SECOND UPDATE:
The application was discussed at the briefing on January 4th and postponed by the applicant. The Commission requested a revised site plan to show the feasibility of vehicles turning from the vacuum stations and from the gas pumps at the same time. The applicant has informed staff that a revised survey will be submitted prior to the meeting on 1/20/21, but no additional information has been submitted.

UPDATE:
This application was opened and heard at the November 17th and December 15th meetings. The Commission requested scaled drawings, survey, and cut sheets for the kiosks. The applicant has submitted the requested additional materials. ZEO commented that the pay station would need to be setback 28 feet per Note 3 of Sec 6-205. The applicant has agreed to move the pay station to the location of one of the vacuums. The Commission suggested one lane instead of two. The applicant has submitted photos and videos showing an example of two lanes at the site.

APPLICATION SUMARY:
The applicant is requesting approval for a Final Site Plan to construct a contactless payment system for the existing car wash pursuant to 6-5, 6-13, 6-14, 6-15, 6-105 and 6-205 on a 1.506-acre property located at 1429 East Putnam Avenue in the GB zone.

ISSUES/RECOMMENDATIONS:
1. ZEO – issued comments dated 12/10/20 indicating that the pay station needs to have a setback of 28 feet per Note 3 of Sec. 6-205 which states “The minimum distance to any residential zone shall be equal to twenty feet per acre of lot area but in no case shall the minimum distance be less than 25 feet nor more than 100 feet.”
2. The applicant has provided a letter of support from Shell/Seven Eleven.
3. The applicant has indicated that the pay station could be moved to 28 feet from the property boundary and next to the last vacuum station with a setback of 31.6’. An updated survey has been provided to show this.

4. The applicant has submitted pictures and videos to show the traffic on the site on a busy weekend. The images show two lanes of cars with cash payment to the left and members only lane to the right. The two lanes merge into one after the payment area. The videos show one lane of cars wrapped around in front of the vacuums and gas pumps.

5. The applicant has provided a survey and additional material to show the dimensions of the kiosks. The size of the kiosk would be approximately 10 ½” wide, 30” in height, and 5 ½” depth.

6. A traffic map was provided by the applicant to show the car wash lanes. The Commission suggested having one lane instead of two. The applicant has stated that it has always been two lanes and would increase traffic buildup on the site.


8. Drainage Exemption – There would be no change in impervious. The proposed installation would be on and existing paved area.

9. ARC – Reviewed at the 11/4/20 meeting with endorsement to move forward with P&Z with the comment at the RFID readers should be a more neutral color and the suggestion of additional landscaping along East Putnam Avenue.

10. The applicant noted that the proposal does not include a covering as shown in the example included in the application.

DEPARTMENT COMMENTS:

Zoning Enforcement – Dated 12/10/20 – see attached
Fire – Not Received

Original Staff Report Follows:

APPLICATION DETAILS:

Proposal:
The applicant is proposing to install a contactless RFID scanning payment system to support the existing car wash at 1429 East Putnam Avenue in Old Greenwich. The proposed system would consist of two express lanes with RFID pillars and auto sensors to be installed on existing pavement. The lanes would not change since the payment system would work with the existing car wash lanes. The system would also eliminate employee to customer contact for cars with an RFID sticker in the windshield. The applicant has indicated that the proposal does not include a covering.

Existing Conditions/Zoning:
The property is an existing gas station with a car wash at the rear of the property. The parcel is 1.506 acres in the GB zone. The property is adjacent to and across the street from parcels designated as R-PHD-SU and adjacent to a GB zone. The property fronts on East Putnam Avenue with Old Kings Highway on the opposite side. There is an existing fence long the property boundary adjacent to Old Kings Highway.

Application History:
PLPZ 2020 00286 – Exterior Alteration application for proposed contactless payment system
PLPZ 2017 00548 – Exterior Alteration to remove and replace 8 fuel dispensers

FSP 1328 – Final Site Plan for Special Exception for use of site for auto sales and service was approved at 1/10/1989 P&Z meeting.

FSP 288 – Site Plan for grocery drive-in was approved at the 7/13/1976 P&Z meeting.

**APPLICABLE ZONING REGULATIONS:**

§6-5. Definitions
§6-13. Site Plan approval required.
§6-14. Site Plan procedure
§6-15. Site Plan Standards.
§6-105. GB Zone
§6-205. Schedule of required open spaces, limiting height and bulk of buildings.

