth Euker; Marc Spacone; Ray Keller
Subject: Lifetime report

I share this video ONLY because it mentions a 100,000 square foot facility with an average of 3,000-5,000 guests per day. It's a sad story and her death was not related to Lifetime. That means 6,000-10,000 cars are in and out of the that fitness center daily. The proposed LZ Lifetime is 25% bigger, and could have more guests. The proposal has two entries, so if you take 50% of that number, you'll have 3,000-5,000 cars using the NORR entrance/exit daily shining lights directly on Bayshore. That's my only point here.

<http://abc7chicago.com/woman-found-dead-in-bathroom-stall-2-days-after-going-to-health-club/2435952/>

Janice Gannon
[REDACTED]

Sent from my iPhone

Katie Williams

From: Tom Poynton
Sent: Thursday, March 8, 2018 8:21 AM
To: Mary
Subject: Re: Life Time Fitness

Good morning Ms. Keller ...

Did I get demoted when I wasn't looking? LOL

I appreciated your calm, insightful comments at Monday's meeting. I also appreciate your efforts of civility and I'm sure Lifetime appreciates your support.

I will continue to remain neutral until the item reaches the Village Board for discussion and vote.

But Thanks for your support of the Board and staff.

We try.

Tom Poynton
Mayor, Village of Lake Zurich, IL

From: Mary [REDACTED]
Sent: Wednesday, March 7, 2018 2:42 PM
To: Tom Poynton
Subject: Life Time Fitness

First, I want to thank you for your service as a **Village Trustee**. As I witnessed firsthand at the March 5th Board Meeting, it is certainly not an easy task.

Second, I wanted to apologize for not getting more involved much earlier with the Life Time Fitness project. I should have been at previous meetings. However, that is changing and the residents who are Pro Life Time are getting organized and growing by the minute. To that point, we have started a Facebook group in order to share ideas, information and FACTS; good and not so good. It is the intent of this group to inform and organize. If you would like to view this group to get a better understanding of our ideas, and concerns please let me know and I add you. Unfortunately this group is not a public group as we were tired of the bullying and disrespect we were facing on other social media groups.

While I understand the concerns of the residents in close proximity to this project, I truly feel that the benefits for our community as a whole far outweigh the negatives for a few. It is my opinion that LTF will bring much needed additional businesses and revenue to LZ. Should this project come to the Board for a vote in the future, I encourage you to vote for Life Time and thus for the whole of Lake Zurich.

We do not want another 15 plus year empty property in Lake Zurich. We have had plenty of those. To borrow another concerned resident's comment "Lake Zurich does not have the luxury to turn Life Time Fitness away".

Katie Williams

From: Tom Poynton
Sent: Thursday, March 8, 2018 8:04 AM
To: [REDACTED]
Cc: OU - Village Elected Officials; Ray Keller; Roy Witherow; Sarosh Saher; Kathleen Johnson; Katie Williams; Orlando Stratman
Subject: Re: Lifetime Fitness - ORR traffic proposition

THANK YOU! for your input.

In the spirit of complete transparency ... both your email and my reply will be passed on to the Trustees, staff, PZC Chairman and Lifetime representatives.

The proposed **private property** application for the development that you referenced is being given careful, thoughtful consideration as it moves through a well defined and very public vetting process. I'm confident that any decision ultimately made will be done so with the best interests of the total community in mind.

While I can agree with some of your points I can also respectfully disagree with others.

You are correct ... there currently is no plan to slow traffic on Old Rand Road. You can request that it be discussed by our CPAC committee.

Lastly ...if you are not receiving BENCHMARKS and If you want accurate, timely, transparent, pertinent and unbiased information on activities going on in the Village of Lake Zurich then I hope you sign up to receive via email the Village's twice monthly newsletter **BENCHMARKS**. You can sign up here for **BENCHMARKS** --> <http://lakezurich.org/452/Benchmarks-Archive>

Again ... Thanks for your input.

Tom Poynton
Mayor, Village of Lake Zurich, IL

From: jeff.jones [REDACTED]
Sent: Wednesday, March 7, 2018 6:34 PM
To: Tom Poynton
Subject: Lifetime Fitness - ORR traffic proposition

Dear Mayor,

It was good meeting you and a number of the trustees Monday night and I look forward to getting more engaged in the local government process. If We am not traveling on business, I will be sure to attend as I found the session very interesting. As for the Lifetime project, I am generally a fan of Lifetime and understand opinions on both sides, pros and cons. That said, for my wife and I it is pretty simple it comes down to the

dangers associated with increased traffic. We bought our house at 438 N Old Rand to enjoy the lake with our family and friends. We are on the lake constantly throughout the weekend during the spring, summer, and fall and my wife, kids and our friends throughout the week while I am working. We are constantly moving between the house and the pier and the traffic today is more than a nuisance its dangerous.

What we haven't seen is the plan to slow traffic on Old Rand Road. We know some people have talked about creating a dead-end between Lifetime and downtown but that would only negatively impact the downtown businesses and that isn't our desire, quite the opposite, we would love to see our downtown grow like what we have seen in Grayslake and Wauconda.


What we would like to purpose would be reducing the speed limit to 20mph, adding 2 stop signs between downtown and Lifetime and strategically placing speed humps (snow plow friendly) along the road. We don't want to cut-off downtown, we want and need downtown to grow and for more merchants / restaurants to make downtown Lake Zurich their home but what we can't have are people flying up and down Old Rand Road.

I know this doesn't address the added pollution and other challenges caused by the increased autos and whether that's 500 or 1500, more cars increase the risk of someone getting hurt. I hope you and your colleagues take this recommendation into consideration as this process proceeds.

Best regards,

Jeff

Jeff Jones
Executive Director - BT in the Americas



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8951 Cypress Waters Blvd | Suite 200 | Dallas, TX

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Katie Williams

From: Tom Poynton
Sent: Thursday, March 8, 2018 7:48 AM
To: Michael Sharo
Cc: OU - Village Elected Officials; Ray Keller; Roy Witherow; Sarosh Saher; Katie Williams; Orlando Stratman
Subject: Re: In Support of Lifetime Fitness

Mr. Sharo ...

THANK YOU! for your uplifting and reasoned input. I know that Trustee Beaudoin responded to you but I also felt a need to respond.

In the spirit of complete transparency ... both your email and my reply will be passed on to the Trustees, staff, PZC Chairman and Lifetime representatives.

Clarification ... changing or raising the speed limit on North Old Rand Road is not being considered at this time.

The proposed **private property** application for the development that you referenced is being given careful, thoughtful consideration as it moves through a well defined and very public vetting process. I'm confident that any decision ultimately made will be done so with the best interests of the total community in mind.

Lastly ...if you are not receiving BENCHMARKS and If you want accurate, timely, transparent, pertinent and unbiased information on activities going on in the Village of Lake Zurich then I hope you sign up to receive via email the Village's twice monthly newsletter **BENCHMARKS**. You can sign up here for **BENCHMARKS** --> <http://lakezurich.org/452/Benchmarks-Archive>

Again ... Thanks for your input.

Tom Poynton
Mayor, Village of Lake Zurich, IL

From: Michael Sharo [REDACTED]
Sent: Wednesday, March 7, 2018 8:12 PM
To: Tom Poynton
Subject: In Support of Lifetime Fitness

Hello.

I am a long-time Lake Zurich resident that supports the addition of **Lifetime Fitness** on the old Hackney's site. I can't think of a better business than one which promotes a healthy lifestyle, offers activities for kids & family,

and has a reputation of being a wonderful neighbor to the community. I'd be one of the first to join! I encourage you to support it!!

Background

I've lived here since 1993. We're stagnant and frankly it's embarrassing. I am weary of the vacant stores and empty lots around town. We deserve better. Lifetime would bring some confidence and positive energy to the area, which in turn could jumpstart other positive commerce in the village. Dare I say it might even make the downtown area more attractive to developers?

I know there are opponents to the proposal, as I've engaged them on social media and watched their shameless act at the recent Village meeting. However, I don't agree with their concerns nor the way they have brought those concerns to the table. We need to deal with facts. And we need to evaluate what's best for the whole community of 20k residents, not just a select few.

I also encourage the village to consider this project holistically. Have more discussions on the ORR speed limit and the sidewalks that line ORR. I say REDUCE the speed limit from its current number. Raising it just makes you and this proposal a target for the critics, even if it is a separate topic and timeline. Or install some low cost speeding deterrents. Place some signs on ORR saying it's basically a speed trap...even if it isn't. Add some yellow warning lights at appropriate locations (solar or battery powered). It can be done. It will have an effect. Answer the critics. Make it safer.

Regarding sidewalks on North ORR, what options are there for funding a major project to re-do and widen all sidewalks? Not only for joggers/bikers but also residents who just might want to walk from Breezewald to Lifetime (or Bobbers) and vice versa. It would make a lot of people happier and probably safer. Maybe Lifetime can pay for part.

Please forward to any PZC members that are against.

Let's build Lifetime!

Thank you,
Mike Sharo

Katie Williams

From: Janice Gannon [REDACTED]
Sent: Wednesday, March 7, 2018 8:41 AM
To: Tom Poynton
Cc: Ray Keller; Sarosh Saher; Jim Beaudoin; Jonathan Sprawka; Mary Beth Euker; John Shaw; Marc Spacone; Greg Weider
Subject: Feedback from 3/5/18

Good morning Mayor Poynton,

I'd like to provide a little unsolicited feedback regarding the commentary at the meeting Monday night and your interpretation. While I have never thought the Lifetime proposal was a "done deal", I certainly speak with a lot of residents that do feel that way. It's their reality and I can't change that. I commonly tell them that I would not be fighting this as hard as I am if I did think it was a "done deal". When people feel that way, it's a sense of defeat and sadness. It means they have no confidence in our community leaders, and something along the way has given them that feeling of complete defeat. Instead of calling them a "bald faced liar", maybe you could offer them some level of professional understanding and sympathy. Maybe you could understand this is simply an OPINION, not lie.....two very different things. Your commentary accusing these folks of a "bald-faced lie" is nothing short of demeaning and injurious to the already highly contentious environment and does nothing but escalate it. It promotes more anger that's completely unnecessary. It goes right into Trustee Eukers speech of uncomplimentary words.

NORR residents are dealing with a lot of changes in one year. Lifetime, increased speed limits, beach bar, low end apartments, no lifeguards.....imagine all that in one year. Please show us a little compassion as we try to swallow all of these major negative changes to our lost quiet lifestyle. If your greatest investment was being threatened, you might come up with claws showing at times too. We can not let the wants of some, take away the rights of others. If even one household is negatively impacted, this is wrong.

One last point, all pro-Lifetime speakers on Monday night admitted that if this was in their backyard, they'd be opposed too. Isn't that the definition of bullying? I can do something negative to you, but not to myself? It's a power imbalance for sure. My thoughts anyway.

Sarosh and the Trustees, I must compliment you all. You are always well composed, and very professional. Thank you for that.



was once again filled with residents voicing their issues with the proposed development.

And Lake Zurich Mayor Thomas Poynton was having only so much of it.

The village board heard just over two hours of public comment about the new plan before Life Time's representatives gave their presentation and answered board members' questions.

When it was all nearly over, Poynton had blunt words for residents who said they felt the project was going to be approved no matter what they said.

'This is not a done deal. It never was a done deal. Any-

Janice Gannon

[REDACTED]

Sent from my iPhone

Katie Williams

From: Sarosh Saher
Sent: Tuesday, March 6, 2018 3:36 PM
To: Janice Gannon; Tom Poynton
Cc: Ray Keller
Subject: RE: 454 N Rand Rd, Lake Zurich, IL, 60047 - Fast Food Property For Sale on LoopNet.com

Hi Janice - We understand that Life time is aware that the property is for sale. However it would be their decision to buy the property to include it as part of the project. In the event they do decide to pursue that, they could potentially construct an entrance (access) to the property from Golfview.

At this time, Life Time has not indicated that they have any interest in acquiring that property.

Thanks.
Sarosh

Sarosh B. Saher, AICP

Community Development Director | Village of Lake Zurich | 505 Telser Road, Lake Zurich, IL 60047
sarosh.saher@lakezurich.org | Direct: 847-540-1754
Engage with Lake Zurich at LakeZurich.org/Connect

From: Janice Gannon [REDACTED]
Sent: Tuesday, March 6, 2018 1:02 PM
To: Tom Poynton <tom.poynton@lakezurich.org>; Sarosh Saher <Sarosh.Saher@lakezurich.org>
Subject: Fwd: 454 N Rand Rd, Lake Zurich, IL, 60047 - Fast Food Property For Sale on LoopNet.com

Just curious, if Papagus is for sale, can Lifetime buy that and use the first part of Golfview to put a entrance? Just trying to think out loud here.

Janice Gannon
[REDACTED]
Sent from my iPhone

Begin forwarded message:

From: Chris Cross <[REDACTED]>
Date: January 27, 2018 at 9:25:12 AM CST
To: [REDACTED]
Subject: 454 N Rand Rd, Lake Zurich, IL, 60047 - Fast Food Property For Sale on LoopNet.com

Papagus just put their property on the market and they use LifeTime to promote it!
<http://www.loopnet.com/Listing/454-N-Rand-Rd-Lake-Zurich-IL/11280001/>

Katie Williams

From: Janice Gannon [REDACTED]
Sent: Monday, March 5, 2018 4:01 PM
To: Tom Poynton; Jim Beaudoin; Mary Beth Euker; John Shaw; Marc Spacone; Jonathan Sprawka; Greg Weider; Sarosh Saher
Cc: Ray Keller
Subject: Breezewald and Lifetime Facts

Mayor and Trustees:

Breezewald Park without lifeguards is like a car without gas on the side of the road. Either put gas in it and use it safely, or sell it if you can't afford the gas. Simply leaving that sweet little beach without lifeguards is the most reckless thing possible. The new apartments will likely add children and they're so fortunate that they can walk over to a public beach. Over 5,000 people enjoyed the Breezewald beach last year. That number will likely grow quickly as the Village looks to add population density to our downtown. Swim hours from dawn to dusk will clearly be violated to something far later than dusk, as it already is. Swimmers are commonly seen attempting to swim hundreds of feet out to the no-wake buoys once the lifeguards leave at night ALL THE TIME. Leaving this beach unsupervised 24/7 means you're not fulfilling your fiduciary duty. It's wrong. It's very wrong. Please either reinstate the lifeguards for the \$13,000 budget or close the beach and make it no swimming. One or the other needs to happen.

I've researched all of the surrounding lakes and could not find one beach that is wide open to anyone and free of charge. Don't the tax paying residents of LZ deserve to have the privilege of a local beach that's resident focused? I think they do. Do we really want to open our little beach up to all of the neighboring communities? If it's free they WILL come. Why are we putting our residents in second place here? A sign saying "swim-at-your-own-risk" is not an option.

Moving onto Lifetime. The Planning and Zoning Committee denied Lifetime because it was not a good fit for that lot. Nothing has changed. It's still 125,000 square foot building that will add thousands of cars a day onto a cracked up and deteriorated NORR. Car lights will beam into Bayshore day and night. Lifetime will not provide us with enough sales tax revenue to pay for much of anything per the PZC. The thousands of extra cars will add noise and traffic and be very disruptive to the hundreds of people that live near by. It's not a few people living right there either, it's hundreds. And make no mistake, it WILL affect their quality of life. Of course it will. The majority of the traffic will use NORR. That hasn't changed either and remains an encroachment violation. Please put our residents first. The Masterson family and Lifetime all knew this property was 55% residential. It's their problem, not ours. No ones quality of life should be compromised to make the Mastersons or Lifetime fit onto a property that needs to break the zoning codes.

It's a shame that those promoting Lifetime don't have more compassion for those that have to suffer the consequences. Saying everything has been resolved in this latest proposal is flat out wrong. Nothing has been resolved. Lifetimes revised proposal is like a dog that got rid of a few fleas. It's a little improvement, but the discomfort and nightmare continue. You're talking about making a trade off between the wants of some, over the needs and rights of others. Isn't this the entire purpose for the zoning code? And changing the code for the propose of this project would be criminal. The code is the law. Let's not break the law. When the burden is higher than the benefit, let's say no thank you to Lifetime.

History shows a similar situation happened to the Churchill property about 10 years ago when Mayor Poynton was a trustee. The documentation shows a proposal behind Old Mill Grove Road and Rt 12 that included a shopping center near the Poynton house. Eventually it was was denied. Mayor Poynton was very opposed due to noise, traffic and lighting and negative impacts to the neighborhood. Mayor Poynton, you might remember this specifically since you

were very vocal and opposed it in front of the Killdeer Board meeting. Knowing this helps me feel confident that you can relate to our neighborhood and the negative impacts. Thanks for your time.

Janice Gannon

Sent from my iPhone

Katie Williams

From: Tom Poynton
Sent: Monday, March 5, 2018 12:46 PM
To: Ryan Zicco
Cc: Jim Beaudoin; Mary Beth Euker; Marc Spacone; Jonathan Sprawka; John Shaw; Greg Weider; Ray Keller; Roy Witherow; Katie Williams; Sarosh Saher
Subject: Re: Life Time Fitness Project - support

Mr. Zicco ...

THANK YOU! for your uplifting and reasoned input.

In the spirit of complete transparency ... both your email and my reply will be passed on to the Trustees, staff, PZC Chairman and Lifetime representatives.

The proposed **private property** application for the development that you referenced is being given careful, thoughtful consideration as it moves through a well defined and very public vetting process. I'm confident that any decision ultimately made will be done so with the best interests of the total community in mind.

Lastly ...if you are not receiving BENCHMARKS and If you want accurate, timely, transparent, pertinent and unbiased information on activities going on in the Village of Lake Zurich then I hope you sign up to receive via email the Village's twice monthly newsletter **BENCHMARKS**. You can sign up here for **BENCHMARKS** --> <http://lakezurich.org/452/Benchmarks-Archive>

Again ... Thanks for your input.

Tom Poynton
Mayor, Village of Lake Zurich, IL

Tom Poynton
Mayor, Village of Lake Zurich, IL

From: Ryan Zicco [REDACTED]
Sent: Monday, March 5, 2018 12:40 PM
To: Tom Poynton
Cc: Jim Beaudoin; Mary Beth Euker; Marc Spacone; Jonathan Sprawka; John Shaw; Greg Weider; Ray Keller
Subject: Life Time Fitness Project - support

I know there is visually a lot of opposition to this... But I'm not sure that opposition exists outside of a select few very vocal people. There are still questions to be answered but this is a project worth exploring from a company that really seems to want to be in Lake Zurich.

Please don't let a few vocal people impact the future of a potentially great project.

Thank you for keeping an open mind.

Ryan Zicco



475 N Country Ridge Ct
Lake Zurich IL

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Katie Williams

From: Tom Poynton
Sent: Monday, March 5, 2018 10:52 AM
To: Marie Harrington
Cc: OU - Village Elected Officials; Kathleen Johnson; Ray Keller; Roy Witherow; Katie Williams; Orlando Stratman
Subject: Re: Vote No On Life Time Fitness Project

MARIE ...

I ALWAYS WANT TO MAKE SURE THAT PEOPLE ARE GETTING BENCHMARKS.

YOU SAY --> *"I HAVE HEARD THAT YOU ARE IN FAVOR OF THIS LIFETIME PROJECT."* ... I AM IN FAVOR OF LETTING THE WELL DEFINED, LEGAL PROCESS MOVE FORWARD TO A CONCLUSION ... WHATEVER THAT CONCLUSION TURNS OUT TO BE.

