

25-0695-5  
March 1, 2017

Mr. Jeremy B. Ginsberg  
Planning & Zoning Director  
Town of Darien Planning and Zoning Department  
2 Renshaw Road  
Darien, Connecticut 06820

Re: **Response to Comments – Planning and Zoning Commission  
Noroton Heights Shopping Center Project  
Darien, CT**

Dear Mr. Ginsberg,

This letter is provided in response to comments received during the public hearing on February 21, 2017, concerning the site layout for the proposed Noroton Heights Shopping Center redevelopment at 346 Heights Road. Comments received during the public hearing are shown in italics with our responses in regular text below.

### **Building #1 Parking Garage Driveway**

*The Planning and Zoning Commission requested a review of the parking garage driveway under Building #1 in the southwest corner of the site in comparison to the Maplewood complex ramp.*

This comment has been addressed in the response letter to Traffic and Parking comments dated February 28, 2017. The proposed ramp configuration is substantially different from that at Maplewood.

### **Nelson Nygaard Parking Study**

*The Planning and Zoning Commission requested further information on the Nelson Nygaard parking study previously performed on behalf of the Town of Darien.*

This comment has been addressed in the response letter to Traffic and Parking comments dated February 28, 2017.

### **Loading Spaces and Deliveries**

*The Planning and Zoning Commission requested that the need for an additional loading space near Building 1 be evaluated to facilitate deliveries to the building.*

The design team has re-evaluated the proposed loading space locations for the site. In response to the PZC's concerns, an additional loading space has been shown on the revised Drawings C2.0 – Overall Site Plan and C3.0 – Site Plan, both dated March 1, 2017. The additional loading space is located at the southwest corner of Building 2C. This additional loading space will provide easy access for longer duration deliveries to Building 1A as well as the retail and restaurant tenants along the village street. This loading space can also be used for shorter duration deliveries by services such as FedEx and UPS. The revised plan maintains the previous loading spaces on Heights Road and the rear of Building 2. It is our opinion that the Heights Road loading space will be utilized for both short and long duration deliveries due to its ease of access.



### **Stormwater Management System**

*The Planning and Zoning Commission requested that the applicant review what additional measures could be implemented to further reduce flows to the easterly storm drainage system that currently experiences flooding.*

This comment has been addressed in a separate letter response dated March 1, 2017. The project proposes to relocate Detention System #1 to the lower employee lot behind Palmer's Market. Supporting calculations for the revision are attached to the letter response. The revised drainage system is shown on the revised Drawings C6.0 – Drainage Plan, C6.0A – Drainage Plan and C6.1 – Drainage Enlargement Plan.

### **Bus Turning Radius at Heights Road and Hollow Tree Ridge Road**

*The Planning and Zoning Commission requested that bus turning movements be reviewed at the corner of Heights Road and Hollow Tree Ridge Road, as the vehicle is not able to navigate the turn in the existing conditions.*

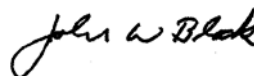
This comment has been addressed in the response letter to Traffic and Parking comments dated February 28, 2017. As shown in the bus turning simulation plan (SK-01) attached to that letter, the revisions to the intersection radii and relocation of the Hollow Tree Ridge Road southbound stop bar approximately 25 feet to the north enables the bus to negotiate the turn within the roadway space and without crossing lane lines or centerlines. The revised stop bar location is also shown on the revised Drawing C3.0 – Site Plan.

Sincerely,

**TIGHE & BOND, INC.**



Jonathan A. Richer, P.E.  
Project Manager



John W. Block, P.E., L.S.  
Senior Vice President