The Commission should also consider conformance with the Plan of Conservation and Development.
ZONING ENFORCEMENT

Project No. PLPZ202000285 Preliminary Final X

Reviewed for Planning and Zoning Commission.

TITLE OF PLAN REVIEWED: New England Service Corp. LLC.

LOCATION: 1429 East Putnam

PLAN DATE:

ZONE: GB

☐ Ok for Zoning Permit Sign-off with the following revisions:

☒ Resubmit the following prior to Site Plan/Subdivision approval:
   Per section 6-205 note 3, the setback for the pay station would need to be 28 feet

☐ The subject site plan/subdivision meets the requirements of the Building Zone Regulations, excluding sections 6-15 and 6-17, and is Ok for Zoning Permit Sign-off.

Reviewed by: Jodi Couture Date: 12/10/2020

Note: These comments do not represent Building Inspection Division approval. Plans subject to review by ZEO at time of building permit application.
Gate Dimensions and Specs

Magnetic Pro Gate Dimensions

Equipment Dimensions, Measurements, and Ratings

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Amount</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td>12 1/2”</td>
<td></td>
</tr>
<tr>
<td>Height</td>
<td>36”</td>
<td></td>
</tr>
<tr>
<td>Depth</td>
<td>13 1/2”</td>
<td></td>
</tr>
<tr>
<td>Boom Length</td>
<td>10’</td>
<td></td>
</tr>
<tr>
<td>Weight</td>
<td>88 lbs.</td>
<td>(weight is without boom)</td>
</tr>
<tr>
<td>Operating Temp. Range</td>
<td>-22°F — 131°F</td>
<td></td>
</tr>
<tr>
<td>Frequency</td>
<td>50/60 Hz</td>
<td></td>
</tr>
<tr>
<td>Supply Voltage</td>
<td>85 - 264 V AC</td>
<td>Intended for permanently connected supply.</td>
</tr>
<tr>
<td>Max. Amps</td>
<td>1.2 AMPS for 115 V AC</td>
<td></td>
</tr>
<tr>
<td>2.3 AMPS for 220 V AC</td>
<td>Rated for single phase.</td>
<td></td>
</tr>
<tr>
<td>IPX Rating</td>
<td>IP 54</td>
<td></td>
</tr>
</tbody>
</table>

Table 1: Equipment Dimensions, Measurements, and Ratings
### Placement Notes

- The face of the auto sentry petro is to be in line with the front edge of the curbing.
- The rear wall of the auto sentry petro should be set at 26 to 1/2" from the front edge of the curbing.
- Curb height should be 8".
- The curbing should have bollards at both ends to protect the auto sentry petro.
- If a curb is not poured, a 6" riser can be purchased and installed onto the grade. The base of the auto sentry petro will then be mounted onto the riser.

---

### Table 1: Dimensions, Measurements and Ratings

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Amount</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td>24.46&quot;</td>
<td>—</td>
</tr>
<tr>
<td>Height</td>
<td>50.33&quot;</td>
<td>—</td>
</tr>
<tr>
<td>Depth</td>
<td>14&quot;</td>
<td>Includes heat exchanger cover panel</td>
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<tr>
<td>Weight</td>
<td>250 lbs.</td>
<td>—</td>
</tr>
<tr>
<td>Operating Temp. Range</td>
<td>40° F—110° F</td>
<td>—</td>
</tr>
<tr>
<td>Frequency</td>
<td>60 MHZ US</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>60 MHZ EU</td>
<td>—</td>
</tr>
<tr>
<td>Supply Voltage</td>
<td>120 VAC US</td>
<td>Intended for permanently connected supply.</td>
</tr>
<tr>
<td></td>
<td>220 VAC EU</td>
<td>—</td>
</tr>
<tr>
<td>Max. Amps</td>
<td>10 Amps US</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>5 Amps EU</td>
<td>—</td>
</tr>
<tr>
<td>IPX Rating</td>
<td>NEMA 4X</td>
<td>Enclosures constructed for either indoor or outdoor use to provide a degree of protection to personnel against incidental contact with the enclosed equipment, to provide a degree of protection against falling dirt, rain, sleet, snow, windblown dust, splashing water, and hose-directed water, and that will be undamaged by the external formation of ice on the enclosure. Including protection against corrosion.</td>
</tr>
</tbody>
</table>
### Reader Dimensions & Specs