YOU ASKED --> *"HOW WOULD YOU LIKE THIS BUILDING AND PARKING LOTS IN YOUR BACKYARD????????????? BE HONEST!"* ... FIRST OFF ... I WOULD **NEVER** BUY A HOME NEAR A PRIVATELY OWNED EMPTY LOT OF ANY SIZE ... AND I CERTAINLY WOULDN'T BELIEVE **ANYONE** WHO TOLD ME THAT THE PRIVATELY OWNED EMPTY LOT WOULD REMAIN AN EMPTY LOT. NOR WOULD I EVER BUY A HOME THAT BACKED UP TO A HEAVILY TRAVELLED RETAILED/MIXED USE STATE HIGHWAY LIKE ROUTE 12 OR ROUTE 22. BUT ... **IF** I HAD DONE THAT ... I CAN SEE MYSELF NOT BEING PARTICULARLY PLEASED AND WHEN PUSH CAME TO SHOVE ... WORKING TO GET THE BEST DEAL FOR EVERYONE THAT I COULD POSSIBLY GET.

TOTALLY HONEST ... AS USUAL.

Tom Poynton
Mayor, Village of Lake Zurich, IL

From: Marie Harrington [REDACTED]
Sent: Monday, March 5, 2018 9:38 AM
To: Tom Poynton
Subject: Re: Vote No On Life Time Fitness Project

I ALREADY RECEIVE BENCHMARKS. I HAVE HEARD THAT YOU ARE IN FAVOR OF THIS LIFETIME PROJECT. I WANT YOU TO ASK YOURSELF THIS QUESTION. HOW WOULD YOU LIKE THIS BUILDING AND PARKING LOTS IN YOUR BACKYARD????????????? BE HONEST!

On Mon, Mar 5, 2018 at 9:28 AM, Tom Poynton <tom.poynton@lakezurich.org> wrote:
Marie ...

THANK YOU! for your input.

In the spirit of complete transparency ... both your email and my reply will be passed on to the Trustees, staff, PZC Chairman and Lifetime representatives.

The proposed **private property** application for the development that you referenced is being given careful, thoughtful consideration as it moves through a well defined and very public vetting process. I'm confident that any decision ultimately made will be done so with the best interests of the total community in mind.

Lastly ...If you want accurate, timely, transparent, pertinent and unbiased information on activities going on in the Village of Lake Zurich then I hope you sign up to receive via email the Village's twice monthly newsletter **BENCHMARKS**. You can sign up here for **BENCHMARKS** --> <http://lakezurich.org/452/Benchmarks-Archive>

Again ... Thanks for your input.

Tom Poynton
Mayor, Village of Lake Zurich, IL

From: Marie Harrington [REDACTED]
Sent: Monday, March 5, 2018 9:25 AM
To: Tom Poynton
Subject: Vote No On Life Time Fitness Project

NO NO NO NO NO NO TO LIFETIME FITNESS!!
This message contains information which may be confidential and privileged. Unless you are the intended addressee (or authorized to receive for the intended addressee), you may not use, copy or disclose to anyone the message or any information contained in the message. If you have received the message in error, please advise the sender by reply at domainadmin@lakezurich.org and delete the message. -050513-

Katie Williams

From: Tom Poynton
Sent: Tuesday, February 27, 2018 9:32 AM
To: OU - Village Elected Officials; Kathleen Johnson
Cc: Ray Keller; Roy Witherow; Sarosh Saher; Katie Williams; Orlando Stratman
Subject: Fw: LifeTime

Mr. Grant ...

THANK YOU! for your input. In the spirit of complete transparency ... both your email and my reply will be passed on to the Trustees, staff, PZC Chairman and Lifetime representatives.

The proposed **private property** application for development that you referenced is being given careful, thoughtful consideration. I'm confident that any decision made will be done so with the best interests of the total community in mind.

Lastly ...If you want accurate, timely, transparent, pertinent and unbiased information on activities going on in the Village of Lake Zurich then sign up to receive via email the Village's twice monthly newsletter **BENCHMARKS**. You can sign up here for **BENCHMARKS** --> <http://lakezurich.org/452/Benchmarks-Archive>

Again ... Thanks for your input.

Tom Poynton
Mayor, Village of Lake Zurich, IL

From: Kevin Grant [REDACTED]
Sent: Tuesday, February 27, 2018 9:10 AM
To: Tom Poynton
Subject: LifeTime

Good Morning,

Please do not let this group on the lake deter this GREAT opportunity of Lifetime fitness bringing more business to the local area.

They do not get the fact that it is a draw and when it draws people from other areas that will not only attend Lifetime but also shop locally! They just do not get it!

Thank you for the great job you do!

Please let Lifetime proceed!

Best,
Kevin

Katie Williams

From: Michael Duebner
Sent: Tuesday, March 13, 2018 9:00 AM
To: Katie Williams
Subject: FW: Online Form Submittal: Feedback Form

Follow Up Flag: Follow up
Flag Status: Flagged

~

Michael Duebner
c: 224-310-9706

From: "noreply@civicplus.com" <noreply@civicplus.com>
Date: Monday, March 12, 2018 at 08:49
To: Michael Duebner <michael.duebner@lakezurich.org>
Subject: Online Form Submittal: Feedback Form

Feedback Form

Do not use this feedback form to report situations that require an immediate response or to report a crime. This service is monitored only during business hours. For emergencies dial 911.

Tell us what you think about our website, our services, our Village, or anything else that comes to mind. We welcome all comments and suggestions.

What kind of comment
would you like to send?

Other

What do you want to
comment on?

Other

Other:

Lifetime Fitness Support

Enter your comments in the
space provided below:

I am a 26 year resident of Lake Zurich. I am writing to provide my support for the Lifetime Fitness project on Old Rand Road. Two reasons: 1) Commitment to fitness is big priority for me and my family, it is not just something we do to stay in shape

but a way of life. I believe that the Lifetime brand embodies this commitment. Their clubs are first class, first rate facilities. Anyone who compares Lifetime to the YMCA or LA Fitness has never been to a Lifetime facility. They are places where one can go to lift weights, take a class, sure, but they are also places where families can enjoy time together or mothers can enjoy a workout or a haircut knowing their children are well cared for, active and engaged. Having this health-based first rate facility in Lake Zurich would be a wonderful addition to the village. 2. As a long time resident of Lake Zurich I have watched other areas grow while our downtown has slowly died; strip malls have been built one on top of another and yet so many stores remain unoccupied. We have mattress stores, vape shops, electronic gambling facilities. Frankly our trajectory has not met my expectations and the outlook is not desirable. I believe that building the Lifetime facility can be the start of a positive change. Lifetime attracts the kind of clientele who shops and dines at places that we want to see in Lake Zurich (ie NOT Vape shops or electronic gaming storefronts). I believe that Lifetime can be the catalyst for future positive change and growth. While I am sympathetic to the local neighbors concerns, I do not believe that their fears are grounded in facts and I truly believe that the impact will not be significant. I have watched Lifetime respond to each and every concern, reaffirming in my mind that Lifetime is the kind of company that we need to welcome to Lake Zurich.

Tell us how to get in touch with you:

Name: Jennifer Goldberg

Address: 1176 Pheasant Ridge Drive

City: Lake Zurich

State: IL

Zip Code: 60047

Daytime Phone: [REDACTED]

Email: [REDACTED]

Contact me regarding this matter: No

Proudly serving the citizens, businesses and visitors of Lake Zurich

Katie Williams

From: Michael Duebner
Sent: Sunday, March 11, 2018 12:36 PM
To: Katie Williams
Subject: FW: Online Form Submittal: Feedback Form

~

Michael Duebner
c: 224-310-9706

From: "noreply@civicplus.com" <noreply@civicplus.com>
Date: Sunday, March 11, 2018 at 12:16
To: Michael Duebner <michael.duebner@lakezurich.org>
Subject: Online Form Submittal: Feedback Form

Feedback Form

Do not use this feedback form to report situations that require an immediate response or to report a crime. This service is monitored only during business hours. For emergencies dial 911.

Tell us what you think about our website, our services, our Village, or anything else that comes to mind. We welcome all comments and suggestions.

What kind of comment
would you like to send?

Suggestion

What do you want to
comment on?

Other

Other:

Lifetime Fitness

Enter your comments in the
space provided below:

To the Planning and Zoning Commission, I'm writing to inform the you that my wife and I are 100% in favor of the Lifetime Fitness project. It's very positive so see an organization like Lifetime Fitness want to come to our community. We believe it's a prime example of high-end businesses becoming drawn to the attractive demographics of our community. This could exemplify the success stories that many other businesses

could have in our community. Thank you for all your hard work and progress over the years in making Lake Zurich an attractive community for quality businesses like Lifetime. We hope this pattern continues, but we know that change is hard for some people. My wife and I very passionate about this community and take a lot of pride in telling people where we live because it is a great place to be. When we were leaving the city four years ago, we looked for a community that matched our values, provided a great quality of life and showed potential for growth. We soon realized there was no better place than the town where I had already spent most of my life. I grew up here in Lake Zurich and have seen a huge transformation over the last 20 years. I graduated from Lake Zurich High School (Class of 2004, GO BEARS)! My wife and I bought our first home together in Lake Zurich four years ago and recently brought our first child into the world. We plan on raising her in our great community. I want to share my thoughts on what a positive impact this project would have on our youth. When I was growing up in LZ there was no YMCA or LA Fitness in town. There was nothing. The closest option for a fitness center was the Buehler YMCA which I went to all the time to try and find a pick-up basketball game or better my athletic skills. It wasn't until mid-way through high school when the Foglia YMCA was built. At the time, I remember being very excited when the Foglia was finally completed. It was a very positive experience for me and it was a great place to spend time with my friends. I have many lasting memories from my time there associated with my youth. In regards to the potential Lifetime development, I've tried to do as much research as I could to educate myself on all the topics and issues. I clearly understand the concerns of those who are opposing this project and respect their opinions. However, I feel the positives for the whole community far outweigh the negatives of a few. This operation seems to be more than your ordinary fitness center. There are many great amenities which will help our community in more ways than LA Fitness or the Foglia YMCA will offer. My wife and I would join this gym the first day it opened if it's ever approved. Most importantly, our daughter would get to enjoy all the amenities and experience a healthy lifestyle which is very important to our family. She will one day get to reflect back on great memories with her friends to be and hopefully that will be a positive impact on her life. We have been members at both LA Fitness in Lake Zurich and Midtown Athletic Club in Palatine. We reviewed all options in the area for a fitness center a couple years ago and determined that Midtown was the only gym that offered classes and a lifestyle that matched our goals. Midtown has a café, fitness classes, clean locker rooms with many amenities and it was an

opportunity to meet other people in our area. In the end, we had to leave Midtown as it was just too far for us to work into our everyday commute. Since then, we have experienced many overcrowding issues at LA Fitness and witnessed the same long wait times when visiting the Foglia YMCA as well. There is a NEED for a fitness club for the community of Lake Zurich. We understand why one of the biggest concerns about this development is its proximity to the lake. However, we actually see this as a positive. As members of Midtown, which is located directly next to a forest preserve, the outdoors were enjoyed in conjunction with the fitness center. Many members would complete their cardio outside and utilize the fitness center as home base to shower and continue on with their day. The lake and nature area around the proposed development site for Lifetime could be utilized the same way. Members could still enjoy walking, running or other recreational activities around our beautiful lake in conjunction with the fitness and locker room facilities at Lifetime. The property is not directly on the lake and therefore not ruining any of the integrity that our beautiful natural resource provides this community. I hope you, as our planning and zoning commission, seriously consider the positive aspects of this opportunity in your final decision and not let a few outspoken residents deter the positive growth that our community deserves. My wife and I are hoping to make the next board meeting but it's tough with a 4 month old at home. If we cannot attend the meeting I hope you all consider my note in the final decision. If there is anything else we can do to help support or promote the approval of this project please let me know. Sincerely, Ryan and Allison Fowler

Tell us how to get in touch with you:

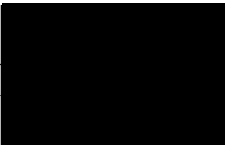
Name: Ryan Fowler


Address: 473 Tall Grass Cir

City: Lake Zurich

State: IL

Zip Code: 60047

Daytime Phone: 

Email: 

Katie Williams

From: Michael Duebner
Sent: Friday, March 9, 2018 2:49 PM
To: Katie Williams
Subject: FW: Online Form Submittal: Feedback Form

~

Michael Duebner
c: 224-310-9706

From: "noreply@civicplus.com" <noreply@civicplus.com>
Date: Friday, March 9, 2018 at 13:33
To: Michael Duebner <michael.duebner@lakezurich.org>
Subject: Online Form Submittal: Feedback Form

Feedback Form

Do not use this feedback form to report situations that require an immediate response or to report a crime. This service is monitored only during business hours. For emergencies dial 911.

Tell us what you think about our website, our services, our Village, or anything else that comes to mind. We welcome all comments and suggestions.

What kind of comment
would you like to send?

Praise

What do you want to
comment on?

Other

Other:

Lifetime fitness

Enter your comments in the
space provided below:

I support lifetime fitness in Iz.....I cannot wait for it to be
built...it's the kind of business Iz needs

Tell us how to get in touch with you:

Name:

Christine Kohlman

Katie Williams

From: Michael Duebner
Sent: Thursday, March 8, 2018 9:25 PM
To: Katie Williams
Subject: Fwd: Online Form Submittal: Feedback Form

Follow Up Flag: Follow up
Flag Status: Flagged

Michael Duebner
847.878.7937

Begin forwarded message:

From: <noreply@civicplus.com>
Date: March 8, 2018 at 21:14:21 CST
To: <michael.duebner@lakezurich.org>
Subject: Online Form Submittal: Feedback Form

Feedback Form

Do not use this feedback form to report situations that require an immediate response or to report a crime. This service is monitored only during business hours. For emergencies dial 911.

Tell us what you think about our website, our services, our Village, or anything else that comes to mind. We welcome all comments and suggestions.

What kind of comment would you like to send?	Suggestion
--	------------

What do you want to comment on?	Other
---------------------------------	-------

Other:	Life Time Proposal
--------	--------------------

Enter your comments in the space provided below:	Please forward to Planning and zoning committee. Please vote yes on the amended proposal for Life Time on Old Rand Rd
--	---

Tell us how to get in touch with you:

Name: Brian Martin

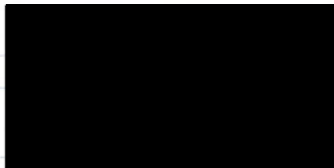
Address: 859 Windemere Ln

City: Lake Zurich

State: IL

Zip Code: 60047

Daytime Phone:



Email:

Contact me regarding this matter: No

Proudly serving the citizens, businesses and visitors of Lake Zurich

Email not displaying correctly? [View it in your browser.](#)

Katie Williams

From: Michael Duebner
Sent: Thursday, March 8, 2018 8:59 PM
To: Katie Williams
Subject: Fwd: Online Form Submittal: Feedback Form

Follow Up Flag: Follow up
Flag Status: Flagged

Michael Duebner
847.878.7937

Begin forwarded message:

From: <noreply@civicplus.com>
Date: March 8, 2018 at 20:24:31 CST
To: <michael.duebner@lakezurich.org>
Subject: Online Form Submittal: Feedback Form

Feedback Form

Do not use this feedback form to report situations that require an immediate response or to report a crime. This service is monitored only during business hours. For emergencies dial 911.

Tell us what you think about our website, our services, our Village, or anything else that comes to mind. We welcome all comments and suggestions.

What kind of comment
would you like to send? Other

What do you want to
comment on? Other

Other: Lifetime Fitness

Enter your comments in
the space provided below: We can not pass this opportunity up to have a wonderful
company that will offer a tremendous amount of healthy and
active amenities and activities to the residents of Lake Zurich.
The majority of Lake Zurich residents are in favor of Lifetime.

Our family is is full support of this proposal. Please approve!!!
We need this! Please forward on to the planning and zoning
members and Village board members. Thank you!

Tell us how to get in touch with you:

Name: Lori Wallace

Address: 2 Terrace Ln

City: Lake Zurich

State: IL

Zip Code: 60047

Daytime Phone: *Field not completed.*

Email:



Contact me regarding this Yes
matter:

Proudly serving the citizens, businesses and visitors of Lake Zurich

Email not displaying correctly? [View it in your browser.](#)

Katie Williams

From: Michael Duebner
Sent: Thursday, March 8, 2018 8:58 PM
To: Katie Williams
Subject: Fwd: Online Form Submittal: Feedback Form

Follow Up Flag: Follow up
Flag Status: Flagged

Michael Duebner
847.878.7937

Begin forwarded message:

From: <noreply@civicplus.com>
Date: March 8, 2018 at 20:42:40 CST
To: <michael.duebner@lakezurich.org>
Subject: Online Form Submittal: Feedback Form

Feedback Form

Do not use this feedback form to report situations that require an immediate response or to report a crime. This service is monitored only during business hours. For emergencies dial 911.

Tell us what you think about our website, our services, our Village, or anything else that comes to mind. We welcome all comments and suggestions.

What kind of comment would you like to send?	Concern
--	---------

What do you want to comment on?	Other
---------------------------------	-------

Other:	Life Time Fitness proposal
--------	----------------------------

Enter your comments in the space provided below:	I'm writing to let the Planning and Zoning Commission know that I am most definitely interested in having Life Time Fitness locate here (at the former Hackney's site). We supporters have felt intimidated and drowned out by the opposition but feel
--	--

there are really enough of us in favor of it that you need to take us seriously. I have filled out the village's survey also. I will be at the March 21 meeting and will voice my support. Please give this serious thought. Thanks.

Tell us how to get in touch with you:

Name: Margaret Poska

Address: 275 Sandy Point Ln.

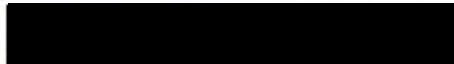
City: Lake Zurich

State: IL

Zip Code: 60047

Daytime Phone: *Field not completed.*

Email:



Contact me regarding this matter: No

Proudly serving the citizens, businesses and visitors of Lake Zurich

Email not displaying correctly? [View it in your browser.](#)

Katie Williams

From: Michael Duebner
Sent: Thursday, March 8, 2018 7:57 PM
To: Katie Williams
Subject: Fwd: Online Form Submittal: Feedback Form

Follow Up Flag: Follow up
Flag Status: Flagged

Michael Duebner
847.878.7937

Begin forwarded message:

From: <noreply@civicplus.com>
Date: March 8, 2018 at 19:56:13 CST
To: <michael.duebner@lakezurich.org>
Subject: Online Form Submittal: Feedback Form

Feedback Form

Do not use this feedback form to report situations that require an immediate response or to report a crime. This service is monitored only during business hours. For emergencies dial 911.

Tell us what you think about our website, our services, our Village, or anything else that comes to mind. We welcome all comments and suggestions.

