



# VILLAGE OF ORLAND PARK

14700 Ravinia Avenue  
Orland Park, IL 60462  
www.orlandpark.org

## Department Requested Action

File Number: 2018-0619

Agenda Date: 4/16/2019

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Status: IN COMMITTEE  
/COMMISSION

In Control: Plan Commission

File Type: MOTION

### Title/Name/Summary

Tommy's Car Wash - Development Petition for Site Plan, Landscape Plan, Elevations, Special Use Permit Amendment with Modifications

### History

#### Project

Tommy's Car Wash - 15819 Wolf Road  
2018-0619

#### Petitioner

Daniel Elliot

#### Purpose

The petitioner seeks approval to construct a 5,167 square foot car wash building on a 1.54 acre parcel.

**Requested Actions:** Site Plan, Elevations, Landscape Plan, and Special Use Permit Amendment with Modifications

**Address:** 15819 Wolf Road

**P.I.N.:** 27-17-315-001-0000

**Parcel Size:** 1.54 acres

**Comprehensive Plan Planning District & Designation:** Centennial Planning District with Neighborhood Mixed Use Designation

**Existing Zoning:** BIZ General Business District

**Existing Land Use:** Vacant

**Proposed Land Use:** Car wash facility

#### **Surrounding Land Uses & Zoning:**

North: BIZ General Business District - Vacant lot (Wolf Point Plaza shopping center)

South: RSB Residential and Supporting Business District - Bank (across 159th Street)

East: BIZ General Business District - Vacant lot (Wolf Point Plaza shopping center)

West: BIZ General Business District - Commercial strip center (across Wolf Road)

**Preliminary Approvals:** Preliminary engineering and landscape plan approvals have been granted for this project to move forward to the Plan Commission.

### BACKGROUND & CONTEXT

The subject property is located on Lot 1 of Wolf Point Plaza. On April 5, 2010, the Village Board approved a Special Use Permit to allow for a Planned Development for Wolf Point Plaza by Ordinance No. 4558 (Legistar File ID # 2008-0422). Wolf Point Plaza consists of five (5) lots on

18.12 acres located at the northeast corner of 159th Street and Wolf Road. Lot 1, 2, and 4 were originally envisioned for retail, restaurant, and bank users, each with drive-through, and are currently vacant. The subject property, Lot 1, was originally approved for a CVS pharmacy with parking and a drive-through lane in the setback areas between the building and the street. The BMW of Orland Park car dealership is located on Lot 3 at 11030 W. 159th Street. Lot 5 includes wetlands and a shared detention pond for the entire Planned Development. The original Special Use Permit included several modifications and variances for the Wolf Point Plaza development. The Special Use Permit has been amend twice times allow for additional parking, increased lighting levels, and a 40' flag pole for BMW (Ordinance No. 4681- 11/7/2011) and a building addition for BMW (Ordinance No. 5096 - 5/16/18).

### **PROJECT DESCRIPTION**

The petitioner is proposing to construct a 5,167 square foot car wash building on a 1.54 acre parcel. The site is located at 15819 Wolf Road at the northeast corner of 159th Street and Wolf Road. The proposed site plan consists of twenty-two (22) parking spaces, drive-through lanes, a pay station canopy, vacuum station canopies, and landscape enhancements. The project will also include two (2) access drives from Zeigler Drive, a private road to the north, and two (2) cross access drives to the adjacent lot to the east.

The project requires approval of an Amendment to the Special Use Permit for Wolf Point Plaza (Ordinance No. 4558). Additionally, car washes are classified as motor vehicle services, which require approval of a Special Use Permit in the BIZ General Business District. The petitioner requests approval of the following modifications:

1. A modification to locate drive-through lanes in the setback areas between the building façade and the street (Section 6-207.F.4)
2. A modification to increase the number of drive-through lanes between the building façade and the street from one (1) lane with a maximum width of fourteen (14) feet to three (3) lanes with a combined width of thirty-six and one-half (36.5) feet (Section 6-207.F.4)
3. A modification to Section 6-306.B to increase the number of parking spaces from two (2) spaces to twenty-two (22) spaces (Section 6-306.B)

With the exception of the requested modifications, the project conforms to the Village's Comprehensive Plan, Land Development Codes and policies for this area.