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td>10 - 1/2 in / 26.7 cm</td>
</tr>
<tr>
<td>Length</td>
<td>30 in / 76.2 cm</td>
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<tr>
<td>Depth</td>
<td>5 - 1/2 in / 13.9 cm</td>
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<tr>
<td>Operating Temp. Range</td>
<td>-20° F to 120° F -28° C to 48° C</td>
</tr>
<tr>
<td>Frequency</td>
<td>902.75 – 927.25 MHz</td>
</tr>
<tr>
<td>Supply Voltage</td>
<td>24V AC</td>
</tr>
<tr>
<td>Max. Current</td>
<td>10 Amps @ 120V AC</td>
</tr>
<tr>
<td>RF Power</td>
<td>Max 4 watts EIRP with antenna</td>
</tr>
</tbody>
</table>

**Table 1: Auto Passport RFID Reader/Antenna Measurements, and Ratings**

*Figure 10. Truss Base Mounting Location Side View*
Re: 1429 East Putnam Ave
Greenwich P&Z Application PLPZ2020 00285
Automatic Gate System

To whom it may concern:

I am the Regional Marketing Manager of Seven Eleven Wholesale Fuels, a national firm supplying Shell gasoline to local retailers. SEI Wholesale Fuels is one the largest distributors of Shell gasoline in Connecticut and one of the largest in the Nation. SEI Wholesale Fuels is a wholly owned subsidiary of 7-Eleven, Inc., a privately held international company that runs the largest Convenience Store Operation in the world. 7-Eleven has been in the Convenience store and gasoline distributing business since 1927. As one of its largest distributors, Shell relies on SEIF to handle most local site issues. We provide fuel estimates, optimization standards, marketing support, fuel distribution, and contractual incentives to all our customers.

SEIF is the exclusive dealer of Shell gasoline to the above referenced site. As the distributor of gasoline to that site, it is in our economic interest to improve the traffic flow on the property. We believe the installation of a contactless payment system will reduce wait time and thus improve the traffic flow at the site. Therefore, we fully support the installation of said automatic gate system. We also would note that in this Covid environment, reducing customer contact will help our customers stay safer.

Please do not hesitate to call if you have any questions regarding this matter.

Sincerely,

[Signature]

Neil J. Duffy
Regional Marketing Director (Northeast)
SEI Wholesale Fuels
(856) 296-5176
neil.duffy@7-11.com
CERTIFIED MAIL

Date January 19, 1989

Mr. Peter Lauridsen
2 Benedict Place
Greenwich, Ct. 06830

RE: SITE PLAN #1328 dated November 18, 1988

Dear Mr. Lauridsen:

The Planning and Zoning Commission, in accordance with Sections 6-13 through 6-16.1 of the Building Zone Regulations, reviewed your site plan of Michael Chevrolet at a regular meeting held on January 10, 1989 and took the following action:

The Commission unanimously adopted the following resolutions:

WHEREAS, applicant has obtained Special Exception authorization from the Board of Appeals for use of the site for auto sales and service; and applicant has obtained a variance of sidewalk requirement along Old King's Highway property line, and a variance of rear yard requirements for the ramp at rear of the building;

WHEREAS, the Commission made a finding that cars located in the required front yard are considered inventory of the automobile dealership and are acceptable because the combination of topographical characteristics and proposed plantings provides adequate screening along the streetscape;

WHEREAS, the Commission does not intend to "grandfather" parking in the required front yard for any change of use on this site, because if the building is converted to other uses, sufficient parking can be found elsewhere on the site, and therefore a note is placed on the plan to that effect;

RESOLVED, that the application of Peter Lauridsen on behalf of Jack Grassi, record owner, for a special permit authorizing construction of an automobile sales and service establishment located at 1429 East Putnam Avenue in the GB Zone to be in excess of 150,000 cubic feet in volume pursuant to Sec. 6-17, and Sec. 6-101 and Sec. 6-105 of the "Building Zone Regulations, Greenwich, Connecticut" is hereby approved with modifications;