What kind of comment would you like to send?	Suggestion
--	------------

What do you want to comment on?	Lake Zurich Community
---------------------------------	-----------------------

Other:	Life time
--------	-----------

Enter your comments in the space provided below:	I really hope LT goes through!! I'm curious if anyone on the boards belong to a gym & if you have visited a LT? Not saying you would join but just wondering. This is a wonderful opportunity for Lake Zurich! So many wonderfull things about
--	--

this high class gym. please don't let the bullies on social media get to you, maybe they can trade with me, my house is 16 steps from a pads shelter! (Hopefully we can beat this) Thank you for all your hard work!! I appreciate everything you all do for our LZ town. Cheryl Gorey

Tell us how to get in touch with you:

Name: Cheryl Gorey

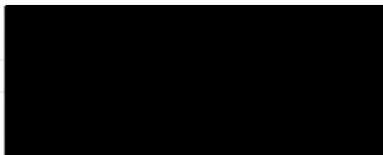
Address: 22915 N Lakewood Ln

City: Lake Zurich

State: IL

Zip Code: 60047

Daytime Phone:



Email:

Contact me regarding this matter: Yes

Proudly serving the citizens, businesses and visitors of Lake Zurich

Email not displaying correctly? [View it in your browser.](#)

Katie Williams

From: Michael Duebner
Sent: Thursday, March 8, 2018 7:55 PM
To: Katie Williams
Subject: Fwd: Online Form Submittal: Feedback Form

Follow Up Flag: Follow up
Flag Status: Flagged

Michael Duebner
847.878.7937

Begin forwarded message:

From: <noreply@civicplus.com>
Date: March 8, 2018 at 19:14:24 CST
To: <michael.duebner@lakezurich.org>
Subject: Online Form Submittal: Feedback Form

Feedback Form

Do not use this feedback form to report situations that require an immediate response or to report a crime. This service is monitored only during business hours. For emergencies dial 911.

Tell us what you think about our website, our services, our Village, or anything else that comes to mind. We welcome all comments and suggestions.

What kind of comment would you like to send?	Suggestion
--	------------

What do you want to comment on?	Lake Zurich Community
---------------------------------	-----------------------

Other:	<i>Field not completed.</i>
--------	-----------------------------

Enter your comments in the space provided below:	Welcome Life Time. Great company and much to offer Lake Zurich.
--	---

Tell us how to get in touch with you:

Name: Casey Morris

Address: 90 Linden Rd

City: Lake Zurich

State: IL

Zip Code: 60047

Daytime Phone:



Email:

Contact me regarding this matter: No

Proudly serving the citizens, businesses and visitors of Lake Zurich

Email not displaying correctly? [View it in your browser.](#)

Katie Williams

From: Michael Duebner
Sent: Thursday, March 8, 2018 1:34 PM
To: Katie Williams
Subject: FW: Online Form Submittal: Feedback Form

~

Michael Duebner
c: 224-310-9706

From: "noreply@civicplus.com" <noreply@civicplus.com>
Date: Thursday, March 8, 2018 at 13:27
To: Michael Duebner <michael.duebner@lakezurich.org>
Subject: Online Form Submittal: Feedback Form

Feedback Form

Do not use this feedback form to report situations that require an immediate response or to report a crime. This service is monitored only during business hours. For emergencies dial 911.

Tell us what you think about our website, our services, our Village, or anything else that comes to mind. We welcome all comments and suggestions.

What kind of comment
would you like to send?

Other

What do you want to
comment on?

Other

Other:

Planning and zoning committee

Enter your comments in the
space provided below:

PLEASE VOTE YES FOR LIFETIME FITNESS! WE ARE SO
LUCKY TO HAVE THEM COME TO LAKE ZURICH! Planning
and zoning committee

Tell us how to get in touch with you:

Name:	Lance
Address:	Old Rand Rd
City:	Lake Zurich
State:	IL
Zip Code:	60047
Daytime Phone:	<i>Field not completed.</i>
Email:	
Contact me regarding this matter:	

Proudly serving the citizens, businesses and visitors of Lake Zurich

Email not displaying correctly? [View it in your browser.](#)

Katie Williams

From: Michael Duebner
Sent: Thursday, March 8, 2018 12:49 PM
To: Katie Williams
Subject: FW: Online Form Submittal: Feedback Form

~
Michael Duebner
c: 224-310-9706

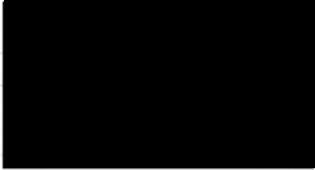

From: "noreply@civicplus.com" <noreply@civicplus.com>
Date: Thursday, March 8, 2018 at 12:24
To: Michael Duebner <michael.duebner@lakezurich.org>
Subject: Online Form Submittal: Feedback Form

Feedback Form

Do not use this feedback form to report situations that require an immediate response or to report a crime. This service is monitored only during business hours. For emergencies dial 911.

Tell us what you think about our website, our services, our Village, or anything else that comes to mind. We welcome all comments and suggestions.

What kind of comment would you like to send?	Suggestion
What do you want to comment on?	Lake Zurich Community
Other:	Planning and Zoning
Enter your comments in the space provided below:	Please approve the Lifetime Fitness facility. It would be a great asset to our community.
Tell us how to get in touch with you:	
Name:	Jesse Dionesotes

Address:	512 Tall Grass Circle
City:	Lake Zurich
State:	IL
Zip Code:	60047
Daytime Phone:	
Email:	
Contact me regarding this matter:	Yes
Proudly serving the citizens, businesses and visitors of Lake Zurich	

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Katie Williams

From: Michael Duebner
Sent: Thursday, March 8, 2018 8:33 AM
To: Katie Williams
Subject: FW: Online Form Submittal: Feedback Form

~

Michael Duebner
c: 224-310-9706

From: "noreply@civicplus.com" <noreply@civicplus.com>
Date: Thursday, March 8, 2018 at 08:30
To: Michael Duebner <michael.duebner@lakezurich.org>
Subject: Online Form Submittal: Feedback Form

Feedback Form

Do not use this feedback form to report situations that require an immediate response or to report a crime. This service is monitored only during business hours. For emergencies dial 911.

Tell us what you think about our website, our services, our Village, or anything else that comes to mind. We welcome all comments and suggestions.

What kind of comment
would you like to send?

Suggestion

What do you want to
comment on?

Other

Other:

LifeTime Fitness Proposal

Enter your comments in the
space provided below:

I am writing today to express my support for the proposed development of LifeTime Fitness. I ask that you please look at the bigger picture and take into consideration the benefits to the village as a whole. The opportunity a development like this could bring to our town is limitless. A facility of this nature would fulfill many needs and wants of residents in Lake Zurich and surrounding areas - a world class fitness facility, child care,

activities and camps (we have a desperate need for more of this in Lake Zurich), teen recreation, swimming, restaurant and a salon/spa. The fact that one facility can offer all of these things under one roof is an incredible opportunity and something that will serve the majority of residents in this town. LifeTime buildings are always beautiful and well maintained and the curb appeal alone would be a major upgrade from the vacant building currently sitting on this property. Please do not let this opportunity pass our town by! Thank you for your consideration.

Tell us how to get in touch with you:

Name: Rachel Cunningham

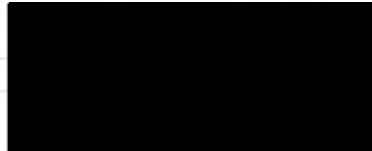
Address: 324 Linden Road

City: Lake Zurich

State: IL

Zip Code: 60047

Daytime Phone:



Email:

Contact me regarding this matter: No

Proudly serving the citizens, businesses and visitors of Lake Zurich

Email not displaying correctly? [View it in your browser.](#)

Katie Williams

From: Michael Duebner
Sent: Thursday, March 8, 2018 6:24 AM
To: Katie Williams
Subject: FW: Online Form Submittal: Feedback Form

Follow Up Flag: Follow up
Flag Status: Flagged

Please add to transmittal for PZC

~

Michael Duebner
c: 224-310-9706

From: "noreply@civicplus.com" <noreply@civicplus.com>
Date: Wednesday, March 7, 2018 at 22:29
To: Michael Duebner <michael.duebner@lakezurich.org>
Subject: Online Form Submittal: Feedback Form

Feedback Form

Do not use this feedback form to report situations that require an immediate response or to report a crime. This service is monitored only during business hours. For emergencies dial 911.

Tell us what you think about our website, our services, our Village, or anything else that comes to mind. We welcome all comments and suggestions.

What kind of comment
would you like to send?

Other

What do you want to
comment on?

Other

Other:

Life Time Fitness Proposal

Enter your comments in the
space provided below:

Please pass this message along to the Building and Zoning dept. I am a LZ resident and I feel that Life Time Fitness would be a tremendous asset for our community. Not only would it provide an incredible facility for our residents but it would also

bring in new patrons from surrounding villages to our current businesses. It would attract other new businesses as well. In my opinion the pros far outweigh the cons. Life Time has proven that they are willing to comprise and accommodate our residents concerns and requests. Honestly, LZ does not have the luxury to turn down such a great opportunity. While I realize there are some who are against this, they are not looking at any of the positives this facility will bring. Change is good and we need to work with Life Time and not against them. We do not need or want more buildings sitting empty for the next 10-15 years as so many have done so in our community. Please vote yes on the revised Life Time proposal. Thank you for your time and service.

Tell us how to get in touch with you:

Name: Mary Keller

Address: 149 Lions Ct

City: Lake Zurich

State: IL

Zip Code: 60047

Daytime Phone:

Email:

Contact me regarding this matter: No

Proudly serving the citizens, businesses and visitors of Lake Zurich

Email not displaying correctly? [View it in your browser.](#)

Katie Williams

From: Michael Duebner
Sent: Wednesday, March 7, 2018 8:17 PM
To: Katie Williams
Subject: Fwd: Online Form Submittal: Feedback Form

Follow Up Flag: Follow up
Flag Status: Flagged

Michael Duebner
847.878.7937

Begin forwarded message:

From: <noreply@civicplus.com>
Date: March 7, 2018 at 20:05:52 CST
To: <michael.duebner@lakezurich.org>
Subject: Online Form Submittal: Feedback Form

Feedback Form

Do not use this feedback form to report situations that require an immediate response or to report a crime. This service is monitored only during business hours. For emergencies dial 911.

Tell us what you think about our website, our services, our Village, or anything else that comes to mind. We welcome all comments and suggestions.

What kind of comment
would you like to send? Other

What do you want to
comment on? Lake Zurich Community

Other: Field not completed.

Enter your comments in
the space provided below: To Whom It May Concern I would like to tell the Village Board of Trustees, Mayor Poynton, and the Building and Zoning Group that I am supportive of the new Lifetime proposal . It is

important to me that you know this since I was not able to attend most meetings. There is a group of people that are against it and they do not speak for all of us in this village. I truly believe that this will be a great addition to our community. It is a healthy alternative and brings a lot of positive benefits. I really appreciate that Lifetime listened to our community and addressed those concerns that were made by our residents. It seems like they are willing to work with the village. It would be great to finally see something good in our community than another empty lot. I would also ask you to consider viewing the online remarks during the FB live stream. There are people that support this even if they do not show up to the meeting. Thank you for taking the time to read this. Warm Regards, Angela Goldberg 7 Ironwood Ct

Tell us how to get in touch with you:

Name: Angela Goldberg

Address: 7 Ironwood Ct.

City: Lake Zurich

State: IL

Zip Code: 60047

Daytime Phone:



Email:

Contact me regarding this matter: Yes

Proudly serving the citizens, businesses and visitors of Lake Zurich

Email not displaying correctly? [View it in your browser.](#)

Katie Williams

From: Michael Duebner
Sent: Wednesday, March 7, 2018 7:53 PM
To: Katie Williams
Subject: Fwd: Online Form Submittal: Feedback Form

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Michael Duebner
224-310-9706

Begin forwarded message:

From: <noreply@civicplus.com>
Date: March 7, 2018 at 19:26:27 CST
To: <michael.duebner@lakezurich.org>
Subject: Online Form Submittal: Feedback Form

Feedback Form

Do not use this feedback form to report situations that require an immediate response or to report a crime. This service is monitored only during business hours. For emergencies dial 911.

Tell us what you think about our website, our services, our Village, or anything else that comes to mind. We welcome all comments and suggestions.

What kind of comment
would you like to send? Concern

What do you want to
comment on? Lake Zurich Community

Other: Lifetime Fitness

Enter your comments in
the space provided below: I am completely supportive of the new LTF coming to LZ on Rand! I live on Alpine - and I think this fear of traffic on old Rand is complete paranoia. Please do everything you can to

bring LTF to LZ for the taxes and the quality of service that will be available to our residents!! Thsnk you

Tell us how to get in touch with you:

Name: Vicki Burger

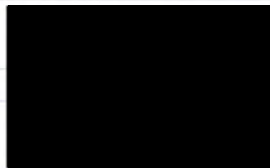
Address: 206 Alpine

City: LZ

State: IL

Zip Code: *Field not completed.*

Daytime Phone:



Email:

Contact me regarding this matter: No

Proudly serving the citizens, businesses and visitors of Lake Zurich

Email not displaying correctly? [View it in your browser.](#)

Katie Williams

From: Michael Duebner
Sent: Wednesday, March 7, 2018 3:18 PM
To: Katie Williams
Subject: FW: Online Form Submittal: Feedback Form

Follow Up Flag: Follow up
Flag Status: Flagged

Information for PZC

~

Michael Duebner
c: 224-310-9706

From: "noreply@civicplus.com" <noreply@civicplus.com>
Date: Wednesday, March 7, 2018 at 14:31
To: Michael Duebner <michael.duebner@lakezurich.org>
Subject: Online Form Submittal: Feedback Form

Feedback Form

Do not use this feedback form to report situations that require an immediate response or to report a crime. This service is monitored only during business hours. For emergencies dial 911.

Tell us what you think about our website, our services, our Village, or anything else that comes to mind. We welcome all comments and suggestions.

What kind of comment
would you like to send?

Other

What do you want to
comment on?

Other

Other:

Route to Planning Committee

Enter your comments in the
space provided below:

I am a 19 year resident and taxpayer of Lake Zurich and am in full support of the Lifetime Fitness project.

Tell us how to get in touch with you:

Name: Michelle Wilkes

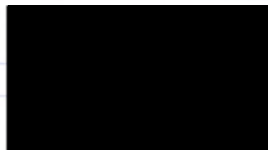
Address: 710 Waterford Ct

City: Lake Zurich

State: IL

Zip Code: 60047

Daytime Phone:



Email:

Contact me regarding this matter: *Field not completed.*

Proudly serving the citizens, businesses and visitors of Lake Zurich

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Katie Williams

From: Michael Duebner
Sent: Saturday, March 3, 2018 11:36 AM
To: Katie Williams; Kyle Kordell
Subject: FW: Online Form Submittal: Feedback Form

Feedback regarding Life Time.

~

Michael Duebner
c: 224-310-9706

From: "noreply@civicplus.com" <noreply@civicplus.com>
Date: Saturday, March 3, 2018 at 10:44
To: Michael Duebner <michael.duebner@lakezurich.org>
Subject: Online Form Submittal: Feedback Form

Feedback Form

Do not use this feedback form to report situations that require an immediate response or to report a crime. This service is monitored only during business hours. For emergencies dial 911.

Tell us what you think about our website, our services, our Village, or anything else that comes to mind. We welcome all comments and suggestions.

What kind of comment
would you like to send?

Suggestion

What do you want to
comment on?

Village Services

Other:

LifeTime Fitness Meeting

Enter your comments in the
space provided below:

Hi my name is Phil S. I am a Lake Zurich resident that just moved here a few years ago. I really hope the lifetime gym is built here. Lifetime is a luxury world class gym and would be so wonderful to have here. Best equipment, friendly staff, rock climbing wall, outdoor/indoor pools, hot tubs, steam room, sauna. I was a member in Vernon Hills and Schamburg lifetime location but it too far to drive for me everyday. These people

complaining to the Village don't make much sense. There can be landscaping installed so there is a scenic nice view for neighbors. Traffic/parking lot can be engineered to meet traffic issues on road. Local businesses will do better and flourish because people going to Gym will sometimes go shopping before or after the gym. In conclusion, I hope Lifetime fitness is built in Lake Zurich. I will cancel my membership at LA Fitness and enjoy becoming a member again at Lifetime so much more. I would have liked to attend this next board meeting on March 5th but will be too busy with work schedule. I just left this message to give my positive input in regards to this Amazing Fitness Center to be hopefully approved by the Village of Lake Zurich, after revisions to properly appease neighbors of proposed location. Thanks and Take Care.

Tell us how to get in touch with you:

Name: Phil Schopoff

Address: 23566 N. Echo Lake Road

City: Lake Zurich

State: IL

Zip Code: 60047

Daytime Phone:

Email:

Contact me regarding this matter: Yes

Proudly serving the citizens, businesses and visitors of Lake Zurich

Email not displaying correctly? [View it in your browser.](#)

No Life Time Fitness on Old Rand Petition

To our duly elected Village of Lake Zurich officials:

We, the undersigned, officially sign this petition voicing our concerns for the proposed Life Time Fitness facility construction at Old Rand Road and Rand Road. We specifically ask each of you as our duly elected Village of Lake Zurich official to vote NO on this proposal.

Signed,

NAME	ADDRESS	TOWN	SIGNATURE
GARY OBILL	1102 Poplar CT.	Lake Zurich, IL	Gary Obill
Doreen Ogilvie	495 Old Rand Rd	Lake Zurich, IL	Doreen Ogilvie
Lisa Nguyen	847 & 230 Tamiar	Lake Zurich, IL	Lisa Nguyen
	Lake Lake Zurich	Lake Zurich, IL	
Lisa Martorano	45 Park Ave	Lake Zurich, IL	Lisa Martorano
Marilyn Krest	250 Mohawk Trail	Lake Zurich, IL	Marilyn Krest
GLEN ANDREA	719 EDWARDS DR.	Lake Zurich, IL	Glen Andrea
Jessica Obermiller	1153 Potawatomie	Lake Zurich, IL	Jessica Obermiller
Theresa Sefanek	16 E Karher Dr	Lake Zurich, IL	Theresa Sefanek
WHIRLEY BURTON	250 Mohawk Trail	Lake Zurich, IL	Whirley Burton
Marguerite Bailey	818 S Old Rand	Lake Zurich, IL	Marguerite Bailey
WAYNE HOFFBERG	11 MANOR	Lake Zurich, IL	Wayne Hoffberg

We, the undersigned, officially sign this petition voicing our concerns for the proposed Life Time Fitness facility construction at Old Rand Road and Rand Road. We specifically ask each of you as our duly elected Village of Lake Zurich official to vote NO on this proposal.

[illegible]

No Life Time Fitness on Old Rand Petition

To our duly elected Village of Lake Zurich officials:

We, the undersigned, officially sign this petition voicing our concerns for the proposed Life Time Fitness facility construction at Old Rand Road and Rand Road. We specifically ask each of you as our duly elected Village of Lake Zurich official to vote **NO** on this proposal.

Signed,

[illegible]

Signed,

No Life Time Fitness on Old Rand Petition

To our duly elected Village of Lake Zurich officials:

We, the undersigned, officially sign this petition voicing our concerns for the proposed Life Time Fitness facility construction at Old Rand Road and Rand Road. We specifically ask each of you as our duly elected Village of Lake Zurich official to vote NO on this proposal.

