EXISTING* | PROPOSED | PERMITTED/REQUIRED
--- | --- | ---
GROSS FLOOR AREA: | N/A | No Change | N/A
Building Coverage | Not provided | No Change | 25%
Lot Coverage: | Not Provided | No Change | 60%
PARKING SPACES: | Not Provided | No Change | N/A

THIRD UPDATE:
The applicant postponed prior to the 1/20/21 meeting. The applicant has submitted revised plans which were reviewed by DPW Engineering Traffic and BETA. DPW and BETA have provided additional comments. The plans show the proposed marked travel lanes, flexible bollards between the vacuum stations and the club member lane, a “compact vehicles only” sign at the last vacuum station, and distance between the vacuum stations and the gas pumps.

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 SUMMARY:
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. **DPW Engineering** – Issued comments dated 1/27/21 noting the proposed pavement markings are acceptable, the RFID station may need to be moved closer to the edge of the lane so the control arm blocks the lane and the proposed posting of the vacuum station next to the pay station “Compact Vehicles Only” is acceptable to address the concern about travel lane width.

2. **BETA** – issued comments dated 1/28/21 marked in red on the revised plans by D’Andrea dated 1/21/21 noting the white lines indicating the lanes should be solid, not dashed; the control arm may need to be longer and the callout on the RFID reader is not clear. The applicant has noted to staff that they would paint solid white lines and the length of the control arm on the RFID reader is graphic only and would be the appropriate length to block the lane.

Previous comments are below:

3. **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.”

4. The applicant has provided a letter of support from Shell/Seven Eleven.

5. 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.

6. 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.

7. 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.

8. 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.


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

11. **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.

12. 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
- **DPW Engineering** - Dated 1/27/21 - see attached
- **BETA** - Dated 1/28/21 - see attached
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.
January 26, 2021

Bianca Dygert
Town of Greenwich
Planning & Zoning Commission
101 Field Point Road
Greenwich CT 06830

Re: PLPZ 2020 285
1429 East Putnam Avenue

Dear Bianca,

In response to comments from the Commission, BETA Group and DPW-Engineering Division, we have modified the attached Zoning Location Survey (ZLS) dated January 21, 2021.

The second queue line will serve the monthly club members who will have a “Radio Frequency Identification System (RFID)” sticker on the vehicle windshield. The RFID will allow the club members to enter the queue line without stopping to pay. That will increase the number of cars that can move through the wash tunnel without waiting.

The modifications to the plan are intended to clarify how the site will function after the RFID entry system is installed on the second queue line used for the car wash.

In order to reduce potential for conflict with cars using the vacuums, a permanent flexible bollard will be installed along the southerly edge of the queue line at the center of the space where a vehicle would be parked at each vacuum island. The bollards will prevent the vacuum vehicles from moving forward into the car wash queue.

Also, in response to a comment from BETA Group, we have added painted striping to the plan to define two (2) 9.5’ wide lanes for the car wash queue. In addition, six directional arrows will be painted in the car wash lanes to further guide the vehicles. A series of bright traffic cones will continue to be used in the area past the eastern-most vacuum island to separate the vehicles in the car wash lanes from the vehicles waiting for the oil change and emission bays.

The ZLS includes turning templates for typical passenger vehicles to demonstrate that there is a clearance for a vehicle entering the car wash queue around a vehicle that may be parked at the western-most vacuum island. The plan confirms there is sufficient clearance for safe maneuver.
During a conversation between Scott Marucci, John Tesei and me on Thursday, January 21, 2020, we discussed whether or not there would be a conflict between a car parked in the end space on the north side of the store building and a car parked at the easterly vacuum island.

Other than to say that there have not been any conflicts of a duration worthy of note for over 30 years of operation, the consensus of the group was to install a sign limiting the vacuum island to use by “Compact Vehicles Only”.

The last modification to the ZLS was the addition to the plan of arrows to indicate that a vehicle exiting the gas island can go north to the vacuums, east to the oil change or left to enter the car wash queue or exit the site. Those graphic arrows on the ZLS will not be painted on the ground.

The successful operation of the site has remained consistent and safe for over 30 years. The current proposal to incorporate the RFID system in the car wash lanes is designed to move cars through the wash tunnel more efficiently and safer.

In the opinion of the owners and the design team, we have addressed all of the concerns raised by the Commission and the consultants to the DPW-Engineering Division with minor modifications to the plan originally approved by the Commission in 1999.

We look forward to a favorable decision by the Commission and a clean, shiny car.

Sincerely,

ROCCO V. D’ANDREA, INC.