### **SITE PLAN**

The site plan consists of a 5,167 square foot car wash building, a parking lot with sixteen (16) vacuum station canopies, two (2) cross access drives connecting to the adjacent property to the east, and new landscaped areas. The proposed three-lane drive-through will extend around west side of the building and merge into a single drive-through lane to the south of the building.

### **MOBILITY**

#### **Vehicular/Traffic**

The site will be accessed from two (2) curb cuts off of Ziegler Drive, a private street to the north of the subject property that serves the Wolf Point Plaza development. The west driveway will be an entrance only and the east driveway will be full access consisting of one outbound left turn lane, one outbound right turn lane, and one inbound lane. Ziegler Drive connects to Wolf Road, a minor arterial street under IDOT jurisdiction, at a right-in/right-out intersection. The property is also located directly to the north of 159th Street, a major arterial street under IDOT jurisdiction, but will not have direct access to this street. Vehicles will instead be able to enter from the right-in/right-out intersection on 159th Street and Dealership Drive further to the east.

#### **Cross-Access**

Two (2) cross access drives are proposed to connect to future development on the adjacent property to the east. The petitioner will be required to submit a final plat during final engineering establishing a new cross access easement.

### **Drive-Through Lanes**

Per Section 6-207.F.4, drive-through facilities are not allowed within the setback area between the building facade and the street unless approved via a modification to a Special Use Permit. In order to qualify for a Special Use Modification, the drive-through facility must meet all of the conditions in Section 6-207.F.4. The code states that drive-through should be designed as a single lane with a maximum width of 14' and a minimum turning radius of 20' from the centerline of the drive aisle. Drive-through lanes must be a minimum of 10' from all property lines, constructed of decorative pavement or pervious pavers, and screened with a combination of masonry walls and/or decorative landscaping in order to provide a solid buffer at a minimum height of 36". The drop off area or drive aisle shall not obstruct any direct pedestrian connections and shall include crosswalks. Order windows and menu boxes must be integrated into the architecture of the building, include masonry architectural details that match the materials and design of the building, screened from vehicular and pedestrian view, and kept out of the setback between the building and the street.

A modification is requested to allow for a three-lane drive-through between the building and Wolf Road. The proposed drive-through lane meets most of the conditions per Section 6-207.F.4 but exceeds the allowed lane width size. As a result, the petitioner has also requested a modification to increase the number of drive-through lanes between the building façade and the street from one (1) lane with a maximum width of fourteen (14) feet to three (3) lanes with a combined width of thirty-six and one-half (36.5) feet.

As shown on the submitted site plan, the proposed drive-through will be constructed of colored concrete with a scored diamond crosshatched pattern. A different color of decorative concrete will be used between the drive-through lane islands. The landscape area between the drive-through lanes and Wolf Road will include a bioswale with naturalized plantings, a berm measuring approximately four (4) feet in height above the grade of the drive-through lanes, and a mix of shrubs, shade trees, and ornamental trees. A masonry low wall surrounded by landscaping will also be located at the southwest corner of the site.

A modification is also requested to allow for a single drive-through lane and emergency exit lane between the building and 159th Street. The lanes will be constructed of colored concrete with a diagonal diamond crosshatched pattern. As proposed, the single drive-through lane meets the conditions of Section 6-207.F.4 in terms of the design, setbacks, use of decorative pavement, and screening and landscaping requirements.

### **Parking**

Required: Two (2) spaces, including one (1) accessible space

Provided: Twenty-two (22) spaces, including one (1) standard accessible space and one (1) vacuum accessible space

Per Section 6-306.B, car washes are also required to provide three (3) stacking spaces per drive-through lane plus one (1) parking space per employee. In this case, two (2) parking spaces are required for the two (2) proposed employees at peak shift and a total of nine (9) stacking spaces are required for the three (3) drive-through lanes.

