



P.O. BOX 1167  
21 JEFFREY DRIVE  
SOUTH WINDSOR, CT 06074  
PHONE: 860.291.8755  
FAX: 860.291.8757  
www.designprofessionalsinc.com

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July 23, 2020

Jeff Doolittle, P.E., Town Engineer  
1540 Sullivan Ave.  
South Windsor, CT 06074

Re: Response to Review Comments  
Dated: 07-01-2020  
App 21-27P  
The Gateway Site Plan, 220-270 Gateway Boulevard

Dear Mr. Doolittle:

The following is a list of our updated responses to said comments referenced above. Your comments were repeated in *italics*, followed by our response in **bold**:

1. *The parking calculations show 91 excess parking spaces being provided. Why are so many excess parking spaces needed and can these be installed on grass pavers or pervious pavement to reduce the amount of paved impervious surface.*  
**The excess parking was provided based on the demand our clients tenants have experienced at other similar facilities. Although the site plan shows excess parking, the plan still provides a site with an impervious coverage of only 35%±, much less than the allowed 65%.**
2. *All sidewalks on site should be at least 5 feet wide, especially where they are right up against a curb.*  
**All sidewalks have been updated to be at least 5' wide. Please see site plan Sheet C-SP1.**
3. *The sidewalks need to comply with ADA guidelines (PROWAG) with appropriate landings and ramps with detectable warning strips at intersections.*  
**Noted, we will ensure compliance to ADA's PROWAG guidelines.**
4. *The intersection of Buckland Rd and Gateway Boulevard needs to have pedestrian crosswalks and signals across Buckland Road on both the north and south sides of the intersection*  
**We are in discussions with our client and the traffic engineer for the project on this matter. We will work with the Applicant and Town Staff to find a resolution to be included in the final plans.**
5. *Show 5 foot concrete sidewalks along Buckland Road north of Gateway Boulevard to the property line and up the north side of Gateway Boulevard for future development.*  
**A 5' concrete sidewalk to the northern property line is now shown for future development. This will be installed during the next phase of the project. See sheet C-SP1.**

6. *The proposed sidewalk easement to the Town along Buckland Road will need to be extended north to the property line. On the existing sidewalk easement, what does the note that says "hatched portion to be extinguished" mean?*

**The sidewalk easement has been extended. See sheet EM-2.**

7. *The second entrance to the parking lot off the north part of Gateway Boulevard (just east of the retail shops) is too close to the 3 way Gateway Boulevard intersection and there may be traffic conflicts there. This parking lot entrance should be reconfigured to be a one way entrance only off the northern part of Gateway Boulevard. Vehicles exiting the parking lot east of the retail shops will need to use the other entrance/exit to Gateway Boulevard.*

**A new layout providing further separation to the intersection was provided. See sheets C-SP1 and C-GD1.**

8. *Consider installing a small round-about or traffic circle at the 4 way intersection of Gateway Boulevard and the driveway past M&R Liquors, instead of a 4-way stop. A circle would work well here because of the curves going into this intersection and the offset streets on both sides of this intersection.*

**The Applicant considered implementing roundabouts or traffic circles. Given that this intersection will be a four way stop and the site plans call for center line stripping through the intersection, the applicant believes the intersection will function adequately as designed.**

9. *I did not see any details for the decorative crosswalks across Gateway Boulevard and the parking lots.*

**Decorative crosswalk materials will be consistent with the other crosswalks along Gateway Boulevard. We will work with the Applicant and Town Staff to find a resolution to be included in the final plans.**

10. *The parking spaces marked "compact cars only" need to be made standard size parking spaces.*

**All compact spaces were converted to standard spaces. See sheet C-SP1.**

11. *Label the slope down into the detention basin between Buckland Rd and the parking lot. This should be no steeper than 3H:1V.*

**A call out requiring the detention basins slopes to be no steeper than 3H:1V as shown on the plan has been added to sheet C-GD1.**

12. *A guiderail is needed along the parking lot and west end of Gateway Boulevard where the slope into the detention basin is close and steeper than 4H:1V.*

**A wooden guiderail is now proposed in the locations suggested. See site plan sheet C-SP1.**

13. *There are several areas along Gateway Boulevard where there is a low point 5380 feet from a nearby high point. These changes in grade should be spread out more so there is at least 100 feet between low and high points and this road does not feel like a roller coaster.*

**The grading along Gateway Boulevard has been revised to eliminate the high and low transitions. See sheet C-GD1.**

14. *There is a spot elevation of 158.55 at a low point on the northern section of Gateway Boulevard by the entrance to the parking lot east of the retail buildings that does not appear to be correct. Check this and other spot elevations.*

**The spot elevation was updated to the correct elevation. See sheet C-GD1.**

15. *The Drainage Plan shows a 30" to 36" pipe exiting the detention basin and connecting to a CB in Buckland Rd with a 24" RCP crossing this road. Drainage pipes should not be larger than the ones in the downstream system they are connecting to. Either the drainage pipes from the detention basin need to be smaller or the existing drainage pipe across Buckland Road and to the west needs to be replaced with a larger pipe. Provide an analysis of the drainage system downstream of the tie in point on Buckland Road.*

**A 24" RCP is now proposed instead of a 36" RCP. See sheet C-DR1. A supplement to the drainage report with HydroCAD results considering the 24" RCP will be submitted.**

16. *Include pipe sizing calculations and a gutter flow report for the proposed drainage system on this site.*

**Pipe sizing and the gutter flow reports were included in the previous stormwater management report submission. A supplement to the drainage report with updated storm sewer calculations will be submitted.**

17. *I am still reviewing the drainage report and will have additional comments on it.*

**Noted, please feel free to contact us if you have any questions.**

18. *I concur with the sanitary sewer extension proposed and analysis provided. This site will be served by a privately owned and maintained sewer system shown. This site plan requires review and approval from the WPCA.*

**Noted, we plan to appear in front of the WPCA commission after receiving approval from PZC.**

19. *The main part of the sanitary sewer heading north through the site and to the two office buildings to the east should all be 8" diameter pipe.*

**The sewer main was increased to 8" as suggested. See sheet C-UT1.**

20. *Provide the expected sanitary sewer flows from each building connection shown. Clarify the sanitary sewer connections shown to the retail buildings. Not all units are shown with a sewer connection and there are two connections in the middle of these buildings.*

**The expectation is that the end units for both retail buildings will have their own service with grease traps. The service for middle tenants will go underneath the building slab and exit at the middle point shown. The middle tenants will be individually responsible for internal grease traps should they be required based on the use.**

21. *Why do the sanitary manholes have a 6" outside drop? These should not be necessary and are not recommended as they make it difficult to maintain the sewers.*

**The 6" reference was to the pipe size and not the vertical drop distance. This label was revised to reference the connecting pipe direction for clarity. See sheet C-UT1.**

22. *For any utility and lane extensions or widening in Buckland Road, there is about 3 inches of Class 1 surface pavement over about 4-5 inches of Class 4 binder pavement in this road and all pavement patches or additions will have to match the existing pavement thicknesses.*

**The following general note was added to the site plan: "All pavement patches or additions for any utility trenching, lane extensions, or widening in Buckland Road shall match the existing pavement thicknesses." See sheet C-SP1.**

23. *We are still reviewing the Traffic Memo provided and associated master plan and are coordinating the traffic needs with other developments proposed nearby and a study of the Buckland Road traffic signals that was recently completed by the Town and our Traffic Engineer.*

**Noted**

Please contact us with any questions.

Sincerely,  
DESIGN PROFESSIONALS, INC.

Daniel H. Jameson, P.E.  
Project Manager