Zoning Map Amendment
PLPZ 2019 00474

<table>
<thead>
<tr>
<th>Location:</th>
<th>21 Calhoun Drive, LLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zone:</td>
<td>RA-1 to RA-1-HO</td>
</tr>
<tr>
<td>Lot Area:</td>
<td>1.8-acres</td>
</tr>
</tbody>
</table>

STAFF REPORT UPDATE:
The applicant was last heard at the Commission’s 6/2/2020 meeting. At that time the applicant provided additional neighborhood information and documented another home in Town, on Otter Rock Drive, that are of similar age that have a layout similar to the one proposed for the Commission to consider it for re-zoning into the Historic Overlay Zone. The applicant has again revised their plans to try and address comments received from the Commission, and neighbors, and Town agencies.

APPLICATION SUMMARY
The applicant is seeking a zoning map amendment to re-zone 21 Calhoun Drive from the RA-1 zone to an Historic Overlay (“HO”) Overlay zone (to be an RA-1-HO designation). This applicant is part of a request to: remove a detached garage; construct a second, new, single-family dwelling; and provide a façade easement to preserve and protect the exterior of the existing dwelling on the site, named “Park Hill” on a 1.8-acres property located at 21 Calhoun Drive (see also related site plan and special permit PLPZ 2019 000472 PLPZ 2019 000473).

ISSUES AND RECOMMENDATIONS:
1. The applicant is proposing to rezone the property from the RA-1 zone and placing it in the HO zone. Per Section 6-109(d)(3), “For structures on sites in the RA-4, RA-2, RA-1, R-20, R-12, R-7 and the R-6 residential zones, the Planning and Zoning Commission may authorize additional dwelling units in existing buildings or structures and/or in new construction that is complementary and secondary to the historic structure(s), provided the total number of units shall not exceed the density determined by dividing the total lot area by the minimum lot size for the underlying zone, and multiplying the result, by 1.50 in the RA-4, RA-2, RA-1, R-20, R-12 zones and by 1.2 in the R-7 and the R-6 residential zones. The Commission may consider any fraction of a unit as a whole unit. The Commission may also modify setbacks and/or green area requirements.”

In the RA-1-HO zone the maximum unit density for this site would be 2.7 (1.80-acres, divided by 1-acres (the minimum acreage in the zone) multiplied by 1.5) or a maximum of two (2) dwelling units.

2. The procedure for HO zone designation is outlined under Sec. 6-109(b).
   (A) A written Report noting the historic significance of the proposed property for re-zoning and the rationale as to why the application should be granted. The report shall include the following:
i. A brief history of the property and structures including historical significance and/or historic events either local and regional or persons associated with the property. A general description of the building(s) on the property listed according to their known or estimated ages and their associated ownership history.

ii. Any relevant construction history including a chronology of original and subsequent alterations, any historical documentation (letters, diaries, vouchers, newspaper articles), physical investigation as necessary to clarify which construction events are historic (analysis of paint layers relative to construction events).

iii. A description of the architecture including all exterior features and materials that are character-defining and therefore significant, and which are intended for preservation in the course of project work.

iv. A description of the existing conditions including any damage, structural problems, materials deterioration and a description of the proposed priority for repair/stabilization. A description of the general and periodic maintenance proposed, recognizing that deferred maintenance is not an option for historic resources, shall be noted in the Declaration of Restrictions filed on the Greenwich Land Records as part of the improvement.

v. An archaeological assessment may be required depending on the nature of the property, its site and setting.

vi. All proposed work and the preservation objectives.

vii. All support documentation specifically photographs.

(B) Information as to the proposed use and density of the property.

(C) Specific architectural and landscape plans showing how the building or buildings on said property will be preserved. No Zoning Permit will be issued until the architectural and landscape plans have been approved pursuant to Section 6-16.1 of these Regulations.

3. HDC - The proposal was twice forwarded to the Historic District Commission (the “HDC”) for comment as provided under Sec. 6-109(d)(3). The HDC took up the item at their 9/11/19 meeting and endorsed the request for HO (see letter dated 12/6/2019.) The current revised proposal was also sent to the HDC and a second letter, dated April 30, 2020, notes their support of the proposal.
4. The subject property is part of a site plan/special permit (PLPZ 2019 00472, 473) approval to build a new, second residence, on a site with a historic building eligible for HO designation. The Commission would need to endorse the HO designation before acting on the site plan/special permit which includes the details of the preservation.

DEPARTMENT COMMENTS:
HDC - Endorses HO (see letters if 12/6/2019 and 4/20/2020.)
WestCOG - Considers this proposal to be of local interest and with minimal inter-municipal impact (see email of 12/13/2019.)

HO Zone Designation
The HO zone’s purpose is stated in Sec. 6-109(a) and as follows:

“The purpose of a Historic Overlay Zone (“HO”) is to encourage the restoration, preservation, protection, enhancement, perpetuation and use of buildings and structures (hereinafter called “structures”) having historical or aesthetic value which represent or reflect elements of the Town’s cultural, social, economic, political and architectural history. Such preservation promotes the general health and welfare by protecting property values, fostering a sense of history and civic pride, preserving architectural heritage and protecting community character. This overlay zone does not imply or result in the establishment of an historic district as detailed in Section 7-147a-1 of the General Statutes.”

