

25-0695-5
January 31, 2017

Mr. Jeremy Ginsberg
Planning and Zoning Director
Town of Darien
2 Renshaw Road
Darien, CT 06820

Re: **Response to Preliminary Traffic Impact and Parking Study Review
Noroton Heights Shopping Center Redevelopment
264 Heights Road, Darien, CT**

Dear Mr. Ginsberg,

This letter is provided in response to the traffic comments received from the Town of Darien's Traffic Consultant, F.P. Clark, on January 6, 2017, concerning the proposed Noroton Heights Shopping Center (NHSC) Redevelopment at 264 Heights Road. For clarity, this letter follows the bulleted list provided in the Traffic Consultant's review letter as headings with the responses following thereafter. Their review letter is attached for reference. A revised full traffic report is also attached incorporating the requested revisions to consolidate the traffic analysis into a single document. As detailed in the report, the requested revisions per the review comments do not impact the conclusion of the original traffic study, that the proposed NHSC Redevelopment is not expected to have a significant impact to traffic operations within the study area.

1. Section 1.0 Introduction

Table A (attached) provides a breakdown of the existing uses on the site. As shown in the table, the existing shopping center contains a total of 75,527 gross square feet with a mix of existing retail/commercial, restaurant and residential uses. Section 2 of the revised traffic report has been updated with detail on these existing uses.

2. Section 2.3 Volumes

As is standard practice, available CTDOT ATR data was reviewed when analyzing the existing traffic volumes within the study area. A review of the available data showed that the data for Stations 81, 135, 172, and 179 were performed during the summer when school was not in session, which could impact traffic volume flow and peak periods. Furthermore, the data from stations 81, 135, and 179 were collected in 2011, while the data from the NHSC study was collected in 2015. Therefore, the traffic data collected for in 2015 was utilized in the NHSC study, as it presents a more accurate estimate of current existing traffic volumes during an average weekday.

Also in response, new 2017 data from an additional automatic traffic recorder (ATR) was collected along Heights Road encompassing the weekday morning, Friday afternoon, and Saturday midday peak hours. Further details are provided in Section 2.3 of the traffic report.

Turning movement counts (TMCs) have been conducted at the seven existing site driveway locations as well as the two Noroton Heights Metro-North Railroad (MNRR) Station access drives on Heights Road. TMC's from the existing Federal driveway on Edgerton Street were obtained from that redevelopment's traffic study. The revised traffic report and analyses have been revised to include this driveway data.



As noted, the baseline traffic volumes will need to be submitted to the Connecticut Department of Transportation (CTDOT) Office of the State Traffic Administration (OSTA) for approval. The volumes will be submitted once the detailed traffic review by the Town's Traffic Consultant is complete and the Town approval process progresses further, as revisions to the development and/or the traffic study as part of the approval process could require resubmission of the volumes to OSTA.

3. Section 2.4 Capacity and Queue Analyses – Existing Conditions

As mentioned in the response to item #2, the existing NHSC access drives, along with the MNRR Station drives and Federal site driveway on Edgerton, have been added to the traffic analysis in the revised traffic report.

Table 1 and Table 2 have been revised in the updated traffic report to show the requested information in tabular format.

Extensive efforts were made to obtain accurate traffic signal timing plans, requesting information from both the Town and CTDOT, as well as performing site observations to confirm information received. The traffic analysis was coordinated closely with the Federal Redevelopment traffic consultant to ensure that the analyses would be consistent. The available traffic signal timing plans were provided to the Town's Traffic Consultant for review. It should be noted that these plans were used for the traffic analyses presented in the original report.

4. Section 4.1 Site Access

See Section 4.1 of the revised traffic report for proposed site access summary. Existing and proposed site access points are shown within the full set of site development plans, including pavement markings and signage.

5. Section 4.3 Trip Generation

The site generated traffic summary has been revised as requested in the attached revised traffic report. This revised site generated traffic estimate was reviewed and approved by the Town's Traffic Consultant prior to this submission to eliminate the need for additional revisions.

6. Section 4.5 Driveway Redistribution

As stated in the response to item #2, the existing site access drives have been added to the traffic analyses. The existing, regional traffic distribution for the site was determined by reviewing the existing traffic data at the study area intersections, which serve as the gateway to the site, providing an accurate estimate of arrival/departure patterns. With the exception of the removal of the driveway on Hollow Tree Ridge Road, the site access will remain similar to existing and therefore arrival/departure distributions are expected to remain the same with the redevelopment. As described in the original report, in Section 4.5, a redistribution was performed for the removal of the site driveway on Hollow Tree Ridge, with vehicles being re-routed around the corner to the full access driveway on Heights Road. Additional information has been added to Section 4.5 in the revised traffic report to further detail the redistribution.

7. Section 5.1 Capacity and Queue Analyses – Combined Conditions

A summary table, comparing the analysis results presented in the original report, has been provided in the revised traffic report as requested.

We trust that the responses provided in this letter and the accompanying revisions to the traffic study in response will allow for the complete detailed review of the traffic impact analysis by the Town's Traffic Consultant. Due to the compressed schedule and the next hearing scheduled for February 14th or 21st, we respectfully request the results of the detailed review at least 2 business days prior to the next hearing to facilitate a meaningful discussion of the traffic impact results and any additional comments on the traffic study.

Sincerely,

TIGHE & BOND, INC.



Craig D. Yannes, P.E., PTOE
Project Engineer



Christopher O. Granatini, P.E.
Project Manager/Associate

Enclosures: Letter from Frederick P. Clark Associates, Inc. to Town of Darien (1/4/17)
Table A – Summary of Existing Land Uses
Noroton Heights Shopping Center Redevelopment Traffic Impact & Parking
Study (Revised 1/31/2017)

J:\P\0695 J&G Palmer Mixed Use\Report\Traffic\2017-01-19 - NHSC TIS Response.doc

TABLE A

Summary of Existing Land Uses

Location/Use	Size (sf)
<i>Palmer's Market Building – 40,788 square feet (existing to remain)</i>	
Palmer's Market	34,067
Fitness Studio	3,400
Physical Therapy	3,321
<i>Wells Fargo Bank – 4,104 square feet (existing to remain)</i>	
<i>West Shopping Center Building – 11,144 square feet (to be replaced)</i>	
Liquor Store	2,915
Post Office	1,720
Apartments (2 units)	1,617
Donut Shop	1,545
Pet Store	1,442
Martial Arts Studio	1,236
Driving School	669
<i>East Shopping Center Building – 19,483 square feet (to be replaced)</i>	
Bookstore	3,850
Yoga Studio	2,110
Dry Cleaners	2,089
Retail	1,918
Restaurant	1,880
Restaurant	1,412
Barber Shop	1,405
Fitness Studio	1,336
Restaurant	1,233
Retail	1,225
Photography Studio	1,025