A total of twenty-two (22) parking spaces are proposed, which includes two (2) standard parking spaces, three (3) parallel parking spaces, fifteen (15) vacuum spaces measuring

fourteen (14) feet wide, one (1) standard accessible space, and one (1) accessible vacuum space. In total, sixteen (16) of the parking spaces will be served by vacuums. Any request exceeding a twenty percent (20%) increase in the total number of parking spaces permitted on the lot must be approved through a modification to the Special Use Permit. The petitioner has requested a modification to Section 6-306.B. to allow for additional parking spaces associated with the vacuum stations.

A total of twenty-four (24) stacking spaces are located within the three drive-through lanes between the payment canopy and the adjacent drive aisle, which meets and exceeds code requirements. An additional five (5) stacking spaces are located in the single lane drive-through area between the payment canopy and the car wash building entrance.

Five (5) bicycle parking spaces are proposed adjacent to the sidewalk at the northwest corner of the building, which meets code requirements per Section 6-306.H.

### **Pedestrian Access**

A five (5) foot wide sidewalk is proposed along the Ziegler Drive along the north of the site. The sidewalk will connect to the existing public sidewalk along Wolf Road and to future development on the vacant lot to the east. The sidewalk system will extend into the interior of the site to connect to the building entrances. Decorative stamped concrete is proposed where the sidewalk cuts through the parking lot/access drive to create a defined pedestrian route. Additionally, a sidewalk section will be installed in front of the proposed low wall at the southwest corner of the property to connect the public sidewalks along Wolf Road and 159th Street.

### **BUILDING ELEVATIONS**

The proposed one-story building will be constructed of gray brick, 4 inch split faced concrete masonry block, a curved acrylic roof system, and aluminum metal accent panels and banding. The proposed building materials and color scheme are included on the elevations, specification sheets, and renderings submitted by the petitioner.

### **North and South Elevations**

The north and south elevations of the building will each be accentuated by red and black aluminum panels surrounding the car wash entrance and exit, a curved acrylic roof system and fascia, and a brick accent tower featuring a 4 inch split face concrete masonry block base in a dark gray color, an accent band composed of gray corrugated metal lined with black metal banding on the top and bottom, and an aluminum parapet cornice. The accent tower on the south elevation near 159th Street has a proposed height of 28 feet measured to the top of the parapet while the accent tower on the north elevation near Ziegler Drive has an overall height of 24 feet. The parapet walls shall fully screen any proposed mechanical equipment to meet code requirements listed in Land Development Code Section 3-608.J.

### **East and West Elevations**

The east and west elevations utilize the same architectural style and materials used on the north and south elevations. The central portion of the building features a curved acrylic roof, large glass windows, and louvers. The proposed building height to the top of the car wash tunnel measures 20 feet 9 inches.

Each end of the west elevation facing 159th Street will be constructed of gray brick with a gray corrugated metal accent band with black metal banding. The central portion of the elevation includes a curtain wall with large transparent windows that will be topped with horizontal louvers, the curved acrylic roof system, and a shielded red LED accent light. The payment

canopy and drive-through window serving the three-lane drive-through will be located on the west elevation.

The east elevation also consists of the curved acrylic roof system and a curtain wall with large transparent windows topped with horizontal louvers. Two (2) of the windows will consist of black, non-transparent metal to block views of interior operations inside the car wash building.

Additional information on the proposed elevations of the proposed payment canopy, vacuum station canopies, vacuum equipment enclosure, and garbage enclosure are included in the Accessory Structure section below.

### **LANDSCAPE PLAN**

The preliminary landscape plan has been approved by the Village's landscape consultant, Hey & Associates. The petitioner must submit a final landscape for separate review in conjunction with final engineering. All conditions included in the most recent and subsequent comment letters must be addressed during final landscape plan review. It is imperative that the landscape design professional and project engineer coordinate their work to provide grading required for landscape compliance.