The site contains an historic Tudor revival home, identified by the applicant to be named “Park Hill”. The historic home was built, circa 1923. Per the HO regulations, the Commission will need to evaluate the proposal for consistency with the purposes of the regulation, the historic value of the building and or site features, and in consideration of comments from other Town agencies, or outside specialists.

APPLICABLE ZONING REGULATIONS:
Sections 6-22, 6-93, 6-94, 6-95, and 6-109
April 30, 2020

John P. Tesei, Esq.  
Gilbride, Tusa, Last & Spellane LLC  
31 Brookside Drive  
Greenwich, CT 06870  

Via email: jpt@gtlslaw.com 

Re: 21 Calhoun Drive

Dear John:

At a recent review for an application submitted for change of zone at 21 Calhoun Drive (aka Park Hill) from Residential to Historic Overlay as well as an advisory design opinion regarding a proposed carriage house dwelling unit, extended driveway and new landscaping, the Historic District Commission by a majority vote continued its advocacy that the present structure

1. meets the appropriate guidelines to be considered for Historic Overlay (see comments “Explanations Of Support For Park Hill To Receive Historic Overlay—6-109 C’’);

2. the proposed structure is in keeping with the architectural elements of the main structure but suggests a reduction of the size of the driveway, eliminating the circular portion; and

3. asks for more and larger plant material, especially along the drive.

Further, the Historic District Commission wishes to add further comments to the proposed additional structure on Park Hill’s property:

When Park Hill was developed in 1923, land use zoning was not yet in existence, so homes and accessory structures were designed and crafted mostly to the owner’s wishes. Examination of estates in Greenwich through the 1920 Sanborn map identifies a great many secondary structures close to or buttressing the road with wind-about drives leading to the main house (ex: ”Wild Acres” (Montgomery Pinetum), “Windygoul” (Pomerance Park), “Edgewood Inn” (Valley Drive), “Boulders” (Glennville road), etc.). On Calhoun Drive, there were seven properties with secondary structures (four placed in the rear elevation (away from the road);
two placed close to the road; and one placed between the house and the road (see page/map 34-1920 Sanborn Map). In other words, there was no conformity.

When Park Hill was built in 1923, the locale of the site could best be described as having quite a number of naturalistic elements, and for the city dweller this would have held great fascination. New York’s Central Park would have given the introduction to what naturalistic design should be—an orchestration of woodlands and drives with residential structures in its immediate distance but at times not visible (exactly what Calhoun Drive offered). What John E. Rovensky felt first seeing his undeveloped property—a rolling hill, oversized rock, mature trees—was a calming influence upon the man who led the stressful life of a financier. That he wished to preserve this first view and have his home be the “second” viewpoint was incorporated into his property design.

The present owner’s appreciation of nature and the stewardship that has been passed from Park Hill’s original owner to the present day has resulted in the careful placement of an additional structure at the street rather than elsewhere on the site which would result in a desecration to the original owner’s intention as well as the site’s natural integrity.

Further, the possibility that the rear elevation of Park Hill being the one that buttresses the street is that it afforded the avoidance of watching automobile headlights from the front of the house.

It is the opinion of the Historic District Commission that having an “entrance court” with a carriage house is completely within the historicity of the Calhoun area as well as commonplace given the size of the house. It was, and still continues to be, customary to have secondary structures ‘away’/within a remote location in estate design. Further, the addition of landscaping/plantings to hide subsidiary structures is one that was advised by House & Garden (magazine) in 1921, and the Historic District Commission agrees with its present use today in the proposed design. It should not be the dictation of subsequent property design after 1923—evident front lawns and front facing street elevations (the present conformity)—to penalize what has already been laid out close to 100 years ago. The siting of Park Hill is reminiscent to that of The Edgewood Inn, located on top of a knoll with an elongated curved drive and the rear elevation facing the road, a reflection of a bygone day, which continues to disappear in Greenwich. The Historic District Commission fully supports the re-zoning from Residential to Historic Overlay Residential and the delicate addition and incorporation of 21st century living arrangements with proposed landscaping to the site as not disrupting the historic design nor the design of what was prevalent in 1923.

Sincerely,

Stephen L. Bishop
Chairman

cc: Katie DeLuca, Director Planning & Zoning
BY HAND

Mr. Patrick LaRow, Deputy Director
Planning and Zoning Commission
Town of Greenwich
101 Field Point Road
Greenwich, Connecticut 06830

Re: 21 Calhoun Drive, LLC Change of Zone (PLPZ 2019 00474), Final Site Plan (PLPZ 2019 00472) and Special Permit (PLPZ 2019 00473)
Applications for property located at 21 Calhoun Drive, Greenwich, Connecticut

Dear Pat:

I trust all is safe and well with you and your family.

Since the last hearing on the referenced applications and after we received certain Commission member comments through you relating to both the architecture and positioning of the proposed new carriage house dwelling unit and the overall site and landscaping plan, our clients have taken to heart the constructive elements of the comments to the extent feasible and modified the plans. In this regard, you will find enclosed with this letter revised architectural plans, FAR plans and a revised landscape plan. A description and perspective of these revisions is set forth below. Please note that while our clients have had the project engineer set the revised Grade Plane, they have not had the project engineer revise his drainage and site plan due to practical timing and cost considerations; the project engineer has confirmed that he has no reason to believe the final drainage plan will not be in full compliance with the DPW requirements. If and when we receive word from you that we should proceed to engage the project engineer to provide his revised drainage plan and site plan, our clients are prepared to move forward in that regard.

