



To: Jeremy Ginsberg  
Fred Doneit

Cc: Robert Maslan, Maslan Associates

From: David Genovese, Baywater Corbin Partners

Re: Answers to Questions Raised in Email dated August 27, 2018  
regarding Baywater Corbin Partners Site Plan Application

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Presented below in italics are our team's responses to the questions posted in the referenced email, received yesterday.

**Corbin Block Site Plan issues/comments**

In taking a look at the Corbin Site Plan (Sheets C2.0 and 2.1), I notice that:

- 1) the only handicapped accessible parking spaces shown at grade are shown behind Building F. Have others been planned for parking garages?

*Yes, additional handicapped spaces have been located in the garages as well. The total number of spaces provided shall be no less than the number required under State Building Code.*

For example, some of the 6 at-grade parking spaces for Building K may need to be designated as such if the Building Official requires such.

*We evaluated the potential creation of a handicapped space beneath Building K, and if required, we can provide one as shown in the drawing attached hereto.*

- 2) Are the 3 parking spaces on either side of Building 'K' at grade garage parking spaces? Would one or more of them have to be handicap accessible?

*Yes, they are located at grade. As noted above, we have prepared a drawing showing how one of the spaces could be designed as a handicapped space. We do not believe that any of these spaces would need to be a handicapped space given that the parking facilities used by the property include the surface spaces behind 36 Old Kings Highway South and 1020 Boston Post Road, as well as the Center Street Municipal Lot.*

What is the trade-off between adding the driveway off of Old King's Highway North for these 3 added spaces?

*The goal of our design was to provide a covered, garage parking space for each of the units in Building K. (The driveway is off Old Kings Highway South.)*

Presumably, the doors on the south side of these spaces provide access to the garages or to the building?

*Correct.*

- 2) the proposed bank drive through (Building I) will need to have a "Right Turn only" sign. The curb should be designed to greatly inhibit other movements.  
Should not allow for the straight ahead traffic movement.

*We agree.*

A "Watch for pedestrians" sign should be placed on site at near the drive through window.

*We agree, these are details that can be worked out with the Traffic Authority.*

- 3) for Road A, arrows are shown on the road, since it is one way...should there be similar for Road B?

*We agree, this is not a problem.*

- 4) the parking lane behind Building F contains a number of parallel parking spaces.....but the plans do not show in which direction it is one way.  
Thus, there would need to be a one-way sign at one end and a "Do not enter" sign at the other end. Should be clarified

*As will be discussed this evening, this lane and the parallel parking spaces located along it are meant to serve as an Uber Drop-Off Area in the evening. During the daytime, this area is designed to serve as a loading/unloading area for FedEx, UPS, and other deliveries made to the retail and restaurants within the project, as well as to be used for office and apartment moving trucks. This area will be gated and managed by Baywater security staff during the daytime hours.*

- 5) any signage for on-street parking will be subject to the Local Traffic Authority.

*Agree.*

- 6) the West garage entrance shows a stop bar coming out. The East garage entrance does not. Should there be one and/or a stop sign?

*Yes, we will add this.*

- 7) usual policy/practice has been to have a landscaped island installed every 10 parking spaces.  
Is there any way to break up the 50+/- spaces in a row on the back end of Road C adjacent to I-95?

*The goal here was to maximize the parking facility provided on-site, as requested by the P&Z Commission during our text amendment discussions.*

- 8) for the Palmer/Noroton Heights Shopping Center project and the Federal Realty project, both property owners/developers were able to specifically  
List/designate the various traffic and other improvements they were making as part of the project. Can you do that here?  
(ie. eliminate backing into Post Road, adding crosswalks on Corbin, etc.)

*We have prepared a slide for our presentation this evening which will summarize the improvements being made for walkability and traffic flow. The improvements include:*

- *Pedestrian Improvements Proposed in Connection with Baywater Corbin Project*
  - *Recommending many of the SWRPA Post Road Corridor Study suggestions*
  - *Eliminate all back-out parking onto Boston Post Road*
  - *Increase continuous storefronts along the Boston Post Road and eliminate several curb cuts along Boston Post Road and Corbin Drive*
  - *Increase safety of pedestrian crosswalks through the incorporation of bump-outs*
  - *Create connections from Center Street Municipal Parking Lot to Corbin Drive, and into Village Square*
  - *Work with ConnDOT and OSTA, and the Town of Darien, in adding crosswalks in downtown Darien in the vicinity of the project.*
- 9) 2 loading areas have been identified behind Buildings 'D' and 'E'. There are very limited areas for delivery vehicles and for tenant move-in/move-out within the site. Given street widths, particularly internal to the site, where will FedEx, UPS, etc. have the opportunity to stop. Resident move-in/move-out needs to be addressed....behind Building F?