THEREFORE, BE IT RESOLVED that Site Plan #1328 of Jack Grassi d.b.a. "Michael Chevrolet" for construction of an automobile sales and service establishment to be located at 1429 East Putnam Avenue, dated December 9, 1987 revised to November 18, 1988 is hereby approved with modifications.
Said modifications, as follows, are to be resolved prior to issuance of a building permit or as otherwise noted:

1. That the applicant resolve the following concerns to the satisfaction of Planning and Zoning Commission Staff and Engineering Division regarding the sidewalk plan:

   a) A concrete handicap ramp must be constructed at the intersection of Old King's Highway and East Putnam Avenue. The construction plan is to resolve related issues such as pedestrian and vehicle visibility due to existing site obstructions (hedge), the location of the handicap ramp relative to the Post Road edge of pavement; potential hedge removal relocation, and the degree of rock outcrop removal if necessary.

   b) Sections A-A, B-B and C-C should show existing and proposed grades with proposed curbs and sidewalks accurately plotted. Section C-C should be plotted to a defined scale.

   c) The treatment of curb between Station 10-0 and 200 should be clarified.

   d) Dimensions for the sidewalk and driveway entrance layouts should be shown.

   e) The "existing bottom of curb" profile is confusing. The bottom of curb is the pavement of East Putnam Avenue, which has no angle points as shown on the profile.

2. It is recommended that a registered professional engineer certify that the drainage flow to the existing system will not be increased by increased pipe sizes, or otherwise.

3. That a bond securing construction of the offsite sidewalk be submitted to the satisfaction of the Department of Public Works.

4. That the final plan show dimensions of all drives, curbcuts, and aisles.

5. That the applicant meet with the Traffic Division, Engineering Division and Planning and Zoning Staff to resolve the concerns regarding curb cut design. It is the Commission's intention that curb cuts be designed so as to facilitate ingress and egress of car carriers.

6. That confirmation by the Tree Warden regarding plant selection and suitability along E. Putnam and Old Kings Highway be submitted.

7. That tree protection measures for trees to be preserved, as shown on the landscaping plan, be implemented to satisfaction of the Conservation Coordinator.

8. That the applicant obtain a sewer permit.


10. That the planting schedule be revised to indicate tree-size measured as "diameter at breast height" (dbh). It is understood that proposed tree sizes shown as "cal" shall not change due to use of the "dbh" method.
11. That the following notes be placed on the final site plan:

a) "The proposed site lighting shall be subject to replacement with lesser intensity lamps upon a finding by the Planning and Zoning Commission that said lighting is inappropriate or otherwise causes nuisance."

b) "Pursuant to Planning and Zoning Board of Appeals approval of Appeal No. 7319, hours of business shall be 8 A.M. to 6 P.M. Mondays through Saturday; no business shall be conducted on Sunday. The use of an exterior loudspeaker paging system is prohibited."

12. That the applicant submit elevations and/or sections demonstrating the effectiveness of the parapet screening of the rooftop mechanicals as represented at the public hearing. The plans are to demonstrate view/sight lines from the sidewalk and neighboring properties. In the event total screening cannot be demonstrated then the applicant must return to the Planning and Zoning Commission for additional review. The sight line plan is to be submitted to the satisfaction of the Planning and Zoning Commission Staff who may refer the matter to the A.R.C.. It is highly recommended that the plan be submitted prior to submission for other required A.R.C. reviews.

13. That the applicant return to the A.R.C. for review of the appropriateness of the proposed color combination of the brick and block band and the appropriateness of the blue trim.

14. That the landscaping plan be revised to indicate a uniform plant height along the northerly boundary (Old Kings Highway).

15. As a modification to the preliminary approval the evergreen hedge along East Putnam Avenue shall not be less than 24" in height.

16. That dedicated customer/visitor parking be shown on the final plan; spaces 1-16 have been deemed acceptable for such use.

Please submit a check payable to the Town of Greenwich for $5.00 the special permit filing fee.

Please submit a check, payable to the Town of Greenwich, in the amount of $5.00 the Site Plan Approval Certificate filing fee.

Additional details, if any, will be available in the approved Minutes of that meeting.

Two sets of plans and/or supporting documentation indicating the above modifications shall be submitted to the Planning and Zoning Office for review prior to building permit application. The design professional shall indicate in writing that the plans have been revised only in accordance with the modifications identified above. Any other revisions shall be specifically identified including the purpose of the revision.