A summary of the overall development changes is as follows:

1. The new dwelling unit has been rotated 90 degrees so that it is now perpendicular to Calhoun Drive; the front of the dwelling unit now faces the property’s single driveway and not the street (please see sheet A5 of the architectural plans that is actually the front elevation to the street, not the front of the dwelling unit; the other elevations will be screened and/or not facing Calhoun Drive, thus they will not be seen from the street and/or will be hidden into the slope of the hill.
2. The driveway entrance to the new dwelling unit has been moved farther away from Calhoun Dive up the existing driveway deeper into the property.

3. The garages are no longer facing Calhoun Drive being now perpendicular to the main driveway so the garage doors are no longer visible from the street through the landscaping and thus having no effect whatsoever upon the “streetscape” and diminishing this dwelling unit’s streetscape length.

4. Per specific comments received re the landscape plan, our clients have replaced the landscape type of plantings that are closer to Calhoun Drive.

5. Our clients have made a concerted effort to imitate the hand sketch received from you as much as possible as to the side of the dwelling unit now is rotated to face Calhoun Drive with the thin side of the dwelling unit with no garages now facing Calhoun Drive as noted above.

6. Our clients have removed all hardscape/driveway between Calhoun Drive and the dwelling unit thus making a significant green lawn “green hill” all fronting Calhoun and adding to the distancing perspective of the dwelling unit from the street.

7. Our clients have responded to comments expressed during the last hearing elevations by now providing more detailing for the new dwelling unit consistent with the main house. Specifically, more arches, arched windows, doors, etc. have been incorporated into the architecture that blend in brick, stone, and stucco to match the intricate detailing of the main house. The elevation of the sheet A5 arches with intricate detailing that face Calhoun Drive mimic the solarium of the main house, which is typically the first thing one would see driving up to the main house.

8. Our clients have included a cross section on sheet A4 as to the reason why they cannot not reduce the height any more than they have (the height is 28 feet; almost 10 feet less than the zoning regulations allow). The 2nd floor, which is actually the attic floor as there is no attic above per se, barely clears 8 feet in height and within the portions of this floor along the windows the height is as low as 6 feet (our clients did study lowering the heights and the majority of all the bedroom head heights within the portions of this floor along the window edges became an unfeasible/effectively unusable 4 feet). Our clients have brought the head heights as low as they could with the bedrooms having a significant amount of 6’ height areas already with the roof slopes.

9. Our clients have taken out a significant number of 2nd floor/attic windows and dormering from the street side sheet A5 elevation of the new dwelling unit and created more roof shingle views conveying more of a cottage/cape architectural view from Calhoun Drive.

10. Our clients have had their landscape architect add more trees and landscaping on the first floor grade elevation of sheet A5 so that the entirety of the garage area, a few arches and all of the back elevation would be materially screened from the street and only a few arches shown on sheet A5 would peer through to show the ornate detailing. In this regard, please see the attached perspective sketch of the new dwelling unit and street landscaping.
We would hope that the Commission members can appreciate the efforts are clients are making to come up with a suitable compromise plan. We believe that what is now being presented embodies both the purpose, letter and the spirit of the HO Zone Regulations and is highly sensitive to concerns regarding this proposal’s effect upon the streetscape and overall character of the Calhoun Drive community, which we certainly believe at this stage particularly are minimal.

We look forward to your response.

Best regards.

Sincerely,

/John P. Tesei

Enclosures
cc: 21 Calhoun Drive, LLC
    Historic District Commission
LaRow, Patrick

From: Tesei, John <JPT@gtlslaw.com>
Sent: Wednesday, May 27, 2020 10:40 AM
To: LaRow, Patrick
Cc: lolanicole (lolanicole@gmail.com); DeLuca, Katie
Subject: 21 Calhoun Drive applications
Attachments: 20200526_185646.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL]
Pat,

I am sending you a series of photographs of the streetscape of nearby properties to 21 Calhoun Drive. A key to the photographs is attached [best we could do with limited access to town information].

I believe there is really only one relevant issue here that is somewhat open in the minds of some Commission members and that is whether the proposal, in the context of an HO overlay zone application, will or will not materially adversely affect residential uses, or be detrimental to a neighborhood or its residents, or alter a neighborhood’s essential characteristics. The additional dwelling unit proposed for the property, as we have demonstrated, is not unique to the neighborhood and represents the ONLY accommodation requested under the HO zone regulations for this oversized parcel. The additional dwelling itself has gone through a final transformation addressing we believe the consensus suggestions of a majority of the Commission members. This then leaves one element to address – streetscape of Calhoun Drive. Hence, the submittal of the photographs which demonstrate the fact that Calhoun Drive has a diverse streetscape that includes, fences, high walls, structures right on or close to the street and landscaped fronts and further demonstrate the fact that the proposed new streetscape of the property cannot possibly be found to materially adversely affect residential uses, or be detrimental to a neighborhood or its residents, or alter a neighborhood’s essential characteristics.

There is a separate photoset I am sending of 221 Otter Rock Road in Belle Haven, located just before the entrance to the Belle Haven Yacht Club. There is a substantial carriage house at the front of the property with a large parking area in front of it and with the main house located at the end of a sweeping driveway on top of a hill. This setting is demonstrative of the overall historic estate setting our clients are seeking to achieve.

Thank you.

We look forward to our presentation to the Commission next Tuesday June 2nd.

Certainly, if you have any questions you should not hesitate to contact me.