Signed,

NAME	ADDRESS	TOWN	SIGNATURE
Lynne Lutman	75 Pine Tree Row	Lake Zurich, IL	Lynne Lutman
Elle Nail and sp A	1317 B W Rte 22 Lake Zurich IL 60047	Lake Zurich, IL	Elle Nail
Michelle Bonus	3 Derby Lane Hawthorn Woods IL 60047	Lake Zurich, IL	Michelle Bonus
Amranda Numerowski	729 R+22 Lake Zurich, IL 60047	Lake Zurich, IL	Amranda Numerowski
Tamara H. Frazier JAMES C. FRAZIER	783 N. Old Rand Rd. 783 N. OLD RAND RD 60047 LAKE ZURICH, IL	Lake Zurich, IL	Tamara H. Frazier James C. Frazier
Kenneth Toeller	113 Lorraine Dr. Lake Zurich, IL	Lake Zurich, IL	Kenneth Toeller
Polly Toeller	113 Lorraine Dr.	Lake Zurich, IL	Polly Toeller
		Lake Zurich, IL	
		Lake Zurich, IL	
		Lake Zurich, IL	
		Lake Zurich, IL	

No Life Time Fitness on Old Rand Petition

To our duly elected Village of Lake Zurich officials:

52

We, the undersigned, officially sign this petition voicing our concerns for the proposed Life Time Fitness facility construction at Old Rand Road and Rand Road. We specifically ask each of you as our duly elected Village of Lake Zurich official to vote NO on this proposal.

Signed,

NAME	ADDRESS	TOWN	SIGNATURE
Nancy D. Burke	177 Pinelake Row	Lake Zurich, IL	Nancy D. Burke
Shelly B. Bailey	202 PINE TREE ROW	Lake Zurich, IL	Shelly B. Bailey
Judy Zarob	21 Golfview Rd	Lake Zurich, IL	Judy Zarob
Evin S. Wesley	171 Pine Tree	Lake Zurich, IL	Evin S. Wesley
DAVID MCKE	50 PINE TREE ROW	Lake Zurich, IL	David McKel
Arturo Estrada	3 Pamela Rd	Lake Zurich, IL	Arturo Estrada
BATTY FALK	1 Pamela Rd	Lake Zurich, IL	Batty Falk
Carl Falk	1 Pamela	Lake Zurich, IL	Carl Falk
Jody Ken	805 N. Old Rand	Lake Zurich, IL	Jody Ken
May Lorenz	299 N. Old Rand	Lake Zurich, IL	May Lorenz
DIANE LEIGHTON	220 Pine Tree Row	Lake Zurich, IL	Diane Leighton
		Lake Zurich, IL	

No Life Time Fitness on Old Rand Petition

To our duly elected Village of Lake Zurich officials:

We, the undersigned, officially sign this petition voicing our concerns for the proposed Life Time Fitness facility construction at Old Rand Road and Rand Road. We specifically ask each of you as our duly elected Village of Lake Zurich official to vote NO on this proposal.

Signed,

NAME	ADDRESS	TOWN	SIGNATURE
Vera Fuller	750 Warwick Ct.	Lake Zurich, IL	Vera Fuller
Marina Kravetsky	415 Thistle Ln	Lake Zurich, IL	Marina Kravetsky
Nancy Joy Sikes	558 N. Prairie Lane	Lake Zurich, IL	Nancy Joy Sikes
Donna Rae Pettengill	743 Foxmor Lane	Lake Zurich, IL	Donna Rae Pettengill
Diana Anderson	965 Kenilworth	Lake Zurich, IL	Diana Anderson
Linda Greene	587 Cortland Dr.	Lake Zurich, IL	Linda Greene
Carlotta Nelson	35 Pine Avenue	Lake Zurich, IL	Carlotta M. Nelson
Nancy P. Caceres	269 Sebbby Ln.	Lake Zurich, IL	Nancy P. Caceres
LINDA LAMB	1091 Dogwood Ct LZ	Lake Zurich, IL	Linda Lamb
CINDY STOREY	1 WAYNE LANE	Lake Zurich, IL	Cindy Storey
CAROL TROKA	520 RUE ORLEANOS	DEER PARK Lake Zurich, IL	Carol Troka
Natalie Trumbull	705 Beechwood Dr	Lake Zurich, IL	Natalie Trumbull

No Life Time Fitness on Old Rand Petition

We, the undersigned, officially sign this petition voicing our concerns for the proposed Life Time Fitness facility construction at Old Rand Road and Rand Road. We specifically ask each of you as our duly elected Village of Lake Zurich official to vote NO on this proposal.

[illegible]

No Life Time Fitness on Old Rand Petition

To our duly elected Village of Lake Zurich officials:

We, the undersigned, officially sign this petition voicing our concerns for the proposed Life Time Fitness facility construction at Old Rand Road and Rand Road. We specifically ask each of you as our duly elected Village of Lake Zurich official to vote NO on this proposal.

Signed,

[illegible]

To my duly elected Village of Lake Zurich officials:

I officially sign this petition voicing my concern for the proposed Life Time Fitness facility construction at Old Rand Road and Rand Road. I specifically ask each of you as my duly elected Village of Lake Zurich official to vote NO on this proposal.

Signed,

First Name	Last Name	Street Address	City	State
Steven	Pope	240 Whitney Road Lake	lake Zurich	IL
Jill	Polites	325 Meadow Lane	lake Zurich	IL
Colleen	Stevens			IL
Tom	Gustafson	620 north old rand	lake zurich	IL
Courtney	Bradfish			
George	Hogen	935 Holly cir	Lake Zurich	IL
Taylor	Edidin	304 McKinley ave	Libertyville	Illinois
Dale	Sikes	558 N Prairie Lane	lake Zurich	IL
Pat	Allen	230 N. Old Rand Rd	lake Zurich	IL
Jordan	Snell	224 Beateau St	lake Zurich	IL
Charles	Miller	944 Manchester Rd	lake Zurich	Illinois
Jessica	Schwantz	2221 Chadwick way	Mundelein	IL
Annemarie	Kinney			
Anna	Subich	Old Rand Rd	lake Zurich	IL
Michelle	Rodriguez	1486 Sandy Pass	lake Zurich	IL
Robert	Padula	170 N Old Rand Rd	lake Zurich	IL
Eric	Palmblad	200 S Cross Trail	Mchenry	IL
Whitney	Smith	25226 N Virginia Ave	lake Zurich	IL
christine	wagner	21979 W Cuba Rd	Kildeer	IL
Christine	Deprez	122 Parkway Ave	lake Zurich	Illinois
Mary	Harrison	211 Linden road	lake Zurich	IL

To my duly elected Village of Lake Zurich officials:

I officially sign this petition voicing my concern for the proposed Life Time Fitness facility construction at Old Rand Road and Rand Road. I specifically ask each of you as my duly elected Village of Lake Zurich official to vote NO on this proposal.

Signed,

Richard	Hyde	Lorraine Dr	Lake Zurich	IL
Aaron	Subich	280 N Old Rand Rd	Lake Zurich	IL
		105 N. Buesching Road		
Bethany	Geschke	Apt. 1031	Lake Zurich	IL
Paul	Dawidczyk	158 Parkway Ave.	Lake Zurich	IL
Tyler	Snell	224 Beauteau St	Lake Zurich	IL
Dave	Suchy	163 Beauteau St	Lake Zurich	Illinois
Shelley	Alo	260 Beauteau St	Lake Zurich	IL
Lindy	Alo	260 Beauteau St	Lake Zurich	IL
Daniel	Keeler			
Kat	Gerdts	254 N OLD RAND RD	Lake Zurich	IL
James	Dement	Interlaken Dr.	Lake Zurich	IL
Julie	Uhler	87 Golfview Road	Lake Zurich	IL
Matthew	Sadler	751 N Old Rand Rd.	Lake Zurich	IL
Amy	Ooms	5 Hollycourt	Lake Zurich	IL
Jennifer	Concialdi			
Scott	Dever	112 Lucy Court	Lake Zurich	IL
teresa	Dever	112 Lucy Court	Lake Zurich	Illinois
Christine	Berman	60 Ramblewood Lane	Lake Zurich	IL
Stella	Dyslin	1723 Napa Suwe Lane	Wauconda	Illinois
Larry	Augustine	950 Manchester Ct	Lake Zurich	IL
Peter	Sciamme	335 Knox Park Rd	Lake Zurich	IL

To my duly elected Village of Lake Zurich officials:

I officially sign this petition voicing my concern for the proposed Life Time Fitness facility construction at Old Rand Road and Rand Road. I specifically ask each of you as my duly elected Village of Lake Zurich official to vote NO on this proposal.

Signed,

Nicole	Stroup				
Renee	Markech	447 Grever Ct	Lake Zurich	IL	
Vickie	Biberian	180 Beaubien court	Lake Zurich	IL	
Mary	Lighthall	130 Lorraine Dr.	Lake Zurich	IL	
Mallory	Rawlings	Lorraine drive	Lake Zurich	60047	
Vicki	Heart	530 Cypress Bridge Rd	Lake Zurich	IL	
Jamie	Hyde	109 Lorraine Dr.	Lake Zurich	IL	
Rita	Nigro	260 Stone	Lake Zurich	Illinois	
Emily	Nelson	1132 Pearlman Drive	Lake Zurich	Illinois	
Julie	Murray	205 Sunset Court	Lake Zurich	IL	
Lisa	Reich				
Betty	Reif	840 Waterford Ct	Lake Zurich	IL	
Cathy	Danial	597 Turtle Pond Ct	Lake Zurich	IL	
Kathlynn	Montonera	125 N Pleasant Road	Lake Zurich	IL	
Chris	Yun	Cornar Drive	Lake Zurich	ILL	
Kathleen	Fuell	824 Interlaken Dr	Lake Zurich	IL	
Kathy	Niebuhr	660 Cypress Bridge Rd.	Lake Zurich	IL	
		Elk grove			
Sheryl	Ducay	210 pleasant drive	village	Illinois	
Lauren	Claypool	1032 Betty Drive	Lake Zurich	IL	
Sheila	Elrod	202 Fescue Ct	Lake Zurich	IL	
Ron	Paniak	21 Lakebreeze	Lake Zurich	IL	

To my duly elected Village of Lake Zurich officials:

I officially sign this petition voicing my concern for the proposed Life Time Fitness facility construction at Old Rand Road and Rand Road. I specifically ask each of you as my duly elected Village of Lake Zurich official to vote NO on this proposal.

Signed,

Susan	Knight Busse	Northcrest Rd	Lake Zurich	IL
Nancy	Flesher	125 Buesching rd	Lake Zurich	Ill
Jackie	Wolter	787 Interlaken Dr	Lake Zurich	IL
Nathan	Wall	315 Euclid Avenue	Arl. Hts.	IL
Faye	Belarmino			
Colin	Davern	518 Prairie Ln	Lake Zurich	IL
Shirley	Jedynak	133 N. Pleasant Rd	Lake Zurich	Illinois
Nancy	Bajersk			
Nancy	Dobson	135 Ramblewood Ln	Lake Zurich	IL
Jodi	Grant			
Katie	Salerno	Rush Ct	Lake Zurich	Illinois
Nancy	Christianson	222 Cherokee Road	Lake Zurich	IL
Roy	Honegger	22 Terrace Ln	LAKE ZURICH	IL
Laura	Mark	110 Hobblesh Drive	Lake Zurich	Illinois
Nathan	Barber	110 Hobblesh Drive	Lake Zurich	IL
Hanna	Masiewicz	786 Trailside Drive	Lake Zurich	IL
Judy	Niemann		Lake Zurich	
Cheryl	Bliss	Applegate Ln.	Lake Zurich	IL
Laurie	Ford	576 Cortland Dr.	Lake Zurich	IL
Anne	Davidson	27 Forest ave	Lake Zurich	IL
Laura	Burk	514 N. old Rand rd	Lake Zurich	IL
Pj	Nettleton	150 N. Old Rand Road	Lake Zurich	IL

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I officially sign this petition voicing my concern for the proposed Life Time Fitness facility construction at Old Rand Road and Rand Road. I specifically ask each of you as my duly elected Village of Lake Zurich official to vote NO on this proposal.

Signed,

ROSE	LUNDEMO	810 RED BRIDGE ROAD 24173 W. MARYDALE AVE	LAKE ZURICH	IL
LAUREN	REYES		LAKE ZURICH	Illinois
Pamela	Beatty			
Elena	Shafirovich	Lorraine	Lake Zurich	60047
Sandy	Turkington	236 Pine Tree Row	Lake Zurich	IL
Elizabeth	Tomaszewski	1643 Bayview Dr.	lake Zurich	60047
Andrew	Martorano	54 Lakebreeze Ct	lake Zurich	IL
Jim	Bianca		lake Zurich	IL
Donna	Howe	4 Bedford Court	Hawthorn Woods	IL
Tom	Goggin	270 hidden creek rd.	Lake Zurich	Illinois
Katherine	Herzog	1205 Eric Lane	Lake Zurich	IL
John	Nelson	1034 Aspen Ct	Lake Zurich	Illinois
Arthur	Aleszczyk	470 Burr Oak Dr	Lake Zurich	60047
Brianne	Aleszczyk	470 Burr Oak Dr	Lake Zurich	IL
Cara	Obrochta	227 Sandy Point Lane	Lake Zurich	IL
Marty	Cupples	725 Huntington Dr	Lake Zurich	IL
Melissa	Kamins	935 Colonial Ct	Lake Zurich	IL
Michelle	Ellis		Lake Zurich	IL

To my duly elected Village of Lake Zurich officials:

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Signed,

Christiane	Wilczura	Lorraine dr	Lake zurich	IL
and John				
igor	kopansky	355 linden rd	lake zurich	il
olga	gudyniene	355 linden rd	lake zurich	il
barb	ginaii	vista rd	lake zurich	IL
Terrence	Herlihy	415 Lois lane	Lake Zurich	IL
Donald	Pochron	891 Interlaken Drive	Lake Zurich	IL
Donna	Pochron	891 Interlaken Drive	Lake Zurich	IL
Elizabeth	Manella			
Michael	Schroeder	620 Waterford Drive	Lake Zurich	IL
Nathan	O'Day			
Kristine	Mauro			
Geoffrey	Petzel	695 Windemere Lane	Lake Zurich	Illinois
Dixie	Swartwood			
Carmella	Smith			
Bill	Hessel	429 Lois Lane	Lake Zurich	IL
Melissa	Enders	Lorraine Dr	Lake Zurich	IL
Maureen	Slott			
Alex	Arteaga	Lois Ln	Lake Zurich	Illinois
David	Mauro	966 Heartwood Ln	Lake Zurich	IL
Archie	Punzalan			
Martin	Filson			

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Signed,

Zulma	Bianca	874 singing Hills dr.	Vilo	IL
Dena	Denny			
Gerianne	Cygan			
Robert	Lindgren	5806 Wild Olive Lane	Crystal Lake	IL
Lauren	Thibodeau	5806 Wild Olive Lane	Crystal Lake	Illinois
Jennifer	Gustafson	620 north old rand road	Lake zurich	IL
Mindy	Dupree	1013 Cormar Dr	Lake Zurich	il
Nicole	Turner	39 Johnathan Rd	Lake Zurich	IL
Alyssa	Gordon	28 E Harbor Dr	Lake Zurich	IL
Amanda	Dickson	216 W Main Street	Lake Zurich	IL
Joe	Tarlos	605 Cypress Bridge Rd.	Lake Zurich	Illinois
Greg	Hatz	290 telser rd,	Lake Zurich	Illinois
Lisa	Rumford	175 Edgewater Drive	Crystal Lake	IL
Danielle	Lynch	73 Golfview Rd	Lake Zurich	IL
Ellen	Hardy			
Sarah	Winter			
sarah	christensen	27 crescent rd	Lake Zurich	il
		930 sandlwood court	lake zurich	IL
		24318 W. Marydale		
		Ave.		
Celestina	Farias		Lake Zurich	IL
Rebekah	Morrison	964 Pheasant Ridge Dr	Lake Zurich	IL
George	Criel	64 Lake Zurich Drive	Lake Zurich	Illinois

To my duly elected Village of Lake Zurich officials:

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Signed,

jim	simonik	225 Biltmore drive 787 North Old Rand Road	North Barrington	Illinois
John	Neitzke	Road	Lake Zurich	IL
chad	karecki	785 n old rand road	lake zurich	Illinois
Sheila	Genson	3 Newgate Ct.	Lake Zurich	Illinois
Kass	Oliver	1101 A Geneva Ln	Lake Zurich	IL
Norma	Chairez	8 Aldine Rd	Lake Zurich	Illinois
John	Zachwieja	505 Burr Oak Dr	Lake Zurich	IL
Gwendolyn	Glodowski	22 Manor Rd.	lake Zurich	IL
Gary	Kalas	nd	Lake Zurich	
Joseph	Papesch			
Eric	Schleich	6 Lakebreeze Ct	Lake Zurich	IL
ALDONA	CAHA	23681 N.FIELD RD	LAKE ZURICH	IL
Amy	Hartman		Lake Zurich	Illinois
Ilmars	Katajs	15 Lake Zurich Dr	Lake Zurich	IL
Christine	Gordon	10 Willow Terrace	Lake Zurich	IL
Mary	Lorenz	799 N Old Rand Road	Lake Zurich	IL
Marie	Harrington	6 Lakebreeze Court	Lake Zurich	IL
Mark	O'Rourke			
Ramona	DeCristofaro	138 Lorraine dr.	Lake Zurich	IL
Linda	Martorano	54 Lakebreeze Ct.	Lake Zurich	IL

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I officially sign this petition voicing my concern for the proposed Life Time Fitness facility construction at Old Rand Road and Rand Road. I specifically ask each of you as my duly elected Village of Lake Zurich official to vote NO on this proposal.

