

TO: Town Plan and Zoning Commission

FROM: Alter & Pearson, LLC

DATE: March 25, 2022 (*revised April 12, 2022*)

RE: Narrative for Proposed Renovation and Reconstruction of Motor Vehicle Car Wash at 2756 Main Street

The Site is 65,842± s.f. (1.51± acres) and located on the east side of Main Street (the “Site”). Salmon Brook abuts the property to the north and Reserved Land (open space) owned by the Town of Glastonbury abuts the property to the east and the south. The Site located in the Flood Zone (100-year Flood Elevation (BFE) is 28.0±, 500-Year Flood Elevation is 32.1±), only 1,153 ±s.f. or 0.03± acres of the Site is located at or above the 100-Year Flood Elevation. Floodway exists on the property in the area adjacent to Salmon Brook, and outside of the area of development. Several easements in favor of the Town exist on the Site, including sewer and drainage easements, together with a Recreation Easement (Vol. 255, Pg. 654) which encumbers the eastern 0.3948± acres of the Site. The Site is currently improved with a 1-story, 4-bay car wash (1 conveyORIZED tunnel, 1 touchless automatic and 2 self-service bays) and a small office, with a building footprint of 3,318 s.f. The finished floor elevation of the existing building is Elevation 24.4, and the existing impervious area on the Site is 25,977± s.f. (39.5±%). The car wash was constructed and has been in use since 1962, and is a legally non-conforming use in the Flood Zone.

The Applicant is proposing to renovate and reconstruct the car wash by eliminating the two self-service bays (the northern bay and the southern bay), leaving a portion of the conveyORIZED tunnel and extending it towards Main Street (for which a variance was received by the Zoning Board of Appeals, Vol. 3771, Pg. 453), leaving a portion of the touchless automatic bay and extending it, and relocating the office to the southern side of the building. The renovated building will have a footprint of 3,315± s.f. The finished floor elevation of the building will be Elevation 24.4, and the proposed impervious area will be reduced to 25,469 s.f. (38.7%).

Two curb cuts are proposed, the northern curb cut will be restricted to exiting traffic only and the southern curb cut will be restricted to entering traffic only. Vehicles accessing either carwash tunnel will use the one-way drive and circle around the building in a counterclockwise direction. Payment is made at three kiosks on the south side of the building which are covered by canopy structures (*See Sheet SD-7 for details, each canopy is 9' wide, 6' deep with a clearance of 8.25'*). The entrances to the car wash bays will now be located on the east side of the building. High-efficiency, low-noise dryers are located inside the building and vehicles will exit on the west side of the building. The driveways direct vehicles to the free vacuum area on the north side of the building, with 13 vacuum parking spaces, 2 employee parking spaces and 1 handicapped parking space. A specification sheet of the vacuum is on *Sheet SD-6* of the plan set. The mechanical components of the central vacuum system are located in the northeast corner of the parking lot adjacent to the dumpster and both are both enclosed within an 8' tall, solid, gray, vinyl fence enclosure.

The plan greatly enhances the existing antiquated and less environmentally sensitive car wash. The applicant is proposing to relocate the dryers from the exterior rear area of the building, which is the area closest to the condominium neighbors, to the interior front area of the reconstructed and renovated building. The new site design will prevent any untreated stormwater runoff into Salmon

Brook. The new car wash will also utilize energy efficient car washing components and a water recycling system.

Building materials are identified on the Schematic Elevations (*Sheet A2.0D*), and consist of the following:

- Peaks of Building: Artic White Hardi Panel board and batten
- Siding of Building: Light Mist Hardi Plank Cedarmill
- Building Trim, Door Frame Trim, Window Frame Trim: Artic White Hardi Panel
- Water Table: Split face block in Med/Neutral grey
- Concrete Sills (top of split face block): Split face block dark contrast color
- Windows Frames and Overhead Door Frames: Black
- Vacuum Stanchion Booms: Black
- Pay Station Canopies: Black
- Roof: Dark Grey Architectural Style Shingles

The following signs are proposed for the Site (*See Sheet Sign B*):

- Car Wash Wall Sign (West Building Elevation): 30" x 152.5" (31.77 s.f.), blue channel lit letters (internally illuminated with LED lights), top of the sign is 19'± above-grade
- (2) Exit Wall Signs (West Building Elevation): 18" x 57" (7.125 s.f.), white letters (non-illuminated), top of the sign is 11'9"± above-grade
- (2) Entry Wall Signs (East Building Elevation): 18" x 57" (7.125 s.f.), white letters (non-illuminated), top of the sign is 11'9"± above-grade
- (2) Office Wall Signs (East and South Building Elevations): 18" x 57" (7.125 s.f.), white letters (non-illuminated), top of the sign is 9'2"± above-grade

Please note that the existing 24 s.f. monument sign on Site, will remain and not be altered.

A detailed landscape plan is included in the submitted plan set (*See Sheets LS-1 and LS-2*). These plans were reviewed twice and approved by the Community Beautification Committee, and the Inland Wetland and Watercourses Agency, which had a particular interest in the revegetation of the Salmon Brook streambank. The proposed parking lot lights are 14 ft. tall, dark sky compliant fixtures, the building lights are mounted at 12 feet and are also dark sky compliant (*See Sheet SL-1*). No light poles are proposed on the north side of the property; however, the vacuums are lit on the underside of the arches at a mounting height of 7 feet. A Stormwater Management Report titled Drainage Calculations and Flood Compensation Analysis dated February 10, 2022, revised March 9, 2022, has been submitted with this Application.