Overall, the landscaping requirements for Landscape Parkways, Landscape Corridors, Landscape Bufferyards, and Foundation and Interior Landscape, Parking Lot Area Landscape, and Signage Landscape have been met and will be confirmed during final landscape plan review. As previously noted, landscaping is proposed to help screen the drive-through lanes from view and offset the visual impacts associated with the requested modifications to Section 6-207.F.4 of the Land Development Code. The petitioner has provided a landscape area between the three drive-through lanes and Wolf Road that includes a bioswale with naturalized plantings, a berm measuring approximately four (4) feet in height above the grade of the drive-through lanes, and a mix of shrubs, shade trees, and ornamental trees. Shrubs and perennials are proposed in front of the single drive-through lane along 159th Street to meet code requirements. Additionally, a curved masonry wall is proposed at the southwest corner of the site, which will be surrounded by a mix of deciduous and evergreen shrubs, perennials, and ornamental grasses. Please refer to the Accessory Structures section below for additional details on the low masonry wall.

A small bioswale is also proposed along the east side of the site. Stormwater Management Area Landscape must be revised to meet the requirements of Section 6-305.D.8. A monitoring and management (M&M) plan will be required at the time of final landscape review.

### **DETAILED PLANNING DISCUSSION**

#### **Preliminary Engineering**

Preliminary engineering approval has been granted for this project by the Village's engineering consultant, Christopher B. Burke Engineering Ltd. (CBBEL). Final engineering submittal must address all previous review letter comments as well as any future engineering comments.

Detention/Retention - An existing shared detention pond was constructed on Lot 5 as part of the Wolf Point Plaza Planned Development to accommodate storm water and detention for the entire development. Two (2) bioswales are proposed on site.

Traffic Study - The petitioner has submitted a traffic study for this project, which is required for all proposed developments with drive-through facilities per Section 6-405. Based on information provided by Tommy's Car Wash Systems, the 130 foot long car wash tunnel can process an estimated 130 vehicles per hour, resulting in average of one vehicle exiting the car wash

building every 28 seconds. Because the car wash tunnel allows multiple vehicles to go through the car wash simultaneously (up to five vehicles at the same time), the tunnel can accommodate more than one vehicle every 28 seconds.

It is anticipated that the storage for thirty-one (31) vehicles from the entrance of the car wash building to the north driveway will accommodate the peak queuing demands. In the event that vehicles stack into Ziegler Drive during extreme peak times of operation, a high demand contingency plan will be implemented where an employee will temporarily close off the west driveway entrance and direct traffic to the east driveway. This would provide stacking for an additional four (4) vehicles on site, bringing the total number of stacked vehicles to thirty-five (35) including the stacking space between the payment canopy and the car wash building entrance. Based on the results of the analysis, no mitigation is needed at the study area intersections at this time and the proposed configuration of the driveways is adequate to serve peak hour traffic.

Lighting - A photometric plan will be reviewed during final engineering and shall meet the requirements of Section 6-315. In this case, Lighting Class 2 would be required for the project. Where non-residential is proposed adjacent to non-residential, 5 foot candles are allowed at the property line and a maximum light level of 15 foot candles is allowed within the interior of the site.

### **Comprehensive Plan**

According to the Village's Comprehensive Plan, the subject property is located in the Centennial Planning District and is designated Neighborhood Mixed Use. The property is also identified as a Development Opportunity site. Within the Neighborhood Mixed Use Designation, drive-through facilities are considered conditionally appropriate.

### **Land Use/Compatibility**

The proposed car wash is compatible with the BIZ General Business District, nearby existing uses along 159th Street, and adjacent automobile oriented uses. The surrounding area is comprised of a mix of established commercial uses, which includes a car dealership (BMW), banks, retail establishments, restaurants, and office and service uses. The vacant lots directly to the north and the east of the subject property are part of the Wolf Point Plaza Planned Development and were originally envisioned for restaurants and a bank with drive-throughs. The proposed car wash will be complementary to the BMW dealership to the northeast in Wolf Point Plaza. A strip shopping center is located to the west of the site across Wolf Road. The properties to the south across 159th Street and the southwest of the site across 159th Street and Wolf Road are each occupied by a bank with a drive-through.