Signed,

Matthew	Martorano	54 Lakebreeze Ct.	Lake Zurich	IL
Sally	Kutsor	1417 Cheswick Lane	Lake Zurich	IL
Tiash	Milazzo	928 Winnetka Ter	Lake Zurich	IL
			Hawthorn	
Charlene	Lemke	76 Tournament dr south	woods	IL
Cyndi	Smith	921 Country Club Rd	Lake Zurich	IL
Julie	Radetski	601 Applegate Lane	Lake Zurich	IL
Lunne	Morrow	395 Stone Ave	Lake Zurich	IL
Lisa	Smith	Thistle Ln	Lake Zurich	IL
Dennis	Cornelius	324 Meadow Lane	Lake Zurich	IL
Brad	Enders	121 Lorraine Dr	Lake Zurich	IL
Monika	Czernicka	759 N Old Rand Rd	Lake Zurich	Illinois
Michele	Cornelius	Meadow lane	Lake zurich	IL
Kevin	Crisp	25131 N Ellrie Terrace	Lake Zurich	IL
Brynn	Schaal	698 Edelweiss Drive	Lake Zurich	Illinois
			hawthorn	
lauren	mandal	7 barberry drive	woods	illinois
Julie	Paxson	1053 Partridge Lane	Lake Zurich	IL
Kate	Pearson			
Lauryn	Schaal	698 Edelweiss Drive	Lake Zurich	Illinois
Susan	Trybula	235 Stone Avenue	Lake Zurich	IL
Laura	Cappelletti	620 Masland Court	Barrington	IL

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Signed,

Robert	Orchard	560 Burr oak dr	lake Zurich	IL
Dianne	Romei	477 Carolian	lake Zurich	IL
Jesse	Schaal	698 Edelweiss Drive	lake Zurich	IL
Rob	Romei	477 Carolian dr	lake zurich	IL
Kristine	Schaal	698 edelweiss	lake zutich	IL
Thomas	Griffith	616 N Old Rand Rd	lake Zurich	IL
Paige	Stodden		lake Zurich	IL
Susan	Leahy	725 N Old Rand Rd	lake Zurich	IL
Kyle	Stodden		lake Zurich	IL
Eileen	Poklop	4 Lakebreeze Ct	lake Zurich	IL
Brenda	Gornick	525 Ginger Trail	lake Zurich	IL
Dominica	Woodbury	Prairie ln	lake Zurich	IL
Lori	Sloan	285 Hidden Creek rd	lake Zurich	IL
Maurice	Vandenberg	8 Lakebreeze Ct	lake Zurich	Illinois
Sandra	Davern	518 prairie lane	Lake zurich	IL
		1060 Pheasant Ridge		
Kathy	Burek	Drive	Lake Zurich	IL
Robb	Olson	100 N Rand Rd apt 5	Lake Zurich	Illinois
Robert	Baxa	29, Rugby Rd	Lake Zurich	IL
Beth	Krischke	14 LAKEBREEZE CT	LAKE ZURICH	IL
Alicia	Timm	810 Interlaken Drive	lake Zurich	IL
Dennis	Burns	12 Lakebreeze Court	Lake Zurich	IL

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Signed,

Jeff	Halen			
Mark	Margiel	808 Brookfield Ct	Lake Zurich	Illinois
Mary	Batal Riley	41 LAKEBREEZE CT	Lake Zurich	Illinois
Andrew	Epstein	128 oak st	Lake Zurich	IL
Mike	Stodden			
Paul	Waspi			
Deborah	Dettlaff			
David	Keper	27 Lakebreeze Court	Lake Zurich	Illinois
Marla	Keper	27 Lakebreeze Court	Lake Zurich	Illinois
			HAWTHORN	
			WOODS	
James	Gill	5 SHOREACRES DR		Illinois
		210 Rose Hall Drive unit		
Gina	Plescica	120	Lake Zurich	Illinois
Linda	Crane	940 Country Club Rd.	Lake Zurich	IL.
Franklin	Crane	940 Country Club Rd.	Lake Zurich	IL
Randy	Gray	58 Lakebreeze Ct	Lake Zurich	IL
JANAKI				
KUMARI	MANDAVILLI	920 Lorie Ln	Lake Zurich	IL
SUBBARAO	MANDAVILLI	920 LORIE LN	LAKE ZURICH	IL
Kathy	Friddle	Buffalo Creek Dr.	Lake Zurich	IL
Louis	Dixon	39 Lakebreeze ct	Lake Zurich	III
Sylvia	Ezers	17 Lakebreeze Ct.	Lake Zurich	IL

To my duly elected Village of Lake Zurich officials:

I officially sign this petition voicing my concern for the proposed Life Time Fitness facility construction at Old Rand Road and Rand Road. I specifically ask each of you as my duly elected Village of Lake Zurich official to vote NO on this proposal.

Signed,

Jill	Losser	1035 Peters Ct	Lake Zurich	IL
Laura	Wahlen	56 Lakebreeze Ct	Lake Zurich	Illinois
Lisa	Peterson	140 Meadowbrook Lane	Lake Zurich	Illinois
Barbara	Gray	58 Lakebreeze Ct	Lake Zurich	IL
Renee	McBride	Lorraine	Lake Zurich	IL
Jennifer	Orton			
Vickey	Ippolito	870 JUNE TER UNIT 210	Lake Zurich	IL
Carie	Bachman	136 Lorraine	Lake Zurich	IL
Jenna	Fortcamp	768 Foxmoor lane	Lake Zurich	IL
Barry	Fortcamp	768 Foxmoor lane	Lake Zurich	IL
Lisa	Fortcamp	768 Foxmoor lake	Lake Zurich	IL
Bridget	Stodden		Lake Zurich	IL
Katerina	Maniak	193 Beech	Lake Zurich	60047
Jeff	Jones	438 N Old Rand Rd	Lake Zurich	IL
Tara	Elder	211 Alpine Dr	Lake Zurich	IL
Gary	Dempsey			
Sharon	Tolomei	190 N Old Rand Rd	Lake Zurich	IL
John	Tolomei	190 N Old Rand Rd	Lake Zurich	Illinois
Susan	Wideman			
Amy	Norris	91 Golfview Rd	Lake Zurich	IL
Kelli	Epstein	128 Oak St	Lake Zurich	IL
Brenda	Papierniak	10 Century Ct	Lake Zurich	IL

To my duly elected Village of Lake Zurich officials:

I officially sign this petition voicing my concern for the proposed Life Time Fitness facility construction at Old Rand Road and Rand Road. I specifically ask each of you as my duly elected Village of Lake Zurich official to vote NO on this proposal.

Signed,

Cheri	Rose	830 Old Mill Grove Rd	Lake Zurich	IL
Scott	Floy	411 Lois Ln	Lake Zurich	IL
Cindy	Spudich	1161 Lismore Ct.	Lake Zurich	IL
Jean	Medina		Lake Zurich	IL
Annamarie	Stornello	750 John Ct.	Lake Zurich	IL
Linda	Lyon	741 N. Old Rand Road	Lake Zurich	IL
Megan	Eisch	7271 Foxfire Drive	Crystal Lake	IL
		207 North Old Rand Road		
Michael	Gannon	Road	Lake Zurich	Illinois
James	SHERER	38 LAKEBREEZE CT	LAKE ZURICH	IL
George	Karp	570 Lions Dr	Lake Zurich	IL
Denise	Karp	570 Lions Dr	Lake Zurich	IL
Lester	Murin	733 N Old Rand Road	Lake Zurich	IL
		207 North Old Rand Road		
Emma	Gannon	Road	Lake Zurich	IL
Chris	Cross	7 Lakebreeze Court	Lake Zurich	Illinois
Richard	DeFlorio	203 Sebbly Lane	Lake Zurich	IL
Calandta	Susan	757 N Old Rand Road	Lake Zurich	IL
Joshua	Gilles	1005 Samantha drive	Lake Zurich	IL
JAY	BULACLAC	191 Foxfire DR	Lake Zurich	IL
Shane	Rivette	1042 holly circle	Lake Zurich	IL
John	Mikusas	48 Lake Zurich Drive	Lake Zurich	Illinois

To my duly elected Village of Lake Zurich officials:

I officially sign this petition voicing my concern for the proposed Life Time Fitness facility construction at Old Rand Road and Rand Road. I specifically ask each of you as my duly elected Village of Lake Zurich official to vote NO on this proposal.

Signed,

Gisell	Jung	24740 w August lane	Lake Zurich	IL
Heather	Holub	900 Wilmette Terr.	Lake zurich	IL
PRITHU	patel	747 handley ct	lake zurich	IL
SHANTABEN	PATEL	747 HANDLEY CT	LAKE ZURICH	IL
Kelly	Swiatko	1119 Betty Dr., None	Lake Zurich	IL
CHIRAG	PATELS	747 HANDLEY CT	LAKE ZURICH	IL
			Hawthorn	
Ron	Greenstein	11 Harborside way	Woods	IL
C	Oliva	17 bailey ln	Lake zurich	IL
Dorota	Wolek	1065 brush hill lane	Lake zurich	IL
Justyna	Wolek	1065 brush hill lane	Lake Zurich	IL
Irene	Stange	55 Lakebreeze Court	Lake Zurich	IL
Janice	Gannon	207 N. Old Rand Road	Lake Zurich	IL
Marilyn	Cross	7 Lakebreeze Ct	Lake Zurich	IL
Marilyn	Cross	7 Lakebreeze Ct	Lake Zurich	IL
William	Schwarz	573 Peachtree Ln	Lake Zurich	IL
Philip	Gargano	761 N. Old Rand Rd.	lake Zurich	il
		1024 Partridge Ln,		
TOMASZ	SOWA	Apt/Suite	Lake Zurich	IL
Thomas	Hoff	19 Miller	Lake Zurich	Illinois
Valerie	Stockman	13 Red Haw Lane	Lake Zurich	Illinois
Paul	Conlin	244 Clair View Court	Lake Zurich	IL

To my duly elected Village of Lake Zurich officials:

I officially sign this petition voicing my concern for the proposed Life Time Fitness facility construction at Old Rand Road and Rand Road. I specifically ask each of you as my duly elected Village of Lake Zurich official to vote NO on this proposal.

Signed,

Kelly	Gargano	761 N Old Rand Rd	Lake Zurich	IL
Justyna	Bochnak	1034 Pheasant Ridge Dr	Lake Zurich	Illinois
		760 pheasant ridge		IL
Harriet	Gulik	court	Lake Zurich	60947
Kathy	Cross	Linden Road	Lake Zurich	Illinois
John	Leahy	725 N Old Rand	Lake	Zurich
Harry	TRUE	721 N. Old Rand Rt.	Lake Zurich	IL
Susan	Stellflue	4 Cortland Cit	Lake Zurich	IL
Jody	Kien	805 N Old Rand Road	Lake Zurich	Illinois
Lawrence	Kien	805 N Old Rand Road	Lake Zurich	Illinois
Steph	Halen			
Anthony	Foglia	9 Kensington Drive	Barrington	IL
Tyler	Malewicki	650 Surryse Road	Lake Zurich	IL
Dave	Fackler	165 Meadowbrook Ln	Lake Zurich	IL
Marcia	Mack			
Vicki	Warburton	1221 Rodgers Court	Lake Zurich	IL
Donna	Hart	6 Cortland Circle	Lake Zurich	IL
Carla	Letellier	780 Checker Drive	Buffalo Grove	IL
Margaret	Postl	797 N Old Rand Rd	Lake Zurich	IL
Teagan	Jones	1183 Rodgers Lane	Lake Zurich	IL
Lisa	Jones	1183 Rodgers Lane	Lake Zurich	IL
Patricia	Foglia	43 Castleton Ct	N. Barrington	IL

To my duly elected Village of Lake Zurich officials:

I officially sign this petition voicing my concern for the proposed Life Time Fitness facility construction at Old Rand Road and Rand Road. I specifically ask each of you as my duly elected Village of Lake Zurich official to vote NO on this proposal.

Signed,

Vinnie	Foglia	9 Kensington drive	North Barrington	Illinois
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QUALIFICATIONS OF THE REVIEW APPRAISER

The *professional qualifications* of **HOWARD B. RICHTER, MAI, AI-GRS**, who inspected the property and reviewed material previously provided to this panel, pursuant to his AI-GRS designation, are summarized as follows:

Howard B. Richter served as President of Howard B. Richter & Associates from the organization of that firm in 1987 until 2015, and still serves as Director of Appraisal Review for both that company and its parent organization, Second City Appraisal, Inc. He previously completed three years as President and owner of Donald A. Engel Associates, Inc., their predecessor organization, having been Vice President of that firm since its incorporation in January 1976. He has been engaged full time in the appraisal of real estate since 1974.

From 1987 through 2016, Mr. Richter prepared appraisals of approximately 80 income producing properties annually, in addition to numerous residential and unimproved properties. He has also supervised the preparation of more than 300 income property appraisals annually, as well as about 1,200 residential appraisals annually from 1991 to 1996, while Chief Appraiser for Midland Appraisal Incorporated; and still performs both valuation and consulting assignments personally. He has completed appraisals throughout the Chicago market area and downstate Illinois, as well as in 17 other states.

Designations Held

Member, Appraisal Institute (MAI) - (Continuing Education Completed)
Designated, Appraisal Institute – General Review Specialist (AI-GRS)
Illinois Certified General Real Estate Appraiser - License #553.000101.
Wisconsin Certified General Real Estate Appraiser – Credential #1069-010

Related Positions

Formerly, Adjunct Professor of Finance and Real Estate – DePaul University.
Formerly, Adjunct Professor of Real Estate Appraising – Triton College.
President, Illinois Association of Certified Real Estate Appraisers, 2011 & 1993.
Member of the Admissions and Candidate Guidance Committees of the Appraisal Institute (Illinois Chapter), 1992 to 1997.
Chaired, Appraisal Institute Experience Review Panels, 1996 through 2002.
Member, Appraisal Institute Experience Panel, 1994 - present
Assistant Regional Member, Review and Counseling Division of the Appraisal Institute (Midwest Region), 1994 to 2001.
Illinois Approved Real Estate Continuing Education Instructor - License #163-000777, expired
Member of the General Demonstration Appraisal Reports Subcommittee of the Appraisal Institute (National), 1992 to 1994.
Grader, Demonstration Appraisal Reports, 1993 to present.
Member, Appraiser's Council of the Chicago Real Estate Board, 1990 to 1992.
Faculty Member of the Real Estate Institute of the Chicago Real Estate Board, 1991 to 1995.
Seminar Instructor for the Appraisal Institute
Seminar Instructor for the International Association of Assessing Officers
Past President, Great Lakes Real Estate Analysts Computer Users Group.
Regular columnist in "Chicagoland Real Estate Digest." (1995-96)
Named in "Who's Who in Real Estate and Development" (1990 Ed.) and "Who's Who Worldwide" (1996 Ed.)

General Education

MA - University of Chicago, 1974
BA - Lake Forest College, 1969. Elected to Phi Beta Kappa.

TO: Village of Lake Zurich, Zoning and Planning Commission

FROM: Gustafsons, 620 North Old Rand Road, Lake Zurich

RE: Life Time Fitness proposal for Hackney site

DATE: 11/15/2017

As a resident on Old Rand Road, safety is an incredibly serious concern regarding the Lifetime Fitness proposal. Our family has lived on Old Rand Road for 27 years....13 years in Bayshore Townhomes and 14 years at our current address. We've seen a **dramatic** increase in traffic over these years, especially since the Route 22 bypass was put in. Everyone now uses our little road to get to Rand Road more quickly.

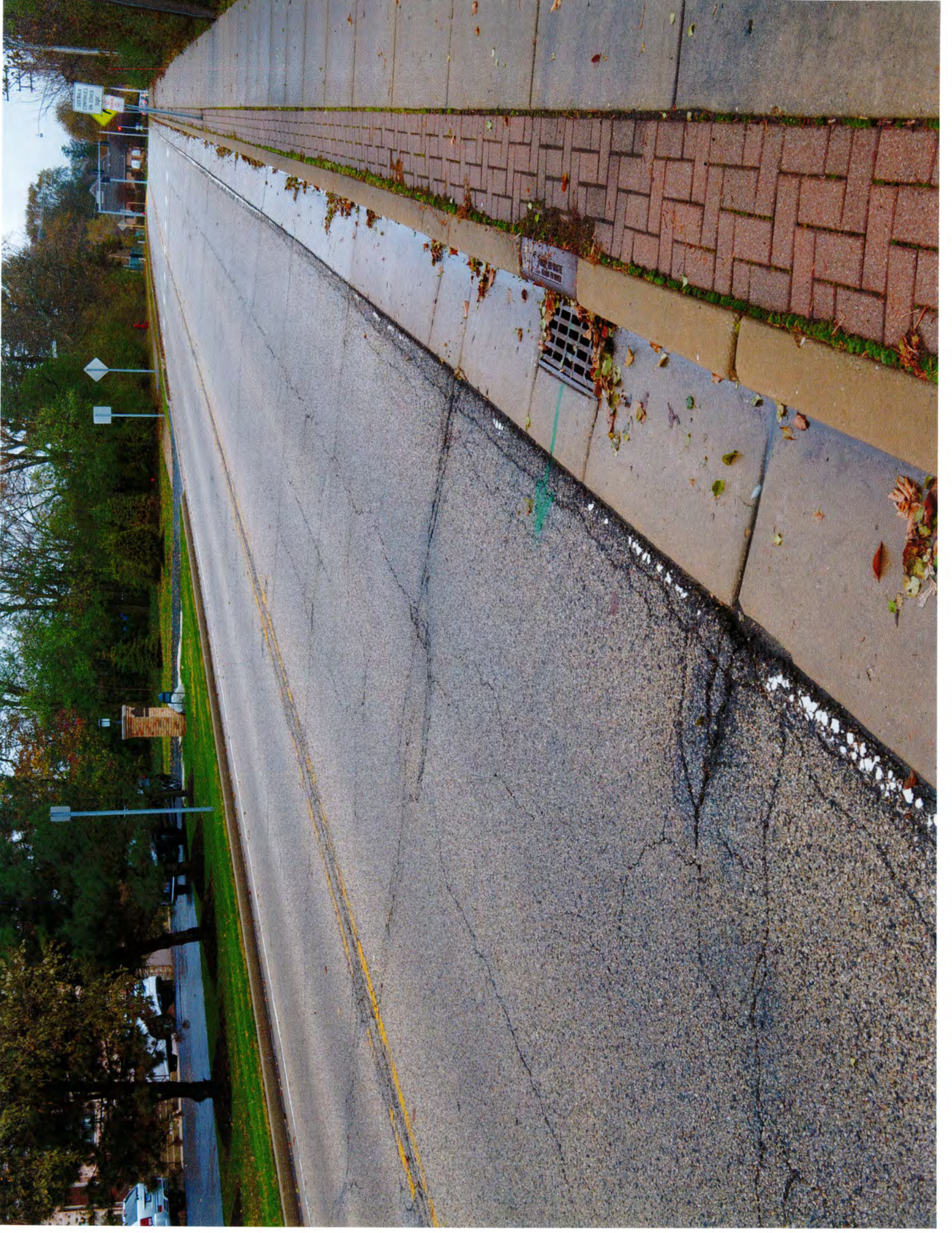
Old Rand Road bisects our property. Can you imagine having a busy road between your house and your patio? This is basically what we have. We are back and forth constantly, battling nonstop traffic. The speed limit is 25 miles per hour; unfortunately, that speed limit is rarely adhered to. We've had to replace our mailbox 3 times (it's been hit several more times). Drivers on Old Rand Road are just not paying attention and are going way too fast. Traffic flies through our neighborhood morning, noon and night...We could tell you countless personal and neighbor stories in which someone has almost been hit by a driver going way too fast or not paying attention. The neighborhood is now changing and young families with children are moving back into the houses on Old Rand Road. We really fear that one day one of these "near misses" will end up with someone getting seriously injured or killed.