APPLICANT WILL NOTIFY PLANNING AND ZONING STAFF 2 WEEKS PRIOR TO SUBMITTING FINAL REVISED PLANS FOR STAFF REVIEW AND SIGNOFF FOR BUILDING PERMIT OR GREENWICH LAND RECORD FILING.

Sincerely,

[Signature]
Senior Planner
July 15, 1976

Mr. Floyd Nagle
Hirschberg, Pettengill, Strong & Nagle
P.O. Box 1250
Greenwich, Conn.

RE: Site Plan #283 dated July 1, 1976

Dear Floyd:

In accordance with Section 25.1 of the Building Zone Regulations, the Planning and Zoning Commission reviewed your site plan of Oil City Grocery Drive-in on East Putnam Ave.
at a regular meeting held on July 13, 1976.

It was decided to notify you of the following results:
The site plan was approved subject to the following conditions:

a. The grocery drive-in facility shall be shifted approximately 7 feet south toward the gas dispensing island to permit an unconstricted exit from the car wash to the two exit lanes. This lane shall be indicated by appropriate pavement markings and/or signing.

b. There shall be no display of goods outside the proposed facility.

c. The applicant shall submit color samples to the Architectural Review Committee at its next scheduled meeting on August 10, 1976.

If you have any questions, please contact us.

Very truly yours,

Jeanne A. Shaffer
Planning Assistant
SITE PLAN APPLICATION

☐ PRELIMINARY  ☐ FINAL

Project Name: Old Greenwich Car Wash
Project Address: 1429 East Putnam Ave, Old Greenwich, CT 06870
Property Owner(s): Salvatore & Schimenti Trust
Tax Account Number(s): 420102 Zone(s): Lot Area:

Please select all relevant items below:
☐ Special Permit – Complete special permit application form
☐ Coastal Overlay Zone
☐ Property is within 500 feet of a Municipal Boundary of (for notification)
☐ Amendment to Building Zone Regulations – Section(s)
☐ Amendment to Building Zone Map – Zone(s) affected
☐ Health Department review needed
☐ Sewer Department review needed
☐ Architectural Review Committee Application attached or Review needed
☐ Planning & Zoning Board of Appeals review needed
☐ Inland Wetlands and Watercourses Agency Review / Approval Required

AUTHORIZED AGENT

Name: Renzo Cardiotti  Firm name: Old Greenwich Car Wash
Street Address: 1429 East Putnam Ave  City: Old Greenwich  ST: CT Zip: 06870
Phone: 203 952 4680  Email: rcardiotti@rscw.net
Signature: [Signature]
Date: 10/12/20

PROPERTY OWNER(S) AUTHORIZATION

Name: Salvatore Schimenti Trust - Glenn Angiolillo Trustee.
Street Address: 1429 East Putnam Ave  City: Old Greenwich  ST: CT Zip: 06870
Phone: [Phone]  Email: GJA Corp@Optonline.net
Signature: [Signature]
Date: 10/12/20

To be completed by P&Z staff only:
Check #: 19486 + 19486  Check Amount: $1,800 + $60 = $1,860
Application #: P19Z2020 02285

PZ Site Plan App 2018
TOWN OF GREENWICH
Town Hall – 101 Field Point Road – Greenwich, CT 06830
Inland Wetlands & Watercourse Agency – 203-622-7736 – Fax 203-622-7704

PERMIT-NEED QUESTIONNAIRE
This form is NOT an IWWA Application

Project Address: 1429 East Putnam Ave, Old Greenwich CT 06870 Tax ID: 422/102

Property Owner: Salvatore & Seminoff Trust Address: Same
Contact Information – Email or Cell Phone: GTACorp@optonline.net

Authorized Agent: Renzo Candotti Address: 1429 East Putnam Ave, Old Greenwich 06870
Contact Information – Email or Cell Phone: Rcanodotti@rscw.net 203 952-4680

Has there ever been an IWWA application for this site? YES ☐ NO ☑ Appl. #
ACTIVITY: [Check one] Δ Addition ☐ Demolition ☐ Dock ☐ Garage ☐ Interior renovations ☐
New residence ☐ Tennis Court ☐ Pool ☐ Site Work/Landscaping ☐
Septic ☐ Generator ☐ Other (specify) ☐ Delivery concrete islands ☐

Will this activity require an addition to the septic system or a B100e? YES ☐ NO ☑
FEE: $65 for reviews requiring a site visit

A PLOT PLAN IS REQUIRED SHOWING THE PROPOSED ACTIVITY.
IWWA staff will review the project proposal to determine if regulated activities are associated with the proposal and whether an IWWA permit is required. If an IWWA permit is required, the appropriate permit application packet will be provided.