### **Special Use Permit**

A Special Use Permit for a Planned Development for Wolf Point Plaza was approved by Ordinance No. 4558 on April 5, 2010 to allow for the development of an 18.12 acre commercial center with four retail buildings with drive-throughs and a car dealership. The proposed car wash will be located on Lot 1 of Wolf Point Plaza, which was originally approved for a CVS pharmacy with parking and a drive-through lane in the street setback. Car washes are classified as motor vehicles services, which require approval of a Special Use Permit in the BIZ General Business District per Section 6-207.C.12 of the Land Development Code.

Per Section 5-105.E. of the Land Development Code, the Plan Commission shall consider the extent to which the proposed project will meet the eight Special Use standards listed in the Code. The petitioner has provided responses to the Special Use standards, which are attached for review.

## Modifications

As part of the Special Use Permit, the petitioner is requesting three (3) modifications to the Land Development Code, which are discussed in the responses to the Special Use Standards submitted by the petitioner. The requested modifications are listed below:

1. A modification to locate drive-through lanes in the setback areas between the building façade and the street (Section 6-207.F.4)

The petitioner has requested that a three-lane drive-through be located between the building and Wolf Road. A single drive-through lane is proposed between the building and 159th Street. Per the petitioner, the proposed site design and orientation of the drive-through lanes is “vital to the property operation of the facility.”

The project is required to meet all of the conditions listed in Section 6-207.F.4 in order to qualify for a modification to allow for a drive-through lane between the building and the street. Landscaping, a berm, and a low masonry wall are proposed to screen the drive-through lanes and to offset the visual impacts associated with the proposed modification. The drive-through lanes meet setback requirements and will be constructed of decorative pavement. All of the drive-through standards per Section 6-207.F.4 have been met with the exception of the number of lanes and the width of the lanes allowed per code, which is discussed in the further detail below.

2. A modification to increase the number of drive-through lanes between the building façade and the street from one (1) lane with a maximum width of fourteen (14) feet to three (3) lanes with a combined width of thirty-six and one-half (36.5) feet (Section 6-207.F.4)

A modification is requested to allow for a three-lane drive-through in the setback area between the building and Wolf Road. As noted above, the proposed drive-through lane meets the majority of the conditions listed in Section 6-207.F.4 but exceeds the maximum width and number of lanes allowed per the Land Development Code. A single drive-through lane with a maximum width of fourteen (14) feet may be approved via a modification to a Special Use Permit. As shown on the proposed plans, three (3) lanes are proposed with a combined width of thirty-six and one-half (36.5) feet. According to the petitioner, the drive-through lanes will provide additional vehicle stacking on site to assist with site traffic flow and to prevent stacking onto Ziegler Drive and Wolf Road.

3. A modification to Section 6-306.B to increase the number of parking spaces from two (2) spaces to twenty-two (22) spaces (Section 6-306.B)

The Land Development Code requires one (1) parking space per employee for car wash uses. For this project, two (2) parking spaces are required to serve the two (2) employees. A total of twenty-two (22) parking spaces are proposed, which includes two (2) standard parking spaces, three (3) parallel parking spaces, fifteen (15) vacuum spaces, one (1) standard accessible space, and one (1) accessible vacuum space. Any request exceeding a twenty percent (20%) increase in the total number of parking spaces permitted on the lot must be approved through a modification to the Special Use Permit. The request for additional parking will accommodate the vacuum canopies, which are an integral to the operations of car wash facilities, but are not adequately addressed by the Land Development Code.

## Noise Control Requirements

The proposed car wash, including all vacuum equipment, must abide by all Noise Control Regulations set forth in the Title 6, Chapter 4 of the Village Code.