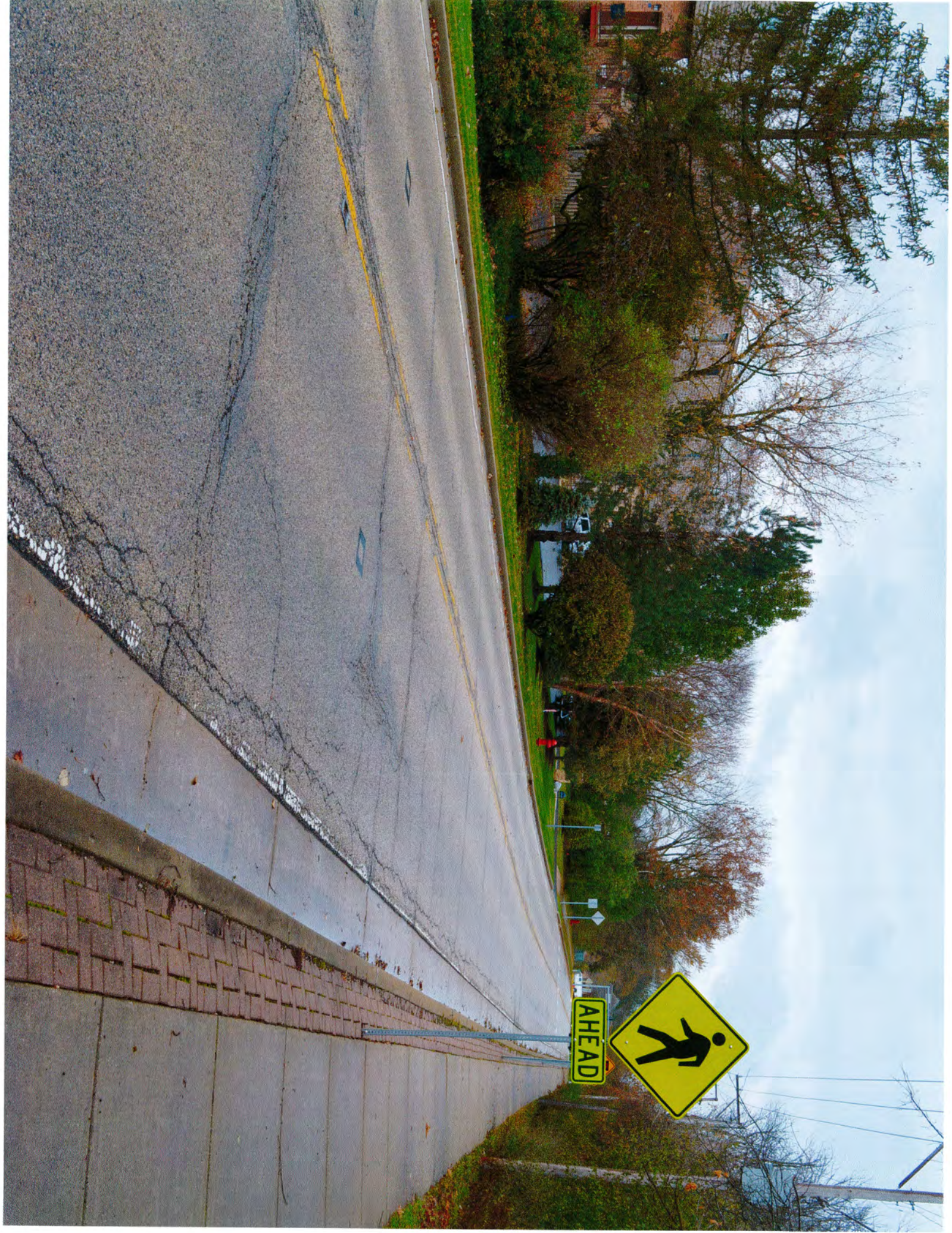
As it is right now, something needs to be done about the horrible traffic condition on Old Rand (without adding any more traffic). If Lifetime is approved, traffic will be a nightmare on what was intended to be a neighborhood street. Please consider your residents safety when deciding on this development.

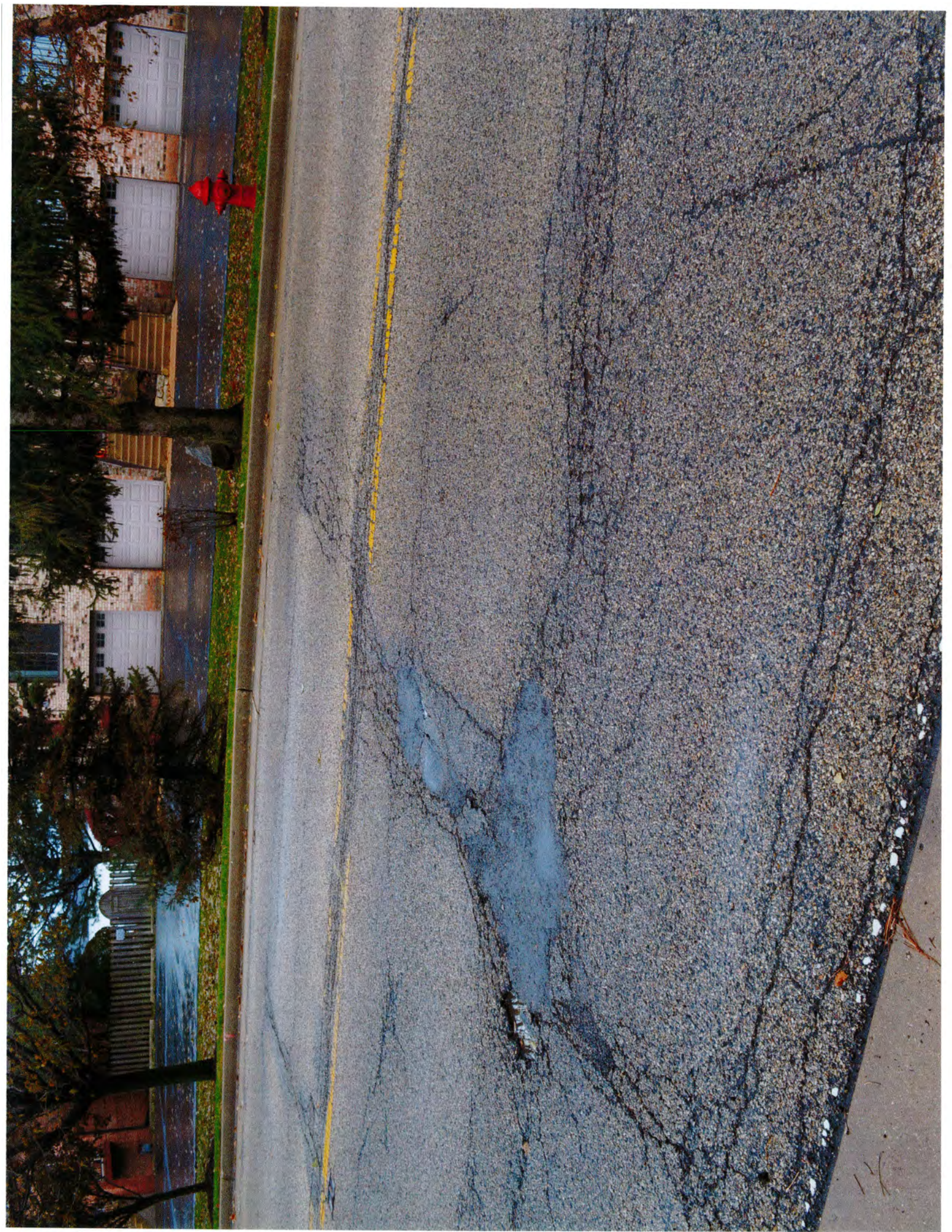
Thanks so much for your consideration.

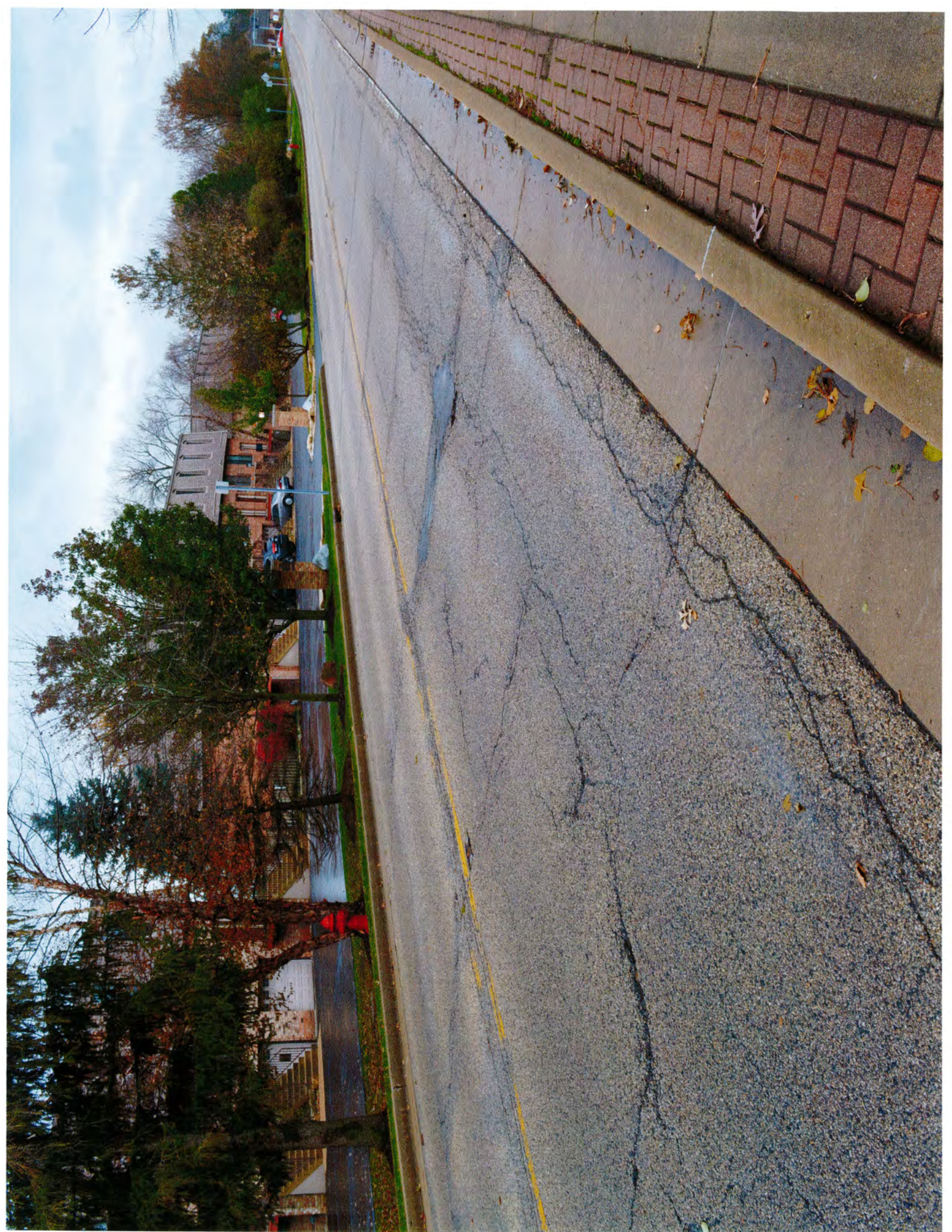
Jennifer, Tom, Connor, and Kelly Gustafson













From: [REDACTED]
Sent: Saturday, December 16, 2017 11:52 AM
To: Tom Poynton
Subject: Lifetime Fitness

Dear Mr, Poynton,

I am writing to you as a resident of Lake Zurich who has called this beautiful town "home" since 2004. The proposed Lifetime fitness center would destroy the warm, friendly feeling people in this town experience. In all of the meetings that I have attended, I have not heard one official tell the residents what benefits this building would bring to the community. I can only see the negative. To name a few, they are traffic concerns, safety issues, and especially a challenge to small businesses, which are the core of this community.

Lifetime is trying to put a square peg in a round hole. Please do not rezone this residential land to accommodate this commercial monstrosity. Keep Lake Zurich the neighborhood community it was meant to be and preserve the quality of life that we all treasure.

Sincerely,

Linda Lyon

741 N. Old Rand Road

Lake Zurich, IL 60047

Hi I'm Jody Kien

I have lived across the street from The Lifetimes proposed Main Entrance for 37 years and this development will impact me the most so I have some questions for you

Why did I receive letters from the Village to move No Lifetime signs, when most every sign in the Village Does not meet code; including any signs for events from the village?

Did you already sell the zoning code to Lifetime and basically told us shut up, we don't care what you have to say!!

How would you act if this commercial development was going into your quiet residential community?

How Would you like thousands extra cars coming through your quiet residential community 24 hours a day 7 Days a week?

Lifetime fitness anticipate 1thousands-6000 cars per day. 99% of their current locations are adjacent to a mall off of a main artery. Why would you allow this business with such high volume traffic needs to reside in a residential

community with low volume traffic needs?

Is your intention to make Old Rand Road a dangerous overcrowded mess!

If IDot denied a main entrance off of rt 12 because it was to dangerous. Do you think it's less dangerous to add a Main entrance off of Old Rand Road which is a two lane country road.

By this increasing the traffic flow on Old Rand how are you going to protect the mothers with their strollers, bikers, joggers, walkers, runners, students on the track team from the chance getting hit by a car??

You basically ruined the aesthetic of the special corner of old Rand and Main Street by allowing the sommerset developer to build an oversized apartment building right up to the property line in downtown Lake Zurich. and It looks terrible . Why wouldn't you have saved that parcel for a nice family restaurant and a couple of retail shops that would have attracted the residents to visit downtown Lake Zurich. Where is the vision and planning ideas for Lake Zurich coming from?

Lifetime Fitness proposal is 58' tall feet which would make it the tallest building in Lake Zurich. Do you think it fits the current aesthetic of the surrounding neighborhood? Or are you planning on making the entrance to our beautiful Village look like the mess you just made in the downtown??

Why would you encourage this commercial developer to come to Lake Zurich and build on a property that is currently zoned residential R-4 (4 single family homes to 1 acre of land) that would actually fit in with the rest of the neighborhood. Was it your intention on selling the code?

Isn't a zoning code law put in place to protect the residents from a commercial property like this.

The Village owns Old Rand Road which is fragile and in need of repair. It is built on sand. It was never intended for this volume of traffic that this commercial developer will create. That is why they built route 12. Go to the Elmhurst Historical society if you don't believe me. Is Lifetime Fitness going to pay for the repairs of Old Rand Road after it's destroyed by all this extra traffic? My guess is No. How much money will the tax payers have to pay to repair Old Rand Road and how often will it need to be

repaired?

Have you gotten any quotes because we the taxpayers should know the price?

Does the Lake Zurich residents understand that the Membership dues will generate 0 revenue to the village. Will this facility increase the property taxes to the current residents.

Deer Park refused Lifetimes request to come to their town because it wouldn't be financially beneficial for them. How is this going to be a financially beneficial for Lake Zurich.

Lifetime fitness offers a laundry list of amenities to their clubs such as yoga, Pilates, massage therapy, day camps, physical therapy, chiropractic therapy, weight loss and nutrition therapy, vitamin supplements, a salon that offers, hair care, manicures, spa treatment, the list goes on. Do you think it will negatively impact the current businesses that offer the same services? When La Fitness opened up it put Fitness 19 out of business. Is the goal here to create more vacancies?

By adding 6000 cars a day 24/7 to the already crowded main arteries Rt22, Rt 12, midlothian, Ela rd How do you plan on controlling traffic congestion?

Do you think that all the extra traffic that this facility will create, will add more traffic accidents on Old Rand road, a two lane, curvy hilly country road where people often times don't respect with 25 mile an Hour speed limit?

Being a consumer, I always look at the reviews before I invest my money. Has this board taken the time to read the comments and complaints from Lifetimes current facilities?

I spoke with a gentleman at the Ela Historical Building who has lived here for 78 years. He Said to me "it would be terrible to turn Old Rand Road into a city street. It will be destroyed.

Jody Keen
805 N. Old Rand Rd
Lake Zurich, IL 60047
[REDACTED]

Sarosh Saher

From: Tom Poynton
Sent: Monday, December 18, 2017 2:16 PM
To: Larry Augustine
Cc: OU - Village Elected Officials; Sarosh Saher; Orlando Stratman
Subject: Re: Life Time Fitness

Hi Larry ...

Thank you for your thoughtful input. It will be passed on to the Trustees, staff and PZC Chairman.

The proposed private property application for development that you referenced will be given thoughtful consideration. I'm confident that any decision made will be done so with the best interests of the total community in mind.

I've lived here since 1984. That year the population of LZ was about 8,300 by 1990 ... the population almost doubled ... we are currently a bit over 20,000. This is not the small town it was when I first moved here.

A couple things that I would like to bring to your attention.

1. This is NOT our (*the Village's*) plan. This is the plan of a **private entity** (Lifetime Fitness) who wishes to purchase the property of a **private owner** (The Masterson family) for the purpose of building a fitness facility. Both entities are in the midst of going through a **well documented, thorough, transparent, very public vetting process**, which includes multiple meetings with nearby neighbors, that may or may not lead ultimately to an approval.
2. The Mastersons owned and operated Hackney's restaurant on this property for many years. The Mastersons **wish to sell the property** and retire. No one in their family wishes to continue in the restaurant business. The Mastersons have hired professional real estate companies to market their property. As you should be aware ... This is the **third proposal** for this property. As I'm sure you are aware ... the other proposals did not pass muster.
3. In a free market ... people can do what they want ... within reason. Just this past week 3 new fitness facilities opened up in the area and another one wishes to open up. As was referenced recently by a fitness business owner ... there are some 22 local competitors to their businesses health. Some last ... some don't. We don't run their businesses for them. IF these folks have done **THEIR** due diligences and THEY think that they can be successful ... I wish good luck to them. Interesting ... I have never received one letter from anyone asking for any of these fitness establishments to not be allowed to open.
4. Attached here is a link to an information packet Lifetime used at a Village Board Courtesy Review on August 21. I'm sure that you will find this interesting --
> <http://lakezurich.org/ArchiveCenter/ViewFile/Item/2592> If not ... this is the packet which is currently under review by the Planning and Zoning Commission --
> <http://lakezurich.org/ArchiveCenter/ViewFile/Item/2647>

5. Lastly ...If you want accurate, timely, transparent, pertinent and unbiased information on activities going on in the Village of Lake Zurich then sign up to receive via email the Village's twice monthly newsletter **BENCHMARKS**. You can sign up here for **BENCHMARKS** --> <http://lakezurich.org/452/Benchmarks-Archive>

Benchmarks Newsletter Archive | Lake Zurich, IL - Official ...

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Official Website

lakezurich.org

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Zurich, Illinois 60047 847-438-5141

The Village provides information for residents, businesses and visitors in various formats including Benchmarks, our e-newsletter delivered directly to your email ...

I hope that instead of relying on things heard via the rumor mill or inaccurate information on flyers stuffed in your mail box ... please pick up the phone, text, email communicate with me, trustees, staff ... we will give you everything we have ... you then won't have to rely on fake news, rumors and bad information from uninformed sources.

I can be reached directly via cell at 847-207-1745.

Regards,

Tom Poynton
Mayor, Village of Lake Zurich, IL

From: Larry Augustine [REDACTED]
Sent: Monday, December 18, 2017 10:49 AM

To: Tom Poynton
Subject: Life Time Fitness

Hello Tom,

It was my pleasure to meet you a few months ago at the barbershop while Connie was finishing up your haircut. We had a nice conversation at which time you handed me your business card and told me never to hesitate if there was anything that I had concerns about. The Life Time Fitness proposal facing our community has seemed to incite a lot of controversy. After careful consideration of the proposal and its potential impact, I want to express my opinion and let you know I strongly oppose the project.

You may remember I mentioned that my wife and I moved to the village in 1976. During the 41 years of our residency we have watched our community grow and prosper. Along the way countless village officials and informed citizens collaborated on many of the decisions that has transformed our town from the tiny resort community it once was to the vibrant village we recognize today. All along the way, a common thread has emerged that the citizens of Lake Zurich want to keep the aesthetics of the small town appeal in place.

The Life Time Fitness proposal is simply too large for the special space it would occupy on the former Hackney property. The obtrusive size of the project and request for a variance to build the structure at a height nearly double of what is currently permitted by code is just unacceptable. My wife and I live not far from Route 12 off Miller Road. As such our daily business takes us past the intersection of Rt. 12 and Old Rand Road several times each day. The influx of traffic that this project would create would add to what is already a highly congested thoroughfare.

As you know there are fitness centers already in operating in our community and surrounding area. Due to the competitive nature of this market graphic and clientele sponsoring these businesses, there exists a real potential that new fitness facility would attract customers away from existing facilities and in the process weaken their customer base. What would happen if the LA Fitness site was affected so dramatically that it would no longer be feasible for them to achieve the profit targets they have established. Could we wind up with yet another ghost of a vacant property in our community?