Anthony L. D’Andrea, PE&LS

ALD:adm
99EG
Enclosures

cc: Michael Shullman
John Tesei
Glenn Angiolillo
FlexPost-SM Flexible Bollard Systems Flexpost B52-C

Bollards flex on impact from any direction to reduce damage.
- Bollards flex 360° and spring back into place.
- Highly reflective 3M tape ensures Bollard is visible day or night.
- 9-1/2" sq., 7-gauge, steel base place with mounting hardware is included.

$294.95
Style No. MM883YLWCON

Supplied in: Each
Estimated ship date: February 2
Ships by truck

Details

FlexPost-SM Flexible Bollard Systems Flexpost B52-C
- Concrete installation.
- Available in Yellow with red reflective tape.
- Bollards are 52"H with 7" Diam.
### Available Options

**Color**
Blue/White, Red/White, Red/Yellow.

**Mounting Type**
Asphalt, Concrete, Ground Mounting.

### Specifications

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<th>Base Length</th>
<th>Base Material</th>
<th>Steel</th>
<th>Base Width</th>
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<th>Brand</th>
<th>Brady®</th>
<th>Color</th>
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<td>Steel</td>
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<th>Includes</th>
<th>Mounting Hardware</th>
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<th>Reflective?</th>
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<th>Reflective Material</th>
<th>3M Reflective Stripes</th>
<th>Reflective Part</th>
<th>Stripes</th>
<th>Supplied in</th>
<th>Each</th>
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<table>
<thead>
<tr>
<th>Type</th>
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### Dispatch, Delivery & Returns

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We have experts on staff to answer all your questions Monday-Friday, 7:30am to 7:00pm EST

[1-844-295-6663](tel:+18442956663)

[emedco_solutions@emedco.com](mailto:emedco_solutions@emedco.com)

Live Chat
DEPARTMENT OF PUBLIC WORKS – ENGINEERING DIVISION
SITE DEVELOPMENT REVIEW

Engineering Project No. 21-5(7) Department Project No. PLPZ202000285 Submittal Received Date: 1/27/2021

Submittal Reviewed For: Planning and Zoning
Traffic Review Requested: Yes Review Type: Final Site Plan

PLAN SET INFORMATION

Plan Title: Zoning Location Survey Project Address: 1429 East Putnam Avenue

Engineering Firm: Rocco V. D’Andrea, Inc.

Original Plan Date: 4/22/1999 Latest Plan Revision Date: 1/21/2021

DRAINAGE SUMMARY REPORT INFORMATION

Engineering Firm: __________ Original Report Date: ______ Latest Report Revision Date: ______

Reviews provided by the Engineering Division are for compliance with the Town’s “Roadway Design Manual and Standard Construction Details” and “Drainage Manual” as amended. Reviews are based upon the information and plans provided. Comments pertaining to the Town’s manuals are not all encompassing. Other reviewing entities may provide additional comments regarding consistency with these manuals in accordance with their jurisdictions. Review of sanitary sewer and septic systems are not reviewed by the Engineering Division.

All New Submittals for Commission Meetings must be received by the Engineering Division four weeks before scheduled Commission Meeting.

All Revised Submittals for Commission Meetings must be received by the Engineering Division three weeks before scheduled Commission Meeting.

Reviewed and Approved by: __________________________ Date: 1/27/21
Scott Marucci - Senior Civil Engineer

COMMENTS AND CONDITIONS OF APPROVAL: Approved for Zoning/Building Permit

1. The proposed pavement markings shown on the plan are acceptable.
2. The proposed RFID station may need to be moved closer to the edge of the travel lane so the control arm blocks the lane.
3. The proposed posting of the vacuum next to the pay station (Compact Vehicles Only) is acceptable to address the concern about the travel lane width.
ZONING ENFORCEMENT

Project No.  PLPZ20200285  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>
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</thead>
<tbody>
<tr>
<td>Width</td>
<td>12 1/2&quot;</td>
<td></td>
</tr>
<tr>
<td>Height</td>
<td>36&quot;</td>
<td></td>
</tr>
<tr>
<td>Depth</td>
<td>13 1/2&quot;</td>
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<tr>
<td>Boom Length</td>
<td>10'</td>
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<tr>
<td>Weight</td>
<td>88 lbs.</td>
<td>(weight is without boom)</td>
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<tr>
<td>Operating Temp. Range</td>
<td>-22°F — 131°F</td>
<td></td>
</tr>
<tr>
<td>Frequency</td>
<td>50/60 Hz</td>
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</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>
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<tr>
<td>IPX Rating</td>
<td>IP 54</td>
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Table 1: Equipment Dimensions, Measurements, and Ratings
## AUTO SENTRY PETRO PLACEMENT - 1