## Signage

Two (2) monument signs are proposed, one along Wolf Road and the other along 159th Street. The conceptual location of the monument signs are shown on the submitted site plan. The conceptual appearance of the wall signs are indicated on the submitted building elevations and renderings. Signage is not included as part of this petition. All signs are subject to a separate sign permit review by the Development Services Department and must comply with Section 6-307 of the Land Development Code.

### **Accessory Structures**

Low Wall - The approval for the Planned Development for Wolf Point Plaza by Ordinance No. 4558 included pedestrian amenities and site features such as a masonry low wall with a trellis, outdoor seating area, and unified monument signage. These site features were intended to provide visual interest, a harmonious design throughout the development, and a gateway feature at a prominent, highly-visible intersection in the Village. They were also intended to offset the proposed modifications/variances for the entire development as well as for the specific site plan for CVS proposed on the subject lot at that time, which included the allowance of a parking lot and one drive-through lane between the building and the street.

To meet the intent of the original approval and offset the current requested modification to allow for multiple drive-through lanes between the building and the street, the petitioner is proposing to install a masonry low wall surrounded by a mix of landscaping at the southwest corner of the site. The proposed low wall will primarily be constructed of the same gray brick used on the building with accent rows of the dark gray 4 inch spit face concrete masonry. The overall curved length of the wall is approximately 65 feet long. The central portion of the wall will measure just over 4 feet in height with taller brick columns topped with a decorative concrete cap on each end measuring 6 feet 11 inches in height.

Garbage Enclosure - A garbage enclosure is proposed on the east side of the site near the north cross access drives. As shown on the elevations, Sheet A305, the enclosure will be constructed of eight (8) foot tall brick walls that will match the brick used on the building and six (6) foot tall wood gates. As proposed, the garbage enclosure meets the requirements of the Land Development Code.

Vacuum Canopies - A total of sixteen (16) vacuum station canopies with an overall height of 10 feet 6 inches will be located in the parking lot to the east of the building. The curved canopies will be covered in a red fabric and extend over the parking spaces. Each vacuum canopy includes two vacuum hoses that hang approximately eleven (11) feet apart to allow for customers to vacuum both sides of their vehicles. Red accent balls will be located between the vacuum canopy posts on the adjacent concrete sidewalk to provide a holder for the vacuum hoses.

Payment Canopy - A payment canopy is proposed over the three drive-through lanes to the west of the building. The canopy measures approximately 35 feet long and 25 feet wide, with an overall height of 13 feet 7 inches. As shown on the submitted elevations, the black metal canopy will be supported by four metal posts that will be wrapped with a four (4) foot tall brick base to match the brick building material and color. The wrapped brick base will help integrate the drive-through canopy with the building, offset the proposed modification to locate the drive-through lanes between the building and the street, and meet the code requirements per Section 6-207.F.4.

### **Mechanicals/Utility Conduits**

All mechanical equipment must be screened, either at grade level with landscaping or hidden behind the roofline. Exterior roof ladders are not permitted and must be located interior to the



building. The petitioner has verified that all mechanical equipment will be screened from view. The proposed roof ladder will be accessed from an equipment room inside the building.

**Exactions and/or Incentives**

All exaction fees, including but not limited to transportation, parks and schools, are to be paid to the Village per Code requirements.

**Bulk Requirements**

Lot Size

Minimum - 10,000 square feet

Proposed - 66,932 square feet (1.54 acres)

Lot Coverage

Maximum - 75%

Proposed - 58.3%

Floor Area Ratio (FAR)

Maximum - 1.0

Proposed - 0.08

Setbacks

Street Setback (159th Street):

Required - 25 feet

Proposed - 43 feet

Street Setback (Wolf Road):

Required - 25 feet

Proposed - 107 feet to building; 70 feet to payment canopy

Side Setback (East Interior Setback):

Required - 15 feet

Proposed - 110 feet

Rear Setback (North - Ziegler Drive):

Required - 30 feet

Proposed - 53 feet

The petitioner has requested a modification to Section 6-207.F.4 to locate drive-through lanes in the setback areas between the building and the streets.