Best regards - John

John P. Tesei | Partner | Gilbride, Tusa, Last & Spellane LLC
jpt@gtlslaw.com | Bio www.gtlslaw.com

This e-mail, and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail, you are hereby notified that any dissemination, distribution or copying of this e-mail, and any attachments thereto, is strictly prohibited. If you have received this e-mail in error, please immediately notify me by telephone and permanently delete the original and any copy of any e-mail and any printout thereof.
Any tax advice provided herein (including any attachments) is not intended or written to be used, and cannot be used, for the purpose of avoiding penalties that may be imposed on any taxpayer.

CAUTION: This email originated from outside the Town email system. Do not click links or open attachments unless you have verified the sender and know the content is safe.
From: Tesei, John <JPT@gtlslaw.com>
Sent: Wednesday, May 27, 2020 10:46 AM
To: LaRow, Patrick
Cc: lolanicole (lolanicole@gmail.com); DeLuca, Katie
Subject: 21 Calhoun Drive
Attachments: 20200526_163447.jpg; 20200526_163651.jpg; 20200526_163520.jpg; 20200526_163643.jpg; 20200526_163529.jpg; 20200526_163620.jpg; 20200526_163608.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL]
First photo set.

John P. Tesei | Partner | Gilbride, Tusa, Last & Spellane LLC
jpt@gtlslaw.com | Bio www.gtlslaw.com

This e-mail, and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail, you are hereby notified that any dissemination, distribution or copying of this e-mail, and any attachments thereto, is strictly prohibited. If you have received this e-mail in error, please immediately notify me by telephone and permanently delete the original and any copy of any e-mail and any printout thereof.

Any tax advice provided herein (including any attachments) is not intended or written to be used, and cannot be used, for the purpose of avoiding penalties that may be imposed on any taxpayer.

CAUTION: This email originated from outside the Town email system. Do not click links or open attachments unless you have verified the sender and know the content is safe.
LaRow, Patrick

From: Tesei, John <JPT@gtlslaw.com>
Sent: Wednesday, May 27, 2020 10:49 AM
To: LaRow, Patrick; DeLuca, Katie
Cc: lolanicole (lolanicole@gmail.com)
Subject: 21 Calhoun Drive
Attachments: 20200526_163357.jpg; 20200526_163546.jpg; 20200526_163529.jpg; 20200526_163400.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL]

Second photo set

John P. Tesei | Partner | Gilbride, Tusa, Last & Spellane LLC
jpt@gtlslaw.com | Bio www.gtlslaw.com

This e-mail, and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail, you are hereby notified that any dissemination, distribution or copying of this e-mail, and any attachments thereto, is strictly prohibited. If you have received this e-mail in error, please immediately notify me by telephone and permanently delete the original and any copy of any e-mail and any printout thereof.

Any tax advice provided herein (including any attachments) is not intended or written to be used, and cannot be used, for the purpose of avoiding penalties that may be imposed on any taxpayer.

CAUTION: This email originated from outside the Town email system. Do not click links or open attachments unless you have verified the sender and know the content is safe.
LaRow, Patrick

From: Tesei, John <JPT@gtlslaw.com>
Sent: Wednesday, May 27, 2020 10:51 AM
To: LaRow, Patrick; DeLuca, Katie
Cc: lolanicole (lolanicole@gmail.com)
Subject: 221 Otter Rock Drive
Attachments: 20200526_173239.jpg; 20200526_173309.jpg; 20200526_173303.jpg; 20200526_173339.jpg; 20200526_173256.jpg; 20200526_173249.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL]
Third set – just 221 Otter Rock Drive.

Last email.

John P. Tesei | Partner | Gilbride, Tusa, Last & Spellane LLC
jpt@gtlslaw.com | Bio www.gtlslaw.com

This e-mail, and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail, you are hereby notified that any dissemination, distribution or copying of this e-mail, and any attachments thereto, is strictly prohibited. If you have received this e-mail in error, please immediately notify me by telephone and permanently delete the original and any copy of any e-mail and any printout thereof.

Any tax advice provided herein (including any attachments) is not intended or written to be used, and cannot be used, for the purpose of avoiding penalties that may be imposed on any taxpayer.

CAUTION: This email originated from outside the Town email system. Do not click links or open attachments unless you have verified the sender and know the content is safe.
Dear Ms. DeLuca:

We are writing regarding the above applications and the recently submitted plans and associated documents filed by the applicant.

While the applicant has once again “tweaked” the plans, we believe that the proposed second dwelling, because of its size and location, still does not appear to be subordinate to the main house and would negatively impact the neighborhood, contrary to the language and intent of Section 6-109(d)(3) of the Regulations.

While we recognize that the Commission might view its ultimate decision regarding this application as a stark choice between either the preservation of the neighborhood or the preservation of the existing structure, we believe that there is a suitable compromise that can serve both purposes to the satisfaction of the Commission, the neighbors and the applicant.

The applicant has represented to the Commission that the second dwelling cannot be sited at the top of the hill adjacent to the main house and away from the streetscape because of the location of the septic system. We ask that the Commission reconsider this assertion for the reasons set forth below.