Finally, I understand that this project would impact a number of wetland designated areas. Each of us should consider ourselves as stewards of the land. As such we have the obligation to preserve and protect the sensitive ecosystems that are too often the casualties of urban sprawl. Be careful here and do not dismiss this as an insignificant part of the process.

Feel free to share these thoughts with you fellow village board members Tom. I have outlined my concerns concisely and have a strong conviction that the Life Time Fitness proposal is not in the best interest for this site and our community and ask you to take this in consideration as you debate the final decision on the proposal.

Respectfully,

Larry Augustine

December 13, 2017

Dear Mr. Poynton:

My wife and I have lived in Lake Zurich for 30 years. We live in the Bayshore complex. We really like the village. Although the village has grown over the years, it still maintains the small town feel. The local government has done a good job of controlling growth while providing all the services residents require. They have understood that a community is different than a for-profit business and growth for the sake of growth is not required or desired.

We understand that sometimes new things are difficult to accept. We decided to make a chart highlighting the benefits of the proposed LifeTime Fitness center as well as the disadvantages.

Disadvantages

Advantages

More traffic

Hackney owner sells property

More noise

More congestion

Difficulty in accessing Old Rand Rd.

More wear on road requiring more maintenance

Possible hazard to walkers and joggers

No monetary remuneration to village

Decreased property value of surrounding residences

(Decreased value means less taxes to village/township)

As you can see, there is no benefit to Lake Zurich residents. We strongly object to the LifeTime proposal.

Yours Truly,


Harry & Aurora True

721 N. Old Rand Rd.

Sarosh Saher

From: Tom Poynton
Sent: Tuesday, December 19, 2017 1:13 PM
To: Jim Beaudoin; Mary Beth Euker; Marc Spacone; Jonathan Sprawka; John Shaw; Greg Weider; Ray Keller; [REDACTED] Sarosh Saher; Katie Williams; Orlando Stratman
Subject: Re: Lifetime Fitness Proposal
Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Martorano ...

Thank you for your input; both this email and the reply have been passed on to the Trustees, staff and PZC Chairman.

The proposed **private property** application for development that you referenced will be given thoughtful consideration. I'm confident that any decision made will be done so with the best interests of the total community in mind.

I've lived here since 1984. That year the population of LZ was about 8,300 by 1990 ... the population almost doubled ... we are currently a bit over 20,000. This is not the small town it was when I first moved here ... although it can still feel like it in many neighborhoods.

A couple things that I would like to bring to your attention.

1. This is NOT our (*the Village's*) plan. This is the plan of a **private entity** (Lifetime Fitness) who wishes to purchase the property of a **private owner** (The Masterson family) for the purpose of building a fitness facility. Both entities are in the midst of going through a **well documented, thorough, transparent, very public vetting process**, which includes multiple public meetings with nearby neighbors and Village staff, that may or may not lead ultimately to an approval.
2. The Mastersons owned and operated Hackney's restaurant on this property for many years. The Mastersons **wish to sell the property** and retire. No one in their family wishes to continue in the restaurant business. The Mastersons have hired professional real estate companies to market their property. As you should be aware ... This is the **third proposal** for this property. The other proposals did not move on to development for various reasons.
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I hope that instead of relying on things heard via the rumor mill or inaccurate information on flyers stuffed in your mail box ... please pick up the phone, text, email communicate with me, trustees, staff ... we will give you everything we have ... you then won't have to rely on fake news, rumors and bad information from uninformed sources.

I can be reached directly via cell at 847-207-1745.

Regards,

Tom Poynton
Mayor, Village of Lake Zurich, IL

From: Matt Martorano [REDACTED]

Sent: Tuesday, December 19, 2017 12:36 PM

To: Tom Poynton; Jim Beaudoin; Mary Beth Euker; Marc Spacone; Jonathan Sprawka; John Shaw; Greg Weider; Ray Keller

Subject: Lifetime Fitness Proposal

Ladies and Gentlemen: With all the controversial issues that surround the Life Time Fitness proposal, and I am sure you have all heard them and have seen them by now, it is beyond my wildest dreams why you are still considering placing a facility of that nature in our village. This facility causes a burden to the surrounding area and there is no actual benefit for it being there. If you want to serve the Village to the benefit and safety of its residents, this proposal should not be approved and I can't believe you are still considering it. We have plenty of facilities in Lake Zurich to fill the need of its residents. And, by the way, there are none of these establishments that are located in a residential area. Any thought of placing a facility such as this should completely be abandoned.

Sincerely,

Matthew S. Martorano

Sarosh Saher

From: Tom Poynton
Sent: Tuesday, December 19, 2017 12:49 PM
To: OU - Village Elected Officials; Kathleen Johnson
Cc: Ray Keller; Sarosh Saher; Katie Williams; Orlando Stratman
Subject: FYI: PZC Meeting "Heads Up" on FB

Follow Up Flag: Follow up
Flag Status: Completed

Also FYI ... John Tolomei is one of those who is responsible for the mess left on Maun Street



[Oakwood Beach Club Lake Zurich](#)

· [19 hrs](#) ·

From Bayshore Residents:

Hi Everyone,

Looking for Lake Zurich residents who would be willing to speak Wednesday night (and be at a long and crowded Zoning meeting) against building Lifetime Fitness at Rand and Old Rand. The meeting starts at 6:30 in the Village Hall, it is suggested to come early.

...

John Tolomei is putting together some speaking points if you would like or you can speak from your own as well. We will need to know if you want to speak from John's outline so he can organize speakers.

Please also sign the petition below and share the petition with as many Lake Zurich residents as you can.

<https://nolifetimeonoldrand.org/petition>

There is also a village board meeting tonight at 7:00 at the village hall which is open to some public comment as well.

If you would like more info, please let me know.

Appreciate any support we can get. Please feel free to share the petition link with all your Lake Zurich friends and families.

[See More](#)



[Sign the Petition | No Life Time Fitness On Old Rand Road](#)

Sign the petition online protesting the Village of Lake Zurich proposal to build a Life Time Fitness facility at Old Rand Road.

nolifetimeonoldrand.org

 [Tom Poynton](#)

[1 Comment](#)

[Like](#) Show more reactions

[Comment](#) [Share](#)

Tom Poynton

Mayor, Village of Lake Zurich, IL

Sarosh Saher

From: Marilyn [REDACTED]
Sent: Tuesday, December 19, 2017 5:34 PM
To: Sarosh Saher; Tom Poynton; Jim Beaudoin; Mary Beth Euker; John Shaw; Marc Spacone; Jonathan Sprawka; Greg Weider; northshorewriting@gmail.com
Cc: Jim Sherer; Elizabeth Krischke; Chris Cross; dgraham@dailyherald.com
Subject: Fwd: Rezoning of Hackneys property

To the Planning and Zoning Commission: (via Sarosh Sayer)
You have a major decision to make [on Wednesday night](#) that will impact the lives of many Lake Zurich residents and change the character of Lake Zurich that can never be undone.

The majority of the Hackney's property is zoned R-4 and should remain so because it is nestled within a residential neighborhood.
That makes sense.

The B-1 property should be commercial as it is on the Route 12 corridor.
That makes sense.

The Masterson's had marketed their property as divisible.
That makes sense.

I am quite certain that the residents of Lakebreeze Villas would NOT have purchased their homes if they knew that the zoning of the adjacent property could be so easily changed by the Village and a huge structure such as LifeTime would be looming over them.
This does not make sense!

Lifetime Fitness has no place on Old Rand Road!

I hope you will consider your decision as if YOU lived in my neighborhood.

The location for this monstrosity is right, smack, dab in my face! My life will never be the same. I will not be able to safely walk and drive in my neighborhood AND I will no longer be able to enjoy the peace and quiet I was promised by the zoning code.

Mayor Poynton has publicly promoted this project since it first came to the public's attention with absolutely no regard to nearby residents or to the safety of all the people who will be jeopardized by the unbelievable traffic that will pour onto Old Rand Road.

If Mayor Poynton thinks that this will be his legacy, he will eventually hang his head in shame. This will be yet another very, very bad move decided by the Village Officials of Lake Zurich.

Please carefully think about your decision.

You MUST step up and honor the zoning code. I purchased my townhome with the assurance of R-4 Zoning on that parcel of Hackney's property.

Why would you take that away from me?

Marilyn Cross
7 Lakebreeze Ct

Sarosh Saher

From: Tom Poynton
Sent: Wednesday, December 20, 2017 4:07 PM
To: Herlihy, Terry; Jim Beaudoin; Mary Beth Euker; Marc Spacone; Jonathan Sprawka; John Shaw; Greg Weider; Ray Keller
Cc: Sarosh Saher; Katie Williams; Roy Witherow
Subject: Re: No Lifetime on Old Rand Road:

Mr. Herlihy ...Thanks for the follow up.

There was no confusion to clear up.

Tom Poynton
Mayor, Village of Lake Zurich, IL

From: Herlihy, Terry [REDACTED]
Sent: Wednesday, December 20, 2017 3:51 PM
To: Tom Poynton; Jim Beaudoin; Mary Beth Euker; Marc Spacone; Jonathan Sprawka; John Shaw; Greg Weider; Ray Keller
Cc: Sarosh Saher; Katie Williams; Roy Witherow
Subject: RE: No Lifetime on Old Rand Road:

Mayor Poynton,

Thank you for the detailed reply. My profession is certainly related but does not mean that myself or other industry professionals are in full support of every development much the same way a surgeon would not endorse ever surgical procedure available just because it can be done. With the core value of the total community in mind, every development is different and should be looked at for what it is and what it will do, not what has been done in the past. I am familiar with the process and mentioned in one of my first few sentences that it is difficult to stand in the way of progress and development. The owners have every right to sell their land to a buyer/developer that will use the land within accordance of the law. We are on the same page regarding that issue.

I didn't know that about Lois Lane. If true, that is a good fact, though comparing an eventual 7 house development to a large fitness center is not necessarily apples to apples, mainly the issue of congestion, pollution, and safety. This correlates with the point of yours that was made about 2 other fitness centers opening up recently and not receiving any objection to their presence. I can't speak for anyone other than myself, but, the concern is not over the number of fitness centers, Lifetime the company, or the principals of capitalism, it is over the location and well documented negative impacts this type of development given its proposed spot on the map.

The documented information from the meetings was much appreciated. I had seen most of this in the past and was not fully basing my opinion on just one source. Circling back to the point you made earlier, my

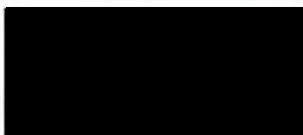
opinion is formed with the best interest of the community in mind. Hopefully this provides clarity if there was any confusion.

Terry Herlihy

Senior Associate
Industrial Services

NAI Hiffman

One Oakbrook Terrace Suite 400
Oakbrook Terrace, IL 60181 USA



[Blog](#) | [LinkedIn](#) | [Twitter](#) | [Instagram](#) | [Vcard](#)



From: Tom Poynton [mailto:tom.poynton@lakezurich.org]

Sent: Wednesday, December 20, 2017 1:50 PM

To: Herlihy, Terry [REDACTED] Jim Beaudoin <jim.beaudoin@lakezurich.org>; Mary Beth Euker <marybeth.euker@lakezurich.org>; Marc Spacone <marc.spacone@lakezurich.org>; Jonathan Sprawka <jonathan.sprawka@lakezurich.org>; John Shaw <John.Shaw@lakezurich.org>; Greg Weider <greg.weider@lakezurich.org>; Ray Keller <Ray.Keller@lakezurich.org>

Cc: Sarosh Saher <Sarosh.Saher@lakezurich.org>; Katie Williams <Katie.Williams@lakezurich.org>; Roy Witherow <Roy.Witherow@lakezurich.org>

Subject: Re: No Lifetime on Old Rand Road:

Mr. Herlihy ...Thank you for your thoughtful input. This email and reply have been passed on to the Trustees, staff and PZC Chairman.

I'm a bit surprised to read this type of letter from an employee of a realtor/property manager/developer type company ... but then we are all entitled to our own opinions. I think Lois Lane received the benefit of zoning adjustments when it was built. I wasn't on the Board then so my memory may be incorrect. RE your comment at the end "*It is disappointing and borderline disturbing that this development is still being considered.*" ... again as an employee of NAI Hiffman you should be aware that we are simply letting the application go through the required process. The very same process as the Hiffman listed old Kmart property has gone through.

The proposed **private property** application for development that you referenced will be given thoughtful consideration. I'm confident that any decision made will be done so with the best interests of the total community in mind, something that I hope is a core value of NAI Hiffman.

I've lived here since 1984. That year the population of LZ was about 8,300 by 1990 ... the population almost doubled ... we are currently a bit over 20,000. This is not the small town it was when I first moved here ... although it can still feel like it in many neighborhoods.

A couple things that I would like to bring to your attention.

1. This is NOT our (*the Village's*) plan. This is the plan of a **private entity** (Lifetime Fitness) who wishes to purchase the property of a **private owner** (The Masterson family) for the purpose of building a fitness facility. Both entities are in the midst of going through a **well documented, thorough, transparent, very public vetting process**, which includes multiple meetings with nearby neighbors and Village staff, that may or may not lead ultimately to an approval.
2. The Mastersons owned and operated Hackney's restaurant on this property for many years. The Mastersons **wish to sell the property** and retire. No one in their family wishes to continue in the restaurant business. The Mastersons have hired professional real estate companies to market their property. As you should be aware ... This is the **third proposal** for this property. The other proposals did not move on to development for various reasons.
3. In a free market ... people can do what they want ... within reason. Just this past week 3 new fitness facilities opened up in the area and another one wishes to open up. As was referenced recently by a fitness business owner ... there are some 22 local competitors to their businesses health. Some last ... some don't. We don't run their businesses for them. IF these folks have done **THEIR** due diligences and **THEY** think that they can be successful ... I wish good luck to them. Interesting ... I have never received one letter from anyone asking for any of these fitness establishments to not be allowed to open.
4. Attached here is a link to an information packet Lifetime used at a Village Board Courtesy Review on August 21. I'm sure that you will find this interesting --
> <http://lakezurich.org/ArchiveCenter/ViewFile/Item/2592> If not ... this is the packet which is currently under review by the Planning and Zoning Commission --
> <http://lakezurich.org/ArchiveCenter/ViewFile/Item/2647>
5. Lastly ...If you want accurate, timely, transparent, pertinent and unbiased information on activities going on in the Village of Lake Zurich then sign up to receive via email the Village's twice monthly newsletter **BENCHMARKS**. You can sign up here for **BENCHMARKS** -->
<http://lakezurich.org/452/Benchmarks-Archive>

Benchmarks Newsletter Archive | Lake Zurich, IL - Official ...

lakezurich.org



Lake Zurich, IL - Official Website |
Official Website

lakezurich.org

Village of Lake Zurich 70 East Main Street Lake
Zurich, Illinois 60047 847-438-5141

The Village provides information for residents, businesses and visitors in various formats including Benchmarks, our e-newsletter delivered directly to your email ...

I hope that instead of relying on things heard via the rumor mill or inaccurate information on flyers stuffed in your mail box ... please pick up the phone, text, email communicate with me, trustees, staff ... we will give you everything we have ... you then won't have to rely on fake news, rumors and bad information from uninformed sources.

I can be reached directly via cell at 847-207-1745.

Regards,

Tom Poynton
Mayor, Village of Lake Zurich, IL

From: Herlihy, Terry [REDACTED]

Sent: Wednesday, December 20, 2017 11:18 AM

To: Tom Poynton; Jim Beaudoin; Mary Beth Euker; Marc Spacone; Jonathan Sprawka; John Shaw; Greg Weider; Ray Keller

Subject: No Lifetime on Old Rand Road:

I am writing to you today as a concerned member of the community and am in strong support of rejecting the proposed development of Lifetime Fitness at the old Hackney's at Rand and Old Rand Road. It is difficult to stand in the way of progress and development that is done for the benefit of a city or area. However, placing a mega gym in this location does not meet or define the merits of bettering this community.

Lake Zurich in a unique place to call home. So unique that out of all of the other towns and cities in the Chicagoland area, Lake Zurich was the only place I truly conceded living when I was searching for a home to start my family. The reason Lake Zurich was at the top of the list was not and would never be because there was a 24 hour gym close by. It was the peaceful setting and the woods and waters. These attributes make our

community unique compared to the rest of the area towns that all run together to the point where one cant tell the difference from one to the next. The addition of a mega gym does not protect what makes us unique, it jeopardizes it.

Permitting development can be an alleged boon for an area economically. And yes, a 24 hour gym would bring more cars and potential consumers to the area. But the gym would do little from a tax revenue standpoint as memberships (the main source of revenue for the gym) do not categorize into sales tax. Only merchandise, food and products fall into this category that the village can draw from. Also, most people go to the gym before or after work. At this time of the day, they are not consumers, they are on a tight schedule to get a workout in then get to work or home to their families or other responsibilities. All the Lifetime Fitness would be doing is congesting roads that are already at capacity, adding wear and tear to these roads while not providing a substantial sales tax contribution relative to the size of the development to help mitigate and repair road related repairs that would be needed in the future, and bring users – not consumers to and through our community. The above is not a recipe for prosperity, and it is not a recipe to protect our identity.

The increased traffic and congestion also presents a safety concern. To avoid Rand Road, many potential Lifetime patrons would utilize Old Rand and other surrounding roads. The increased volume of cars makes the area substantially more dangerous for children, pets, joggers, ect. that make use and live in the downtown, lake area, and its nearby neighborhoods. This is not the type of environment I want to live in and is not the environment that embodies Lake Zurich.

The other aspect of our community that we are putting in danger is the lake, surrounding wilderness, and the wildlife that also calls the area home. Green area , especially as close to the lake as the proposed development would be, acts as a natural filter to ensure contaminants do not make it into the lake to disrupt and harm the ecosystem. Disruption to the lakes natural balance would be a substantial cost to correct. Any loss of quality to the lake itself would result in a loss of value for the area from home values to retail profitability. Adding a mega gym and all the concrete and other non-complimentary building materials to the location takes away essential natural protection that the lake, forests, and their ecosystems depend on. Yes there will be storm water management that looks like it will be addressed, but that is just the tip of the iceberg. Removing natural surrounding green areas that act as a filter for pollution, adding the noise that comes along with the increased traffic, and the pollution that comes along with increased human activity does not complement our community and its greatest resource, rather it degrades one our cornerstones. The natural beauty and resources within the village can't be replicated. The woods and waters we have need to be passionately protected because it is our identity and what sets us apart from almost any town in the country. Think about that for minute, how many cities across the country, let alone Chicago, have a boat-able lake in this natural a setting that is still close to a major metropolitan area. Are we willing to risk what we have and who we are for a gym when there are already 20+ gyms in the area?

The negatives associated with Lifetime Fitness developing at the old Hackney's site overwhelmingly outweigh the positives. It is disappointing and borderline disturbing that this development is still being considered. This development and its impacts are irreversible and will forever impact the place we call home. Electing to move forward with this project represents irresponsible decision making that would tarnish the unique identity that is Lake Zurich.