Building Height

Maximum - 4 stories or 50 feet, whichever is higher

Proposed - 28 feet to the top of the parapet wall; 20 feet 9 inches to the top of the fascia for the curved acrylic roof system

Parking and Loading

Required Parking Spaces - 2 parking spaces

Proposed Parking Spaces - 22 parking spaces

As noted above, the petitioner has requested a modification to Section 6-306.B to allow for an increase to the number of parking spaces from two (2) to twenty-two (22) spaces.

Required Stacking Spaces - 9 spaces (3 spaces per drive-through lane)  
Proposed Stacking Spaces - 24 spaces from payment canopy to end of drive-through lanes; 29 spaces between car wash building entrance to end of drive-through lanes (5 stacking spaces between payment canopy and car wash entrance)

This case is now before Plan Commission for consideration.

**Recommended Action/Motion**

Regarding Case Number **2018-0619**, also known as **Tommy's Car Wash**, I move to accept and make findings of fact as discussed at this Plan Commission meeting and within the staff report dated April 16, 2019.

I move to recommend to the Village Board approval of the **Preliminary Site Plan** titled "Preliminary Site Plan", prepared by V3 Companies, Sheet C1.0, dated August 31, 2018 and last revised April 1, 2019, subject to the following conditions:

1. Meet all building code requirements and final engineering requirements, including required permits from outside agencies.
2. Screen all mechanical equipment either at grade or at rooftop with landscaping or parapets respectively.
3. Submit a sign permit application to the Development Services Department for separate review. Signs are subject to additional review and approval via the sign permitting process and additional restrictions may apply.
4. Provide a cross access easement from Ziegler Drive to the cross access drives on the east property line.
5. The photometric plan shall comply with all lighting requirements per Section 6-315.

And

I move to recommend to the Village Board approval of the **Elevations** titled "Exterior Elevations", Sheet A201, dated July 27, 2018, and "Building and Wall Sections", Sheet A305, dated September 20, 2018, prepared by Progressive Architecture Engineering, PC, subject to the following conditions:

1. Screen all mechanical equipment either at grade level with landscaping or hidden behind the roofline.
2. All masonry must be of anchored veneer type masonry with a 2.625" minimum thickness.
3. Submit a sign permit application to the Development Services Department for separate review. Signs are subject to additional review and approval via the sign permitting process and additional restrictions may apply.
4. Meet all final engineering and building code requirements.

And

I move to recommend to the Village Board of Trustees approval of the **Preliminary Landscape Plan**, titled "Landscape Plan", Sheet L.1-0, L-2.0, L-3.0, dated February 12, 2019, and "Wall Elevation", Sheet LSK-1, dated February 8, 2019, prepared by Daniel Weinbach & Partners, Ltd., with the following conditions:

1. Submit a final landscape plan meeting all Village Codes and all required supporting documentation addressing all outstanding landscape items in conjunction with the final

engineering submittal.

And

I move to recommend to the Village Board approval of a **Special Use Permit Amendment** for Wolf Point Plaza Planned Development to allow for the construction and operation of Tommy's Car Wash, a car wash in the BIZ General Business District, subject to the same conditions as outlined in the Preliminary Site Plan motion and the following conditions:

1. Meet all Noise Control Regulations set forth in the Title 6, Chapter 4 of the Village Code.

**Modifications** to the Special Use Permit include:

1. A modification to locate drive-through lanes in the setback areas between the building façade and the street (Section 6-207.F.4)
2. A modification to increase the number of drive-through lanes between the building façade and the street from one (1) lane with a maximum width of fourteen (14) feet to three (3) lanes with a combined width of thirty-six and one-half (36.5) feet (Section 6-207.F.4)
3. A modification to Section 6-306.B to increase the number of parking spaces from two (2) spaces to twenty-two (22) spaces (Section 6-306.B)