As you know, this property was formerly composed of two lots totaling 2.96 acres and owned by the Flemings, the applicant’s predecessor in title. In January of 2019, the applicant and the Flemings applied for and received a final subdivision approval to confirm that the property consisted of two separate lots and to revise the lot line between the lots (i.e. 1.158 acres for what became 12 Turner Drive and 1.8 acres for 21 Calhoun Drive). As you can see from the attached approved and recorded map (see Attachment 1), at that time the main house of the combined property was served by a septic system located on what is now 12 Turner Drive. This septic system has since been abandoned. There was also a tennis court for the combined property on that lot. The new septic fields for the main house, as shown on the approved subdivision plan (see Attachment 1), were to be sited where the proposed second dwelling is now proposed. In the interim, therefore, the applicant moved the septic fields for the
main house up to where they are now shown adjacent to the existing driveway on the southwest (see page 8 of Attachment 2).

Clearly the applicant could have sited the septic fields for both the main house and the proposed second dwelling at the base of the hill to the east and along Calhoun Drive where the second dwelling is now proposed. The fact that they did not so resulted in this “hardship,” which is therefore self-created. Even now, the applicants could just move the septic fields if, in fact, they are an impediment to locating the second dwelling on the top of the hill closer to the main house. There the second dwelling would appear more subordinate to the main house, in keeping with the purpose of a carriage house, and would have little impact on the streetscape. Instead, the applicant is seeking to exploit Historical Overlay to complete a de facto subdivision of the remaining 1.8 acres of 21 Calhoun Drive, obviating one-acre zoning, to build what will be a third, saleable home on the combined property that they purchased from the Flemings.

We suggest, though, that moving the septic fields might not even be necessary since there seems to be ample area for the second dwelling, perhaps slightly modified in design if necessary, to be located at the top of the hill to the southwest adjacent to the main house. If for any reason the applicant believes this would require a variance of the zoning regulations (although we have no reason to believe it would), the unique lot shape and other attributes of the property, together with the support of the neighbors, would suggest a positive reception from the Zoning Board of Appeals.

We request that the Commission further pursue this option with the applicant such that a solution might be arrived at that would result in both the preservation of the main house and the preservation of the neighborhood and its streetscape, while permitting the applicant to build a second dwelling that is truly a carriage house to the main house.

Otherwise, we respectfully request that the Commission deny the pending application. Because of its size and location, the proposed second dwelling would not appear subordinate to the existing dwelling, would alter the neighborhood’s essential characteristics, would undermine the letter and intent of Historic Overlay, and would create a precedent by which our historic neighborhood and other neighborhoods in town could be negatively impacted.

Sincerely,

[Signature]

Jennifer P. Matthews     James R. Matthews
ZONE: RA-1
TOTAL AREA = 1.800 ACRES

SURVEY
ON PROPERTY OF
21 CALHOUN DRIVE, LLC
21 CALHOUN DRIVE - CARRIAGE HOUSE
GREENWICH, CONN.

EXISTING ZONE: RA-1
PROPOSED ZONE: RA-1-HO

UTILITY NOTE:
Underground utilities, facilities and structures have been plotted from surface indications and record sources. The locations of all underground utilities are approximate only. Additionally, there may be other underground utilities the existence of which is presently unknown. Any party utilizing the utility information and data depicted on this survey shall call "CALL BEFORE YOU DIG" at 800-922-4455 a minimum of forty eight (48) hours prior to any construction activities to verify the location of underground utilities.
1. A HIGHWAY PERMIT IS REQUIRED FOR ALL WORK WITHIN TOWN OF GREENWICH - RIGHT OF WAY.

2. SITE AND SUBDIVISION PLANS

3. CATCH BASINS FOR PRIVATE DRIVEWAYS SHALL HAVE A MINIMUM GRATE OF TWO FEET BY TWO FEET. IF THE DRIVEWAY IS CURBED THE CATCH BASIN SHALL HAVE A MINIMUM CURB INLET OF SIX INCHES. EACH DRIVEWAY CATCH BASIN SHALL ALSO HAVE A MINIMUM TWO-FOOT SUMP AND BELLTRAP.

4. ALL DRAINAGE CONNECTIONS TO THE TOWN DRAINAGE SYSTEM SHALL BE GRAVITY LINES. IF A DISCHARGE FROM A SUMP PUMP IS CONNECTED TO THE TOWN DRAINAGE SYSTEM IT MUST DISCHARGE TO A DRAINAGE STRUCTURE ON PRIVATE PROPERTY AND THEN BE CONNECTED TO THE TOWN DRAINAGE SYSTEM. ALL SUMP PUMPS REQUIRE A BACKFLOW PREVENTER (CHECK VALVE) BETWEEN THE PUMP AND THE DRAINAGE STRUCTURE. A DRAIN CONNECTION PERMIT FROM THE HIGHWAY DIVISION IS REQUIRED FOR ALL CONNECTIONS TO THE TOWN DRAINAGE SYSTEM.

5. IN ROADWAY CUTS, SUBDRAINS SHALL BE REQUIRED IF SEEPAGE OCCURS DURING CONSTRUCTION OR WITHIN ONE YEAR AFTER ROAD CONSTRUCTION IS COMPLETED AND ACCEPTED, EVEN THOUGH PLANS MAY HAVE BEEN APPROVED WITHOUT SUBDRAINS AND/OR ROADWAY CONSTRUCTION HAS BEEN COMPLETED.

6. ALL RETAINING WALLS GREATER THAN THREE FEET ARE REQUIRED TO BE DESIGNED, AND INSPECTED DURING CONSTRUCTION BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF CONNECTICUT.