Do not apply for a Building Permit until this review is complete.
No work may begin until an IWWA permit is issued and/or the “Building Permit Application Sign-Off Sheet” has been signed.

The issuance of a building permit alone does not constitute an authorization to proceed.

As the property owner ☐ or, authorized agent ☑ [check one] I believe the information I have submitted is correct.
Signature ___________________________ Date 10/1/20

STAFF NOTES

Office Rev Date 10/2/20 Field Inv Date __________ WET/WC? YES ☐ NO ☑ DRI ☐ AAD ☐ ARQ ☐ SIA ☑ Staff: R. Canodetti
Action Required? YES ☑ NO ☐ Yes, DRI AAD ARQ SIA Staff: R. Canodetti
Soils Report Date __________ Author: __________
Comm.: ________________________________

IWWA Questionnaire Revised 3/24/2020
October 7, 2020

Town of Greenwich
1010 Field Point Road
Greenwich, CT 06830

To whom it may concern,

I am writing this letter to help the commission better understand why we are applying for a contactless payment system at our carwash at 1429 East Putnam Avenue Old Greenwich.

For the past 20 plus years we have taken payments from our customers in the area behind the vacuums where we propose locating a contactless payment system. Over the years on busy days we have had two people talking to customers and collecting payment in this area.

However, over the past seven months providing services during the Covid-19 pandemic, we have seen significant changes in customer’s behavior. By installing a contactless payment system, we will not have any contact with customers who choose to place an RFID sticker (radio frequency identification tag) in their windshield. Other car washes in Connecticut have seen as much as 80% of their customers switch to this payment method. This also reduces the wait time as customers no longer put their windows down and talk to and pay our associates.

We believe the residents of Greenwich will be safer after a contactless payment method is installed. It makes no noise and has a small footprint. We do not believe this system has any impact on the site other than to help customers be safer while using the car wash services.

The owner of the property had contracted Covid-19, and this is a sensitive issue for him.

Renzio Candiotti
(203)9524680
Figure 12. Conduit Layout Dual Lane (Express Car Wash)
Dual Lane Vehicle Sense and Loop Layout

Auto Sentry Vehicle Sensors: Vehicle Sensors are located in the base of the Auto Sentry and sense when vehicles are in front of the Auto Sentry.

Gate Closers Loop: 6' Width x 2' Length vehicle sensing loop located 6' inches beyond the gate and centered within the corresponding lane. The two leads must run to the gate head that the loops are controlling.

75' Lead for Merge Loop runs to the gate head in the lane opposite. The merge lead must be installed one month prior to installation of loop.

Curb or Cones Narrowing Down: From two lanes to a single lane at least 3 car lengths before reaching correlator.

Receives OCT 13, 2020

Auto Sentry flex Island Detail (Top View)

Special Kit with Dimensions of Concrete Islands

***This drawings is not to scale***

7' x 1'2" Concrete filled islands (Typical, See Notes #)

White Square Represents the Open Space in the Base of the Auto Sentry Through Which the Doorknob Must Enter the Space.

Clearence: A Minimum of 26" Diameter of clearance from the center of the door and barrier in all directions.

Figure 6. Auto Sentry flex Island Detail (Top View)
OLD GREENWICH CAR WASH
Proposal for
Dual Lane Express

September 23, 2020
Conduit Detail Dual Lane Express Car Wash

Diagram 1

This drawing is only intended to show the conduit requirements for the auto supply shelves. In detail, the drawing is not to scale.

