

Hubbard, Sam

From: Alice Sylvester [REDACTED]
Sent: Tuesday, June 22, 2021 1:42 PM
To: Hubbard, Sam
Subject: Crescent Place - Traffic & Park Question

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Hi Sam,
I read the materials for tomorrow night's Plan Commission meeting.
And I see that the developer did a traffic impact study associated with adding 40 units/80 cars to the corner of Rand & Chestnut Ave.

I find it difficult to believe that the development will have so little impact on the ability to leave the neighborhood via Chestnut Avenue. I was happy to see that they adjusted for covid and the lighter traffic patterns we're routinely experiencing. However, I still have two remaining traffic questions and one park use question.

Traffic

- 1) The possibility of a Traffic signal at Chestnut
- 2) What about Chestnut & Walnut and the cut-through traffic to Hintz?

Was there any consideration given to adding a traffic signal to Chestnut Ave? I know everyone is loath to add another light to Rand Rd, but there is at least one redundant light already. My recommendation would be to remove the first "retail light" (heading southbound) on Rand from Chestnut given the large number of empty storefronts and the fact that the shopping area can be covered by the light just down Rand – this first one basically goes into Community Threads and the second goes into Harvest Fresh – both stores in the same "strip mall."

The reason I'm advocating a light at Rand & Chestnut is that it is impossible for bikes or god forbid, pedestrians, to cross out of the neighborhood into Greenbriar. It's hard enough in a car – but there is no other safe crossing for bikes except the light at Kennicott. Kennicott, as you know, is the western edge of the Berkley Square community – so it's a challenge crossing there.

And as I wrote to your colleague in March, my real question is about traffic cutting through the neighborhood at Chestnut and Walnut. Anyone heading north from Rand Road (e.g., all the Stonebridge residents) cut through to the light at Hintz to avoid the AH/Rand, increasing the traffic in the neighborhood.

That impact was not assessed in the traffic report, to the best of my knowledge.

Park Capacity

And finally, I am concerned about the availability of park playground equipment. The playlot at Chestnut and Waverly is now shared by children from the immediate vicinity of Berkley Square, Holy Nation Presbyterian Church (which has a daycare facility as well), the Stonebridge apartments and smaller children visiting while people are playing in the baseball/soccer fields. It's quite crowded, especially on weekends, and I'm concerned that there will not be enough equipment to handle an influx of families. I know this is a park district issue, but I wonder if some sort of usage study could be done to determine whether the amount of equipment there is adequate for all of these sources. The only other playlot in the area is at Poe school.

Another idea is whether the developer be asked to put in a playlot on premise. Have we given any thought to that?

I'm excited about the development – I'm sure you are aware big tractor trailer trucks park there over the weekend and it's very unsightly.

Please let me know your thoughts.

Alice K. Sylvester

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Hubbard, Sam

From: Wichmann [REDACTED]
Sent: Tuesday, June 22, 2021 4:45 PM
To: Hubbard, Sam
Subject: Crescent Place

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In reviewing the information related to Crescent Place, I find that the considerations for density in that area and the traffic review is lacking. Living in the area and using Chestnut Ave the thought that this will not add to an already congested area is misguided. Also the Certified Traffic Engineer preparing an evaluation of the area in April is naïve. Living in this area, I know that during the pandemic the traffic pattern is very light. Measuring during this period and drawing any conclusion is incorrect. You cannot draw a conclusion from a sample size that is not credible. Now add the potential for 80 cars to enter into that side street (Chestnut) and the congestion will be very noticeable.

Additionally, having the entrance/exit onto Chestnut is adding a much higher volume of traffic to that side street. The area was not designed to handle this influx. Overlooking the design of the street, its current use and not planning for this increased traffic pattern is short sighted.

I do not think this should be approved as I believe the impact to the community has not been properly addressed.

Thank you.

Dave Wichmann

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