Sincerely,

Terry Herlihy
415 Lois Lane

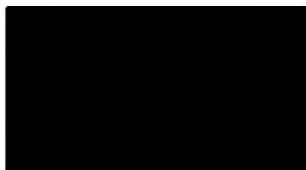
Lake Zurich IL 60047

Terry Herlihy

Senior Associate
Industrial Services

NAI Hiffman

One Oakbrook Terrace, Suite 400
Oakbrook Terrace, IL 60181 USA



[Blog](#) | [LinkedIn](#) | [Twitter](#) | [Instagram](#) | [Vcard](#)



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CHRISTOPHER B. BURKE ENGINEERING, LTD.

9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX (847) 823-0520

March 9, 2018

Village of Lake Zurich
505 Telser Road
Lake Zurich, IL 60047

Attention: Sarosh Saher, Community Development Director

Subject: Proposed Life Time Fitness
(CBBEL Project No. 170350)

Dear Sarosh:

As requested, we have reviewed the Preliminary Engineering Plans and supporting documents for the proposed Life Time Fitness development located at the northeast corner of North Old Rand Road and Rand Road (IL Route 12).

The following comments are provided for your consideration:

PRELIMINARY ENGINEERING PLANS (REVISED FEB. 19, 2018)

1. The parking lot aisle widths and parking stall dimensions comply with Section 10-6-20(E) of Village Code.
2. The parking lot pavement structural numbers appear to comply with Section 10-6-20(F) of Village Code. We recommend that the structural number of each pavement type be included in the pavement Legend on Sheet 1 of 4.
3. Considering that patrons of the building will have an inclination toward fitness, we recommend that provisions be made for bike racks near the entrance. Perhaps to the east or west of the main entrance would be appropriate.
4. It should be noted that for the off-site road improvements along Old Rand Road, it appears that the utility poles and sidewalk will have to be relocated.
5. It should be noted that for the off-site road improvements, the sidewalk along Rand Road is a proposed new sidewalk.
6. An IDOT permit will be required for all work within the Rand Road right of way.
7. Although not specified on the plans, it is presumed that all improvements within the Old Rand Road right of way will comply with Title 10 of Village Code.
8. The Preliminary Grading Plan appears to be generally appropriate, except as noted below:

- o) It appears that the overland flow route from the east parking lot is to the north, rather than east into the detention basin. This can be addressed on the final plans.
 - b) On the final plans, it will have to be demonstrated that any overland flow from the east is accommodated.
 - c) Although the detention basin is labeled as "Dry Bottom Detention Basin," it may in fact be a saturated wetland type basin. This may just be semantics.
 - d) Elevations for the pool deck will have to be specified on the final engineering plans.
 - e) It will have to be specified on the final plans exactly how the north berm of the detention basin will be constructed as it will hold back approximately 4 ac-ft. of water at a maximum depth of four feet. Care will have to be taken to design for this depth and prevent seepage.
 - f) On the final plans, provisions will have to be made to provide a swale along the north property line to make sure runoff and bypass flow is not directed onto the adjacent properties.
9. On the Preliminary Utility Plan, it should be clarified to where the roof drains will discharge.
 10. On the Preliminary Utility Plan, it is presumed that the looped watermain will be public and owned by the Village. Presuming this to be the case, a public utility easement will have to be granted to the Village and hydrant spacing will have to meet Village Code. Also, a valve on the service line into the building will be required.

If our presumption of a public main is not correct and it is intended to be a private service, then it must be reviewed for compliance with the Illinois Plumbing Code by the Building Department/Plumbing Inspector.
 11. It is our understanding that the Village water system has adequate capacity to serve the proposed development.

STORMWATER MANAGEMENT

An updated Stormwater Report has not been provided, and the comments provided are based on our review of the previously submitted report. Based on our knowledge of the Lake County Watershed Development Ordinance (WDO), we offer the following preliminary comments:

1. The project will be considered a Major Development and will require a Watershed Development Permit (WDP) to be issued by the Village of Lake Zurich. The submittal requirements for a Major Development are outlined in §401 of the WDO including a WDP application form and final stormwater report with the required calculations. This can be addressed during final engineering.
2. The plans should be revised to show the previously delineated wetlands and buffers and quantification of impacts should be provided in the stormwater report. A wetland approval from Lake County Stormwater Management Commission (SMC) will be required prior to Village issuance of the WDP.
3. A vicinity topographic map should be provided that shows the area drainage patterns and off-site area tributary to the project site (if any). The adjacent storm sewer systems

should also be shown on the map. There appears to be off-site flow entering the site from the east. This tributary area and runoff will have to be quantified as part of the design of the stormwater management system for the site.

4. The proposed detention basin involves the creation of a 6-7 foot tall berm to impound stormwater immediately upstream of the existing residential structures to the north. This could be considered a dam by the Illinois Department of Natural Resources – Office of Water Resources (IDNR-OWR). The applicant should provide information as to how this will be addressed.
5. The existing site outlet drains to the north between homes and is likely not a suitable outlet for the proposed stormwater detention basin. The utility plan shows an outlet pipe draining to the north in the IDOT ROW, which would be a possible solution. However, this is not addressed in the stormwater report and is not fully shown on the plans. More information on the proposed detention basin outlet should be provided.
6. Stormwater detention must be provided for the proposed roadway improvements. The detention calculations should be revised to include these improvements.
7. Appendix O of the WDO should be completed to determine how the Runoff Volume Reduction (RVR) requirements for the site are being met.
8. In addition to the RVR requirements, the project must meet the water quality and hydrocarbon removal requirements outlined in §504 of the WDO. Specifically, the proposed parking lot has greater than 25 parking stalls and will require hydrocarbon removal treatment. The dry-bottom detention basin is likely not suitable for this type of treatment.
9. We have reviewed the proposed detention basin for the project site, and offer the following comments:
 - a. The detention basin will have to be modified to meet current WDO standards of §507.01 including:
 - i. An emergency overflow structure will be required capable of passing the critical duration base flood inflow rate without damages to downstream structures or property.
 - ii. The top of the impounding structure shall be a minimum of one (1) foot above the design high water level within the emergency overflow structure based on §507.01A.
 - iii. Features for maintenance and emergency ingress and egress capability will be required.
 - iv. A planting plan will be to meet water quality requirements, as necessary and discussed above.
 - v. The required detention volume is not correctly shown on the plan when compared to the stormwater report.
 - b. The detention basin will have to be set back from the IDOT ROW and calculations should be provided to verify that these requirements have been met. IDOT may also require additional freeboard in the detention basin.
 - c. It should be noted that the control structure for the detention basin should be sized to release at the required 2-year and 100-year release rate at the elevation that corresponds to the required detention volumes.

10. This review covered only the preliminary submittal. Additional comments will be provided upon review of the final engineering. The following items will be required during final engineering and reviewed in further detail at that time.
- a. Storm sewer and overland flow path calculations will be required. The site stormwater conveyance system must be designed to meet the requirements outlined in §506 of the WDO. The 8-inch off-site storm sewer from the east should be picked up closer to the eastern property line and replaced through the property with a 12-inch storm sewer, which is the minimum size allowable per the WDO.
 - b. The rims, inverts, sizes, and lengths of the storm sewers should be shown on the applicable plan sheets, and profile views for the storm sewer system.
 - c. The project must be designed to meet the buffer requirements outlined in §505 of the WDO.
 - d. Exhibits including the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), U.S. Soil Conservation Service (NRCS) soils maps, Advanced Identification Wetland Study (ADID) and National Wetlands Inventory (NWI) wetland maps, and Hydrologic Atlas (HA).
 - e. A soil erosion and sediment control (SESC) plan must be included with the full submittal per §401.08 of the WDO. The SESC plan must meet the requirements of WDO Article 6.
 - f. A maintenance plan must be included with the full submittal per §401.09 of the WDO.
 - g. The project will require an NPDES ILR10 construction permit from the Illinois Environmental Protection Agency (IEPA). The review time for this permit is 30 days. The Village should be copied on the permit submittal and provided a copy of the permit upon receipt.
 - h. The project will require permits from the applicable roadway jurisdictions. As previously noted, stormwater detention for the work in the roadway ROW should be provided in the proposed on-site detention basin.

PARKING LOT LIGHTING / PHOTOMETRICS

An updated photometric analysis has not been provided and the following comments are based on the previously submitted plans.

1. Please provide project specific catalog cut sheets for each proposed luminaire and light standard provided within the detail drawings.
2. All light pole locations shall be identified and located in the Utility Plan sheet.
3. Please provide Site Lighting Electrical Plan and detail drawings of proposed conduit, wiring, foundations and circuitry.
4. Please provide detail drawings for light pole. Please include mounting heights for the entire light pole assembly including overall height of the foundation.
5. Verify mounting height of all proposed light standards and luminaires are in accordance with Lake Zurich Village Ordinance 9-8B-3.

6. Verify maximum foot candle illumination levels throughout the proposed north, south, and west parking lots are in accordance with the Village of Lake Zurich Exterior Lighting Ordinance, Article B.
7. It appears there are proposed trees on the Landscaping Plan that are in direct conflict with the proposed light pole locations shown on the proposed Photometrics Plan. Please revise the proposed Landscape Plan or proposed Photometric Plan accordingly.
8. Proposed light poles within the north, west, and south parking lots appear to conflict with proposed storm sewers shown on Preliminary Utilities Sheet 4. Please revise the proposed Utility Plan or Photometric Plan or resolve all conflicts.

TRAFFIC IMPACT STUDY

I have reviewed the revised Traffic Impact Study (TIS) dated February 19, 2018 prepared by Gewalt Hamilton Associates (GHA) regarding the proposed Life Time Fitness development. GHA used traffic generation data from existing Vernon Hills Life Time Fitness development to develop site generation traffic estimates, which are more conservative than those found in the ITE trip generation manual.

Based on my review I am recommending approval of the TIS, subject to the following recommendations:

- Local data collected from the Vernon Hills Lifetime Fitness December 28, 2017 to January 6, 2018. Please revise report on page 4, stating counts collected starting on December 27th.
- Please clarify what edition of the trip generation manual was used or referenced. It should be ITE 10th Edition Trip Generation Manual.
- GHA should include a copy of the IDOT approval letter of the TIS in the final report.

SANITARY SEWER CAPACITY

It is our understanding that it will be necessary for the design engineer to perform a capacity study of the receiving sanitary sewer system to verify if there is adequate capacity to accept flow from the proposed development.

LANDSCAPE PLAN

The Preliminary Landscape plans have been revised and are now in general compliance with Section 9-8A-3 (Landscaping Requirements) of Village Code. The following comments provide a summary of the plan:

Perimeter Lot Lines

Northwest Corner

The plan provides new plantings to meet the Code requirements. Existing trees previously shown to remain, which had conflicts with the proposed grading are now shown to be removed and replaced with new plant stock.

North

The plan provides new plantings to meet the Code requirements. Existing trees previously shown to remain, which had conflicts with the proposed grading are now shown to be removed and replaced with new plant stock.

East

The plan has been revised to provide the required 70% opacity and now complies with Village Code.

South (Old Rand Road)

The south lot line adjoins Old Rand Road for 904 linear feet. This street is considered a collector street which requires 30% opacity. This has been achieved with the proposed landscaping plus some of the existing trees will be saved and incorporated into the mass plantings.

West (Rand Road / RTE 12)

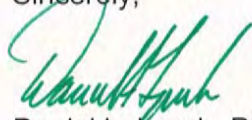
The west lot line adjoins Rand Road /RTE 12 for 451 linear feet. This street is considered an arterial road which requires 30% opacity. This has been achieved with the proposed landscaping. Some of the existing trees just outside of the lot line will be saved and will serve to enhance the screening of the parking mass along Rand Road.

Parking Lot

The parking lot tree requirements have been achieved. The White Mulberry (tree #3448) which was previously proposed to be saved is no longer on the preservation list.

If you have any questions, please feel free to contact me.

Sincerely,



Daniel L. Lynch, PE, CMF
Head, Municipal Engineering Department

Cc: Mike Brown – Director of Public Works
Darren Olson – CBBEL
Mike Ziegler – CBBEL
Doug Gotham - CBBEL



At the Heart of Community

POLICE DEPARTMENT

200 Mohawk Trail
Lake Zurich, Illinois 60047

(847) 719-1690
LakeZurich.org

MEMORANDUM

Date: March 8, 2018

To: Deputy Chief David Anderson

From: Sergeant Tracey Goodyear

Subject: Life Time Facility, US Route 12 (Rand Road) at N. Old Rand Road

The Traffic Unit reviewed the site plans for the property on US Route 12 (Rand Road) at N. Old Rand Road. We also reviewed the traffic planning study that was included. The interested party is submitting approval to redevelop the property with a fitness center from the previous restaurant.

At this time, the Traffic Unit agrees with the submitted traffic planning study and makes the following recommendations:

- All traffic signage follow MUTCD criteria.
- Post “Right Turn Only” signs at the exit along Route 12.
- Exiting traffic must have “Stop” signs installed at each exit.
- The access drives be located as far away from the intersection of Route 12 and N. Old Rand Road (Exhibit 3).
- The parking provided exceeds Village code requirements.
- Ensure all appropriate handicap parking spaces are legally marked with roadway paint and erect the appropriate signage to include the fine, for enforcement purposes.
- Complete a Traffic Enforcement Contract for Private Property owners allowing police action.
- Contact the Lake Zurich Fire Department Prevention Bureau for ordinance requirements regarding “Fire Lane” markings and signage.

The Traffic Unit reserves the right to recommend other changes as the project progresses. If you have any additional questions please feel free to contact me.



At the Heart of Community

FIRE DEPARTMENT
Fire Prevention Bureau

1075 Old McHenry Road
Lake Zurich, Illinois 60047
Fire.bureau@lakezurich.org
(847) 540-5073
LakeZurich.org

March 6, 2018

Ms. Katie Williams
Associate Planner
Village of Lake Zurich
505 Telser Road
Lake Zurich, IL 60047

**RE: PR18-039 – 880 N. RAND – LIFE TIME FITNESS
PLANNING AND ZONING COMMENTS**

Dear Katie:

Thank you for the submittal. After reviewing the new drawings, I have the following comments:

1. Please provide a fire truck-turning template for the new entrances and fire lanes.
2. Our minimum widths are 24 feet for the entrance and exit lane.
3. The water main is indicated along Route 12. This would need to be the location of the riser room and would need to be on the main level.
4. Please check with Public Works on the requirement for another fire hydrant at the northeast corner.
5. The location of the fire sprinkler riser room and connection will possibly remove two parking spots.

If you have any questions, please contact our office.

Sincerely,

Robert Kleinheinz
Fire Prevention Specialist
Lake Zurich Fire Department

Memo

To: Katie Williams, Associate Planner
From: Betty Harrison, EQC Supervisor
Date: March 9, 2018
Re: Staff Review – March Planning & Zoning Commission Meeting

1. Life Time Fitness – 880 N Rand Rd

1. Proposed change in water service connection. Do not connect on North Old Rand Road. From hydrant 2, go south then angle to Route 12. There is 12-inch water main available on Route 12.
2. From hydrant 1, go north then go to Route 12 and connect to the water main.
3. Enclosed is a diagram of the water main configuration at Route 12 and North Old Rand Road.
4. Valves would be located at the point of the pressure connection, not after the pressure connection.
5. All connection fees will be addressed upon permit submittal.
6. The Letter of Credit will be addressed upon permit submittal.

**VALVE VAULT #7
12"x10" PRESSURE
CONNECTION**

catch basin, beehive
rim 844.98
inv 842.83 12" rcp (n)
t.o.w. 842.83
inv 843.03 8" pvc (s)

inlet, 3.5' x 3.5'
rim 845.69
inv 842.02 8" pvc (n)
inv 841.29 12" rcp (s)

catch basin, beehive
rim 845.70
inv 842.90 8" cmp (n)
no other pipes visible

1-1/2 STORY
STONE &
TIMBER
RESTAURANT

**APPROX. ALIGNMENT OF
PROPOSED WATER MAIN**

EX. VALVE BOX #4
traffic manhole

catch basin, beehive
rim 847.82
inv 842.32 12" rcp (n)
inv 842.42 12" rcp (s)

inlet
rim 847.12

tel. pole
light pole

inlet, 3.5'
rim 846.
full of w

99+00

99+50

100+00

100+50

EX. VALVE BOX #3

valve vault
rim 848.16

EX. FH. #4

ex.inl.
rim=847.95
inv.=846.45

**CONTRACTOR TO SAW CUT
AND REPLACE WITH SAME
MATERIALS IF APPROVED
BY I.D.O.T. (TYP.)**

ex. san.r
rim=851
inv.=84
inv.=84
inv.=84
inv.=84

RAND ROAD U.S. RTE 12

ex.inl.
rim=848.76

ex. c.b.
rim=849.83

EX. 15" RCP

EX. 15" RCP

8" WM

EX. 12" STORM

fire hydrant



At the Heart of Community

COMMUNITY SERVICES DEPARTMENT
Building and Zoning Division

505 Telser Road
Lake Zurich, Illinois 60047

(847) 540-1696
Fax (847) 726-2182
LakeZurich.org

ZONING REVIEW

PROJECT: Life Time Fitness
LOCATION: 880 N Old Rand
REVIEWED BY: Katie Williams
DATE: March 9, 2018

LTF Real Estate Company, Inc., d/b/a Life Time Athletic proposes the demolition of the vacant restaurant and subsequent construction of a physical fitness facility. This development will be created as a PUD. Review is as follows:

B-1 ZONING DISTRICT REQUIREMENTS

- A. **Existing Zoning:** B-1 Local & Community Business and R-4 Single Family Res.
B. **Proposed Zoning:** B-1 Local & Community Business
[Map Amendment sought via PUD.](#)
- C. **Use:**
Physical Fitness Facility – Permitted Use
Accessory Eating Place – Permitted Use
Accessory Salon/Spa – Permitted Use
Accessory Child daycare services – [Special Use](#)
[Relief is sought via PUD.](#)
- D. **Height:**
Maximum Allowed: 35', 2 stories
Proposed: 39' 11"
[Relief is sought via PUD.](#)
- E. **Minimum Yards:**
a. Front: Required: 25'
Proposed: 29'
b. Corner: Required: 25'
Proposed: 28'

- c. Rear: Required: 25'
Proposed: 81'
- d. Int. Side: Required: 10'
Proposed: 28.7'
- F. **Maximum FAR:** Required: .22 - .30 depending on use
Proposed: .2
- G. **Landscaping:** Landscaping shall be reviewed by a consultant.
- H. **Parking:** Physical Fitness Facility
- a. Required:
1 for each 3 persons of design capacity
 $1500 \text{ capacity} / 3 = \mathbf{516}$
 - b. Provided: **522 spaces**
- I. **Access. Parking:** Required:
- a. 2% of total = 11
- Proposed:
- b. 12
Compliant
- J. **Paving:** Required: 9' x 20' or 9' x 18' with a landscaped curb
Proposed: 9' x 18' with a landscaped curb
Compliant
- K. **Photometrics:** Required: No direct glare on neighboring properties
.5 footcandles at property line
10 footcandles max anywhere on property
- Proposed: .3 footcandles at property line, 5 footcandles max
Although these values do meet Code, the applicant has indicated that they plan to further reduce the property line footcandles to 0
- L. **RTUs:** Required: All mechanical equipment located on the roof of any building, except for antennas, vent pipes, chimneys, and exhaust fans, shall be fully screened by a parapet wall or similar structure to a point not less than twelve inches (12") higher than the highest point of such equipment.
- Proposed: RTU enclosures screened by parapet
- M. **Signage:** Signage will be clarified during the final plan stage

Conclusion

- Relief will be sought for:
 - Accessory Use
 - Building Height