8. EACH BMP TO BE INSTALLED SHALL HAVE THE SOILS BENEATH THE BMP SCARIFIED OR TILLED TO IMPROVE INFILTRATION.

9. TO OBTAIN A CERTIFICATE OF OCCUPANCY THE SUBMITTAL MUST INCLUDE THE FOLLOWING:
   - ITEMS ON THE CHECKLIST FOR CERTIFICATE OF OCCUPANCY - FORM CL-105
   - "AS-BUILT" CONDITIONS - FORM CL-106

10. THE CONTRACTOR MUST CONSTRUCT THE BIORETENTION AREA FOLLOWING THE SPECIFICATIONS IN APPENDIX G OF THE TOWN OF GREENWICH DRAINAGE MANUAL FEBRUARY 2012 AS AMENDED.

11. ALL AREAS THAT ARE USED BY CONSTRUCTION EQUIPMENT AND USED FOR CONTRACTOR PARKING MUST HAVE THE SOIL TILLED 12 TO 16 INCHES AND AMENDED WITH SMALL AMOUNTS OF ORGANIC MATERIAL IF NEEDED. THE AREA TO BE RESTORED SHALL BE DETERMINED BY THE SITE ENGINEER.

12. COMPOST-AMENED SOILS MUST FOLLOW THE REQUIREMENTS AS STATED IN THE TOWN OF GREENWICH DRAINAGE MANUAL FEBRUARY 2012 AS AMENDED.

13. ZONE: RA-1

AREA = 1.800 ACRES
1. A HIGHWAY PERMIT IS REQUIRED FOR ALL WORK WITHIN TOWN OF GREENWICH - RIGHT OF WAY.

2. ALL WORK WITHIN THE TOWN OF GREENWICH - RIGHT OF WAY SHALL BE CONSTRUCTED TO TOWN OF GREENWICH STANDARDS.

3. CATCH BASINS FOR PRIVATE DRIVEWAYS SHALL HAVE A MINIMUM GRATE OF TWO FEET BY TWO FEET. IF THE DRIVEWAY IS CURBED THE CATCH BASIN SHALL HAVE A MINIMUM CURB INLET OF SIX INCHES. EACH DRIVEWAY CATCH BASIN SHALL ALSO HAVE A MINIMUM TWO-FOOT SUMP AND BELLTRAP. A SUMP PUMP IS CONNECTED TO THE TOWN DRAINAGE SYSTEM IT MUST DISCHARGE TO A DRAINAGE STRUCTURE ON PRIVATE PROPERTY AND THEN BE CONNECTED TO THE TOWN DRAINAGE SYSTEM. ALL SUMP PUMPS REQUIRE A BACKFLOW PREVENTER (CHECK VALVE) BETWEEN THE PUMP AND THE DRAINAGE STRUCTURE. A DRAIN CONNECTION PERMIT FROM THE HIGHWAY DIVISION IS REQUIRED FOR ALL CONNECTIONS TO THE TOWN DRAINAGE SYSTEM.

5. IN ROADWAY CUTS, SUBDRAINS SHALL BE REQUIRED IF SEEPAGE OCCURS DURING CONSTRUCTION OR WITHIN ONE YEAR AFTER ROAD CONSTRUCTION IS COMPLETED AND ACCEPTED, EVEN THOUGH PLANS MAY HAVE BEEN APPROVED WITHOUT SUBDRAINS AND/OR ROADWAY ONSTRUCTION HAS BEEN COMPLETED.

6. ALL RETAINING WALLS GREATER THAN THREE FEET ARE REQUIRED TO BE DESIGNED, AND INSPECTED DURING CONSTRUCTION BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF CONNECTICUT.

7. ALL DETENTION/RETENTION SYSTEMS SHALL BE INSTALLED PER MANUFACTURERS SPECIFICATIONS. ALL SYSTEMS WILL HAVE A MANIFOLD SYSTEM THAT CREATES THE LONGEST TRAVEL TIME TO THE CONTROL STRUCTURE. ALL DETENTION/RETENTION SYSTEMS MUST USE A STRUCTURE SUCH AS A MANHOLE FOR THE CONTROL STRUCTURE SO ALL FLOW CONTROL DEVICES CAN BE ACCESSED FOR MAINTENANCE.


9. EACH BMP TO BE INSTALLED SHALL HAVE THE SOILS BENEATH THE BMP SCARIFIED OR TILLED TO IMPROVE INFILTRATION.

10. THE CONTRACTOR MUST CONSTRUCT THE BIORETENTION AREA FOLLOWING THE SPECIFICATIONS IN APPENDIX G OF THE TOWN OF GREENWICH DRAINAGE MANUAL FEBRUARY 2012 AS AMENDED.

11. ALL AREAS THAT ARE USED BY CONSTRUCTION EQUIPMENT AND USED FOR CONTRACTOR PARKING MUST HAVE THE SOIL TILLED 12 TO 16 INCHES AND AMENDED WITH SMALL AMOUNTS OF ORGANIC MATERIAL IF NEEDED. THE AREA TO BE RESTORED SHALL BE DETERMINED BY THE SITE ENGINEER.

13. TO OBTAIN A CERTIFICATE OF OCCUPANCY THE SUBMITTAL MUST INCLUDE THE FOLLOWING:
- ITEMS ON THE CHECKLIST FOR CERTIFICATE OF OCCUPANCY - FORM CL-105
- IMPROVEMENT LOCATION SURVEY (ITEMS ON CHECKLIST FOR IMPROVEMENT LOCATION SURVEY DEPICTING "AS-BUILT" CONDITIONS - FORM CL-106)
1. A highway permit is required for all work within Town of Greenwich - right of way.