Figure 12. Conduit Layout Dual Lane (Express Car Wash)
TECHNICAL INSTALLATION LAYOUT GUIDE

Diagram 2

Dual Lane Vehicle Sense and Loop Layout

Figure 9. Dual Lane Sense Vehicle and Loop Detail
PROPOSED AREA WHERE DUAL LANES WILL BE INSTALLED
FINISHED LANE OF EXAMPLES OF OTHER LOCATIONS USING THIS SET UP
STORMWATER MANAGEMENT STANDARDS – DRAINAGE REPORT EXEMPTION

Project Name: Old Greenwich Car Wash
Project Address: 1429 E Putnam Ave, Old Greenwich, CT 06870

- Project Lot Number(s):
- Property Owner(s): Salvatore G. Schimenti Trust

Tax Account Number(s): 422/702 Zone(s): Lot Area:

1. Check all that apply to the proposed project:
   - This is a new development or re-development project,
   - The project will result in an increased amount of stormwater runoff and/or water pollutants flowing from a parcel of land (prior to the application of stormwater Best Management Practices),
   - The project will alter the drainage characteristics of a parcel of land (prior to the application of stormwater Best Management Practices).

Categorical Exemptions:

2. Does the proposed project meet one of the following categorical exemptions? Check all that apply:
   - Normal maintenance and improvement of land in agricultural use (as defined by Connecticut General Statutes), provided such activity conforms to acceptable management practices for pollution control approved by the Connecticut Department of Energy and Environmental Protection and the Greenwich Inland Wetlands and Watercourses Commission. This exemption does not apply to construction activities that are not directly related to the farming or agricultural operation.
   - Routine maintenance of existing landscaping, gardens (excluding structural modifications to stormwater BMPs including rain gardens) or lawn areas including those maintained by the Town of Greenwich Parks and Recreation Department and Board of Education.
   - Resurfacing of an existing impervious area on a non-residential lot such as repaving an existing parking lot or driveway with no increase in impervious cover.
   - Routine maintenance to existing town roads that is performed to maintain the original width, line, grade, hydraulic capacity, or original purpose of the roadway.
   - Customary cemetery management.
   - Emergency repairs to any stormwater management facility or practice that poses a threat to public health or safety, or as deemed necessary by the approving authority.
   - Any emergency activity that is immediately necessary for the protection of life, property, or the environment, as determined by the approving authority.
   - Repair of an existing septic system.
   - Construction of utilities (gas, water, electric, telephone, etc.), other than drainage, which will not permanently alter terrain, ground cover, or drainage patterns.
   - Repair or replacement of an existing roof of a single-family dwelling.
   - Construction of a second (or higher) floor addition on an existing building.
   - Construction of a maximum 12 foot x 12 foot shed. The construction must include the installation of a 1 foot wide x 1 foot deep crushed stone trench along the sides of the shed that discharge the roof runoff.
   - The repair of an existing wood, composite, or plastic deck with no proposed enlargement of the deck surface.
The reconstruction or construction of a wood, composite, or plastic deck with the decking boards spaced at least 3/16 of an inch and a pervious surface below the deck. The pervious area below the deck must have the soil filled 12 to 16 inches and finished with grass seed, sod, or crushed stone. The minimum depth for the crushed stone is 4 inches. A site plan showing the proposed location of the deck and construction details for the deck must be submitted.

The construction of any fence that will not alter existing terrain or drainage patterns.

If so, the Greenwich Stormwater Management Standards shall not apply, and submittal of a Stormwater Management Report is not required. However, application of the standards is still strongly encouraged.

OWNERS' CERTIFICATION

Owner's Name
Street Address
City
State
Zip.
Phone
Fax
Fax
Date

CONTRACTOR'S CERTIFICATION

Company Name
Street Address
City
State
Zip.
Phone
Fax
Contractor's Signature
Date
**IMPERVIOUS AREA WORKSHEET**

This worksheet shall be used to quantify impervious surfaces\(^1\) associated with existing and proposed construction on your site. Please complete columns 1, 2, and 3 below listing the first floor or ground level square footage of each existing or proposed structure or site amenity. Each point of concern shall use a separate worksheet.

<table>
<thead>
<tr>
<th>POINT OF CONCERN</th>
<th>(1) Existing Conditions Impervious Surfaces (sq ft)</th>
<th>(2) Proposed Conditions Impervious Surfaces (sq ft)</th>
<th>(3) Proposed New Impervious Surfaces (sq ft) [Column 2 minus column 1]</th>
</tr>
</thead>
<tbody>
<tr>
<td>House/Buildings</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Driveways</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Sidewalks/Paths</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Swimming Pool</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Patios</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Tennis Court/Sport Court</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTALS:</strong></td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

\(^1\) Refer to the glossary in the Town of Greenwich Drainage Manual for a definition of "impervious surface."