*As described above, and we will discuss further tonight, there are two loading docks proposed for the site, both in Buildings D and E. One of these is to serve the anchor retailer, the other is to serve the proposed location for the US Postal Service. Separately, we intend to use the "woonerf", as well as the Uber Drop-Off Area, as a loading and unloading zone for retailers, restaurateurs, apartment and office tenants. This will be managed closely by Baywater security staff. We are confident, based upon our experience in managing many retail and restaurant*

*locations around downtown Darien since 2003, that these areas will be sufficient to handle the requirements of the various occupants of the project.*

- 10) We continue to believe that roads 'A' and 'B' should be widened to at least 28 feet to improve vehicular circulation. May want to note that they are private driveways and not public or private roads.

*These roads were designed to be pedestrian friendly, and traffic calming. Creating a safer, more inviting environment for people to walk around this project has been from the outset a fundamental goal. These roads are the same width as Day Street, which operates perfectly fine. Widening these roads will encourage drivers to pass through more quickly, which runs against the grain of the important goal of making downtown Darien more pedestrian friendly.*

- 12) Though discussed at the public hearing, no revised plans have been submitted showing:

- design features for the public plaza areas

*The landscaping plan shows many alternative designs for the public plaza areas, and these plans will be refined over time. The areas have been designed to be flexible, and adaptable, as well, so that we can host Farmers Markets, concerts, craft fairs, art shows, etc utilizing different furniture and different movable structures (think sidewalk sales tents, etc).*

- sizing of proposed lobbies/package rooms for buildings serving residential tenants

*These will be designed in time but will not impact the apartment unit count.*

- elimination of first floor residential use within Building 'K'

*This has been addressed, as shown in the attached drawing. Our parking and traffic analysis has been revised to consider the substitution of the apartment unit for additional retail space.*

- details with respect to on-building lighting

*This will be worked out over time, and ultimate approved by ARB. We did submit a photometric plan showing all light provided by the pole-mounted lights to be installed throughout the site. We anticipate using Bevolo gas-fired fixtures again, as has been the tradition of Baywater and PG Properties, as well as other tasteful, building-mounted fixtures.*

- 13) I can't recall if the previously identified issues with respect to turning movements of fire apparatus and other larger vehicles were addressed? I haven't seen any correspondence related to that.

*These issues were addressed with the Darien Fire Marshall and new drawings showing adjustments to the parking and turning radii were shown.*

- 14) Applicant should consider proposing a bus shelter and associated stop somewhere along the Boston Post Road frontage. Use Whole Foods bus shelter as a guide.

*Given the presence of the bus shelter at Whole Foods, and the bus stops at Center Street, we do not believe another bus shelter should be required. We believe it is preferable for all in this location to maximize the parallel parking along the Boston Post Road and we designed the project in accordance with this view.*

- 15) All Boston Post Road sidewalk work shall be inspected during installation and properly documented, so as to avoid issues which occurred during the construction of 1950/1958 Boston Post Road

*We have discussed this item with DPW staff and we agree.*

- 16) Extra signage placement at end of Corbin (along the south side Old King's Highway North) pointing drivers to I-95 southbound and other downtown shopping.

*We discussed this yesterday with P&Z staff and agree. We also believe that additional signage throughout downtown directing drivers to the municipal parking lots would be helpful.*

Possible need for similar at Tokeneke Road and Old King's Highway North.

*This is not relevant to our project, but we agree that this could be helpful in those areas of Darien.*

- 17) should show crosswalk on Boston Post Road, probably from near location of proposed exit driveway to get pedestrians across the street.

*In tonight's presentation we will review the SWPRA Post Road Corridor Study and highlight the crosswalks we are recommending be installed. We will be pushing for these as well in the course of our OSTA applications to ConnDOT.*

- 18) wayfinding, parking signs and an area for a downtown map/kiosk should be located

*We agree with the idea of a downtown map and kiosk and we would be pleased to install one within the project. This is an idea that has long been discussed with the Darien Chamber of Commerce.*

- 19) will left turn on Corbin (going westbound on Boston Post Road) back up/have long queues thereby impacting other Corbin Drive curb cuts?

*This issue has been studied and discussed with Mike Galante of FP Clark, and we do not believe that the other curb cuts will be negatively impacted. In fact, we believe that the additional connections forged through the Center Street Municipal Lot and the elimination of the back-out parking along the Boston Post Road will result in significant improvements to traffic flows in and out of Darien's Central Business District.*