2. All work within the Town of Greenwich - right of way shall be constructed to Town of Greenwich standards.

3. Catch basins for private driveways shall have a minimum grate of two feet by two feet. If the driveway is curbed, the catch basin shall have a minimum curb inlet of six inches. Each driveway catch basin shall also have a minimum two-foot sump and belltrap.

4. All drainage connections to the Town drainage system shall be gravity lines. If a discharge from a sump pump is connected to the Town drainage system, it must discharge to a drainage structure on private property and then be connected to the Town drainage system. All sump pumps require a backflow preventer (check valve) between the pump and the drainage structure. A drain connection permit from the Highway Division is required for all connections to the Town drainage system.

5. In roadway cuts, subdrains shall be required if seepage occurs during construction or within one year after road construction is completed and accepted, even though plans may have been approved without subdrains and/or roadway construction has been completed.

6. All retaining walls greater than three feet are required to be designed, and inspected during construction by a professional engineer registered in the State of Connecticut.

7. All infiltration systems must meet the stormwater infiltration/recharge design requirements in the Town of Greenwich Drainage Manual February 2012 as amended.

8. All detention/retention systems must use a structure such as a manhole for the control structure so all flow control devices can be accessed for maintenance.

9. All areas that are used by construction equipment and used for contractor parking must have the soil tilled 12 to 16 inches and amended with small amounts of organic material if needed. The compost-amended soils must follow the requirements as stated in the Town of Greenwich Drainage Manual February 2012 as amended.

10. To obtain a certificate of occupancy, the submittal must include the following:

   - Items on the checklist for certificate of occupancy - Form CL-105
   - Improvement location survey (items on checklist for improvement location survey depicting "as-built" conditions - Form CL-106)

   A review by the approving authority will be required.

11. The site and subdivision plans are approved and have been reviewed by the approving authority.

12. The current and final location of all existing utilities are shown on the plan.

13. The topography and set-backs of the property are shown on the plan.

14. The approval date is April 28, 2003.
1. A HIGHWAY PERMIT IS REQUIRED FOR ALL WORK WITHIN TOWN OF GREENWICH - RIGHT OF WAY.
2. ALL WORK WITHIN THE TOWN OF GREENWICH - RIGHT OF WAY SHALL BE CONSTRUCTED TO TOWN OF GREENWICH STANDARDS.
3. CATCH BASINS FOR PRIVATE DRIVEWAYS SHALL HAVE A MINIMUM GRATE OF TWO FEET BY TWO FEET. IF THE DRIVEWAY IS CURBED THE CATCH BASIN SHALL HAVE A MINIMUM CURB INLET OF SIX INCHES. EACH DRIVEWAY CATCH BASIN SHALL ALSO HAVE A MINIMUM TWO-FOOT SUMP AND BELLTRAP.
4. ALL DRAINAGE CONNECTIONS TO THE TOWN DRAINAGE SYSTEM SHALL BE GRAVITY LINES. IF A DISCHARGE FROM A SUMP PUMP IS CONNECTED TO THE TOWN DRAINAGE SYSTEM IT MUST DISCHARGE TO A DRAINAGE STRUCTURE ON PRIVATE PROPERTY AND THEN BE CONNECTED TO THE TOWN DRAINAGE SYSTEM. ALL SUMP PUMPS REQUIRE A BACKFLOW PREVENTER (CHECK VALVE) BETWEEN THE PUMP AND THE DRAINAGE STRUCTURE. A DRAIN CONNECTION PERMIT FROM THE HIGHWAY DIVISION IS REQUIRED FOR ALL CONNECTIONS TO THE TOWN DRAINAGE SYSTEM.
5. IN ROADWAY CUTS, SUBDRAINS SHALL BE REQUIRED IF SEEPAGE OCCURS DURING CONSTRUCTION OR WITHIN ONE YEAR AFTER ROAD CONSTRUCTION IS COMPLETED AND ACCEPTED, EVEN THOUGH PLANS MAY HAVE BEEN APPROVED WITHOUT SUBDRAINS AND/OR ROADWAY ONSTRUCTION HAS BEEN COMPLETED.
6. ALL RETAINING WALLS GREATER THAN THREE FEET ARE REQUIRED TO BE DESIGNED, AND INSPECTED DURING CONSTRUCTION BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF CONNECTICUT.
7. ALL DETENTION/RETENTION SYSTEMS SHALL BE INSTALLED PER MANUFACTURERS SPECIFICATIONS. ALL SYSTEMS SHALL USE A MANIFOLD SYSTEM TO DISTRIBUTE RUNOFF EVENLY INTO EACH ROW OF INFILTRATORS. DETENTION SYSTEMS WILL HAVE A MANIFOLD SYSTEM THAT CREATES THE LONGEST TRAVEL TIME TO THE CONTROL STRUCTURE. ALL DETENTION/RETENTION SYSTEMS MUST USE A STRUCTURE SUCH AS A MANHOLE FOR THE CONTROL STRUCTURE SO ALL FLOW CONTROL DEVICES CAN BE ACCESSED FOR MAINTENANCE.
9. EACH BMP TO BE INSTALLED SHALL HAVE THE SOILS BENEATH THE BMP SCARIFIED OR TILLED TO IMPROVE INFILTRATION.
10. THE CONTRACTOR MUST CONSTRUCT THE BIORETENTION AREA FOLLOWING THE SPECIFICATIONS IN APPENDIX G OF THE TOWN OF GREENWICH DRAINAGE MANUAL FEBRUARY 2012 AS AMENDED.
11. ALL AREAS THAT ARE USED BY CONSTRUCTION EQUIPMENT AND USED FOR CONTRACTOR PARKING MUST HAVE THE SOIL TILLED 12 TO 16 INCHES AND AMENDED WITH SMALL AMOUNTS OF ORGANIC MATERIAL IF NEEDED. THE AREA TO BE RESTORED SHALL BE DETERMINED BY THE SITE ENGINEER.
12. COMPOST-AMENED SOILS MUST FOLLOW THE REQUIREMENTS AS STATED IN THE TOWN OF GREENWICH DRAINAGE MANUAL FEBRUARY 2012 AS AMENDED.
13. TO OBTAIN A CERTIFICATE OF OCCUPANCY THE SUBMITTAL MUST INCLUDE THE FOLLOWING:
   - ITEMS ON THE CHECKLIST FOR CERTIFICATE OF OCCUPANCY - FORM CL-105
   - IMPROVEMENT LOCATION SURVEY (ITEMS ON CHECKLIST FOR IMPROVEMENT LCATION SURVEY DEPICTING "AS-BUILT" CONDITIONS - FORM CL-106)
Dear P&Z Commissioners:

We are writing once again to state our views on the construction of another single family structure on the 21 Calhoun Drive property. The new rendition that has been submitted, unfortunately, still maintains the same foundation or footprint that has been put forth since the process began.
Dear Patrick,

Please see attached petition for intervention on environmental grounds with respect to the 21 Calhoun Drive application.

We are also in the process of engaging Risoli Planning and Engineering to conduct a peer review and request that the matter be left open beyond 6/30.

Thank you.

Regards,
Jeff

CAUTION: This email originated from outside the Town email system. Do not click links or open attachments unless you have verified the sender and know the content is safe.

Jeff Pribyl
(C) 646.467.4181
June 25, 2020

PETITION FOR INTERVENTION
UNDER GENERAL STATUTES SECTION 22A-19(a)

Jeffrey Pribyl ("Pribyl"), in his capacity as owner of real property located at 17 Calhoun Drive, Greenwich, Connecticut, hereby intervenes in the above-captioned matter pursuant to General Statutes Section 22a-19(a) and represents that:

1. The Connecticut Environmental Protection Act of 1971 provides in pertinent part at General Statutes Section 22a-19(a) that

   In any administrative... proceeding, and in any judicial review thereof made available by law... any person... may intervene as a party on the filing of a verified pleading asserting that the proceeding or action for judicial review involves conduct which has or which is reasonably likely to have, the effect of unreasonably polluting, impairing or destroying the public trust in the air, water or other natural resources of the state.

2. The Town of Greenwich Planning and Zoning Commission ("Commission") is the town agency authorized to review and approve applications to re-zone and site plans and special permits.

3. 21 Calhoun Drive, LLC has filed with the Commission an Application for re-zoning and an application for site plan and special permit approvals for 21 Calhoun Drive,
Greenwich, PLPZ 2019 00474 + 00472 ("Applications"), under the Town of Greenwich Building Zone Regulations.

4. Pribyl asserts that the underlying proposed conduct of these Applications has, or is reasonably likely to have the effect of unreasonably polluting, impairing or destroying the public trust in the air, water or other resources of the state, as follows: We believe that the Applications are likely to be have a material adverse impact on a nearby pond and wildlife. There is a pond located directly across the street from the proposed second structure of 21 Calhoun Drive, which serves as an important catch basin for drainage (given the lack of proper street drains) and as a wildlife habitat. The effects to the water table (including potential flooding risk) and disruption to the area wildlife need to be further assessed.

5. Pribyl further requests, pursuant to General Statutes Section 1-227 that he be given written notice by mail of all hearings and/or meetings, including meetings between the Applicant and Town staff in connection with the investigation and proceedings pertaining to the above-captioned matter. Such notice and all correspondence shall be sent to Pribyl at the following address:

17 Calhoun Drive
Greenwich, CT 06831
June 25, 2020

VERIFICATION OF PETITION FOR INTERVENTION
UNDER GENERAL STATUTES SECTION 22a-19(a)

I, the undersigned, being duly sworn, depose and say that I have read the foregoing Petition for Intervention, and I verify that the allegations contained therein are true to the best of my knowledge and belief.

Dated at [Westport, Connecticut], this 26th day of June 2020

INTERVENOR
JEFFREY PRIBYL

By: [Signature]
Jeffrey Pribyl
17 Calhoun Drive
Greenwich, CT 06831

STATE OF CONNECTICUT
COUNTY OF FAIRFIELD

Subscribed and sworn to before me the undersigned this 26th day of June 2020.

Notary Public
My Commission Expires:

LAURA MCREA
NOTARY PUBLIC
Connecticut
My commission expires SEPTEMBER 30th, 2021
WHEREFORE, Pribyl respectfully intervenes in this proceeding pursuant to the Environmental Protection Act of 1971, upon the filing of this verified Petition for Intervention

INTERVENOR
JEFFREY PRIBYL

By: [Signature]
Jeffrey Pribyl
17 Calhoun Drive
Greenwich, CT 06831