Neighborhood Outreach. The Applicant engaged with the condominium residents at the Village of Glen Lochen which is located to the southeast of the Site. Outreach efforts were directed to Maureen Bjoko, 50 Crossroads Lane, who circulated information to the other condominium residents. The Applicant provided information on all meetings (agendas, zoom links, submitted application materials) for the project to Ms. Bjoko in advance of meetings to the Zoning Board of Appeals, Conservation Commission/Inland Wetland and Watercourses Agency, Beautification Committee, Plans Review Subcommittee and Town Plan and Zoning Commission. On March 16, 2022, at 4:00-4:45 PM a Site walk was held with the Applicant, its representatives and eight residents. The Site walk involved a walk around the property and an in-the-field description of the proposed improvements. Specifically, the Applicant noted the limited activity within the easement area: grading, removal of the existing sheds, installation of a tree well to maintain one of the mature trees, and the replacement of the fence sections. The passive recreation conducted in the Recreation

Easement area will be unaltered by the proposed redevelopment of the Site. The condominium residents liked that the dyers were being moved towards Main Street and would now be inside the building, that the car wash and vacuums would no longer be available 24/7, and that all of the existing mature trees would remain in the eastern portion of the Site.

The Application Complies with §6.3 Motor Vehicle Car Wash, as demonstrated below:

§6.3.a.	For a 2-bay carwash 4,000 s.f. of lot area and storage area for awaiting motor vehicles, excluding exit drives, is required, and 7,200 s.f. of lot area is proposed
§6.3.b.	The entrance and exits are from a public street (Main Street)
§6.3.c.	The entrance and exit drives have a minimum width of 10 feet, and are proposed at 15 feet wide (north/exit) and 20 feet wide (south/entrance)
§6.3.d.	The use of the Site is limited to the washing of motor vehicles
§6.3.e.	Vacuum equipment is located outside of the principal structure and is 98 feet from the northern property line, which exceeds the minimum distance required of 25 feet from the property line. The closest pay station (the modern version of a cashier’s booth) is located within 18 feet of the southern property line. The regulation requires that a cashier’s booth be not less than 25 feet from the property line, and the Zoning Board of Appeals granted a variance to permit the pay station within 18 feet of the property line.
§6.3.f.	All portions of the building used for the washing of cars are located not less than 75 feet (proposed 163± feet to residential property line to the southeast). While the regulation requires that all portions of the building used for the washing of cars be 125 feet from the street line upon which the premises fronts (Main Street), the Zoning Board of Appeals granted a variance permitting the building to be located no closer than 59 feet from the street line upon which the premises fronts (Main Street). The proposed building is 59’2” ± feet from the street line of Main Street.
§6.3.g.	All areas for washing, drying, vacuuming and parking are surfaced with either asphalt or cement and a graded to drain and dispose of all surface water accumulation.
§6.3.h.	The Site is properly lighted, with dark sky compliant fixtures, that are directed away from residential properties and the street.
§6.3.i.	The Site is adjacent to Flood Zone to the north and Reserved Land (Town-Owned Open Space) to the east and south.
§6.3.j.	All washing facilities are enclosed in a permanent building constructed of durable materials.
§6.3.k.	The trash is enclosed by an 8’, gray, solid vinyl fence.
§6.3.l.	N/A – not part of a motor vehicle or gasoline service station
§6.3.m.	The Site’s floor drains that may receive detergent, oil or other chemicals are connected to the sanitary sewer system.

“Green” Building and Site Design Elements, include the following:

- Use of LID techniques to maximize infiltration: sheet flow and eliminated curbing, rain garden
- Use of concrete and help to lower stormwater runoff temperatures
- 14’ mounting height dark-sky compliant site lighting
- High-efficiency, low-noise dryers inside the building
- Open-loop wastewater reclaim system that recycles up to 50% of the water used in the car wash
- Hyper-concentrated, bio-degradable chemicals

Consistency with the Town of Glastonbury 2018-2028 Plan of Conservation & Development:

- The stormwater management plan promotes the use of innovative techniques, Low Impact Development (LID) and Best Management Practices to benefit surface water and groundwater quality and overall ecological integrity consistent with *Town Wide Policies: 5. Stormwater Management (a) (Pg. 23)*.
- The plan minimizes light pollution through the use of dark sky compliant/full cutoff fixtures, consistent with *Town Wide Policies: 6. Commercial Development (a) (Pg. 23)*.
- The proposed water recycling system encourages a sustainable project that minimizes impacts on the natural environment, i.e., water. *Town Wide Policies: 10. Sustainable Development (a) (Pg. 24)*.
- The proposed architectural, landscaping and lighting improvements continue efforts to enhance the streetscapes along Main Street. *Planning Area 4, Economics (3) (Pg. 43)*
- The proposed stormwater treatment plan treats the stormwater runoff from both pervious and impervious surfaces to protect the Salmon Brook. *Planning Area 4, Stormwater Management (2) (Pg. 43)*
- The plan ensures that none of the proposed activity results in a decrease in flood storage capacity. *Floodplain Management, Policies (4) (Pg. 67)*.
- The plan meets the intent of the recommendation in the Plan of Conservation and Development to consider creating development design standards for the area of Main Street between Naubuc Avenue and Pratt Street to allow for new non-residential construction and the redevelopment of existing structures. *Floodplain Management, Policies (7) (Pg. 67)*.