**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 26-1/2” 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>
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<tr>
<th>Dimension</th>
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<tr>
<td>Width</td>
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<tr>
<td>Height</td>
<td>50.33&quot;</td>
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<tr>
<td>Depth</td>
<td>14&quot;</td>
<td>Includes heat exchanger cover panel</td>
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<td>Weight</td>
<td>250 lbs.</td>
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<tr>
<td>Operating Temp. Range</td>
<td>40°F – 110°F</td>
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<td>Frequency</td>
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<td></td>
<td>60 MHZ EU</td>
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<tr>
<td>Supply Voltage</td>
<td>120 VAC US</td>
<td>Intended for permanently connected supply.</td>
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<tr>
<td></td>
<td>220 VAC EU</td>
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<td>Max. Amps</td>
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</tr>
<tr>
<td></td>
<td>5 Amps EU</td>
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<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>
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### Reader Dimensions & specs

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

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

![Diagram](image_url)

*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 of 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,

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

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,

cc: W. Marr - J. Shaifer
      R. Kendra - E. Devita
      G. Garabedian - S. Demetri
      Charles Campbell, I

John Gessler
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): 426102 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

RECEIVED
UCT 13 2020

AUTHORIZED AGENT

Name: Renzo Candioti
Firm name: Old Greenwich Car Wash
Street Address: 1429 East Putnam Ave
City: Old Greenwich ST: CT Zip: 06870
Phone: 203.952.4680
Email: rcandioti@rscw.net
Signature: ________________________________ Date: 10/2/20

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: ________________________________
Email: GJA Corp @ Optonline.net
Signature: ________________________________ Date: 10/2/20

To be completed by P&Z staff only:
Check #: 19486 + 19488
Check Amount: $1,200 + $60 = $1,260
Application #: PIPZ 2020 01285

PZ Site Plan App 2018
TOWN OF GREENWICH
Town Hall - 101 Field Point Road - Greenwich, CT 06830
Inland Wetlands & Watercourse Agency - 203-622-7738 - Fax: 203-622-7764

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 K. Semenza
Contact Information - Email or Cell Phone: 6IA Corp @ Opton Line, Inc

Authorized Agent: Renzo Candotti
Contact Information - Email or Cell Phone: Renzocandotti@rescw.net 203-952-4680

Has there ever been an IWWA application for this site? YES ☐ NO ☑ Appl. #
ACTIVITY: [Check one] 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 B100a? YES ☐ NO ☑

FEE: $85 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 __/__/20 WET/WIC? YES ☐ NO ☑ DIATRAL ☐
Action Required? YES ☐ NO ☑ Yes, DRO AAD ARD SIA ☑ Staff __________
Soils Report Date __/__/20 Author __________

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.

Renzod Candiotti
(203)9524680
Conduit Detail Dual Lane Express Car Wash

1" CONDUIT TO SITE
MAIN SERVICE
ELECTRICAL PANEL

1/2" CONDUIT STUBBED OUT TO
CONNECT WITH THE MERGE
LOOP. THE MERGE LOOP
SHOULD SERVE AS THE
TRAFFIC GATE IN LANE #1.

1/2" CONDUIT CONNECTING
THE TWO GATES.

1/2" CONDUIT STUBBED OUT TO
CONNECT WITH GATE CLOSING
LOOP.

NOTE: ALL WIREMACH ARE
CABLED TOGETHER AS THE OPENING IN THE BASE OF THE
GATE IS ONLY 5 INCHES IN DIAMETER.

LOW VOLTAGE CONDUIT
HIGH VOLTAGE CONDUIT
1/2" CONDUIT STUB OUTS FOR
CONNECTION TO LOOPS

Figure 12. Conduit Layout Dual Lane (Express Car Wash)
Area proposed, see attached page with concrete island, dimensions and equipment specs.
Auto Sentry® flex Island Detail (Top View)

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

Figure 12. Conduit Layout Dual Lane (Express Car Wash)
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): 422/102 Zone(s) Lot Area

1. Check all that apply to the proposed project:
   □ This is a new development or redevelopment 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 drive 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 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

Owners' Name: Strugis & Schwartz Trust by Glen Angier III, Trustee
Street Address: 1439 E. Putnam Ave. City: Old Greenwich State: CT Zip: 06870
Phone: 203.912.5646, FAX
Owners' Signature: ___________________________ Date: 10/1/20

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 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.

## POINT OF CONCERN

<table>
<thead>
<tr>
<th></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>
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<tr>
<td>House/Buildings</td>
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<td>Sidewalks/Paths</td>
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<td>TOTALS:</td>
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*Refer to the glossary in the Town of Greenwich Drainage Manual for a definition of "impervious surface."*